

mtbmag

asia.com

ISSUE 029 - OCT / 2016



ESC



>> | SCOTT-SPORTS.COM
>> | INFO@SCOTT-SPORTS.CO.IN



RC PRO SHIRT



RC PRO BIBSHORTS



RC PRO LF GLOVES



CENTRIC PLUS HELMET



MTB RC SHOE

WE HAVE YOU COVERED
HEAD TO TOE!



TECHNOLOGY CENTER

Bangalore: +91 94486 78269; Surat: +91 98790 22025

Authorised SCOTT Dealers :

Agra: +91 94121 55554; Ahmedabad: +91 98989 81565 / +91 99099 06567; Aizwal: +91 98623 55970; Bangalore: +91 80253 52004 / +91 88615 44666 / +91 98444 79039; Bir: +91 78318 99159; Calicut: +91 98950 07722; Chennai: +91 98401 26666; Coimbatore: +91 98430 28817; Dehradun: +91 93581 19255; Guhwati: +91 94350 42250; Gurgaon: +91 98100 65011; Haldwani: +91 96906 66776; Hyderabad: +91 98854 85302; Imphal: +91 87943 66206; Indore: +91 98934 96357; Jalandhar: +91 98143 25198; Karad: +91 98814 12840; Karnal: +91 90348 30083; Kochi: +91 97464 00973; Kashmir: +91 99065 00022; Kayamkullam: +91 96339 92529; Lucknow: +91 98385 65586; Mangalore: +91 98869 86265; Mumbai: +91 98333 66647 / +91 98330 40647 / +91 77188 88871 / +91 98200 77428 / +91 98212 56991; Mysore: +91 99869 73280; New Delhi: +91 98991 62648 / +91 98712 11500; Nagpur: +91 98230 14696; Nashik: +91 89758 30711; Nellore: +91 99895 15588; Panjim: +91 98224 88552; Pondicherry: +91 94436 58128; Pune: +91 95527 72233; Patiala: +91 98154 69730; Raipur: +91 88786 95100

www.facebook.com/SCOTTSportsIndia

<http://www.youtube.com/rideonscott>

<http://twitter.com/scottsports>

EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!
mesum
verma

ESC

Escape the flat Jiangsu in China, and go to higher ground, but also to some real mountains! Nothing better than going really high, so we went to the Indian Himalayas, specifically to Ladakh, and did a bike tour there. To escape the tourists, we chose the motorbike as our means of getting around.

Kind of to escape the normal races, Dan Atherton created the Redbull Hardline. It's getting harder and harder every year!

The boys from the Scott Team India also escaped their normal training procedure and joined the first ever 3-day Scott Athlete program. Nigel Smith from the UK came all the way to India to coach the bikers.

For many riders, races are also an escape from normal life. And, for children, surely a way of getting away from school stress. We show you what went down during the summer at the Prodigy Race in Nepal.

ISSUE 29

ESC

Road Trip in Ladakh / India



CONTENT

HARDLINE 2016

Feel the fear and do it anyway.



SCOTT SPORTS INDIA

Scott Athlete program, the first ever this kind in India.



PRODIGY RACE

Kids race in Nepal



Pangong Tso near Spangmik (4250meter over sea-level)

Guenole Dubost
Mesum Verma

Guenole Dubost



ESCAPE - ROAD TRIP IN LADAKH / INDIA



LADAKH! For almost six years we know each other with Mesum and for almost six years we've been speaking about a trip together to Ladakh! This year at the end of August we succeeded to book two weeks for it so that it becomes reality. We will fly directly to Ladakh capital, Leh, spend few days there for acclimation then make few round trips deeper in the Himalaya from there.

For a maximum

freedom, we would prefer not to use the officials –and so numerous- “contract carriage” there. We know it is possible to rent motorbike easily there. That's would perfect solution, no need to depend on a driver and easy to ride even on bumpy, steep passes. The question was then simple: how to carry a twenty kilograms free-ride bicycle and all riding gears plus our cameras stuff on a

motorbike..? The idea came out from the best French-Swiss research departments: we will strap a hanger at the back of the motorbike, remove the front wheel of the bicycle and hang the bicycle on this hanger, dragging behind the moto. This way we could easily stop and start riding wherever





and whenever we want to.

In Leh ninety-nine percent of the two-wheel population consists in the Royal Enfield motorbike. The India motorbike par excellence! With an imported design from Great Britain during colonial years, this heavy and reliable machine is perfect for our trip. After few days acclimation to altitude and testing

the hanger, we were ready for our first journey: Pangong Tso.

This lake at 4250 meters of altitude seats at the border between India and China. About 150km from Leh, the way to there goes through the pass of Chang La at an altitude of 5300m above sea level. The road up is busy, dusty, bumpy and particularly long when dragging a bicycle. But the view at every new corner is breathtaking! From

Spangmik (4350meter over sea-level)





Leh (3500meter over sea-level)

green irrigated valleys at low altitudes, it gets more and more inhospitable as you ride towards the top. Arriving at the pass, only a deserted landscape made of stones and ice. Four Indian soldiers sitting outside of their base camp are watching the motorbikes and trucks crossing the pass non-stop all day long. We have a quick bowl of noodles in the nice smell of stove fuel and trucks diesel and it time to ride down. We need to reach Pangong lake before the night. As the road goes,

slaloming in endless beautiful valleys, we start to get more familiar with the bikes dragging behind us. After many tricky and freezing stream crossings, at the end of afternoon we finally can see the lake. It looks huge, so long! But it's actually only a small part of it. The lake goes over 100km inside of Tibet on the Chinese side. We will stay in Spangmik, a small village on the south shore of the lake.



Chang La pass (5300meter over sea-level)



Our traditional guest house has direct view on the lake and the mountains start directly at the back of the house on the other side. This is awesome place for free-riding! Just go out from the door and go! Riding in such an isolated beautiful place makes you feel just great: of course you feel completely exhausted after riding ten meters (even -or even more- downhill!) but the view in front of you is unbelievable! An immense

azure lake surrounded by 6000 meters high peaks. And the best is: you are riding down to the very bottom of the trail: you will stop your bike only once you hit the lake!

After three days riding on Pangong Tso side, it's time to go back to Leh. As our permit for restricted areas last only for 7 days, we have to be on the move again the next day if we want to go to our next destination: the Nubra valley. In order to save time and make



it safer, we won't take the bikes for this excursion; only motorbikes. After riding four days dragging a bike it feels incredibly easy to ride up on the way to the Kardung La pass! After South Pulu check-point, the road becomes a dusty track, and then it start to be much more fun! Here you could feel the real potential of the Royal Endfield...! Up! Up! Up! Overtaking endless military convoys, left, right, right, left... The way up is long and technical while going fast, but so

Few kilometers before the top we see dozens of military trucks waiting, we overtake them, on the very side of the road, just above the cliff sometimes and finally arrive at the pass! Dust and diesel in the mouth, it feels nice! Quick bro's selfie and lets go down! In few hours we will arrive in Nubra valley, flat and vast valley between the Ladakh range and Karakoram range. North from

here about 100 kilometers stands the Siachen Glacier, disputed border between India, China and Pakistan; and one of the most militarized area on earth! We will take the small roads to avoid most touristic passes to go back from Nubra valley to Leh and the Indus valley. There is a pass called



Near Leh (down below is the Indus river (3600 meter over sea-level))



Vari La, which nobody goes for and yet it seems to be a high and beautiful pass, we decided then to go for it and experienced this time nice mountain weather changes... Even if stream crossings were fresh, we went all the way up under a nice sun shine. At the very top of the pass at 5250 meters, it' starts slightly to snow. This area is so deserted, there is nobody around, only

the sound of the wind. We install some prayer flags, get a little shot of fuel for pilots to keep warm and we go down on the other side. After few hundred meters, we enter into a dense cloud and its hail storm! In some places, we could see the bottom of the valley far, far down there, bathed in the sunlight. But there will be no sun for us anymore: we will go all the way down for almost one hour under heavy hail. We were glad to find a nice guy in Sakti that could offer to us



Near Rumchung (3650meter over sea-level)

Near Rumchung (3650meter over sea-level)



a
bowl of
Maggie, the heat of a stove and
cup of Chai (the Indian milk tea)!

Back in Leh, we will spend remaining
time riding bikes in the area, still
carrying at the back of the Royal
Endfield, this was definitely the
best way to go riding wherever we
wanted. One of the greatest spot
was indisputably this huge slope
overhanging the Indus River close to
the small village of Sigmull. Pushing
up for one hour, free-riding down

to
the Indus
in only few minutes. With
everywhere around us, these massive
mountains of the Himalaya. The best
place to admire the Himalayan range
will be at the end, from the plane
after taking off from Leh. Upgrades in
business, we had one of the best view
you can expect from a plane: drinking
our coffee and enjoying a view on the
highest range of mountain on earth...



Near Leh (3600meter over sea-level)



Now
few more
hours in the planes we will be
back to China. Until the next
trip we will keep dreaming of
Royal Enfield, high passes,
and azure lakes and skies.



FEEL
THE FEAR
AND
DO IT
ANYWAY

The third Red Bull Hardline is done. In a mellow mid-September the world's best riders gathered once again to tackle the 550m descent through obstacle upon huge obstacle that is Hardline. Course creator Dan Atherton talks us through the progression of his monstrous event.

Olaf Pignataro / Rutger Pauw
Dan Hearn / Boris Beyer

Gill Harris

Brook Macdonald





DA: Red Bull gave me the opportunity to create a dream so from the first year (2014 when we built the course almost from scratch inside 6 weeks) it was flat out. Every year we learn, the riders give different inputs and that outside perspective helps us to progress so every year when they come to ride again they say "yeah it's way better"

The 2016 Hardline winner was Bernard Kerr, who totally agreed with Dan's assessment.

BK: "The tracks have had time to settle, the run-ins are better, and everyone is having so much fun. Hardline isn't as fast as a World Cup but it's built better, Dan and Olly have done an incredible job. The jumps are bigger than a World Cup track but between those big jumps it's very technical and the flow of one feature into each other is amazing. It's built to last so the course will stay in good condition, we can rail the turns without worrying they are going to crumble!

Dan continues "There's a picture I saw this week of me and Gee hugging when I'm down from my race run, he's in the hot-seat despite the fact that his shoulder is giving him hell. He had to pull out of the World Champs less than a week before because he was in so much pain but he was determined to ride here, I know that's because I've built it. No-one could believe that he still rode



Finals after he crashed out in the practice – landing on that bloody shoulder again – he was in agony but he got himself a pain-killing shot right there in the field and up he went. We've always been there for each other I totally rely on that, no question, even when we were kids we'd be pushing each other to the absolute limits, searching for progression, we'd build a jump, talk through how we'd tackle it together and we'd pick each other up from the floor when shit went wrong. Nothing's changed, he's still the toughest rider I know and we're still there for each other 100%.

I think that the dynamic here changes year on year, I love riding Hardline with Gee but there are so many good riders here, and the level of progression just soars. I think fear is a big part of Hardline – no-one would deny that, the guys who raced this year, man they are so good and riding so well, most of them coming straight off a World Cup season but one of the things that makes this race so different from a World Cup is that I don't think anyone is thinking about winning, well not much anyway! From the moment we get up to the start it's more like a jam, you're competing against the track – being quicker than other guys is the last thing on your mind! At the top you're 650 m up and so exposed, it's a battle against the elements.





Bernard Kerr almost agrees! ! I definitely want to win here but I know what Affy means , about the true competition being with the mountain- its not like any other race, there's so much to it that putting together a full run is an incredible thing ."

Dan laughs, Bernard is always pretty confident but I was hugely nervous, I always am. The first year I could hardly talk with the weight of this thing being my creation and the expectation and the enormity of what we'd built, then the second year we had such bad luck with the weather and when me and (fellow course-builder) Gareth Brewin both nailed our shoulders while we were still testing the jumps it put quite a negative spin on things. I think maybe we pushed a little bit far , we found our level and for this year we changed direction a little, pulled back in a couple of places to keep it fun - its about building the most challenging course that the riders want to ride - its not about being dangerous. Last year we seemed to have more practice crashes , this year there were fewer crashes, but bigger crashes, it's a shame that we have to go through that process, I didn't sleep much last night - not sure anyone did. . But even though I think you'd be an idiot not to be scared when you face a course like this I'm stoked to see how much people are enjoying themselves - The guys racing here aren't necessarily





the top 3 fastest in the world all the time but they are all round fast, talented technical guys, the course takes inspiration from all kinds of disciplines, from BMX to Downhill, Dirt jumps, Moto X, even snowboarding so there's real variety of skills needed to ride it. A World Cup track is hard to ride fast. Hardline is just hard to ride. Full stop. But look at the fun they were having – Mik Hannah was pulling suicide no-handers all the way down, people were really styling it up, it was like the excitement was ramping up to off the scale. Eddie Masters said it took him a good half hour to “come down” off his race run buzz. When Gee put in the first Finals run everyone knew he was hurt and I don't think anyone was expecting much but he was a second faster than Bernard's Qualifier and the crowd went wild – he held on to the hotseat through the next 10 out of a total 14 riders. And if you just have a look at which 10 riders they were – well I'm pretty proud of him.

I totally enjoyed every second of my run. All these guys have come off a World Cup season so I knew I couldn't compete for speed but I just wanted to have fun, to find my flow and I did that so I was stoked. It was an honour to have these riders come from all over the world to ride this event and to be able to ride with them, it's so good to see these guys I've raced with my whole career on our local turf, it inspires me

Bernard Kerr





to keep progressing the event and it's a huge boost for the amazing local team who have been out in all weathers course-building, because they love the sport and because the chief builder Olly davey asks them to! I always think Hardline is as much of a community project as an international event – its awesome.



Finals Results

- 1 Bernard Kerr**
3.32.46
- 2 Ruaridh Cunningham**
3.34.86 +2.4
- 3 Adam Brayton**
3.35.50 +3.04
- 4 Gee Atherton**
3.35.97 +3.51
- 5 George Brannigan**
3.39.14 +6.68



Red Bull Hardline Final Rider List

- 1 Ruaridh Cunningham
- 2 Joe Smith
- 3 Bernard Kerr
- 4 Adam Brayton
- 5 Al Bond
- 6 Gee Atherton
- 7 Graeme Mudd
- 8 Mick Hannah
- 9 Dan Atherton
- 10 George Brannigan
- 11 Brook Macdonald
- 12 Eddie Masters
- 13 Mark Wallace
- 14 Taylor Vernon

Red Bull Hardline build team

Dan Atherton, Olly Davey,
Jamie Cable, Matt Finbow,
Geth Bont, Gareth Chucky
Jones, Owain James, Sam
Watson, Gareth Brewin,
Jamie Robertson Ant and
Andy Taylor

Eddie Masters





Scott Sports India organises a one of its kind and the first ever cycling training program for athletes in India - the SCOTT Athlete Program

"I was really excited to be a part of SCOTT Athlete Program I was looking forward for such kind of training which helps me to understand where I am going wrong or certain things that I need to do right in order to be in perfect fit for my sport. Coach Nigel has been personally talking to me about the do's & dont's of my sport and making me understand how certain exercise can help me perform well and keep me in good shape for the rest of my season. Its been a great adventure. My biggest take away was when Nigel told me that I need to work on my explosiveness for the sport, the way he drafted out certain sessions & certain exercises for myself which I somehow could relate to and I felt that this is going to work for me. This was something which I was looking for and it gave me a sort of direction in my training which I lacked earlier so its comes with little bit of motivation & to know with certain clarity like where I am headed now ."



SCOTT Sports India, the Indian arm of the globally recognized multisport company SCOTT Sports, organized the first ever 3 Day SCOTT Athlete program for deserving athletes in the field of cycling at the Rolling Academy Bike Park, Pune to encourage their love and passion towards the sport to become world class players. This has not been attempted by any other cycling brand in India till date.

The Scott Athlete program is an honest attempt at supporting deserving athletes in sports like cycling, understanding their aspirations and goals, and helping them in reaching those. Scott Sports India has at its core a select group of athletes in varied disciplines such as cross country mountain biking, triathlons, downhill racing, and a road cycling team. It held the first of its kind, 3 Day intensive

training program, under the guidance of Nigel Smith, an avid road cyclist and a British level 1 certified coach. Organized at the Rolling Academy Bike Park, Pune, the camp focused on both physical and mental aspects, and the aim was to create customized training plans for each of the 10 Scott athletes from around the country. No other cycling brand in India has ever attempted anything like this. Scott Sports India aims to create this as an ongoing program to develop world-class players out of worthy athletes who embody the SCOTT spirit of 'No Shortcuts', believe in the power of sport and encourage those around them to do the same.

The training involved technical training with a scientific approach. Firstly, the





athletes were classified as per segments – Amateur, Semi Pro Athlete, Pro Athlete, and then according to the equipment they used. Formulation of a customized training regime highlighting areas of improvement took place after understanding each athlete's body, his or her heart rate and current performance. The focus also was on planning as per the race calendar, after looking at what was the most important race for the respective athlete. The plans touched on different aspects on training, how to practice, no of practices per week along with the number of hours per session along with a personalized nutrition plan as per the individual athlete's diet.

The SCOTT Athlete Program is all about creating a platform where the athletes get information on current performance and areas of improvement through providing them access to certified and qualified SCOTT resources and the right equipment to compete at National and International races.

“We believe such camps can be useful for regular cyclists as well, as data from everyday rides shows us increasing levels of performance and the reasons behind them and this is where a coaching plan can come handy. As a brand, SCOTT has always stood for doing what must be and should be done, and this camp too was a small step in the direction that our brand stands for -

No Shortcuts” Said, **Jaymin Shah**, Country Manager, **SCOTT Sports India**.



Prodigy MTB Race 2016

Childhood memories without a bike are often incomplete. The first time we let go of our feet is a moment for the child to peddle their way to freedom and for parents to realize their child is indeed growing up. As the culture for mountain biking in Nepal picks up, it is only but inevitable that children have to a part of that culture.



With over a hundred junior racers taking part, Prodigy MTB Race was a solid milestone in Nepal's mountain biking! A big round of applause to everyone who made it happen!

Prodigy MTB Race 2016, an inter-school cycling event organized on 13th August, 2016 by Gnarly, took place with a grand success in Chobar, outskirts of the Kathmandu valley, Nepal. The event saw almost a hundred school kids from ages 3 to 18 manoeuvring muddy tracks of the southern edge of Chobar! While several biking races take place each year in Nepal, a race dedicated to school kids are few and far between - and undoubtedly, Prodigy MTB Race has broken the mold with an unprecedented number of

participants in the very first edition of the Prodigy Series.

With over a hundred junior racers taking part, Prodigy MTB Race was a solid milestone in Nepal's mountain biking! A big round of applause to everyone who made it happen!

Prodigy MTB Race 2016, an inter-school cycling event organized on 13th August, 2016 by Gnarly, took place with a grand success in Chobar, outskirts of the Kathmandu valley, Nepal. The event saw almost a hundred school kids from ages 3 to 18 manoeuvring muddy tracks of the southern edge of Chobar! While several biking races take place each year in Nepal,



Toddler riders of Category D
raced on a fun 0.5Km circuit



a race dedicated to school kids are few and far between - and undoubtedly, Prodigy MTB Race has broken the mold with an unprecedented number of participants in the very first edition of the Prodigy Series. The trail was composed of two off-track circuits of varied laps depending on the category and donned spectacular views of the lush Chandragiri hills. The race was divided as Categories A (grades 9 and 10), B (7 and 8), C (5 and 6), D

(4 and below) and F (girls). The muddy spectacle saw enthusiastic kids as young as 3 years old - undaunted by the monsoon humidity and sun, challenging trails and for many, their first ever biking race.

As though the Gods were very happy, the morning was bright and sunny with the clouds at a distant, the horizons of the high hills surrounding the valley.



Winner of Category A, Nirav Shrestha tackles an uphill with a smile



As the participants and parents started to arrive, the weather became even warmer.

The first at the starting line were the seniors from Category A in two groups for the qualifiers, with only five participants to qualify for the final round. As the 2nd race in line was the Category D with children under Class 4 (upto age 10) but also included smaller aged children in the starting line. Mtbmagasia team rider Max (ArnavMan) was also in this category and finished a good third position. A crowd of over 400 cheered at the top of their lungs to encourage the kids.

The fast-paced and fiery showdown of bigger kids was finally underway for Category A as the ten qualifiers took on the race track. Nirav Shrestha, also a winner of numerous downhill races finished in the 1st position followed by Dev Ashish Chaudhary in 2nd place and Yojak Chaudhary in 3rd.

Winners from each category were as follows:

CATEGORY A (Grades 9 and 10),

1. Nirav Shrestha
2. Devashish Chaudhary
3. Yojak Chaulagain

CATEGORY B (Grades 7 and 8)

1. Saroj Tamang

2. Ujan Manandhar
3. Nischal Banu Rai

CATEGORY C (Grades 5 and 6)

1. Singhe Dandur
2. Samanta Bajracharya
3. Ashish Basnet

CATEGORY D (Grades 4 and below)

1. –
2. –
3. Arnav Man Sherchan

CATEGORY F (Girls)

1. Hume Budamagar
2. Avantika Rana
3. Panchamaya Tamang

Winners took home gifts, while all the riders received finisher's medals and certificates. Gnarly maintains that in doing so no kid would feel discouraged or disappointed. With more such races, it'd be quite amazing to have young faces take the mountain biking scene by storm and ultimately perform like seasoned athletes or recreational riders no less in due course.

As the culture for mountain biking picks up in this small Himalayan nation, we are seeing more and more mountain bike events all though out the year. Though there have been many adult events, it indeed was quite something to



Winners of Category F
(Avantika Rana 2nd, Humees Buda Magar 1st,
and Pancha Maya Tamang 3rd)

now have an official mountain bike event for children to pave way for the younger ones to prove their mettle on the race tracks.

ABOUT



MESUM VERMA

CEO
EDITOR IN CHIEF



LI JIN PENG

PHOTOGRAPHER
EDITOR



RAKESH OSWAL

PHOTOGRAPHER
EDITOR

PEOPLE



**GUENOLE
DUBOST**

PHOTOS
TEXT



**DAN
HEARN**

PHOTOS



**OLAF
PIGNATARO**

PHOTOS



**RUTGER
PAUW**

PHOTOS



**GILL
HARRIS**

TEXT



**GAURAV MAN
SHERCHAN**

TEXT

PARTNERS



ISSUE 29

EDITORS / PHOTOS

Mesum Verma, Guenole Dubost, Gill Harris, Olaf Pignataro, Rutger Pauw, Dan Hearn, Boris Beyer, Scott Sports India, Raunak Shrestha, GauravMan Sherchan

DESIGN

Mesum Verma

ADVERTISING / INFO

Mesum Verma: mv.mtbmagasia@gmail.com

SPECIAL THANKS TO

Bryan Bell, Liu Wen Qian, Shweta Mamamnia

© 2016 mtbmagasia.com ALL RIGHTS RESERVED

No part of this document or the related files may be reproduced or transmitted in any form, by any means (electronic, photocopying, recording or otherwise) without the prior written permission of the publisher.

