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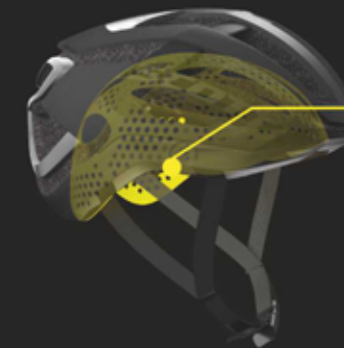
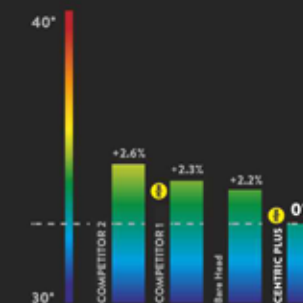
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EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!

Mesum
Verma

Move

- if you ride, you must move on the bike, but you also move from the top of the mountain to the bottom, or the opposite direction.

Alex Brantsch moved from one side to the other side of the world, from Germany to New Zealand, to ride his bike, and do some races there.

To steer a bike, we need handlebars, but between them and the bike is a stem, so we show you different stems. It's important to have the right stem to move fast on the bike.

To ride faster, some riders choose to have spd shoes (clip in shoes). We show you the Scott MTB Comp RS, which has good performance but won't burst your wallet.

Rohan Gawade, AKA RoGa, the 20 year old downhill rider from Pune, moves fast on a bike! We let you know all about him, and where he wants to be in future.

ISSUE 30

BBOYZ

New Zealand Story



CONTENT

STEMS

Review of different stems



ROHAN GAWADE

Downhill rider from Pune



SCOTT MTB SHOE

Review of the Scott MTB Comp RS




Hey riders out there! I am telling you the story about my trip through New Zealand to race the National Downhill Series and enjoy the beautiful countryside.

A quick intro into to what happened before: I started to ride MTB 3 years ago in 2013. Quickly I decided to travel trough BC, Canada and ride my bike for 1 year. After I traveled and lived in my van for 5 months, my travel mate and I stayed in Squamish for 7 months. Right after I came home to Germany I started racing in the Open Men Category to see if I like it or if I am any good at it. I was always in the top 25 and had a 9th place qualifier with an 11th place race result at the National Champs. So I thought I should step up to the Elite Men Category in 2016. As I realized I need more training I decided to race in New Zealand. My best friend Bastian loved the Idea so we teamed up and became the BBoyz.

NEW ZEALAND STORY

BBOYZ

Steffen Pohl 

Alexander Brantsch



Racing was tough, after arrival we ended up in the worst hostel you could think about. We bought the van on the 2nd day right after arriving. Four hundred km away, the first race was going to happen on the next day. So we drove through really amazing scenery, ending up in a rain forest. As we arrived at the Bikepark 440, which is a Shuttle service Bike Park with a great trail network, it was pouring rain! The ground was clay which is the most slippery thing you could imagine when it's pouring rain. There were a bunch of things that made it worse: I decided to learn how to race clip pedals. All I took was my bike with clip pedals and shoes, but I had only tried them once before. This was the gnarliest feeling ever trying to race high speed on a track having no traction at ALL. As we just arrived in NZ we had massive jet lag and I was forcing my body to race at night time (because I was still on German time). After several crashes and not knowing anyone the Kiwis (New Zealanders) were not being as friendly as people told me before (which was probably because of the bad weather) I decided not to race and focus on the upcoming races.

We spent about 3 months traveling through the North Island. We drove all the way to the top, to Cape Reinga, where we stayed for 2 weeks. Just surfing, exploring the beaches, fishing. We even camped 2 nights at a lonely bay in a "house" that we built out of driftwood. As we made our way through the country, we had a few stops at different bike parks. Dave & Max, who we met at the Airport just after arrival, spent 3 months traveling with us and





we found some great new friends.

The first race of the National DH Series was at 440 Bikepark again. We showed up at the same place hoping we would have a dry weekend. The weather was really unpredictable and we had a mix of rain and sun. The track was slightly wet, and some sections were like the first Race I had here.

I was a little bit more used to my clips after the horrible riding conditions I went through.

First day training & seeding. I woke up and my right cheek was swollen. Somehow a bad tooth got infected and I wasn't feeling good at all. After taking a bunch of painkillers I decided not to give up because it's one of 5 races I was going to race. I'd already missed out the first one! I don't know how I managed to do this, but I raced the next day after staying in our van at the parking lot and meeting new friends who would have a big impact on our following travels later in this story. These were Sarah and Sjors, some of the greatest and most lovely people I met.

I had a bad crash (Picture) in training Sunday morning, but the painkillers made me forget about it. I raced and finished 14th. I can't even remember riding down the hill. You should not compete with so many painkillers as it can increase the risk of bad crashes quickly. But in this situation I was happy to finish my first race run in New Zealand.

For the next race we traveled to Napier,

which is a beautiful area (Hawks Bay). The gravel beaches aren't great for surfing, but as soon as you leave the main area you can reach some of the world's best surf spots within a 1 hour drive.

Our mate Stu the bru as we liked to call him gave us the opportunity to stay at his backyard right at the beach in Napier. We had great times with bonfires, hanging around in his own Burnout Pit and the best barbecues you could think of.

We had to carry on traveling after the race weekend.

The track in Napier was built by Charlie & Alex Makae. It was the most fun racetrack I've ridden so far. Big jumps, roots, lots of loam and high speed sections. I managed to finish 7th with just 0.6sec off the Podium. Damn, what a close call. I learned a lot this weekend. The New Zealand Riders turned out to be a really small and friendly community with a lot of good people & riders. I learned a lot about racing on days like this.

Next stop I was going to join Sarah & Sjors in their van to drive to the South Island. Bastian stayed in Wellington (North Island) for 5 days, since he wasn't competing and the ferry was expensive. The race was in Nelson, which is far north on the South island. Again stunning scenery.

We met Alexandra and Rusty who I met on almost every single race in the following 2016 European Season.





The racetrack was the famous, Kaka DH'. The fastest single track I've ever ridden. Slippery rocks, tight turns and some shoots that were questionable and fast. I had a hard time pushing my limit on this track. But once I felt comfortable I was picking up some pace. A few hard crashes with sliced-up knees, rashes, and bruises made me feel unsafe.

I pushed it hard right from the beginning and crashed slipping away on a rock. After that crash I just left my brakes open and it was probably my fastest run this weekend. The last berm I came in way too fast and crashed. I ended up in 16th place, which made me end up 5th place overall in the National Downhill Series. I competed at 3 of 4 Races.

On the way back to the North Island Sarah & Sjors convinced us to look for a job in Rotorua. Sarah let us stay in her house for a very long time. We are very thankful. It was the best decision, as we experienced so many great things in the following months. Working in NZ as a car painter and riding bikes with Basti, Sjors and Sarah.

I met a group of local riders whom I started to hang out and ride with. My buddy Reif had his own set of dirt jumps on his parents' farm (Picture). I learned how to 360 out there.

A month before I went home to race in Europe, it was time for IXS Crankworx Rotorua.

Bastian, Sarah, Sjors and I helped preparing the Racetrack, cleaning it up and fixing some minor damages. I don't

think it was a good decision because of the high amount of time I spent checking out every piece of the track without actually riding it. I put myself into the position of being scared of this track, thinking I am not able to ride this..bla..bla...bla. It went on for days and I couldn't stop thinking about it. All my friends told me about the big jumps that you have to fully commit to or you'll break yourself. I can name 4 people who broke their femur. The event started, lots of riders stayed at our house for the week of Crankworx. We had great evenings and good house parties. But the day before the first event (Whip Offs), I found out my Fox 40 Float had a huge crack in the lower and lost all its oil. I couldn't compete at the Whip Offs, but the Fox Dealer, Blueshark NZ, hooked me up with a brand new 2016 lower for my Fox 40. The next day was first training for the DH. After lunchtime, my bike was done and I could go for my first run. Driving up the hill, Loic Bruni was beside me in the shuttle and we were having the most relaxed chat ever. What a great character, we could all learn from him.

However, half way down I stopped to check out the Moose Knuckle. This is the Big Dangerous Jump. While I was walking back towards my bike a girl came up and said "hey dude is that your bike? Your fork just blew up." I had to push the bike down half the mountain. It was a blown-up cartridge that was damaged by a previous crash. So the day after I was set up with spare pieces from Louis Hamilton's Fox 40 coil. I was able to ride again. First run was just about getting used to the ride. Second





run down I followed Ryan Howard, R-Dogg and Casey Brown into the first big gap. Somehow Casey missed the jump and went down hard. I almost hit her while I was going over my bars. Her frame didn't survive the crash. The Trek Session Carbon frame broke like a toothpick at the chain stay. Third run down the hill I decided to follow Ed Masters and Sam Blenkinsop into a really sketchy highline that was way too gnarly. I went down hard and broke my front wheel into pieces. Next day Aaron Ewen hooked me up with a wheel and I could go for my seeding run. On race day I was facing the truth of being totally scared of the track, telling myself I wasn't good enough. I decided to buy a sombrero at the local costume shop and party down the hill. It was a really flowy and fast run but I missed the big gaps for my own safety. I finished in 52nd place and had a great after party at the Lava Bar in Rotorua, ending with a huge house party at my house.

In Canada I spent 3 weeks hopping from couch to couch, staying at my friends' houses. Riding my old home trails that I've ridden for 7 months. Also I started working with Knolly Bikes and I got myself a Knolly Delirium which I used as a DH and Trail bike for the European and German Race season.

I tried to step up the game and hit a massive Jump at the Kamloops Bike Ranch while having a session with Graham Aggazi 'Aggy'. I failed and went down hard. The last week I couldn't ride and I had to get all my luggage including bike etc. to the airport somehow. Without the great help of my friend Rachel who I met while I was living in Canada, I would have been stuck probably. pumptracks worldwide.



RÉMI THIRION

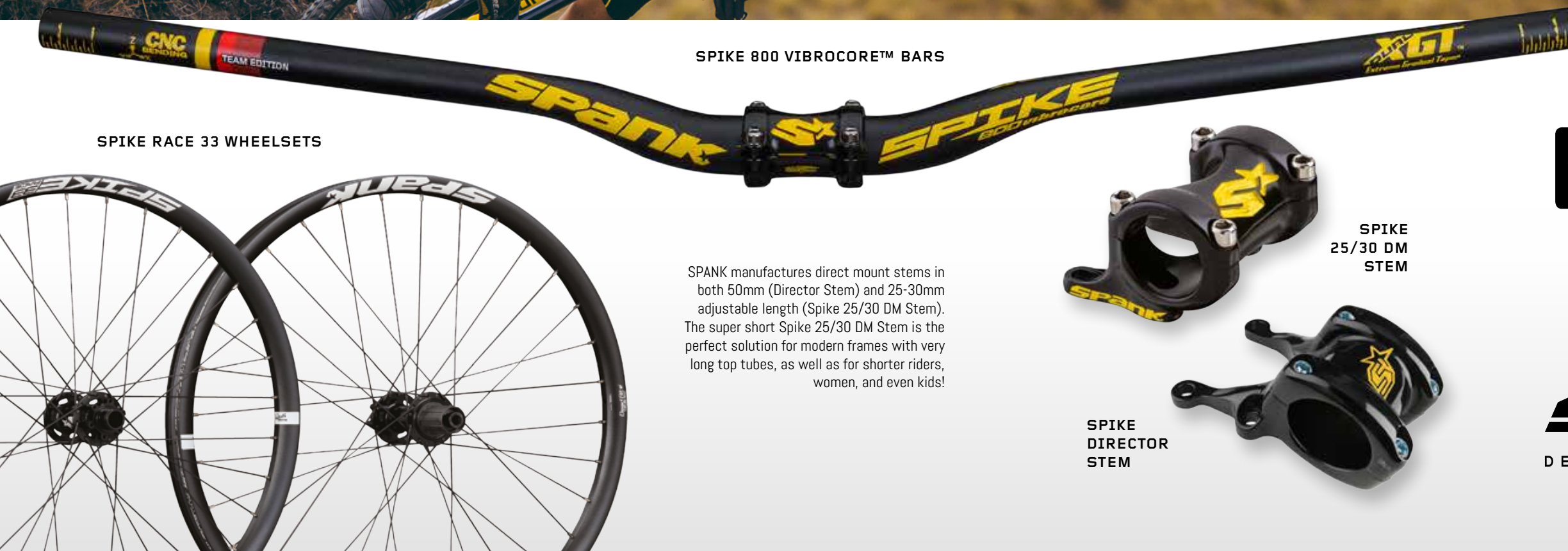
WORLD CUP DH HERITAGE

SPIKE RACE 33 WHEELSETS
AS USED BY COMMENCAL VALNORD RIDING ADDICTION



MICK HANNAH

SPIKE 25/30 DM STEMS
SPIKE 800 VIBROCORE™ BARS
AS USED BY UR TEAM



SPIKE RACE 33 WHEELSETS

SPIKE 800 VIBROCORE™ BARS

SPANK manufactures direct mount stems in both 50mm (Director Stem) and 25-30mm adjustable length (Spike 25/30 DM Stem). The super short Spike 25/30 DM Stem is the perfect solution for modern frames with very long top tubes, as well as for shorter riders, women, and even kids!

SPIKE
25/30 DM
STEM

SPIKE
DIRECTOR
STEM

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SPANK
DESIGN • MANUFACTURE • RIDE

STEM

preview
preview
preview
preview

A while ago, we showed you different pedals, an important piece to be connected with the bike. No less important is the stem, the part between your handlebar and the bike.



Different stems can influence your riding, can change your position on the bike, and you can feel the difference in the stem length while steering the bike. You will also notice that stems are getting shorter. The fact that the bike is getting longer and longer in the front triangle, and although this is good for stability at high speeds, it means that many riders (especially those who are not very tall) are ending up „stretched out“ to reach their handlebars. In the Enduro market, stems have gone from 50-65mm to more recently 35-50mm, but direct mount stems are also getting shorter, as the DH bikes are also being designed with longer top tubes. A 50mm direct mount stem makes sense for a big guy riding in the world cup, but a smaller/shorter rider would be better suited by something shorter.

Years ago, when you could not even find any short stems on the market, I just did it myself. I took a block of aluminium, and fabricated it by hand myself. Here is one, which I made 10 years ago for my orange Patriot bike.



There are many companies making stems, but all have a common thing: they want to look sick on your bike. We show you 3 different brands, Spank, Fifty Fifty and Ferei. Except Ferei, as they have not yet released their DH direct mount stem, we show you the whole range of these companies' gravity stem offerings.



Ferei

Ferei started early this year to produce an AM stem. Their main business is LED lights, and we've also shown you their bike lamps. The lamps they produce are pretty good, and the owner of Ferei, a big fan of mountain biking, thought to himself, why not start making their own stem. The stem is CNC manufactured out of an alloy 7075. The 35mm length stem is angled at -30° , which means that the handlebar will be a bit lifted compared to 0° angle. The 6 torx bolts are titanium, and you will also see that the two bolts on the steer tube side have a separate inserted nut, so there is no bolt thread in the body of the stem. The diameter for the handlebar is 31.8mm and the actual bar clamp is 45mm wide. The Ferei stem looks pretty fine and it could belong to a XC or AM bike. The weight of 121 grams is pretty good, the lightest of all 35mm we tested.

SPECIFICATIONS (AM 35mm)

Key Technologies :	N/A
Material :	alloy 7075
Length (mm):	35
Rise :	-30°
Diameter (mm):	31.8
Stack height (mm):	40
Weight :	121 gram
Finish :	anodized, CNC/laser logos
Discipline :	AM
Colours :	black
Price :	MSRP 89.00 US\$ (35mm/Ti bolts)





Fifty - Fifty

Beside doing pedals, Fifty Fifty is also doing stems, both for single crown forks and direct mount stem for double crown forks. They make the stems out of 6061 T6 forged alloy and finish the stem with CNC work. You can see, that they optimise every gram out of the AM stem to make it 123 grams light (Ti bolts). They've designed the bar clamp so that the top bolts are fully in (tight), and there is no gap, which can prevent the handlebar being assembled wrong (different tension on the 4 bolts of the clamp). The AM stem comes in 35mm or 50mm length and has 0° rise. The direct mount stem uses the same manufacturing process. Also here the 104 gram 45/50mm stem comes out in two pieces to make it lighter than if it were only made out of one body. The bar clamp of the 30mm direct mount stem features 4 bolts with the same „close gap“ design as the AM stem. We would wish to have this also on the 45/50mm stem, because if you have a handlebar with a rise of 15° it is hard to get the handlebar assembled without scratches on the handlebar. But most downhill riders don't use riser handlebars, so it's not a big problem. The rise of the 30mm length stem is 28mm and 17,5mm for the 45/50mm stem.

SPECIFICATIONS (AM/Enduro/Trail)

Key Technologies :	N/A
Material :	Machined 6061 T6 aluminium
Length (mm):	35/50
Rise :	0°
Diameter (mm):	31.8
Stack height (mm):	38
Weight :	128 gram (Ti bolts)
Finish :	anodized, CNC/laser logos
Discipline :	AM/Enduro
Colours :	black, (blue, red, purple, orange, green - customized)
Price :	MSRP 80.00 US\$ (35mm/Ti bolts)





SPECIFICATIONS (Downhill/Freeride)

Key Technologies :	N/A
Material :	Machined 6061 T6 aluminium
Length (mm):	45/50
Rise :	17,5mm
Diameter (mm):	31.8
Stack height (mm):	N/A
Weight :	109 gram (Ti bolts)
Finish :	anodized, CNC/laser logos
Discipline :	Downhill / Freeride
Colours :	black
Price :	MRSP 80.00 US\$ (Ti bolts)

SPECIFICATIONS (Downhill/Freeride)

Key Technologies :	N/A
Material :	Machined 6061 T6 aluminum
Length (mm):	30
Rise :	28mm
Diameter (mm):	31.8
Stack height (mm):	N/A
Weight :	112 gram (Ti bolts)
Finish :	anodized, CNC/laser logos
Discipline :	Downhill / Freeride
Colours :	black
Price :	MSRP 84.00 US\$ (35mm/Ti bolts)



Spank

Spank has recently become a popular MTB component company, famous for their „Whip Off Contests“ at Crankworx, FEST, and other famous gravity MTB events! Whip Offs put DH racers and Freeriders head to head, and the crowds go nuts as riders try to go higher than the Spank flags and execute whips with the best degree of rotation, amplitude, and style.

Handlebars and pedals we've shown you earlier, and now we will show you the range of stems they do. Spank's product line tends to be more towards gravity stems, but they also make lighter trail stems, which we will review later.

SPECIFICATIONS (Spike Race Stem)

Key Technologies :	MGR, chamfered bar clamp, "Snap Fit" sealed top cap
Material :	2D Forged MGR Alloy, CNC Weight Optimized
Length (mm):	35 / 50
Rise :	0°
Diameter (mm):	31.8
Stack height (mm):	35
Weight :	±150 (35mm) / ±180 (50mm)
Finish :	Polish anodized, CNC/laser logos
Discipline :	Race / Freeride
Colours :	black, red, blue, green, silver
Price :	MSRP 75.00 US\$



The stems we show now are all made from Super-6 aluminum which is specially blended, highly magnesium-silicon enriched, work-hardened alloy. It's the perfect mix of hardness, yield, fatigue life and superior ultimate tensile strength compared to standard 6 series alloys. The stems are 2D forged and MGR (micro grain refinement) processed, then CNC weight optimized. The Spike Race stem comes with a length of 35mm or 50mm, and has 0° rise. The bar clamps are chamfered, to reduce stress risers and increase fatigue life in the handlebars. With a weight of 150 grams (35mm stem) it's built for the best pros out there, to hit any trail and drop into the highest jumps you can imagine. The "Snap Fit" sealed top cap comes with o-ring seals which let them lock into place in the stem body, and keep moisture out, giving this stem a finished look. It's a favorite of FMB Freeride pros and All Mountain warriors, but also gets a lot of use by Enduro racers around the world.

Spoon, the little brother we can say of the Spike Race, is offered with a lower price tag, but still features the same tech as the Spike. It come with a length of 40mm and weight of 170 grams.

SPECIFICATIONS (spoon)

Key Technologies :	MGR, chamfered bar clamp, "Snap Fit" sealed top cap
Material :	2D Forged MGR Alloy, CNC Weight Optimized
Length (mm):	40
Rise :	0°
Diameter (mm):	31.8
Stack height (mm):	35
Weight :	±170
Finish :	Shotpeen anodized, laser logos
Discipline :	Race / Freeride / Trail
Colours :	black, red, blue, orange
Price :	MSRP 49.90 US\$







Similarly, the direct mount stems, the Director (50mm length) and Spike 25/30mm DM (25-30mm adjustable) have the same manufacturing background as both other stems. The Director stem has only 12mm rise, keeping the rider in a balanced stance, with adequate weight over the front wheel. The Spike 25/30mm DM stem, on the other hand, has an adjustable rise, from 28-33mm. As the rider moves back in his/her stance, it helps to keep a neutral, balanced position if the rise can be increased as the reach is decreased. For modern frames with very long top tubes, this stem is a perfect solution, but also for shorter riders, women and even kids. The remarkably short reach was achieved by placing the lock down bolts inside the bar clamp, so they don't interfere with the rear bar clamp bolts. This is one more interesting and unique design innovation from Spank. The weight of the Director stem is 150 grams and of the Spike 25/30mm DM is 130 grams. Both direct stems are available in the Team colours (black/yellow).

SPECIFICATIONS (Spike 25/30 DM Stem)



Key Technologies :

MGR, chamfered bar clamp, adjustable length/rise, "Snap Fit" sealed top cap

Material :

2D Forged MGR Alloy, CNC Weight Optimized

Length (mm):

25-30mm (adjustable)

Rise :

28-33mm (adjustable)

Diameter (mm):

31.8

Weight :

±130

Finish :

Polish anodized, CNC/laser logos

Discipline :

Race / Freeride

Colours :

black, red, blue, green, silver

Price :

MSRP 75.00 US\$



SPECIFICATIONS (Spike Director Stem)

Key Technologies :	MGR, chamfered bar clamp, "Snap Fit" sealed top cap
Material :	2D Forged MGR Alloy, CNC Weight Optimized
Length (mm):	50
Rise :	15°
Diameter (mm):	31.8
Weight :	±150
Finish :	Polish anodized, CNC/laser logos
Discipline :	Race / Freeride
Colours :	black, red, blue, green, chrome, white
Price :	MSRP 69.90 US\$



ROGGA

Rohan Gawade (RoGa)

Rolling Academy



Age: 20 Yrs Discipline: Downhill, Freeride, Dirt
Career Start: April 2016 Rides for: Rolling Academy - The Bikepark
Awards: 1st (Amateurs) at BBCH Downhill Race, June 2016





‘Go Big or Go Home’ is what Rohan stands for! His two wheeled career started with learning tricks on a BMX. Using the streets and features near his place, his jumps and tricks started getting bigger and better. He also rode his hard tail mountain bike on some local trails and had built some kickers to practice on the big wheels. Rohan has always carried the dream to represent India at the big mountain biking competitions around the world and win awards for his country.

With no immediate scope and support for the BMX sport in the country, Rohan had little hope that he could flourish in such a situation. He came across Rolling Academy, which is the first Bikepark in India and is located in Pune, the same city in which Rohan lived. Rolling Academy happily welcomed the idea of having Rohan as the official downhill rider for the Bikepark. Rolling Academy sponsored a downhill bike to Rohan which marked his entry into professional mountain biking. Rohan experienced the first high of his downhill career in the very first race of his life as he won the first position amateurs at the BBCH downhill race in India. With the determination to put himself on the podium of every race in the future, he is putting all his efforts in training and preparing himself for the bigger picture. He rides 20 km every day to the Bikepark, practices on the downhill trails and rides back home. This routine has helped him a lot to keep himself fit and running. With the daily practice of downhill riding, he is getting faster by the day is progressing rapidly towards his dream of setting the Indian flag high on the podium of international competitions!



SCOTT MTB COMP RS SHOES



The SCOTT MTB Comp RS shoe is proof that a great fit and high performance don't always come at a high price. The adaptive fit pattern features a wrap canopy with velcro adjustable d-ring positioning and two lower direct mount anatomic fit straps that can articulate to adapt to the shape of the foot. The shoe features a Synthetic leather upper with 3d mesh and a microfiber tongue with 3d formed EVA. The stiffness index 6 composite sole with increased cleat adjustment range and minimal Sticki race rubber offers fantastic traction on roots, rocks & loose soil.







COMPOSITION

Outsole: Sticki Rubber, Fiberglass reinforced Nylon co-injected, Stiffness Index 6
Upper: Synthetic Polyurethane, 3D Nylon Airmesh

CLOSURE

Closure system with anatomic fit straps

FEATURES

Footbed: ErgoLogic removable insole

APPROX. WEIGHT

380g (US 8.5)

PRICE:

MRP : 118.00 US\$ /- (Inclusive of taxes exclusive of applicable octroi)

Will be Available across all SCOTT Official Dealers in India





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