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## TRAVERSE



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## EDITORIAL



Mesum Verma – Editor in Chief

ride on  
keep it real!!

Mesum  
Verma

### Traverse

We are pleased to announce that we are making a “traverse” from mtbmagindia and mtbmagchina to mtbmagasia.

We have stories from the whole of Asia, and we believe the name mtbmagasia better suits what we are promoting and featuring. We are excited to step up with the magazine.

Steve Peat and Hans Rey, two legends, did the epic „Iceland Traverse,” which they have dreamed of doing for 20 years.

Hardline 2015 was again one of the hardest downhill races in the world, and Dan Atherton did everything to make the trail exciting.

The ATH Final Race and Kathmandu MTB Festival took place at the end of 2015, and we take you there to show you „why we race”.

Nishant Sha, a young Nepali, is also trying to make the „traverse” into professional mountain biking.

We wish you all the best for 2016! Happy trails, ride free!!

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Steve Peat and Hans Rey in Iceland!



### KATHMANDU MTB

Race Report of the MTB Festival 2015 in Nepal.



### HARDLINE 2015

Second edition of Hardline and his creator Dan Atherton!



### ATH FINAL RACE

Race Report of the Aravalli Trail Hunters in Delhi.



### NISHANT SHA

Young rider from Nepal riding his bike in the Kathmandu Valley!



## CONTENT



# ICELAND TRAVERSE

WITH

STEVE PEAT



HANS REY



Steve Peat, born and raised in Sheffield England, with 2 older brothers who kept him on his toes and very competitive when younger!!

Became Mountain bike Downhill World champion in 2009 and has 17 World Cup victories to his name, among many other prolific results. He rides for the Santacruz Syndicate and has been Britons top guy for over 2 decades.

His work with younger riders and charities has been a huge part of his career and to this day he still runs the Steve Peat Syndicate, bringing riders on in there chosen disciplines. He is also a big family man and has 2 young boys to follow in his footsteps.

Hans Rey was born in Germany in 1966, this Swiss/American national now resides in Laguna Beach, California with his wife Carmen. Hans is a former Trials World Champion and inductee of the Mountain Bike Hall of Fame, he is widely considered to be a pioneer of both the Mountain Bike Freeride movement and the Trials riding scene. As a professional rider and ambassador for the sport he continues to travel the world having so far visited seventy different countries. During the mid nineteen nineties, Hans created the Hans Rey Adventure Team visiting remote and extreme locations around the globe, often riding his bike where a bicycle had never been ridden before. In addition Hans would seek out

locations that were both historic and held some mystery, always capturing his exploits for the media.

In 2005 Hans started a non-profit charity called Wheels 4 Life, giving bicycles to people most in need of transportation in developing countries. Currently he is working with IMBA to develop more beginner friendly flow trails, like this Flow Country Trails idea. Rey has been a pro mountain biker for nearly 30 years!

His sponsors are: GT Bicycles, Adidas Outdoor, Livigno Bike Resort, LUK Automotive Systems, Crank Brothers, Fox Shox, iXS protection, Clif Bars, SQ Lab saddles, Deuter backpacks, Shimano, Muc-Off care products and Adidas Eyewear.



Hans Rey



Scott Markewitz



Hans Rey & Steve Peat



It is ten thirty at night at the end of a stormy, rainy cold day somewhere in the remote wilderness of Iceland. We are still quite a distance from our refuge for that night when the short Icelandic night draws in. Suddenly our Land Rover support vehicle's axle breaks, we stop just in time before the left rear wheel completely falls off.

This was one of those times when we were extremely thankful that there is a cell phone signal almost everywhere on this 103,000 sq. km island, and so we were able to call the refuge keeper to come to our rescue. Magne our support driver had to brave this hostile environment solo all night and wait for spare parts to come the following morning so that he could repair the Land Rover. As they say, an adventure isn't an adventure until things start to go wrong.

The following day downhill legend Steve Peat and I continued our North to South traverse of Iceland on mountain bikes, knowing that Magne would catch up with us at some point that night at the camp site.

I've been wanting to do a mountain bike trip to Iceland for nearly 20 years, unlike the bike-packers or touring-bikers who frequently ride this volcanic island on the main roads and dirt roads, we wanted to hit the best single-track, while crossing through the barren, isolated and little visited interior. Runar Omarsson was our local contact, an Icelandic mountain biker and entrepreneur whom I met a few years ago and who loved the idea of this adventure and riding with a couple of his two-wheeled heroes.








We came up with a plan, route and a support vehicle with an off-road trailer with gargantuan 36" tires to conquer the deep rivers, snowfields and sandy sections along the way. Magne from Icebike Adventures looked after the logistics and made sure we could travel light with day-packs only; we didn't have to worry about food, tents, sleeping bags or our film makers extra equipment. I was very excited to have Scott Markewitz one of the most accomplished bike and outdoor sports photographers with us to capture our trip in photos and Cedric Tassan (VTOPO) to film our feats for an upcoming global TV documentary.

Our international team met at Reykjavik before continuing on a with a domestic flight to Akureyri where we met up with our local crew and began our adventure by driving - east to latitude 66 the







Arctic Circle. Our first stage started near the coastline with a stunning ride to Dettifoss waterfalls. We clocked about 50km that day and due to a late start we didn't finish until nearly midnight, and all without lights, simply powered by the midnight sun. This time of year it hardly gets dark in Iceland. During the ride I had quite a surreal moment when we had the midnight sun to the west, the arctic circle to the immediate north, a blue moon in the east and to our south the fabled trolls and elves territory. The Jökulsarglufur trail that followed the river had a nice natural flow, of which kind we anticipated experiencing a lot more of in the forthcoming days. There were a few smaller river crossings to tackle, easy enough to take off the shoes and keep them dry for the time being. The last several miles during the twilight hours was very rocky and



technical and the dimming light made it more challenging. At this point our group split up since everybody was keen to make it back to camp since darkness had set in and we were famished and fatigued. The highlight was without a doubt was witnessing the massive amounts of water that gushed over the ledge of Dettifoss waterfall (a volume of 500 cubic metres per second). I was stoked to have my old friend and former adventure partner (Borneo, Ireland, Scotland) Steve Peat along. Due to an ACL injury earlier this year, he missed the 2015 downhill racing season and had recovered just enough from his surgery to join me on this epic. It is always a good laugh when you have Steve Peat along.







Our entrance to the Highlands was marked with powerful head winds, off road tracks and river crossings. To be precise, this was the Askja area. Word had it that the snow conditions were still very bad in the mountains and so far it had been Iceland's coldest summer for the past 50 years. Despite their names, Iceland is not ice it is green and Greenland is not green, it is ice. But this year our expected green island was somewhat icy.

We were expecting some snow but not as much as we were told would be ahead of us by the ranger in Drekgil. He said that so far this season nobody had crossed the only pass between the north and south, not even hikers and that we would face about a 60km stretch of snow, pushing and carrying our bikes. Not ideal for anybody, especially a guy who just had ACL surgery. The decision was hard, but after hiking up to the snowline we saw first hand that we couldn't do it. The only option we had was to radio our support vehicle, asking him to fetch us. Magne was already driving the long 250 km detour to get to the other side, since the only direct route was impassable by jeep.



As it turned out, this was a wise decision because the following day the weather turned nasty. However we were extremely disappointed, so there was nothing for it, but to drown our sorrows with a bottle of Scotland's finest...some whisky. The setting was pretty perfect,, we were sitting and soaking our muscles in a hot lava heated river. It was amazing to see the sulphur fumes still rising from the lava fields after the most recent volcanic eruption last year. The black volcanic magna rock was sharp and fragile and the water that flowed underneath was hot. Unexpected pockets open up and close as nature dictates, we were lucky enough to find such a spot and soak our sore muscles in it at about 42 degrees Celsius.

After being crammed into the Land Rover for the better half of the next day, we continued our ride on the other side of the snow pass.







The weather was miserable and we had a long way to pedal along the boring Sprengisameur Road before reaching the more scenic southern part. Despite our super functional clothes we couldn't avoid getting wet and cold; sometimes submerging waist deep in water or fighting rain and headwinds.

We kept moving forward trying to stay on schedule for our 6 day traverse, by when we wanted to get to Skogarfoss waterfall, Iceland's tallest at 60 meters, close to the southern coastline.

Most mountain bikers in Iceland do day trips, to do a multi day trip one has to be prepared and it would be extremely tough and rough to do so without some sort of support. It was a good sight to see at the end of such a day to see our support vehicle with a dry set of riding gear waiting for us.

The following morning the sun came back out and the landscape looked more and more amazing, flanked by







glaciers, colorful ridges, giant river deltas and lava fields; and twisting through the midst of this scenery was some stunning natural single-trail. The trails looked like they were carved by Thor especially for mountain bikers, the traction on the volcanic soil was not from this planet. It was so much fun riding with Runar and following Peaty's lines downhill, as long as I could hang with him. I've been fortunate enough to ride with many of the world's best bike riders, it is always cool to see their creative lines and styles. We all choose all mountain bikes for this trip, Peaty brought his Santa Cruz 5010 model with 125mm travels, Runar and myself both rode GT Carbon Sensor bikes with 130mm/160mm . Along the Landmannalaugar trek we started to see more backpackers and even the odd bike rider. The lands



reminded of Game of Thrones and Lord of the Rings type of films. We set up our tents at a beautiful campsite. Good thing the days are long during Iceland's short summer months, we needed all the time and light between the distances we had to cover and the extra time it took for filming and shooting photos. One location more stunning than the next.

Before falling asleep we had to give our bikes some attention, the many water-crossing and volcanic sand started to take its toll on our equipment; and I'm still not sure how good sulphur stream water is for bearings and bushings. Day 5 continued as the previous day had ended, incredible scenery and views as far as the eye can see, including glances of Europe's biggest glacier, Vatnajökull. Laugavegur Trail, actually just became a IMBA Epic







Trail, we crossed lots of lava fields and deserts. The black sand and soil was a stark contrast to the lush green ridges and rugged mountains that look just like the Napali Coast on Hawaii but without glaciers and snowfields. The Laugavegur trail brought us to another picture perfect campsite at Thorsmörk. Not only here, but actually in every household in Iceland, hot water and heating comes straight from the ground and therefore smells like rotten eggs.

The last day turned out to be the longest but also the most amazing, again we had to cross several miles of snow fields, but before we climbed on gorgeous ridges above canyons, some of them scarily narrow with deadly consequences should one make a mistake. This caused some stressful riding and required nerves of steel and incredible balance. This day offered pretty much everything Iceland has to offer, we had to do a lot of climbing, pushing and hiking including approximately 6 km of snowfields; at one point I felt like I was on an arctic expedition, I guess that thought was not that far out of place.



Most of the time the snow was too soft to ride it. Runar proved to be a valuable asset to our team, he had lots of local knowledge and even showed us some of their secret trails, after making us swear secrecy first. I have never seen as many big and powerful waterfalls than on the final descent on the Fimmvörduhals route, endless trail, sometimes rough and rocky at other times smooth and fast. By the time we got to Skogar foss waterfall, it was almost dark; we didn't even take our helmets and backpacks off before indulging in food on the hood of our Land Rover. Mission accomplished, another bucket list trip checked off my list.

Thanks so much to Adidas Outdoor, Monster Energy, Clif Bar and Santa Cruz for making this trip possible. Thanks also to our "Sliceland" team for their hard work and dedication, their film and photos have captured some of our memories forever.







**FINISH**

Giant Kathmandu MTB fest 2015  
21st November, Hattiban, Pharping

20-22 November, 2015  
Dollu Community Forest  
Hattiban  
Pharping  
Kathmandu



The idea for the Kathmandu MTB Fest came to us after the 7.9 Richter scale earthquake that hit Nepal in April 2015. As part of our own contribution as mountain bikers to the recovery program for the badly hit tourism industry, we thought we would organize this festival to bring together the mountain biking community of the region. Our aims were simple - spread the message that Nepal is still safe, introduce the excellent riding trails of Nepal to the world, bring about a message of hope and rejuvenation to the mountain biking community in Nepal, and have fun while doing so!





While we were in the process of organizing the festival, another big blow hit Nepal, maybe even worse than the earthquake – an unofficial economic blockade by India. With no petrol and diesel available, movement of both goods and people was badly affected. Markets were running out of products, businesses were hit, and whatever was available was much more expensive than normal times. We ourselves almost postponed the festival, but we saw it as a better reason to go forward with the festival. The local mountain biking community was already so excited about the event, and it would be something to look forward to in these dark times.







In the face of all these challenges, we pulled it off!! The festival was a huge success. The main attraction was the new and improved trail improved upon on the earlier track. Our trail building partners at Switchback & Himalayan Single Track put in a lot of effort on the trails, building bigger jumps, better berms, and trickier rock sections than before. We were happy that quite a few from the mountain biking community came along to help, and the response from the participants after they

finished the race was overwhelming. Almost all expressed their desire to come back again to better their skills in the technical sections. One of the best comments received was from an XC participant who said, "I learnt more mountain biking skills in the two days I was here than in the one year I have been riding!" There definitely was a lot of camaraderie and good cheer, and experienced riders were more than happy to pass on tips and tricks to novices.







Bhupendra Shrestha



Santosh Rai

The ultimate turnout was 85 race participants and about 700 visitors to the venue. We had definitely planned for more when we were planning the event, but with the transportation situation as it was, we are happy with the numbers. A lot of riders from out of town who had already registered had to back out at the last moment due to the crisis, but they will definitely be a part of the event next year!

As organizers of the Giant Kathmandu MTB Fest, LifeCycleNepal, Everest Summit Lodges and Fantastic Nepal would like to thank you for believing in us, in the future of mountain biking in Nepal, and for supporting us in hosting this event and making it the biggest mountain biking festival in Nepal. We hope to see this sport grow and we hope you keep supporting us in the coming years to make it happen.



# REDBULL HARDLINE 2015

NO PROGRESSION WITHOUT PAIN

The physical Red Bull Hardline track, the thing that you can take a tape and measure, is a 570 m drop over a couple of kilometres length. In the minds

of the riders and in what it achieves for the progress of the sport of mountain-biking it's a hell of a lot further...

Gill Harris



Sven Martin



Ruaridh Cunningham



mtbmag P41







Gill Harris talked to Dan Atherton about the monster he created in Dinas Mawddwy and why he was happy to sit out the race in the service of the sport he loves.

**GH: You busted your shoulder, then Gaz ( Dan's friend and co-course builder Gareth Brewin) and a couple of the others did just enough damage to count them out of the Finals. Is Hardline too hard?**

DA: I think it would have been very different if it wasn't raining. And if me and Gaz hadn't got injured in the run up. We changed that jump that I wrote myself off on but it definitely affected the vibe. Last year the confidence levels just built up and up, maybe that's why I made it a bit too hard, because of last year. I'm not sure, I'm prepared to look at it either way.

Its not so much about the physically doing it; the bikes are capable, the riders are capable its about the mental approach and the intensity of stringing all those individual frighteners into one run. Then doing it faster!

I've been teaching some kids lately from the school near where I live and you can see them progress over the course of an hour. They'll soon be tackling a bigger drop or adjusting their riding position. With the top pros, at the level these guys ride already, that progress is harder to see, so when you do its such a head rush.

The Jeep jump was a good marker in progression and how hard we could push. If it hadn't been this year that we found that edge, that limit, it would have been next, that place where there was a jump that people wouldn't jump. We needed that ceiling to be found so that the event could progress further and be popular with the riders. For next year we know what people are willing to jump, how much risk they are willing to put on the line and we can bring it back a little from that edge, and make it more about fun and flow; make it about enjoying the track as opposed to trying to find that absolute limit. We've found it, for a while anyway.

I learnt a lot from that jump I crashed on. (It was a fifty foot step-down out of a bowled take-off, the video's still on Dan's instagram if you like to witness that kind of pain). That sort of jump works pretty



Red Bull  
HARDLINE





well in a Dirt Jump line or a short-travel line, it's basically a super-sized version of what we ride in the Yard, but when you apply faster speeds, bigger gaps and more suspension on the bike, the forces become a little bit unrealistic.

I was gutted not to race but for me Hardline is as much about the build as about riding, the main thing for me is seeing the progression. It's been like that since I started mountain-biking, I've never ridden to win races, I've always ridden to see how far I can push, what can be done. It's what I love about the sport and why I push Hardline so hard, it's to see that progress.

To be fair it's not even like it's all about the race...when I first thought about building Hardline the intention was to push my riding and Gee's riding, the event came second, I hadn't envisaged it as a race before I started talking to Red Bull. It's a race because we are essentially Downhill racers but it's raw and simple, there is huge value in those guys riding that course. Hardline is about raising the bar of what's possible so in a lot of ways whether I was riding or sat in the pits it wasn't the most important thing, the only difference is it was the other riders pushing the boundaries not me

Sven Martin



Ruaridh Cunningham







Rutger Pauw



Gee Artherton

– so yeah, it wasn't ideal but it was still massively worthwhile.

I was stoked for some of the guys who rode this year, whether or not they made it to the Final. Kye (Forte) has ridden with us since we are all kids, but this was something way different from him. He got a bang on the head and decided to sit it out but he was still stoked with the riding he'd done, he didn't need to race to prove anything. At the other end of the scale young Luis Lacondeguy had a great time practicing too, he 's said he'd definitely come again, but only after he's done a whole lot more wet weather training!

I think basically it was good to see how confident they all were on that first day (before they'd seen the track) and how humble they were by the Sunday! The course put everybody on a level playing field, whatever their discipline, however many titles they'd won; it slapped them in the face a bit and made them respect it. It made them go back to how they were as kids when they were first riding and made them respect big jumps and gnarly tracks for what they are and reminded us all of the consequences of what happens when you don't respect it – like me and Gaz!

Gee was awesome that whole weekend, He saw how much effort I put in and he didn't want all that hard slog to go to shit so he helped the guys through it. Ruairidh Cunningham was such a gracious winner to say that "Gee had been a man amongst boys" all week, though in some ways I don't think he had a lot of choice, he wouldn't have let all that preparation get wasted! I think that him having spent a bit of time up there meant he was a lot more comfortable than the guys who saw it for the first time on practice day and he's so used to that type of terrain, it was cool to see how respectful the other riders were to him, there was such camaraderie, a real community feel to it.

In fact what I'm pushing hard now is the development of the MTB community in Wales and Red Bull Hardline is an awesome example of that. I know you wouldn't necessarily expect it but it really was as much a community event as a big global Red Bull show. There was nobody contracted in from outside it was all built by local guys who poured their hearts and soul into it. Yeah they were paid to build, but at the same time they were our mates who put in way over the hours in all weathers then went up there on their bikes to test it,







Rutger Pauw



Joe Smith

they wanted to ride it. All the kids were there from the local school, it definitely pulled the MTB community of Dyfi together.

Roll on next year!



1st: Ruaridh Cunningham

2nd: Joe Smith

3rd: Bernard Kerr





# "THE FORCE, LIVE"

## ATH 2.11

Abhishek Gaurav



Piyush Chavan



Gautam Chima

Aravalli Trailhunters or ATH as they have come to be known is a self-supported amateur XC race club based out of the NCR, Delhi and Gurgaon region. The Club started in May 2014 and has been conducting XC races in the Aravallis every month, taking a short winter break. They held 9 races in their first season (Series 1.x) and they just finished the 2015 season (Series 2.x) with 12 races. That's a stupendous one-race-a-month.

Powered by







Abhishek Gaurav



quickest time on the course was 3.5 hours.

Moving away from their underground roots ATH took the help of several sponsors, partners and supporters to make the season finale, the start of a MTB Festival. The main race was followed by a Kiddy race for racers ranging from 5 years to 10 years of age, at the bike pump track at Pedallers Village in Gurgaon. Kevin and Andrew Groser won the top honors in their category.

ATH's 2015 race season ended with their race 2.11 on 13th December 2015, with a bang. The SCOTT powered race saw over 70 registrations, which included 11 girl racers. The race was divided into 2 categories: Full Circuit – 70 Kms and 600 meters and Finisher Circuit – 34.5 Kms and 300 meters elevation gain.

The race attracted MTB talent from all four parts of the country. The Hero Action team and MTB Nationals champs Devender Thakur and Shiven came from Himachal Pradesh and Karnal respectively. Bangalore had representation from Nelson Hoover; the East was represented by 19 year old Everest climber Nameirakpam Chinkheiganba from Manipur. From the west, Scott Future Star DH rider Piyush Chavan also came to be part of the XC race from Pune. Aditya Sharma from Uttarakhand also came to race. Chandigarh was massively represented by Mona and

Amit Chopra, Madaan Sandeep and Sandeep Sidhu.

The finishers and the girls were made to race 1 loop of the 34.5Km gruelling circuit, with an average finishing time of 2.5 hours. The course had all the hallmarks of a perfect XC track, the first half of the loop being technical, rocky with a lot of single-track thrown in and the second half of the loop was a combination of jeep track, double track and sandy sections. The climbs were short but steep and the downhills were rocky, technical and demanded full concentration. The course was much appreciated by the racers, so much so that Nelson Hoover from Bangalore commented that maybe the MTB Nationals should be conducted in the Aravallis.

The Full circuit racers were made to do 2 loops of the course and the average time taken by the racers was 4.5 hours. The



Abhishek Gaurav





Abhishek Gaurav



This was followed by a live concert with performances from popular local bands and concluded with the “Banana Podium” prize distribution. Having no sponsors prior to this season, the racers have been racing for Bananas, literally; hence the “Banana Podium”!

ATH is environmentally conscious and they condone the use of eco-friendly and degradable material for marking the trail. The race was conducted with ZERO plastic waste, including no plastic water bottles at the water stations. They also plant trees for every race they hold, the thought being “Each one, Plant One, Each race!”

The winners got prizes worth over Rs 2,35,000/- , of which almost Rs 90,000/- was the Cash component. The race was co-sponsored by Harley Davidson motorcycles and other sponsors included Whole Foods India for pre-and-post race nutrition, Paras Hospitals for Ambulance and Medical support, The Bike shop and Pedallers Village for Logistical support, and others.

The race preparation started at 04:30am, with the riders starting to come in by 06:00am for registration on a cold & dark Delhi winter morning. The average temperature for the first loop of the race was recorded as 9 degrees!! The race started on time at 07:45am, in a mass start.

The favourites quickly took the lead at the head of the pack with Johan, Devender, Shiven and Pochi going for the attack on the first climb section “Mahadev”. The wildcard entrant was Sandeep Sidhu from

Chandigarh who kept up with the lead pack all through the first loop.

Johan Bentinck was among the favourites having won 10 out of the 12 ATH races this past season. Devender Thakur was also a top contender who set the pace of the race from the get go. By the time the lead pack had covered the technical first half of the loop, Johan was leading the race, closely followed by Devender and Sidhu. 500 Meters behind them was Madaan Sandeep, who was being given the chase by Nelson and Pochi.

Nelson finished the finishers loop first, followed by Gautam Chima [who forfeit the race]; second place went to under-18 Akarshan Sanaan and Harshvarshan Deopa. Akarshan also won the prize for the Fastest Under-18 racer.

Shiven suffered a tyre mechanical and lost time fixing it but got back into the game to finish 8th. Piyush Chavan had mechanicals on his bike from the get go and had to finish the race on the borrowed bike. Nameria also suffered mechanicals and got a DNF. Devender, too, had a fall in the second loop and was not able to finish the race due to a broken axle.

Johan clocked the quickest time on the Full Circuit and won the race with a time of 3.5 hours. Madaan Sandeep came 2nd followed and 3rd place was taken by ATH regular Abhinay Pochiraju.

In the Girl Racers category Anita Groser took the top honours followed by Mona



Chopra from Chandigarh and Gurleen Kaur from North Delhi.

The race was described by the racers to be tough, both in terms of distance and varied technical terrain. It was noted that the racers needed to be “All-rounders” to win at these races, rather than specialists. ATH races are planned to increase in intensity incrementally each race, after the short 30 Kms summer races, to climax in long 3-4 hour races in November and December.

ATH races are not, just about one big race a year. The idea behind the race club is to generate regular racing interest among the younger riders, while giving a training platform to the seasoned athletes. To ensure repeat participation, The ATH calendar also logs points for racers for each race in a Season Points Leader board. The winner of the Points in both the Guys and Girls categories are given “King” and “Queen” of the Aravallis prizes, for being the Season winners.

The 2015 Season, Series 2.x, saw Johan Bentinck take the King of the Aravallis title and Anita Groser as the Queen of Aravallis. Johan had 56 points for the whole season. Gautam Chima forfeit his position with 30 points, making Saurabh Singh the runners up with 19 points.

The finale was well received by the Racers and some of their comments are as follows

Johan Bentinck (Netherlands, currently in New Delhi) : “Arriving at the race start, it became clear that everything had been

thought of to make it an epic event. And Epic it was from all perspectives. Usually we race on Strava and a few snacks and beers in the boots of the cars, but this time the event had everything: race numbers, handouts, disclaimers, super cool start and finish lines. Kiddy race, concerts, good food, and most of all great company of fellow likeminded riders, all of them lovers of bikes, trails, nature and pushing the body to the limit.”

Piyush Chavan (Pune): “Super race guys! This is my 2nd xc race this year and I’ve had fun and realized all mountain bikers are cool not only downhillers haha!! Looking out for next year as well, thanks to the ATH crew for a superbly marked XC track”

Gurleen Kaur (North Delhi) : “It was a very well organized event and we trail-deprived Dilliwaasis got to taste the yummy trails of Ggn all because of you. It was good to see more female riders participating and enjoying it too”

Nameira (Manipur): “I really enjoy the course but i had bad luck that I couldn’t complete the course. I will try again next season. Every thing was good, weather is moderate and people are free and frank. Hospitality is really amazing. And the amazing thing is that your information and communication is one of great that i ever seen before.”

From 5 racers at the first race in May 2014 and 50 racers for the Season 1, ATH’s season 2 saw 135 distinct riders come for the races through the season. The way forward is to have individual race club for





all 4 parts of the Country, and to have a finale race at the end of the season with the top 10 racers from each “district” coming in to take the top honours; along with the local racers.

The SCENE is very nascent and young, but with support from the whole community, this can grow into a healthy and exciting sport.



RESULTS

GIRLS

POSITION	BIB NO	RACER NAME
1	75	Anita Groser
2	83	Mona Chopra
3	52	Gurleen Kaur
4	53	Nupur Singh
5	84	Smiley Singh
6	74	Aruna Mani
DNF	55	Preeti Chima
DNF	81	MAJUL ADLAKHA
DNF	82	PARMAPATI
DNS	54	Shagun Singh
DNS	51	Seema
TOTAL	11	

FULL CIRCUIT - 2 LOOP

POSITION	BIB NO	RACER NAME
1	2	Johan Bentinck
2	9	Sandeep Madaan
3	29	Abhinay Pochiraju
4	8	Sandeep Sidhu
5	24	Arjan Blanckestein
6	5	Saurabh Singh
7	18	Hilmar Weber
8	4	Shiven
9	16	gurpreet singh
10	14	Aman Puri
11	15	jaspal singh
12	23	Parvinder Singh
13	26	Manjot Singh
14	12	Raj
DNF	3	Devender Thakur
DNF	7	Nameriakpam Chingkhheinganba
DNF	34	Rahul Bagrecha
DNS	1	K Kiran Kumar Raju
DNS	6	Sumit Kumar
DNS	10	ricky sharma
DNS	27	ADITYA SHARMA
DNS	30	Akhil Kalia
DNS	33	Ankit Kalia
TOTAL	23	

FINISHERS CIRCUIT - 1 LOOP

POSITION	BIB NO	RACER NAME
1	71	Nelson Hoover
2	31	Gautam Chima
3	59	Akarshan Sanan
4	62	Harshvardhan Deopa
5	78	Robin Groser
6	87	Sushil Hooda
7	57	Takahashi Daisuke
8	77	Rohan Anand
9	56	AKIO MAKINO
10	22	Anshuman Singh
11	73	Shariq Khan
12	19	Rajeshwar Mukhopadhyay
13	76	Mukesh Sharma
14	80	Piyush Chavan
15	28	Vivek Guha
16	65	Aryan Khare
17	25	Arvind kumar
18	69	Ramakrishna Reddy
19	11	Wilfried Loche
20	21	Sushil Louis karer
21	70	Hiromitsu Taga
22	61	Rajat Singh
23	17	Amit Chopra
24	66	DINESH PATTNAIK
25	60	Kushal Arora
26	72	Yogesh Chauhan
27	85	Akhil Kalia
28	13	Chris Carlisle
29	64	Sumit Sharma
30	63	Kumar Gaurav
31	86	Anterjeet Singh
32	32	Sumit Singh
33	20	Aditya Sharma
DNF	68	Rahul
DNS	58	Ajit Nair
DNS	79	Abhishek Purohit
DNS	67	Ankur Padalia
TOTAL	37	



# Riding in Kathmandu




Nishant Sha



Nepal Photographers





A full-page background image showing a mountain biker in a colorful jersey and helmet performing a stunt on a rocky ridge. The biker is balancing on the edge of a large rock, with a dirt trail leading up to it. In the background, there are rolling green hills and mountains under a clear blue sky with a few wispy clouds. The foreground shows some dry grass and small plants.

Nepal itself being a naturally rich terrain for mountain biking, the scope and visualization can itself be done.

It was five years back when I was into it, the adrenaline, the zeal to be rolling on the mountains and hills to riding the plains and streets here in Kathmandu, and not to mention the crowded streets, it's great fun.

I starting mountain biking here in Nepal with a cheap bike, alone, itself a very big achievement.

Along with my friends, Rajesh Magar and Suman Tamang, I had a passion for riding since the beginning. Helping each other with a great passion and crashing into the woods yet getting up more pumped, yeah!!! That was what had gotten us more into the sport rather than just riding.





Mountain biking now here in Nepal in these last 6 years has grown up much more but if you ride a lot, like we do, then downhill is an expensive sport. Shuttling up has been a big problem. But still some riders like Buntay, Mandil, Nirakar, they call us while having some space in their shuttles.

But usually, starting from home I get to my friend's home. All of us gather there. Having to get to the top of the hill will take almost 2 hrs of pushing and riding. So we start early, around 5 maybe. Along the journey to reach the top of the hill and in the thought of riding down that hill FULL ON BLAST we talk to each other full of adrenaline, "I'm gonna hit that jump; whipping down, take that turn full speed, no braking.." And get to a certain spot, a local tea shop for a cup of tea and some breakfast grains, still talking



about the ride we are going to make in a couple of hours. Even thinking about it gets the adrenaline high. After the breakfast we start riding to the point, after which it's another fun time, PUSHING. Although it's tiring, it's a long way to the top if u wanna rock and roll ... being exhausted but still having the excitement to shred the trail, we reach the top. Feels like heaven.. all the beautiful trails we can see, the beauty of nature and the beauty to see the higher mountains and hoping to get in those mountains in next few rides, it's just awesome. More adrenaline to what we have been thinking. After a rest for a while, feeling thirsty, (not for water, for the ride) we begin to trench for the trail.. the fast starting, the berms, the jumps in our mind... the rush and thrill of crashing... we release the beast inside us with our bikes down the trail. Wait!! Stop... How about trying a new line??





Yeah that will be a great idea. We might crash and fall but it's worth trying isn't it? .. We push back a little, try a few new lines, crash a few times and get even more pumped... Then getting the excitement even more to our limits, we roll down for the rest of the trail. Down we go.. to the end of the track.. and it was a short ride down the hill, all that pushing and exhaustion now gives way to relief. Pushing and riding for 2 hrs with all the sweat to get back down the other 8- 10 minutes. Woah.. the best feeling ever.. Then we get down to a local restaurant for some DAL BHAT.. Lots of calories burnt, need to fuel ourselves.. But yet having those times there.. It's always a good memory.. Always a fun ride yet a training for future competitions.





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