







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

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#ixsplayground





#anissa #lamare #interview



#yak #attack #nepal



#crankworx #rotorua





# 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






# ANISSA LAMARE

interview



Lijo Karlo  
Gregory Warjri  
Kopal Goyal  
Balajied Nongkynrih

 Mesum Verma





\* Hi Anissa, please introduce yourself a little, so we can get to know you. Where are you from, how old are you?

I don't think I could ever put down what mountain biking means to me. Looking where I am now. I think it's safe to say I love it. I have other interests in life but I've never taken any of them seriously as I have cycling, especially from the past 3 years. I am a young girl from a small city named Shillong in Meghalaya, India. Born and brought up here. I have a small family of my mom, sister, aunt and uncle. I am currently pursuing a degree in Political Science here.

Getting back to mountain biking, it all started in 2015 when me and my childhood cycling buddies decided to get a mountain bike. We were all riding bmx at the time and after we got introduced to the mountain biking in one of the local races here, we wanted to get one. So by mid of 2015 I got a Firefox Target D with no idea of what a good mountain bike is. The bike was too big for me - an 18.5 inch frame and I am 4'10 feet tall. But that's how it started. After getting to know more about it and having more interest in it I knew I had to get another bike. By 2016 I got a Scott YZ Voltage of 14.5 inch frame and it was perfect for me.

So here I am at 21 still mountain biking since the age of 17. I've tried XC and other disciplines of cycling but downhill got to me really deep so I know it's the type of cycling I want to stick with. It's been a long road since I've



started with all the hurdles to get past to get here. But I'm glad I've grown because now I can decide if I really want to take up the sport and I definitely do. There's no stopping now.

I wish I could really tell you what it means to me but I really don't have words for it. If there was a word higher than the feeling of being free maybe it would be that.

\* How is the biking scene in Shillong? How did you get infected with the biking virus? How old were you when you picked up biking?

The cycling scene as a lifestyle is growing here rapidly especially in the past two years. With the establishment of the only cycling group in Shillong - Cycling Shillong there has been a boost in the cycling scene.

I was never the girl who could sit at home and play with barbies. I would always go out where the guys are and look at what they were doing. I got drawn closer and closer and now closer than ever.

I learned how to ride a bike when I was 5 years of age. The bike didn't belong to me but there was a guy from my locality who helped me and I picked it up within hours. Guess that's where the love started.

\* Was biking always in your mind? Or did you try some other sports? Do you do some other kinds of things beside biking?

Oh yes, definitely. After standing out in the streets to ask the







guys in my locality for one ride I finally got a cycle at the age of 8. I would think about mountain biking as a sport, a lifestyle but sometimes its more than that. It hits me so hard that I could let my whole life revolve around mountain biking. It's something special. Mountain bikers and cyclists would understand this.

I never tried anything professionally. Stuck to cycling and fell in love with it.

I like a lot of things beside biking. I have 11 pets so I spend a lot of time with them . I love working out at home, I love listening to music and watching movies. Favorite movie till now is Shawshank Redemption.

But no matter what I do mountain biking is always in my head.

\* Why do you race? Racing is tense, why do you enjoy it? How is it, mostly competing only with boys?

I am tiny, being 4'10, and I feel like 6 when I ride. Racing makes me feel like I've got something to live for. It makes me live life dangerously but to the fullest. The adrenaline is insane and the wind whistling in my ears when descending down trails is raw. Sometimes I depend on its sound to see if I'm going fast enough.

Racing is tense and that's exactly why I enjoy it. It's even more nerve racking than waiting for educational results but the great kind of fear. It blows me away every time when I think how mountain biking has



changed my perspective to life as a whole.

At first it was kind of sad but I've learned more from the boys. Makes me push myself harder. I've never competed with girls and I don't think about it anymore. If I get to compete and ride I'm more than okay with doing that. People often ask me why I'm still trying to pursue mountain biking in India when there's no scope for girls. Well every time I get on my bike I'm a happy person and isn't that enough reason for me to pursue it?

\* How often do you ride your bike per week? With who you ride? Do you ride with other girls?

Four times a week of trails or practice sessions after college and on weekends.

With my friends from the locality who I grew up with or sometimes alone.

There are no girls into downhill in Shillong that I know of till now so I practice with all my guy friends.

I go on long rides sometimes but I don't enjoy it as much as downhill.

I might consider starting with Enduro soon.

\* You've competed already in 8 races, what is your goal? Where you want to be in 5 years?

8 races is only a start. I want to compete in as many competitions as possible. I want to go to Nepal, Malaysia, wherever the sport is, really. If I had the chance of doing it full







time I would race throughout the year.

I want to be in the finish line of a race I'm going to be racing 5 years from now. I want to keep racing till my body and mind says it's time to impart what I've learned to others. But I don't want to stop racing. Like I said it's the only thing keeping me alive.

\* What bike do you ride now? Why? Can you tell us, why it suits you? How many bikes have you owned till now?

I finally got an all mountain bike / Enduro rig just a month ago. After years of my family saving up I managed to get a pre owned Nukeproof Mega Comp for 1.4 lakh.

Firstly, the size. That was the one thing that worried me. I needed the smallest size and of course 26' tyres. But its perfect, a little bigger than my Scott, but my feet touch the ground and the tyres roll pretty fast so I guess it does suit me. So far so good.

I've had three bikes including the ones I have now. Sold off one. I have the Scott and Nukeproof.

\* What you are doing in your daily life? What do you want to become? Do you want to work in the biking industry later?

I get up and go college. On days that it gets over early i go to the trails. Or on short on-road rides. This is accompanied by some work at home. Then workouts of an hour on alternate days. I work on my bike almost every day making sure everything is



working well. Then a little time goes to studying, assignments and college work. I eat early, sleep early and get up early. I wake up to my pets and I sleep with them.

When I was younger I thought that academics was the only choice to have a stable life but right now I feel like I can really take up mountain biking to support me in every way. I want to learn more about fixing bikes and maybe become a mechanic as a part time job. Anything related to bikes would be sweet. But what do I really to become? Right now I'm hanging on to a thin thread of choosing between academics and cycling. But eventually i know I have to finish my studies so I'm planning to move to Bangalore this year for studies and of course to boost my cycling career. I feel like this would be another great start to kick off what I want to do in cycling now and for the future.

Yes, I would love to. If I had a choice right now to take up work which has to do with bikes or something at least I would enjoy learning as much as I love mountain biking.

\* What is your favourite race? Downhill, XCO or Enduro? What is your dream trail to ride? Where is it? And if you could choose, and money would be no hurdle, where would you want to ride your bike?

Favorite race, I really don't have one. But it would be Downhill. I got to race hence I loved each of them at the end of the day.







The experience every track gives me is endless. Every track I've been to was different, that's what I loved most about them.

I think everyone's dream trail to ride is Whister in Canada. Right? Yes I dream of shredding that trail the way the pros do it. I see myself doing all that they do and it gives me a high. So yeah definitely my dream trail. When I get to Whister then I know I will get to all the other trails.

\* If I could choose without having to think about money then all the trails the world has to offer. All of them Fort Williams, Lenzerheide, Crankworx, you name it and I'll go there.

Tell all the girls out there, why pick up biking rather than anything else?

Pick up a bike and go ride. You'll find your answer like I found mine. It became my home maybe it can become yours. I'm telling you living life on the edge and on bikes is on a whole new level. You feel it in your bones and in your heart. It's like a relationship really. Just a cooler one.

Also one there are endless perks to riding and one of my favorites is traveling and the people we meet.

\* Thank you very much for the time that you took for us! We wish you all the best! Ride on! The last words are yours.

**“ Home is where the bikes and trails are “.**





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TITANIUM HEADSET CAP INCLUDING TITANIUM BOLT 8GRAMM







# breathless


**YAK  
ATTACK  
2017**



**“JUST ONE MORE PASS ... JUST, ONE MORE”**

These were the words going around my mind and mumbling from my mouth late on stage five of the world's highest mountain bike race. Of course there was another pass after that one, and another after that. By the end of that day we would drag ourselves over five passes, all of them above 3500m, the number of prayer flags and beauty of the views increasing after each one.



A full-page background image showing a person on a bicycle crossing a narrow, rustic bridge over a large, multi-tiered waterfall. The waterfall is surrounded by lush green moss and vegetation on dark, wet rocks. The person is wearing a white helmet, a yellow and black jersey, and orange shorts. The scene is set in a dense, tropical forest.

The Yak Attack is a truly unique race, taking place amidst the mighty Annapurna region in the Nepalese Himalaya. The difficulty of the race is well documented, and its fearsome reputation as one of the hardest in the world is wholly deserved.

The Race sparked from the mind of fellow Brit and all round nice guy Phil Evens. Phil deserves a lot of credit for not just creating an amazing and challenging race but for also ensuring it is more than just about tourists like myself testing ourselves. The entrance costs for those lucky enough to afford it are slightly higher to ensure that the ultra strong and equally skillful Nepali riders get to represent their nation in one of its hardest challenges. In fact, the race has traditionally been dominated by Nepali riders Ajay Pandit Chhetri having five race wins to his name, and Laxmi Magar leading the charge for the women. The race





was only won by an international competitor in 2016, and that was current world 24 hour World Champion Cory Wallace of Canada. Cory also took the win this year; however the talent on display from the younger Nepali riders showed that it will require equally world class athletes to prevent future dominance from the home nation.

2017 saw the eleventh edition of the race, and the second year the race has ventured into the ancient 'Forbidden Kingdom' of Mustang. Nestled in the rain shadow of the Annapurna, squeezed between the Mountains and the Tibetan Plateau, the Mustang region is a high altitude desert with towering red cliffs and shin deep dust that gives the feeling of being on a far flung planet.

For the first three days the route followed the Annapurna circuit through the towns of Taal and Mannang then up



and over the mighty Thorong la; the highest navigable mountain pass in the world (a dizzying 5415m). After the pass, the race dived into upper Mustang via Gyu la pass (4080m), before steaming towards the ancient walled town of Lo Manthang, then turning around to retrace the route back to the Annapurna circuit before plummeting down to the finish at Tattopaani.

As a race, the Yak Attack defies traditional mountain bike disciplines. It blends the climbing and muscle-punishing distances of cross-country with descents that would be worthy stages on the Enduro World Series. What the trails lack in manufactured jumps and features, they more than make up for with exposure, length and unrefined brutality. Its not uncommon for the trail to feature a cliff edge to one side dissuading any indiscretions too far from the line.








The descents are punishing on both you and the bike. In particular, the 1000m decent from Thorong la is one of the best in the world, winding its way from a wide open mellow path at the top to a vertical face of narrow switchbacks and rocky shoots that test just how far you can hang over your back wheel.

Two descents in Mustang whilst lacking the length of the pass would feature//I think maybe "... Mustang, whilst lacking the length that the pass would feature,..." wide-open scree fields requiring full commitment as you slalom and calve//this is MTB term? down towards the bottom where boulder fields awaited. Suddenly huge boulders rise from the ground, narrowing the trail, forcing you to ping and scrape off the walls, squeezing your way through a labyrinth of narrow shoots and gullies.



A full-page photograph of a mountain biker in a high-altitude, arid mountain range. The rider, wearing a black long-sleeved jersey, black pants, a black helmet, and a bright yellow backpack, is captured in a dynamic pose while descending a rocky, dusty trail. The background features vast, rugged, brownish-orange mountains under a clear blue sky. In the distance, snow-capped peaks are visible. The rider's shadow is cast on the ground, and a cloud of dust is kicked up by the rear wheel.

These descents are sweet, sweet relief from the relentless climbing (15000m in total), with some climbs lasting 20km at times. However if you can drag your head away from the trail ahead you are rewarded with stunning scenery that takes what little breath you have straight away. You are truly spoilt with views often including some of the very highest mountains in the world, including Dhaulagiri and Annapurna I (both over 8000m).

For me the best element of the race was the people, both the fellow competitors and the locals along the route. Nepalese hospitality is truly incredible. Every village we raced through, locals cheered, kids lined up for high fives and doors were opened with the promise of raksi (local rice wine) or tongba (fermented millet drink) both enjoyed in equal measure by myself and other races. The racers are also awesome people all-round, the Yak



**YAK  
ATTACK  
2017**







Attack attracts a special breed of personality so the group gels instantly, albeit with the help of a few cold beers and a shared passion for suffering.

Whist looking at the figures of the race you could be forgiven for underestimating the physical and mental strength needed for the Yak Attack.

The shortest stage is only around 10km with the longest being 70km, yet the time taken for both stages is roughly equal at around 6/7 hours. It is foolhardy to just look at the numbers. In the words of race sweeper Neil Cottam 'a Nepali kilometer feels like an English mile.' The terrain is incredibly rough, the gradient is very steep, and with every meter climbed the air gets noticeably thinner.

The weather is as varied as the terrain; the days were warm and sunny, yet in the shade temperatures drop



brutally low. Whilst crossing the pass, both my insulated bottle and camelback froze solid. The numerous water crossings ensure that any warmth that returns to your feet overnight quickly disappears early each new morning. By far and away the hardest and most unknown element is the altitude. This was an absolute killer for me. It is totally debilitating, simple tasks such as climbing stairs require serious effort; strap a bike on your back and you keel over in a gasping heap after every few steps. This sorry cycle continued for 5 hours whilst trying to cross over Thorong la.

To summarize the effort required, each stage, with its the bone chilling cold (-15 at some points), rough terrain and lack of oxygen becomes a brutal behemoth of physical endurance.





1st	Cory Wallace	CAN	Kona
2nd	Ajay Pandit Chettri	NEP	Polygon
3rd	Narayan Gopal Maharjan	NEP	



I would like to offer my thanks to Gman Sherchan and his support crew who looked after us brilliantly during the race, Phil Evans and the rest of the Mountain Biking world wide crew (Corinne Smith, Neal Cottam and Peter Butt) who arrange amazing races all over the world, and finally the rest of the competitors and companions who helped the race become an experience that was truly once in a lifetime.

*About the Author -  
Freddy Sellwood, I have ridden mountain bikes for around 10 years all over the world including Europe Canada and Asia. I have raced Downhill, Enduro and XC, mostly for fun a good finishing place is more a nice surprise than a goal.*





# **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





**CRANKWORX**  
**ROTORUA** | MARCH 17-25

**PHOTO  
RECAP**



Brook Macdonald charging down





Loïc Bruni, Brook MacDonald and Finn Iles









Emilie Siegenthaler, Mick Hannah, Sam Blenkinsop, Tahnée Seagrave, Finn Iles and Miranda Miller celebrate at the Crankworx Downhill





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NO TOBACCO

WALK



Martin Soderstrom and Joe Simpson at the Duel speed and style





# 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)



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## #special #thanks

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