





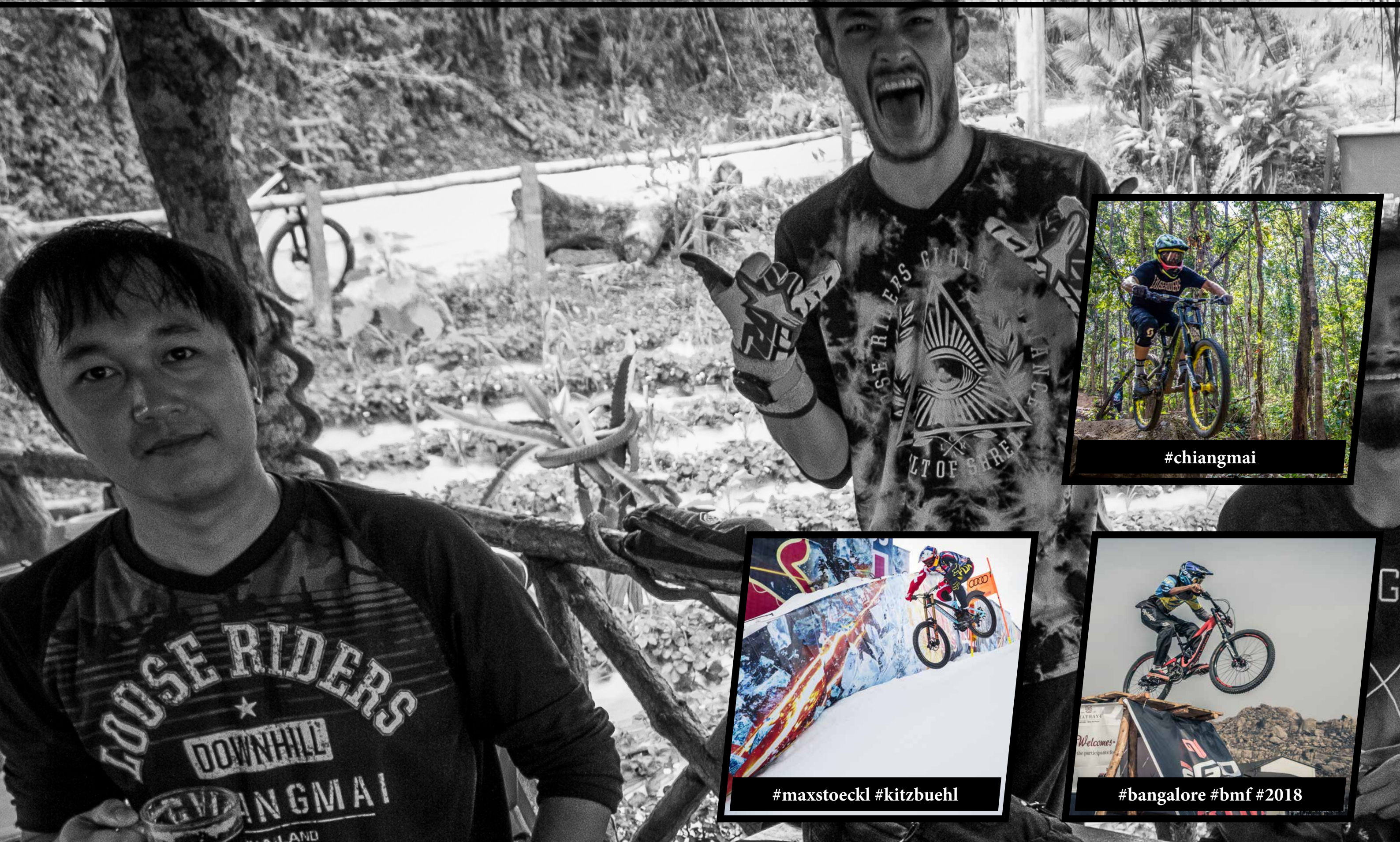
ICS THINK SMART. ***RIDE FREE.***

XACT
CROSS OVER FULL FACE



get out and play

#ixsplayground



#chiangmai



#maxstoeckl #kitzbuehl



#bangalore #bmf #2018

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



Henrik Møller
Pongpet Mekloy

Henrik Møller

ride with us

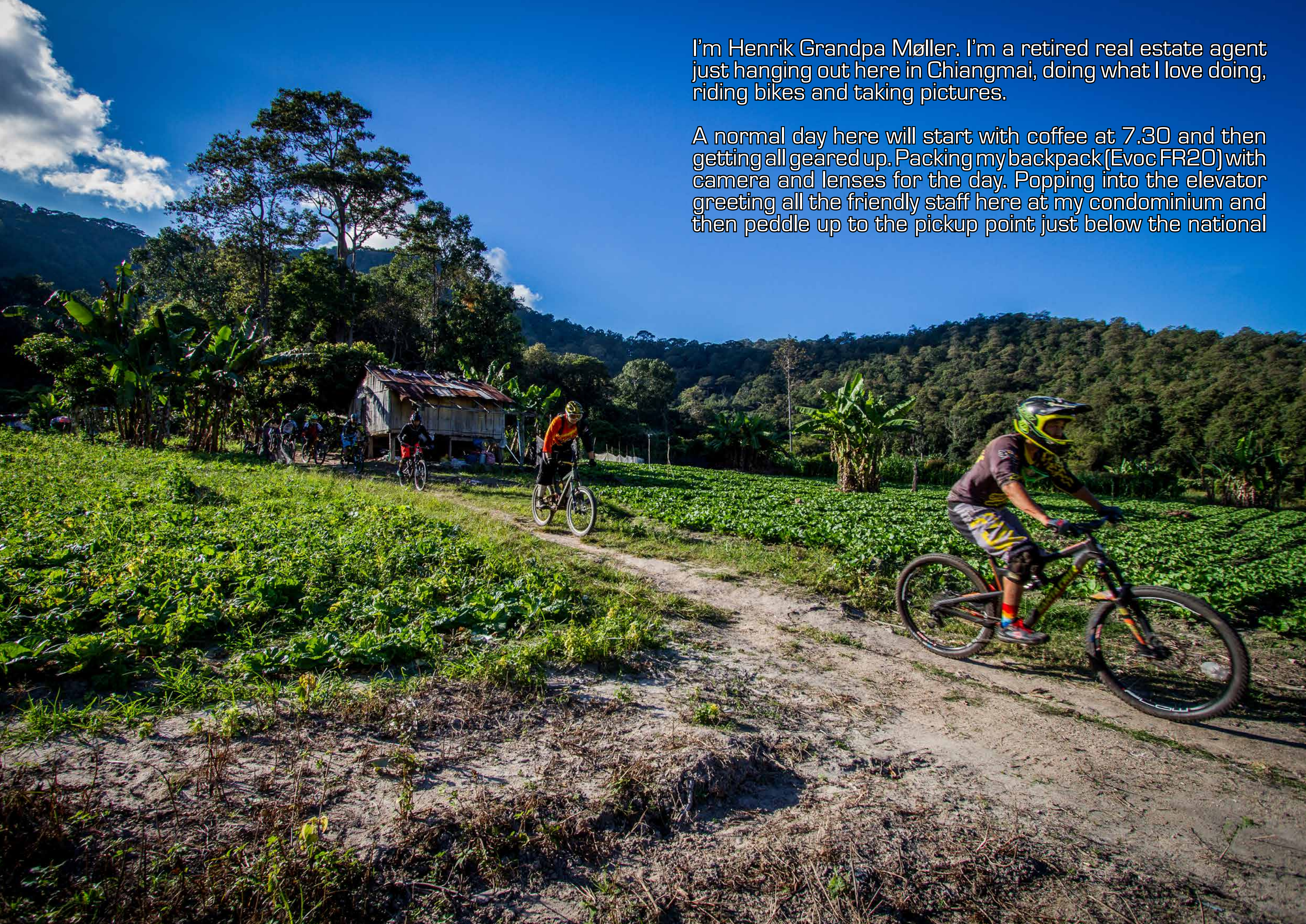




Chiangmai. What is there to say about this, Thailand's 2nd largest city. Well, it holds some of the best all mountain, downhill , xc riding you will find in Asia. It is not for nothing that it is known as a place that sees returning riders from all around the region.

I'm Henrik Grandpa Møller. I'm a retired real estate agent just hanging out here in Chiangmai, doing what I love doing, riding bikes and taking pictures.

A normal day here will start with coffee at 7.30 and then getting all geared up. Packing my backpack (Evoc FR20) with camera and lenses for the day. Popping into the elevator greeting all the friendly staff here at my condominium and then peddle up to the pickup point just below the national



park that is also our playground Doi Suthep. The mountain holds around 12 different trails. From flowing smooth berms to gnarly rock gardens that will take your breath away. Waterfalls, mountain crops, villagers and epic scenery all around.

And they are long. The trails vary from 7,7 to 16 km. And it is actually the heat and the length of the tracks that gets people tired or surprises them when they first set off to





encounter the jungle here. So depending of the group of riders I meet up with, we try to make a plan for the day. I'm more or less always riding with X-Biking, the leading company in Chiangmai. They know me and I know them, and all are kinda on the same page as to what's happening.

There will be a lead guide showing the way, and a sweeper in the back taking care of any mechanics that might happen. I then ride in front trying to find a good spot for some shots. Now being in the jungle is always challenging as a



photographer. Without being too nerdy it is all about light when you shoot pics. And action shots are especially light demanding. But when you like a challenge, Chiangmai is perfect and it is just a great pleasure to be able to capture the moments when people come hammering down the



jungle and see the smiles on their faces after a completed run. **Here you make friends for life.**



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



Philip Platzer
Samo Vidic

Red Bull



Max Stöckl

on using a regular bike to go
down world's toughest ski slope



Max Stöckl likes to give the impression that his mission impossibles are entirely possible.

The MTB rider, who hit a top speed of 167.6km/h in Chile in December 2016 to break the speed record for a standard mountain bike, returned to his daredevil ways to clock 106km/h on the notorious Hahnenkamm downhill course in his native Austria.

Once again, the 43-year-old stressed it was on a fairly standard bike, although his choice of courses are far from regular.





“My goal is to do everything with a regular bike that everybody can buy,” he explained after his latest stunt. “It is a pure way of riding. It is not especially purpose built so everybody could go to the bike shop and do it. Not too many people are doing it, though; you have to like it and go for it!

“But I don’t want to limit these attempts to huge budgets and lots of technical experience. The easier the better.”

For this latest effort, he was on board a Mondraker Carbon Pro Team frame with cross-country wheels with metal studs embedded in them to tackle the icy terrain.



"The Hahnenkamm is brutal on skis, even worse on a bike," he added. "We did not know what to expect or how to prepare. We prepared for off camber, completely icy stuff, metal studs in the tyres and so on but we still underestimated it a bit.

"Wheels were a bit different because of the weight of the 15mm metal studs. I used really lightweight rims. We used cross-country XMC 1200 wheels because they were stiff enough and lightweight enough to compensate a little bit of the weight from the studs. The tyres were Maxxis Minion SS downhill version with 27.5inch rim size and 2.5inch width plus Shimano brakes. That was pretty much it."

While in the video, he looked to breeze through the challenge from the start gate to whistling along the safety barriers, in truth there were some mishaps during his seven runs, including one hefty crash in deeper snow, which led to some soreness the next day.

He explained: “My back wheel wiped out, had a high sider and flipped to the other side. I had impact on my shoulders, but it wasn’t too bad. But we have some learnings for a future attempt. We know what we need to change and push the edge further.”



“APPLE”

S-PARTS TITANIUM
COLOR DESIGNS

“苹果绿”系列钛合金套件



/ S-PARTS TITANIUM /





BANGALORE MOUNTAINBIKE FESTIVAL 2018





Start of the year and the first race of the national riding scene inched closer. The event named Bangalore mountain festival which sounded contradictory in itself as the big city and the mountains were quite a drive apart. But the location and the uniqueness of this event brought riders closer once again for an epic battle on the DH track, which was just over a km but the steepness and the ladder bridges which literally acted like speed boosters made it feel like a time capsule

when you started riding it.

It started off on a two hundred foot rock slab, made its way down to single track and then a 3 sets of steep chutes of rock and mud to reward you into a fast and flowy section that let you take a breather and enjoy the edge before you took off the road gap and hit the been to the finish.

Competition this year wasn't super strong but the previous riders had gotten stronger,





there were younger and faster guys like Rishabh and Rinku who would send it just to step it up.

For me the my main competition was Rajesh Magar as we won the race last year. To the onlookers we both felt like on a similar pace but I knew he's a really strong pedaller and I had to make sure I did the right things in the race run to have him.

During race day, we focused our



energies well and I gave it my best .. while staying centered on the arduous and fast rock sections.

I made a big mistake by not spotting the finish line clearly, I obviously felt it was the big arch and I stopped right after I crossed it but apparently it was the 30ft after on a black mat where the timings were placed and the organisers had pointed at 300 ft above from the start line.

I guess I didn't have an argument



there haha.

Even without the blunders I don't think I would've won. Rajesh put a solid run and I was 2.2 secs behind him in the end. Without my blunder I would've been really close but still behind is what I feel.

Anyway, my main aim for this race was to see how my training was fairing up and I can say that it's definitely working and I'm definitely inching closer to the best possible athlete



I can make myself into. I love this sport and the sense of purpose it gives me and pride of standing on the podium with classy hardworking riders!

The Stoke is definitely real and the scene in India is only getting stronger with the support from the community.

I'd also like to mention a sweet thank you to Ajay's parents who have been coming over to participate in all DH events to make his presence felt.

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)

#about

MESUM
VERMA
CEO
EDITOR IN CHIEF

FABIAN
MITTERHAUSER
RIDER
EDITOR

RAKESH
OSWAL
PHOTOGRAPHER
EDITOR

#photos #editors

Shariq Rahman, Henrik Møller, Pongpet Mekloy, Philip Platzer, Samo Vidic,
RedBull Content Pool, Piyush Chavan

#design

Mesum Verma

#advertising #info

Mesum Verma: mv.mtbmagasia@gmail.com

#special #thanks

Bryan Bell, Piyush Chavan, Henrik Møller

© 2018 mtbmagasia.com ALL RIGHTS RESERVED

No part of this document or the related files may be reproduced or transmitted in any form, by any means (electronic, photocopying, recording or otherwise) without the prior written permission of the publisher.



#issuu



#facebook



#twitter



#instagram