

DECEMBER 19 / JANUARY 20

WELCOME TO THE FUTURE...

Welcome to issue 62 of the World's Number One Online Mountain Bike Magazine! This issue we take a look at Rampage with Cam Zink, discover the trails of Zermatt and find out more about the world of linkage forks. We're encouraged to

discover hidden lines on our local trails by going nowhere and we chat with Martha Gill about riding and racing. New bikes from Marin, Kona and Kinesis are taken for a spin and we test wheels from Industry Nine, Hunt and Sector.

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- GOING NOWHERE... -

RAMPAGE ROYALTY - CAM ZINK - TRAIL GUIDE ZERMATT
TESTS / TECHNIQUE AND MUCH MORE INSIDE!

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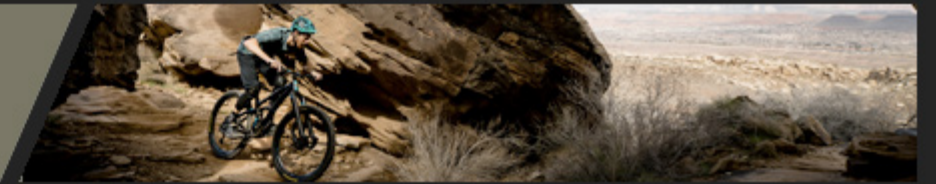
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Have We Reached Acceptance Of E-Bikes?

I always remember the first e-bike I rode, it was a Cube Stereo Hybrid 120 29er, and it was the tail end of 2013. At the time these rides were still attracting swathes of scorn in the MTB world, and indeed, whenever we posted about them, it was 90% vitriolic hatred towards us and the bikes. Looking back on that machine, it was somewhat of a monstrosity by today's standards.

The chunky motor, the ill-placed battery, the upright geometry, it was a "Frankenbike" if you will, no offence intended Cube. However, it did signal a potentially serious change in the world of MTB. Over the years we have seen it all as a sport, from the crazy machines of the '80s through to the development of the sport in the '90s. Arguably a period of refinement in the '00s followed by real progress in the '10s. We've gone from no suspension and brakes that may as well have been covered in chip fat, to machines these days that allow riders to cut lines such as those seen at Red Bull Rampage. We've watched the tech trickle down so now a modest £1500 full suspension bike can handle the unthinkable, and the top-end machines are dripping in trinkets that would make a pirate envious.

We've also seen the unstoppable rise of the e-bike, love them or hate them. I'd say about 80% have come to acceptance now according to our stats on social media. It looks like they are here to stay. As the decade draws to a close, and we seem to be testing more and more of these rigs, have we reached final acceptance of the e-MTB?

They allow us to travel further, faster and have almost limitless amounts of fun on a bike. They open up the sport to less able and injured riders, and those of us who struggle with fitness can get out there and enjoy the trails too. Whether they are a good thing or bad, is firmly up to you. Whatever you think, they are here to stay and look like they will become a large part of our future too.

I think I can just about live with that now... Can you?

Rou Chater
Publishing Editor

E-MTB'S HAVE COME A LONG WAY IN THE LAST FEW YEARS!
PHOTO RONNY KIAULEHN

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EDITORIAL



MACH 6

CARBON

CONSIDER THE BAR OFFICIALLY RAISED.





Once again, Rampage managed to do what it does every year, and surpass our expectations and blow the previous year out of the water. For 2019 riders and teams returned to the site from 2018 to forge new lines and develop unfinished business from the year before. Amongst the established riders this year was an injection of younger riders into the field who have come through the Proving Grounds qualification rounds to test their mettle at the real deal.

WORDS EWEN TURNER

INTERVIEW FROM YT

PHOTO THIS PAGE PETER MORNING/RED BULL CONTENT POOL

RAMPAGE ROYALTY - CAM ZINK



" AFTER CRASHING ON HIS FIRST RUN AND CRACKING HIS HELMET, HE WENT ON TO SEND WHAT AT THE TIME WAS UNDOUBTEDLY THE BIGGEST 360 EVER "

Despite the young blood coming through, Rampage remains the domain of the experienced freerider. Youthful exuberance will only get you so far, and those riders with more depth of knowledge and maturity are the ones who can consistently make magic in the desert. This year Semenuk found redemption with an audacious run and cements his position as one of the greatest of all time. Elsewhere the performances were outstanding regardless of points gained, including the ever-popular Brendan Fairclough with his line down the mighty Rock. A poignant event, push-ups featured throughout as riders paid tribute to the much-missed Jordie Lunn.

One man who has consistently taken the fight to rampage is Cam Zink, famous for going huge and pushing the sport forward. Most notably in Rampage history was Cam's ridiculous 360 back in 2010, which sealed the win as he launched off the enormous wooden drop that was the style of some features at the time. After crashing on his first run and cracking his helmet, he went on to send what at the time was undoubtedly the biggest 360 ever. In 2013 Cam wowed us all yet again with a huge 78ft step-down backflip that blew everyone's minds and is still hugely impressive even by standards today.

2014 saw him get Best Trick for yet another massive 360, which pushed the competition to an even higher level once again. 2017 saw a second-place performance, proving that Zink was happily mixing it with the best and could happily take a spot on the podium as his legendary status continued to develop.

PHOTO ALE DI LULLO



PHOTO ALE DI LULLO



Between all these events and despite injuries too numerous to mention, he has even found time to break the world backflip distance record.

What Cam has been able to do year on year is keep pace with the level of riding as it has progressed. It would have been easy to sit back and retire from the sharp end of bike riding, but he just keeps pushing forward. Frustrating though this year was, there is no doubt had he put it all together that Cam would have been a danger to the podium once more.

"IT WOULD HAVE BEEN EASY TO SIT BACK AND RETIRE FROM THE SHARP END OF BIKE RIDING, BUT HE JUST KEEPS PUSHING FORWARD"



TRIAR SCR TRUNNION / METRIC
IFP INTERNAL FLOATING PISTON
AIR VOLUME SPACER ADJUST



TRIAIR

**ESTABLISH
TRACTION**



" WHILE THE YOUNG GUNS WILL BE CREATING THE FUTURE OF RAMPAGE, THE OLD GUARD IS STILL SHOWING THEM HOW IT'S DONE. "

On Instagram, after the event, Cam said 'I'm the oldest one out there, but I still work my ass off to win. Absolutely gutted to not land my runs, but we did everything we could and gave it everything I had. Thanks to my diggers, Trevor and Ray, for the building, bike hauling, and everything else they do to win the most prolific bicycle event on the planet. Thanks to all of you that reached out before the event to say good luck and all that had

the kind things to say after it didn't go the way we hoped. I'll be back; I love the process, the struggle and I love flipping off of cliffs. Sending it for Jordie right here...'

For Zink, it seems that Rampage is a long game, and I doubt this year will be remembered fondly, but simply chalked up to experience ready to be channelled into more progression next year. While the young guns will be creating the future of Rampage, the old guard is still showing them how it's done. The mix of calculated risks, skill and experience is a heady mix that makes Rampage a hugely successful event and

draws riders back every year.

We caught up with Cam to find out more about his relationship with Rampage and his bike set up for one of the toughest events on the planet...

Tell us a bit about Rampage and what the contest means to you personally. Is it the highlight of your year when it comes to riding and competing?

It's the freedom to do whatever you want and build whatever your heart desires. Contests become monotonous and tiresome due to the same jumps being built for everyone. At Rampage, you are free to go as big as you want and build whatever you like for whatever trick you are dreaming of.



" WE HAVE FOUND SOME PRETTY INCREDIBLE PLACES IN THE ARCTIC AND CHINA, FOR INSTANCE, BUT WE ALWAYS VENTURE BACK TO VIRGIN "

As a free-rider, how does the Rampage terrain compare to any other sites you ride during the year?

It's the mecca. We have travelled all over the world to find a replica of Virgin, Utah. We have found some pretty incredible places in the Arctic and China, for instance, but we always venture back to Virgin, and lucky for us, we live pretty close.

What was the biggest feature you hit at Rampage in the past?

There are way too many to try to label one as the biggest.... Every year I seem to find something that challenges what I think is possible.

Which line/terrain/site was your favourite in the past years? What still stands out today, and why?

My favourite is definitely 2010 since it was my only win. But my favourite line I've ever ridden was in 2015. The judges didn't agree with me that year.

What are the biggest challenges the terrain poses in terms of riding?

It's steep.

Do you think there is a limit for both the bike and mentally or is there still room for progression?

There is always room for progression, but we are nearing the end of how big you can go. It's progressing in different directions now, especially tricks being done off the biggest cliffs ever done.







Apart from the paint job is this the same bike you'd ride most of the time?

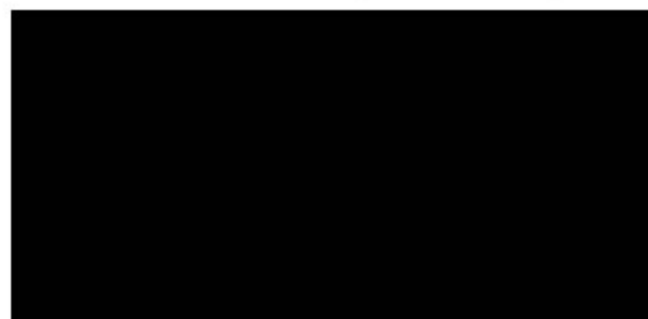
It's almost identical besides the paint job. It is a standard, size medium CF 27.5 TUES. The seat stay though is custom, it is an aluminium 26" wheel seat stay. It is a Mullet TUES.

What forks and shock do you run, and how do you set them up to deal with Rampage-sized impacts?

I run a Fox 40 front with max volume reducers, but it's still a stock tune. The rear shock is my own tune, but mainly for high-speed rebound, along with the max volume reducers.

"I RUN A FOX 40 FRONT WITH MAX VOLUME REDUCERS, BUT IT'S STILL A STOCK TUNE."

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" IT MAKES IT PRETTY EASY TO SET UP OUR STUFF FOR JUMPING OFF 40-FOOT CLIFFS, BUT STILL FEELING RIGHT AT HOME IN THE SMALL BUMPS. "

The stock stuff is so good nowadays and so tunable. Along with the TUES being so progressive, it makes it pretty easy to set up our stuff for jumping off 40-foot cliffs, but still feeling right at home in the small bumps.

Do you make any other setup changes for riding Rampage?

I've got a CaneCreek Angleset to steepen in the head tube angle of the bike as I'm using a bigger front wheel. The 1.5-degree angle set brings the head angle back to stock at 64 degrees.

What's your set up for tensioning the chain? How do you go about choosing chainring sizes and getting the right gearing?

I run a Shimano Saint drivetrain. Pretty standard, but a 32 tooth ring for better clearance.

What wheels and tires do you use? How do you set them up? Pressures? Tubeless?

Stans Flow MK3 Rims Laced to custom Zink edition Onyx Hubs. 27.5 Front setup Tubeless and 26 Rear with a tube since we land sideways frequently and burping isn't an option. 32 PSI Front, 37PSI Rear. MICHELIN 22DH Front and DH 34 rear Tires.

What are the challenges of setting your bike up for the desert?

It's just a happy medium between what I would race on and what I would ride big smooth jumps on.

PHOTO GARTH MILAN/RED BULL CONTENT POOL





" I AM ALWAYS THE MOST PARTICULAR ABOUT MY BRAKES AND REAR SHOCK. MY BRAKE REACH NEEDS TO BE ALL THE WAY IN, WITH MINIMAL PULL, AND BITE HARD. "

What bar and stem do you run? Height? Width?

My signature Deity CZ38 bar: 38 mm rise, 30" wide and my signature bend.

Are there any aspects of your setup you're very particular about?

I am always the most particular about my brakes and rear shock. My brake reach needs to be all the way in, with minimal pull, and bite hard. My rear shock needs to ramp up aggressively with slow rebound.

Any cool, custom one-off parts on the bike?

Nearly everything this year!

What do you like most about it?

It's bitchin!

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How are your riding stats looking? Clocked some serious elevation or mileage this month?

Ours are looking somewhat depleted, more akin to a month spent injured, tied down by work or a broken phone and no access to Strava. However, don't let that mislead you; we've been out nearly every day. In fact, last week we made the hour-long drive, every single day to the same small, gravel parking spot next to the by-pass with a beautiful view of the escalating mountains in front of us.



WORDS & PHOTOS BEN GERRISH

GOING NOWHERE!



" WE ALSO LOVE SCREAMING AROUND A TIGHT BERM AND LOADING OUR BIKES ONTO ANOTHER SHUTTLE RIDE "

It's day five in the English Lake District, lit by perfect sunlight broken by only a few scattered clouds, the scene is vivid and stunning. We packed our bags, readied our bikes and left the van. The destination was known, very well known, every rock and lump, bump and transition in intimate detail. Only a kilometre from the parking spot, it's only the size of a football field at a push. But it holds so much potential and all of our attention.

We had first seen it from across the valley, while on a classic loop, the sort of loop that makes your stats look good! The vast monoliths of rock, set in the corner of an otherwise unsuspecting farmer's field. Not visible from the road, they had never caught our eye before, but now we had been there, the possibilities were endless. After the initial hours of dead ends and unobtainable objectives, we dialled in what was doable and set about fine-tuning our lines.

I feel at this point we need some context, we are most definitely mountain bikers, we spend long days in the mountains. We'll happily shoulder our bikes for long, sometimes seemingly endless hike-a-bikes to reach a sought after summit and the glorious meandering singletrack that follows. We also love screaming around a tight berm and loading our bikes onto another shuttle ride just as much as the next biker.





" I CAN TELL YOU NOW, OLD HABITS DIE-HARD AND THAT DEEP-ROOTED LOVE OF THE SIMPLE THINGS LIVES ON "

We grew up playing bikes, leaning scaffold boards on old bricks, jumping curbs and sliding down whatever route looked likely to offer the biggest skids in the local woods. I can tell you now, old habits die-hard and that deep-rooted love of the simple things lives on.

"Playing Bikes" as we now affectionately call it is a deep rooted element of our bike riding routine and plays a vital part in the other aspects of our bike riding as well. Those small moments of perfect balance or the difference between a subtle shift and a bold movement on the bike can mean the difference between cleaning the most 'janky' of technical big mountain terrain or tip the balance on a perfectly executed S-bend berm.

What seems like merely playing about on bikes (and I guess in reality it is), is often dismissed as 'car park skills' or worse overlooked as showboating and dicking about. This stuff is just as vital as putting in the long winter miles and way more productive than cross fit. As far as I'm concerned, everyone should be getting involved and pre-ride car park wheelie competitions should be obligatory!

For us, playing bikes is the ability to make a meal of the most straightforward line on a well-worn trail.



Side hits are only the beginning, a rogue rock a hundred metres from the trail, on a route firmly locked into a friends GPS can quickly become our location of choice. Instantly the days ride, when zoomed in, looks more like a toddler's first crayon etching than anything resembling a coherent Strava post.

That said, sometimes as a positive contribution to our aggregate, we trek countless kilometres into the countryside to investigate a potential rock roll.

"WE TREK COUNTLESS KILOMETRES INTO THE COUNTRYSIDE TO INVESTIGATE A POTENTIAL ROCK ROLL"



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MORE INFORMATION

" THAT SAID, IT NEVER REALLY FEELS LIKE A WASTED DAY, THE DISCOVERY, THE BATTLE, THE DEDICATION OF WANTING TO TRY SOMETHING OVER AND OVER AGAIN "

We come armed with an arsenal of advantageous techniques, sometimes all it takes is clearing a good line of sight and making it smooth enough for the right speed, other times we go full build with rocks, logs and dirt or dry up a line with an overzealous brûlée torch.

Although we are still often met by defeat, an un-negotiable exit, a large body of water, countless small elements that for the large percentage of bike rides would be a minor inconvenience, can ultimately shape our day. That said, it never really feels like a wasted day, the discovery, the battle, the dedication of wanting to try something over and over again. This article aside, it isn't even about the media evidence, it's just about getting it sent. Clean, no dabs, as planned...with, wherever possible, a modicum of style.

That brings us back to the field, and those enormous wedges of stone. There are hundreds of lines there to go at, all with different levels of skill, commitment and preparation needed. We ticked off some simple, but satisfying lines on day one. We finished day two with some hard-fought, but satisfying photos in the bag, but also with a firmly defined crux.







The Crux... At the bottom of the area stood a four-metre high wave of rock. Shaped like a crudely formed vert quarter pipe, like you'd expect to see at the local skatepark. Deep, diagonal grooves in the centuries-old rock and a thick covering of moss, made for a less than simple angle of attack and both the run-in and exit left a little to be desired. It was perfect!

We thoroughly cleaned a strip of the rock and prepped a solid line in to ensure a consistent run in speed and trajectory, set up the cameras and began.

**"WE THOROUGHLY
CLEANED A STRIP
OF THE ROCK AND
PREPPED A SOLID
LINE IN TO ENSURE A
CONSISTENT RUN"**

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" CONSIDER A SMALL SPOT WHERE YOU CAN PLAY, PROGRESS AND HAVE FUN, RATHER THAN JUST CLOCKING UP THE MILES "

As far as our "playing bikes" was concerned, this was a big one, and in an ideal world, Dan didn't want to be doing it more than once. We quickly realised though, as, with anything that pushes your limits, it was not going to be plain sailing.

Tens of attempts later, hundreds of micro-adjustments, invisible to all but Dan and it was ready for the one. One last pass of the blow torch to ensure every ounce of grip was available, and he took his position at the top of the run-in. "Dropping"... only a few pedal strokes and Dan's rolling with the hill, every rock and lump, bump and transition playing its part in getting him there, the perfect speed, an impeccable line and it's done.

High fives all round, bags packed and the short roll back to the van, time for a pint to celebrate and maybe a quick check on the map, at something we saw the other day.

Next time you're planning a ride, why not consider a small spot where you can play, progress and have fun, rather than just clocking up the miles, it might ignite an element of childhood joy perhaps long forgotten...

WORDS & PHOTOS FABIAN GLEITSMANN

TRAIL GUIDE ZERMATT

"Zermatt? Forget about that, go to (insert any other place that is not Zermatt here) instead!" Wow! Talking to other fellow bikers, it seems like they all either totally love or hate the little village at the foot of the Matterhorn, the Alps' most iconic peak. Yes, especially the Western Alps offer countless options for mind-blowing riding vacations, but somehow Zermatt continues to buzz around our heads. So in late September, we finally decide to give it a go, explore Zermatt and the surrounding mountains – and find out if we can prove all the naysayers wrong!



Driving from Germany to Switzerland, you automatically take your foot off the gas. A 120 km/h speed limit – as opposed to our no-limits-highway – combined with exorbitant sanctions force you to relax, to take it easy and enjoy the beauty of the country. Crossing one of the numerous mountain passes we slowly make our way towards our destination and soon realize that one argument definitely is admissible: Zermatt really takes a while to get to – unless you're already living in the tri-border area of Switzerland, France and Italy. But what about the other arguments?

IT IS TOO EXPENSIVE!

Always the number one, but come on – it's Switzerland after all! Nothing is cheap over there, and Zermatt is no exception. However, you can plan it smart. Avoid the high-season, go for a bed & breakfast instead of a 5-star-hotel and get your supplies at the local supermarket. Pre-order your bike ticket and go for a multi-day-pass. Yes, that's right, while the price for just one day of lift-accessed riding is steep, we're surprised that the surcharges for extra days are absolutely reasonable and decide to spend a little extra time in Zermatt.



" WE SLOWLY MAKE OUR WAY TOWARDS OUR
DESTINATION AND SOON REALIZE THAT ONE
ARGUMENT DEFINITELY IS ADMISSIBLE:
ZERMATT REALLY TAKES A WHILE TO GET TO "



THERE ARE TOO MANY PEOPLE!

It seems that for many, the costs and the lengthy arrival is not an issue at all – gondolas and trains are usually packed with tourists and locals alike. However, once you make it to the top, that's not an issue at all. The number of trails is endless; some are reserved for hikers, some for bikers, but most of them are shared by everybody and this works just fine. Not once did we meet someone who had an issue with bikers on hiking trails. Just make sure to be kind and respectful to the locals, and they'll be the same to you.

" THE NUMBER
OF TRAILS IS
ENDLESS;
SOME ARE
RESERVED FOR
HIKERS, SOME
FOR BIKERS "



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" SMOOTH, WITH GENTLE ROLLERS AND PERFECT, TURNS IT TAKES US DOWN THE MOUNTAIN AND BEFORE SPITTING US OUT AT A TRADITIONAL, UBER-COSY HUT "

This is especially true the higher you get: leaving the familiar trails behind and carrying our bikes towards the famous Hörnli hut we got into long conversations with hikers and mountaineers. Only to find out that in the end, we share the same passion for the mountains, but simply have a different means of expressing it.

After climbing for more than an hour with the bikes on our backs, we decide to leave the main route and start cruising down a freshly groomed single trail towards the Staffelalp. Rocky and challenging at the


beginning, with a couple of extra tight switchbacks, we soon arrive at the top of the so-called "Hobbit-trail" – and yes, despite the altitude, the trail really feels like it's been taken straight out of the Shire. Smooth, with gentle rollers and perfect, turns it takes us down the mountain and before spitting us out at a traditional, uber-cosy hut. Fresh coffee and some local cake bring our energy levels back to normal, while we can't take our eyes off the enormous hanging glaciers on the north face of the Matterhorn.

Somehow we spend a little too much time in this little paradise, and the early sunset forces us to change our plans: instead of climbing another 500 meters to reach "Höhbalmen", one of Switzerland's most scenic trails, we take the direct way back to Zermatt. High above the river, filled with fresh glacial water, we cruise down, passing old wooden cabins that date back hundreds of years, chamois and marmots – but no other humans. Sometimes, it pays off to forget about your schedule, and life rewards you with an experience that will live on for a long time.

THERE ARE TOO MANY OTHER GOOD PLACES TO RIDE!

But there's only one Matterhorn. The iconic peak can be seen from pretty much every trail in Zermatt. However, even though that's a view that never gets old, it's not even the most important thing about riding in Zermatt. What topped it for us was the unique combination of easily accessible trails, really high up in the alpine, but still perfectly rideable for bikers of (almost) every skill level. The classic Gornergrat descent, for example, takes you from more than 3000 meters down to Zermatt at around 1600 m – that's a good 30 minutes of fast-paced descent on absolute world-class singletrack.

Or the Oberrothorn, probably the most easily accessible 3000m peak of the Alps, offering almost 2000 vertical meters of downhill. Or, if you're looking for something more technical, there is the descent from the so-called Trockener Steg. Known as the "Smuggler's Run", it's a rocky ride from Zermatt's all-year-skiing resort back down into the valley.



" WHAT TOPPED IT FOR US WAS THE UNIQUE COMBINATION OF EASILY ACCESSIBLE TRAILS, REALLY HIGH UP IN THE ALPINE "





Also, there's much more than 'just' the official trails. For the ones who don't mind a little hike-a-bike, the opportunities are truly endless. Ever thought about a true high-mountain adventure including a glacier traverse? Then have a look at the Mettelhorn, the smaller neighbour of the famous Weisshorn mountain, a descent that gives you vertigo at the beginning before turning into yet another mind-blowing, high alpine rollercoaster.

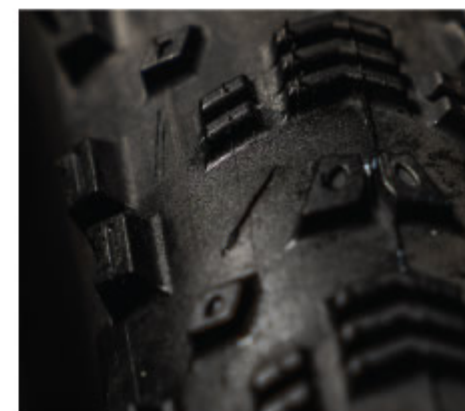
Looking for a multi-day adventure around the Matterhorn? No problem, you can traverse into the neighbouring Aosta valley and return via the Theodul Pass, an ancient trade route that nowadays includes a downhill on the hard-packed ski slopes.

" YOU CAN
TRAVERSE
INTO THE
NEIGHBOURIN
G AOSTA
VALLEY AND
RETURN VIA
THE THEODUL
PASS "

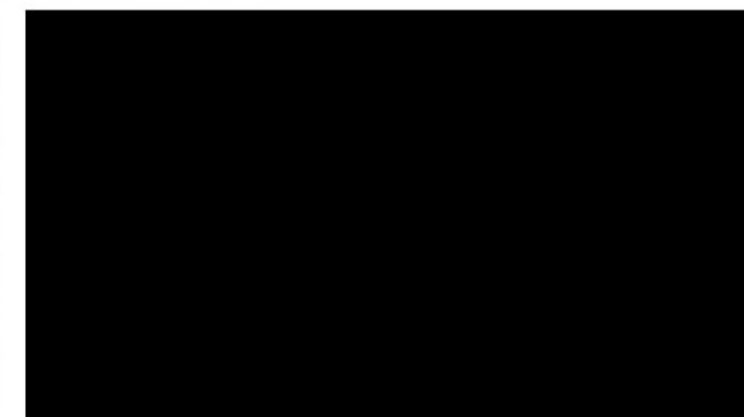
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" ZERMATT HAS SO MUCH TO OFFER, AND THE TIME WE HAD WAS NOWHERE NEAR ENOUGH TO DISCOVER ALL THE TRAILS "

The trails in Zermatt are too short for you? Well, you can easily extend them down into the Rhone valley, giving you another 1000m of descent easily – and also access to yet another incredible network of trails. Want to go skiing in summer? Climb a 4000-m-peak? Enjoy traditional Swiss cuisine? You can do all of this in that little village in the southwestern corner of Switzerland. Overall, Zermatt offers not only an incredible amount but also a fantastic variety of trails, and a substantial taste of local culture. No wonder it was selected as the grand finale of the 2019 EWS season.

After almost a week filled with adventure and lasting impressions, it's hard for us to say goodbye. Despite its worldwide recognition, Zermatt has retained its charm and has resisted the transformation into a collection of huge, anonymous hotels. Just like Chamonix, it still is a genuine mountaineer's village with dozens of licensed mountain guides, and thousands of mountaineers that tackle the ridges of Matterhorn, Monte Rosa or any of the 36 other 4000m peaks around Zermatt. Despite its small size, Zermatt has so much to offer, and the time we had was nowhere near enough to discover all the trails, climb all the peaks, and explore all the little alleyways in the old town. We will be back – no matter what!



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NEVER BREAK THE CHAIN

Linking skill to link features

Welcome, and welcome back to the regulars and thank you for joining us for another instalment of the "Progression Sessions". This issue we delve into the subject of linking, that is both linking the features in the trail and looking at how we connect our core skills and technique to help keep speed and generate that flow where terra firma wants to rob it from you.



When the terrain is easy-going, there is far less need to be dynamic, and matching bike/body shape to terrain shapes. Still, as we have discussed in the past when things get a bit spicier and the terrain becomes more intense, we really need to deploy our core skills and start to match our shapes to suit the shapes in the terrain, and for the speed we are travelling. We move more dynamically to get the bike moving, carefully picking our battles between unweighting and eliminating or just bludgeoning our way through a section. Even with gravity on our side, the latter technique of brawn over brains will be detrimental on our energy reserves, by riding smart we can get some cash back for our expenditure, gaining free speed from the trail saving energy in the process. If the terrain and trail are more in the 'down country' category, then it is equally important (if not more so) to be energy efficient and not waste our breakfast on banging into everything.

" WHERE YOU CANNOT FALL SHORT OF THE MARK IS WITH CONSISTENCY, AND THAT INCLUDES ACCURACY "

The basis of this free flow methodology comes from having dialled those core skills so you can make the bike dance along the trail, it helps but is by no means essential to perform the core skills to a scale where you can take awards and wow subscribers to your YouTube channel. No one has to manual for an age or hop to new heights to make it through technically challenging terrain with added mo and increased flow, so don't be put off by the experts' exploits. That said, where you cannot fall short of the mark is with consistency, and that includes accuracy. The small measures and manoeuvres are markers that split the proficient from the pretenders.



" IF YOU ARE MORE OF A SOCIAL ANIMAL, THEN YOU CAN GO TO SPIN CLASSES FOR YOUR AEROBIC FIX "

That proficiency and consistency comes from repetition, adaptation, and physiology to match. Fast-twitch muscle fibres, suppleness and strength. Riders need aerobic fitness and strength/endurance fitness to maintain pace in long sections of technically challenging terrain, even if 100% downhill these rules still apply. Many recreational riders will fall short of the mark when it

comes to these attributes and big 'on bike' improvements can be made by some 'off bike' cross-training. For us here in the Northern Hemisphere right now that is very relevant as our daylight and weather limitations of deepest darkest winter will put pay to some of that on bike play that those summer days offer.

If you are stuck for ideas of what you can do to stay fit or improve fitness then some search engine action can help move you in the right direction, I'll let you into what I get up to in more detail next issue. Core strength training using free weights, medicine balls,

yoga balls and devices such as the TRX can all be done in the home, trips to a gym or climbing facility can further motivate and elevate performance. Aerobic workouts that can be done at or from home include jogging, there is also my old nemesis the turbo trainer, modern smart turbos with subscription packages enable you to race online against others to help alleviate the mind-numbing boredom of riding a bike nowhere. If you are more of a social animal, then you can go to spin classes for your aerobic fix.

Out on the trail, it is a good time of year to work on tricky passages as they present new challenges, wet, icy, leaf-covered and soft squidgy surfaces mean we have to be more diligent and even more precise.



Speeds may come down, and line choices may vary given the conditions, all good practice, and for those of us enduring winter all good ways to keep warm. Slippery trail conditions mean more work from the core, more micro-adjustments being made and as a consequence more of a workout. I personally tend to mix the rides between 'wrap up warm and truck out the miles' using smooth tracks and trails to those days where it's all about short steep punchy climbs and slow speed picky descents.

The core skills of pressure control - weighting and unweighting wheels, manuals, wheelies, rear-wheel lifts and bunny hops will help eliminate those slips and slides, often when it's techy, we have to link these independent skills in quick succession to avoid the stall and or the slip n slide.

" WE CAN 'SNAP
OUT OF IT'
AND GET BACK
ON TRACK "

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Power delivery has to be fine-tuned and adjusted continuously while cadence is adapted to suit the traction levels available, remember that pushing a slightly bigger gear will give you that all-important torque required to get that rear wheel gripped up. There is, however, a balance to be had between pushing too larger gear, thus grinding along and using too smaller ratio and spinning like the clappers.

If you are still brushing up on those core skills then it's a good idea to start linking them in easy terrain (you could be adding this to your 'alternative' training list), try exiting a corner and pulling a small wheelie into the next corner, pull a manual on the exit. Exit corner - hop - enter next corner - wheelie to link to another corner. By putting all the random combinations together, you will feel what works well and what combo's are harder to put together, all the time developing key muscles and muscle memory.

" SPEED UP THE SKILL DEPLOYMENT, SO THERE IS MINIMAL LAG TIME BETWEEN THEM "

From putting wheel lifting skills in between corners, you could find (or fabricate) a small drop-off which can also work as an up-step shape. Roll the drop then wheelie, roll the drop then manual, roll the drop small manual then rear wheel lift, roll the drop then hop. Repeat in reverse as you manual the front wheel up onto the step then deploy a rear-wheel lift to get the back end up, immediately follow by pulling a wheelie / manual / hop. Speed up the skill deployment, so there is minimal lag time between them, you will start to find that the pressure in-out and body positions enable you to overlap the core skills and associated shape making.





For those of you that are already proficient with the shape making but still battling with technical sections take time to evaluate your performance after each effort/attempt. Usually, you can unstitch the scenario and calculate what went well and what went not so well. Ask yourself or an onlooker (if you are practising with friends), did I keep my eyes up through the section? Often not cleaning something has a lot to do with vision, maybe you are not carrying enough speed or perhaps just a bit too much momentum which does not give you time to react and pull that next skill.

" WHEN YOU CAN PICK YOUR RIDING APART LIKE THIS YOU ARE IN A BETTER POSITION TO IRON OUT THE MISTAKE, PRO RACERS ARE DOING THIS "

The answers will always take us back to the essential elements - Vision - Speed Control - Body Position and that includes Footwork. Next up it could have been line choice that made you mess up, this links to the vision and 'where you look you go'. A slide or a stall would be speed control and maybe your weight bias being off. Clipping pedals/crankset is obviously an issue with that Footwork which may have arisen from gear selection, stalling in a climb could be the result of not carrying enough speed into it and or selecting the right gear at the right time. When you can pick your riding apart like this you are in a better position to iron out the mistake, pro racers are doing this, and there is no reason why you can't adopt a diluted version of their approach to performance. For me, this is just another link in the chain of making the most out of your trail time. I appreciate this may not be for everyone, but if you have kept with me this far then read on....



" IF YOU ARE MORE OF A SOCIAL ANIMAL, THEN YOU CAN GO TO SPIN CLASSES FOR YOUR AEROBIC FIX "

So beyond wheel stopping features where lifting wheels up onto and over are the solution what other trail features need linking? At the easier end of the spectrum, we have sequences of corners, connecting corners relies heavily on all four elements, looking up and through the turns, setting speed, moving into the front centre of the bike to get that front end to grip as you turn

in, then moving the bike through below you mid-turn (or at the point you really want to make it change direction) becoming more rear weight bias driving the legs down and out of the torso to steer from the rear as you slash the turn and exit. It's on the point of exiting that you now need to catch the bike back up pulling the bar towards you thus decelerating the bike so as to be front weight bias again into the next corner. Just repeat the steps as you link turn after turn. With corners getting slashed to pieces we can take another example of linking features, how about steps in a climb?

Depending on their height and the distance between them steps can be ridden by pulling a small wheelie followed by an unweighting or the rear wheel, immediately after or almost at the same time as that rear wheel gets up on the step we need to pop another wheelie. This is where learning to pop wheelies kicking off with either foot leading can really come into its own. Another classic linking scenario is the infamous Scottish trail exit that passes through a deep ditch at the edge of a forest road. Here we roll in down a steep chute with good brake balance and control, just as the front wheel is about to contact the upslope on the far side of the ditch we need to unweight that front wheel.

The bars get lifted up towards the chest, and the legs extend as the rear wheel now starts to bottom out in the ditch. It is at this point that many fail, they keep pulling the bar up or remain static in the one position instead of driving the bar forwards away from the torso while lifting the feet up towards your core. This shape is the exact same as that snap in the midpoint of a bunny hop. Any deep trough, gully or ditch requires this same series of shape making, you may find something near to you where you can practice this before hitting the trails.

" CONTROLLING OUR SPEED TO STAY ON THE TRAIL BY LITERALLY NOT GOING TOO FAST "

Drops in the trail where there is also a corner can be problematic, braking technique is one element that can make the difference and fine-tuning this skill will pay dividends in the steep stuff. Slight adaptations to where we brake and how much we brake can enable us to stay loose and roll through the rough bits gripped up. Remember to brake on the good ground, the smoother ground where less or no steering is involved, and there are fewer bumps, with the speed scrubbed here we can then be 'off the brakes' enabling the limbs to remain relaxed as we roll through the rougher stuff, in this scenario the drop mid-turn in the trail.

There are two key points to braking, braking is about control, and that comes in the form of controlling our speed to stay on the trail by literally not going too fast and overshooting stuff. The other control part is related to grip levels, and this is when NOT braking has to be considered. It is key to embed this in our minds, braking is not just an 'on' thing,





there is also time spent 'off the brakes'. Learning to trust the speed pick up through drops and in steeper rougher terrain is not easy, it is a natural reaction to want to slow the bike and maintain speed. Unfortunately, this reaction will work against you. Unstitch the situation, and you will often see that the reason why there is a tendency to keep on the brakes in the rough stuff is because we have carried too much speed into the section. By coming in that bit slower and doing the deceleration in the better ground we can then be off the brakes, tyres bite in, we can steer, and limbs are loose to further absorb the bumps and hits.

" THE KEY TO CONTINUED IMPROVEMENT IN YOUR RIDING IS PRACTICE, PATIENCE AND PERSISTENCE "

All said and done the key to continued improvement in your riding is practice, patience and persistence. Remember to mix your riding up from those 'make the fitness' rides to more intense shorter rides where we develop speed and in addition, rides where the focus is on skills and technique. Well, that brings us to the close of another year, have yourselves a fantastic time over the holidays, get plenty of trail time, and we will be back in the new year as we keep progressing the sessions. All the best from myself, Dan, the cameraman and the team at IMB.

Clive Forth



More bikes and components going under the microscope with our test team this issue! We've got rides from Marin, Kinesis and Kona, wheels from Industry Nine, Hunt and Sector plus brakes from TRP and a new drivetrain from Box.

BIKES

Kinesis Rise E-Trail

Kona Remote 160

Marin Rift Zone Carbon 2

WHEELS

Hunt All Mountain Carbon H_Impact

Industry Nine Enduro 305

Sector 9i

BRAKES

TRP G-Spec Trail SL

DRIVE TRAIN

Box 3 Prime 9

TRIED AND TESTED

WORDS AND PHOTOS THE IMB TEST TEAM

IMBIKEMAG.COM

"IT'S BANG ON,
EASY TO RIDE
AND MORE
IMPORTANTLY
EASY TO HAVE
FUN ON."

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

UK brand Kinesis may not be the first brand that springs to mind when you think of electric bikes, but the British brand has launched its e-division with a genuinely unique electric mountain bike. Up until this bike I firmly believed that all hardtail ebikes were rubbish, I've probably even written it somewhere, so I'll cut to the chase and state that the Rise from Kinesis has certainly changed my mind with this exception!

Known for quality aluminium frames, Kinesis has developed a 'British style' hardtail and combined that with the futuristic motor and battery system from Fazua. The result is a rather stealth looking e-hardtail ready to attack the trails while having the bonus of an assisted uplift.

The Fazua Evation drive system is very different from what we currently see on most emtbs. Fitting into the down tube the whole motor and battery unit can be removed, leaving only the gearing around the bottom bracket in the frame. The battery is a 250Wh unit, and although smaller in capacity than many other systems, it's light weight means a second can easily be carried in your pack.

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BRAND KONA MODEL REMOTE 160 YEAR 2020

"ONE OF THE MOST IMPRESSIVE EMTB'S I HAVE RIDDEN TO DATE"

TO VISIT THEIR WEBSITE, CLICK HERE



AT A GLANCE

Kona have built upon the foundations of the Process 153 and created what is effectively an e-MTB version of the popular enduro bike. At first glance, it is easy to see where the comparisons come from with the progressive geometry and slack head angles that the Process is well known for, being evident in the design. There are some slight differences, but overall the bike has the same characteristics and rides in the same fun, playful manner that we have come to love from Kona bikes. Only now you get to travel further and faster than before and get those extra laps in on your favourite trails!

The legendary Canadian brand have of course given us an e-MTB bike before in the form of the Remote Ctrl which used an internal battery with a 3rd generation Bosch motor. This time we see a change to the Shimano steps E8000 70nm motor, paired with the integrated Shimano 504Wh battery pack, which sits nicely into the downtube for a stealthy, natural-looking design. This is a keyless system which means all you need is a 4mm Allen key to remove the battery quickly. For charging there is a port on the non-drive side of the seat tube.

CLICK OR TAP TO READ MORE





"A WILDLY
PLAYFUL TRAIL
BIKE, AND I
WOULDN'T
WANT TO
CHANGE IT."

TO VISIT THEIR
WEBSITE, CLICK HERE



AT A GLANCE

The Rift Zone in its modern form has been a blinding success for Marin, coming right into the heart of the mountain bike market with an affordable trail bike that is both capable and fun to ride. Not setting out to be a race bike of any genre, the bike is simply for riding, and certainly for having fun. Roll on to 2019 and the new version has evolved into an even better bike and is still striking some impressive price points.

All that was lacking in the range was a top-end model. The Rift Zone 3 has an excellent spec for the price but what about those riders who have deeper pockets and still want to get on board a Marin? The answer lies in the Rift Zone Carbon, the latest incarnation of a modern classic.

Coming in two specs, Rift Zone Carbon 1 and 2 share the same numbers from the alloy version and still retain an alloy rear end but with a few tweaks. Overall the Carbon model has a lighter front triangle but a more burly rear triangle, creating a stronger, lighter and stiffer package.

CLICK OR TAP TO READ MORE



" THEY KEPT THE
PLAYFUL, FAST
STYLE ALIVE
AND SIMPLY
MADE THE BIKE
FEEL FASTER "



BRAND HUNT **YEAR** 2020
MODEL ALL-MOUNTAIN CARBON H_Impact WHEELSET

At A Glance

Hunt's ever-expanding wheel range now includes an Enduro focused carbon wheelset for the gravity rider looking for strength combined with carbon precision. Front and rear-specific, the All-Mountain Carbon H_Impact claims to be responsive, compliant and incredibly strong, all at the same time! What it doesn't claim to have is a particularly snappy moniker.

TO VISIT THEIR
WEBSITE, CLICK HERE



CLICK OR TAP TO READ MORE

" STIFF, DIRECT
AND PRECISE,
THE 305
WHEELSETS HAS
CONTINUED TO
IMPRESS "



BRAND INDUSTRY NINE **YEAR** 2019
MODEL ENDURO 305 WHEELSET

At A Glance

Industry Nine is known for producing high-quality wheelsets for all types of off-road biking. Their straight-pull aluminium spokes and rapid engaging hubs have set them apart from the crowd and delivered a performance that few can match. The Torch hub has been a benchmark in hub and freewheel technology for some time, with its rapid 3-degree engagement and durable parts.

TO VISIT THEIR
WEBSITE, CLICK HERE



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" AN INNOVATIVE,
HIGH-
PERFORMANCE
WHEEL THAT
CAN TAKE SOME
PUNISHMENT "



BRAND SECTOR **MODEL** 9i WHEELSET
YEAR 2020

At A Glance

New from the folks behind Kinesis UK and DMR in the UK are Sector wheels, offering a carbon rimmed wheelset called 9i aiming to be both lightweight, but with a 'suit of armour'. Claiming to be tough enough for enduro but light enough for XC, the 9i wheelset has bold aspirations and a unique approach to creating the ultimate rim

TO VISIT THEIR
WEBSITE, CLICK HERE



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" THE G-SPEC
TRAIL SL
BRAKES PROVE
TRP CAN CUT IT
WITH THE BEST "



BRAND TRP **MODEL** G-SPEC TRAIL SL
YEAR 2019

At A Glance

TRP has come on leaps and bounds with their brakes in recent years and is fighting hard in a tough market. Never have we had braking so good, and riders are continually demanding more and more from their brakes. Power, weight, adjustability and modulation are all expected at our fingertips in equal measure.

TO VISIT THEIR
WEBSITE, CLICK HERE



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"THAT I COULD
HAPPILY RUN
THIS ALL
WINTER
WITHOUT
NEEDING MUCH
IN THE WAY OF
MAINTENANCE"



BRAND BOX MODEL 2020
MODEL BOX 3 PRIME 9 DRIVETRAIN

AT A GLANCE

Drivetrains have been turned up well past eleven now, and the race to put the most gears on a bike has probably subsided. Perhaps 12 is enough? Well, Box thinks 12 is more than enough and are encouraging us to think a little differently with a 'less is more' philosophy.

TO VISIT THEIR
WEBSITE, CLICK HERE



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INTERVIEW BY EWEN TURNER PHOTOS LEATT/CHRISTOPH LAUE

GETTING TO KNOW MARTHA GILL

Rider, racer, musician and event organiser, there is more to Martha than just racing a bike. Having made a name for herself racing under 21 at the Enduro World Series, she has gone on to hold her own in the senior category with great style. More than just a racer, you only need to glance at her instagram feed to see all the (sometimes crazy) things she gets up to both on and off the bike. From musical interludes to organising the Gowann Girls festival, Martha is known for getting things done and making a positive impact on the mountain bike community. We thought it was high time we had a chat to find out a little more about her.





' IT DIDN'T TAKE LONG FOR ME TO JOIN THE LOCAL CYCLING CLUB, AND THAT'S HOW I GOT INTO RACING '

Tell us about yourself. Where are you from, and how did you get into mountain bikes?

I am 21 years old and from Horwich, in the north of England. I've been riding bikes ever since I can remember; my earliest memories are going away with my family at the weekends and riding in the Lake District. I was pretty competitive, so it didn't take long for me to join the local cycling club, and that's how I got into racing.

Who do you ride for and which bikes/kit do you ride?

I have several sponsors who are all super supportive and help me out massively.

Marin Bikes - I race and mostly ride the Alpine Trail.

WTB - tyres (at the moment I run a 2.5 Verdict and Vigilante), KOM 29 rims, Deva saddle, PadLoc grips.

Leatt - head to toe kit, clothing and protection.

Deity - Skywire handlebars cut to 760mm, and Copperhead 35mm stem.

PNW - 170mm drop Bachelor seat post with the loam lever.

Hopetech - e4 brakes, rotors and crankset.

Crankbrothers - Mallet DH pedals.

Mudhugger - custom Gowaan Mudguard.

Kingud - bike wash kit.



How do you like your bikes set up are there any specific things you are fussy about?

I'm not overly fussy, as long as the handlebars are straight and the pedals go-round, I'm happy!

How would you describe your riding style?

On the back wheel at every opportunity haha! I could spend all day on a bike park flow trail trying to perfect whips and tables, and learn new things, so I'm quite playful I'd say.

' AS LONG AS THE HANDLEBARS ARE STRAIGHT AND THE PEDALS GO-ROUND, I'M HAPPY! '

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' I ENJOY CREATING AND EDITING RIDING VIDEOS WHETHER IT BE FOR INSTAGRAM OR YOUTUBE '

I also think my style has changed over recent years though, I used to hate steep stuff or rocky tracks, but now I'm learning to enjoy it more and the challenges that come with it.

What do you do when you are not riding a bike?

I put a fair amount of my time into the running of Gowaan Gals, we've just successfully organised our first festival, and that took a lot of my spare time and

planning, and we've always got more exciting projects to work on. Aside from that, I enjoy creating and editing riding videos whether it be for Instagram or YouTube. When I'm at home, I also enjoy playing the piano and guitar.

What do you love most about mountain biking?

The sense of adventure, getting lost in the woods, and the new places it can take you.

As well as the adrenaline rushes, and sharing the good times with a good group of mates.

What annoys you most about mountain biking?

Currently, the fact that the winners of the EWS Trophy Of Nations Team World Championships didn't get a real UCI World Champions jersey!

Which riders have most influenced you over the years, and how?

It was Tracy Moseley who welcomed me into the world of enduro, she helped me out with race entries,



spare kit, and all the hints and tips of racing enduro. So she has been one of my biggest influences in the sport, I've learnt so much from her, and she shows what you can achieve with some commitment and drive. There are also so many people now that you see on social media, pushing the limits of riding and what you can do on a bike, and that always inspires me to get out and push my own boundaries.

Best competition results on a bike?

Under 21 Enduro World Series World Champion and finishing 9th at the Enduro World Series round in Colombia (Elite).

What's your favourite place to ride in the world and why?

It's the obvious answer everyone says, but I always have so much fun in Whistler. Every time I've been, it's when Crankworx is on, so you get a whole mix of riders there and you get to ride with loads of different people which is always a good laugh! I could also spend a long time in Innerleithen, Scotland, and not get tired of the off-piste trails there!

What's your favourite MTB event or race?

The Gowaan Gals MTB Festival!! My favourite EWS races have been the rounds in Tasmania and Colombia.

' THAT ALWAYS INSPIRES ME TO GET OUT AND PUSH MY OWN BOUNDARIES. '





What's the best piece of advice you've been given in your mountain bike career?

Just lean back and let it roll.

What are your plans for 2020?

More Crankworx, more adventures, less EWS, more Gowaan Gals antics, more fun.

What are your predictions for the future of mountain bikes and mountain bike riding?

In the ideal world, I'd predict equal pay for female athletes in the industry...

' MORE ADVENTURES, LESS EWS, MORE GOWAAN GALS ANTICS, MORE FUN. '



INTERVIEW BY EWEN TURNER
PHOTOS COURTESY OF TRUST SUSPENSION

TECH FOCUS

Trust Suspension With Dave Weagle

Linkage driven front suspension, freakish looking, or a natural progression for MTB's? Ewen Turner sits down with Dave Weagle from Trust Suspension to find out why it might just be the future...



WHO IS TRUST, AND WHAT DO YOU DO?

Trust Performance is a suspension design company based in Salt Lake City, Utah. We started the company in 2014 and have around 25 employees spread across our North American HQ in Salt Lake City, Utah and our Asia HQ and manufacturing centre in Taichung, Taiwan. Dave Weagle serves as Technical Director, Hap Seliga is our CEO, Matt Timmerman is the team's Damper Developer, Rob Aguero is Global Sales Manager, Ben Craner is our Marketing Director, and Joey Solomon is our Director of Asia operations.

WHAT WAS THE MOTIVATION TO DEVELOP A LINKAGE FORK RATHER THAN A TELESCOPIC FORK?

I've been designing, tuning, modifying and race engineering dampers springs and dampers for years. Sometime around 2008, I started to think about how linkage might be a way to address the inherent stability and stiction/stiffness issues inherent to telescopic forks. Years later, I developed some analysis, built some prototypes, instrumented them with sensors and started to appreciate the true potential of the design from a rider's perspective.

When I set out to build what would become the Message, I didn't know what to expect. All I knew is that I wasn't getting what I wanted out of my 120mm telescopic forks. When the prototype provided more stability, pedalling efficiency and maintained geometry in corners, I knew I had to move forward on it.

The motivation has always been and always will be to help riders make the most of their time on the bike - to provide something that truly makes the ride better and solves some of the biggest issues we face as we strive to do whatever it is that we each define as a good time.



' WHEN THE PROTOTYPE PROVIDED MORE STABILITY, PEDALLING EFFICIENCY AND MAINTAINED GEOMETRY IN CORNERS, I KNEW I HAD TO MOVE FORWARD ON IT '



' IT DOESN'T ALWAYS WORK OUT,
BUT THIS TIME THE RISK WAS
TOTALLY WORTH IT. '



Maybe it's going faster, perhaps it's staying in control or just feeling more confident. Before we started trying to make better products, we rode the same stuff that you did, and sometimes to do something better, you have to try new things and take a risk. It doesn't always work out, but this time the risk was totally worth it.

WHAT ADVANTAGES DOES A LINKAGE FORK OFFER OVER A TELESCOPIC ONE?

Traction. Stability. Control.

With regard to traction: When you're riding,

and your front wheel hits an obstacle or a bump, what does the front wheel want to do? It wants to move in two directions: upward and backward. Telescopic forks are designed to only move upward, parallel with the steering axis (whatever backward movement you get is a result of the fork legs flexing backwards). When you add in the fact that you have internal stiction and bushing bind to overcome and it doesn't take long to realize that when you're riding a telescopic fork, your wheel doesn't move with the bump. Sure, it compresses, but there is a bunch of impact energy that

doesn't follow the bump force, and so the impact energy has to go somewhere - often into the random pinging of your front tire.

Trust Performance suspension employs contour travel - not linear travel. This means that the axle and the front wheel moves upward and backwards when you encounter an obstacle or bump. Since our linkage assembly allows the suspension to move independent of the chassis, there's next to no stiction and binding. This means your front wheel tracks the shapes of bumps (both big and small) and keeps the wheel in contact with the ground for increased traction on a wider variety of trail conditions.

' OUR LINKAGE DESIGN AND
BACK-AND-UP WHEEL PATH MEANS
WE HAVE DYNAMIC OFFSET '



With regard to stability: it's all about offset and trail. We know that having less trail will make a bike feel nimble but less stable. Conversely, more trail makes a bike feel less nimble but more stable. The trend these days, driven by the increased capability of bikes and the fast/flowy style of modern trails, is toward more stability, which means more trail. To do that, bike makers increase trail in three ways: bigger wheel sizes, slacker head angles, and decreased fork offsets.

Creating shorter offsets pull the front axle back toward the bottom bracket, which gives the rider the sensation of quicker steering. However, the result of the steeper head angles ends up decreasing stability, especially at speed. The human body is quite capable of adapting and counteracting many geometry changes while riding. Although, every time you adjust your position on the bike, you're subconsciously redistributing your weight to preserve handling and overcoming the natural reduction head angle. Those shifts in geometry are most dramatic at the front of the bike. It's just something that's accepted as the new normal, but it doesn't have to be.

As you roll through a rough trail, the contact patch of your tire moves forward. Because telescopic forks have a fixed offset, in these conditions, you lose trail and are less stable. With Trust suspension, you gain trail and get more stable. Your front-end tracks to the intended line rather than getting pinged around or worse, turning sideways and pitching you over the bars. That's because our linkage design and back-and-up wheel path means we have *dynamic offset*. At the beginning of the stroke, Trust suspension increases offset, reducing trail. In the middle of the stroke, Trust suspension decreases offset, increasing trail.

The result? A bike that feels quick and nimble between turns and in low-speed tech. And, you also get a bike that feels super stable while carving at speed.

Our trailing multi-link design creates an axle path that isn't forced to travel just in-line with the steering axis. Instead, the linkage design counteracts the natural steering angle change with a corresponding adjustment in offset, which means trail is maintained throughout the range of travel. So, imagine going into a turn with your bike unloaded. Our suspension allows your head angle to get a bit steeper, and when you're compressed into a corner, the head angle gets a bit slacker. It's the best of both worlds - excellent handling at low speed and high speed.

Combine increased traction from contour travel and next to no stiction, the increased stability from our dynamic offset and add in DH-fork stiffness from our carbon chassis and what you get is a suspension platform that provides riders with a greater sense of control on a wider variety of trail.

HOW DO THE TRUST FORKS DIFFER FROM OTHER LINKAGE FORKS WE'VE SEEN IN THE PAST OR ON THE MARKET TODAY?

There have been a number of linkage front suspensions, but most of these focused something we weren't after, which is braking performance and anti-dive. Our focus was to create a system that increased stability and suspension performance. When we took the step to design a linkage system that increased stability, it broke the Trust architecture off into its own genus of front suspensions.

' IT'S THE BEST OF BOTH WORLDS - EXCELLENT HANDLING AT LOW SPEED AND HIGH SPEED '



FOCUS TECH FOCUS TECH FOCUS TECH FOCUS TECH FO



' WE'RE CONFIDENT ENOUGH TO OFFER
A LIFETIME WARRANTY ON PIVOT
BEARINGS TO THE ORIGINAL OWNER '

WHAT IS INSIDE THE LEGS OF THE FORKS?

Looking down from the cockpit, the left leg houses the air spring. The right side houses our twin-tube thru-shaft damper.

IS MAINTENANCE AND LONGEVITY AS AN ISSUE WITH THE MOVING PARTS, IS SERVICING AS EASY AS A TELESCOPIC FORK?

Any moving part will experience wear depending on riding conditions, user neglect, etc. We realize a lot of folks might get nervous when they see the pivot bearings in the design, but here's the deal: we're confident enough to offer a lifetime warranty on pivot bearings to the original owner. General maintenance on Trust suspension is a lot simpler than what you get on a traditional telescopic fork. Since the stanchions are smaller, inverted and less exposed to the elements, you get around 250 hours riding before needing to service the damper assembly. When it comes time to service, we ask riders to send the chassis to an authorized service centre for a thorough inspection, full rebuild of oils and seals, nitrogen refill, etc. We make it a priority to ensure turn-around time is kept to an absolute minimum.

WHAT ARE THE CURRENT APPLICATIONS OF YOUR FORKS AT THE MOMENT? WHAT IS THE DIFFERENCE BETWEEN THE MESSAGE AND SHOUT?

The Message is a 130mm contour travel design meant for trail riding. The Shout is a 178mm contour travel design meant for enduro riding. One thing to note is that Shout also has a totally different damper system in place—one that allows for 20% of the travel to remain plush, even in firm mode.



' THE FRONT WHEEL CONTOURS THE TERRAIN UNTIL IT REACHES THE SAG POINT AND THE LOCKOUT MECHANISM ENGAGES.'




We call it the sag-point firm mode. While using the firm mode on a climb, the front wheel contours the terrain until it reaches the sag point and the lockout mechanism engages. This results in a greater ability to absorb the bumps and increase traction while riding, but achieve that lockout feel when you get out of the saddle. It also means a lower ride height and a near

2-degree steeper seat angle than traditional locked out telescopics.

YOUR SHOUT HAS 178MM OF TRAVEL YET IT CAN REPLACE A 160MM TELESCOPIC FORK, HOW IS THIS POSSIBLE?

It's all to do with contour travel. Because the axle doesn't simply travel in line with the steering axis (like on a telescopic fork)

traditional axle-to-crown measurements have less of an impact on how the bike handles. As a result of the contour wheel path, the feel of head angle change, axle-to-crown height and fixed offset are all lessened. This means Shout is capable of replacing a wider range of telescopic axle-to-crown heights. On 29" and 27.5+ bikes, Shout replaces 160-180mm telescopic forks; on 27.5" bikes Shout replaces 170-180mm telescopic forks.



' AS MUCH AS WE'D LIKE TO SEE
IT ON EVERY BIKE, WE KNOW
CHANGE TAKES TIME.'



WILL IT BE POSSIBLE TO MAKE A
CHEAPER VERSION IN THE FUTURE SO
MORE RIDERS CAN BENEFIT FROM
LINKAGE FORKS?

When we first launched, the retail cost of the fork was nearly \$2700. With advances in product development and increased production, we were able to drop the price to \$1975 in less than seven months, passing these savings right on to riders. Our focus has always been on making things better for the ride and the rider. We know we can do this by creating the best possible suspension and when we can pass along cost savings to riders.

WHAT'S THE FUTURE OF LINKAGE FORKS?

The future is adoption! As much as we'd like to see it on every bike, we know change takes time. People are naturally sceptical of things that are different. Add to that the fact that we've had 80 plus years of telescopic forks dominating the landscape. We know how they feel and utilize them as a benchmark. But with all innovation, paradigm shifts happen and what's conventional becomes artefact. What's next for us? All we can say is that we're having a lot of good conversations with people in the industry and that we're also always working on cool stuff. We know we need to bring this technology to a larger market and we're making strides to do that via OEM partnerships. Stay tuned!

LIGHTBOX

SNOWSHOE WAS ONE HELL OF A RACE, HERE SAM BLENKINSOP
ATTACKS THE ROCKS AND REMINDS US HOW GOOD IT WAS
PHOTO PHUNKT



Lightbox

More shots with no particular place
to go this issue, feast your eyes!



LIGHTBOX

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WHO THOUGHT AN E-HARDTAIL COULD BE SO GOOD.
TOM CATTON PUTS IT TO GOOD USE AND RAILS ENDLESS TURNS
PHOTO ROO FOWLER

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NIKKI WHILES SENDS IT TO THE MOON IN THE WELSH COUNTRYSIDE
PHOTO ANDY LLOYD

LIGHTBOX

A SHORT TRAVEL TRAIL BIKE AND SAM HILL IS A HEADY MIX, I DOUBT HE'LL BE MUCH SLOWER THOUGH!
PHOTO MATT STAGGS



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IT'S ALWAYS SUNNY SOMEWHERE IN THE WORLD RIGHT? WHILE THE SNOW FALLS
IN THE NORTH WE CAN ONLY DREAM OF DUSTY TRAILS LIKE THIS
PHOTO LARS SCHARL

LIGHTBOX

DAN SLACK GOING HARD IN THE RACE TO BECOME A MEMBER OF THE YT MOB
PHOTO ISAC PADDOCK

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GOING BIG AND ADDING A TOUCH OF STYLE TO WORLD CUP RACING,
FROM THE FILM 'OUR OWN WAY'
PHOTO JB LIAUTARD

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ALTHOUGH RELATIVELY NEW, THE EVO BIKE PARK IN DIGNE-LES-BAINS,
FRANCE IS PROVING TO BE A WICKED PLACE TO RIDE
PHOTO HOSHI YOSHIDA

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FABIO WIBMER GETS WILD IN PARIS AS HE EXPLORES
THE LIMITS OF URBAN FREERIDE
PHOTO HANNES BERGER

LIGHTBOX

TRAIL BIKES HAVE COME A LONG WAY! LUKAS SCHAEFER RIDING HIGH
ON HIS RADON SLIDE TRAIL IN KOBLENZ
PHOTO RADON

Lightbox

The IMB website is crammed with news and videos every day, we only show the best videos, so to make it onto the site is an achievement in itself.

These are the 4 most popular videos that have been viewed on the site as voted for by you with your thumbs up likes in the last 2 months! Check out the full list [HERE](#), and if you see a video you like on the site, give it the thumbs up, it might just help to push it onto this page!

#1 #WIPEOUT WEDNESDAY | RED BULL RAMPAGE EDITION

Rampage this year was a step up from anything that has gone before, but spare a thought for those riders who's runs didn't go to plan and all those riders over the years that have pushed the limits, and found them... Progression is not possible without some failure!



1349


[CLICK HERE FOR VIDEO](#)

#2 2019 RED BULL RAMPAGE WINNING RUNENDURO

In contrast to the carnage of crashes, here is the winning run of Rampage 2019. Perhaps the greatest run of all time? Combining all the old school style of freeriding with the insane tricks of freestyle, take a look at what it took for Brandon Semenuk to stand on the top step this year.



1257


[CLICK HERE FOR VIDEO](#)

#3 MONDAY MOTIVATION | SNOW DOESN'T STOP PLAY!

How's your winter going? Trails covered in snow? This video from Kamloops shows you don't need to put your bike away for the winter! Railing turns and hitting jumps in the bike park just got even better with a covering of snow and a team of mates to ride with.

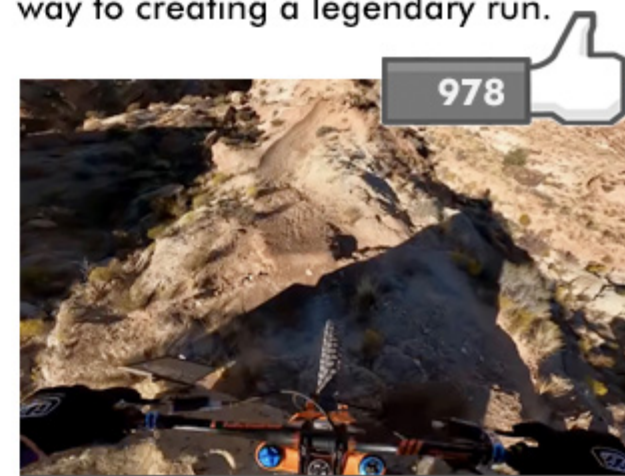


993


[CLICK HERE FOR VIDEO](#)

#4 BRENDAN FAIRCLOUGH'S INSANE POV RUN FROM RED BULL RAMPAGE

Whatever your view on the outcome of this year's Rampage, no one can deny that this run from Fairclough was incredible. Brendan, always a fan favourite keeps things rowdy as he hits the now infamous 'Rock' on his way to creating a legendary run.



978


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RIDER SAM HILL
PHOTO MATT WRAGG

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