

#1 SPONSORED PRIVATEER NEWSPAPER





A LOVE LETTER TO LES GETS

For me Les Gets is a love affair that will never end. The towering peaks, the rarefied air, the history, the people and of course the bikes, riders and racers. It's like a mountain bike fairytale in my mind.

I first fell in love with Les Gets in the mid-1990s. At this point I had never visited, but I knew the name. It had already gained some notoriety and mystique for me through the pages of magazines and by word of mouth. It wasn't until 1999, travelling over for my first-ever World Cup, that I actually set foot on the hallowed ground and witnessed the enormity of it all firsthand. I had never seen or felt anything quite like it.

As I wandered around the pits pre-race, I was unbelievably rubbing shoulders with the heroes of the sport. It was bizarre. The exotic mix of Europeans, Americans, Aussies, Brits, Irish and more. Chausson, Vouilloz, Peat, Palmer, Carter, Donovan,

Glove, Repo, Streb, etc. Names from a bygone era, the golden era some might say, but ones that are laser-etched into my brain.

In '99 it rained... a lot. The monstrous course was almost unrideable in places – it blew my mind. Ridiculous then that after six minutes of racing the top two men – Steve Peat and Cedric Gracia – would be separated by only 0.16 of a second and that Anne-Caroline Chausson would go off course for quite some time yet still win the women's race by over 17 seconds after eight minutes of racing! I'm not a racer, I'm a super fan. I was hooked.

For me back then Les Gets was about drunken nights and riding-filled days. Over the years Bar Bowling, the Igloo, Bar Bush and of course the Boomerang all became regular hangouts. I have some random post-race memories of Gracia wandering around smoking cigars, Johan Engstrom sticking spoons up

his nose and my hero Peat absolutely wasted. In the grand scheme of things, they were just tiny moments in my life, but they made a lasting impression.

Les Gets had become a hard-hitting regular on the World Cup circuit, and it had also established itself as the place to go for lift-assisted mountain bike holidays in Europe, especially for the Brits. Somewhat mysteriously, after the World Champs in 2004, it disappeared off the circuit. There was a feeling in my mind that it had been consigned to the history books. Maybe the love faded out, the money ran dry or everyone just 'fancied a change'. A World Cup series without Les Gets in it just didn't feel right to me, and we'd have to wait quite some time for Les Gets to once again be back on the World Cup calendar. After a 15-year absence, the sleeping giant was ready to get up and do its thing once more.

The crowd was pretty wild at

the first race back in 2019 when Amaury Pierron won. Les Gets has always been a party town and something was building, you could feel it. A few years later the finish-line invasion that took place after Loic Bruni's 2022 World Championships victory was off the charts and it set the tone for years to come. It started a new era in World Cup supercharged celebrations. A tidal wave of fans pouring down the mountainside into the finish arena. The podium filled with the smells of Champagne and two-stroke, flares and fireworks. Screaming, shouting, singing, chainsaws

revving, it was a frenzied, chaotic and joyous atmosphere that accelerated Les Gets way above legendary status, and made me love it even more.

I smile every time I think of Les Gets. I love the passion of the French. I love the way that the race finishes right in the heart of the town. I also love the way that it goes from quiet, picturesque Alpine perfection, to total bedlam and mayhem, then back again in just a few days. Les Gets, I love you. Mine is a love for you that will never die.

Written by Mike Rose



In 2004, the mountain bike World Championships descended on Les Gets and brought the sport's biggest stars to its greatest arena. By this point, the venue had already built a reputation, but the 2004 Worlds stepped things up with tens of thousands of fans packing in around the downhill track and cross-country course. The downhill ended with high drama in the elite men's race as Steve Peat crashed out within sight of the finish, handing the win to Frenchman Fabien Barel and sending the fans ballistic. Sam Hill, fast becoming a legend in his own right, finished third in his first elite World Championships.

INFORMATION STATION

LES GETS WORLD CUP 2026

Information, misinformation and tangents about the officially voted* Best World Cup in the World. *By the author

LES GETS HOSTED ITS FIRST-EVER DOWNHILL WORLD CUP IN 1996 AND THE FRENCH RIDERS STOMPED ALL OVER IT. ANNE-CAROLINE CHAUSSON WON THE WOMEN'S RACE BY NEARLY 10 SECONDS, WHILE IN THE MEN'S NICO VOUILLOZ SNATCHED THE WIN BY UNDER A SECOND FROM SHAUN PALMER.

Despite crashing and grinding his brand-new, unreleased Transmission through the hardpacked dirt, Nino Schurter won the 2022 XCO World Championships by nine seconds.

CHALLENGE:

Go to bakery 'Le Vieux Petrin' in Magland (about 1-2 hours pedalling from Les Gets) and ask for a three-cheese sandwich. Anyone who can eat the whole sandwich in under 24 hours and document it gets 10 Misspent Summers yearbooks, a t-shirt and a jumper. Good luck.

FLOWERPOTS AND BAR BOWLING.

FRENCH RACERS HAVE WON 8 OF THE 12 DH WORLD CUP AND WORLD CHAMPIONSHIPS RACES HERE. THE OTHER NATIONALITIES THAT HAVE WON ARE BRITISH, SPANISH, IRISH.

PRONOUNCED:

Lay Jays (French)

OR **LEZ GETZ** (British).

TRUE OR FALSE: when Steve Peat won in a muddy Les Gets in 1999, he downed an entire litre of water then went to bed early, as documented in the film Sprung 3.

HAVE YOU RIDDEN COLORADO?

GO RIDE COLORADO.

WEATHER:

50% OF RACES HERE SINCE 2019 HAVE BEEN DRY. 1/2 HAVE BEEN MUDBATHS. PRAY FOR RAIN? ☁️☁️☁️

CYCLING WORLD CHAMPIONSHIPS COMES TO THE REGION IN 2027 WITH EVERY UCI WORLD CHAMPIONSHIPS CYCLING DISCIPLINE IN ONE PLACE FROM 24 AUGUST TO 5 SEPTEMBER. DH AND XC WILL BE IN LES GETS AND ENDURO IN NEARBY MORILLON.

Did someone on a trip to Les Gets make the 'Alpine Kit' to stop brakes melting in the 2000s?

ANNE CAROLINE CHAUSSON WON THE FIRST FIVE LES GETS DH WORLD CUPS IN A ROW (1996, 97, 98, 99, 2002). AT WORLD CHAMPS IN 2004 SHE QUALIFIED FASTEST BUT CRASHED OUT PRACTICING BEFORE FINALS AND DIDN'T START THE RACE (VANESSA QUIN, RIDING FOR DIRT MAGAZINE, WON THE TITLE).

TOKEN:

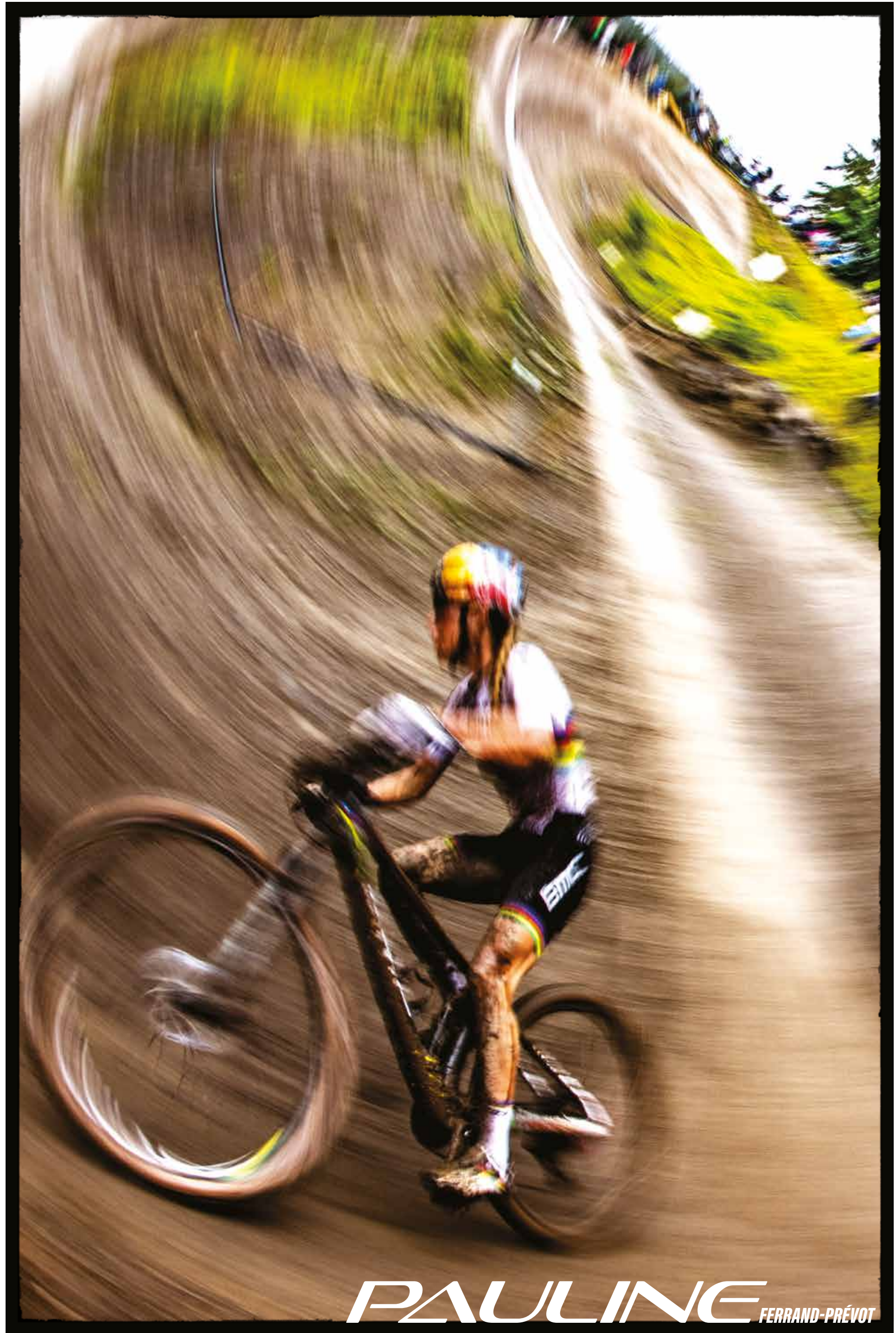
FIND ARCHIE FROM MISSPENT SUMMERS DURING THE LES GETS WORLD CUP 2026 AND SAY 'NO RAIN NO GAIN' THREE TIMES TO GET FREE MISSPENT SUMMERS YEARBOOK.

Rumours of Australian giants in a 2004 ruckus.

Other major races in Les Gets since 1992: 5 x French Cup and French Championships races, 3 x Crankworx festivals.

LES GETS' FIRST SKI LIFT WAS INSTALLED IN 1936, A DRAG LIFT THAT USED BIKE SEATS FOR USERS TO SIT ON AS THEY WERE TOWED UP THE SLOPE.

BIKES ARE A BIG DEAL IN FRANCE.



PAULINE FERRAND-PRÉVOT

Les Gets is known for its downhill, but the cross-country course has produced some incredible racing ever since the early 2000s when the discipline was added alongside the downhill and dual slalom races, bringing all of mountain bike racing's stars into the same valley. In 2021, Pauline Ferrand-Prévo (pictured) won the cross-country short track on Friday, then her compatriot Loana Lecomte won the Olympic distance race on Sunday, the French superstars cleaning up in front of their home crowd.



DESTINATION INSPIRATION: HAUTE-SAVOIE

Les Gets is just one destination among many great riding spots in the wider Haute-Savoie department of France that comprises well-known places like Annecy, Chamonix, Châtel, Morzine-Avoriaz and lesser-known riding in smaller resorts and towns around the area.

The Daily Note caught up with true local and lifetime mountain biker Loïc Delteil to find out a bit more about the history, culture and best places to ride in Haute-Savoie.

The Daily Note: Loïc, thanks for taking the time. Tell us a bit about your background in the area and what you do for work.

Loïc Delteil: I grew up in the French Alps, just between Morzine and Geneva, where I still live today. I'm currently the European Brand Manager for Santa Cruz Bicycles.

DN: Les Gets is a well-known mountain bike destination. But it's at the heart of a wider region with a lot of trails, bike parks and riders. Can you tell us a bit more about the Haute-Savoie?

LD: For a very long time, mountain biking in Haute-Savoie was mainly synonymous with the Portes du Soleil area, especially on the gravity side. It's still true to this day, with places like Les Gets, Morzine and Châtel that kept growing to become legendary bike parks. But alongside those big names, the riding scene in the region kept expanding over the years, with more riders getting into the sport and willing to explore different approaches to mountain biking.

DN: What is the riding like in the region?

LD: The beauty of the region comes from its diversity, and the best riding is timed to the seasons. We get great bike park riding as we're lucky to have

endless ski resorts which turn into more places to ride with lifts in the summer. But after summer is the best time to start exploring: the mountains get quieter, autumn colours pop up and it's the perfect time to go on little adventures. Spring is also amazing with some riding lower down in the valleys, patiently waiting for snow to melt up top. And winter? Well, while I'm always hoping to get as much skiing as possible, the last few winters allowed some great bike riding too.

So much variety, and the same goes for the terrain. From great dirt down in the woodlands to jank rock gardens and awkward switchbacks up in the alpine, there is very much every type of riding if you're ready to tackle some rather steep climbs to get there.

DN: What are your favourite places to ride in the area and why?

LD: Hard to say but I think the whole Chamonix area is special. If you ride shared hiking trails with respect, and pick the right time of the year, the reward is magical. And of course, on the DH side, the Pleney in Morzine is legendary for good reasons.

DN: What is an amazing ride you'd recommend?

LD: La Bourgeoise, from the top of Les Gets to Samoëns, is a classic that



THE WHOLE GRAND MASSIF AREA WITH MORILLON, SAMOËNS AND LES CARROZ OFFERS GREAT RIDING, LESS CROWDED WITH MORE NATURAL TERRAIN. WORTH CHECKING OUT IF YOU WANT TO GET AWAY FROM MACHINE-BUILT TRAILS.

never disappoints. A 1,000m descent that offers a great variety of terrain and incredible views. Once you're in Samoëns, you can either enjoy the little town, go for a swim, or go for a few laps in the bike park there.

DN: Can you describe the Portes du Soleil and how the riding and scene there has developed over the years?

LD: The Portes du Soleil has such a strong heritage, and for good reasons. Back in the day, some legends had the vision to develop downhill mountain

biking in the area, with Les Gets and Morzine leading the charge. At the time, only a few core riders would get into what seemed pretty crazy at the time, repeating laps of the mountain. Of course, the sport was growing and French riders like Nico Vouilloz and Anne-Caroline Chausson were relatively famous, but this was still a niche sport and for little French towns to get into it was visionary.

Fast forward a few years, Morzine, as well as Les Gets, became well established as a place to visit for any downhiller well connected to the scene. A small crew of passionate racers from the UK and NZ would make Morzine their base between races and home away from home for a few months. They and a few locals kept the spirit high, travelling and racing together, and building the first Pleney singletracks in between. Today, the Pleney mainline is very similar to the first version that Roger Mandin built in 1997, and some classic singletracks are still being ridden by the new generation.

I think this is what makes Morzine such a special place and a hub for mountain biking in the PDS. The passion and dedication put into it by so many riders for so many years still resonate to this day. The place has a story, and you can really feel it.

DN: Where's a relatively unknown riding spot in the Haute-Savoie that people should check out?

LD: The whole Grand Massif area with Morillon, Samoëns and Les Carroz offers great riding, less crowded with more natural terrain. Worth checking out if you want to get away from

machine-built trails. I'm hoping these places hosting international races now will help provide more official trails for the locals to enjoy.

DN: Who are some people doing good stuff for the riding in the area?

LD: Les Houches bike crew is doing an amazing job, giving up some of their free time voluntarily to improve their local bike park. The Salève bike crew has a good project going too, developing trails that are accessible for everyone between Annecy and Geneva. And of course, all the little digging crews out there putting in the hours for the love of it.

I also think the local guides and instructors are super important. Their love for the region, for sharing the best trails and for the culture of mountain biking in general makes them the best advocates for mountain biking in the best way possible.

LOÏC DELTEIL HAUTE-SAVOIE RAPID-FIRE:

Best bike park laps:
Pleney, forever

Favourite pedalling ride:
Col des Posettes in Chamonix

Gnarliest terrain:
Some places in Chamonix and Pleney steepen in the wet

Friendliest terrain:
Bike Park Avoriaz

Best pumptrack:
Ask Misspent Summers*

Great van camping spot:
Col de Joux Plane

**Misspent answer: the new pumptrack in Thyez or the amazing concrete bowl in Samoëns*



RYAN PINKERTON

The 2026 UCI MTB World Series has taken riders across Asia and Europe and arrives in Les Gets after more than a month's break since the last race, round six in Pal Arinsal, Andorra (pictured). Coming into round seven, Vall Höl and Jordan Williams lead the elite downhill World Cup standings; Jenny Rissveds and Luca Martin lead in elite cross-country Olympic; Sina Freil and Adrien Bolchis lead in cross-country short track. Pictured: Ryan Pinkerton at round six in Pal Arinsal, Andorra.

In 2019, Les Gets returned to the World Cup calendar for the first time since the early 2000s and produced some of the most exciting racing in years, with Amaury Pierron two-wheel drifting down Mont Chéry at ludicrous speeds to take a popular home nation win while Tracey Hannah won the elite women's race on the way to the series title. In the cross-country, Nino Schurter and Kate Courtney made it a double Scott-SRAM MTB Racing Team XCO win.



AMAURY
PIERRON

WHAT MAKES THE LES GETS WORLD CUP SO GREAT?

The Daily Note asked a range of riders, bike industry insiders and racing fans what it is that makes the Les Gets World Cup so great from their point of view. Anyone for a croissant?

Honestly, I don't really have any clue – it's just getting crazier and crazier every year. It's special because it's absolutely wild the number of people no matter the weather, if it's sunshine or pouring rain, no matter what. There's always a ton of people which is crazy for us. As a racer, it's incredible. But I don't really know why – maybe because it's a place where there is a lot of riders and it's a good place to ride, with Morzine nearby too. So maybe there is already many people in the area and it's cool to come for the week with your family. I think it's a bit of everything. And yeah, it's just getting crazier every year, which is building a reputation, and everybody wants to come to a Les Gets race now. If you need to choose one race, you want to come to Les Gets.

Amaury Pierron

It's special because you get a front row seat to watch the French fans try to burn a place of beauty in their own country to the ground.

Seb Kemp

The village, the adrenaline, XC and DH in one weekend, the fans, the escalation, the crazy – it all makes up this great atmosphere that is hard to beat.

Johanna Beyer

Heritage.

Simon Dalton

One of the true classics of downhill racing, like Assen for Moto GP or Spa for F1.

Bernat Guardia

Gotta be the odd empanada or two. Sad there won't be any this year.

Archie Bromfield

Power naps on Misspelled Susans' sofa.

Ash Smith

I think what makes Les Gets so great is the atmosphere, the fans that come to watch have so much passion for the sport and you can feel it in the way they cheer on the races. My favourite thing every year is watching all the fans storm into the finishing area when the last DH rider comes down. The energy is unmatched!

Gwendalyn Gibson

Simple: the craziest fans.

Boris Beyer

THE FANS!

Mille Johnset

Amazing atmosphere. The first World Cup I ever attended live was Les Gets last year. As a fan, it was easy to get around, lots of amenities and the track itself is so fun to watch! Empanadas didn't hurt either.

Jim Mullenwey

Les Gets is such a great World Cup because it's more than just a World Cup. The venue has everything from kids' entertainment, shops, restaurants, top accommodation then some of the greatest racing to cap it off. Lots of people can come watch and also ride their bike in the bike park. Major sponsors always choose this venue to attend!

Troy Brosnan

Les Gets is a season highlight: the town is ridiculously charming, the French fans are completely wild, and the coffee and croissants fuel the chaos. There are fun trails on and off the World Cup track, a rich mountain biking history, and also my personal memories of celebrating with Champagne. It's pretty hard to beat.

Nino Schurter

It's just Les Gets innit! I love going to see UK people I haven't seen in years haha. And the fact we can sort of turn into have-a-go-heroes the day after.

Em Horridge

My first ever World Champs race. 2004!

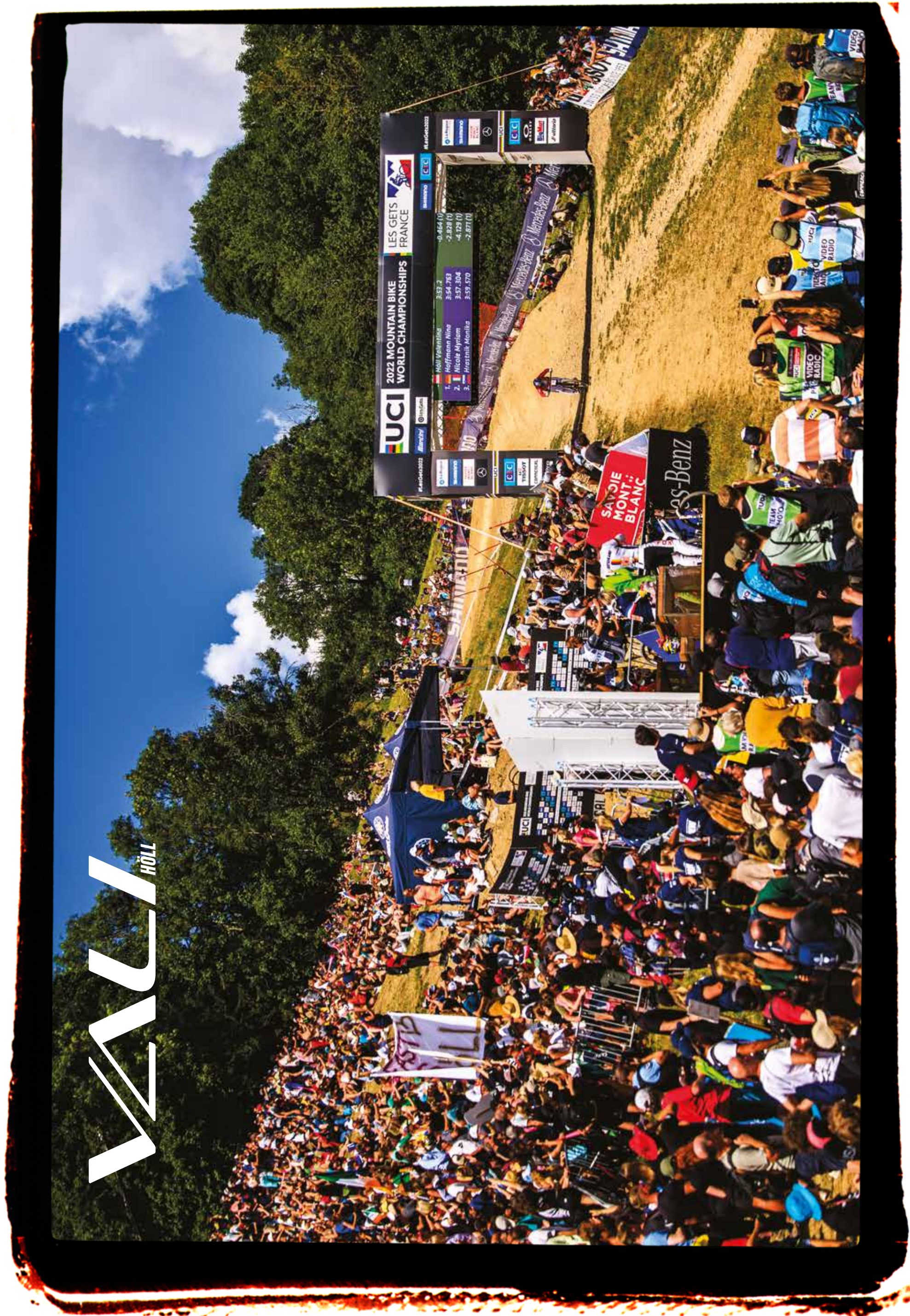
Sven Martin

Les Gets has it all. It's France, the weather, the layout of the village and racetrack, the love and passion of the French fans, the outfits, the track is exceptional. Les Gets and Morzine are phenomenal all summer long, not just the World Cup.

LOVE Morzine Les Gets

COFFEE & CROISSANTS FUEL THE CHAOS

Nino Schurter



Many legends have been written in Les Gets, but it was the 2022 World Championships that took things up a level. Vali Höll took her first-ever elite downhill World Champion's title after struggling to live up to her own expectations in her first two seasons of elite racing; the win turned things around and she went on to win four titles in a row (and counting). Later that day, three Frenchmen – Loïc Bruni, Amaury Pierron and Loris Vergier – celebrated an all-French top-three in the elite men's downhill, their incredible result on home soil spurring the estimated 50,000+ fans to stampede the finish arena, creating some of the sport's most timeless images.

ELITE DH AND XCO WORLD CUP BATTLE HEATING UP

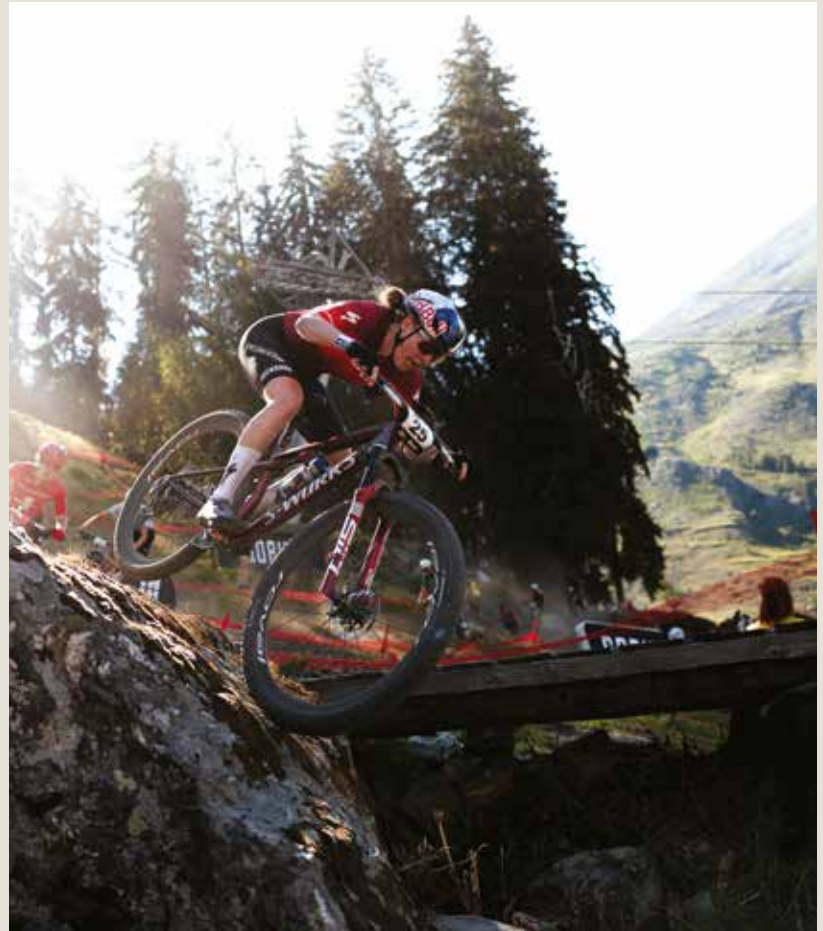
Report by John Knight

After six rounds of 2026 UCI Mountain Bike Downhill and Cross-country World Cup racing before Les Gets, certain names have been repeating on the results sheets.

In downhill, Vali Höll has won all but one of the six rounds so far, with Anna Newkirk the only other elite women's winner. Finn Iles has two wins in elite men's, with his teammate Jordan Williams also clocking two wins; Luca Shaw and Asa Vermette have one win each. Höll and Williams lead the series coming into round seven in France. Aletha Ostgaard leads the junior women's standings, while a

dominant Jonty Williamson leads junior men's.

Likewise in cross-country Olympic distance, Jenny Rissveds has taken half of the six elite women's XCO wins; Sina Frei, Laura Stigger and Martina Berta have one win each. Dario Lillo took the first elite men's XCO win of the year, followed by Tom Pidcock winning the second race, but since then it has been all about Adrien Boichis and Luca Martin, with two wins each. Rissveds and Martin lead the elite series standings before Les Gets, with Valentina Corvi and Paul Schehl leading the U23 standings.



WHEN THE G.O.A.T. COMES TO TOWN

Report by Sarah Rawley, RockShox

Nino Schurter's off the World Cup circuit now, but retirement isn't slowing him down. Fresh off a win at BC Bike Race 2026, he swung through Colorado Springs for his first-ever visit to the RockShox Development Center, walking the halls where Flight Attendant was designed and refined, the same technology under him when he took his 34th World Cup win in Lenzerheide in 2023, finally claiming the record he'd been chasing for so long.

We took Nino and Thomas 'Frischi' Frischknecht shuttling on our favorite local descent: Pipeline into Cheyenne Cañon. Overnight rain turned the kitty litter into hero dirt, the kind that makes everyone feel faster than they are.

Nino was stoked. Frischi unintentionally took a dip in the creek. We found his Garmin face down, like we were panning for gold. Riding alongside the

development engineers and product teams that design, test and refine the products that shape the sport, even in retirement, Nino's feedback still finds its way into what we build next.

That evening we threw a party. RockShox employees, families and local high school racers came out to meet their hero. The goats showed up first, decked out in World Cup medals and an Olympic gold from Rio, the same gold Nino won in 2016. Then trivia, with Nino working the room helping teams cheat their answers. A llama crashed the party. Nobody minded.

Worth the wait. It's a rare thing, riding with your hero when he's not training for the next World Cup, just enjoying the fruits of everything he's already won, still fit as ever and still humbling us on our own trails, sight unseen, on XC tyres no less.

OBSERVATIONS

FURTHER LES GETS FACTS AND FIGURES

1. 100: Troy Brosnan celebrated his 100th career World Cup start at Les Gets 2025 (he finished fourth in the race).
2. 95,000: spectators at the 2022 World Championships event across three days (Fri-Sun) according to Les Gets tourist office.
3. 33s: Kate Courtney's XCO World Cup-winning margin in 2019.
4. 1,172m: Les Gets village and XCC/XCO race start/finish line altitudes. The highest point in Les Gets is the summit of Mont Chéry at 1,848m. The downhill track starts at 1,737m altitude and drops back into the village.
5. 23.7%: the downhill track's average gradient.
6. 29km/h: elite women's downhill winning average speed in 2025 in muddy conditions. In 2024 it was 33km/h (also mud). In 2023 it was 38km/h (dust).
7. 2 million: number of spectators expected across all the events (including road cycling, BMX, MTB, etc) at the Haute-Savoie Cycling World Championships in 2027.
8. 6.498s: Amaury Pierron's elite men's winning margin in muddy conditions in 2024.
9. 6.768s: Eleonora Farina's elite women's winning margin in 2024.
10. 0.655s: margin between the 2023 elite men's winner (Benoît Coulanges) and fifth place (Loic Bruni) in dry conditions.

THE DAILY GAMES ♣♣♣

LES GETS WINNERS NAME SCRAMBLE

All of them have won Les Gets downhill or cross-country World Cup or World Championships races on RockShox suspension. This one's hard!

YOUR REPAIRMAN
CORNISH TUNER
CAKE UNTO TYRE
OVAL HILL
AVIONICS ZOO LULL

Answers hidden on another page.



FUNDAMENTALLY FAST SINCE 1989

TOTALLY TECH



TUNING TIPS

ALPINE SUSPENSION SETUP

There's 650km of trail across the Portes du Soleil, and plenty of it Alpine. But Alpine riding isn't one trail type. It splits into two camps: grippy, steep terrain packed with compressions; or loose, rocky, dusty conditions with janky switchbacks. Suspension setup is personal, like picking your own line. There's no single right answer, but there's some general suspension theory that can be applied to Alpine terrain and an All Day Ride. That's why RockShox Suspension Specialist Jason Simon has a few tips to help you set up your suspension for the best day above tree line, whichever camp you land in.

1. **AIR PRESSURE:** Trend toward a touch less air pressure for comfort over a long day in the saddle, especially if it's not overly steep or full of heavy compressions.
2. **COMPRESSION:** Start at the middle setting of Low Speed Compression and High Speed Compression, or '0', as your baseline. Add more LSC damping (clockwise) in steep, fast terrain for more

braking support. In loose, rocky terrain, back off LSC and HSC (counterclockwise), just not so far that you lose chassis control in slow, technical moves.

3. **WET CONDITIONS:** Remove Rebound (toward the Jackalope) 1-2 clicks at a time so the fork stays fluttery, and back off some LSC (counterclockwise) too.
4. **ELEVATION:** Riding a lift? Descending to the valley floor? Use your bleeders.
5. **ONE CHANGE AT A TIME:** Fork or shock first is your call but keep them independent of each other.
6. **WHEN IN DOUBT:** Set your air spring and Rebound according to your weight and your LSC/HSC at '0' and go from there!



Ready to go deeper? RockShox's Suspension Fine Tuning guide breaks down every adjustment. Scan here.

BACK COVER STORY

NO TO NOSE, HAMMOCK, RAMP!



A NEW DAWN FOR AIR SPRINGS

Every rider has felt it: a fork or shock that feels great until it doesn't. Soft off the top, mushy in the middle, then suddenly unpredictable right when you need it most. For as long as air springs have existed, engineers have been stuck with the same trade-off: sensitivity or support, pick one. RockShox has spent the last several product cycles trying to kill that trade-off.

WHY SPRINGS MATTER

A spring curve is just a map of how much force it takes to move a fork or shock through its travel. Coil is linear: each millimetre costs the same additional pound of force, which is why it feels so honest, and why it can blow through travel with no warning at the end. Air has historically done the opposite: ramping up early, becoming soft in the middle, then ramping again at the end – a curve RockShox engineers call the 'nose, hammock, ramp.' Tunable and light, sure. Honest as coil? Not quite. The question worth asking: what if we didn't have to choose?

SETTING THE CURVE

The Daily Note spoke with RockShox directly, who told us the goal was to split the spring's job in two: stay supple where riders spend most of their time,

KEEP THE BEGINNING OF THE TRAVEL MORE LINEAR, THEN INTRODUCE PROGRESSION LATER WHEN RIDERS ACTUALLY NEED IT

be supportive where they need it most. Six products emerged from RockShox's latest development cycle fundamentally different – BoXXer, ZEB and Lyrik forks; Super Deluxe, Vivid and Vivid Coil rear shocks, each one rebuilt around a single idea: predictability, so riders know exactly how their fork or shock will respond to trail features.

On RockShox rear shocks, that translates to a linear curve for the first 80 percent of travel, before the final 20 percent ramps for bottom-out resistance, controlled by Hydraulic Bottom Out on Super Deluxe, Adjustable Bottom Out on Vivid and Vivid Coil.

It's a theory already proven across an entire lineup. Now, RockShox says, it's going a step further, tuned to the kinematics of some of the industry's hottest bikes.

HOT OFF THE PRESS

GENIE Technology is where that thinking goes further, optimising a suspension system for frame kinematics. Developed by Specialized and brought to life by RockShox, it lands with the launch of the brand-new Super Deluxe GENIE shock, built on a shared belief that riders feel more in control, ride longer with less fatigue and hit bigger features with confidence when their suspension runs a linear rate with robust bottom-out support. The matching logic behind LinearXL, now tailored to Specialized's Stumpjumper, Levo R and Levo 4 bikes.

'The goal wasn't to make the shock more progressive everywhere,' says RockShox Design Engineer Chris Golkiewicz. 'It was to keep the beginning of the travel more linear, then introduce progression later when riders actually need it.'

At the core of Super Deluxe GENIE is a dual-stage air spring system, built around a second air chamber, the GENIE sleeve, that stays dormant through the early stroke. Because that chamber



SUPPLE, SUPPORTIVE, AND PREDICTABLE, COMBINING COIL-LIKE FEEL WITH THE TUNABILITY OF AN AIR SHOCK

adds volume up front, GENIE runs a higher starting pressure than a standard Super Deluxe to hit the same sag, and the payoff is a flatter, more linear curve through the first two-thirds of travel. Around 36-37mm in, the sleeve engages, closing off that volume and letting the curve ramp up to catch a traditional Super Deluxe's support near bottom-out: two springs, two jobs, one handoff.

Specialized R&D Manager Chance Ferro traces the idea to limitations in how spring curves are designed: 'We realised with standard spring tuning we were beholden to a certain level of spring progression to reach an

acceptable level of end-stroke support.' GENIE breaks that dependency, letting engineers tune the first 70 percent of travel at its own rate, independent of the final 30. Sound familiar?

The result, Ferro says, is a feel that's hard to place: 'It often rides like it has more travel than it really does.' He's most proud of how invisible the engineering is. 'It delivers a real benefit, and it's packaged so well that it doesn't require anything special from the rider to benefit from it.'

ONE PHILOSOPHY

LinearXL and GENIE Technology were built by different teams chasing a similar feeling. Underneath, the conviction is the same: the old air-spring compromise was never a law of physics, just an assumption nobody had pushed back on hard enough. RockShox proved it across their latest lineup of forks and rear shocks. GENIE proves it bike by bike. Either way, the result is a suspension system that's supple, supportive and predictable, combining coil-like feel with the tunability of an air shock, confident bottom-out control and the reliability riders expect from RockShox.

Join RockShox WhatsApp. Join RockShox WhatsApp. Join RockShox WhatsApp.



GET UPDATES
SCROLL CAN'T DELIVER



SCAN NOW to join the RockShox WhatsApp Community.
for insider news, fresh deals and exclusive invites.

Bonus Lap: We'll throw in a FREE XX chainring with the purchase of an Ochain.



Want the full technical breakdown? Scan the QR codes below to really get into LinearXL and linear air spring theory at RockShox.com/Learn.

Linear XL deep dives

What is a linear spring

