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ISSUE 021 - FEB / 2016



FIRST TIME

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Bridge less Seatstays / Internal Cable Routing / Replaceable Hanger
Fork : Rock Shox 30 Silver TK Solo Air / Tapered Steerer
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Shimano Deore FD-M618-L / 34.9
Shifters : Shimano Deore SL-M610 / Rapidfire Plus / 2 Way Release / w/Gear Indicator
MRP : ₹ 1,31,900/-*

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EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real !!
mesum
verma

First Time

I met Antoine in Shanghai, and he showed me what he could do on his trialbike. Not only that you can ride bikes in Shanghai, no also, some very cool stuff such as riding on a metalrope only 2.5cm in diameter. I do not think i could walk on that with my foot. Imran tells us about his first time attending a downhill mountain bike race, and got just 4th place on the podium.

In the beginning of the year there was a downhill race in south China, in Chaozhou. It was the first time a race in Asia offered prize money of USD 17000.- Not only did they did organize it at this scale from the first time, they really did it well. I’ve seen the Ferei lights quite often, but for the first time I had a closer look at them. We’ve done a Review of them, to see how much light they bring into the darkness.

In China and India at the downhill races, there are only two categories, Elite and Open. There are no different age categories. So a 40-year-old rider finds himself often racing against riders 20 years younger. I write a little bit what I think about this. I hope to be attending soon a race for the first time with a category 35+.

ISSUE 21
SHANGHAI

When a Street Trial Biker in Shanghai meets the creator of mtbmagasia



CONTENT

RACE REPORT ZILIAN

Race Report of the MTB Downhill Race in China



IMRAN KHOKAR

A great Racer in the making!



FEREI LIGHTS

Review and Test of the Ferei Bike lamps.



RACING IN ASIA



When a Street Trial Biker in Shanghai meets the creator of MTB MAG Asia.



Antoine Chalendar



Mesum Verma



Antoine Chalendar






Have you ever wondered why on earth some people use their bicycles not only to ride from point A to point B but – instead – use it differently. I am one of these people. The local people here in Shanghai use my Chinese name to call me: ??? (An Hai). Indeed, I wanted to keep a link with both my French name and with the city I was living in; Shanghai. My friends quickly came up with « An » from Antoine and « Hai » from Shanghai; therefore « An Hai ». There are right to use my Chinese name because my French full name is too complicated anyway. Just for the record, people officially call me Antoine Chalendar back in the West.



I am passionate about biking; I love watching people riding their bikes – almost any kind of extreme bike! While doing some more study online about the Chinese bike market and the actual growing scene, I found some bike magazines specializing in the Asian market, such as MTB Asia. I wanted to meet the guy behind this creation. Not long afterwards, I got lucky enough to be in touch with Mesum Verma – the creator of MTB Mag.

A photograph of a busy street in Shanghai. In the foreground, there are large piles of fresh vegetables, including green leafy greens and yellowish-brown leafy vegetables, some in black plastic baskets. A man wearing a red t-shirt, black pants, and a white helmet is riding a red bicycle towards the camera. He has a basket on the back of his bike containing several large plastic bags filled with green leafy vegetables. A woman in a brown jacket and a patterned scarf stands in the middle of the street, looking towards the camera. In the background, other people are walking, and there are more vegetables and a striped awning. The street is narrow, and the buildings are old, with a brick wall on the right side. A green door with the number 139 is visible. The overall atmosphere is one of a bustling, everyday life scene.

It is like when you meet someone you have always wanted to meet, and you don't know that day will come. We discussed and I told him; "I want to show you the Shanghai I know and the Shanghai I experience with my Street Trial bike" to show you another vision of this no-limit city. This is how we met up in Shanghai several weeks after, unluckily during a rainy day. It was a Sunday on November 22nd 2015. Time flies!




same bike for themselves. With all this love for the bike stories I am sharing with Shanghai, it can only bring a good experience.

Sunday November 22nd, here we are. Waiting Mesum with a rental



car, my bike in the trunk. It keeps on raining - non-stop. Here was the deal: having a list of the following combination: best trick / view / atmosphere. To do that we chose the top A list from what Shanghai has to show us: an early morning



on the Bund (thank you to the security for allowing us 20sec extra for our photo!), later in the morning going through the old city of Shanghai and especially the local market area. To finish, we decided to go south of the city around Longteng Avenue where BMX / Street Trial / rollerblades / slackliners etc. all meet in the middle of pre-photo-shooting newlywed couples and dog walkers. I always train my balance skills by riding on thin lines and barriers. But when it rains, it takes



another dimension. Mesum shot one of my last rides on that sliding barrier; the crash was impressive but at least nothing bad happened – I told myself it was enough; we needed some rest and drinks before getting back to work the following day. It was a good time sharing different riding experiences. One of the most valuable experiences from my riding story is definitely a better understanding of the Chinese culture and the Chinese language. People use to say it is better to be drunk to speak a foreign language. I would say: “come ride with me in Shanghai and I’ll show you how to pick up a language differently”

Have I won my bet with Mesum and changed his mind about riding extreme bikes in Shanghai? Ask me (or him directly!) next time we meet. Anyway, our next bet will be for me to go to Nanjing and some of the best mountains in China to ride another kind of extreme bike; mountain bike and downhill this time.



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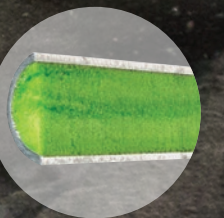
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Li Zhicheng

ZILIAN DOWN HILL

RACE2016
CHINA



Song Feifei



Mesum Verma

After the Asia Bike Show 2015 in Nanjing, Su Shen Liang from Guangzhou Downhill Sports Association, invited us, Markus and me, to this Race down in South China in Chaozhou. Little then did I know, what it would be all about. For 7 years I've been here in China, since 2009 when I started to race downhill competitions all around China, but mainly in Jiangsu Province.

I was filled as normal with expectations of what will be there, how the race will be. I do not weigh it with my experiences racing in Europe for many years, but just compared it to the races here in China.

But, it blew me away, with a total prize money of USD 17'000.-, Inviting 16 Riders (they covered the Flight and Accommodation). I came back straight away to compare with Race Events in Europe.





Since I sit more in front of the computer to run the magazine than riding a bike, I decided to go earlier to the race venue, so I can spend time on the bike, to be ready for the race.

When I arrived, it was raining a little bit, but it was warm. I spent the night at the organizer's big hotel room, with Zeng Zhi Peng, Xian Meng Qian and Chen Jia Xian as the best host.

We had breakfast, and the weather was just perfect! I got up with them, with the pickup car, and had a glimpse of the trail, and I found out, yes, it looks much steeper than it shows on the GoPro run that Zeng Zhi Peng did before the race. The Road Gap, not technically super big, but big enough, that I saw the s-curve which was only following down the trail after 20 meters, will make it very technical. After the trailwalk, I knew the difficulty is close to a world cup trail, yes not as long (world cup would be 3 times longer). After Markus Ruchti arrived, he agreed.

Tuesday, December 29th, I was the only rider there. I rode down pretty safely, but did not try the road gap. It was slippery, super dry but very slippery, so for the next day I changed to rain tyres to get more grip on the trail.



Lu Binbin



Some other riders arrived Wednesday, and the trail showed his beast! There was nobody there who did not touch the dirt! Including me, I had some good crashes, just slipped away from the trail. I still did not manage to jump the road gap, but Xue Wei Hao from Chengdu, sponsored by Kona, was the first rider to hook the road gap, and cleared it nicely.

Thursday was my day off, to recover my body from the crashes, and I went to the trail to see that everybody struggled on it, which gave me a big smile, not because they crashed, no, but because it made me happy to see what a nice technical trail they built here. The trail they built totally new, they just went up the hill, and made it! I said many times, and say it again, a very good job they did.

The organization, from day one I got to know from this race, was really good. They helped us a lot to book the flight, to find where it is, and to see how the trail will be. It's not always like this here in China. They cared for the riders really well, with everything.

Friday, Markus Ruchti arrived. He struggled first with jet lag, only arriving in Shanghai 3 days before, from Switzerland where he'd gone to see his family during



Liu Shusen

Christmas. Other „fast“ riders were already there on Thursday, and they had the advantage of riding the whole day, to get to know, where is the limit, where they can push the bike to get the maximum out of it. I went up with Markus in the early morning, to ride with him. He understood also quickly, this Trail is not easy to ride, and he had a big smile, it gave him real pleasure to ride a difficult track. As he says, there is no easy trail, it's all about how fast you want to go! In the morning I had nasty crash, the stone was a bit harder, and I had pain.

Afternoon, the elite group had the seeding run. Markus was rolling down, and got in the end 6th. I'd already had a crash in the beginning, did not want it, so I came by far last.

All the riders forgot the pain of the struggle of the race, and the organizer invited us all for dinner. I've been to many dinners in China, on banquets or marriage dinner parties, but this was amazing. Many table, very good food to eat, and also some beers and wine. Everybody was enjoying this evening.

In the morning was the seeding from the Open group, and even the start was different than the Elite group. They had no



Jiang Sihan



Road Gap, and they also crashed a lot. Saturday afternoon was the 2X race, they built a nice course, with two little rollers, most jumped over it. And in the end, a big jump, which was about 2 meters high, and about 8 meters to clear to make a clean landing. Two days before also Xue Wei Hao the Kona rider was the first one to go over this massive jump. Markus was training in the morning on the downhill track, and joined this race later. We could see that he had training on a bmx pumptrack in his hometown, because he rolled pretty easily to the win! He tried also then in the end to whip the whole last big jump, and he had some pretty fun to do it!

After dinner it was raining, and Markus was praying that it would be rainy weather on the final day. Whatever God he was praying to, they heard him, and let it rain the whole Sunday!

In the morning, the Open Group started with the Final. There was hardly a rider who did not have dirty clothes. Su Hu from Hongkong from the Chronic Team took the win, followed from Wu Hao Xin Rider from Guangzhou from the Vaude Madcat Downhill Team, and from Taiwan Chen Bo Wei from the Oyama China Team made it to the 3rd place. The Chronic Team had



Markus Ruchti



Mesum Verma



the strongest team, with Place 1, 4 and 5 in the top 5!

Rain, rain and more rain. The organizers decided after consulting every rider from the elite group to close the Road Gap and the big boulder, which had a very steep roll out. For both of these sections, there was already the „chicken - line“ so we could go around it. On the wooden section, where they put some north shore style trails in, they put some carpet on it, so made it safer to ride on the wood, when it got so slippery.

Winner from the Elite Group was every rider who made it to the top of the mountain! The last bit of the track, we had to climb up the trail, and it was almost impossible to climb up there.

Juily Tsai from Taiwan (Juily MTB Team), the only girl to attend the race, wanted to ride in the elite group because as a BMX rider, she knows how to jump, and she took the road gap, congrats to that! She started the Final Race in the elite group, but after only 10 meters, she was already collecting her bike from the ground, it was soooo slippery. I was the second rider, and in this rain, I was not really bothered that I had to start so early, then wait for some





riders in front of me. On the wooden wallride, I had my hand already on the dirt, but could save it, so that I did not crash fully, I was going sideways and rode off from it. But shortly I made some other mistakes, hugging a small tree again, which in China I should know, how to do it, since I do it sometimes too much, the trails are very narrow here, so, easy to get in touch with the trees. Almost at the end, in the very steep section just before the finish line, I crashed again, and it took me a long time to grab the bike, which was above me, in the video which spectators shot. When I came down, it looks like I was drunk, but I was not, I was just trying not to fall, so I crawled back to my bike, and rode to the finish line. I could hold the „hotseat“ only after 4 riders came down, then I had it to give it away. Everybody was watching from the finish line, how the riders did in the last steep section, and everybody was going for a swim in the dirt. Also Markus, he struggled even more than me, in no time he lost 20 seconds there at least. He was not happy at all, he crashed in the wooden wallride too. He came in the end 4th, and was kinda pissed that he only lost 14 seconds to the winner. But that's racing, there is no, „if I would this and that,“ if you don't deliver, you don't earn first place. Jiang Si Han from Taiwan from



Li Zhicheng, Su Shenliang

the XDS Team came down, and he looked fresh, meaning, no dirt on his jersey and pants, we knew he must be fast! He could win, we waited till the winner of the seeding run arrived in the finish area, Li Zhi Cheng could not hold to the time he had before, and finished 8th. So the totally different conditions than on the qualification mixed things up. 2nd got Liu Shu Sen from Hongkong from the Taokas Team (on a Pivot bike), 3rd Lu Bin Bin from Nanjing.

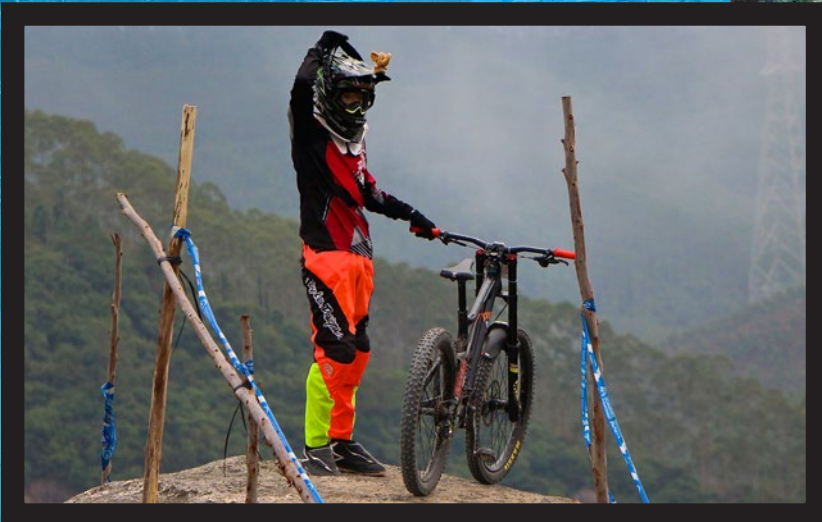
After the Race they held a whip contest, on the big jump from the pumptrack, I was impressed that the riders still went up for this, it was still slippery, and still raining. Lu Guan Da from Guangxi from the Xrace Team whipped it out most, followed by Jiang Si Han and Gong Yan Quan from Beijing from the Sunny Team.

The prize ceremony went on just after that. Unfortunately some riders had to leave already, because of this other people went to take the prize and the picture on the podium.

I was going home to Nanjing on Monday, and I was a bit sad, it was a really nice venue, and it was so far the best organized race from A-Z that I've attended in China!



Zhao Yi





Ride on, see you next time!

X2 Race

- 1 Markus Ruchti / DeCharme - MTBMAGASIA
- 2 Cao Pengrui / ultra crisp 27
- 3 Su Shenliang / VAUDE
- 4 Jiang Sihan / XDS
- 5 Zhong Bojian / Chronic Team
- 6 Xue Weihao / Kona China

Whip Race

- 1 Lu Guanda / Guangxi Xrace team
- 2 Jiang Sihan / XDS
- 3 Gong Yan Quan / Sunny Team
- 4 Lu Binbin
- 5 Chen Bowei / Oyama Team
- 6 Zou Jiabin / WD-40 SLH Racing Team

DH Race (Elite)

- 1 Jiang Sihan / XDS
- 2 Liu Shusen
- 3 Lu Binbin
- 4 Markus Ruchti / DeCharme - MTBMAGASIA
- 5 Su Shenliang / VAUDE
- 6 Gong Yan Quan / Sunny Team

imran khokar

the fastest rider in the machine!

Imran Khokar



Ruturaj Bhopatkar



Coming from a trail riding and freeriding background, the evolution line was my first dh race at avanti kalagram bike park. Downhill mountain biking is a fun and affective sport. The adrenaline rush that you get while racing down a mountain against the clock makes this sport one of the most extreme sports. It creates a domain where athletes can gather to collectively participate in "tests" of skill which will rank them relative to one another. The concept of the unknown is what makes this "test" so challenging, unpredictable, and psychologically taxing. The downhill athlete has no perception of their performance relative to other riders during the race, so there is no reason to slow down, no reason to give up, and no reason to not give it your all.

Competing with one of the best dh riders from this side of the country made me pretty nervous on the first day. I was trying to take it easy and not to push too hard. The track was small with berms, some high jumps, flowey sections and a fast gravel section at the end. The first day was practice run, and I was trying to take it easy, enjoy the track and just stay on the bike and finish the run. I had a taste of a small crash while hitting the big jump and injured my hand. I was slightly shaken by the crash. I was back on the bike in sometime and started hitting the jumps carefully. By the end of the day I was able to clock a decent time of 1min 6sec , 8sec slower than the fastest time.

With the second day qualifying on, I was pretty confident and ready to push myself and keep my basics right. Hit the berms and corners at proper speed using late braking, stay low on the bike. Stay low and fast on the jumps with less airtime.

I was able to go faster on the track and shave of a couple of seconds off my practice time and clock a time of 1min 4sec.

Standing on the start line to shoot off for the final run, I was completely focused and my consternation at its peak. I gave my best run. I was able to clock 1min 2sec. Which was good enough to put me in 4th place.

I was pretty stoked with my performance.





Riding your bike at the speed of a car on a steep, muddy, rocky slope of a mountain. Riding on a hiking trail, dropping huge rocks, sliding your tail and your front wheel at the same time inside a steep turn. Trying to shave another second from your track time by going even faster, pushing yourself to the limit.

Yep, that will give you some adrenaline juice. It will take some time until you stop getting a rush out of it, so the adrenaline pool will never become empty.

This is enough for me to keep coming back for more.

FEREI LIGHTING

FOR HANDLEBAR AND HELMET



Mesum Verma



Mesum Verma / Ferei



Riding in the Winter is not easy, either the weather is not really friendly, maybe it's snowing, or it is cold. But also, if we go for a quick spin out after work, it is already dark. A light on the bike makes things a bit more bright in these conditions. I've known Ferei a long time, seen the lamps on some races, and also, back in the

days, in 2009, they sponsored a downhill race series up north here. They are still involved in racing, to test the lamps at the highest level, by hosting night races on the Taokas race series. They even provide every rider with their own Ferei lamp. We thought it was time to have a closer look.



With over 50 lamps in their product range (from diving to adventure to special lamps for Jade mining), they sent us two lamps. One is the BL200X, which is made for mounting on the handlebar with twin-head design. The BL511 is a lamp which can be mounted on the helmet (via GoPro 3M patch) or on the

handlebar. The lamps come in very nice boxes, and from the first look you think they must be high quality, which they should be, since the cost of USD 365.00 for the BL200X, and USD 65.00 for the BL511, is not low. But you will realize the money is well spent.



BL200X



BL511

You can mount the lamp with two clamps in the middle of your handlebar. The clamps are 65mm away from each other, so there is enough space for your stem between. There are 4 different sizes of silicone spacers to protect your handlebar from the clamps (on each side you have a spacer, so in total are 16 rubber spacers included with the lamp). The spacers have a small knob which you can press in to the clamp, so the spacer will not fall out when you mount or

dismount the lamp. You need an Allen key to get the lamp on the handlebar, but there is also a version with a quick release spanner. The cable between the lamp and the battery is 600mm, long enough to mount the battery with a velcro strap on your top tube. A smart feature on the battery pack is a rubber band, which will be against the tube, letting the battery pack stay exactly where you mount it, and it will not move around.



All this is in the Box



The clamp system with the silicone spacer



The BL200X installed on the handlebar



Patent moon shape reflector



Battery pack on the top tube



A strap to fix the cable on your other cables

BL200X





All this is in the Box



Can be recharged using special USB cable

The helmet lamp can be on the helmet or on the handlebar or you can simply use it as torch. Because of the quick release connector the light can be used easily where you want it. For the helmet it will come with a 3M patch, which also can fit the GoPro mount, and it will come with

the Ferei CNT connector. A clamp featuring the same connector can be installed on the handlebar. The clamp is made out of plastic, you have silicone pads (3 sizes) to fit the handlebar diameter exactly. The battery is inside the lamp, so there will be no cable.

BL511



The different mount systems



BL511 on the handlebar

For racing and downhill riding, we recommend having both lamp systems, one for the helmet, for the view where the eyes look, and the twin-head lamp on the handlebar for the view on the trail. With 860 Lumens and beam distance of 150 meters on the helmet and 1280 Lumens and 270 meter beam distance on the handlebar, the trail will be quite visible in the night. I never felt uncomfortable

On the trail

Our Rating: 1 to 5 (5 is top)



while riding, and even at high-speed, i felt i always saw enough on the ground. The lights shine widely enough, so also a wider trail can be seen, not only single trails. Runtime at 100% will be 2 hours for the BL200X and 1 hour for the BL511. With IPX4 waterproof grade, you can use the lamps also if it's raining. Both lamps are designed and built to a very high standard and we missed nothing.

Features BL200X

- * 2 X CREE XM-L head design, flood brightness
- * 2 x 640 Lumens output brightness
- * 2 x 860 Lumens output brightness (Cool White)
- * Rugged aerospace-grade aluminum body, Typed III hard-est anodized in black
- * Toughened ultra clear glass lens
- * Best focus reflector for a flawless beam
- * Patent moon shape reflector:Arched part reflects the beam right ahead to reach a further distance; crescent part pervents the beam reflecting upwards so to avoid disturbing vehicles across,and also spreads the nearby beam to get a wider range
- * Multifunctional brightness operation:
 - Max brightness mode
 - Mid brightness mode
 - Adjustable brightness mode
 - Four blinking modes
 - Low voltage warning mode (the BL200X is equipped with three indicator lights which blinks in accrdance with the battery pack's state of charge as described below:
 - 1) Over 80% charge: 3 indicator lights on;
 - 2) 50%-80% charge: 2 indicator lights on;
 - 3)20%-50% charge: 1 indicator light on;
 - below 20% charge: 1 indicator light on and continuous blinking without pause

Accessories

VC43 Velcro tape, BP4872B lithium battery power pack, AC200 AC Charger, Rubber pad, User Manual, Quality Passed Certification, Warranty Card, Gift box package

Price: USD 365.00

[order here](#)

Features BL511

- * High-power CREE LED with a lifespan of up to 100,000 hours.
- * Optical glass lens resists abrasions and scratches, also provides an effective transmittance.
- * Ferei patent moon-shape reflector provides a further distance and also spreads the nearby beam to get a wider range.
- * Aircraft-grade aluminum body, processed through CNC machine center, is tough and exquisite.
- * Surface is anodic oxidation finished.
- * Designed with toughened glass switch in the front head, beautiful and also convenient to operate.
- * Waterproof Grade: IPX4.
- * Brightness modes: Max-Med-off.
- * Can be directly recharged using Ferei special designed USB cable.
- * Using Ferei own-developed & most advanced intelligent circuit control system.
- * Humanized quick release holder, easy to assemble and disassemble.

Standard Accessories:

18650 Li-Ion Battery, C10 USB charger, rubber pads, User Manual, Quality Passed Certification, Warranty Card, Gift box package

Optional Accessories:

AC009 Charger, CNT helmet connector

Price: USD 58.00

Race Scene in Asia

(mainly China and India)

As i've been observing the race scene since 2009, either as rider attending the races, or as team manager for the very successful race team we had in 2012/13, I want to give my thoughts about it. This is not a shout out that all is bad, not at all, because things are coming along well, better every year! But the fact is, here in China, people go away from mountain biking to road, or have a mtb, but ride on the road. One subject is racing to get people on a mountain bike. I want to discuss only this something. There are other factors involved, i'm aware of this, but i will only go into the subject of racing different categories and trails.

I would suggest to have a bit more, and different, Categories. i would do this: Elite Men, Women (Elite), Men 35+ and Open categories. If times allow, also under 18. You see a new group, the 35+, and you might ask you, why? Too few riders are there! And it is the truth, there are too few riders showing up for the race. But as i've seen now over the years, in fact a separate category would have enough riders, up to 20, which makes me believe the group should be created. I have seen in early races, there were a handful of riders with the birth year 1975. Where have they gone? They did quit some races, now they've stopped biking? No, i've seen them, they even have the most expensive bike on the bike rack on a car, the kind you can only wish you can ride one time in your life. They even come and see races if there are any in their hometown. They even might get registered to the race in the open group, they carefully follow up the news, how the trail will be at the race, only to understand:





I don't want to race against guys 20 years younger. I just don't want to race, to get last place. Yes racing is to have fun, but is this so fun, to come last? I see myself, age is knocking, and yes, it is not bothering me, it's like this, but with the age things will be different, we have family, or jobs to do, we have less time on the bike than when we were 20, maybe we work in only this business, but even then, maybe it gets lesser, business comes first. But, the will to race is still there. What i want to say is, why forget a whole group which has money, real money, which buys them self expensive bikes, but also will do this for their sons and daughters. But if they don't show up on the races, to show the kids, hey, how cool is biking, then how will the kids get infected with biking? Because only the father has a bike in his garage, and sometimes goes touring with the boys? The fire comes up, the whole family will be at a race, and see, what a great event this is, to feel, i must do biking too! The scene is small, yet, but if we want to make grow, i believe we should not forget those who started young, to spread the biking virus around the country.

Young riders are motivated to go where ever they want, they push the level of biking, but little do they push the business. Their fathers pay for the bike, why not get the father to this race, why shouldn't he also compete against riders his age? It's not about prize money, but it feels good to compete, you know, they are same as you. And i believe it will be a boost to this sport, since the races are getting done well, and prize money is there! I would also suggest that, because of different categories, do the same trail for all. If there is a big technical thing, like a road gap, or jumps, do an easy line around, but then we are all a family, everybody rides the same trail. Everybody can in the end compete with each other. The 35+ can see, what is the difference between the Elite, and the Open can see, what it takes to step up the game. I did a study from



the last race i attended. There were 17 riders over 35, but a handful showed up. I was, with birth year 1975, the oldest one. And yes, happily it was raining on the race day, so the „old guys“ could show their skills, but it’s hard to compete against the youngsters like „i do not care what will happen, if i hit this road gap, and after that i land in the hospital, i can’t work, i can’t earn money.“

And it’s like this, i know especially in the gravity sports, age helps you think more, and that is totally ok, we should. I’m wondering if this would not also be a boost to the sport, to start. All 17 riders actually would come, if they know, we can compete against each other. I hope slowly they will try this out in Asia, as they do in Europe, where it is normal, you have 30+, 35+ and so on, till 65+. We don’t need that, but at least one senior group would be helpful to the scene. Ride on!



Mesum Verma

The old boys, Podium at a Race in 2010



Mesum Verma / Age: 40



ABOUT



MESUM VERMA

CEO
EDITOR IN CHIEF



GIULIO BISIO

PHOTOGRAPHER
EDITOR



RAKESH OSWAL

PHOTOGRAPHER
EDITOR



A. CHAUDHARY

RIDER
DEPUTY EDITOR

PEOPLE



ZEJUAN HUANG
PHOTO



ANTOINE CHALENDAR
TEXT



SONG FEI FEI
PHOTOS



IMRAN KHOKAR
TEXT



RUTURAJ BHOPATKAR
PHOTOS

PARTNERS



ISSUE 21

EDITORS / PHOTOS

Zejuan Huang, Antoine Chalendar, Mesum Verma, Song Fei Fei, Ferei, Imran Khokar, Ruturaj Bhopatkar

DESIGN

Mesum Verma, Giulio Bisio

ADVERTISING / INFO

Mesum Verma: mv.mtbmagasia@gmail.com

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