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ISSUE 040 - SEP / 2017



EXPERIENCE







**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





## EDITORIAL



Mesum Verma – Editor in Chief

ride on  
keep it real!!  
mesum  
verma

## EXPERIENCE

this is all we need, this is all we want to have a lot! Riding in western China, in Qinghai province, is indeed a good experience. Meeting riders from all over the world, riding in an area, which you will not experience everyday! You can't ask for more!

Two riders, on two different bikes, one is the Liteville and one is a Transition bike, both Enduro bikes. Kevin Tews on the Liteville, and me on the Transition bike, tell you in the review what experience we had on these bikes.

Kora, riding a bike for a good cause, is always a good thing! In Kathmandu, this time more than 2000 riders gathered and rode together! Read more what that experience is like.

## ISSUE 40

### TDRY - 2017

Guide National Geopark  
International Downhill Cycling  
Race



## CONTENT

### REVIEW

Liteville 301 MK14  
Transition Patrol



### KORA - 2017

the biggest ride in the  
Himalayas!





**ixs** THINK SMART. **RIDE FREE.**



# ***FLOW***



**X-MATTER™** SMART, SAFETY CERTIFIED AND RECOVERING **SOFT IMPACT ABSORPTION**



**get out and play**

#ixsplayground



# 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

Available in multiple color options.

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



Xiong Ge  
Garry Patterson  
Mesum Verma

Elliot Smith  
Mesum Verma

Matej Charvat

天地人缘

INTERNATIONAL DOWNHILL CYCLING RACE

## TDRY-2017 Guide National Geopark International Downhill Cycling Race

Many Pictures I'd seen, many things I'd heard from the Race in 2016. But I was in 2016 riding my bike in the Himalaya in India. This year I got the chance to see it myself, after the great things I heard and the many stunning pictures I saw. Mtbmagasia riders will attend too, Bella from Germany, Rugved from India and Francois from France (living in Xiamen). We all ready and packed to take the journey to west China, to Xining.




AOPO  
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*"Wow, what an adventure China has been !! I had an unforgettable time in one of the most unique places on earth and became friends with so many wonderful people from all over the world. I am a very lucky girl!"*

*Bella Chen*







*"Such an awesome adventure, the landscape, culture and tracks were like nothing I've experienced before, 10/10."*

*Reece Potter*





Not too much delay I had from Nanjing to Xining. I met Bella at the Airport, where we waited for our bikes and luggage. Our driver also waited for us, we loaded everything on the pickup and drove south, 60km from Xining to Guide. We met up with Rugved, who had already arrived in the morning. Guide is 2300 meter above sea level. The temperature was just nice, not too hot, but also not cold. We saw already a little bit of the landscape, and so far it looked amazing.

We assembled our bikes and had then a little tour in the National Park with our guide and translator Judy. Now we saw really how stunning this area is. We saw a bit the trail, but were not allowed to walk on it. But so far it looked good, dusty and loose, im happy I put on the Maxxis shorty tires for these conditions. The nights are chilly up here, and the hotel is very nice, each international rider getting his own room, and we met Garry and Elliot, the trail builders from Trailscapes (Australia). They'd been here already 2 weeks, reshaping the trail from last year, and they made corrections on the jumps for the 2X race, to make it

smoother.

Next day, we went up the trail, its cool they build a push up trail, so you don't have to push your bike up the same trail you come down. We did some photo shooting, and checking out the trail carefully, to see where we can ride, or not. Finally we were on the top of the trail, it looked really like Redbull Rampage, with the start gate on the ridge, and far down, you see the finish gate. The whole area looks like Utah, it looks just unbelievable, and also you think, where will you ride down here?

The trail for the downhill race is very well made, nothing too much technical, but it gets technical, if you go super fast, and if you take all the jumps they built in the trail it gets more technical. Even i had the photo bag on my back, i had a lot of fun riding down the first time the trail. It's so loose, and sometimes really steep, but all good, i can ride it, even with my enduro bike.

A lot of international riders did not arrive for the training day, as the flights were delayed, nothing special in China, it's happening all the time. But







*"I was amazed by the mixture of culture, scenery and potential for the area being a mountain bike destination."*

*Bart Moore*





Jiang Si Han




still everybody could do some laps on the downhill trail. And everybody had a smile on their faces. The Chinese riders were here too, the fastest from China, and they really were checking out where is the limit, especially KK and his team mates from Polygon China (GDR Sports). It was really cool to watch them, how fast they went down, and we heard many ohhh and uuhhhhs! Everybody was checking where the limit was in this 10cm deep dusty trail to cut some seconds. There was a bit of a hold, as a Chinese Rider crashed and broke his ankle, and he could not get out of the trail, but otherwise nothing serious happened during training, even there were some crashes.

In the night it was raining, and everybody was a bit afraid, if that would change the trail, or if it was then different to ride? It was a bit different to ride, as there was more grip to the trail. But after several riders went down, it was already again dusty and loose. Saturday was seeding for the downhill race and time trial and knockout for the 2X. Reece Potter (New Zealand) took the first spot in the downhill seeding

in the elite men's field, Bella Chen (Germany) in the women field. I made a mistake on the second last jump, and decided to play a bit in the sand, as I was still clipped in to one pedal and I could not get out quick to finish the race. I was sure not happy with the last spot, but then again, as the oldest and there not being a category for over 40 year old guys, I hardly have anything to say, crashing or not.

Sunday, final day! The battle is on! First it was the downhill race! Women first, and Bella did a good job, and took the win home!! Juily from Taiwan was 3 second back and got second. In the domestic elite men category, Jiang Si Han (Taiwan) took the win, only 0.03 second back was Xiao Cong (China). In the open category Tian Ao took the win! The weekend was dominated from Matej Charvat from Czech Republic who came only 0.24 second behind Reece Potter from New Zealand, who won the elite men downhill race. Matej Charvat won the 2X race which was held Sunday afternoon. 2nd was Aiden Varley from Australia.



A full-page photograph of a mountain biker riding down a dirt trail. The rider is wearing a bright yellow jersey with 'FOX' on the back, black shorts, and a helmet. They are kicking up a cloud of dust as they descend. The trail is marked with red flags. The background features a vast, rugged landscape with reddish-brown rock formations and distant, hazy mountains under a blue sky with scattered clouds.

*"The shape of mountain was strange and interesting, it was like you are in Redbull Rampage. First day, suddenly it got rainy for 2 hours, but the soil became dry so soon."*

*"At the end, getting the place and receiving my reward, was the best part of the race. The accompany with new friends was amazing."*

*Taha Ghabeli*





Everybody was happy and do some sightseeing around nobody wanted to leave this Xining, but most riders flew place, as it was so nice and back to their home countries. with great hospitality during All that I can say is, it was a the whole event. Some riders great pleasure to meet you stayed a little bit longer, to all, and see you next year!

## Results:

### Elite Men Downhill (International)

1st	Reece Potter	01:11.69	New Zealand
2nd	Matej Charvat	01:11.93	Czech-Republic
3rd	Elliot Smith	01:14.53	Australia
4th	Taha Ghabeli	01:15.70	Iran
5th	Takuya Aoki	01:16.48	Japan

### Elite Men Downhill (Domestic)

1st	Jiang Si Han	01:16.83	Taipei
2nd	Xiao Cong	01:16.86	Changsha
3rd	Tang Meng Qi	01:17.70	Changsha
4th	Ye Zheng Wu	01:18.43	Changsha
5th	Xue Wei Hao	01:21.86	Chengdu

### Elite Women Downhill (International)

1st	Bella Chen	01:31.62	Germany
2nd	Cai Ji Ling	01:34.03	Taipei
3rd	Zhang Zhi Shuai	01:57.04	Beijing
4th	Sai Li Sha	03:03.03	Hangzhou

### Open Men Downhill (Domestic)

1st	Tian Ao	01:24.49	Xiantao
2nd	Nong Zheng	01:24.80	Chongzuo
3rd	Lin Ze Dong	01:26.73	Xiangxi
4th	Zou Jia Bin	01:27.98	Panzhihua
5th	Ceng Yi Zheng	01:28.01	Neijiang

### Elite Men 2X (International)

1st	Matej Charvat	Czech-Republic
2nd	Aiden Varley	Australia
3rd	Elliot Smith	Australia

### Elite Men 2X (Domestic)

1st	Ye Zheng Wu	Changsha
2nd	Tang Meng Qi	Changsha
3rd	Jiang Si Han	Taipei







*"Visiting China was an amazing experience for me and getting to race with all the big boys from all over the world was indeed a great opportunity. The huge mountains, amazing scenery and such good company just set the perfect mood for racing."*

*Rugved Thite*





*When most people think of China, they think of massive cities, an ever-growing population and The Great Wall. What certainly isn't mentioned is vast Grand Canyon-like landscapes, Downhill mountain biking events and picturesque scenery as far as the eye can see!*

*On the 13th of August 2017, GuiDe National Geopark partnered with the Qinghai Sports Association to hold the second TDRY GuiDe Geopark International Downhill Race. With over 110 participants from more than 12 different countries around the world invited, this event is setting a solid foundation for the future of gravity-based mountain biking in the Qinghai Province.*

*The GuiDe National Geo park sits at 2,260m above sea level and is listed in the Top 100 enterprises of China Tourism. It covers a huge 554 square kilometres of breathtaking scenery. To put the scale of this into perspective, that's less than 100sqkm smaller than the famous Grand Canyon National Park in Colorado, USA. GuiDe National Geopark*

*will become a World-Class centre of cultural tourism within 5 years, according to their future plans.*

*This year's race had 4 different groups of DH riding (International elite, Domestic elite, Domestic open and Female Elite) and 2 groups (International Elite and Domestic) to battle it out on the new and improved 2X course. With a prize pool adding up to 236,000RMB – that's over \$35,000 USD!!- it was a race not to be missed!*

*Our company, TrailScapes was contracted to improve and extend the courses from the previous year as well as to invite riders from all over the world to compete in this amazing setting. Being an international company based in Australia and specialising in MTB trail design and construction, we travel constantly around Australia and Asia but we can honestly say that this experience was one-of-a-kind! We would like to thank all the riders who participated in this well-run, professional event.*

**Elliot Smith - Trailscapes**





A full-page photograph of two mountain bikers, Aiden Verley and Elliot Smith, performing a jump on a dirt trail. Aiden is in the foreground, wearing a black long-sleeved shirt with 'GIANT' and 'MARA VALLEY CYCLES' on the back, a bright yellow vest with 'MAXXIS' and 'FIVE TEN' logos, and a blue helmet. He is riding a blue Giant Glory mountain bike. Elliot is behind him, also on a bike. In the background, a man in a white shirt is crouching and filming them with a smartphone. The trail is reddish-brown dirt, and the background is a lush green forest.

*"The weekend was amazing, the track was so loose and unique with a crazy back drop! GO SEE RODE CHONA!"*

*Aiden Verley*





*"I simply enjoyed every moment in China - on and off the track. Just a great experience, great riding and great people around."*

*Matej Charvat*







天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

2X国际组 2X International Group

**亚军 Second Place**

¥: 3,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

国际精英组 International Elite Group

**季军 Third Place**

¥: 6,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

国际精英组 International Elite Group

**冠军**

¥: 10,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

女子组 Women Group

**冠军 Champion**

¥: 3,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

2X国际组 2X International Group

**季军 Third Place**

¥: 2,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

国际精英组 International Elite Group

**亚军 Second Place**

¥: 3,000.00

天地人缘 2017 贵德国家地质公园国际自行车速降赛  
TDRY-2017 Guide National Geopark International Downhill Cycling Race

女子组 Women Group

**冠军 Champion**

¥: 3,000.00



# “APPLE”

S-PARTS TITANIUM  
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“苹果绿”系列钛合金套件



/ S-PARTS TITANIUM /







Kevin Tews  
Nishant Shah  
Elias Waletzki



Kevin Tews  
Mesum Verma



REVIEW  
REVIEW  
REVIEW  
REVIEW  
REVIEW

**Transition**  
BICYCLE COMPANY  




*Almost 10 years ago, when I had no sponsor and was looking for a new bike, a friend took me to a test event of Liteville. He had just bought their DH bike 901 and he really loved it, so I gave it a try... Some experiences are difficult to express in words, one needs to feel it. That's what happened to me back then, that "wow, this bike really does what they promise". Since then I continued to ride Liteville. This year I am riding the 301 MK14 Enduro.*

## The Bike

Liteville is a pretty well-known bike brand in their home country Germany and other countries. In Asia, they are now also gaining popularity. Liteville's sister brand Syntace is already better known here for its bike components. No surprise that this Liteville 301 MK14 comes equipped with the brand new Carbon wheelset Syntace C33i, their Titanium pedals Syntace Number Nine, the Carbon handlebar Syntace Vector, Moto Grips (available in different sizes) and the Megaforce 2 stem. The selection is rounded up by individual Syntace periphery parts like the SCS chain guide, the rock guard which protects the rear derailleur from impacts and a really handy tool which is integrated into the 12mm rear through axle.





So the frame has the Liteville logo on it and most components the one of Syntace, not much left then. The rear shock and fork are delivered by Rock Shox (Pike RCT3 SA 160, Deluxe RT3), the drivetrain and brakes come from SRAM (Eagle X01 1x12, Guide RSC 200/180 mm), another option is the EightPins dropper seat post which lowers the saddle by up to 220mm. Liteville is the only brand this year offering the necessary mount in their frame.

The complete bike including pedals weighs 12.6kg.

Some more specifics about the frame – first of all as the name 301 MK14 says, this is the 14th generation of the 301. With every generation, Liteville step by step further improves their bikes. Some of the enhancements of the MK14 include shorter chain stays and a longer reach for better cornering and more stability on the trail. The compact rear frame is compatible with tires as wide as 27.5" x 2.6". There are many ways to adjust the 301 MK14 to each rider's size and riding type. The length of the chain stays is adapted to the overall frame length, for example size XS' chain stay length is 417mm whilst for XXL it is 450mm. Read further down to find out how this feels on the trail. Also the Rockerarm is adapted proportionally to the frame size in order to fully make use of the rear travel which can be 140mm for the All Mountain







or 160mm for the Enduro version. With the Syntace VarioSpin headset the steering angle can be changed by +/- 1.5 degrees to improve either uphill performance or stability. The 301 can be ordered with different heights and widths of the handlebar, stems range from 30-60mm and even the size of the grips can be different to fit the size of the rider's hand.

## On The Trail

The first thing which I realized when I was riding the 301 on the trail is how stiff this bike is. Other riders confirmed the same feeling after their first ride. When I hit the turn and no matter how rough the terrain is the 301 will keep track while giving me a comparably relaxing time if one can say so, in other words I end up less tired at the bottom of the trail and will rather say "let's ride it again". Luckily, the 301 makes it very easy to ride uphill again. The acceleration of the 301 is really good, thanks to the kinematics of the bike and the super-light carbon wheels.

Compared to the previous 301 which I also rode, the shorter rear frame of the MK14 makes it even more agile in turns and it is easier to go onto the rear wheel for drops. At the same time due to the longer reach I feel more confident on fast descents and technical trails.



So, for which kind of riding can I recommend the 301? In order to find that out let's have a look at where the 301 can be found in Europe. I've seen it on the podium of the one or other European Enduro Race or Championship. On my Transalp trips I have seen many riders using the 301, that's roughly a 7 day trip from the North to the South of the European Alps which can add up to 500km and 20.000m of vertical climb and downhill. Many bikers simply use it for riding their home trails, for example in the Black Forest of southern Germany, where the riding is made up of many rather short uphill-downhill-repeat sections.

And in China? During this season the 301 MK14 has been in heavy use already. I have taken it out to Beijing's Fragrant Hills where it is the perfect bike for the rocky trails. It is also fun to ride in the bike parks of Hebei province. The 301 made its way already to the Great Wall of China and it turned out to perform very well during an expedition to Mount Siguniang in Sichuan Province this spring. Finally, you already might have seen the bike on the podium of an Enduro race near Chongli this July. The good thing there are no complaints so far, I guess that is why they offer a 10-year warranty on this bike.







You might ask if one bike really covers that many different riding styles? As mentioned the 301 MK14 can be adjusted in various ways so it really does fit nearly every rider and a lot of different styles.

## Overall

The Liteville 301 MK14 is a very versatile bike and fun to ride in many different terrains and styles. It can be set up as an All Mountain or Enduro bike and matched for nearly every rider's size and liking. All-in-all, it goes very well uphill and performs even better downhill on the trail. It is proven as a winner bike on Enduro Races and was a trusted workhorse during our expeditions! Or it simply serves to have lots of fun on my home trails. So writing (or reading) a test review like this is one thing. The other thing is making your own experience. That's why I really recommend if you get the chance to have a test ride with this bike go for it and find out by yourself. The feedback from others that I have heard is solely positive.





Syntace Vector  
Carbon handlebar



Eight Pins mount



Super Yoke



integrated tool



SCS chain guide



SCS Rock Guard







Liteville

**Frame:** Liteville 301 MK14, 160 mm travel

**Surface:** WorksFinish [also available in RaceBlack anodized]

**Headset:** Syntace VarioSpin 0°, adjustable by +/- 1.5°

**Fork:** Rock Shox Pike RCT3 SA 160, 15x110

**Damper:** Rock Shox Deluxe RT3

**Drivetrain:** SRAM Eagle XO1 1x12

**Brakes:** SRAM Guide RSC 200/ 180 mm

**Wheels:** Syntace C33i Straight front/ rear

**Tires:** front Schwalbe Magic Mary 2,35 / rear Hans Dampf 2,35

**Chain guide:** Syntace SCS II EVO6

**Rear derailleur protection:** Syntace RockGuard SL

**Stem:** Syntace Megaforce2, 30mm [also available 40/50/60mm]

**Handlebar:** Syntace Vector Carbon High 10, 760 mm 8° [also available 12°]

**Grips:** Syntace Screw-On Gripz Moto black 33mm [alternatively 30mm]

**Saddle:** SQ Lab 611 Ergowave Liteville Edition 14cm [alternatively 13 or 15cm]

**Seatpost:** Optional EightPins dropper Seatpost

**Accessoires:** Syntace X-Fix Allen Key 5mm and 4 mm or Torx 25

**Pedals:** Syntace NumberNine Titanium

The tested frame is length L, also available: XS / S / M / XL / XXL

**Price:** USD 8209.- [In Germany EURO 6858.-]



## The Bike

Early this year we built up the Transition Patrol bike, and we've had now 6 months time to ride it. Transition, the riders-owned company from Bellingham USA, stands for riders from riders. We (Mesum Verma) got the frame only, not the whole set with the component, which you can buy in the store. But it's similar to the Patrol option 2 that Transition is offering, just with other components. The Patrol option 2 is fully alloy, there are no carbon components on it. The bike comes with Race Face cockpit, and Race Face Crank, to get everything smooth over the bumpy trail, the RockShox Super Deluxe RC3 in the back, and the RockShox Lyrik RCT3 Solo Air 160mm will keep you in pace. The bike is made for uphill and downhill, so

a dropper seat is a must, the RockShox Reverb Stealth comes on Patrol 1 and 2. If you're coming too fast, the SRAM Guide RSC with 180mm rotors will slow you down. Except for the crank, the whole drive train comes from SRAM with an XO1 derailleur and 11 Speed XG1175 (10-42) cassette, shifting the chain PC1130 with X1 shifter. The wheel set is from Stan's the Flow MK3 27.5 32h with Stan's Neo. You will roll on Maxxis Minion DHF 27.5x2.3 EXO 3C in the front and Maxxis Minion DHR II 27.5x2.3 EXO 3C in the rear. The seat ANVL Forge Stealth CroMo, from Transitionbike's own company ANVL, completes the bike. With a short chainstay of 430mm on all sizes of the bikes and a long reach, the wheelbase is pretty long, which makes the bike a gravity machine. With these specs, the bike claims to be 13.6 kg and will cost you USD 5299.-.





The bike we review has a bit different components on it, to name them: Spank Ozzy wheelset, X-Fusion Sweep HLR Air fork 160mm, X-Fusion Vector Air HLR rear shock, Spank Cockpit, Spank pedals, X-Fusion Metric dropper seat, SDG saddle and grips and Maxxis Shorty ST tires and SRAM NX drivetrain. So it's slightly heavier than the stock bike and it comes to 14.5 kg. The Patrol with the specs option 1 is under 13 kg and will cost you USD 7799.-.

## On The Trail

I was really looking forward to try out the bike, as it was the first 27.5" bike I've owned. I've ridden for reviews several 27.5" rigs, but I rode mostly with my 26" bike. The first thing I noticed is, I was always banging my pedals on the ground. Of course uphill on some technical sections, I was a bit confused, I know the crank length is now 170mm, but only 5mm longer than I'm used to. Even with the 27.5" wheels, I'm much lower than on the old „freeride“ bike I had. I had to get used to it, and it took me some time to care about it, when pedaling over some technical sections uphill. Going down, I felt just right away at home, and for some seconds I was not sure, do I have now a downhill bike under me? Though it has „only“ 155mm back suspension it felt always like more.







The big test would come, when I went to Nepal. On the schedule were a downhill race and an Enduro Trail Journey high up in the Mustang area (you can read the story here: [https://issuu.com/mtbmagasia/docs/mtbmagasia\\_issue\\_036\\_may\\_2017\\_web/6](https://issuu.com/mtbmagasia/docs/mtbmagasia_issue_036_may_2017_web/6)). First we rode some Enduro Trails around Kathmandu, and we had to go first up, otherwise we can't ride down. With the short chainstay and long reach, I had to lean forward a bit more, but this correction takes you one ride, and you will figure it out, that you have to lean more forward when it's really steep and technical, otherwise the front wheel will lift and you have no control over the bike.

We rode some technical singletrails down, and the bike was doing exactly what I wanted to do. It's easy to handle and acts very aggressive, which I like. Next ride was a downhill competition. The first section was going down on some rice fields, with small drops always to the other field, then came a fire road and in the end there was a good technical rock garden, with some good-sized rocks, not too big, but big enough that you need to care about where you choose your line. Coming from riding a „freeride“ bike the last 4 years with 26“ wheels and 170mm in the front and 180mm suspension in the back, I felt not at all limited with this bike. In the rock garden the bike felt stable, and sometimes it was for my own style a bit too



fast. At the race, I went the wrong line in the rock garden and it took me off the race line. I had to stop and get back to where the right line was. To say, you think, ride better, yes, but I never had this problem before, as this bike just lets you feel like charging as fast as you can. Thanks to the Master category which I belong, I took the win out of it, with 30 seconds difference between me and the second rider. Bike packing, we went up to the high mountains in Mustang.

Now this is Enduro riding, the real test of what this all mountain bike can do. Geared up with a more heavy backpack as I had my camera gear with me, I was curious, how it would feel. Long reach, long wheelbase, more racing geometry than long distance riding. In the evening I felt a bit of back pain, caused for sure by the heavy bag, but also, by being bent over the front for a long time. Sometimes when it was going straight and not uphill, I released the pressure and sat straight on the bike, freehand, to give a bit of rest to my back. The pain, to say it was not really big, and again, a heavy camera backpack is not helping with this. The next day, it was only uphill, and I packed a bit lighter and it was much better then. Still I had to rest my back sometimes in a straight-up position, but I was in the end more struggling with the high altitude than with a sore back. From now, all went only down, loose fast sketchy singletrails or fast, really fast fire







roads with sandy ground and still somehow big rocks in it. I had only a big smile on my face the next few days, till down to Pokhara where we rode. All the back pain from the early days was forgotten, and I had no issue with my body other than eating a lot of dust, as the trail was so dusty. I often ride the bike here in Nanjing where there is a small hill, I can start at my house and go up the mountain. With the 11 speed, no problem to climb with this bike, and is only about a 45 minute climb, which is totally fine. I just went also with this bike for a downhill race in western China. It was a trail, where you feel at home with your downhill bike. But I still felt safe and I could handle it well, and I even believe I could not get everything out of the bike, as I was sometimes too afraid to jump things.

## Overall

I've been riding bikes a long time, and I've ridden many different bikes, but I must admit, this bike is so much fun! On the single trail, it is so good at cornering, even with the long wheelbase. With a slack headtube angle of 65° and low position of the bike it feels right away good on gravity trails. But it is not a downhill bike, and it's not a XCO bike for long uphills. It's a



perfect playing machine for daily rides, going fast and rowdy, this bike stays with you. It is going towards to a racing machine for Enduro racing, except if weight will play a role for you, it could be lighter. Having a alloy frame, it makes a perfect travel buddy, as you will not have some issue if the airport staff throws your bike all over the place, or shuttling somewhere up to the mountains. You need not worry too much about that. The bike is easy to maintain, as there are no big complex things on the bike.

- Progressive Geometry - Long, Low and Slack
- Award Winning GiddyUp Link Suspension
- Integrated Rubber Chainstay Protection
- Collet Style Main Pivot Hardware
- E2 Low Direct Mount Front Derailleur Support
- ISCG05 Chainguide Mounting
- Syntace X12 Rear 142mm Axle and Universal Transition Derailleur Hanger
- Full Size Water Bottle Compatibility
- User Friendly 73mm Threaded Bottom Bracket
- Internal Cable Routing with Stealth Dropper Post Routing
- Large Frame Weight With Rear Shock: 3,7kg. / Large Complete Bike w/Kit 2: 13,6kg.





**Transition**  
BICYCLE COMPANY



**Frame:** Patrol (Alloy), 160 mm travel  
**Surface:** Neon Teal Gloss, Stealth Matte Black  
**Headset:** Cane Creek 40 Series  
**Fork:** RockShox Lyrik RCT3 Solo Air 160mm (Color Match Fork Decals Included)  
**Damper:** RockShox Super Deluxe RC3  
**Drivetrain:** SRAM XO1 (1x11)  
**Brakes:** SRAM Guide RSC (180 mm)  
**Wheels:** Stan's Flow MK3 27.5 32h  
**Tires:** Maxxis Minion DHF 27.5x2.3 EXO 3C Front, Maxxis Minion DHR II 27.5x2.3 EXO 3C Rear

**Stem:** RaceFace Turbine Basic 35 50mm  
**Handlebar:** RaceFace Atlas 35 (800mm x 35mm)  
**Grips:** Velo Single Clamp  
**Saddle:** ANVL Forge Stealth CroMo  
**Seatpost:** Rockshox Reverb Stealth (170mm, 125mm)  
**Crank:** RaceFace Turbine Cinch (DM32t, 170mm or 175mm)  
**Size available:** SM / MD / LG / XL  
**Price:** USD 5299.-



# 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)



# Kora 17

## the biggest ride in the Himalayas!

0730hrs | 15 July 2017, Saturday | Patan Durbar Square

mtbmag P71



Niraj Amatya  
Khashing Rai



Raj Gyawali







About 2000 riders get together for the biggest ride of the year. They came from all over the Kathmandu Valley. Some even came from as far away as Hetauda, Pokhara and even the furthest away from the Far West Dhangadhi.

At around 0715hrs, the first batch of riders - who were attempting the 100km and the 75km rides got ready at the start line, and exactly at 0730hrs, to the countdown the riders set off on their personal challenges for charity.

Post this, the huge mass of 50km riders got ready for the start at 0800hrs. Promptly at 0800hrs the countdown ended in them starting snaking on their yearly

circumambulation of the valley.

At four different locations on the route, the riders reached water stations sponsored by supporters from the industry, cycling brands and cycle stores. At one location along the route, they were also greeted by locals with traditional drumming and music and water was sprayed on them. Truly festive.

At around midday, front end riders started reaching the pre-determined food court at a famous bamboo school near the third World Heritage Site that this ride covers, for a well deserved lunch and rest.



Post that, it was a mere 10 kilometers for both the 50km riders and the 75kms rider and a grueling 25 kms more for the 100km riders.

1400hrs, back at Patan Durbar Square where it all began in the morning, the lead crew started trickling in, where everyone was going to receive a finisher medal for their achievements. The riders kept coming in, all the way till 1800hrs, when the last of the 100km riders came in.

Another ride under the belt. Another year where the ever growing riding community of Nepal came together for a cause - this time to raise money for building the nations first ever cycling destination - Bungamati!

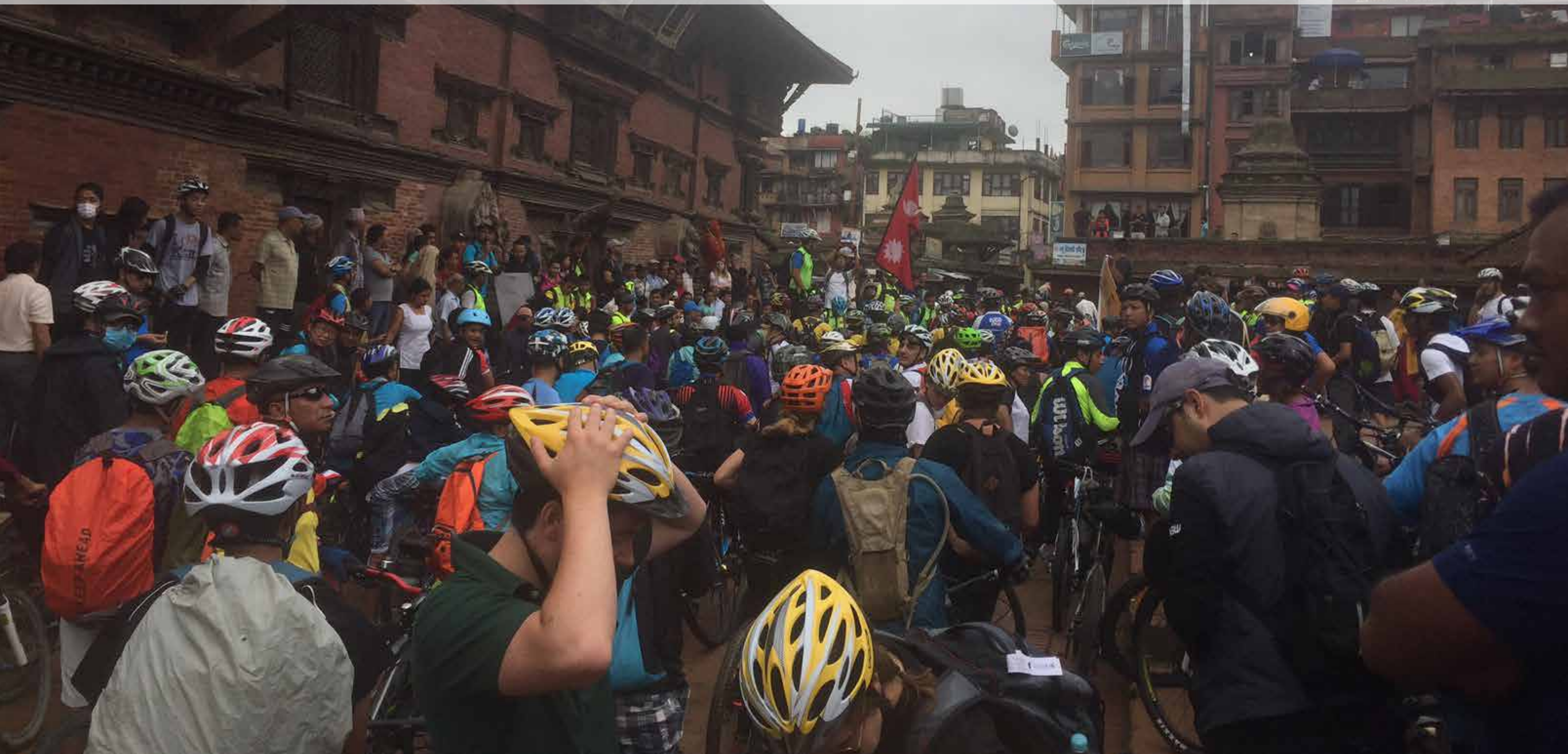
Until next year - 21st July 2017! Come join the community for the biggest ride in the

Himalayas! Bigger and Better!

NOTE: A Kora is a circumambulation of a religious site done clockwise by Buddhists, Hindus and Jains. The Kathmandu Kora does this to the whole valley, which houses some really sacred sites for both Hindus and Buddhists, and also circles the power centre of Nepal.

The Bungamati Trails are Nepals first attempt at formalising cycling into a destination. The Bungamati Trails Initiative is a local grown initiative from the youth of the twin settlements of Bungamati and Khokana, to drive tourism via cycling.

Since 2011, the Kora has been bringing the community together to ride for charity and challenge themselves. It has over the years invested over 50,000 USD into charity!







# **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



## ABOUT



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EDITOR IN CHIEF



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EDITOR



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