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#ISSUE77

#JUL2021

#ronnmtb #india

#gur #mongolia

#trails #india





TRAIL STORIES

LIVE TRAIL LIFE

***WE ALL CREATE TRAIL STORIES. EACH ONE UNIQUE
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RIDE THE TWISTS OF THE TRAIL, WE FORGE
FRIENDSHIPS AND MOMENTS THAT LAST FOREVER.***

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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

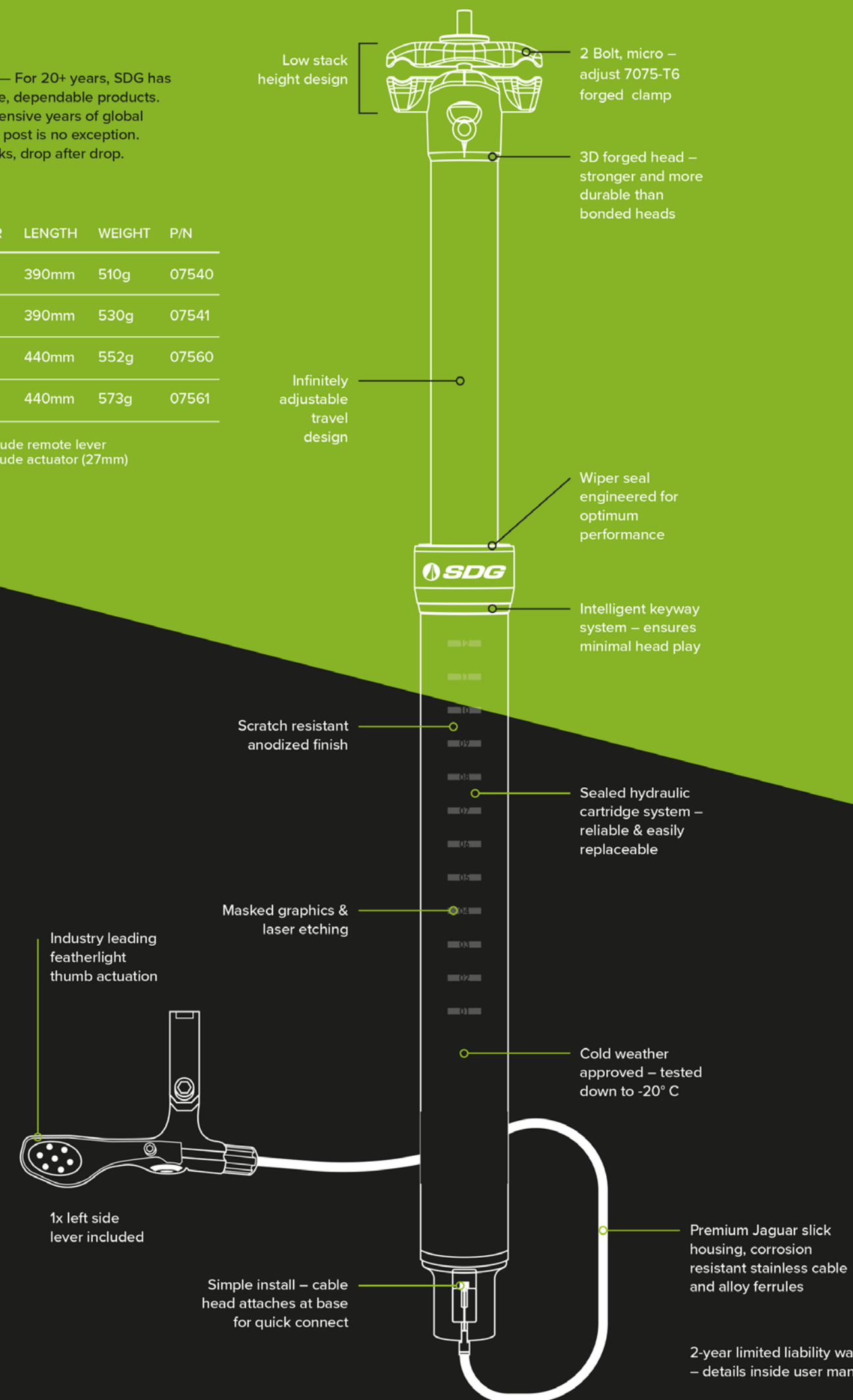
* Weight does not include remote lever
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Ronn MTB, Rohit Khetle, Arbaaz Nasser

Anissa Lamare



A person wearing a yellow t-shirt and white shorts is performing a mountain bike trick on a concrete wall. The bike is a full-suspension mountain bike with a purple frame. The rider is in a crouched position, leaning forward, with the front wheel on the wall and the back wheel on the ground. The background shows a clear blue sky, a tall building, and some trees. The image is partially obscured by a light blue graphic on the left side.

There are varied forms of mountain biking disciplines globally. The most heard or talked about in India are Cross Country, Enduro, and Downhill. Other disciplines like Freeride or Slopestyle are yet to gain notable exposure in the country because of lack of infrastructure. However, there is one discipline that is quite popular especially in and around the cities of mainland India.

Mountain Biking Trials or simply Trials is another area of cycling that involves a rider's skill to complete an obstacle course without setting foot on the ground. The practice tests the riders' ability to handle natural or man-made courses. But that isn't all, there is another sub-category called mountain bike street trials. As the name hints, the cycling discipline is mostly cultivated in the streets or even bike parks and on varied surfaces like sidewalks, staircases, walls, by fusing skills like the bunny hop, jumping gaps, and dropping off edges. In reality, though, the possibility of street trials is boundless.


You must be wondering if this rant will



lead to a disquisition on the mountain bike discipline, along with some tips to buying your first trials bike. But that isn't quite so. Instead, we're going to take you on a virtual trip with one of the finest-crafted trials bike riders from India. The pinnacle conclusion takes inspiration from the tough grind twenty-three-year-old Rahul Mishra puts in, in every single ride.

Rahul, who goes by the nickname Ronn is an "extreme sports athlete" who rides a trial bike and is an MTB Street Trials athlete from Mumbai, India. "I was in grade seven," begins Rahul as he recollects the first time he saw a BMX crew called Sharptune perform tricks at a college festival in I.I.T Mumbai/ Bombay. "After watching these guys my mind was blown," says Rahul. The love affair only grew stronger with the curious mind wanting to know more about the discipline. "Until then, I wasn't aware of the term BMX."

To quench his thirst to learn what trials were, Rahul visited cyber cafes and bounced

A person wearing a helmet and dark clothing is riding a mountain bike on a paved path. The path is bordered by large, leafy trees on the left and a body of water on the right. In the background, across the water, some buildings are visible under a clear sky. The rider is in a dynamic pose, leaning forward as they pedal.

on the search engine. The well-known Danny MacAskill appeared on the first row of the result and, well, just as the introduction to riders like Manon Carpenter, The Athertons or Aaron Gwin changed the course for many downhill riders, Danny became one of Rahul's muses.

Exactly a year later, Rahul met the Sharptune team again along with India's Late Ajay Padval "riding his orange bike." From the second meet, things started becoming clearer and the discipline eventually unfolded to what is now daily bread for the young rider. Dipak Panchal, a member of the Sharptune team, "helped me further to where I am now."


"The sport is all about power, precision and control," asserts Rahul as he continues to share his love for the discipline as he has done since 2013. While other disciplines of mountain biking are slowly gaining recognition in the country, the existence of street trials is yet to be acknowledged, let alone its dire need of support from local, state or national bodies. "I see that society



is still lacking the knowledge of the sport.” “It’s easy for society to understand cricket or football,” but it’s another task altogether to “digest extreme sports,” or the mere concept of it.

Another misconception surrounding the discipline is that it is entertainment rather than a sport. “This hits me badly,” because of the amount of backbreaking work riders put in to perfect every trick. Nonetheless, Rahul does not let this supposedly trivial baggage get in the way. Instead, he follows a rather strict routine to keep him afloat with what he wants to achieve. “My day starts at 7 A.M in the morning with a little stretching”. This is followed by weight training at the gym, followed by college. But even after overworked days in school, Rahul finds time for a job for extra support. On days when the work isn’t too hectic, “I pick my bike and go out for a quick spin”.

“Time management is the biggest problem for me,” because there is little to no time to practice. Rahul adds that the lack of financial



support is an obstacle standing between him and his goal. Therefore the only way to survive is to earn, so he can afford the parts of the bike that can get damaged over time from tricks.

While these challenges are enough for others to give up, it's the opposite for Rahul. If you're an avid Instagram user, you may receive timely notifications or "Ronn's Mtb" page would be first on the feed scroll page with new content almost every day. "My favourite trick is from the BMX category which is Barspins and Whips." The barspin and a fakie manual tailwhip are two tricks Rahul is currently working on. "Perfecting a trick is all about commitment." "You have to be focused" and be very sure you're going to nail it, if not today, maybe in a few days or weeks. Patience, consistency and perseverance are key to landing tricks on a trial bike.

The road to becoming a great street trials rider wasn't at all a piece of cake for Rahul. Challenges are aplenty and support is the



least he can expect from other external sources. Working with some brands can demean the rider because skills are sold for a “particular project” and in turn, this “drops the value of the sport.” Dipak Panchal is the only one who motivates Rahul mentally or is ready to extend any help when it comes to bike maintenance. It was only later when Rahul’s determination was evident that his parents started accepting, as well as extending support.

So, while there are many obstacles along the way, Rahul gives off the energy of a young and passionate athlete at heart. The benefits from riding mountain bike street trials in a place like India may not show in terms of support, competitions or infrastructure. But, when it comes to cycling and its varied disciplines there is always something bigger, which is why riders like Rahul keep on falling face-first on the ground until they can land a trick with the bike and rider still upright.

Ending the interview with a message, Rahul shares, “Whether you’re a beginner or a professional, ride for fun and improvement rather than to impress or show off.”

Fun Trivia:

Besides being a passionate street trials athlete, Rahul is a content creator who fuses his vlogging skills with his riding.

You can check his work out on:

Ronn MTB Youtube - Channel



SPEED RACE WHITE



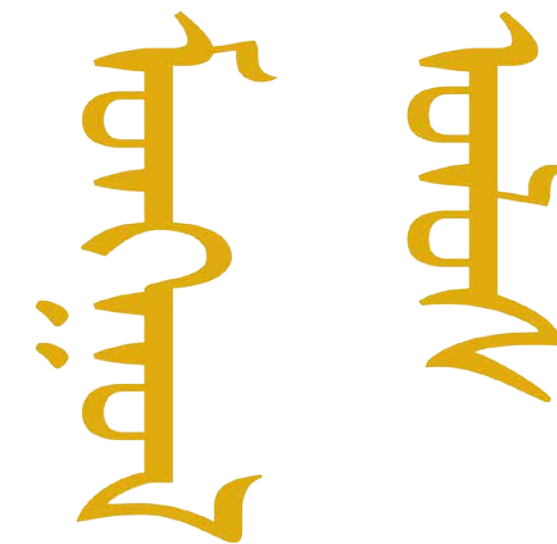
PANTS SEND IT



GLOVES RAD RED

Gur Tovoo

Aurelius Satlow



A CUP OF COFFEE WITH GUR FROM MONGOLIA



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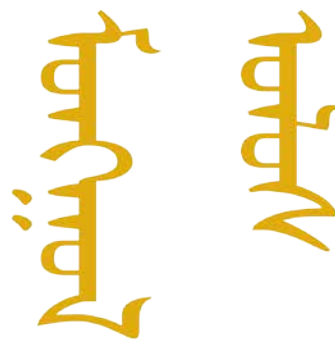


Mongolia isn't quite a well known place for riding mountain bikes. But the story of my chat partner Gur shows how suitable Mongolia actually is for mountain biking and cycling in general. During my research into Mongolia it was noticeable that most of the people who ride there or have been riding there were foreigners, who travelled to Mongolia and later posted about their experiences. So I found it all the more interesting when I happened upon Gur's postings on Facebook. Gur is a 40-year-old Mongolian, who only recently discovered biking for himself. After adding his contact it didn't take even 3 days for us to have an interesting 2-hour-long chat on Skype – he sitting in an internet cafe in Ulan Bator having a cup of hot chocolate and me at home in Ningbo / China with my mug of coffee.

Gur, surnamed Tovoo, was born in Mongolia, grew up in a remote village,

studied Business and International Relations and then began work in the local tourism sector. Surprisingly he is actually new in the field of cycling. It was in 2020 when an American tourist inspired Gur by asking him whether he knew where to go by bike in Mongolia. After that, due to his limited budget Gur bought a cheap hard tail mountain bike with minimum equipment, and went for some first short distance rides between 20 and 30 km, starting from Ulan Bator.

Later due to the pandemic Gur had some more free time and so he planned his first longer trip and studied other bike travellers' notes. Gur set off in mid-June 2020 and that trip took him about 1000 km into the east. He started about 200 kilometers east of Ulan Bator and his first place he rode





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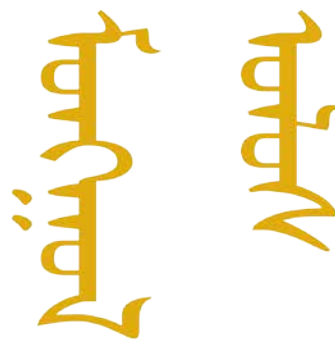


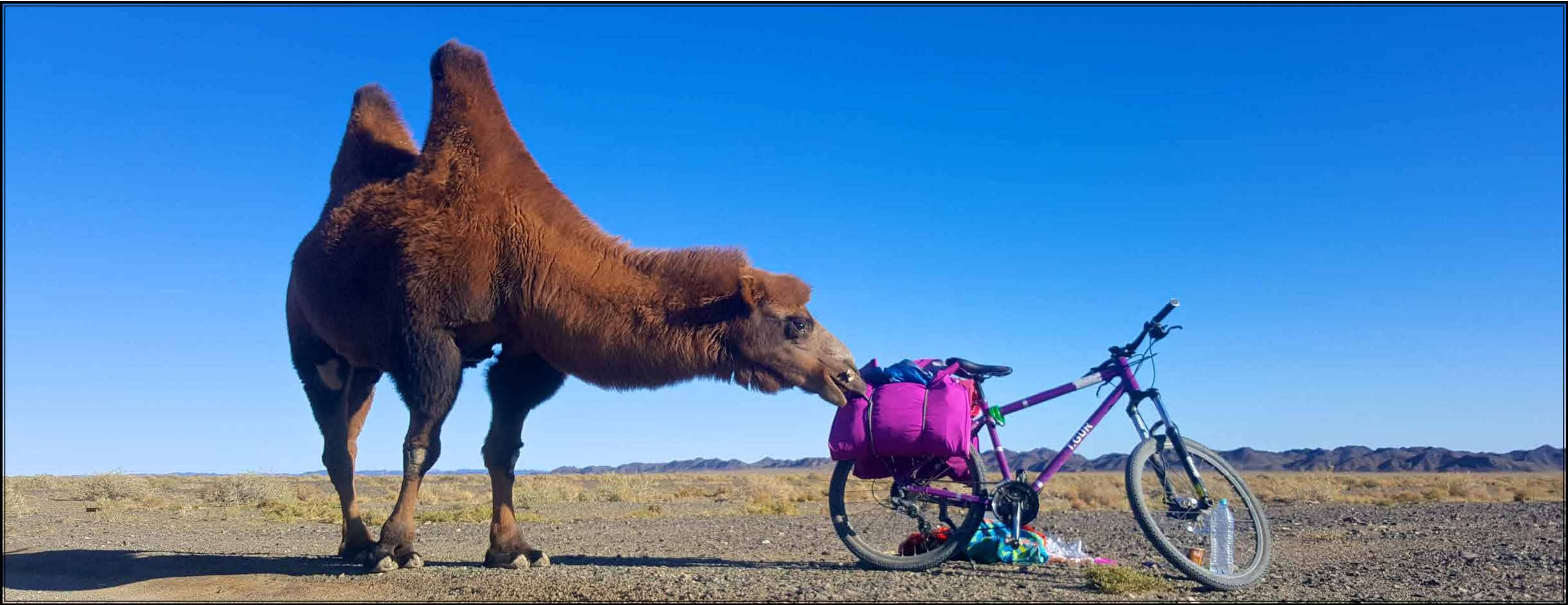
to was Ghengis Khan's birth place Dadal soum. As Gur tells me, he isn't a racer and is rather a slow traveller, who likes to look around and loves to explore. He wanted to go to remote places that he had never seen before and where one can't find the usual tourist camps and hikers on the way.

Gur cycled on through the Menengiin Tal in the Dornod province, which he found to be one of the most amazing parts during his trip. Gur enjoyed riding alone. Seeing no people for long distances is something he is already used to as a Mongolian who was raised in the countryside. Especially in the southwest of Mongolia, one encounters really few people. In the villages and towns he passed on this route he just filled up supplies and went on. The nights he spent in his tent.

The next place Gur really enjoyed seeing was Buir Lake. Travelling through Mongolia by bike, Gur rode all kinds of roads and through different landscapes, such as steppe, forest steppe river valleys, and wide open valleys, which he found all super impressive. Especially in the second half of his journey he came through very flat area with no hills at all, even in far sight. This is the eastern part of Mongolia where one can ride hundreds of kilometres through wide flat areas between the mountains.

The wide open landscape there is covered by grassland and holds many different little bird species, mostly Larks. Gur tells me: "I was so impressed by the bird songs I could hear there all the day, from early morning after wake up till I fell asleep in my tent."





Gur rides slowly, only about 75 kilometer per day and mostly off road. When I asked if he had to deal with any difficulties, he explained that he didn't expect the trip to be easy and still he found it quite challenging. The surface of the some of the field roads were like long endless washboards. The biggest challenge for Gur was definitely headwinds, especially in flat areas. Since it was summer the temperatures were just right – in winter time it's almost impossible to ride since Mongolia is one of the coldest countries in Asia.

One area in eastern Mongolia he went through was super dry, but suddenly it rained heavily . Out in the open area was nothing where he could hide or get cover from the rain. Then Gur tells the story: "I was lucky to find

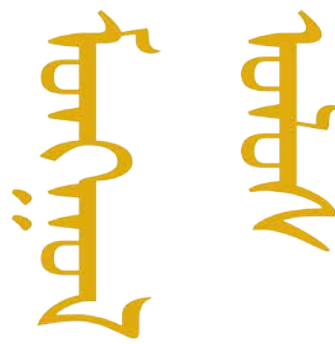
Гур
Ногоо



a nearby nomad family and so I could escape the rain. Although it was an extreme rain for me but the local people were kind of amused about it, which made me feel happy and relieved as well.”

After about 2 weeks Gur reached his final destination at Khalkhgol soum. From there he took a taxi van to the city Choibalsan and then he returned by bus to Ulan Bator. The good experience of trip made him immediately begin planning the next trips, both about 500 km. The first one in July he did into more mountainous area with difficult rocky roads and long climbing sections and days and days without any people.

On his third trip in late August and early September he wanted to explore





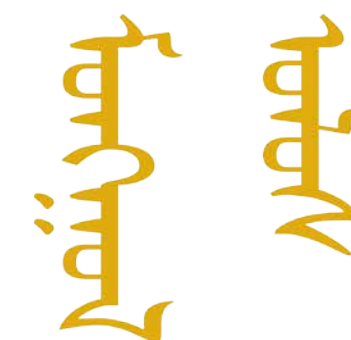
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the Gobi-Altai, a semi-desert region. Gur felt this was the most tough to ride, because of rocky roads, high mountain passes and long wide valleys, but with a lack of rivers and lake. Almost every day, he got too late to the camping ground or town that he wanted to reach. But still he describes this trip as “another amazing feeling of being alone at a place in the middle of nowhere.” And here Gur tells me an interesting and a bit scary story: “On the last camping ground when I woke up very early, I felt like I heard the calling sound of wolves. So later at noon, when I reached the town I was talking to a local person about that and he said I am correct, I camped in an area inhabited by wolves. I felt quite adventurous hehe.”

Although this article doesn't intend to give profound information about

mountain biking in Mongolia I'd like to do some general after notes that might be interesting for some readers. It also isn't an unknown place for mountain bikers and if one does research on the internet and social media about MTB in Mongolia, one can find that there have been a bunch of riders over the past decades who explored that country by bicycle and reported and posted about it. Also, Mongolia offers chances for mountain bike racing, such as for example the „Chinggis Khaan Asian Bike Festival Mongolia“. This long-distance XCO race was held in 2017 and 2018 and started from Ulan Bator. An even longer history has the “Mongolia Bike Challenge” which has been in existence since 2010, also a kind of marathon cycling race, unfortunately cancelled this year due to the pandemic. Taking a look at the Enduro und Downhill scene one can hardly find traces of these at least in the social media, though there seem to be some scattered riders.





Mesum Verma, Bryan Bell, Guenole Dubost Thomas Knecht,
Wolfgang, Dorjie, RedBull & Google Maps

Mesum Verma

#2/2

#trails #ladakh #leh #india

Mountain biking! Without a trail, mountain biking just on the road would be a bit boring. Having a nice trail to ride makes things interesting. But what do you need from a trail? What makes a good trail? Then again, can't we ride on tarmac at all? It's difficult to say, and also, all riders will have their own exceptions. Having a absolutely stunning view after you reach the top of the hill or mountain, but a simple, easy trip to the top - will this make the trail not worth the ride? Many questions, and many answers for them.

But let's agree, we need trails! We want to show you some trails which you need to ride, and give you an idea where to put your tyre mark into the dust!

I started with Ladakh! In case you didn't see it, click the [LINK HERE](#) and you will find some trails we shown before from Ladakh.

Time to share some more trails!

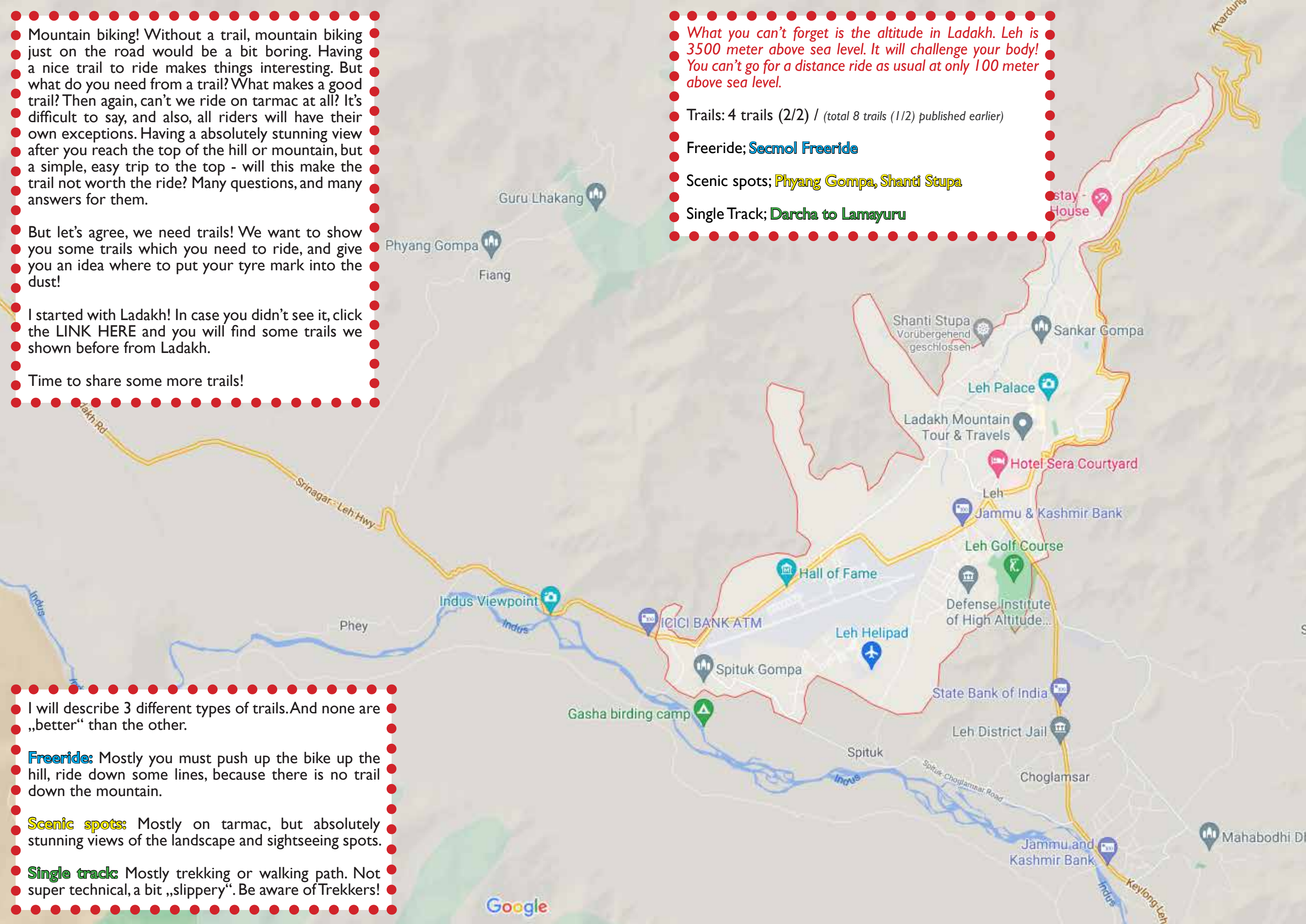
What you can't forget is the altitude in Ladakh. Leh is 3500 meter above sea level. It will challenge your body! You can't go for a distance ride as usual at only 100 meter above sea level.

Trails: 4 trails (2/2) / (total 8 trails (1/2) published earlier)

Freeride; [Secmol Freeride](#)

Scenic spots; [Phyang Gompa](#), [Shanti Stupa](#)

Single Track; [Darcha to Lamayuru](#)



I will describe 3 different types of trails. And none are „better“ than the other.

Freeride: Mostly you must push up the bike up the hill, ride down some lines, because there is no trail down the mountain.

Scenic spots: Mostly on tarmac, but absolutely stunning views of the landscape and sightseeing spots.

Single track: Mostly trekking or walking path. Not super technical, a bit „slippery“. Be aware of Trekkers!

Phyang Gompa

GOING THERE

Phyang Gompa



Type: Scenic Spot
Length: 20,4 KM
Uphill: 425 meter
Descent: 336 meter
Skills: beginner
Ground: tarmac road



Army Hospital Leh

Kushok
Bakula
Rimpochee
Airport

Hall of Fame

4 h 17 min
20,4 km



Spituk Gompa

Google

ICICI BANK ATM

Indus

Phey

Srinagar-Ladakh Rd

Srinagar-Leh Hwy

Satellit

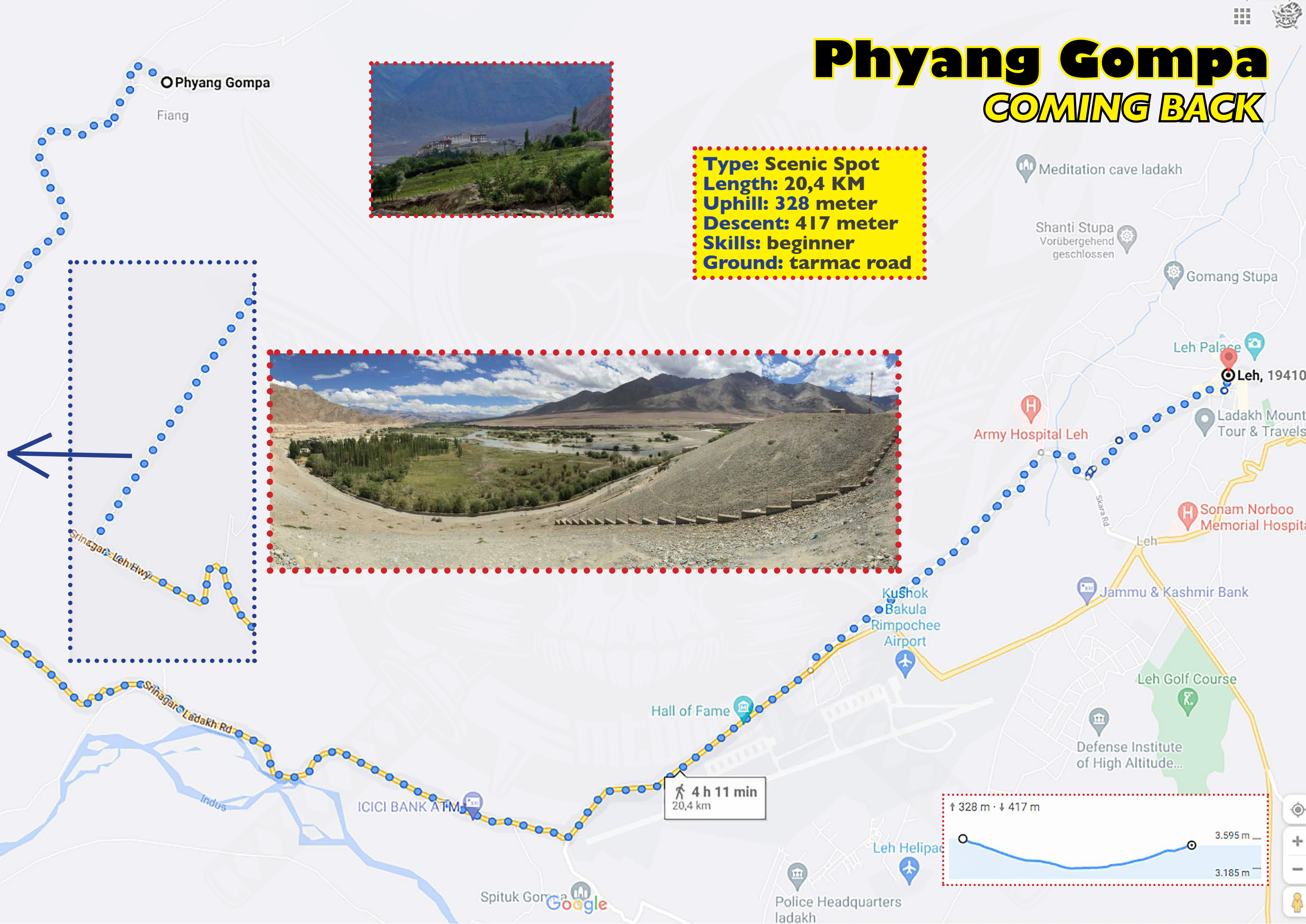


Phyang Gompa

COMING BACK

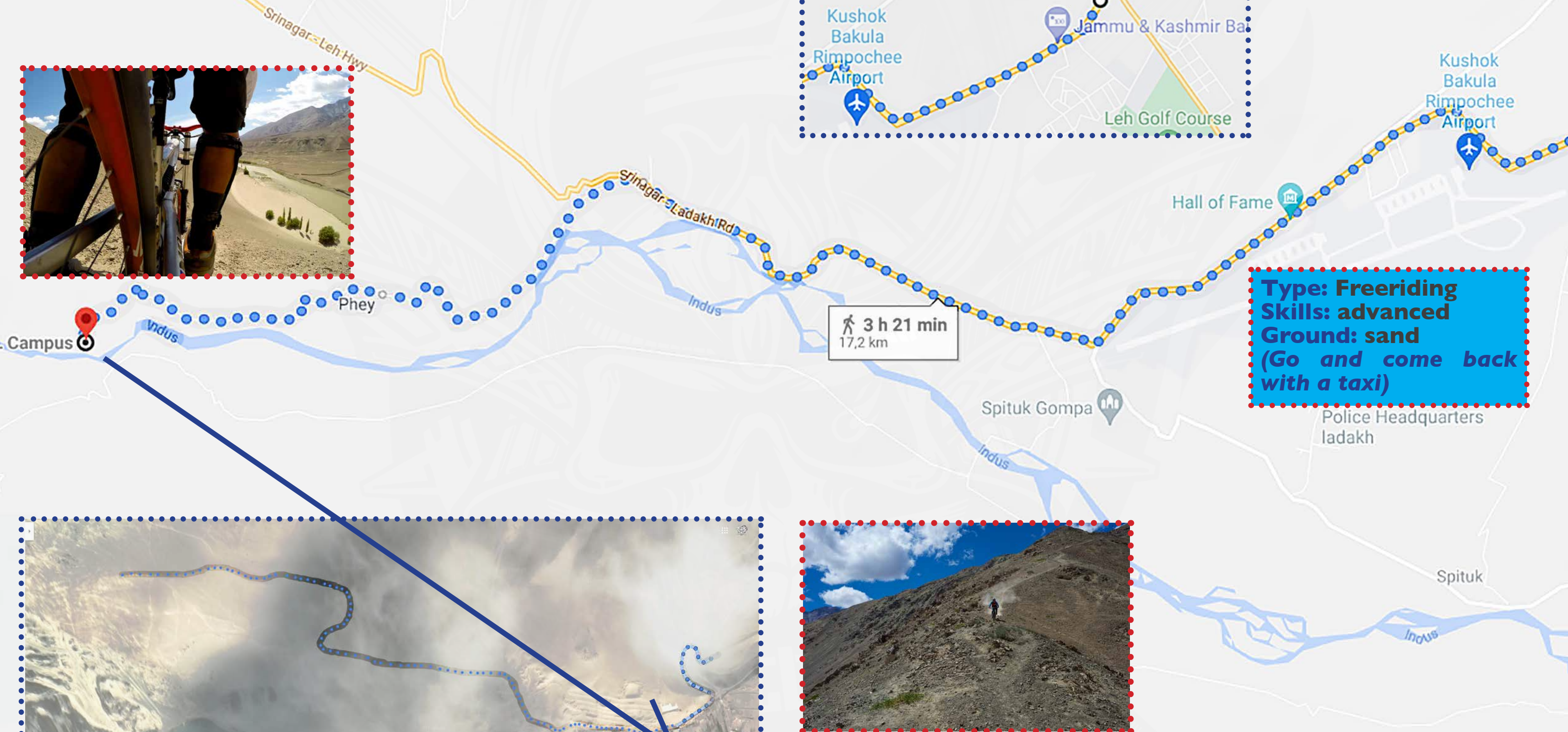
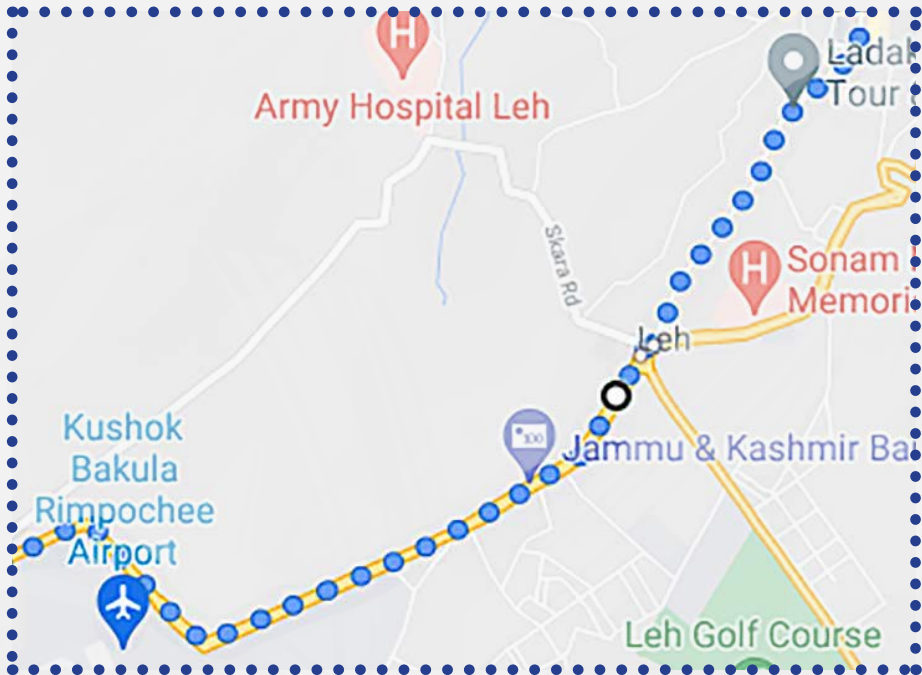


Type: Scenic Spot
Length: 20,4 KM
Uphill: 328 meter
Descent: 417 meter
Skills: beginner
Ground: tarmac road

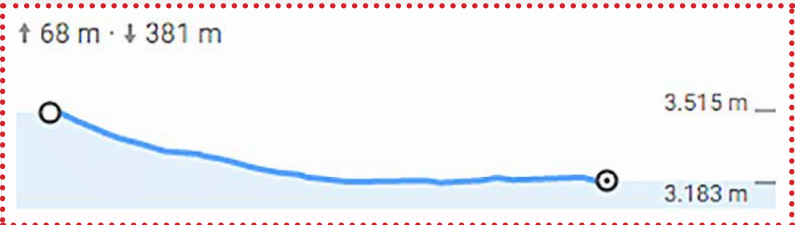


Secmol Freeride

GOING THERE



Type: Freeriding
Skills: advanced
Ground: sand
(Go and come back with a taxi)



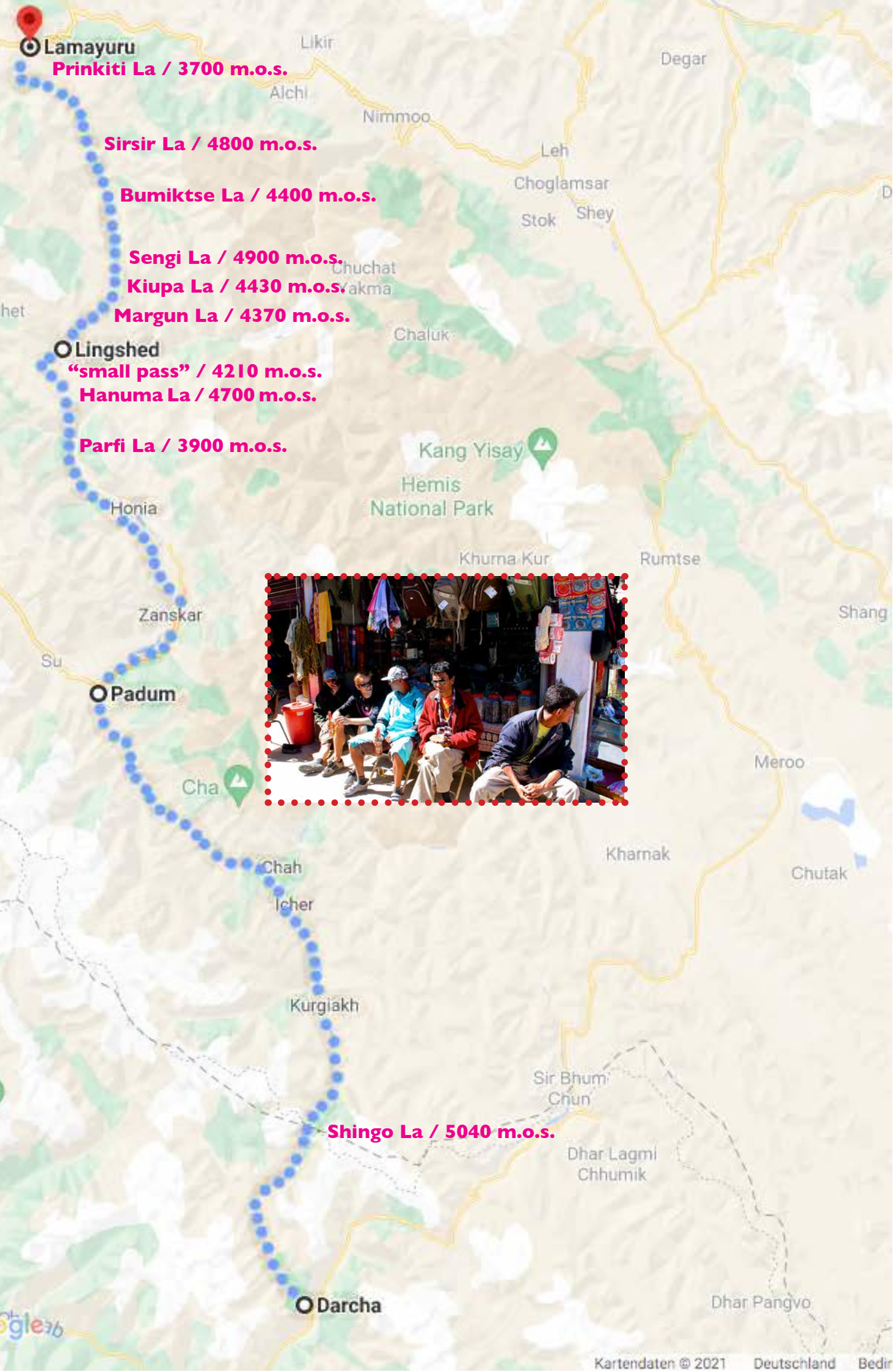






Darcha - Lamayuru

Type: Single track
Length: 342 KM
Uphill: 99 KM
Descent: 243 KM
Passes: 10
Skills: advanced
Ground: sand / rocks









Lingshed - Lamayuru





Shanti Stupa

GOING THERE

Shanti Stupa

OYO 13759 Hotel Galwan Palace

37 min
2,6 km

OYO 6414 Oasis Villa Leh

Lassu Guest House

Dream Ladakh

Water Pump Sankar

Hotel White Tara Leh

Lamdon Model Secondary School

Hotel Himalayan Heritage

COMING BACK

Type: Scenic Spot
Length: 2,6 KM
Uphill: 22 meter
Descent: 143 meter
Skills: beginner
Ground: tarmac road

Shanti Stupa

Gomang Stupa

Prayer wheel

30 min
2,6 km

Zostel

Raj Niwas Ladakh

Police Station

Central Asian Museum

Leh, 1941

↑ 22 m · ↓ 143 m

3.627 m

3.506 m

Type: Scenic Spot
Length: 2,6 KM
Uphill: 139 meter
Descent: 18 meter
Skills: beginner
Ground: tarmac road

Zostel

Raj Niwas Ladakh

Police Station

Central Asian Museum

Leh, 194101

Niri-La Ladakh guest house Leh

Women's Alliance of Ladakh

Tsemo Goenkhang

↑ 139 m · ↓ 18 m

3.627 m

3.506 m



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#SPECIALTHANKS

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