

mtbman



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ISSUE 036 - MAY / 2017

GOOD TIMES



X FUSION

MANIC

(AM/XC/ENDURO)

FEATURES

- Internal cable routing only
- New shifter style remote
- Double key-way design prevents lateral twisting
- Wide range of seatpost angle adjustment
- Two bolt style head

SPECIFICATIONS

- Travel: 125mm
- Weight: 610g
- OD: 30.9mm / 31.6mm
- Color: Black
- Length: 421mm
- Insertion Depth: 285mm



RIDER: Mesum Verma **PHOTO:** Nishant Shah

EDITORIAL



Mesum Verma – Editor in Chief

ride on
keep it real!!
mesum
verma

GOOD TIMES

indeed it was in Nepal. 16 days there and 15days on the bike, that is not bad I would say. 16 days with good people, seen a lot of different trails, and finally also been to Mustang! I could not ask for more!

Good times Claudio Caluori had, when him and his crew of Velosolution been to Hyderabad in India to build a pumptrack there.

When Fabian Dankl from Austria ride his street trial bike and accomplish some new tricks, and thinks back, he will say: good times! Read what this young talented guy is up to!

Riding alone is sometimes cool, but riding with your buddy it feels always good! Our team rider Ruturaj Bhopatkar is riding with Rugved Thite, and we promise you, they have always good times!

Learning how to ride a bike, is not always easy, and also not easy for women, to find riders specially female riders to courage them, to learn how to ride proper a bike and have fun with it. Lindsey Richter from USA has been to Nepal to do this exactly! 15 Nepali Ladies attended the Bike Clinic from her, and pictures speak more then words. You can hear: Good times!!

ISSUE 36

GOOD TIMES

Riding in Nepal



WALLRIDE PARK

Pumptrack in Hyderabad / India



FABIAN DANKL

Interview



BUDDY

Riding with your Buddy!



MOUNTAIN BIKE CLINIC

Bunny hops, wheelies, manuals, wheel lifts, carving, track-stands, steering.





GOOD TIMES



Mesum Verma
Nishant Shah
Nischal Basnet
Suwas Maharjan
Mesum Verma



Suwas Maharjan



Nepal is well known for Tourism, especially for trekking but also more and more mountain bikers are going to this country with the highest mountain in the world! The list is long, starting with Hans „No Way“ Rey to freeride cracks like Kurt Sorge, Cam Zink, Darren Berrecloth and more, they have all been riding in Nepal. It's time for me, also, to visit with my bike, even if i've been there several times there before.

The schedule was tight, my visit would include meeting several people from the bike industry, attending a downhill race (Himalayan Outdoor Festival, HOF), checking out the local trails around Kathmandu, making a trip to Mustang and last but not least, meeting all my team riders of mtbmagasia (except Chris Keeling, who is still in the UK, but I met his Father) whom I have never met face to face before.

I was really excited to go to Nepal, and every time I travel with my bike, I learn a few small things about how I can make it easier to travel around Asia. This time, I just booked business class for my flight tickets. Maybe you think, why waste so much money? If you calculate seriously, how much you will pay for overweight, you will find out, that the difference from economy to business class will not much exceed what you would pay for the overweight fee. The good thing is, you will have 60kg luggage allowance (3 bags), you will check in with no hassle, as there will not be many people, and you suddenly get treated like a king, The

VIP lounge is not bad either, you don't need any money for the food and drinks there, free Wifi (which is really working fast and good) and also, when I arrived in Guangzhou airport for the stopover, somebody was already waiting for me, to take me personally to the international terminal and to the first class lounge. Good Times!!

I arrived safe in Kathmandu, though the first class priority tag did not help much there, to find my luggage and bike bag, they were all over the place on a pile of other bags. But i luckily found it, and outside of the airport Nishant was already waiting for me, and brought me straight in to the heart of Kathmandu, to the Thamel. When we reached Thamel, I told him, ohh, I know this, after 50meters I said, ohh no, I don't know anymore, it changed a lot from last time in 2004 when I was there.

Nishant brought me to the hotel Down Town, attached to which was also a nice Cafe/Restaurant, I had a warm welcome from Suwas, the chief in charge of the Kausi Dreamers Terrace Cafe, getting me a cold bottle of Everest beer. It was time to sleep, as Nishant said, tomorrow afternoon, we will meet Max and his Father, we will go for riding! Means for me, get up early, get the bike ready.

The weather was not really good, it was raining, but we said, whatever the weather is, we will go for a spin. Max was as excited as me, to meet! I can't forget his glowing eyes when i gave him the mtbmagasia cap and



Max riding in the forest of Kirtipur



the Fifty-Fifty stuff. He was happy and beyond, and ready for riding. We shuttled our bikes with a pickup to Kirtipur and pushed the bikes a bit further up the hill. The location is really nice, and what a beautiful view down to the city, and I realized, yes, Kathmandu has gotten a lot bigger since the first time I been there in 1999. Gaurav Man Sherchan, Max's father, came along with us, and he was in charge of taking pictures! We rode quite a lot, and we had a very nice afternoon, the trail has a nice flow, even on that day, it was very slippery because of the rain.

Then it was Dhal Bhat time for the first time! And many many will follow! Don't get me wrong, I really like Dhal Bhat, but 3 times a day is a bit too much for me, so I had to try also other food then, which was then just leading to order some Momos.

The next couple days Nishant and I were busy riding bikes and meeting people! Nishant showed me really nice trails, but I must say, I was not so prepared for those trails, they are more trials then flow trails, I felt not really comfortable with spds, I should have changed earlier to flatpedals, to be more stable on those technical slow sections. I'm more at home on technical fast sections, like trails we have in China, which are not less technical, but just different. Still, the trails are fantastic around Kathmandu! We also checked out 4 stages out of 6 of the Asian Enduro Series, also very nice trails up there in Nargakot.

It was time to pack the bike again and go to Kalkani, where the HOF took place. Again, a very nice location a 2 hour car drive outside Kathmandu. The race was very good, and it made me happy, as I won the masters category! First race in Nepal, first win in Nepal! Good Times!! If you want to read more about the race, check out the previous Issue [HERE](#).

There was no time to be bored! After the awards and the party, we stayed one night in Kakani, went back to Kathmandu, packed the bike and all the things for leaving to Mustang. Afternoon we went to Pokhara. With Nishant and me, Suwas and Nischal also came to Mustang. We arrived late in Pokhara, unpacked the bike again, went for quick dinner. I'm impressed with how the boys took it easy, they were 7 hours in the back of a pickup from Kathmandu to Pokhara, I had the advantage to be the oldest, so I was sat in the front, pretty comfortable. We got up 5:00 in the morning, to get to the airport to fly to Jomson. What a plane, only 20 seats, propeller, and no door to the cockpit, we were just seated behind the cockpit, it blew me away, nice view to the mountains, interesting view in to the cockpit to see how the pilots fly this plane all by hand, and not automated. They did a very good job, and we arrived 8:00 in the morning in Jomson, our guide and Sherpa welcomed us, and helped us to bring the bike to the hotel. No time to rest, between having breakfast we built up the bikes, but also, I took time to check out the scenery with the snow-



View out of the cockpit! What a view!!



Nischal Basnet

Nischal rides some stairs in Kagbeni

covered high mountains around Jomson.

With no „rest day“ and also changes from day to day, I was wise enough, to forget my permits for Mustang! Well, Nishant did very well, he made some phone calls and everything was set so that I still could go with them, and not have to pay the permit twice. I was just a bit in panic, as I realised that the permits are in the hotel in Kathmandu. But, I still did one thing good, as I just got those permits before in Kathmandu, I did pictures from them, so it helped a lot, as we could show the pictures to the security people at the entrance of the park.

The bikes were built up, our stomachs full, time to leave Jomson. We rode to Kagbeni (2800 meters above sea level), which is „only“ 7km away from Jomson, and with a change in altitude of only 60 meters, it seems not so hard, but it was for all a bit hard to ride. Kagbeni is a very nice little village, so beautiful that you could stay there for several days. We enjoyed the view of the mountains, especially to the Nilgiri which is 7061 meters above seal level.

Next morning, we got up early, we took some pictures which is a must-do here, then Nishant and I said goodbye to Suwas and Nischal, and took the bus to Muktinath. Muktinath is 11km away from Kagbeni and we had to climb 1000 meters, all on dusty fire road. The view was stunning, and it is better so, otherwise I could not

accept the torture of this climb. It was very steep, very dusty because of the buses and trucks they passed by and very brutal for me in total, as I had also no water with me, and Nishant was running away with the water. I learned again something: despite asking in the morning if I should take some water, and getting the answer, no, I know now, always take water with yourself! I was done, when I arrived in Muktinath. I've done many high altitude trails, many much higher passes in the Himalayas, and I always enjoyed those things, even though I had to push my bike myself. But this was not really so good. I wished we had a single trail to go up there, and that we had the whole day to do so. I know, my time in Nepal was limited, so we had to do it fast, so for next time I wish we have more time. And also, I think for the climb, you need to be really fit! A climb almost to 4000 meter over sea level may be good for those riders I saw on the way, an Italian rider, climbing like a goat with his hardtail, and I found out, they came all the way from Jomson, and he had won the Giro Italia several times (don't know his name..)

Muktinath is nice, but doesn't have the charm of Kagbeni, and also it looks more like a tourist destination, which I can see, as for Indians it is one of the holy places they should visit in their lifetime, as for them it's a sacred Hindu place to seek Moksha, but it's also important for Buddhists, as it's the place of the Dhakinis (tibetan Buddhism). You will never get bored, watching another sunset going down



We couldn't resist to do pictures here

Nishant Shah





Dhaulagiri I, [view from the Lubra Pass 4200m.a.s.l.]

Mesum Verma



in this region of endless mountains. This time we had the view of Dhaulagiri I (7th highest mountain in the world at 8167 meter of sea level).

The next day we visited the Muktinath Temple, with the „Hundred Waters,“ as it is called in Tibetan. It has 108 bulls faces through which water is poured. The sacred water that flows in 108 pipes around the temple complex denotes all the sacred Pushkarini waters (Temple Tanks) from all the 108 Sri Vaishnava Divya Desams, where the devotees take their sacred bath even in freezing temperatures. We tried also to wash our sins, let's hope it helped!

It was a very nice day, sun was out, and it was warm! Lubra Pass was our target, in „normal“ days you need 20 minutes to climb up, but that day, it was hard, as it was snowing several days before, so there was quite a lot of snow, which it makes a bit difficult to push the bikes up to the top! But compared to yesterday (Kagbeni to Muktinath), I enjoyed it a lot, as it was totally out in the nature, only the single trail, far away from civilization. And the trail down from Lubra Pass was just a blast!! Lubra Pass is at the height of 4200 meters above sea level and Eklebhatti just near Jomson is 2740 meters over sea level. So we had a nice descent all the way down! Except that the cross wind down in the valley was pretty strong!

After lunch, we pushed ourself against the cross wind down to Marpha, which is only 6km away from Jomson.

The next two days till Beni, it was a very nice descent, all on dusty fire road, but this time always down, „only downhill“ from now on, Nishant told us. Of course, there was quite a lot steep short uphill, which took everybody's breath away! It was a fun ride down to Beni, where we took a Jeep to Pokhara! My days coming to end in Nepal for this time, and we had a nice rest day in Pokhara, which included a nice swim in the Phewa Lake!

GOOD TIMES!!

that is all I can say
from my 18 days in
Nepal!

Namaskar and see
you next time!!



Marpha, a nice village, kids want to ride the bike too.





For me as a guide, I have been guiding many riders. This time was for different than any other time guiding, I learned more things about biking with my team manager Mesum Verma and my elder beginner brothers Suwans and Nischal, these guys were new for Mustang, they haven't ridden such type of landscape before. For me being a guide, I want to motivate them to bike and feel it and they did a great job. My team manager Mesum Verma did well even though he was from sea level. What I learned is ride hard, party hard .

And the main challenge for everyone was the Lubra pass because when we were crossing through the small donkey trails, there was full snow and that made the ride more adventurous. All the way to top was snow and it was harder for us, we were using double energy to do that but it's said that „Work hard, good things are on the way“ and we did it . It was hard to ride at that altitude and finally as I was the lead guide I felt proud to get these guys to the top of Lubra pass. And going down was so amazing, all were enjoying the trails, and the food and alcohol made the ride more great haha but it's all about how at a new place you like to taste their stuff .

It felt good when Nischal told me “Nishant, you know that it will be more fun to do that trail.” Once we reached Pokhara, Nischal said to me, “You know I am missing something.” I said “What?” He said it's so good to ride a bike today, but I didn't ride and now I am feeling something's missing, haha .

So we love biking. It make us happier.

Woke up at 6:30 breakfast and drunk till 12 at night its fun, and once you ride the trail that will be the morning alarm haha on trails .

Yes for me every time is a good experience. Doing a trip with different riders gives you a chance to know different things.

We are not too old to set one more adventure trip.

Bike beer ride

Ride on !!

Nishant Shah

All I knew was how to ride a mountain bike, but now I know the difference between just riding a mountain bike and riding it with the ultimate thrill and epicness. Being an amateur rider, I was super excited but equally nervous to ride on the trails of the mountains. Risking myself taking a high altitude with zero knowledge about the trails, landscape, people, and the weather was the most challenging part. It was not just about testing my abilities but I had a great opportunity to learn a lot more about mountain biking. Having a professional rider, 'Mesum Verma' around us who was motivating with the riding energy, the whole trip was truly an influential moment. I can't be thankful enough for sharing this epic journey with him.

Even though the trip requires a sort of risk and sufferance, we were rewarded with the majestic landscape and the breathtaking views of the mountains. Physical stress was very superficial because our minds had the energy to push the limits. 'Why would you not push that limit when you are riding on those spectacular mountains, astonishing valleys, rivers, pine forests, alleyways and the remote villages with the beautiful smiles of the locals and the cute high five of those little kids ?' Trust me, it was worthwhile !

Personally, completing the trails on the mountains was the proudest moment of my life. I felt like it was some sort of addiction. To be honest, it was like miraculous adventure porn which was extremely satisfying to explore. Now I know what it feels like to really ride something. It becomes even more special when your fellow riders are your childhood friend 'Suwas' who is ready anytime to explore anything possible, 'Mesum' the professional rider who's been riding all over the world for decades and knows what the real deal is, and lastly the most inspiring person, the actual trail blazer and the settler of mountain biking generation in Nepal, 'Nishant Bhai'. Kudos to everyone for doing this mesmerising trip with me, you have all gained my respect and congratulations, now you have earned a new mountain biker.

'Enduroooo'

Nischal Basnet



**WORDS
GOOD TIMES**

**WORDS
GOOD TIMES**



It was my first ever domestic Flight Pokhara to Jomson, it was smoother than I thought. We were busy taking selfies, when everyone was enjoying mountain view. It was a quite a hell of an experience riding Mustang Valley, it's really hard for me to explain how it was to MTB over the altitude of 4000 meters.

I didn't experience anything bad on this trip, but learned that you need to be prepared physically and mentally as you will face lots of challenges like extreme downhill, technical trails, snowy trails, flat tyres, Other than that this trip was one of its kind, its was adventures when you do ridges over Lubra Pass and Downhill to Marpha at same time you get mesmerised by the stunning view of Dhaulagiri Mountain Range and the kind hospitality of locals.

MTBing over Mustang Valley with professional bikers was quite a hell of a challenge for me but the at same time you learn a lot about MTB in these kind of trails, I would like to thank all the team members, as without them it would be impossible for me to do this trip alone.

Suwas Maharjan



FIFTY-FIFTY

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WALLRIDE PARK

HYDERABAD

"It was a dream of mine to go to India for more than 20 years. When Ikram and Hamza asked me if we could come to Hyderabad to build a pumptrack, I could almost not believe it. Visiting India and building a Velosolutions pumptrack was a triple dream coming true. What an incredible experience it was and what an amazing country you have! I definitely want to come back as soon as possible. All I have to say is:

Thank you India!"
Claudio Caluori



How did all start

Initially the plan was to just build a dirt pump track, but as I became more familiar with the huge cycling community and the undiscovered skateboarding community, I saw the potential in building a **state of the art** facility for these people to hone their skills and others to begin their journey there. In the process we came across many pump track builders, but **Velosolutions** stood out, having experience in parts of the world like The Philippines, Thailand and Bali, we knew they could handle the challenge of building in India, and after riding their pump track in Thailand I was confident they were the ones. **Holystoked** being one of the building blocks of skateboarding in India were an

easy decision. At which point I faced the fact that my level of investment increased drastically. After **getting rejected** at countless investor meetings and the idea being shot down even on the level of advice, I turned to my dad, **Ikram Khan**, and pitched the idea to him. It took a while, but eventually he came around, I got him to see what I see everyday, since then his and my **family's support** has been unwavering, they were the key support in making this happen, financially and operationally even more so.



The idea behind it, the vision & plan

*WallRide Park is a purpose-built park in **Hyderabad**, aiming to promote extreme sports and fitness, to provide already skilled individuals and novices alike, with the infrastructure to up their game! **WallRide Park** Hyderabad is just a first in our mission, we hope to grow both the size and variety of our park, and skill and enjoyment of the people who use them.*

The team behind the design & build

Pump Track Team : Velosolutions Global – Claudio Caluori, Ben Josi, Claudio Schnurenberger

Skatepark Team : Holystoked Collective – Abhishek, Baumi, Michael, Dhruv, Toni
Their respective expertise (highlighting and shout outs)

Velosolutions, the most incredible beings I've witnessed at work, these guys coming from freezing Switzerland **worked from 8am to 8pm** most days with maximum half an hour of break time (like 3, 10 min breaks in the day) in 36 degree heat and using heavy machinery all day and completed the **pump track in 10 days**, it was incredible seeing the speed and perfection of their work, a HUGE shout out to their work ethic,

professionalism, and finished product. Shout out to the CEO of the company and world-renowned Mountain biker **Claudio Caluori** who was with us in charge of the build and lived up to his **HARDCORE** status, working the compactors like they were toys. Shout out to Claudio Schnurenberger and Ben Josi who apart from being the rest of the pump track team, helped us design and build the WallRide.

Holystoked, Shout out to Michael **(Brussels,Belgium)** who's killing the build and shredding the pump track with fresh stitches on his elbow! Shake (Bangalore,India), Dhroov **(Mumbai, India)**, Baumi **(Hannover, Germany)** and Toni **(Delhi,India)** busting their asses to give us a sweet skate park, their combined experiences are evident in the quality build standards they hold in their work.





Pump track is ready, skate park is built and should be ready to use after April 15th, and they will be free to use till the *inauguration which will be in mid-May*, after which we will have hourly, daily and monthly packages for the park, along with training and BMX and MTB rental. What can one expect once it's ready? (The elements at the park in Hyderabad for skate & MTB/BMX, shop, cafe, added facilities) Apart from the *skatepark, pump track and AirBag jump*, the park will have a snack store, MTB and BMX rental and a mini Pro-shop and Viewing decks .



The thought behind making it skateboarding inclusive A statement on the BMXing scene in India. As far as I've seen, there's incredible talent in India, even with minimal support, and that's incredibly inspiring, to see skill rising above basic limitations.

What are you personally most excited about in regards to shredding the park?
*The WallRide !! The China Bank ledge, (I love grinds and slides of all types)
The pump track Berm to skatepark quarterpipe transfer !*

Facebook @wallrideparkhyd

Website: Wallridepark.co

Location : #315, Snehita Hills, Chevalla Road, Peeran Cheruvu, Peeranchuruvu, Hyderabad, Telangana 500091 (its on google maps as 'wallride park')

RIDE IN GOOD COMPANY

I-Fly 2.0 / 155g



Fabian Dankl

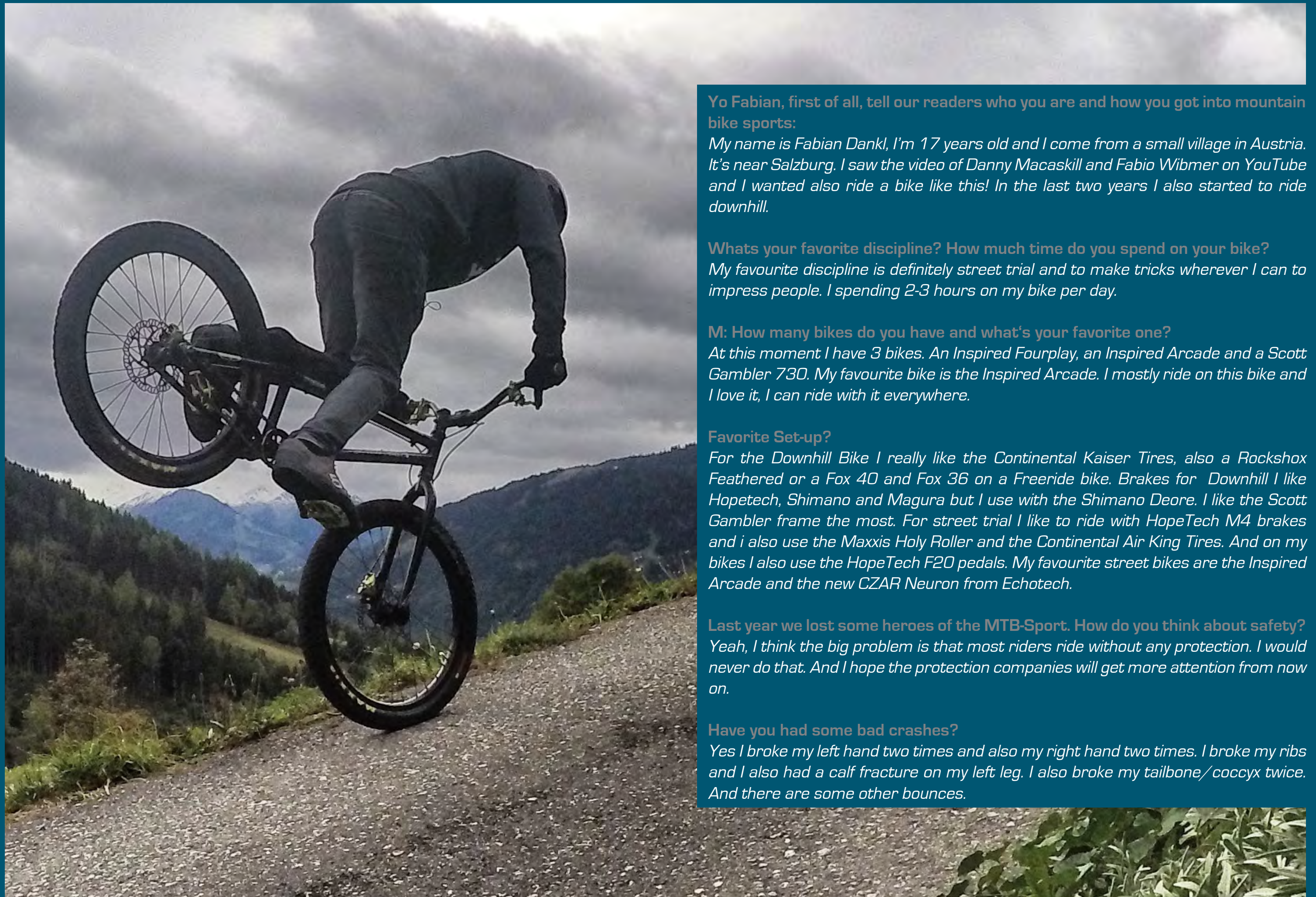
INTERVIEW

Fabian is a young gun rider from Austria. He likes all kinds of mountain bike sports. He is into street trial, and for the last two years he has been riding some downhill for a change. With his 17 years he can already count some sponsors for himself. So here is a short interview with Fabian. If you wanna read more about him, follow him on Facebook, Youtube, and Instagram.



Fabian Mitterhauser





Yo Fabian, first of all, tell our readers who you are and how you got into mountain bike sports:

My name is Fabian Dankl, I'm 17 years old and I come from a small village in Austria. It's near Salzburg. I saw the video of Danny Macaskill and Fabio Wibmer on YouTube and I wanted also ride a bike like this! In the last two years I also started to ride downhill.

Whats your favorite discipline? How much time do you spend on your bike?

My favourite discipline is definitely street trial and to make tricks wherever I can to impress people. I spending 2-3 hours on my bike per day.

M: How many bikes do you have and what's your favorite one?

At this moment I have 3 bikes. An Inspired Fourplay, an Inspired Arcade and a Scott Gambler 730. My favourite bike is the Inspired Arcade. I mostly ride on this bike and I love it, I can ride with it everywhere.

Favorite Set-up?

For the Downhill Bike I really like the Continental Kaiser Tires, also a Rockshox Feathered or a Fox 40 and Fox 36 on a Freeride bike. Brakes for Downhill I like Hopetech, Shimano and Magura but I use with the Shimano Deore. I like the Scott Gambler frame the most. For street trial I like to ride with HopeTech M4 brakes and i also use the Maxxis Holy Roller and the Continental Air King Tires. And on my bikes I also use the HopeTech F20 pedals. My favourite street bikes are the Inspired Arcade and the new CZAR Neuron from Echotech.

Last year we lost some heroes of the MTB-Sport. How do you think about safety?

Yeah, I think the big problem is that most riders ride without any protection. I would never do that. And I hope the protection companies will get more attention from now on.

Have you had some bad crashes?

Yes I broke my left hand two times and also my right hand two times. I broke my ribs and I also had a calf fracture on my left leg. I also broke my tailbone/coccyx twice. And there are some other bounces.

Ouch, that hurts. Does your family support you? What do they think about it?
Yes they do. They think it's a crazy kind of sport but it's nice and cool because there are not many people who do something like street trial biking.

Tell us your best moment in your mtb career so far!

My best moment was definitely when I landed my first FootJamTailwip trick on my bike and when I won the DannyMacaskill's Bunnyhop contest at the EuroBike in 2016!

Your goals for 2017?

I want to make some new big videos, trick contests and also some downhill races.

Is there a favorite riding spot or do you just wanna ride your bike no matter where you are?

Mostly I ride my bikes where I want! But I ride Downhill at the Bikepark Leogang and often at the BikePark Saalbach Hinterglemm or on my Hometrail. Street-Trial bike I ride at my training place at home or in the AdventurePark Osttirol!

SHORTIES:

Single or double crown? *single crown*

Summer or winter? *Summer*

Muddy or dusty? *Dusty*

A thing you could not live without? *My bikes*

Favourite music: *Rock, Radical Face, Band of Horses and also The Jezabels*

Motto: *Grip it and rip it!*

Chips or chocolate: *Chocolate*

Bikepark or single trail: *Mostly Bikepark but a single trail is also nice as compensation.*

Fullface or normal helmet: *On the downhill bike i use a Fullface Helmet from KiniRedBull at the moment. On the street trial bike i ride with a normal BMX Helmet from PocSports.*

Sponsors: *PocSports, GaffGaff, HerculesWAE, Coocazoo, KiniRedBull*





RIDING WITH YOUR BUDDY

  Ruturaj Bhopatkar
Rugved Thite

So Pune is a great place for mountain biking and especially for Downhill Mountain Biking! So how's the downhill scene in Pune you ask ? Well it's growing at a good rate ! So there is only one hill located inside the city, that hill is ARAI and that is where we go ride on a daily basis, and because the place is not a bike park, you'll often find walkers, photographers and mountain bikers!

Pune is a great place to train for downhill. On the ARAI hill we have around 16 downhill trails but all are very small, ranging from 30sec to 2mins and they all have different features. And sometimes we get bored of riding the same trails over and over, so we drive randomly around the outskirts of Pune in search of new places to shred and we build new trails with all kinds of features, like jumps, berms etc. Of course this is not easy as it requires lots of dedication and manpower! These hills that we plan to build trails on don't have a shuttle, so again to ride a 2min downhill track it may take you around 20-30mins to reach to the top, and just after doing 3-4 we bonk out ! So currently we have 3 different downhill tracks on 3 different hills which are all great and have amazing flow and we love them!

Ruturaj and Rugved are both young guns from Pune and are currently riding for the **MTBMAGASIA TEAM**





and both are dedicated to Downhill Mountain Biking! So they both ride a Giant Glory, Ruturaj rides a 2016 version and Rugved rides a 2015 version! And they both love their bikes, Ruturaj says “This is one of the best downhill bikes on market, I love the way it stays planted on the ground when I’m going fast and when you want to have some fun with it, it will give you a joyride”. Rugved says “I love the geometry of the bike, it’s very comfortable and it also likes to do wild things”!

Both these buddies Ruturaj and Rugved ride, train and party together! They both ride 4-5 days a week and the rest of the days are clustered with college classes. The people who ride downhill on the ARAI in pune have to ride at odd times, 10am-4pm, that’s the time span for riding as earlier in the mornings the hill is crowded with walkers and same in the evenings!

Why do you guys train together?

Ruturaj says, *"Well.. isn't it fun to ride with your mates ? Then why not train together? This becomes easier to ride for longer hours and it's also great for pushing each other !"*

Rugved says, *"Ya its really important to have a friend you can ride with, and it helps as you both progress together and have each other's backs!"*

As the 2017 season approaches these both have to get ready, as more and more competition increases day by day ! And it's all about competition for these guys !



Mountain Bike Clinic



Jocelyn Powelson



Wade Dunstan


Bunnyhops, wheelies, manuals, wheel lifts, carving, track-stands, steering. These were some of the skills learned on the first weekend of April, at a 2-day ladies' mountain bike clinic held at Hattiban, in the outskirts of Kathmandu Valley. The clinic was organized jointly by And She's Dope Too, an international organization aimed at getting girls outside, Himalayan Single Track Nepal and by Ladies Mountain League, a project started by Hanna Sjodin to help support Nepali girls in outdoors sports.





American Lindsey Richter, a professional mountain bike coach from the LIV Ladies All Ride team, led the clinic with the assistance of Shonny Vanlandingham, former women's world champion xterra triathlete, and Julie Cornelius, a mountain biking guide based in Utah. The purpose of the clinic was not only to help teach and improve mountain biking skills, but also to help the ladies develop confidence and determination that will make them stronger both on and off the bike. In this way, the three women leading the clinic were an inspiration for all of the ladies who came to participate!

Saturday's clinic was designed for beginners who were still learning basic bike skills. Most of these girls did not have their own bikes and were using bikes generously provided by Himalayan Single Track. A total of 15 Nepali ladies came on this first day. We started with the very basics: how to check that a bike is safe to ride, how to use the brakes and shift gears properly, how to get on and off a bike properly. As the girls became more comfortable with their bikes, Lindsey began to teach the slightly more advanced skills that are important for mountain biking: how to position the body while riding uphill verses downhill, how to balance on the bike, and how to position the pedals. By the end of the day, the new riders rode confidently down part of the mountain bike race course used in Nepal's national downhill championship. Every single one of the young women had beaming smiles across their faces as they rode down the trail. The coaches and the participants themselves were all amazed at how much the ladies progressed over the course of the day.

A woman with a purple and black helmet and a black t-shirt with a name tag that says "RABINA" is riding a purple mountain bike. She is smiling and looking towards the camera. In the background, several other people are also riding bikes on a dirt trail in a wooded area. The ground is covered with dry pine needles.

Sunday's clinic was designed for intermediate and advanced riders who had their own bikes and were comfortable riding on roads or jeep tracks but wanted to build confidence on singletrack trails. A mixture of 16 Nepali and foreign ladies from all age groups showed up for day two of the clinic. We again started the day going over basics, since it's important to have a solid foundation in order to build more advanced skills. After practicing bike balancing and body positioning, we progressed to practicing proper turning and carving technique, first on flat ground and later on a set of berms built into the downhill trail. After lunch, we broke into two groups and spent some time working on more advanced skills like lifting the front and back wheels over obstacles, doing wheelies, and riding up and down on a log step. The riders all had a chance then to put their new skills into practice when we rode back to Lalitpur from Hattiban on a mixture of singletrack and jeep track trails. We finished the day with some delicious coffee and cookies and conversation about how to continue developing the ladies' mountain biking community here in Nepal.

Overall, the weekend clinic was quite successful, with riders from a wide range of previous experience levels all making significant progress in developing their bike skills and building their confidence. Everyone thoroughly enjoyed the weekend and left the clinic excited to continue riding and to help the women's biking community to grow.



Moving forward, we are hoping to continue encouraging more ladies in Nepal to join us on the bike trails. We have a few ideas for ways to accomplish this; 1) We plan to start organizing women's morning bike rides once or twice per week and perhaps some longer rides or even overnight trips on some weekends, 2) We are working to acquire a set of basic mountain bikes that can be used by women who want to come on ladies' rides but do not have their own bikes, and 3) We are seeking ways to reach out to women in more rural areas to see how we can support them as well, and 4) We are trying to work with race organizers to see how we can encourage more women to participate in bike races. We are quite excited about the future of ladies' mountain biking in Nepal and can't wait to see some more Nepali women shredding on the trails around Nepal and building their self-confidence and independence as well!

We also need to say a huge thanks to Liv Cycling for donating 2 bikes to a couple of the Nepali girls to help them train and work in the mountain bike tourism industry.

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