





Reliability, Redefined — For 20+ years, SDG has delivered cutting edge, dependable products. And today, after 2 extensive years of global testing, the Tellis seat post is no exception. Simply put, it just works, drop after drop.

TRAVEL	DIAMETER	LENGTH	WEIGHT	P/N
125mm	30.9mm	390mm	510g	07540
125mm	31.6mm	390mm	530g	07541
150mm	30.9mm	440mm	552g	07560
150mm	31.6mm	440mm	573g	07561

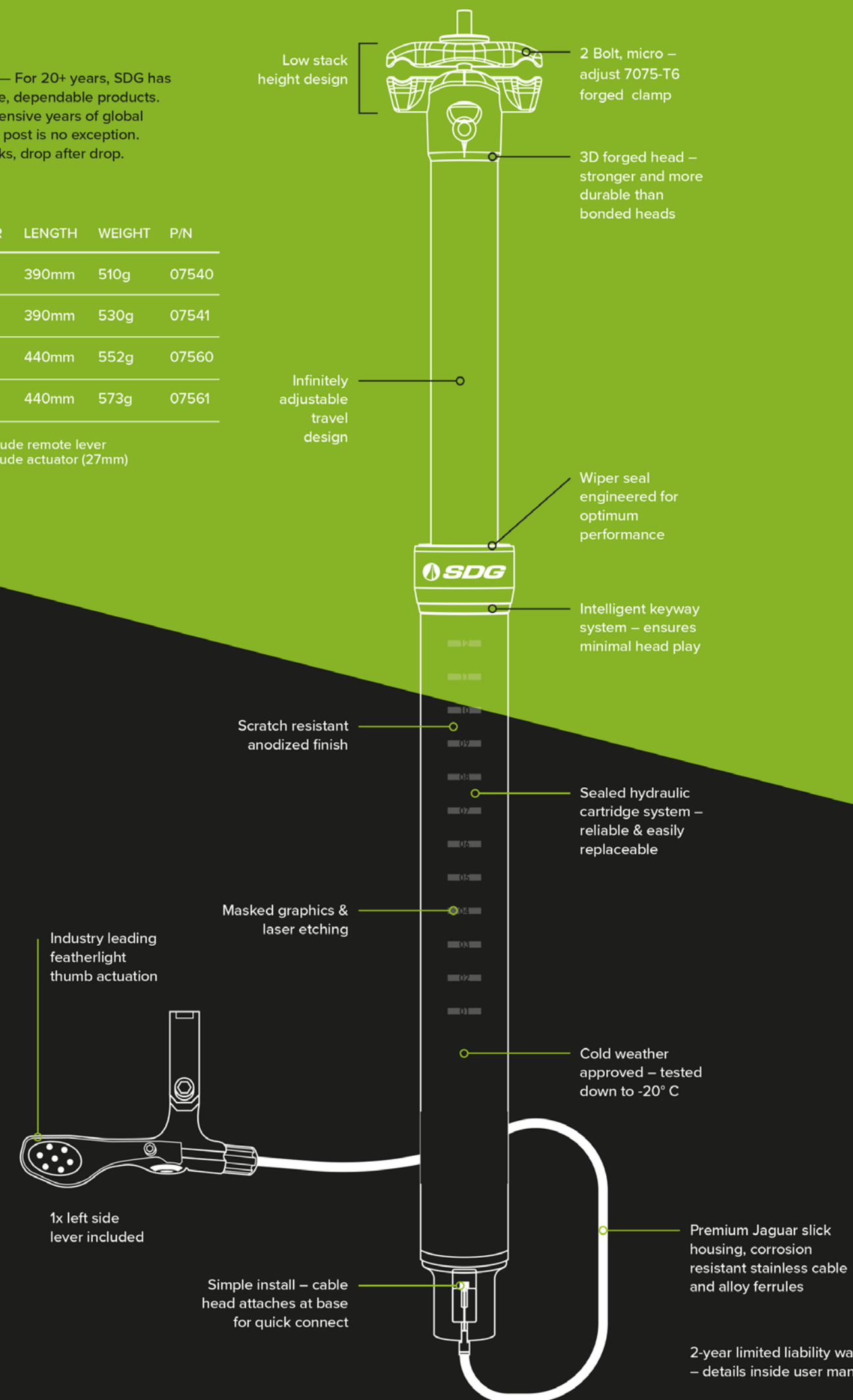
* Weight does not include remote lever
* Length does not include actuator (27mm)

TELLIS WORKS DROP AFTER DROP

Cable actuated
hydraulic dropper.



sdgcomponents.com



2-year limited liability warranty
– details inside user manual



#aloudscream #ladakh #india



#gdl #downhill #race #info



#tejsonkunwar #nepal



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A loud scream of
'KiKi-SoSo-
Largaylo'



A loud scream of 'KiKi-SoSo-Largaylo', was the only thing that was echoing throughout this vast space as I was gradually struggling my way up towards the pass. It was Skaldan's excited voice, screaming his lungs out on reaching the pass.

It was an auspicious cry. In Tibetan Buddhism, that is generally cried out as loud as one can on any high mountain pass, praising the gods for victory over evil, that is the reason you see a lot of prayer flags planted there as well. The Pass was Ganda-La, which stands at an elevation of approximately 4,800 m above sea level, connecting the famous Markha valley, renowned



for trekkers in Ladakh.

It was a sudden plan which came about through a phone call made by Skaldan in the wee hours of the morning and by the next day, it was decided we were leaving for Ganda-la, along with our bikes. Actually, this was one of the plans that had been in the making for a very long time. But, I had not imagined it would be this abrupt. Anyway, there were five of us with our humble hardtails ready to embark on a trip that had not been done before. We had taken numerous trips in the past, mostly on road. Embarking on long endurance rides for days. Something like this was unheard of. In



Ladakh's history, never would a local take their bikes up this pass, or anyone for that matter. Khardung la, though, is a different case, being the highest motorable road in the world. Though there were many European riders who have done it before us.

So, our love for this sport is a recent affair. I, along with Gyatso and Skaldan, have opened a mountain bike travel company called Unexplored Ladakh, and have done a lot of riding in the past, but never really explored the downhill side of mountain biking until recently.



The first time we did something of this sort was from the famous hill called Magnetic, during one of our weekly rides. It was a daunting sight at first. I could feel my body shivering with fear when I got on top of the hill. After gathering as much courage as I could, I decided to let go. A nasty crash was something that I wasn't really looking forward to, but soon realized it was part and parcel of this.

So, this was the ride that changed everything for us.

Now, we weren't as keen as we were about road cycling anymore. We came



to a point where we switched our camps from GCN to GMBN (YouTube channels). Along with our YouTube playlist, there was also a dramatic change in our company's image and Philosophy as well.

We now focus more on Downhill single-tracks, trail rides, and even free-ride. We have started and are still in the process of developing products that revolve around such rides. Even our conversations are now centered mostly on MTB and the beautiful bikes around the world. And most importantly, the value of suspensions and the different parts of the bike and their importance has become profoundly clearer to us.



So a trip to the pass was the first long ride we had taken after our world had altered drastically. Our bikes, loaded up on a pickup truck, we were headed towards the village of Zingchen (3,402mts), which lies at a distance of 25 kms away from the town. From there, we started our ride towards the village of Rumbak (3,843 m) mostly pushing it. The village is famous for Snow Leopard spotting, especially in the winter.

By the time we reached the village, it was almost dusk and we had to spend the night there. The next day, our trip would take us further up towards the village of Yurutse (4,050 m) taking us around 2 hours to reach there.



The entire village has just a single household that can get cramped up with trekkers. Luckily, we managed to get a room for ourselves.

After settling down and devouring our lunch as soon as we could, we decided to continue with our journey towards the pass. The further we got, the more difficult the path became, unfortunately allowing only three of us to continue.

After huffing and puffing our way, we finally made it to the top. Taking a much-needed rest, it was time to descend. I was nervous, but excited at the



same time.

The steepness of the trail was something that I still haven't really got used to. But, once I got on my bike, the confidence started to slowly pick up. It was mainly the sharp switchbacks that proved challenging and also the technical patches did not help. The trial overall was fun, fast and flowing all the way to Yurutse, where we spent our night.

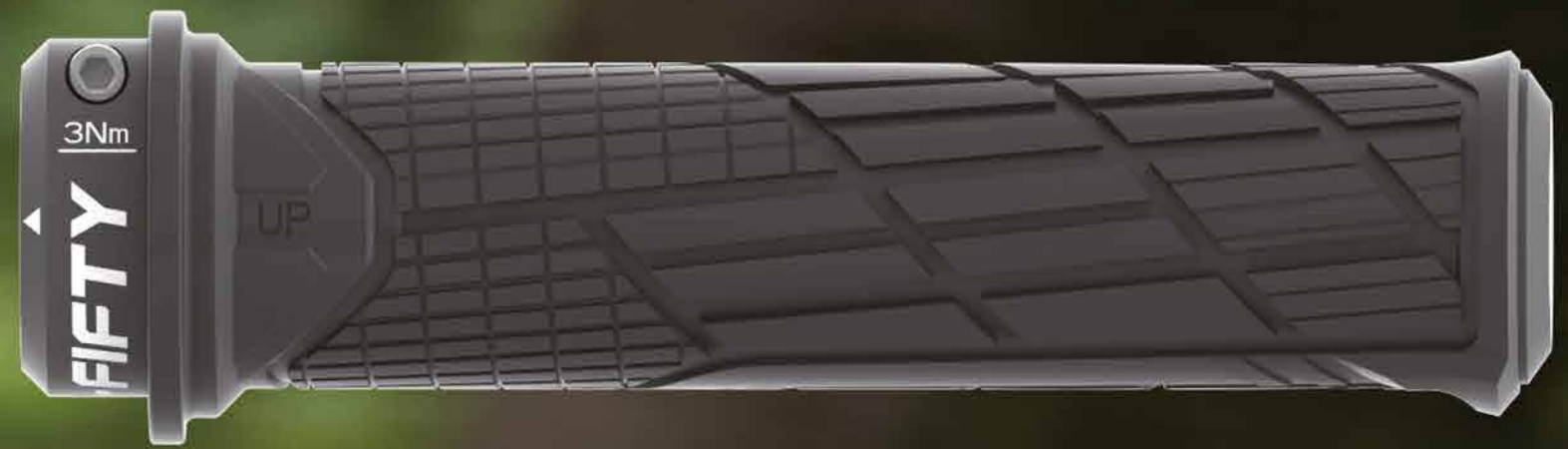
The next day, after our breakfast, it was time for us to head back through the trail that I was particularly looking forward to, a straightforward trail that leads all the way to the village of Zingchen. It can get a little gravel at



times with few Rock Gardens along the way. Other than that, it is a fun trail to enjoy, especially after Rumbak Village. The ride came to end as soon as our tires touched the tarmac at Zingchen village, luckily without any major crashes.

After this trip, I became a more confident rider and technically better in many ways.

This left me hungry for more of such rides in the future and hopefully with more people. Especially with more locals involved, and by the looks of the current scenario, that day won't be that long.



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**Excellent handling grips for extreme riding.
makes it perfect for downhill and freeride.**

- Soft and durable super tacky compound.
- Carbon-friendly clamps.
- Different compound to increase palm cushion and finger grip.
- Interchangeable end plugs.
- Contains no harmful substances.



SPECIFICATIONS

Material:	Custom Rubber Compound
Size:	145mm total length / 31mm diameter
Color:	Black Grey Yellow Red Orange Purple Blue Turquoise Green
Clamp:	Single clamp
Weight:	approx. 122g/pair





2018 泉林亚洲DH山地自行车邀请赛

AGOR ASIA GREENLAND DOWNHILL RACE-ZHONGSHAN CHINA
暨 GDL自行车系列赛-全国总决赛

MOUNTAIN BIKE DOWNHILL

12月8-9日
中山泉林
欢乐世界

冠军之路 激情绽放

RIDE ON. RIDE FASTER



Guangzhou Downhill League





ZHONGSHAN
CHINA

LOCATION

山地车公园
DARAY
MOUNTAIN
BIKE PARK



Race Track Information



Event item	date	time	Remarks
Check in time	December 6th, 7th	9:00 to 12:00 / 14:00 ~ 16:30	Mountain Bike Park Service Center
Practice time	December 7	9:30 to 11:40 / 13:00 ~ 16:30	Tournament began offering all-day cable car and track security officer served by December 7
Leader meeting		17:00 to 18:30	conference Center
Opening ceremony		9:00 to 9:30	End point main venue
Youth Group (U18) qualifying	December 8	9:31 ~ 10:00	All players in the match group on the day should arrive at the starting point in advance according to the scheduled time.
Master Group (40+) qualifying		10:05 ~ 10:35	
Open Group (U39) qualifying		10:40 ~ 11:20	
Open Group (U29) qualifying		11:25 ~ 12:45	
Women's Team (WOMEN) qualifying		13:50 ~ 14:10	
Elite Group (ELITE) qualifying		14:15~14:55	Downhill track area
Official practice		15:30 to 17:30	
Happy Pumping Challenge		9:00~17:00	MINI BikePark area
Official practice	December 9	8:00 ~ 9:00	Elite group exclusive practice time
Youth Group (U18) Finals		9:31 ~ 10:00	All players in the match group on the day should arrive at the starting point in advance according to the scheduled time.
Master Group (40+) Finals		10:05 ~ 10:35	
Open Group (U39) Final		10:40 ~ 11:20	
Open Group (U29) Final		11:25 ~ 12:45	
Women's Team (WOMEN) Finals		13:50 ~ 14:10	
Elite Group (ELITE) Finals		14:15~15:00	End point main venue
Fancy tail race		15:30~16:30	
Awards and Closing Ceremony		17 : 00	
Happy Pumping Challenge		9:00~17:00	Pumping track area



TRAIL



2018 泉林亚洲DH山地自行车邀请赛

AGOR ASIA GREENLAND DOWNHILL RACE-ZHONGSHAN CHINA

暨 GDL 自行车系列赛-全国总决赛

名次/组别	速降精英组 ELITE	速降女子组 WOMAN	速降公开组 (U39)	速降公开组 (U29)	速降青年组 (U18)	速降大师组 (40+)	花式摆尾赛 (Whip off)	PUMP TRACK泵道 体验赛
	奖金Price	奖金Price	奖金Price	奖金Price	奖金Price	奖金Price	奖金Price	奖品Prize
1	¥ 15000	¥ 2000	¥ 2000	¥ 2000	¥ 1200	¥ 1200	¥ 1200	奖品
2	¥ 8000	¥ 1500	¥ 1500	¥ 1500	¥ 800	¥ 800	¥ 800	
3	¥ 5000	¥ 1000	¥ 1000	¥ 1000	¥ 500	¥ 500	¥ 500	
4	¥ 3000		¥ 800	¥ 800	¥ 300	¥ 300	¥ 300	
5	¥ 2000		¥ 600	¥ 600	¥ 200	¥ 200	¥ 200	
6	¥ 1500		¥ 500	¥ 500	¥ 100	¥ 100	¥ 100	
7	¥ 1000		¥ 400	¥ 400	¥ 100	¥ 100		
8	¥ 800		¥ 300	¥ 300	¥ 100	¥ 100		
9	¥ 600		¥ 200	¥ 200				
10	¥ 500		¥ 200	¥ 200				

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暨 GDL 自行车系列赛——全国总决赛
AGOR ASIA GREENLAND DOWNHILL RACE-ZHONGSHAN CHINA
2018 泉林亚洲 DH 山地自行车邀请赛

部分国际选手
Invited Riders



Yuki Kushima
Japan



Kazuki Shimizu
Japan



Hajime Imoto
Japan



Jacob Dickson
Giant Factory Off-Road Team
Ireland



江勝山
中華台北



ixs THINK SMART. **RIDE FREE.**



FLOW



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



get out and play

#ixsplayground




Anup Khatri & Dip Thapa
Umang Shrestha

Mesum Verma



हजं डोर डिप थपा


A full-page background image showing a mountain biker riding through a dense forest. The rider is wearing a yellow and red long-sleeved jersey, black shorts, and a black helmet. The forest has many tall, thin trees and a thick undergrowth of green plants and ferns. The ground is a dirt path covered with fallen leaves.

Tejson Kunwar is from Lalitpur, Nepal, and mountainbiking is part of his life. He was born and raised in a middle class family between five elder sisters and his mom and dad. As a child he was always interested in doing new stuff, breaking toys and playing with wheels. He's 17 years old now and obsessed with two wheels.

His dreams for mountainbiking started when he was 15 years old. His dad took him to a race and he was amazed how fast the riders went.



He made it clear to himself that he would do and be the same. He asked his parents to buy him a bike but they turned him down. He really needed a bike, and finally after numerous requests and lots of tears rolling down his cheeks, he got a bike. The bike was named 'santosha' and he got it for US \$120 , and he was so happy. From that day he started watching videos and learning skills such as bunnyhops , manuals , endos and many more... time came and he wanted to race . He did a junior race on

A mountain biker is seen from behind, riding a trail bike on a grassy hill. The rider is wearing a red and blue long-sleeved jersey, red shorts with white graphics, and a black helmet. The bike is a full-suspension trail bike with a black frame and red accents. The background is a lush green hillside with some trees in the distance.

his bike and it was not good enough. After all, what could a steel frame bike which weighed 18kg do in a race, right? After the race he asked his sisters to help him buy a proper mountainbike and through their help , he was able to get one. It was a Commencal Ramones Cromo which he got for US \$500 approx . It was third-hand bike . He started getting better on a bike after he got the bike. He wanted to race again . Then he started collecting money for race fees and bike upgrades by selling bike



parts online . It was frustrating at times but he needed to get the cash. He borrowed one of his friends' allmountain bike for a downhill race and surprisingly secured 3rd place in it. He was super motivated after that . Since then he has been working on developing his skills, and his story has took a positive turn and is continuing.

some hobbies that he has off his bike are Photography and Videography.



His wish is to be able to race in international races and hopefully secure podium position. He also dreams of making awesome videos and clicking stunning pictures and bringing new unique concepts to the industry.

He feels that he has come a long way in a short time since he started mountainbiking about two and a half years ago. Although he did not have support before, he has support now from friends and family and also



Epic Mountainbikes who have been helping him out with everything he will do from now on. He is super happy to be representing and riding for team EPIC and also hopes to do better things that the mountainbike community appreciates.

He says that the only two things that you need to move forward are your will and self-motivation. If you have these two qualities in you, you can achieve anything you want.

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

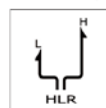
Axle to Crown: 26in. 569mm, 27.5in. 579mm @ 200mm of travel

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.



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#design

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#advertising #info

Mesum Verma: mv.mtbmagasia@gmail.com

#special #thanks

Bryan Bell, Fabian Mitterhauser, Rishabh Gowda, Donna Meek

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