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CHALLENGE



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VOLTAGE JR 16"



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## EDITORIAL



Mesum Verma – Editor in Chief

ride on  
keep it real!!

Mesum  
Verma

### Challenge

It's truly a challenge to organise an event like Kora Kathmandu, which is already in its sixth time, with over 2500 participants going clockwise around Kathmandu. 100km, 75km or 50km, you can choose how long you want to ride, and all for a good cause, read what is this all about.

The big pedal review was also a challenge for us. Of course it is our job to do so, but it takes quite a bit of effort to test and review more than 6 pedals, and many telephone calls were made, either to the riders testing the pedals or to the companies who produce the pedals. But it was pretty interesting and we hope we shed some light to the challenge of deciding which pedal you want to use on your bike.

The two riders in the first Scott Factory Team in India can now challenge other riders in races around India and Asia to find who will be first. We tell you who they are, and what their goal is with this team which is powered by Noren.

To motivate kids to take up sports outside is not easy to do, and it is really a challenge for sure building a bike park and teaching kids and adults to have fun on the bike. The Rolling Academy accepted the challenge and built a nice bike park near Pune in India. There are more and more big races in China, including for downhill riders.

Only now the 3rd time, this year China is hosting a downhill race with quite high prize money. It's always a challenge to host this kind of race. Now it will be in the Qinghai province, close to the Tibet plateau which will be outstanding scenery and sure some interesting trails. We give you more detail on that!

## ISSUE 27

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On a mountain bike around Kathmandu.



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The Bike - Park in Pune



### RACE IN CHINA

DanXia Landform GeoPark – TDRY 2016 International Downhill Cycling Event







第十五届环湖赛  
系列活动  
>>>

天地人缘

2016贵德丹霞国际自行车速降赛

TDRY GUIDE - 2016 INTERNATIONAL DANXIA LANDFORM DOWNHILL CYCLING RACE



2016.8.27/28  
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# KORA

## ON A MOUNTAIN BIKE

KATHMANDU KORA CYCLING CHALLENGE 2016



Sabrina Dallot-Seguro



Gaurav Man Sherchan



Nepalese are not only very religious people but recently, also have developed a strong affinity towards the mountain bike. Traditionally, a cycle was a mere means of transport like in any other Asian city. But of late, the people have embraced the mountain bike as a sport, or a hobby to take time off from city life to head out to the dozens of beautiful trails that dot the valley contours.







Riding for fun or health is certainly good, but riding for a cause is even better. Kathmandu Kora Cycling Challenge is such an event that not only brings riders together in a festive-like fare but allows them to ride for a cause. In 2015, the event brought together approximately 3000 mountain bike professionals and enthusiasts and their generous contributions went towards reviving the health facility in Maikaibari VDC, Bhimeswor in Dolakha district and serving about 7000 people including those from neighboring Lakuri Danda VDC and Magadeurali VDC.



In its sixth year now, Kathmandu Kora Cycling Challenge 2016, supported by The Great Himalaya Trails Project and other partners, brought together the mountain bike community in Kathmandu Valley yet once again. This time, their generous contributions will go towards providing the people of Gatlang, Rasuwa, a quaint village 67km northwest of Kathmandu on the Tamang Heritage trail, an ambulance as they have to drive to Dunche or Kathmandu to access proper health medical care.






Furthermore, the funds will also contribute towards completion of the seventh school to support Nepal Cyclist Ride to Rescue (NCRR), which has taken on the responsibility to build 7 schools in 7 weeks at Sikharbesi, Nuwakot. After the devastating earthquake of April 2015, most of the schools in the countryside were reduced to rubble. NCRR, a group of professional mountain bikers, took on the responsibility to build 7 schools at Sikharbesi, Nuwakot. To date, they have already finished building five of the promised seven.





A full-page photograph showing a cyclist in a white and black jersey and a red helmet riding a mountain bike up a steep, grassy hillside. In the background, a herd of goats of various colors (brown, black, white) is grazing on the hillside. The sky is overcast with grey clouds. The entire image is framed by a green border.

So what exactly is Kathmandu Kora? Kora in Buddhism and Hinduism is a circumambulation, done clockwise, usually around a religious structure. Kathmandu, with its myriad religious structures, is a perfect location to do a circumambulation. It boasts two of the most revered Buddhist Stupas of Boudhha & Swoyambhu, and one of the top eight temples for Hindus worldwide, Pashupatinath.



This Challenge circumbulates the valley, clockwise, right at the edge of the valley, away from the hustle of the city, through small dirt trails passing by picturesque rural settings, raising money per kilometre biked for a worthy cause.







The challenge has certainly come a long way since the first Kora was organized by Social Tours and Chain Bikes in 2011. Maxim Jones and Shashank Lama, both 16 years old, took this challenge, raised close to half a million Rupees in funds that were given to a school and an orphanage in Kathmandu.





On July 16th, 2016, at 6.30am, in the midst of a heavy monsoon, mountain bike riders slowly started to show up at Patan Durbar Square despite the light shower in the morning, and not caring about the weather reports that forecast heavy rains for the afternoon. By 7.15am, there were about 2,500 of them all ready for the Kora making it seem like a big mountain bike festival. The locals at square were naturally puzzled and were seen asking around what the occasion was.



First in line were the 100k riders being led by Prachit Thapa Magar, an upcoming young mountain biker who finished 2nd in the 2016 National Championships Junior Category also representing the NCRR. It was nice to see all the Nepali National Professional XC and downhill riders line up for the 100k challenge such as Narayan Gopal Maharjan, Raj Kumar Shrestha, Roan Tamang, Laxmi Magar, Rajesh Magar, Nishant Shah. As one can expect, the riders in the 100k challenge make an almost complete round of Kathmandu Valley with approximately 3000 meters of ascent. Such a ride can be attempted only by the professionals and tests ones biking skills to the maximum.







The 75k riders were quick to follow after 15 minutes led by Rosan Tamang, mountain bike guide and mechanic at Himalayan Single Track. The 75k route was designed keeping in mind the serious cycling enthusiasts passing through steep climbs, mountain ridges and single track routes.



Last on the list were the 50k riders which, as can be expected, was also the largest group of them all and even had boys as young as 11 years old. The route was for amateurs and beginners but still required some serious short climbs and narrow alleys.








As the riders made their way out of the city and into the countryside like an army of ants in this beautiful cloudy morning ride by the beautiful paddy fields, panting, but with happy faces to be a part of a community, the mountain biking community. Very soon, the 75k and 100k riders parted from the 50k riders' route to head up the mountains and single tracks. As time passes, you could see many tired riders taking time off at local grocery shops getting refreshments, stopping over at the water stations to refill their camel backs or water bottles, and again, getting back on the saddle to finish what they had started.



By the time the riders reached Samata School, Boudhanath for lunch, it was raining cats and dogs. After the rain settled down, everyone came out of hiding, refueled themselves with good food and were again on their way in their own little groups towards the finish line, Patan.





A female mountain biker is the central figure, wearing a red and white Scott jersey, a grey helmet, and blue sunglasses. She is riding a mountain bike on a dirt trail. In the background, another rider is visible, and a brown cow is grazing on the left side of the path. The scene is set in a rural, hilly area with green vegetation.

By 2pm, riders started coming in at Patan and each rider received a medal for completing the challenge. Exhausted, wet and muddy, but you could sense a great feeling of pride and joy among all the riders for having completed such a challenge. Selfies, group pictures and big smiles and laughter only added to the mood of the Kathmandu Kora Cycling challenge 2016 besides the generous donations the riders were making at the donation counter. They bid each other farewell with a promise to keep on riding, and be back for the Kora in 2017.

**Next year the event will be at July 15th 2017.  
We would love to have riders come from all  
over the world to participate in this challenge,  
and ride with the community in Nepal.**

[www.kathmandukora.net](http://www.kathmandukora.net)

[www.facebook.com/kathmandukora](https://www.facebook.com/kathmandukora)

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contact: [ride@kathmandukora.net](mailto:ride@kathmandukora.net)





R.K. Momojit



Mesum Verma



# SCOTT

FACTORY RACING TEAM POWERED BY NOREN

**Scott Factory Racing Team powered by Noren with the two riders: Nameirakpam Chingkheinganba &, Thangsabam Chinglensana (Thoiba) from Imphal Manipur.**

**Nameirakpam Chingkheinganba &, Thangsabam Chinglensana (Thoiba)** tell us a bit about yourself, so we know where the guys are coming from & how the Scott Factory Racing team was formed?

We are from Imphal Manipur , and we live close to each other and have known each other since our childhood.



**Nganba** – I started off a couple of years ago when i came back from the Everest expedition and wanted to do some physical training and i found cycling through a group of friends riding amongst MAAMBA (Manipur Adventure And Mountain Biking Association). I started riding as a recreational rider but went on to develop my competitive riding skills.

**Chinglensana** – I have been in numerous sports since childhood, but i took up competitive cycling only when i Joined Nganba riding along with MAAMBA. Since he was near my house i could learn a lot from him and he introduced me to the competitive side of the sport

We never knew we would get an opportunity to ride under the name of a great brand like Scott. Our current manager and owner of Noren Cycles, Mr Chingkhei Sapam, started working things out for one of us and started the talk with Scott Sports India after watching Nganba perform in various races at such a young age. It took us some time to work things out and in Dec'15 a contract was drafted and first of the two athletes was signed on to be a part of the Scott Factory Racing Team. As agreed with the Scott team, our manager was tasked to find another athlete in the months of April-May to select the second member of the team. A rigorous three day selection trial was held amongst the top riders and Chinglensana came out on top with flying colours. We are happy that we are training together and have a strong team connection and thank Scott for the opportunity and support.



**SCOTT**

FACTORY RACING TEAM POWERED BY NOREN





How did you come into biking? Why did you not choose some other sports? Why did you not choose cricket instead?

We both have come from different background. One of us was Mountain climber and another was into various sports like football, running. We feel because of the geographical situation, it is quite understandable to choose Mountain biking as we are fortunate enough to have those terrains and beautiful landscapes. We watch cricket every now and then but we feel the emphasis given on cricket by the media and countrymen is one of the reasons that other sports are suffering. A fellow Javelin thrower broke the Junior world record but we had to watch it online and came to know through Facebook. This part of the country hardly watches cricket but we support our country and cheer for them no matter which sport they play/practise.

What does it mean to you to be in the Scott Factory Racing Team? What is your goal, to prove yourself in this team?

Coming from a small town like Imphal, Manipur, we never thought something like this is possible but we rode with passion and love for the sport. But with an opportunity to be part of such a world class team that has riders like Nino and Jenny working together gives us a tremendous opportunity and support, we would give our 100 percent and would strive to reach the highest level of skill. We would aim to compete in the maximum number of competitions, nationals and later internationals to reach the optimum level and encourage younger generations to come into mountain biking sports.

 **SCOTT**

FACTORY RACING TEAM POWERED BY NOREN



What does a normal week look like for you? How many times a week do you ride your bike? Do you also include training off the bike?

We follow a rigorous schedule, 6 days a week training and one rest day for recovery. We train for about 3-5 hours a day and follow a schedule compiled by ourselves. We also include cross fit training and weight training.

What is your favourite food? Favourite drink? Do you specially care about what you eat/drink to be fit for racing?

We follow a balanced diet and do not indulge in junk food and carbonated drinks. We have Oatmeal, Pasta, Veggies, grilled lean meat and lots and lots of juice. We have to be very precise about our liquid intake before, during and after the race. We have strict eating regime before the race and during the race too, to maintain our strength and energy level, and have substantial carbs after the race for recovery.

How many races will you attend in India? What races? XCO only, or some other disciplines too? Will you race outside India?

**Nganba** - I have participated in 10 races to date across India in XCO. One of them was Downhill Kohima '14 where I stood first in Junior Category. I would like to pursue in XCO and would like to have an opportunity to participate in international races to gain experiences from other riders who participate. We are happy that International riders have started coming to India for participation.



FACTORY RACING TEAM POWERED BY NOREN







**Chinglensana** - I have participated in Nationals in India 2015. I am glad to be part of the team with Nganba who will guide me and be a great team together in the coming races.

**What bike you will have for racing? Tell us, why you choose exactly that bike?**

**Nganba** - Scott Scale 930, it's a full carbon lightweight hardtail bike with race geometry. I have chosen the 29er wheel due to its tremendous rolling power and it just feels like an extension of my body.

**Chinglensana** - My ride is Scott Spark 940. It's a full suspension cross country bike. After having lot of discussion with my team mate and manager we have come to this conclusion and chosen this bike. The most exciting feature is the exclusive Scott Twinloc system which has a lot of advantages and gives us the ability to make this full suspension feel like a hardtail during climbs.

**When you have some problems with your bike, who will fix it for you? Do you have a mechanic who comes to the races?**

When we are in our home town, our manager, Mr Sapam, takes care of our bikes at his bike shop Noren Cycles, whenever there is any issue or need any attention. As for now we do not travel with our mechanic to competitions but we are capable of fixing our problems ourselves with guidance from our Manager and the Scott team.

 **SCOTT**

FACTORY RACING TEAM POWERED BY NOREN



What is your aim/goal with this team? What you want to achieve with it?

Our main objective as a team is to have consistent performance throughout the season in coming races and obtain best results. We plan to work with Scott India to develop our skills and plan towards achieving the pinnacle in the mountain biking sport.

Why should someone pick up biking? Why racing? Tell us a good reason to save up money for a bike, rather than anything else.

The first mechanical object one uses after he is 1 year old is either a bike or a strider. Not everyone continues to ride, but everyone has biking in part of their life which some of us continue and some don't. What we feel is biking is like wearing a watch, we did it when we were a kid and we will wear it till the end and it's a sport or an activity that anyone can take it up at any point of their life.

One should start riding, anything, even if it's a single speed or a beach bike. Once you start riding you will come to know what kind of biker you are. Are you a Roadbiker, Mtb or even a tourer. Then you save your money to get the best component so that it does not become outdated soon and you will have a good ride with good components.



 **SCOTT**

FACTORY RACING TEAM POWERED BY NOREN





UR TEAM - MICK & TRACEY HANNAH //RACE



NICHOLI ROGATKIN //SLOPESTYLE



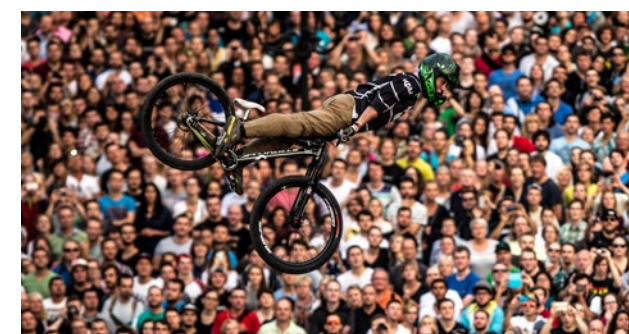
DARREN BERRECLOTH //FREERIDE. TRAIL



COMMENCAL VALNORD BY RIDING ADDICTION //RACE



SAM REYNOLDS //FREERIDE



NICHOLI ROGATKIN //SLOPESTYLE

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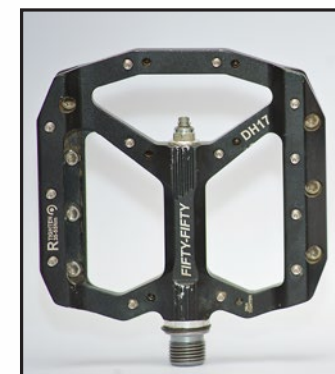
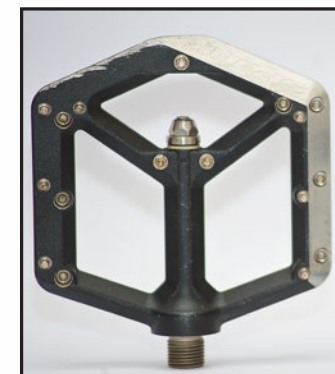
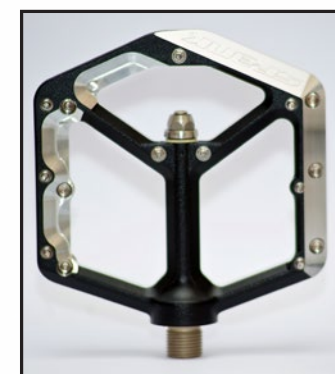




# P E D A L

R  
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We can have a great frame, great suspension and a good drivetrain. This will give us all a good connection to the trail, and we might think, the bike is floating over the ground as if it were flying. But the real connection it comes from where we stand on the bike, meaning, on the pedals. We believe the right pedal makes a difference between a good day out on the bike, or a not so happy one. We show you in total 5 flat pedals, and two clip-in pedals.

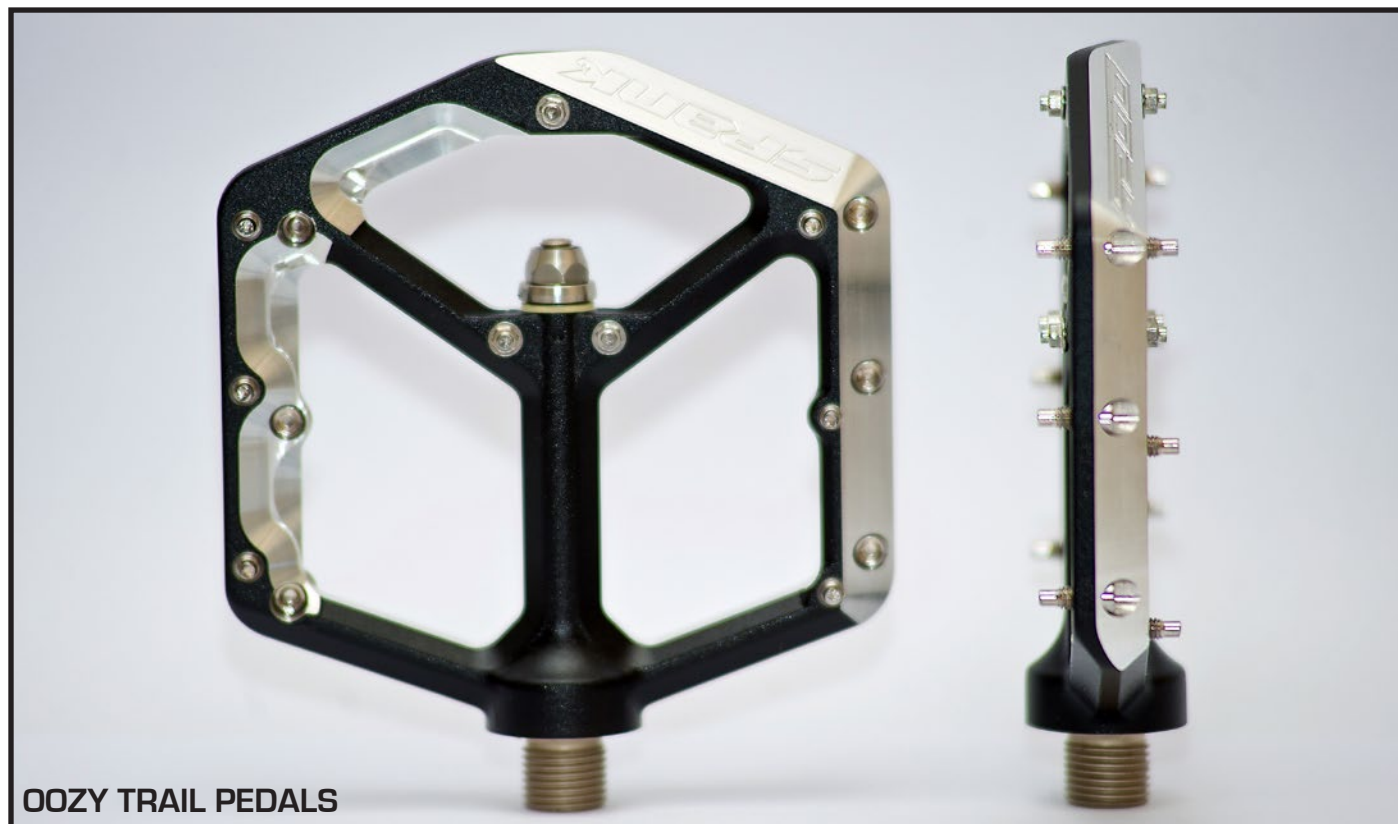


Action: Liu Wen Qian  
Products: Mesum Verma  
(Spank, FiftyFifty, HT)



Mesum Verma



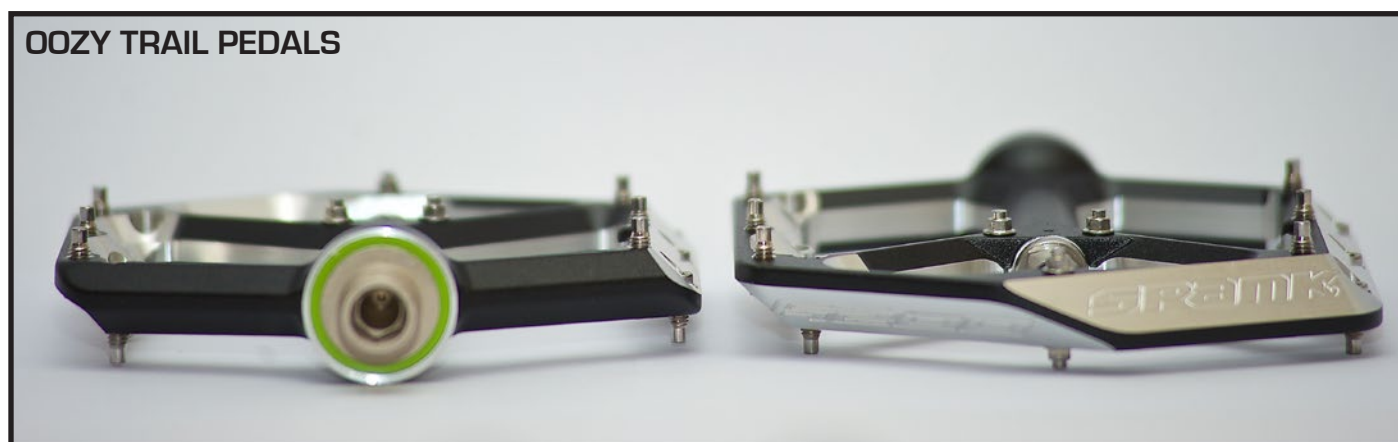


## SPANK

It could be argued that “racing is life”, and every one of us was born to win. The simple fact that you exist means you have already won the first and most important race of all. But, why SPANK? Your first adrenaline rush was just moments from birth, when that all important spank on the buttocks kick-started your vitals and made you an adrenaline junkie for life. SPANK Industries aims to free your mind and trigger that rush every time you ride your bike!

SPANK Industries started as the brainchild of South African designer/manufacturer Gavin Michael Vos, and German distributor Sven Mack. Their goal was to create the perfect symbiosis of weight optimization, enhanced performance, and cutting edge style ... and to do it at affordable prices!

Today SPANK is one of very few brands of its size in the world, with in-house design, development, testing, and production of their complete line of unique and exclusive components!



We show you the two pedals Spike and Oozy.

Both pedals have a cold forged alloy pedal body. Forging alloy in a mold, little by little, needs more time, and is in the end more expensive, but it will make the pedal much harder!

Micro Grain Refinement - Processes such as extrusion, forging and tube drawing can increase the strength of alloy materials by reducing the grain size. SPANK uses state of the art proprietary metal forming methods which further improve grain size consistency and orientation, and significantly reduce grain size beyond that of our competitors. This leads to greater ultimate strength, toughness, and ductility ... meaning confidence, comfort and safety.

SPANK equipped themselves with a latest-technology pedal manufacturing center. Employing 4.5 Axis CNC machines, PCD Diamond cutting tools from the leading automotive supplier in Germany, and Swiss-made fixtures, Spank has spared no expense to improve on their existing pedal platform. Gavin Vos explains that the complete lines were custom designed specifically for pedal manufacturing, meaning Spank can now achieve tolerances and consistency normally reserved for the aerospace industry.

Everything you’ve come to expect from your favorite flats, in a trial optimized package. After the success of SPANK Industries’ revolutionary SPIKE Pedals, it only seemed right to spread the love to the trail scene. Featuring the same ultra-thin 12mm forged alloy bodies, forged hollow taper axles, and sealed bearing/IGUS bushing assembly, **OOZY Pedals** are trail-tuned at SPANK Industries. 18 steel pins laid across a massive platform give riders superior traction and stability on the trail.



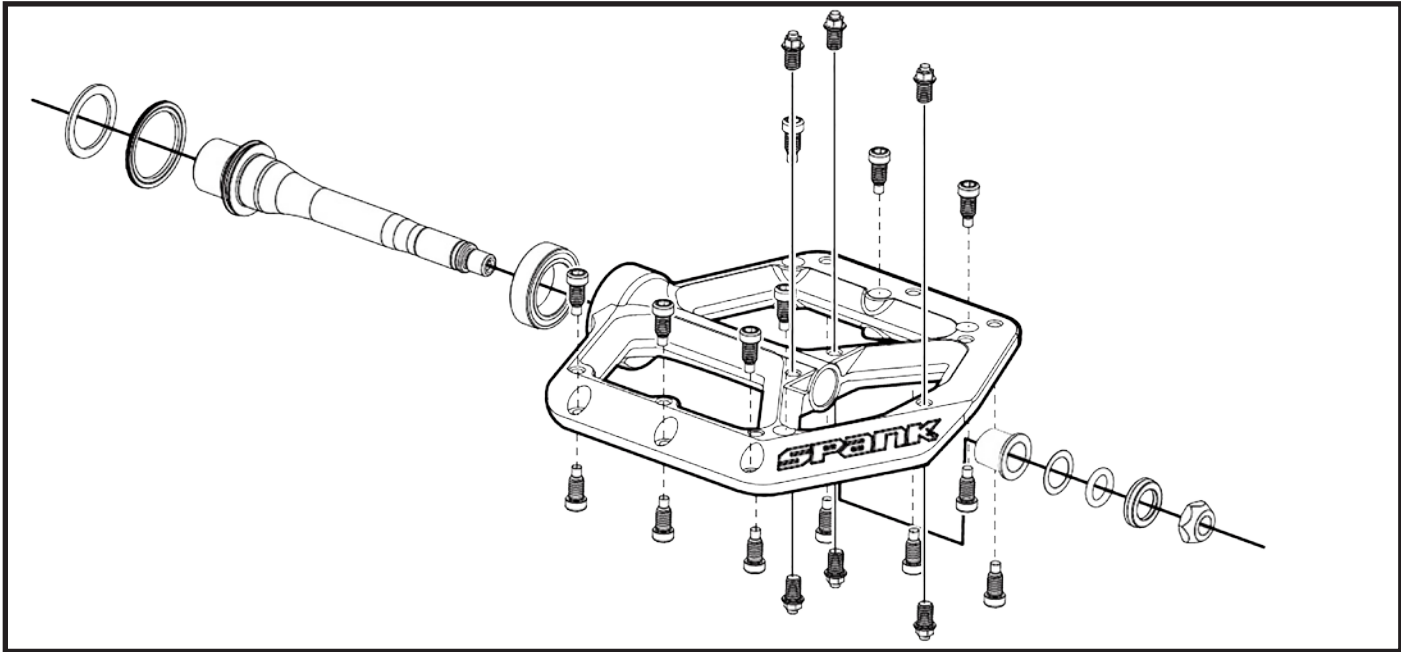
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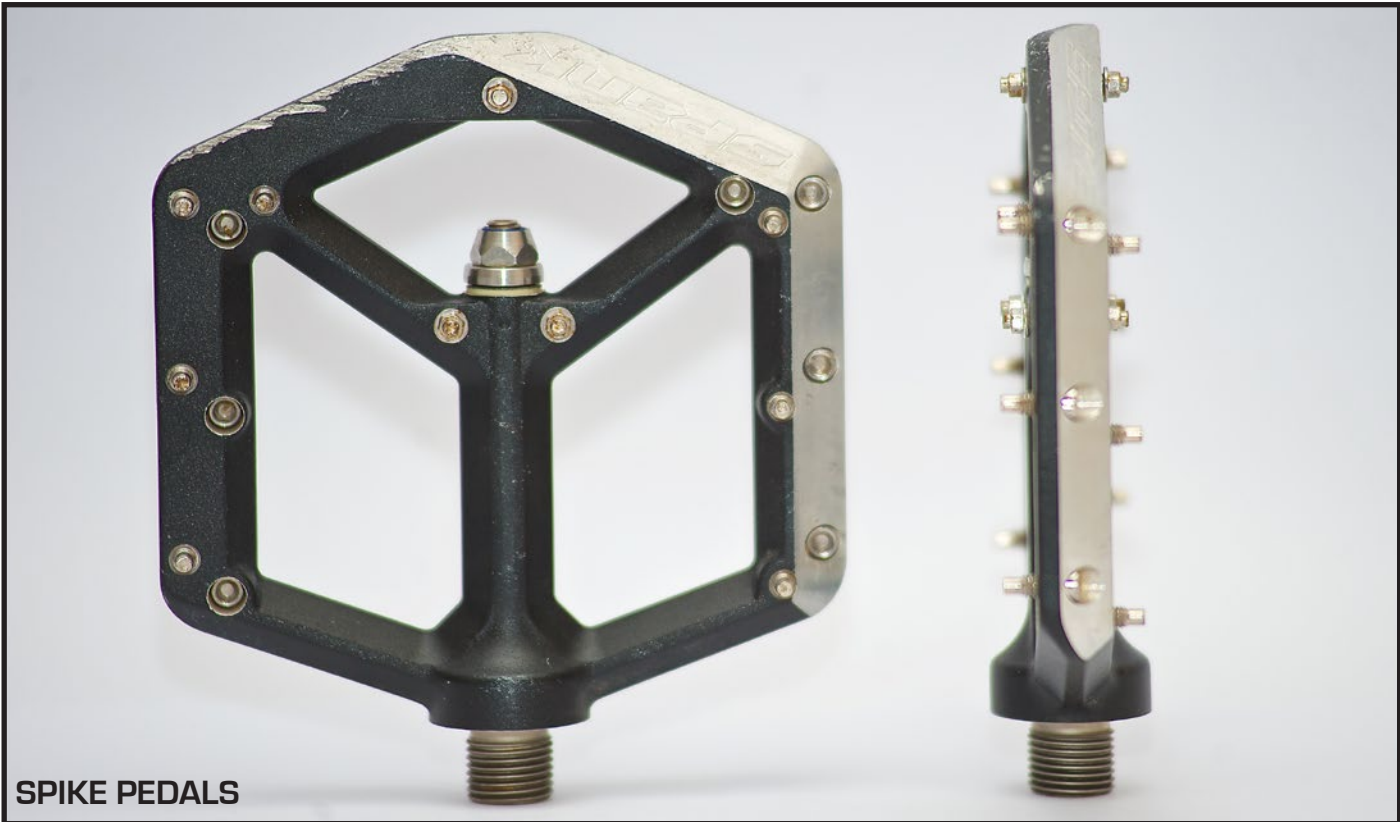


The **SPIKE Pedal's** svelte 12mm thin forged alloy body not only maximizes pedaling clearance, but also grip and stability, by placing the rider's foot closer to the pedal axle. Equipped with forged hollow taper chromoly steel axles, SPIKE Pedals offer unmatched ultimate strength at just 420g per set. 20 steel pins in a virtual concavity configuration offer supreme grip without compromising platform thickness. Oversized industrial, sealed bearings and IGUS bushings guarantee exceptional durability and performance. Often imitated, the SPIKE's CNC chamfered leading edges deflect impact forces and bring an instantly recognizable edgy aesthetic that always turns heads.

**PRO RIDER using SPANK** pedals. James Doerfling, Garrett Buehler, Louis Reboul, Tomas Zejda, Brett Tippie, Darren Berrecloth





# SPANK



## Overall

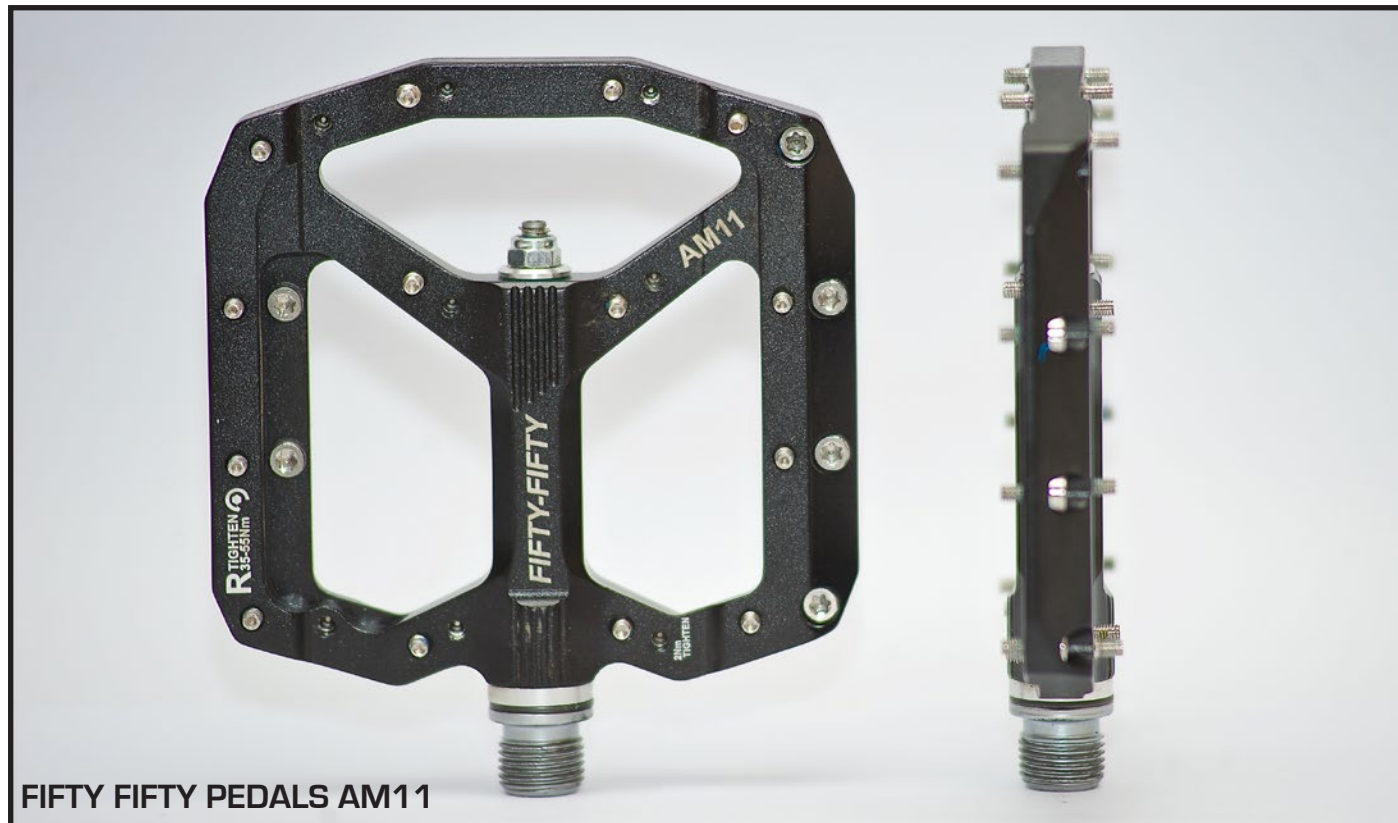
The first SPANK pedals we got in 2014 were Spikes. Hit many stones, rode many trails, saw many countries, installed and uninstalled them for many races, and it seems you can't destroy them! With zero maintenance, meaning we never got the pedal axle out to change the bearings or the bushings, they spin till now as they did the first day. The SPANK pedals make a good appearance when you get them, and once you have them in the hand, you will know, this is a high quality product with some „brain“ behind.

S P I K E	MSRP US\$	119	Our Rating: 1 to 5 (5 is top) 
	Key Technologies	MGR, industrial grade axle assembly, chamfered leading edges	
	Material	forged MGR alloy body, CNC optimized	
	Platform Size (mm)	100 x 100	
	Platform Profile (mm)	2mm	
	Weight (g)	±420/set	
	Axle	cold forged chromoly steel	
	Bearing/Bushing	full complement industrial sealed bearing, IGUS bushing	
	Pins	20 steel pins (per pedal) - virtual concavity configuration	
	Finish	shotpeen anodized, CNC logos	
O O Z Y	Colours	black / red / blue / green / orange / silver	Our Rating: 1 to 5 (5 is top) 
	Discipline	race / freeride	
	MSRP US\$	129	
	Key Technologies	MGR, industrial grade axle assembly, chamfered leading edges	
	Material	forged MGR alloy body, CNC optimized	
	Platform Size (mm)	100x100	
	Platform Profile (mm)	12mm	
	Weight (g)	±360/set	
	Axle	cold forged chromoly steel	
	Bearing/Bushing	full complement industrial sealed bearing, IGUS bushing	
	Pins	18 steel pins (per pedal) - virtual concavity configuration	
	Finish	shotpeen anodized, CNC logos	
	Colours	black / red / blue / green / silver	
	Discipline	trail	









## FIFTY FIFTY

FIFTY - FIFTY was founded in 2012 by three mountain bike freaks in south China, who are specialized in machinery and industrial design. They design and manufacture mtb components from stem, chain guards, chainring to pedals, with 6 series and a total of 80 items.

FIFTY - FIFTY says the products win the favor of consumers by high quality, high durability and good after-market service. They sponsor riders all around the world to race downhill, 4X and Enduro.

FIFTY FIFTY combines thoughtful engineering with worldwide athlete feedback to provide our customers with leading edge performance cycling components.

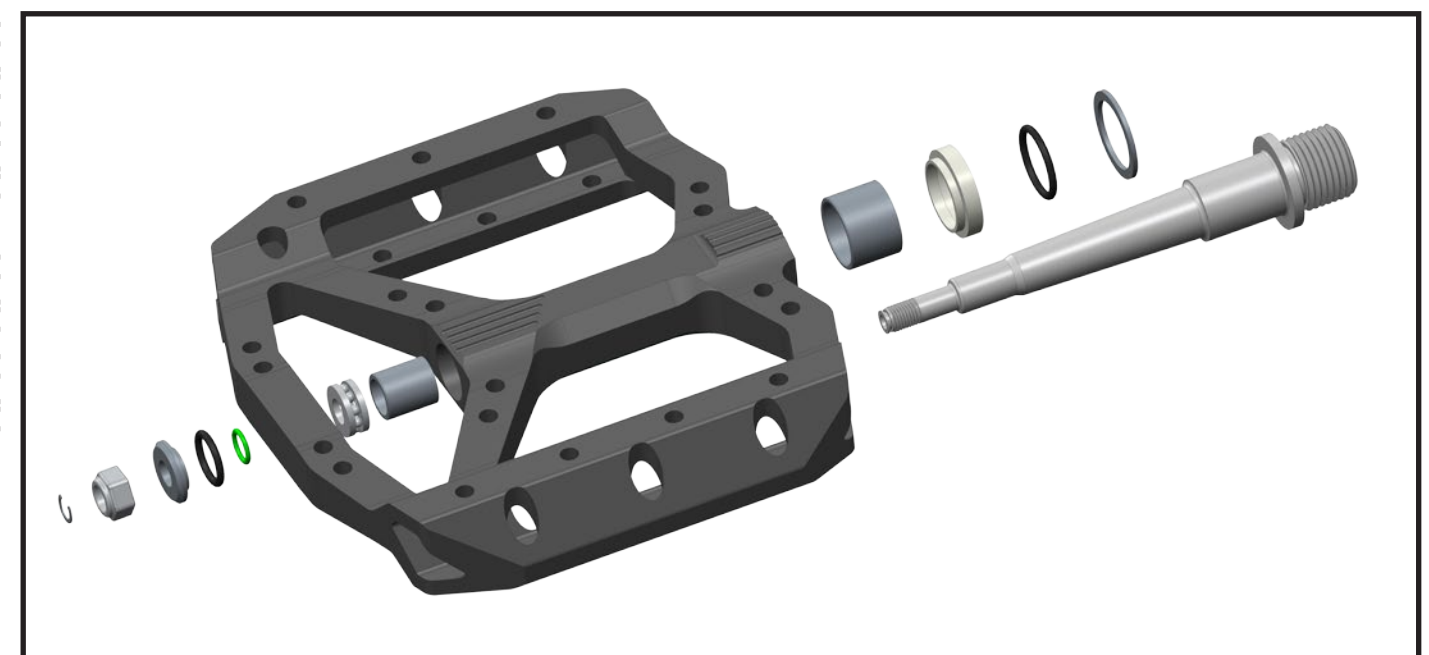


We show you the two pedals DH17 and AM11.

Both pedals have the same manufacturing process. Coming from a 3 meter long 6061 alloy extruded profile and cut in 110mm pieces, they get before the finishing process in the CNC machine a T6 treatment (heating process). The DH17 and AM11 pedals are using IGUS bushings. They use instead of ball bearing, bushings to make the center of the pedal thinner. 14mm is the center of the pedal. This is the same as HT Components pedal AEO6, while the Shimano Saint pedal is 18mm and Wellgo MG1 is 21mm (Spank pedals don't use this system.)

DH17 looks a bit different than the AM11. For more grip it has a concave platform and is perfect for downhill riding. It features 13 pins each side of the pedal, each pin standing out 4mm (Spank and HT pins stand 5mm out).

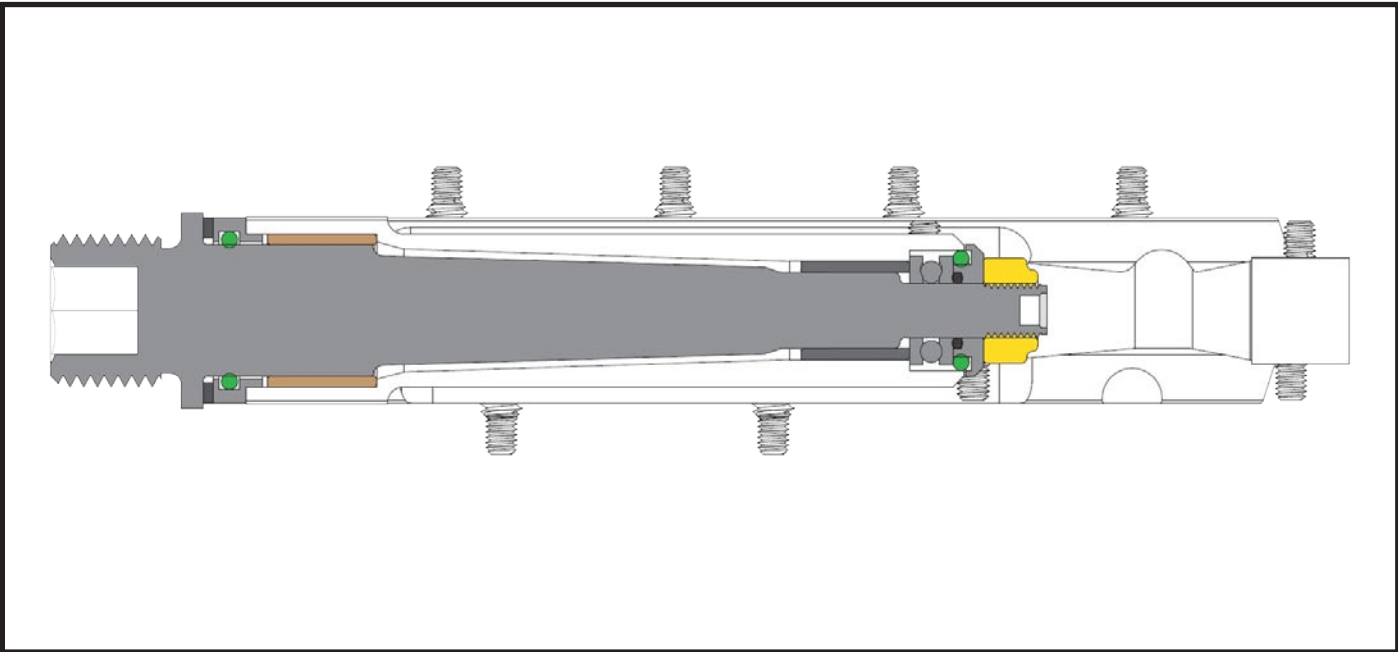
The ultra-thin platform (thickest is 14mm inside the axle, then on the edges is 10mm, while between it can reach only 6mm thickness). This Pedal is meant for all mountain bikes and trail bikes.











Overall (Doug Sharpe, Rider & Builder - Canada)

I purchased the FIFTY - FIFTY DH-17 pedal on the Chinese ecommerce site taobao for 450rmb, which I felt was quite a deal since they usually retail for as high as 800rmb. I had never used any FIFTY - FIFTY products before and decided to gamble on a cheaper product instead of investing the 800+ rmb on a pair of Spank, Deity or HT pedals. Taking the FIFTY - FIFTY pedals out of the box I was impressed with the initial look, the tooling was clean and they looked comparable to any other product on the market. Upon stepping on the pedal I was once again impressed, the pins were long and sharp securing my foot to the pedal and giving the feeling of a confident connection between the bike and myself. The pedal was also comfortable under my foot and nice to ride. Initially I was happy with the pedal, they rode well and were comfortable. I felt I had won my gamble purchasing a cheaper product leaving more beer money in my pocket but I soon realized why the pedal is available for a price as low as 450RMB. After one minor fall while dirt jumping the axle bent upwards completely stopping the pedal from spinning and making it unrideable. After this fall I realized why the FIFTY - FIFTY pedal could be sold at such a low price, it is made of inferior materials. While the pedals look fantastic in the box and are comfortable to stand on they are about as strong as dry spaghetti. Instead of leaving more money in my pocket for beer I ended up spending even more since I had to replace the pedals in less than an hour after taking them out of the box.





FIFTY-FIFTY

FIFTY-FIFTY

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FIFTY FIFTY DH17 PEDALS

**PRO RIDER** using FIFTY FIFTY pedals. Harry Markes, Hasnan Badi, Max Sherchan, David Martins, Duke Millington

A

M

1

1

US\$

Material:

Weight:

Colour:

Accessories:

Bearing:

Size:

120

6061 T6 Aluminium Alloy Body w/ Cro-Moly Axle

342g/pair (w/ grip pins)


Black Blue Red Purple Green Orange

Pins Spacers Orings

IGUS DU

102 x 105 x 12mm

Our Rating: 1 to 5 (5 is top)



D

H

1

7

US\$

Material:

Weight:

Colour:

Accessories:

Bearing:

Size:

120

6061 T6 Aluminium Alloy Body w/ Cro-Moly Axle

342g/pair (w/ grip pins)


Black Blue Red Purple Green Orange

Pins Spacers Orings

IGUS DU

102 x 105 x 11mm

Our Rating: 1 to 5 (5 is top)







Mesum Verma







HT PEDALS AE06

## HT - COMPONENTS

Taiwan is the soul of the world's bicycle manufacturers, Hsing Ta Industrial is one of Taiwan's bicycle industry grassroots pioneers. Founded in 1954, it is rooted in providing consumers with the best riding experience in order to develop the mission of an enterprise manufacturing the highest quality products!

Hsing Ta industrial head-quartered in New Taipei City, Taiwan. The development team in Taiwan works closely with the factory in Shenzhen, determined to provide the most innovative and quality products with the most competitive market price. The products are bicycle pedals and spokes for road and mountain bikes, off-road vehicles and city bikes. They range from basic models to high-end products in order to satisfy consumers' diverse needs.

In 2005, we created the "HT" line of high-end pedal brand to meet increasing market demands. This was an important breakthrough for the company with a variety of new designs to fulfill personalization and technology trends.



HT PEDALS AE06



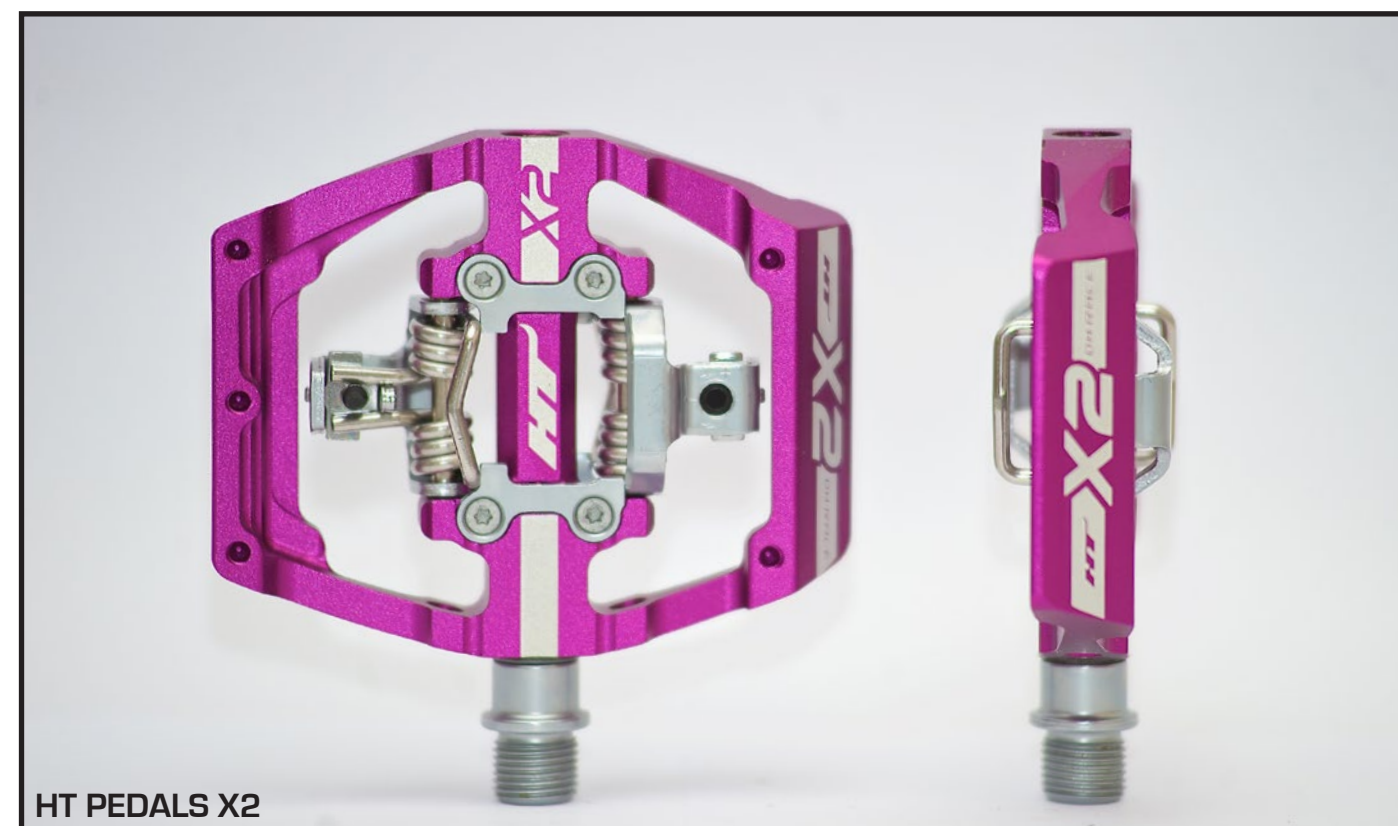
HT PEDALS X2

We show you the flat pedal AE06 and the two clipless pedals T1 and X2.

HT COMPONENTS makes the all new 2016 AE06 out of an extruded aluminium profile and runs it through the CNC machine before getting totally anodized. The pedal has a CNC machined cr-moly axle. The bearings come with EVO+ DU bushing system (needle bearings and IGUS bushings). There are 10 replaceable pins per each side of the pedal. The pedal is 110mm wide, so it's perfect for riders with a bit bigger feet than others.

The X2 is the follower of the X1 clipless pedal we featured earlier in a review in the magazine. The pedal body got a bit thinner from 17mm - 20mm to 15mm - 17mm, but a bit wider from total 95mm to 97mm. The look also changed a bit, the body is still from extruded aluminium profile and finished with CNC machinery but has lost 10 grams for each pair of pedals. You can get 5 pins in each side of the pedal, if you want have some hold on the pedal, without clipping in.

We can call the T1 the smaller brother from the X2, but only because the T1 looks smaller and is meant for trail biking or enduro where the clipless pedal must not hide his appearance. Jerome Clementz, Jared Graves and Nicola Vouillez are riding the T1, just to name few big names. The T1 shares the same technology as the X2, just the pedal platform is smaller and on the toe side you can have two pins in the pedal.



HT PEDALS X2



HT PEDALS T1



Overall

As we only raced till now with the X1 pedal, we can hardly say anything about how long the pedals will hold on. For the X1, for over a year we have ridden them, and they look not so fresh as they were, when we took them out of the box. But, they still perform like they did the first time. We will inform you about the AE06 and T1 later this year, how the performance is over a longer time, but as of now, they are doing well.

**PRO RIDER** using HT - COMPONENTS pedals. Aaron Gwin, Jérôme Clementz, Troy Brosnan, Antoine Bizet, Brian Lopes, Kyle Strait, Connor Fearon



HT PEDALS T1



A E O 6	MSRP US\$	160	Our Rating: 1 to 5 (5 is top) 
	pedal weight	415 g / per pair	
	size	105 x 110 x 17 mm	
	body material	aluminium extruded / CNC machined	
	spindle	CNC machined cr-moly	
	pedal bearings	EVO+ system / DU bushings	
	pins	steel grip pins + 1mm washers	
X 2	options	colors	Our Rating: 1 to 5 (5 is top) 
	MSRP US\$	169	
	pedal weight	460 g / pair	
	cleat weight	64 g / pair	
	size	85 x 94 x 14 mm	
	body material	aluminium extruded / CNC machined	
	spindle	CNC machined cr-moly	
T 1	pedal bearings	new EVO+ bearings system	Our Rating: 1 to 5 (5 is top) 
	cleat system	X1/ X1F (HT exclusive system)	
	pins	replaceable grip pins	
	options	colours	
	MSRP US\$	135	
	pedal weight	368 g	
	cleat weight	64 g	
	size	68 x 83.5 x 16.8 mm	
	body material	aluminium extruded / CNC machined	
	spindle	CNC machined cr-moly	
	pedal bearings	bearings new EVO+ bearings system	
	cleat system	X1/ X1F (HT exclusive system)	
	pins	replaceable grip pins	
	options	colours	



# Rolling Academy - The Bike Park



Nagesh Wagh

Saurabh Jain



In a country where sports like cricket, hockey, tennis, and badminton have been reigning for decades, adventure and extreme sports have been left with hardly any room. **Still, in recent years, the craze for these offbeat activities has started increasing in India, and sports like mountaineering, mountain biking, skateboarding, slacklining, paragliding, river rafting, etc. have started popping their heads out.**

To further promote the growing scene of extreme and adventure sports in India, a team of four have come together and set up a unique destination called Rolling Academy - The Bikepark near the city of Pune, India. **The founding team comprises young adventure enthusiasts Saurabh, Ajay, Ajinkya and Hiten.** The concept of Rolling Academy revolves around all mountaineering-related adventure activities, with mountain biking as its centre. A lot of activities like mountain biking, slacklining, skateboarding, and longboarding, rock climbing, trekking and camping are conducted at the facility.

**The aim of Rolling Academy is to create an infrastructure which will help enthusiasts to experience, practice and excel at the various adventure sports.** Through this setup, Rolling Academy will introduce the sports to new people, support athletes and organize events, races and competitions. The







infrastructure has been planned in such a way that it will support visitors of all age groups and of all skill levels. This will boost coming together of people from different sports and different performing levels and create an atmosphere of healthy community with an appropriate balance of knowledge exchange and competitions.

**Located at a mere 20 km from the Pune city centre, Rolling Academy sits at the base of the popular tourist spot of Sinhagad Mountain.** Being surrounded by the sprawling Sahyadri Mountain Range allows the Academy to conduct and explore various sports. The surrounding forest region gives Rolling Academy its distinctive beauty and feel.

**The prime sport at Rolling Academy is mountain biking.** One can experience all types of mountain biking, be it cross country, downhill, pumptrack riding or free riding. The variety of terrain available allows the enthusiasts to learn and experience the sport at all levels and helps them to keep challenging and improving their skills. It is also possible to do long distance cross country rides and group rides. **The portfolio also offers kids the experience of mountain biking.** The full-fledged campsite at Rolling Academy opens up the possibility to stay there for multiple days and experience all the activities and sports.



**According to Rolling Academy, opening up of such facilities will certainly boost the adventure sports scene in India.** It will help everyone to experience these sports without the need to cross borders which usually ends up too heavy on the pockets. This is a step forward to get more and more people into the adventure community; especially mountain biking, as cycling has been generally the favourite playtime for most Indians as kids.

Get in touch:

**Website:** [www.rollingacademy.in](http://www.rollingacademy.in)

**Facebook Page:** Rolling Academy-The Bike park

**ROLLING**  
ACADEMY







# **DanXia**

## **Landform GeoPark**

### **TDRY 2016 International Downhill Cycling Event**

We have been talking about DH races a lot before, and a lot of us have already attended or visited DH events in the national parks, out in the rocks, the forests, and the villages. However, today we are going to introduce a really different place, and we bet you will love to go and have a try to ride there!



Referred to as China's Summer Resort Capital, Xining, the capital of Qinghai Province, is located on the eastern edge of Qinghai-Tibet Plateau and the upper reaches of Huangshui River. It is the political, economic, scientific and technological, cultural and traffic center of Qinghai Province. The activities of human beings in this region can be traced to 2,100 years ago. As well as being the important hinge between the central plains and the western part of China in ancient times, Xining was the most common passing channel of the famous Silk Road. Until now, it is still the only road by which to enter the hinterland of the Qinghai-Tibet Plateau.

Xining is the east gate of Qinghai-Tibet Plateau. There are azure sky and clear

water. It is widely considered to be a perfect summer resort combining the brilliance of nature and culture. Not far from Xining city, about 70KM to the south, there is a Danxia landform national geopark called Guide National GeoPark. If you are not familiar with the Danxia Landform Park, you may have heard of Colorful Peak Clusters. The landscape became a beautiful geological relic and an unusual natural wonder by magnificent wind-erosion of the landforms. Most of the Danxia landforms can be found in northwest China, western America and Australia.

The TDRY 2016 International Downhill Cycling Race is going to be held at this amazing Guide Danxia landform geopark on 27 to 28th August. This will definitely be a DH event you don't want to miss.







Apart from the special geography location and the feature of colourful hills, there are a few other reasons for us to invite you here to attend or watch the race:

- \* The trail designing and construction team is from Australia. We all know that Australia has a lot of national parks. People there love mountain bike sports. There are quite a lot of Australian riders who have won international DH championship awards in the last 10 years. This has made it possible for Australians to be capable of designing and building international standard mountain bike trails. The race trails which are used in the event are proudly brought by a famous Australian MTB/DH trails design and construction company. There will be Black Square and Blue Diamond trails. These four trails include flow trails, jump, and descent-only styles.

- \* The prizes for the top riders are higher than most DH races in China. For example, the domestic champion will receive RMB 30000. Even the 20th ranking rider will receive RMB 2000 as reward.

- \* Former international downhill race champion Nathan Rennie from Australia will be there and meet with the riders and audience. If you wonder what Nathan is doing now, you should come and talk to him face to face.

- \* The event organisation has offered the invited elite riders a free one day tour. The one day tour will take you to the most famous attractions in Qinghai, like Ta Er temple and Qinghai Lake.

**So why are you still waiting, come and join us, the registration is due on 12th Aug.**



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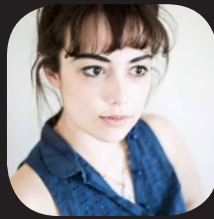
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