



**ROCK
SHOX**

**X
RACING**



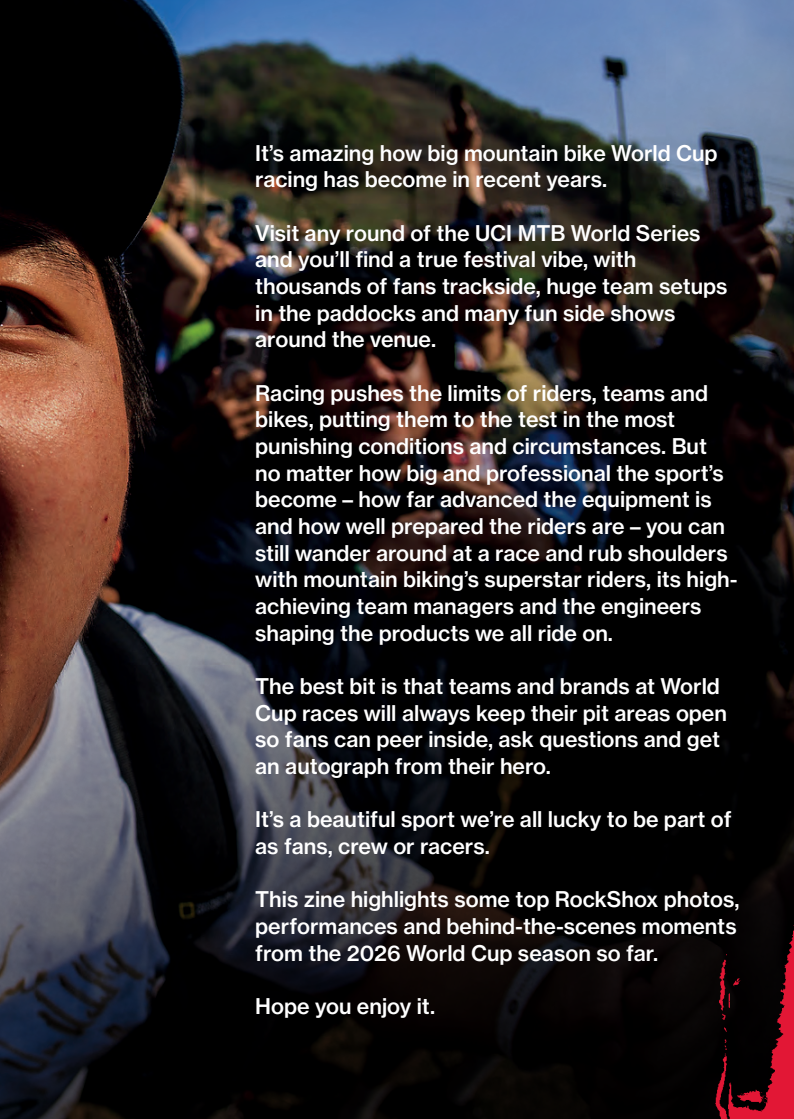
**MIS
SPENT
SUM
MERS**

**ALL
OUT**



SO FAR...





It's amazing how big mountain bike World Cup racing has become in recent years.

Visit any round of the UCI MTB World Series and you'll find a true festival vibe, with thousands of fans trackside, huge team setups in the paddocks and many fun side shows around the venue.

Racing pushes the limits of riders, teams and bikes, putting them to the test in the most punishing conditions and circumstances. But no matter how big and professional the sport's become – how far advanced the equipment is and how well prepared the riders are – you can still wander around at a race and rub shoulders with mountain biking's superstar riders, its high-achieving team managers and the engineers shaping the products we all ride on.

The best bit is that teams and brands at World Cup races will always keep their pit areas open so fans can peer inside, ask questions and get an autograph from their hero.

It's a beautiful sport we're all lucky to be part of as fans, crew or racers.

This zine highlights some top RockShox photos, performances and behind-the-scenes moments from the 2026 World Cup season so far.

Hope you enjoy it.

ROCKSTARS★



Name: Luca Shaw

Team: Canyon DH Racing

From: USA

Social: @luca_shaw

Drives: Motos

Superpower: Carrying speed

Race bike: Canyon Sender

Fork: RockShox BoXXer Ultimate

Shock: RockShox Vivid Coil

Best of '26 (so far): 1st in Loudenvielle DH

Soundbite: 'F**k yeah!! Finally got that 1st World Cup win. Thank you everyone.'

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Collect the autographs of all three rider profiles in this zine (Riley, Shaw, Conolly) and collect a freebie at the RockShox x Misspent Summers La Thuile or Les Gets World Cup stands.



KEEP TRUCKING

We speak to one of the key figures in RockShox's racing programme about the super cool race truck, top riders and performing week in, week out.

Misspent Summers: We're recording. So here we go. Can you say your name and your job?

John Dawson: My name's John Dawson and my job is the MTB Race Department Manager for SRAM and RockShox.

MSS: And what does that mean? What do you do in your job?

JD: My job is who I work with... We have nine technicians. We're split into DH, XC and enduro support. But our job is to make sure that the athletes that we sponsor have the best suspension set up for every race we go to. So every World Cup we go to, we consult with the athletes. We're on track. We make sure that the tune is correct for that specific track. And throughout the week we monitor the progress of the athletes and make sure that they're happy all the way till race day.

MSS: Nice. And can you just describe the race truck? Describe it literally like what it is and then also what goes on inside it.

JD: Yep. So, we've got, I think it's about a 30-metre paddock or 30-metre race truck area. And inside we have a full workshop that we

primarily focus suspension service inside the shop, and then outside the shop we have a little hospitality area. We work with the athletes, consult with them there, the team managers. Again, just building a plan for the weekend and making sure that they're all ready. But we service suspension, service transmission, also brakes. But normally we're focused on suspension because all the teams we work with are super pro and they take care of most of the transmission and brake work.

MSS: Just quickly on that, do you work mostly with team managers, mechanics, riders, or all three?

JD: I usually focus on working with the team managers, just making sure that everything is seamless with my team. But my technicians all work directly with their own teams. So they're assigned a team they work with for the whole year. So it's a one-on-one, very personal relationship. And again, the technicians understand all the needs of the athletes and we primarily work with the mechanics because the mechanics filter a lot of the emotion out. So we are just focusing on rider benefit and then again, primarily just trying to get every advantage for them.

MSS: Nice. How's the season been so far?

JD: Season's great. We're, again, building towards that complete RockShox podium – it's coming. We've had some great showings. Last week we've done really well. With Finn winning, it's great too because we also have HighGear and he's running our new XX DH Transmission and HighGear that we co-developed with Specialized. So that's a big one for us. But obviously we want the complete package on that podium. So that means RockShox suspension also. And like today here with Amaury [Pierron] getting second was huge. And again, winning last week was a big one for us. So we're on the road to a great season.



MSS: Cool. Yeah, I was going to say it feels like a step up since last year even, even just year to year. But it also feels like you're all striving hard.

JD: Oh yeah, 100%. We live it out here. We're out here again, 12 hours a day, just working with the teams, working with our athletes. On the XC side, we're crushing it with our athletes right now. And our DH athletes are starting to stack some wins.

MSS: It seems like other riders are seeing it.

JD: We're 100% dedicated. We have a huge amount of support internally, top down, huge resources in Colorado, in our German office. I mean, we have a lot of people behind us here. So again, we feel like we're supported well and that definitely translates into our athletes' performance.

MSS: Nice. In terms of the new product this year, how's that been received?

JD: Amazing. We introduced a whole new gravity line and right now obviously we ran a lot of the technology in the BlackBox programme last year, but today people can buy a lot of it. So with that said, it's all tested very thoroughly through the World Cup environment. And again, we're super happy. The athletes are happy because it's very tunable. We can customise it really well and again, it's reliable. Yeah. Really happy with the product. Absolutely.

MSS: Again, I've heard other riders who ride for other brands talking about some of the features on the fork, especially – I'm quoting ABO [Adjustable Bottom Out] and stuff like that. They know it, they see it, they've logged it and they know. How much do you think that counts for results as well? Just when you suddenly get a new product with all this tech – it feels like the launch of the BoXXer, especially on the ZEB and the Lyrik. It's like a genuine innovation as well.

JD: ButterWagonTech. And again, everything's won by a fraction of a second out here. So any small advantage that we can give the athletes, again, gives us a better chance to win. But with that said, we

have the best athletes in the world we feel, and they're all really close to winning, or at least getting on that top step of the podium.

MSS: Thanks so much. OK, some rapid-fire ones. Best paddock so far this year, or best location?

JD: Best location? In terms of the racetrack?

MSS: Yeah.

JD: For us, again, we've always been stuck out in the middle of nowhere, but I would say the best one for us this year – Nové Město XC was really good. We were right there at the entrance. But I would say Leogang was great. We were right in the middle of all of our teams. So we could all have a coffee really quickly and download and it was just really convenient. But again, yeah, Lenzerheide's a littler further away, but we're still close to a team, so that's what counts.

MSS: Do you have a favourite venue?

JD: For me, how far do you want to go back?

MSS: You can go back to the start of time, wherever you want.

JD: I think my favourite venue is probably still Les Gets. I'd have to say Les Gets. We have an amazing hotel right on the track, big balcony. And then with that said, our paddock is usually right in the middle of town. Everything's walking distance. And again, the French crowds are

amazing. They're huge. You can feel the excitement and again, with that said, we have a lot of French athletes. So yeah, it's great to win there – it's huge. If we win there, it's a massive party.

MSS: La Thuile's going to be sick as well, right? Yeah. With all three disciplines at that venue.

JD: Yeah. La Thuile's cool. I feel like back in the enduro days I went there a few times. It was always gnarly and cloudy and terrible weather and we stayed in a shitty hotel. But last year, it's one of my favourites again.

MSS: Nice. And then last one – well, last two. Is there something surprising about the race truck that someone might not know? Like a room that's in there, something that goes on in there that you're allowed to tell us?

JD: Well, we have a brand-new dyno in the workshop so we're able to do real-time tuning changes for the athletes. That's a massive one – big investment there. But again, it's something we feel is necessary. We also have a really cool office with an air conditioner. I have really good meetings and I freeze anyone who comes for a meeting. Yes, I do like it cool.

MSS: Nice. And then this one – it's a quick one, but it could be really short, or you might get lost in this one – who's your favourite rider of all time?

JD: Favourite rider of all time. That's a good one. I mean, one of my favourite riders is still racing right now – Troy Brosnan. I think he's one of... Luca Shaw, some of my boys – Steve Peat, obviously. I worked with him when I first started back in the early 2000s and having him be a part of our paddock back in the day when it was him and Andy Kyffin [Peaty's mechanic]. And I got to be kind of like assistant team manager and just having them as part of our team and cruise around to the North American races. I think Peaty's probably – have to say – one of my favourites of all time.

MSS: Nice. Thanks so much.

JD: Thank you very much for your time.



ROCKSTARS★



Name: Ella Conolly

Team: Cannondale

From: UK

Social: @ella_conolly

Drives: RockShox x Misspent Summers Fiat Panda (occasionally)

Superpower: Fast everywhere

Race bike: Cannondale Bad Habit

Fork: RockShox ZEB Ultimate Flight Attendant

Shock: RockShox Vivid Coil Ultimate Flight Attendant

Best of '26 (so far): 1st in Loudenvielle EDR

Soundbite: 'Yeeehaaw World Cup win in Loudenvielle!! That was a savage day. Didn't expect this after a bumpy few weeks. Getting used to surprising myself.'

SIGN HERE:

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Collect the autographs of all three rider profiles in this zine (Riley, Shaw, Conolly) and collect a freebie at the RockShox x Misspent Summers La Thuile or Les Gets World Cup stands.



ALL OUT





ALL OUT





ALL OUT





FUNDAMENTALLY FAST: A BRIEF HISTORY OF THE ROCKSHOX BOXXER

RockShox was founded in 1989, a year before the first-ever official UCI Mountain Bike World Championships and two years before the first-ever UCI Mountain Bike World Cup series.



1996

The original BoXXer was released to professional athletes only. Only 20 prototypes were made, and they came with coil springs, 150mm of travel, 32mm stanchions, and posts for V-brakes.

1998

BoXXer finally went to market with some major improvements, namely open-bath dampers in both legs.



2004

BoXXer bumped up to 200mm travel, establishing a new standard for downhill suspension travel. Riders began to dabble with a single-sided air spring instead of the traditional coil springs, a sign of what was to come.

2014

The latest BoXXer accommodated 27.5in wheels and featured the new Charger damper and Fast Black upper tube coating that is now across RockShox's range of forks.



2019

The DebonAir high-volume air spring was introduced and tuned to produce the linear, bottomless-feeling travel that top downhillers demanded.



2024

Extensive testing led to a new 38mm chassis, DebonAir+ air spring with twin tube design, and race-proven Charger 3 RC2 damper.



2026

LinearXL adds a whole fork approach to air spring design, reducing the speed-sensitivity of the air spring and delivering predictable position-sensitive control. AirAnnex increases the lower leg air volume, reducing air-spring progressivity and speed-sensitivity, while breather holes in the stanchions allow for lower leg air volume to increase as the fork goes through its travel. And ButterWagonTech's matrix of divots on BoXXer stanchions works to carry fresh layers of high-density oil to the bushings with every millimetre of travel.



TOTALLY TECH

TUNING TIPS

Craig Miller is part of RockShox's race tech department, travelling to World Cup races to set up, service and tune the suspension used by the world's best mountain bikers.

We asked Miller to give us a few insights into simple ways to make a bike ride better and, ultimately, faster.

Misspent Summers: Can you explain what sag is and why it's important?

Craig Miller: Your sag is basically how far your bike sits into its travel when you sit on it. It's controlled by your spring rate, so either by PSI or by the coil rating.

It's measured as a percentage and is the first thing you want to get right when setting up your bike.

If you have too much sag from running your pressures too low, your bike will sit too deep in its travel and feel like it's wallowing and lazy. If you have too little sag from running too high a pressure, your bike will not absorb the bumps and feel harsh.

MSS: What is Adjustable Bottom Out, and when would a rider benefit from it?

CM: RockShox's Adjustable Bottom

Out (ABO) is extra resistance that kicks in at the end of your travel to provide more bottom-out support. It's like a tunable safety net for big hits, cases, and World Cup-level bad ideas. You can dial it up for more support, or down for less to add that bottomless feel.

MSS: What are bottomless tokens, and how do they affect suspension performance? When should a rider add or remove tokens?

CM: Bottomless Tokens change the air volume, which changes how the fork or shock ramps later in the travel. Adding a Bottomless Token is the last step to increase bottom-out support. Before adding a Token, add HSC damping one click at a time. If you still need more bottom-out support, add a Token. If you're never using full travel even when riding hard, take a Token out.

MSS: When setting up suspension from scratch, where should a rider start?

CM: We've got the RockShox TrailHead app that's a great one stop shop for set up guidance.

From there, it's setting your sag front and rear to get your bike sitting into its travel equally. Then

set your Rebound so it's balanced on recovery. Finally, look at your compression settings to control how your bike's using its travel.

MSS: If you had to pick one thing, what's the most important aspect of suspension setup?

CM: It's all about balance. The fork and shock must work as a team. You want to end up with a predictable bike that gives you confidence to crack on.

MSS: What's the difference between High Speed and Low Speed Compression, and how do they affect the ride?

CM: When we talk about Low and High Speed Compression, we're referring to how fast the suspension is moving in its travel, not how fast the rider is going.

Low Speed Compression controls slower movements like braking, pumping and body weight shifts. High Speed Compression controls sharper hits like rocks, roots and square edges

A simple way to look at it is low speed is the rider moving the bike; high-speed is the track punching back.

MSS: Can you explain what an air spring is and how it works?

CM: Your air spring is the chamber in your fork or shock that you fill with air. As you compress your suspension, that air chamber gets smaller and the pressure increases.



More pressure gives more support; less pressure gives more comfort and grip.

MSS: What is Rebound, and how can a rider tell if their Rebound is set correctly?

CM: After sag Rebound is the most important setting to get correct. It's all about trying to get the suspension to recover as fast as possible so it's ready for the next hit without springing back like a pogo stick and losing control.

MSS: What is a damper, and what role does it play in suspension performance?

CM: The spring stores the energy, the damper controls it.

Your compression damping is there to control how your suspension behaves as you go into its travel. Not enough compression damping and you'll blow through your travel. Too much compression damping and your suspension will feel wooden and harsh.



Your Rebound damping is there to control how your suspension returns up out of its travel. Too little Rebound damping and your suspension will be too fast and behave like a pogo stick. Too much Rebound damping and your suspension will pack down into its travel and not recover between the bumps.

MSS: What is meant by a 'linear' suspension feel, and why might that be beneficial?

CM: As you compress your suspension, the force of your spring increases. A coil spring gives you a linear build-up of force, an air spring traditionally gave you a more progressive build-up of force.

Linear means the suspension builds support in a smooth, consistent way through the travel. Riders often like

it because the bike feels calm and predictable. When a rider trusts what the bike will do next, they can push harder.

Our LinearXL air spring system is focused on giving the rider the advantages of a linear spring curve whilst still using an air spring.

MSS: What are your top three tips for getting suspension setup right?

CM: Take the time to go test your suspension. Go out to your favourite trail that's a couple of minutes long and really try to feel what your bike's doing.

Write everything down, keep track of what changes you made and how you felt the bike changed. Make one

change at a time. Use the bracketing process and isolate to just a single change at a time to really educate yourself on what that change feels like to you.

MSS: What's the most common mistake you see riders make when setting up their suspension?

CM: Too many changes at once. They add pressure, change Rebound, add Compression, then get lost in the chaos. It's all about learning what those individual changes feel like to the rider so you can make incremental steps towards the ideal set up but if you go somewhere else, you can quickly adapt because you know what those changes will feel like.

MSS: How often should riders check or reset their suspension setup?

CM: Check pressures before every proper ride or at the start of a race weekend. Just remember that the pressure in your suspension is affected by temperature. So if your bike has been on the roof of the car or in a cold garage, the pressure is going to be lower than if you've just finished a long run or it's been sitting in the sun for a couple of hours. Be consistent with the conditions when you check your pressure.

MSS: What aspects of suspension setup do you think riders most commonly overlook, and why?

CM: Balance. Riders can often just focus on their fork or shock and not think about how one is affecting the other. If you increase the PSI in your shock, it could move your weight forward onto the fork.

Use this when tuning. If you feel you need to get more over the front of the bike, instead of dropping the fork pressure, try increasing your shock pressure to force your bodyweight onto the front.

MSS: How do you know when suspension is properly set up?

CM: The rider stops thinking about the bike and starts thinking about the track. That's the goal. The best setup is the one that gives the rider confidence to attack



ROCKSTARS*



Name: Bjorn Riley

Team: SCOTT-SRAM MTB Racing Team

From: USA

Social: @bjorn.riley / @_le.atelier

Drives: Fiat Panda 4x4

Superpower: Tech riding

Race bike: Scott Spark RC

Fork: RockShox SID Ultimate Flight Attendant

Shock: RockShox SIDLuxe Ultimate Flight Attendant

Best of '26 (so far): 3rd in Lenzerheide XCO

Soundbite: 'LESSSS KEEP DIS TRAIN MOVINNN'

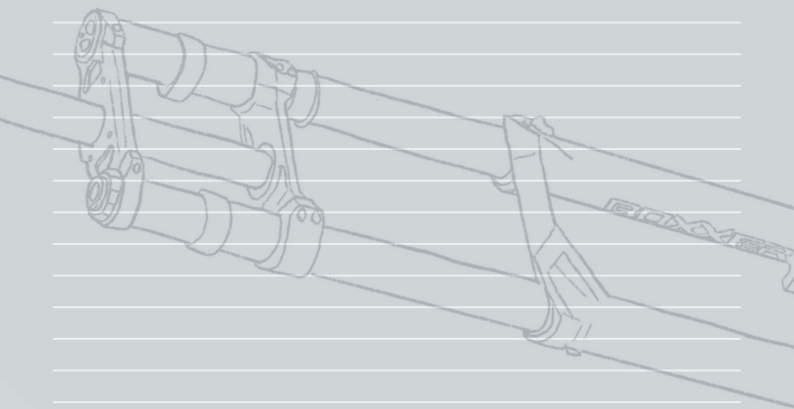
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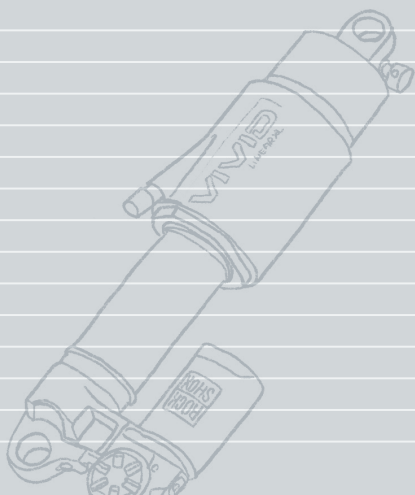
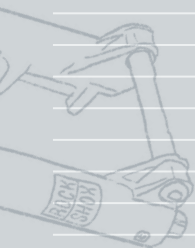


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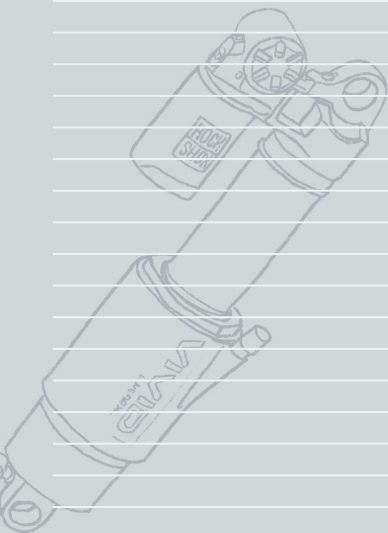


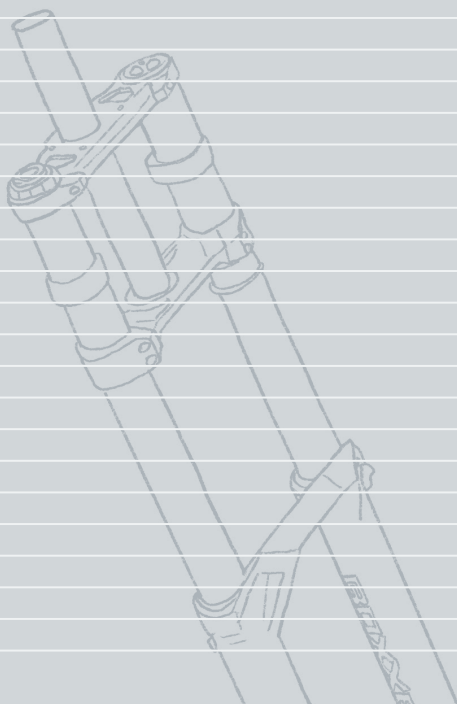
NOTES





NOTES





**Make your bike faster
through better suspension setup.**

Start with TrailHead:



SCAN HERE

Next, fine tuning:



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**Use the notepaper pages of this zine
to note settings between runs.**

When you're finished, write
your final settings here:

ROCKSHOX®

PRESSURE:

REBOUND:

HSC:

LSC:

TOKENS:

ABO:



**ROCK
SHOX**

Because we believe racing is where mountain bike culture lives.
Because we're a company of racers, riders, and fans.
Because racing produces the stories that inspire us.
Because there's no better showcase for our products than the racetrack.
Because the clock never lies.

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