



# James Reid's 2012 Scott Scale 29 RC

Everything on this rising star's cross-country machine is geared towards lightweight race performance

By Jazz Kuschke

**JAMES REID'S** words are as calculated as his approach to training and the exact number of grams relating to every item on his race bike. The cliché "mature beyond his years" seems to fit the 20-year-old almost as neatly as the green-and-black strip of Team 360Life. For all that, the third member, and protégé, of the team is still affectionately known as JR, for Junior, as well as his initials. To follow in the tyre tracks of his more established teammates, David George and Kevin Evans will take thousands of race kilometres across various disciplines, but JR is undaunted. He is not just thankful for the opportunity, but actually relishing the challenge.

"Right now I'm just learning how to travel well," he says of his exploits on the UCI World

Cup's U/23 cross-country circuit. Recent results (fifth at Mont-Saint-Anne and eighth at Windham) suggest he's learning fast and might be pretty good when he grows up, like when he turns 21.

So what is he riding? A 2012 Scott Scale 29 RC with a race weight of just under nine kilograms. >

**JAMES REID**  
**DATE OF BIRTH:**  
1 August 1992  
**HEIGHT:** 179 cm  
**WEIGHT:** 68 kg  
**EDUCATION:** Kearsney College, class of 2010  
**HOMETOWN:** Rondebosch, Cape Town  
**WEBSITE:** www.jamesreid.co.za  
**TWITTER:** @James\_Reid01



# MTN HILTON DIRT FEST Driven by NISSAN

SUN 23rd SEPT 2012

HILTON COLLEGE, HILTON, KZN

Distances: 10km / 20km / 45km / 75km / 110km

Start times: 09:30 / 09:15 / 08:30 / 07:35 / 07:30



- ➔ 1 2600m ascent in the ULTRA!
- ➔ 2 Great mix of climbs, downhills, singletrack & duel tracks
- ➔ 3 Ride the Escarpment, stunning views to Albert-Falls dam
- ➔ 4 SA Champs for all age group categories (Except Elite & Junior)
- ➔ 5 Excellent family weekend away!



# MTN ride CRATER CRUISE Driven by NISSAN

SAT 13th & SUN 14th OCT 2012

ANATOMIC WAREHOUSE, PARYS, FREESTATE

Distances: 17km / 56km / 28km / 106km

Start times: 08:30 / 08:00 / 08:00 / 07:30



- ➔ 1 The BIG mass yearly pilgrimage around the crater!
- ➔ 2 Pure racing adrenaline! Full throttle
- ➔ 3 90min from JHB come participate no reason to miss it!
- ➔ 4 Entries are Uncapped at for 2012!
- ➔ 5 Great fun weekend away for the whole family!

# entries

+ ENTER ONLINE TO BOOK YOUR PLACE!  
+ WWW.ADVENDURANCE.COM

## CALENDAR

(Marathon + 1/2 Marathon)

2012

28 January	MTN Barberton <small>Driven by NISSAN</small>	MP
18 February	MTN Tulbagh <small>Driven by NISSAN</small>	WC
24 & 25 Feb	MTN Sabie <small>Driven by NISSAN</small>	MP
05 & 06 May	MTN Clarens <small>Driven by NISSAN</small>	FS
12 May	MTN Mabalingwe <small>Driven by NISSAN</small>	LIM
25 & 26 Aug	MTN Gravel Travel <small>Driven by NISSAN</small>	WC
23 September	MTN Hilton Dirt Fest <small>Driven by NISSAN</small>	KZN
13 & 14 Oct	MTN Ride Crater Cruise <small>Driven by NISSAN</small>	FS



### GROUPSET

There are only two choices really: Shimano or SRAM XX. The XX is about 235 grams lighter, but it's definitely a bit softer. Reliability isn't really an issue in cross-country racing though as everything is geared towards lightweight performance and shifts under pressure. What's critical is that you don't snap a chain under pressure and that you can get into the gears you need, especially on courses with technical ups and downs. You want to get into the right gear quicker than the other guy. SRAM is unrivalled for that; quick in, quick

out. I'm running 2x10 XX at the moment, but for the World Cup in Pietermaritzburg we built a 1x10 set-up. I took the middle blade from a three-ring set-up and put it (a 36) on the front with 10 at the back. I used a Csixx chain guide and the weight saving was massive. I dropped 300 grams without the shifter, front derailleur and extra blades. I can definitely see myself (in the not-too-distant future) going to 1x10 or 1x11. It will obviously be more reliable and I'm sure once they start refining it, the extra blade, front derailleur and front shifter will be phased out completely in XC applications.

### BRAKES

Braking is a very important thing in cross-country racing. It's a bit like car racing: you need to brake as late (and as hard) as you can. I've used Magura MT8s for a couple of years now. I've always found them head-and-shoulders above everything else. They're reliable and always feel the same, especially in cold weather, at those starts at Sani2C, for example. (James, with partner Charles Keey finished second to Evans and George at the 2012 edition of the race.) I suppose the drag – as you bring it in – is most important when it comes to the feel

of your brakes. These have quite a delayed reaction, so you can bring it quite close to the bar before it bites and that's important if you're doing over-the-bar work and bombing really technical descents. The pads also seem to last longer than any other pads or system I've ever used, even in radically wet conditions. I'm fortunate that Magura is part of the team package, but if I had a choice I'd run them anyway. A lot of the guys on the circuit, who aren't full SRAM or Shimano riders and don't have sponsor obligations, run MT8s by choice. I'd do the same. ➔

Same time,  
same race,  
different place,  
**now at Kathu  
Northern Cape Town  
of the Year 2012**

**22 September 2012**



## KUMBA IRON ORE Classic

**R90 000 worth of prizes to be won, PLUS Hot Spots & Lucky Draws to the value of R50 000**

The Kumba Iron Ore Classic cycle race is a National Classic and a Cape Argus Pick n Pay Cycle Tour seeding event.

The race starts at **7:00** from the **Kalahari Country Club's Entrance in Kathu**. This race promises to be a fast and tactical one.

For accommodation in Kathu follow link on:  
[http://www.angloamericankumba.com/kumba\\_classic\\_2012/index.html](http://www.angloamericankumba.com/kumba_classic_2012/index.html)  
Book early due to limited accommodation.

**RaceTec:** (Winning time) timing chip is compulsory for the 105 km race. No chip, no time, no prize!

**Registration:** 21 September 2012 from 12:00 till 22:00  
**Closing date for entries:** 7 September 2012  
**Distances:** 105km and 50km  
**Entry fees:** 105km (R150-00), 50km (R80-00)  
**Penalties for late entries:** 105km (R50-00), 50km (R20-00)

**Starting times for 105km and 50km:** 07:00  
**Criterium:** 12:00  
**Prize giving:** 14:00

To enter the race or obtain more info visit:  
[www.racetec.co.za](http://www.racetec.co.za)  
Or  
[http://www.angloamericankumba.com/kumba\\_classic\\_2012/index.html](http://www.angloamericankumba.com/kumba_classic_2012/index.html)

**Contact:** Dirk Oberholster, cell: 082 925 0911,  
e-mail: [cyclecity@vodamail.co.za](mailto:cyclecity@vodamail.co.za)



### WHEELS

Standard Easton EC90s; these are their top-of-the-range carbon rims. Kevin and David tested them during the Cape Pioneer in 2011 and these wheels came out with flying colours, which means they're basically bulletproof. On there I run Maxxis Ikon 29x2.2s. For World Cup races though I'm fortunate enough to run AX Lightness rims with Dugast (tubular) tyres. That set-up is a whole different ball game. It's kind of an all-in, no-comeback-if-you-puncture strategy.

### SADDLE

My Selle Italia SLR perhaps leans slightly towards the comfortable side. I'm looking at the lighter models (this one is 140 grams) because I think that's important for XC. But then again, your contact points are quite important, so your pedals, grips and saddle should be comfortable.

### CRANKS

These are stock-standard Truvativ XO 175s with an SRM power meter. Dave and Kevin run full SRAM on their rigs when training, but like the rotor cranks for racing. I've been down that route, but prefer to have the power meter.



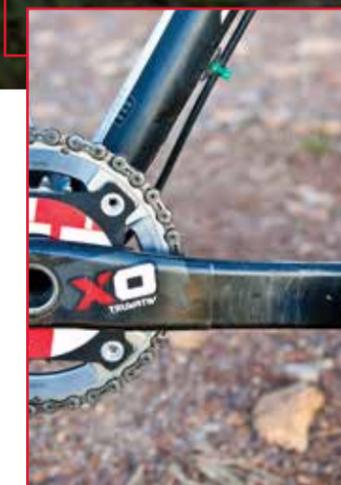
### STEM, BARS AND SEATPOST

All Ritchey carbon stuff. I'm super happy with it; it's light, reliable and bulletproof, so you can really race it hard.



### PEDALS

I've been running Crank Brothers eggbeaters for a while. They're lightweight and great for mud shedding, but not particularly durable.



### GRIPS

Super sticky ES1s. I've always been on them, will always be. It's all about the feel in the singletrack; if you've got a good grip on the bar you can just shred. [ride](http://ride.co.za)

## SHOW US YOUR BIKE

### ON SET-UP

Dave (George) and I are like-minded (very scientific) and so he's helped me a lot with training. With regard to bike set-up I went for what felt right and then I went over the technicalities of setback, saddle height, reach and drop with Kevin and Dave. The result was that I went from a 90-millimetre stem to a 110-millimetre, and a 630-millimetre bar to and 675-millimetre.

### DUAL SUSPENSION VS HARDTAIL

There are a few guys on the U/23 circuit running 29er duals, but not many, it's usually the guys with factory support.

Cross-country courses are pretty airbrushed. I mean, when it's technical, it's really technical, but for the rest, it's smooth and manicured and I love the hardtail for just whipping it through the corners. A dual susser would be nice if you were going for longer than 90-minutes, but if you want maximum power and maximum speed (not efficiency), I think 29er hardtail is the way to go.