

# mtbmag

asia.com

ISSUE 038 - JUL / 2017



DON'T MISS IT



# X FUSION

## RV1

### FEATURES

The HLR damper is a twin-tube, cartridge based damper which features high and low speed , independently adjustable compression and rebound damping adjustment. Carbon fork guards protecting the magnesium lower legs.

Neutra Valve pressure release valves to neutralize internal pressure providing the most consistent spring rate characteristics.

Nvolve Wiper seals reducing seal drag and increasing durability

Single Bolt 20mm Pinch Axle

Optimized Dual Crowns for 26 and 27.5 inch wheels

Clip on frame guards

### SPECIFICATIONS

Weight: 6.1lbs/2767 grams

Wheel Size: 26 inch or 27.5 inch

Travel: 200mm (ITA 180-200mm)

Stanchion: 36mm Aluminum

Spring: Coil

Damper: Twin Tube HLR Cartridge

Adjustments: High and Low Speed Compression, Rebound

Steerer: 1 1/8th Dual Crown

Axle: Bolt-On 20mm

Features: Neutra Valves, Fork Guards

Colors: Matte Black, Smoked Chrome

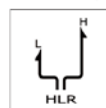
Axle to Crown: 26in. 569mm, 27.5in. 579mm @ 200mm of travel

Offset: 26in. 42mm, 27.5in. 46mm

Max Rotor Size: 203mm



### TECHNOLOGY



HLR damping systems are on our performance line. They offer external rebound adjustment & external high and low speed compression adjustment.



Open path damper in a sealed outer tube for ultimate performance, low weight and low stiction.



The Adjustment Shield is an aluminum protection cap that keeps the fork's compression knobs safe from deadly impacts by natural terrain while ripping rough trails.



Pressure release valves to neutralize internal pressure providing the most consistent spring rate characteristics.



Brake house guides for simplistic and easy brake line mounting.



New ultra durable, low friction wiper seals for all forks.



Specific offsets for 26, 27.5 and 29 inch wheel platforms.





## EDITORIAL



Mesum Verma – Editor in Chief

ride on  
keep it real!!  
mesum verma

### DON'T MISS IT

when thousands of riders gather in Kathmandu and ride the KORA 17 for a good cause. All money raised during the Kora 17 will be donated to the Bungamati Trails Initiative, to help build new trails, maintain old ones and generally develop this area into a cycling friendly destination.

Rakesh Rana from Uttarakhand is on his way to becoming the fastest long distance mountain bike rider in India. Don't miss his interview when he tells us about his races and training.

This year it will be dusty again in the Guide National Geopark, for the second year there will be an international downhill race, with riders from 10 different countries. You do not want to miss it again!

When you travel, you don't want to miss your flight, so better go with a well packed bike. We show you 3 different bike bags and you can choose then exactly for your need and budget.

## ISSUE 38 INTERVIEW

Rakesh Rana



### KORA 17

The Riding Community in Nepal get together



### YOU DON'T WANT -

Miss it again!! International Downhill Cycling Race



### BIKE BAGS

Travelling with the Bike



## CONTENT



# RIDE IN GOOD COMPANY

## Duster P MTN

285mm x 140mm  
C/F: 190g  
Ti-Alloy: 240g  
Cro-Mo: 255g



**D2 EDGE FLEX**  
Dual injected, nylon-glass  
base with rubberized  
edges for optimal pedaling  
efficiency

**COVER MATERIALS**  
Soft microfiber top with  
embossed graphics and  
durable Kevlar sides



**NOSE PLATFORM**  
Wider surface area  
for increase control  
and power transfers  
on inclines

**PERI-CANAL**  
Continuous relief  
channel from tip to  
tail with light-weight  
EVA foam

**FLAT-FORWARD DESIGN**  
Allows ease of movement  
and enhanced pressure  
distribution in multiple  
riding positions





**PATROL**  
TRAVEL: 155MM REAR 160MM  
FRONT / WHEEL SIZE: 27.5"



**PATROL CARBON**  
TRAVEL: 155MM REAR 160MM  
FRONT / WHEEL SIZE: 27.5"



**TR500**  
TRAVEL: 180MM OR 203MM  
/ WHEEL SIZE: 27.5" OR 26"

[www.transitionsbike.com](http://www.transitionsbike.com)

# Transition

B I C Y C L E C O M P A N Y





# रफ़्तार

# रफ़्तार

interview





**Hi Rakesh, please introduce yourself a bit, so we will know you better.**

Hi! I am Rakesh Rana , a resident of Mukteshwar which is in the Kumaon Region of Uttarakhand. I am 27. I have a coffee shop and a camping site in Mukteshwar which I manage along with my brother.

**Tell us, how you got into Mountainbiking? Were there other sports involved, or did you just straight pick up a MTB?**

I used to run and play cricket during my school days. Mountain Biking came by chance. There is an NGO called Aarohi which was organizing cycling events in which I participated and also won. From there on, I took Mountain Biking as a serious sport and have progressed.

**You attend quite a lot of races, what is your feeling being in a race? Are you nervous when you are racing? What is going through your mind while racing, what do you think about while chasing the number one spot?**

Without doubt, there is a little bit of nervousness before every race, but I suppose that is what exactly helps me perform better.

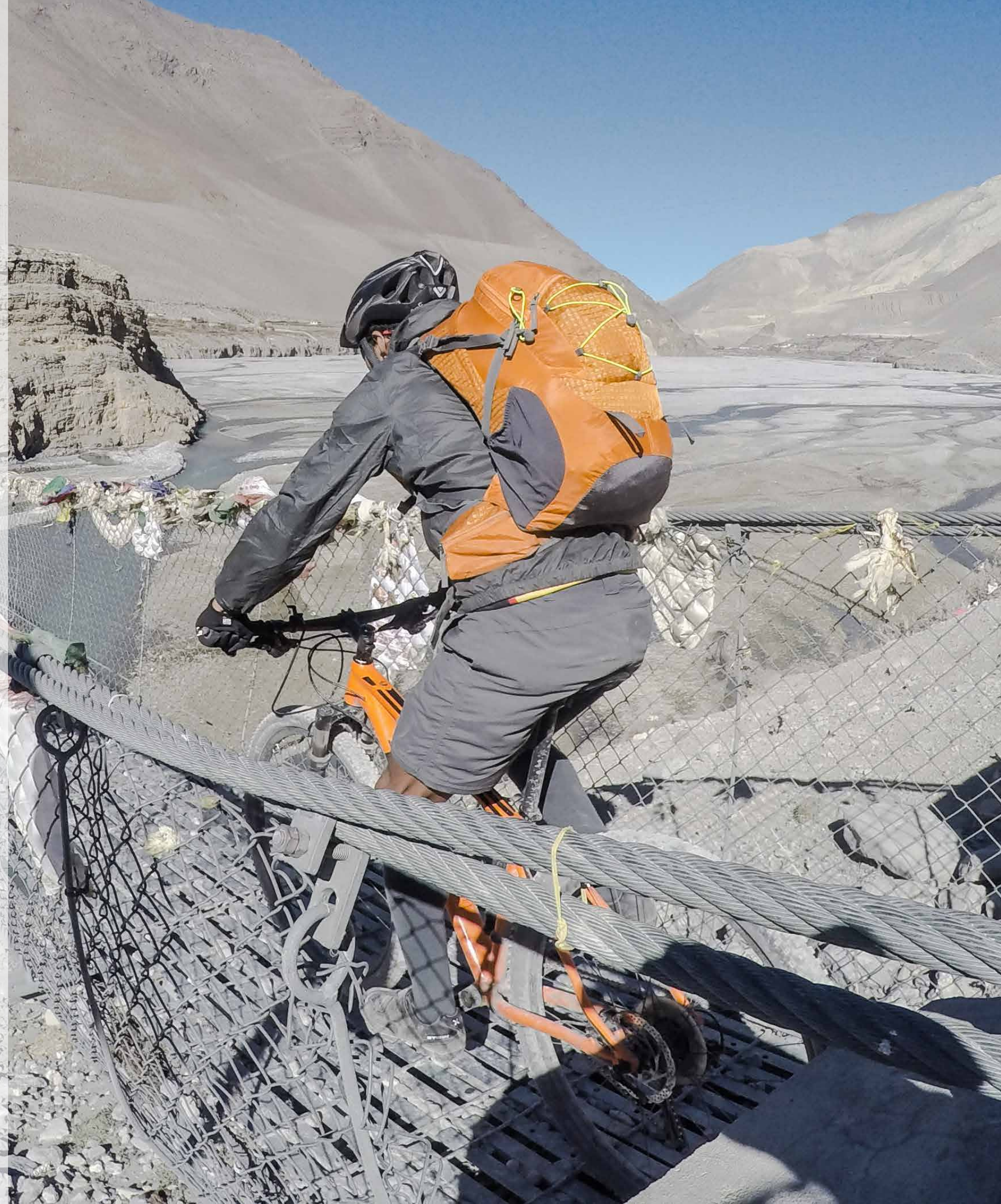
I have been competing in quite a few races and I love the thrill of competing with the best riders and also get to learn from them. I also try to come number one, put in my best efforts, sometimes it pays, sometimes it does not come through.

**You are racing XCO and long distance races, how you do prepare for those races? Do you keep a eye on your diet? What do you drink? How does your week look with respect to training?**

I prepare for long distance races by doing long distances in and around where I stay. Mukteswar is at an altitude of 7000 feet plus and that gives me an advantage during training . Inclines come naturally to me. I usually ride around 100 kms per day for training for these long distance rides. Yes, I do keep a check on what I am eating as it does help in my performance during the race. I ride for 4 days during the week and then I do my core exercises to build my muscles.

**How hard was the Tour of Dragon to race? You must ride in a single day 267km! Which is really long on a MTB, it is even for road biking pretty intense.**

Tour of Dragon Race was a







though race as it was a long distance race . I had never ridden so long in a single day . But I managed to finish well and kept on pushing my limits.

**You are working with Walk to Himalayas, what is your relationship with them? Do you also lead some tours for them?**

I have been very fortunate to have Walk To Himalayas as my sponsors, and a family to me. From the very beginning, when I had very little to show, they have been supporting me for my bike, training, travel, the whole package. I have had the opportunity to participate in Tour of Dragon, Polo Race , MTB Himalaya, MTB Shimla, Goa International Mountain Biking Challenge , MTB Nainital, etc because of their support.

**Polygon Bike Nepal is sponsoring your bike, can you tell us a bit about what bike you ride, and why it's the best for riding XCO?**

Mountain Trail Bike, the official distributor of Polygon Bikes, as a partner to Walk To Himalayas, has already agreed to come as supporters for my bike. Till now, I have been riding a Trek Supr Fly 5[ Bike was co sponsored by

Bike Station Haldwani along with Walk To Himalayas] but will soon be riding a Polygon Cosmic29 RX3, an ultra lite ACX 29er carbon fiber 29er with FOX 32 with Kashima coat & Shimano XT. Plus, I will also be using a Polygon 29er alloy frame bike for training. As the bike is on its way, I am really excited about it.

For me, endurance is a way of life. As I live in the mountains, going up and down the mountains is like a walk in the park. While I am working on my mountain bike skills, it was but natural for me to take up XCO.

**What is your future goal? How big do you see the opportunity in India to be a bike professional?**

My future goal is to win as many Mountain Biking events in India and abroad and be among the top mountain bikers in the region and I am training hard. While I say this, I must again not forget to mention that I have been very fortunate to have Walk To Himalayas team and many many friends and family from India and abroad who have supported my dream financially, or in prayers.

While I was growing up, say some 10-15 years ago, our culture did not really recognize these alternative sports, it has



always been cricket here in India. But of late, mountain biking as a sport has really taken off and I can see that every year, there are more and more youths, as well as adults taking to mountain biking. Of course, not all will be doing it professionally, but the mountain biking community here in India is multiplying like crazy. With that, for athletes like us, it is good news when the popularity of the sports is growing as more people know us, the children are motivated to take up cycling, you are a part of a greater community.

**The last words are yours! Something you want to say to the kids, why they should pick up biking before anything else? Thank you very much for your time, and we wish you all the best!!**

I would be so happy if more kids take up this sport . You can not only take it up as a hobby but also professionally . And in future I would love to train the kids who want to take up this sport.







**ICS** THINK SMART. *RIDE FREE.*

***XACT***  
**CROSS OVER FULL FACE**



**get out and play**

#ixsplayground



# KORA

15. JULY 18

#kora17 | The Riding Community in Nepal get together to build Cycling Trails to help Reconstruction through sports.

The Kathmandu Kora Cycling Challenge has a history of helping. Ever since it started in 2011 with just 35 riders doing a 50km ride around Kathmandu, to help raise funds for an orphanage and a school for under-privileged children, it has become a yearly event with a different charitable goal. Since 2012, it has been concentrating on health, upgrading and even building new maternal and health facilities in different places in Nepal. Over the years, it has covered far flung districts and near ones.







Nepal had a devastating earthquake late in the month of April 2015. While the amount of damage was luckily not what was expected, it was still enough to destroy several health facilities, schools, personal houses, and especially older communities, since they had older houses as well.

In 2015, the organisers almost cancelled this yearly event that happens on the third Saturday in July. By the end of June, however, it was clear that the event had to be go ahead, if only to make a big statement that we were still alive and kicking. Almost 3000 riders got together in the largest show of strength and community, and raised about a million Nepali rupees to

rebuild a health facility that was down close to the second epicentre. By the end of a year, the facility was ready and handed over to the local community.

This year, the event is expected to gather again around 2500 – 3000 riders to ride 50km, 75km and 100km loops of Kathmandu, and raise money for maintenance and development of cycling trails around Bungamati and Khokana, two settlements at the southern foothills of the valley, both of which have severe damage to property.



## The concept of BUNGAMATI TRAILS

Riders in Kathmandu know that the areas around Bungamati have amazing cycling trails, from novice to expert cross-country and, if we go slightly higher, very technical downhills and single tracks. It's really meant for all riders.

In early 2017, a proposal came to try and talk to the local community about the possibility to bring cycling tourism as a means to rebuilding

with pride. At socialtours, the organisers of the Kora, we jumped at the opportunity. A quick meeting with the community found really keen riders, and youth that were willing to do their part to make this happen. A nine member committee of all youth clubs in the area was formed, and the Bungamati Trails Initiative was born.

This year, all money raised during the Kora, will be donated to the Bungamati Trails Initiative, to help build new trails, maintain old ones, mark the trails, get first aid and mechanic training, print brochures, and generally develop this area into a cycling friendly destination.







This, we hope, will set an example of how cycling destinations around the country should develop, and the potential for this is endless in Nepal.

### The KORA

A Kora is a circumambulation of a holy site, usually done clockwise, as that's the way nature also turns. Kathmandu has numerous religious sites, but of tremendous significance are the three sites of Pashupatinath, Soyambhu and Bouddha, the first for Hindus and the latter two for Buddhists.

This event circumambulates the three sites on a big loop around the valley, one of which is 50 km, the other 75 km and the largest loop 100 km.

Riders challenge themselves during this ride and it's not a race, rather a cycling challenge. Even the 50km has over 600m of ascent, the 75km and 100km far far higher!



## The Fund Raising

For every kilometer that the rider rides, he or she hopes to raise Rs. 100 (about a dollar) from friends, family or business for the cause, allowing riders as well as non-riders to participate in the event, for a greater good.

This year, the hope is to raise about 5000 USD for the Trails Initiative!

## THE FUN BIT

During the run up to the event, it becomes like a festival in Kathmandu. Riders come in from other parts of the country, cycling companies give discounts and Kora specials, all cycles on hire run out in the city, and the mechanic shops ready themselves for the day, as the business rolls in.

The event itself starts at the historic Patan Durbar Square, where the mass of riders gather to the pleasure of locals, and photographers shuffle all over the place to get a good shot.







Then at around 7:30 AM the ride starts with the 100km riders, then the 75 km riders and then the big mass of 50km riders who snake around Kathmandu in a close to five kilometer long mass of riders, through main roads, through country roads, small lanes, bridges etc to encircle Kathmandu and come back to Patan.

Along the way, they pass Soyambunath, Boudha and Pashupatinath, and make a pit stop at Boudha at the famous Samata Bamboo School, which has been providing 1 dollar a month fee education to over 30,000 children in Nepal, in its 29 odd schools, all made of bamboo!

### Organisers

socialtours, a sustainability certified, award nominated travel specialist, running unique trips in Nepal, Bhutan, Tibet and India

Cycle City Network Nepal, a youth-led initiative working towards making Kathmandu a cycle city in the future

Along the way, the team is helped by organisations, cycling companies, associations, interest groups, restaurants, first aid experts, etc. An event of this size is impossible to take forward as a small team.



# FIFTY-FIFTY



## Guidering 104 PCD

AL-7075 T651, Black Blue Red Green

Range: 30T 32T 34T 36T

Compatibility: 9/10/11 speed

Size/PCD: 104PCD

Weight: 36g(30T) 36g(32T) 48g(34T) 60g(36T)



## Chainguide DHR Series

AL-6061 T6, Black Blue Red Purple Green Orange

Plastic Parts: High molecular nylon, black or white

Range: 32-36T or 38-40T

Mounting Standards: ISCG03/OLD or ISCG05

Weight: 150g (ISCG05 32-36T)



# You Do Not Want To Miss It Again

TDRY - International Downhill Cycling Race  
12 - 13. August 2017





**This is the second year of TDRY International Downhill Cycling event held in Guide National Geopark. For the one who could not join the exciting race last year, you have already missed a lot. And if you not hurry up to register to attend the event, those are what you will miss this year:**

- This is the only geo park in China which has downhill trail built on the Danxia landform hills. Even all over the world, you may not be able to see such a special downhill track.

- Not only you will see the special Tibet Plateau sights, but also you can experience the traditional Tibet Plateau food, drink and culture here.

- This is one of the few downhill trails in China designed and built completely by Australian team. The team have actual, proven experience in the field of designing and constructing world-class destination trail networks and racing facilities such as Eagle Mountain Bike Park (UCI Cat 1), Melrose and Craigburn Farm (featuring Australia's first actual Flow Trail) in South Australia as well as the UCI Cat 2 Asia Pacific DH Challenge track in Bali.



- The event organisation has invited more than ten different nationality riders to attend the race in which you will have chance to talk with the international riders and share their experiences and stories. Each of them has won top 5 in international or national DH races.

- High prizes for top riders. If you are a fast DH rider, you will have chance to win more than 10,000 RMB (about 1500 USD) in the race.

- The celebration camp fire party with BBQ dinner in the evening of 13th Aug. Here you can drink, eat, sing, dance and talk with other riders.

If you wish to know more about the event or how to register, please contact sports2us, the only authorised event co-operation company for international rider registration, event promotion, event management and trail construction.

We are looking forward to seeing you in the event.







天地人缘·2017贵德国家地质公园

TDRY-2017 Guide National Geopark International Downhill Race

国际自行车

INTERNATIONAL  
DOWNHILL  
CYCLING RACE

速降赛

2017.8.12-13





# “APPLE”

S-PARTS TITANIUM  
**COLOR** DESIGNS

“苹果绿”系列钛合金套件



/ S-PARTS TITANIUM /





# BIKE BAGS

## WHERE IS YOUR BIKE SAFE?

As soon you want to leave your home and want to go riding in another country or somewhere else within a country so big, you must fly to your bike destination. You will face the problem, how will you take your bike? So simple the answer is, that you need a Bike-Bag but it is so difficult to choose the right one! I live in China, so I must fly or take the Bullet Train to somewhere if I go racing or make a bike trip. I had several bike-bags, and several destroyed by the airlines. They

all did a good job, they kept my bike safe. We will show you 3 bike-bags, and for one of them, we go more into the detail, while the other bike-bags are just options to save money in any means. Biknd Jetpack is one of the favourite bike-bags for mountain bike riders but also for road and triathlon racers. I have had it for quite a long time now, and travelled to many places, and I found out, it's really a good bike-bag. Despite, all including the Biknd Jetpack got wrecked by the airlines while loading the plane as they read the sticker: FRAGILE throw this bag hard and far and take care, that the bag will be destroyed after the flight. The material from all bike-bags is pretty good, even though it cannot stay undamaged for very long.





## Biknd Jetpack

My favourite all time bike-bag. It makes it really easy to pack the bike, you can do it in about 30min or even less. Remove the pedals first, then front and back wheel, put the bike in the bag, and as it is open from both sides, you can easily disassemble the handlebar without holding the bike, as it stands firm already in the bag. With the top tube protector the handlebar is exactly in the place where it should be, and will not move around and scratch the frame or other parts while the bike is in transit. The good thing on the Biknd Jetpack is, you can adjust it exactly to your bike, they give you a lot of universal spacers for your front fork axle or rear end axle. Next step is to deflate the wheel tubes and put the wheels on each side of the sidewalls of the bag. You do not need to remove the cassette or the brake discs, as in the sidewalls integrated are inflatable airbags (don't inflate them too much for the flight otherwise they will burst, though that never happened with me) to protect the wheel and everything inside really well. Now you are pretty much ready to go! Maybe put the saddle deeper inside, but there is enough room even if you have a seat post dropper, you don't need to remove the saddle.

*The good thing on the Biknd Jetpack is, you can adjust it exactly to your bike, they give you a lot of universal spacers for your front fork axle or rear end axle.*









## On the road:

The Biknd Jetpack makes overall an outstanding performance. You will get your bike packed fast and also build up your bike fast in the final destination. The finishing of the bag is very well done and good quality. If you need to walk a bit with the bag, it never feels that the bike-bag falls to a side, which would be very annoying if you need to cover a bit of distance with the bike-bag. One little thing which I feel a bit uncomfortable maybe because I have long arms, but the strap in the front of the bag is too long, the bag feels then too heavy and I would like that strap shorter, as I have it already at the shortest option. And we wished it could be a bit lighter, at 9,5kg it is on the heavier side.







## Chain Reaction Cycle Pro Bike Bag

After I destroyed two bike-bags while traveling in China (bike bags I bought in China, which imitated the Evoc bags, though not actually fake, as there was no Evoc labelling, but they had almost the same design) I bought the Pro Bike Bag from Chain Reaction Cycle. Packing the bike was not too much hassle. You can only open one sidewall, but still can put the bike in, and then remove the handlebar. There are many straps to hold the bike in, and shock absorbing pads everywhere. The pad for the rear axle is compatible for all sorts of bikes. The wheels can go on each side of the sidewalls, but one will be in the front and one in the end of the bag. And better you remove the brake discs.

### On the road:

The bike can be packed quick. The bag is not as expensive as an Evoc or Biknd bag. If you need to walk with the bag, it is really not going to go well. The bike-bag always wants to fall on one side, and it needs almost two people to make the bag stable. For me only 10 meters was a torture, especially if the bike bag is a bit heavily loaded with a DH-bike. The bag is also not the lightest with 8,8kg, only about 1kg less than the Biknd bag.



## Bike Cardboard Box

After all, this is still a very good option to travel with your bike. Yes it is very inconvenient to travel alone with it, as you can hardly walk with this box if you have other luggage. If at least two people are traveling, even both with cardboard boxes, it will be OK for a short period to walk with those boxes. It takes a bit of time to pack and unpack the bike, as you must disassemble the fork and brake disc too. There are Bike Cardboard Boxes where you can leave the fork on the bike, but those boxes are really big. I travel always with a Giant cardboard box, as I get them easily here in China and I get them most of the time for free or I pay about USD 5.-. The size of that box is 132cm x 75cm x 22cm. And as there are no straps or any pads, you should really protect the frame and parts with some foam material, so that not everything will be scratched.

### On the road:

As I said, packing and unpacking and assembling the bike takes a fair of time. But the biggest benefit I found out with this box is, that it hardly gets destroyed, and my bike also never really took hits from anything, as I protect it well. Another good thing is that you can put your biking clothes in it, to also protect the bike, and make it not move around. The biggest plus for this box is the weight, with 4kg only including all taping around the box (to make it sort of waterproof) and with all the foam material, it's really light. It matters if you want save money. To pay 5kg extra or not it makes a difference. I used always this box to travel to India, and it really held together till i arrived back to China. And last year, the box did not got any serious hits, even though we had to transfer several times (Guangzhou, Delhi).





# 19-20 OCT

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