

mtbman

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ISSUE 033 - FEB / 2017



GET DIALED

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MTB HARDTAIL 27.5"

Roxter Edition

MRP : ₹ 69,900/-*



MTB HARDTAIL 29"

Revox Edition

MRP : ₹ 69,900/-*



Frame : 6061 alloy super lite tubing, T4/T6 heat treated, double butted, 3D-dropout
Fork : Manitou M30 27.5", 100 mm, 1 1/8", air, rebound, remote lockout
Group Set: Shimano Deore XT, RD/Shimano Deore, FD/Shimano SLX, SL/3*10 speed,
Shimano BR-M395, hydraulic disc brake
Tyres : Front : Schwalbe Tough Tom, wired / Rear : Rapid Rob, wired

FOR THE FAST & FURIOUS!

STRAIGHT FROM ST. PAULI

*Inclusive of local taxes and excluding applicable octroi



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EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!
mesum
verma

get dialed

and follow Max our youngest team rider from Nepal on his visit in Singapore. He was there not only for a holiday, he also took his bike with him to check out some trails. And he didn't just come back with his bike, find out more about what he was taking home to Nepal too.

Soon it's racing time again, and we should all get dialed. That means train hard to be fit for those races you want to attend! One race, sure not an easy one, is the MTB Nainital Challenge 2017, which will happen April 20th till the 23rd. We will give you all sorts of information about this race so you can get ready.

But how can we race if the bike isn't ready? Last issue, I showed you how I built up my new Transition Patrol. This time, I show you how to get dialed with this beast! Before going out to the trails, I need to do some setup, including on my suspension, as Gueno my friend would say, some click click business. I did it, and went out for a spin with the bike! Get dialed!! Spring is coming faster as you think and then you need to go ride your bike, if you're not going out yet anyway.

ISSUE 33

GET DIALED

How to make the bike ready.



CONTENT

MTB NAINITAL

Infos about the MTB Nainital Challenge 2017



SINGAPORE JOURNAL

Max visiting Singapore



SCOTT HELMETS

Review of the Scott Fuga & Supra helmets with MIPS technology.





Mesum Verma



Elias Waletzki
Mesum Verma

In the last issue (032) we showed you how to build up a bike. In case you did not see it, you can check it [HERE](#). Building up the bike is good, but it will be not ride-able. There will be few more steps before you can hit the trails.



get
ready

Things to setup:

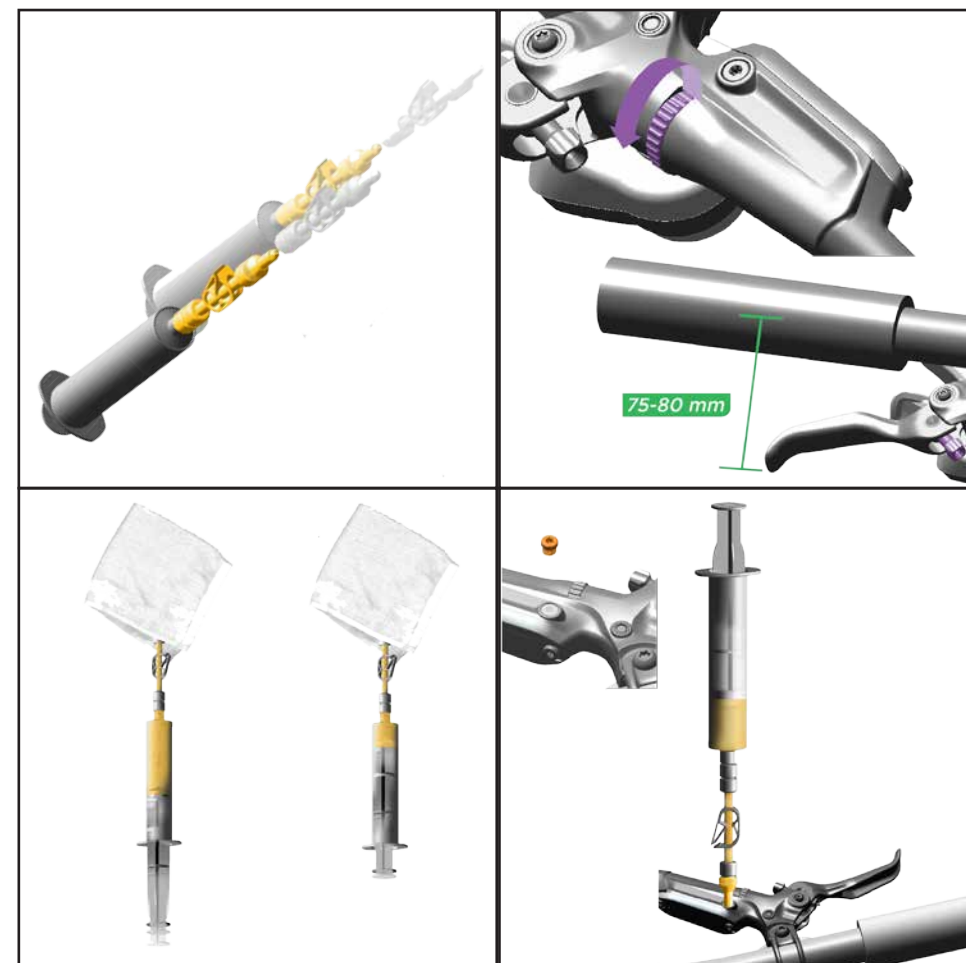
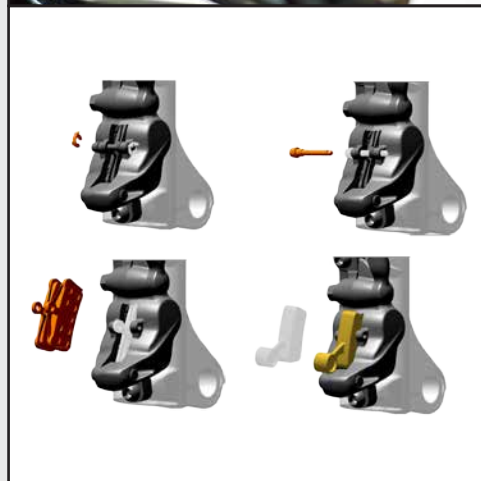
- * Brake bleeding (if you don't have internal cable system, you can skip this step, as the brakes are already bled. You can take them straight out of the box, from the brand you've chosen.
- * cable (tighten the plastic cable straps)
- * Derailleur
- * Brakes (calipers)
- * Suspension (Fork & Shock)
- * Cockpit (stem, handlebar and brake levers)

As the bike is all build up right now, we have to get the back wheel out again. Remember we had to open the back brake system, to get the cable inside the frame. I need to bleed now the back brake with a standard bleed kit from SRAM.



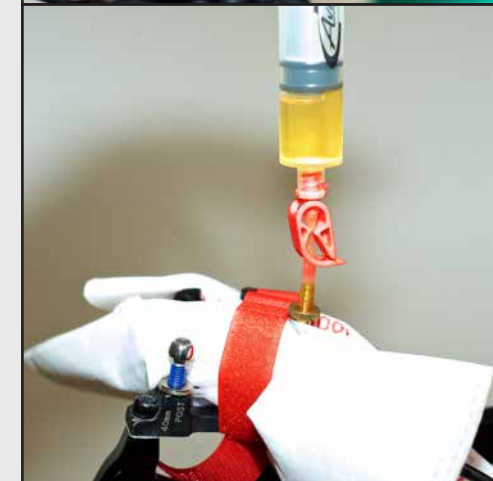
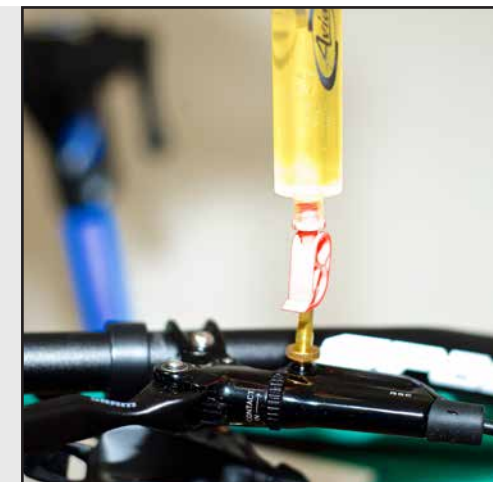
(words: SRAM bleed manual instruction sheet)

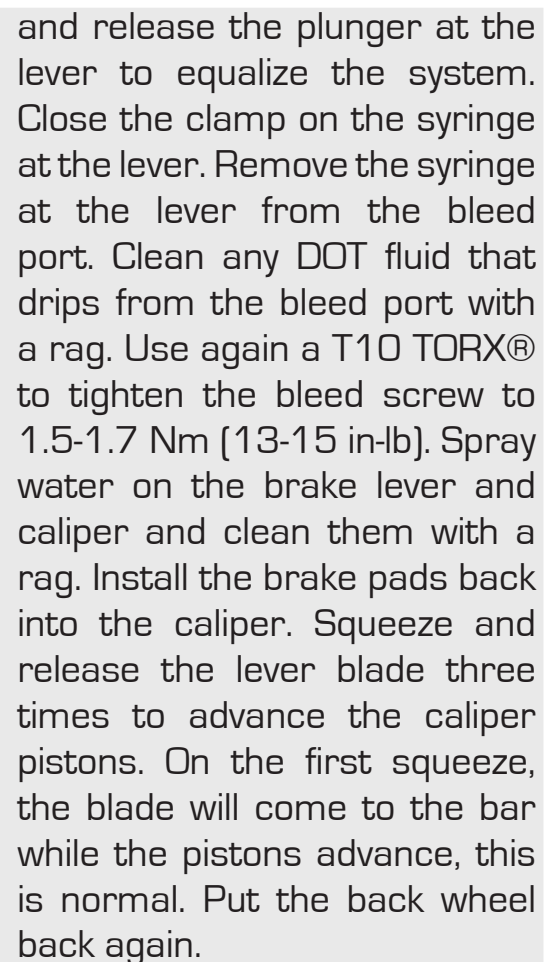
Remove the brake pads first and put the bleed block in to the caliper. Prepare the 2 syringes. Fill the syringe for the brake caliper with DOT fluid until it is about 1/2 full. Fill the syringe for the brake lever with DOT fluid until it is about 1/4 full. Hold the syringes upright, cover the tip with a rag, and depress the plunger just enough to remove any air bubbles. Thread the 1/2 full syringe into the caliper bleed port. Prepare the



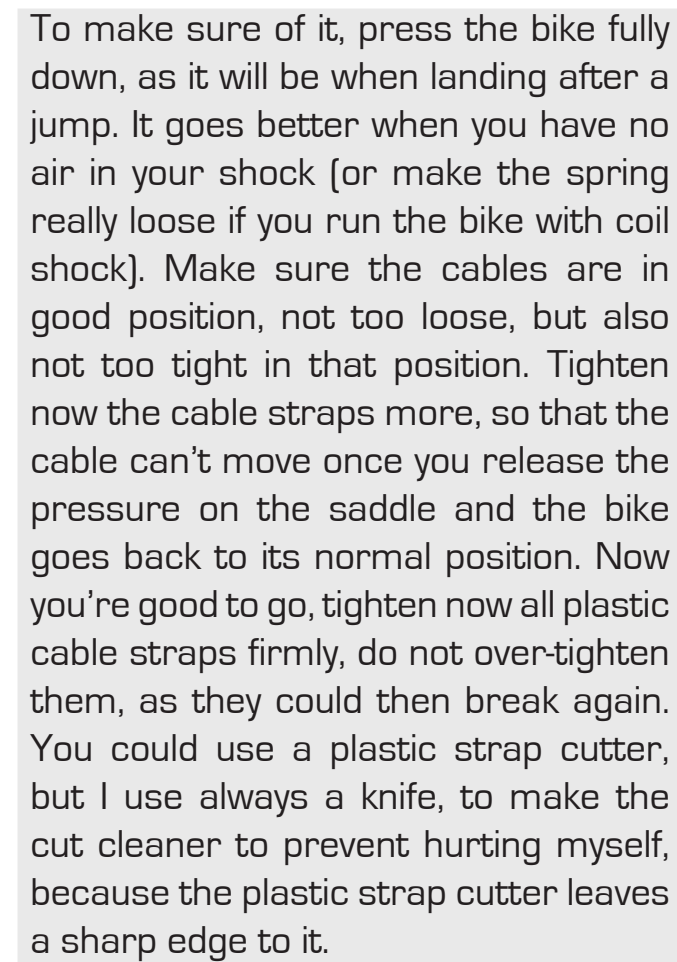
lever. For levers with Contact Point Adjustment™: Rotate the Contact Point Adjustment dial in the opposite direction of the arrow until it stops. Rotate the lever Reach Adjust knob until the lever blade is 75-80 mm from the centerline of the handlebar. Thread the 1/4 full syringe into the brake lever bleed port. Hold the caliper syringe vertically. Gently push the caliper plunger down, stopping when the caliper syringe is 1/4 full and the lever syringe is 1/2 full.

Close the clamp on the syringe at the brake lever. Use a toe strap or your hand to hold the lever blade to the bar. Do not release the lever. Hold the syringe at the caliper vertically. Firmly pull on the plunger to create a vacuum, then compress the plunger to pressurize the system. Repeat this process several times or until only a small amount of bubbles exits the system. While holding the lever blade to the bar, compress the plunger at the caliper and let the pressure move the lever blade to the fully extended position. Close the clamp on the syringe at the caliper. Remove the syringe at the caliper from the bleed port. Clean any DOT fluid that drips from the bleed port with a rag. Use a T10 TORX® to tighten the bleed screw to 1.5-1.7 Nm [13-15 in-lb]. Clean any DOT fluid that drips from the bleed port with a rag. Open the clamp on the syringe at the brake lever. Hold the syringe at the lever vertically. Firmly pull on the plunger to create a vacuum, then compress the plunger to pressurize the system. Repeat step 2 several times or until only a small amount of bubbles exit the system. Compress





The Transition Patrol use an internal cable system, so the cables from the back brake and derailleur come out just in front of the BB on the down tube and go to the two chain stays. If you go with these two cables directly out, without giving some spare cable, it will damage the cables, maybe even brake, as the bike is now in normal position, and not in the position it will be when fully suspended, like when you hit a jump and land. Make sure, you have enough spare cable down below the BB.



Technical diagrams of the rear suspension assembly.

Top Diagram: Rear Shock Absorber and Link

Callout 1: 1x12/1x10/1x10/1x7

Callout 2: L O X

Bottom Diagram: Rear Axle Assembly

Callout 3: RD-62xx 1x12 1x10

Callout 4: RD-70xx 1x10 1x10

Callout 5: RD-7xx 1x7 1x7

Callout 6: 9-adjust Screw



Mesum Verma

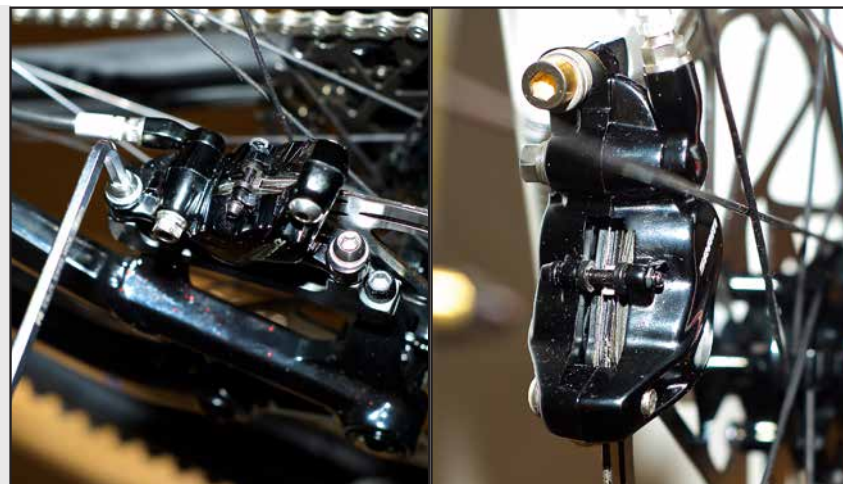


Elias Waletzki

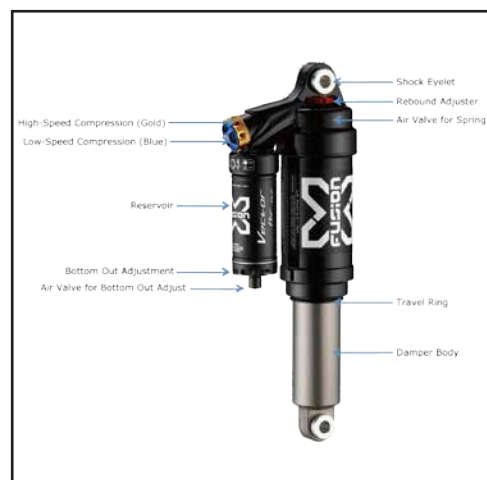


get
waletzki

The brake caliper must be also aligned to the disc. While not braking the pads should not touch the brake disc. Make sure the caliper is parallel to the disc, setup exactly, otherwise your pads will wear unevenly, and the braking power will be not 100%!



Suspensions are not easy to setup, and if you use a new brand, or a new model of your favorite fork or shock, it will take a bit of time till you have the perfect setup. It will be different also with each different bike model you have.



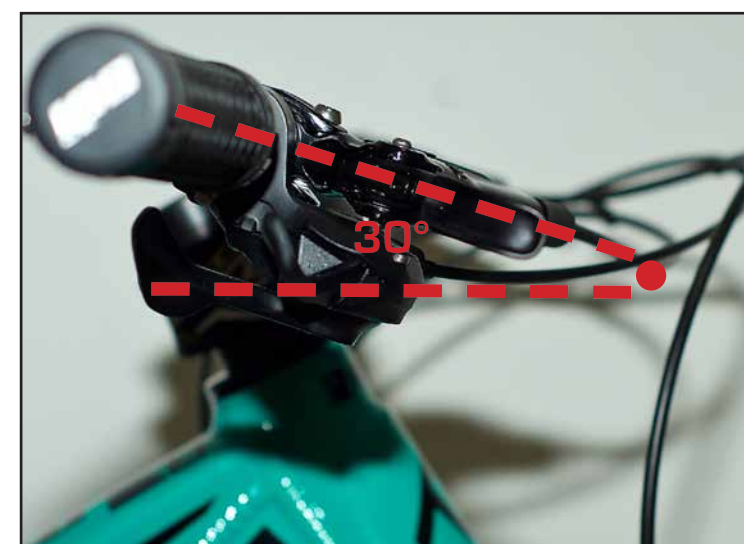
You can't just swap the fork or shock from your other bike with the same setup, you need to do it again for exactly that bike. And of course it is also about the rider's weight, which will make each setup a custom setup. I will just tell you the setup on my bike with some figures and standard setups. I will need also a bit of time on the bike, to figure out, what is then best for me. Unless you race world cups, you should do your setup for all conditions, so that you don't need to change it for every trail. Make the setup good to ride uphill, but also you can have it pinned hard on a downhill.



Rider: 82kg (Shock 8,5bar 25% SAG / Fork 5,5bar / Air Volume 13,5bar)
SHOCK: High-Speed Compression: 9clicks / Low-Speed Compression: 5clicks
FORK: High-Speed Compression: 8clicks / Low-Speed Compression: 3clicks

Setting up the cockpit is easy, and it's also again a custom setup. Which angle your handlebar should be, and also which angle the brake levers should be. I give you some basic inputs to go along, and from there you can play a bit around, till you feel it's comfortable to ride your bike.

Don't tighten the bolts too much, use exactly what the stem brand is telling you (stem to handlebar and stem to steerer tube of the fork). Many end up with broken screws, or the stem or even the handlebar will break. There is still mainly the understanding, tighten the bolts there as much you can, as the cockpit is where you hold the bike.



normal angle of the brake levers
45°
 Adjust them so that the lever more or less falls in line with the angle of your arms from your torso as you sit on the bike in your normal riding position, to prevent strain on your wrists. Riders doing lots of descending may want to position the levers higher, nearer to the horizontal, to counter being further back off the saddle.

The bike is now ready to ride! You should check all bolts after several bike rides to be sure they are still tight. Later on we will tell you how the bike really is on the trails. I will review the Transition Patrol once I've adapted to the 27,5" wheel size, which is a bit more different than the 26" to ride than I thought.

getinobed



Mesum Verma



Elias Waletzki

MTB NAINITAL

CHALLENGE 2017

20TH - 23RD APRIL
3 DAYS
145KM

mtbmag P19

Following the unprecedented success of series of MTB events in 2014, 2015 & 2016, it is no surprise that WTH is back for its third year. WTH is thrilled to launch the MTB NAINITAL. For 2017 the route has been polished up and with the introduction of one of Kumaon's finest trails, this series will positively quench your thirst for adrenaline. An exciting brand new venue making its debut on the 2017 calendar. With some of the most varied trails we have ever ridden, this is set to be a one of the best yet! MTB Nainital, Uttarakhand's landmark cycling event will see cyclists of all ages, abilities and backgrounds, riding on bikes of all shapes and sizes, in celebration of cycling.





Route Overview Day 1 The race will begin from Ramnagar/ Bhelpadao, traverse Kotabagh and Vinayak. This dirt route will be a total distance of 70 kms, with approx 20 kms flat and the rest a mix of major ascent and partial downhill. Reach Pangot.

Day 2 Pangot flats to Kunjakhadak and back to Fairlight Trails. A total of 65kms off-road ride, amazing single-track with great flow, tons of jumps, and fast terrain.

Race Profile Arrival **20th April 2017**, Jim Corbett, Uttarakhand **Race Type** Cross Country MTB **Terrain Type** Off-Road, Broken Tarmac, Rocks, Sands, Mud, Tarmac, Single-track **Race Distance** 145 km **Pace** Moderate **Highest Altitude** 2512 M (8242 ft) above sea level **Lowest Altitude** 457 M (1500 ft) above sea level **Total Days** 3 **Riding Days** 2 **Stay Type** Cottages/ Tents

A photograph of a mountain biker riding on a rocky, gravelly trail. The rider is wearing a blue jersey and a white helmet. The trail is surrounded by lush green trees and vegetation. In the background, another rider is visible further down the trail. The scene is set in a hilly, forested area with a clear blue sky.

Race Category

There are following participating categories in MTB Nainital Challenge 2017

- Men Expert Solo
- Women Expert Solo
- Student Solo (14-18 years)

How to Enter? To join the ride, it's very simple; just fill the online registration form. Follow the instructions there & pay the registration fee. www.walktohimalayas.com



EDITION II

2017

20TH TO 23RD
APRIL

03 DAYS
145 KM



Call : 02240102837 / +91 94120 85154 / +91-7045455570

Mail: connect@walktohimalayas.com / zeeshan@walktohimalayas.com | Visit: www.walktohimalayas.com

SINGAPORE JOURNAL



Gaurav Man Sherchan



Arnav "Max" Sherchan

Holidays in a warm country like Singapore to escape the cold winter of Kathmandu was sure something to look forward to for Max. Going back to Singapore after a break of two years to be with his cousin sisters, a visit to the fantastic zoo, the beach, were certainly things he had been looking forward to all this while.

While planning the holiday, there was a brilliant idea, why not look for possible bike trails or bike parks so that Max could try something new. A little bit of time in Google and we soon found out there were some very interesting trails in and around Singapore, as well as a bike park. So his Commencal META HT was in the box before we knew it.





"Papa, did my bike reach Singapore all safe and sound? And please send me a picture of the bike."

I was scheduled to leave a few days early before Max, and his bike was going with me. After reaching Singapore, I called back home and his Mom told me that Max had been anxious all the while. I called him thinking he was anxious about my flight and my reaching there. I got him on the phone and Max was like, "Papa, did my bike reach Singapore all safe and sound? And please send me a picture of the bike."

That was a moment of mixed feeling. Happy at the thought that he loves what he does and sad at the fact that he was more worried about his bike reaching Singapore than Papa. Well, I suppose I will have to live with that, for a very very long time.

Due to arrive in Singapore a day before Christmas, I travelled one hour to the other side of town to get him a FiveTen, something he has been dreaming about for the last one year. Took me quite a while to find the store hidden in an industrial building but was well worth the travel. And as anyone can imagine, he was so super stoked to get a FiveTen for Christmas.

Max was very eager to give his bike a go in a completely new city and for fun, we decided to just try out the walking trail which was right in front of our apartment in Pandan Valley. The walking trail, as can be expected, was nothing fancy, but the hot and humid weather was certainly something new for Max. He was dehydrated and not his usual playful self, and when I pushed him, he was like, "Papa, it is too hot." And being my usual self, I reminded him, "you will

not always be racing in Kathmandu. If you want to be a real mountain biker, you have to learn to get used to riding in different weather conditions, so there is no complaining please.” This was exactly why I carried his bike to Singapore, he needs to know that one has to get out of the comfort zone, explore.

As I was leaving early, we actually had very little time to head out to the bike parks, in between going out to the zoo, the beach and host of other things we wanted to do, we had to make a choice. In our research, we did see some interesting trails that we could possibly do, and we chose Bukit Timah which was relatively closer to our residence. As luck may have it, it rained cats and dogs and while it did slow down, our conclusion was that it would simply be too muddy and slippery on the trails.

Well, a big rain was surely not going to stop us, dad and son. So we spent some time on Google and found the East Coast Skate park, a 30 minute drive, dry.

My brother-in-law was generous to offer us a ride and as we were on our way, it again started raining cats and dogs. Having left home, we decided to still push in the hope that it would rain, and our logic that the skate park would be dry, right. And with luck on our side, as if the gods had listened to our plea, it was actually not raining there in the East Coast Park area. Super.

Entering the skate park was certainly overwhelming for Max, something he had only seen on the TV, and certainly,



"Papa, it is too hot."



"Papa, why don't we build something like this back in Kathmandu?"

been dreaming of. It was good there were very few people with almost everyone on the scooter. It took Max a little time to just get used to the new turf and all the kids flying around in their little scooters. This one little kid Ben, age maybe around 11 years, was the star there, doing all sorts of flips and what not. For Max, it was quite a rush to see the possibilities of not only a BMX or a bike, but this little scooter that he thought was just a casual fun tool.

Again, the hot humid weather was not in his favor and he just simply couldn't come to terms with it. But as the sun went down and the lights lit up, I could see him getting more and more comfortable. He was having fun working the park, I was having fun watching him. We lost track of time and it was already 7pm, and we were already getting calls for dinner. Max, as usual, didn't want to call it a day as yet, but we had to head back.

As we got packed, Max was like, "Papa, why don't we build something like this back in Kathmandu", as I explained to him that it is a very expensive affair, he answered, "I wish we were living here in Singapore and we could be here like everyday after school, that would be so awesome."

Two days later, we had a little time for ourselves and we discussed whether he wanted to visit the trails or the bike park. But we unanimously agreed that the trails, we could also possibly do that at home, but not the bike park. So the bike park it was. This time, we also called up a Nepali friend who had two

boys who might enjoy the skate park. They had been visiting the trails but they also had no idea about the skate park. In no time, we were all at the park.

Like last time, we completely lost track of time and it was already 7.30pm when we looked at our watches. I was wanting to visit the Polygon store which was only 10 minutes away from the park, but Max was refusing to go. He was like, "I am a Commencal rider so no need for me to visit a Polygon store." I know how much he loves being at a bike store but not this time. In the end, he was telling me, "You go to the shop and come to pick me up after you are done." I had to drag him out as this was the last time he was visiting the park as I was leaving the next day.

While this was the end of this particular trip, Max and I have already planned a two-week getaway to Malaysia and Singapore this monsoon, June-July. Only the two of us, to spend the entire two weeks at the park, as riding in the park would certainly go a long way to help him build on his bike handling skills and possibly, flying even higher.

All in all, a good holiday but next time, need to have more time for ourselves on the bike.



"Papa, I am a Commencal rider so no need for me to visit a Polygon store."

SCOTT HELMETS

WITH **MIPS** TECHNOLOGY

mtbmag P37

Mesum Verma

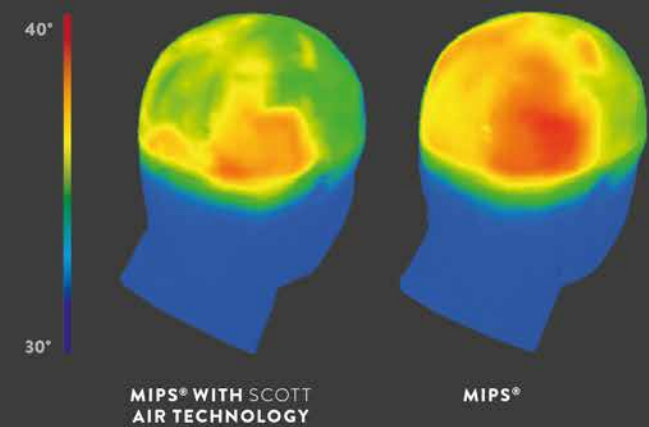


SCOTT Fuga Plus
SCOTT Supra Plus



TECHNOLOGY

UNPARALLELED VENTILATION WITH SCOTT AIR TECHNOLOGY



To achieve class leading ventilation for both of our new high-performance racing helmets, we spent countless hours testing, modifying and re-testing prototypes in the wind tunnel. We developed the exclusive MIPS® with SCOTT AIR Technology specifically to enhance breathability and cooling - the results speak for themselves.

+16%
BETTER COOLING WITH
MIPS® WITH SCOTT
AIR TECHNOLOGY
VS STANDARD MIPS® LINER

+2.2%
BETTER COOLING WITH
CENTRIC PLUS
VS BARE HEAD

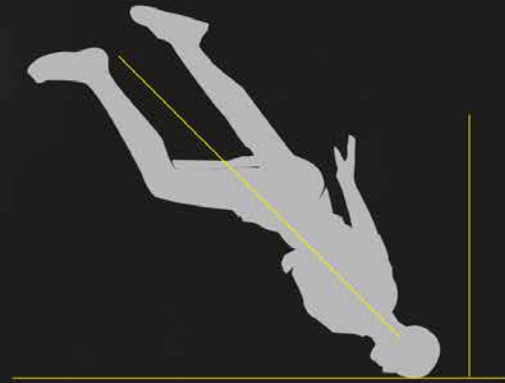
MIPS® with SCOTT AIR technology outperforms the cooling performance of a standard MIPS® liner by up to 16%. MIPS® with SCOTT AIR technology outperforms the cooling performance of a standard MIPS® liner by up to 16%. Impressively, further testing showed that the integration of SCOTT AIR technology enabled the Centric PLUS to achieve better cooling than wearing no helmet at all!

MIPS BRAIN PROTECTION SYSTEM

SCOTT & MIPS HAVE BEEN DEVELOPING SAFER HELMETS TOGETHER SINCE 2011. THIS CLOSE WORKING RELATIONSHIP, AND SCOTT'S DECADES OF EXPERIENCE IN HELMET DEVELOPMENT, HAVE ENSURED A SEAMLESS INTEGRATION OF THE MIPS® BRAIN PROTECTION SYSTEM INTO OUR HELMETS. THE DISTINCTIVE YELLOW MIPS® LOW FRICTION LAYER SITS BETWEEN THE HEAD AND THE HELMET AND IS ATTACHED BY SPECIALLY DEVELOPED FLEXIBLE ANCHORS. PARTICULAR ATTENTION IS PLACED ON ENSURING THE INTEGRATION OF MIPS® DOES NOT INTERFERE WITH THE FIT, FUNCTION, COMFORT AND VENTILATION OF THE HELMET. WEARING THE HELMET, YOU WILL NOT NOTICE THAT MIPS® IS THERE, BUT YOU CAN BE SAFE IN THE KNOWLEDGE THAT IN THE EVENT OF A CRASH YOU ARE VERY WELL PROTECTED.

HOW A SCOTT HELMET WITH MIPS® WORKS

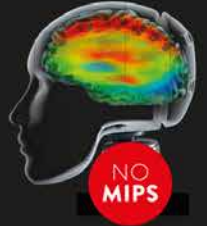
TAKING A FALL WITH A MIPS® EQUIPPED HELMET IS VERY DIFFERENT



Often when you fall, you fall at an angle. Your head is rotated, causing rotational violence to the brain and strong potential for concussion or more severe injuries.



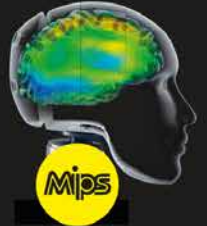
A TRADITIONAL HELMET
Helmets are designed and optimized for straight impacts. They do not consider angled impacts. In an angled impact rotational violence is transferred to the head and the brain.



ROTATIONAL VIOLENCE WITH A TRADITIONAL HELMET



A HELMET EQUIPPED WITH MIPS®
MIPS® is a low friction layer inside the helmet which allows the head to rotate relative to the helmet in an angled impact. This substantially reduces rotational violence and the potential for damage to the brain.



ROTATIONAL VIOLENCE USING A HELMET WITH MIPS®

FIT SYSTEM TECHNOLOGIES

FROM MEDICAL RESEARCH TO DESIGN: FORM FOLLOWS FUNCTION

STEP 1: ARTERIAL MAPPING



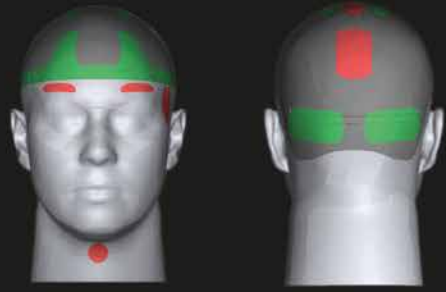
The arteries of many human heads were mapped and extensive pressure testing was conducted. While it certainly provided useful data on how to improve cooling of the head, our principle conclusion was that pressure on arteries is largely irrelevant when it comes to optimum comfort and fit.

STEP 2: NERVE PATHWAYS



It is no surprise that nerves are sensitive. The head is covered in nerve pathways, and they cannot all be avoided. By mapping the nerve pathways and in particular identifying the locations of sensitive nerve endings, our engineers were able to identify areas of high sensitivity, and areas of very low sensitivity.

OUTPUT: OPTIMAL PRESSURE MAPPING

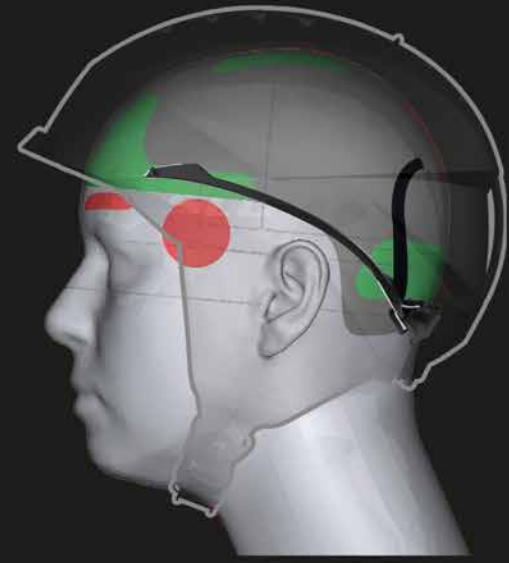


Pressure = uncomfortable (red) Pressure = comfortable (green) Pressure = neutral sensation (grey)

SCOTT FIT SYSTEMS: BORN FROM SCIENCE

APPLICATION: ANATOMIC DESIGN

Our range of fit systems have been designed using the pressure map we developed of the human head. Each system works with the anatomy of your head, applying pressure where it feels best and avoiding your head's most sensitive areas. Particular focus was placed on achieving anatomically



shaped arms and rear cradles. All of our Fit Systems offer easy one handed circumference adjustability, and many also include height adjustability to ensure you can achieve optimum fit, no matter what your head shape.



HALO FIT SYSTEM

EASILY FIND THE PERFECT HEIGHT OF THE REAR ERGONOMIC CRADLE WHILE THE HELMET IS ON YOUR HEAD



LIGHTWEIGHT CONSTRUCTION

ERGONOMICALLY OPTIMIZED ARM PROFILE AND REAR CRADLE

REFINED MICRO ADJUSTMENT MECHANISM

SCOTT FUGA PLUS

THE RETURN OF A CLASSIC!
THE FUGA PLUS IS THE PERFECT HELMET FOR XC AND ROAD RACERS WHO ARE SEEKING A HIGH PERFORMANCE HELMET. WITH THE MIPS® BRAIN PROTECTION SYSTEM, HALO 3D FIT SYSTEM, CLASS LEADING VENTILATION AND A REMOVABLE VISOR, FOR A ROAD OR MTB LOOK, THIS MULTI-PURPOSE HELMET IS ALL YOU NEED.

OPTIMIZED VENTILATION

The Fuga PLUS benefits from the knowledge gained working on the interior airflow optimisation of our new aero helmets. The result is an amazingly well ventilated helmet whether you ride road or dirt.

MIPS® BRAIN PROTECTION SYSTEM

MIPS® is a low friction layer inside the helmet which allows the head to rotate relative to the helmet in an angled impact. This substantially reduces rotational violence and the potential for damage to the brain.

SCOTT SUPRA PLUS

The SCOTT Supra PLUS Helmet offers a great combination of contemporary styling, excellent fit and the added safety of an integrated MIPS Brain Protection System. All of this at a price point which ensures even the most cost conscious cyclists can benefit from the very latest in helmet safety technology.



MIPS® BRAIN PROTECTION SYSTEM



REAR REFLECTIVE SAFETY DECAL

PERFECT FIT (NEW SOLO FIT SYSTEM)



LIGHTWEIGHT (IN-MOLD)



BUG NET

SCOTT SUPRA PLUS

The SCOTT Supra PLUS Helmet offers a great combination of contemporary styling, excellent fit and the added safety of an integrated MIPS Brain Protection System. All of this at a price point which ensures even the most cost conscious cyclists can benefit from the very latest in helmet safety technology.

Range of use: MOUNTAIN

Construction: In - Mold Technology
PC Micro Shell

Fit system: SOLO

Features: MIPS Brain Protection System
Bug Net
Removable Visor
Rear Reflective Safety Decal

Sizes: one size

Apr. weight: 330g

PRICE: MRP Rs 4,500/-

SCOTT Fuga Plus & SCOTT Supra is available at the SCOTT Authorised Dealer Outlets

SCOTT FUGA PLUS

The Fuga PLUS is the perfect helmet for XC and road racers who are seeking a high performance helmet. It features the MIPS brain protection system, Halo 3D fit system, class leading ventilation and a removable visor for either a road or MTB look.

Range of use: MOUNTAIN

Construction: In - Mold Technology
PC Micro Shell

Fit system: HALO

Features: MIPS Brain Protection System
Optimized Ventilation
X-Static® anti-bacterial padding
Reflective Safety Decals
Removable Visor

Sizes: S - M - L

Apr. weight: 330g

PRICE: MRP Rs 9,900/-



ABOUT



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