



#ISSUE82

#MAR2022

# mtbmag

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#thimphu #bhutan

#ixssports #carve #race

#pokhara #nepal

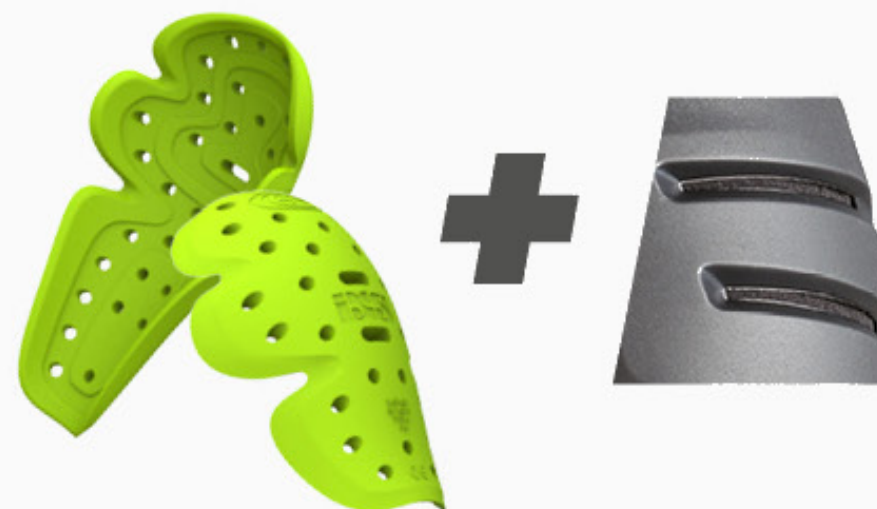


RIDE WITH **HEIGHTENED  
CONFIDENCE**



AVAILABLE NOW:  
**CARVE  
RACE**

The perfect protective companion which won't discriminate between shuttle-assisted or enduro rides. Equipped with a **hard-shell** and **X-Matter** high energy impact absorption foam, these are the go-to knee savers for long days on the saddle.





#RIDER #VIKASAANAND

#COVER #SHEKHORAJA

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#TANDINWANGGHALEY #THIMPHU #BHUTAN



#REVIEW #IXSSPORTS #CARVE #RACE #PADS



#SUNILCSHARMA #POKHARA #NEPAL







PHOTOS PRANIT KATWAL

WORDS MESUM VERMA

རྟན་མགྱིན་དབང་ག་ལེ།  
འབྲུག་རྒྱལ་ཁབ་ གླིང་ཕུ་

Living in the capital of a country, or even maybe growing up in the capital of a province, is surely special. Mostly the capital city has more to offer than other cities as it holds a special status. Growing up in the capital of a Kingdom is certainly even more exciting. I could not stop wondering how it would be. **Tandin Wang Ghaley** got my attention, because of the kid rides super stylish - and he lives in Thimphu, the capital of the Kingdom of Bhutan.





The now-18-year-old, inspired by his father, started to ride bikes when he was 12 years old. The love story began with a hardtail Trek 4 series bike. Currently he is supported by Kona Bhutan and puts the tires from the Kona Process 153 (2021) into the dirt. In return he is doing some movies for them.

Tandin also likes to ride in the city; „urban riding helps me to learn technical skills on the bike, which I can use on my rides on the trails outside of Thimphu.“ You will find him mostly on the „KC Trail,“ his






f a -  
vourite track to  
get some airtime and get  
rowdy on his bike.

The biggest mountain bike community in Bhutan is the Thimphu Mountain Biking Club, with about 50 members. Female riders are also in the Club, but mostly ride on the roads. Over social media or group chat, the members will get in touch and discuss when and where they will meet to go for a ride. Mostly about 10 riders show up at the weekend rides, which Tandin always attends to shred with the buddies. Luckily, they always get someone to





shuttle them to the start of the trail, so they will have time to take photos or do some filming on the way down. Of course, they will repeat this several times. Sometimes they rest at end of the trail, enjoy the view of the surroundings of Thimphu and refresh themselves with drinks (non alcoholic) before each rider heads back to his home.

If they don't spend too much time on the trail, they all will head to the bike shop (Kinga Bicycle) because the club mates who didn't make the ride will be seen





there.  
It's a gathering  
where they chill, speak  
about bikes, help the shop own-  
er with small repairs on bikes, but  
mainly just hang out and have a good  
time. After the shop is closed they will  
search for an empty parking lot to learn  
some stunts on the bike. If many riders are  
there, they compete in a friendly way to see  
who can do a trick. That helps them im-  
prove their skills on the bike.

As it is around the world, racing is  
also difficult in Bhutan. The last  
race was held in summer  
2020, since then





nothing. Tandin likes to attend competitions, not so much XCO but Enduro races, where he got the first spot last time. The pandemic makes it hard to organize races in Thimphu also.

Being locked in his own country makes Tandin dream about where he would like to ride. And it's the destination many would choose, especially riders in Asia. He dreams that he can ride every single trail at the Whistler bike park in Canada. And, as everybody does, he also hopes that the pandemic will soon be over, so he can travel even





easier in his own country to different spots to check out trails.

For Tandin, another goal, or yet a wish or a dream, is to represent Bhutan at the Enduro World Series. But this is a goal which is very hard to pursue he says. He is not sure about the future of biking in Bhutan. „Still right now are too less people riding a bike to make it a scene that I could follow up and maybe later getting a job in this field“ says Tandin, who is right now in 12th grade in high school.





Of course he hopes things turn for the better in the future and that all his dreams and goals come true. Till then, he will rip the trails around the capital of Bhutan to get also more skillful and faster on the bike, so that someday he can use all these skills on a foreign trail.





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

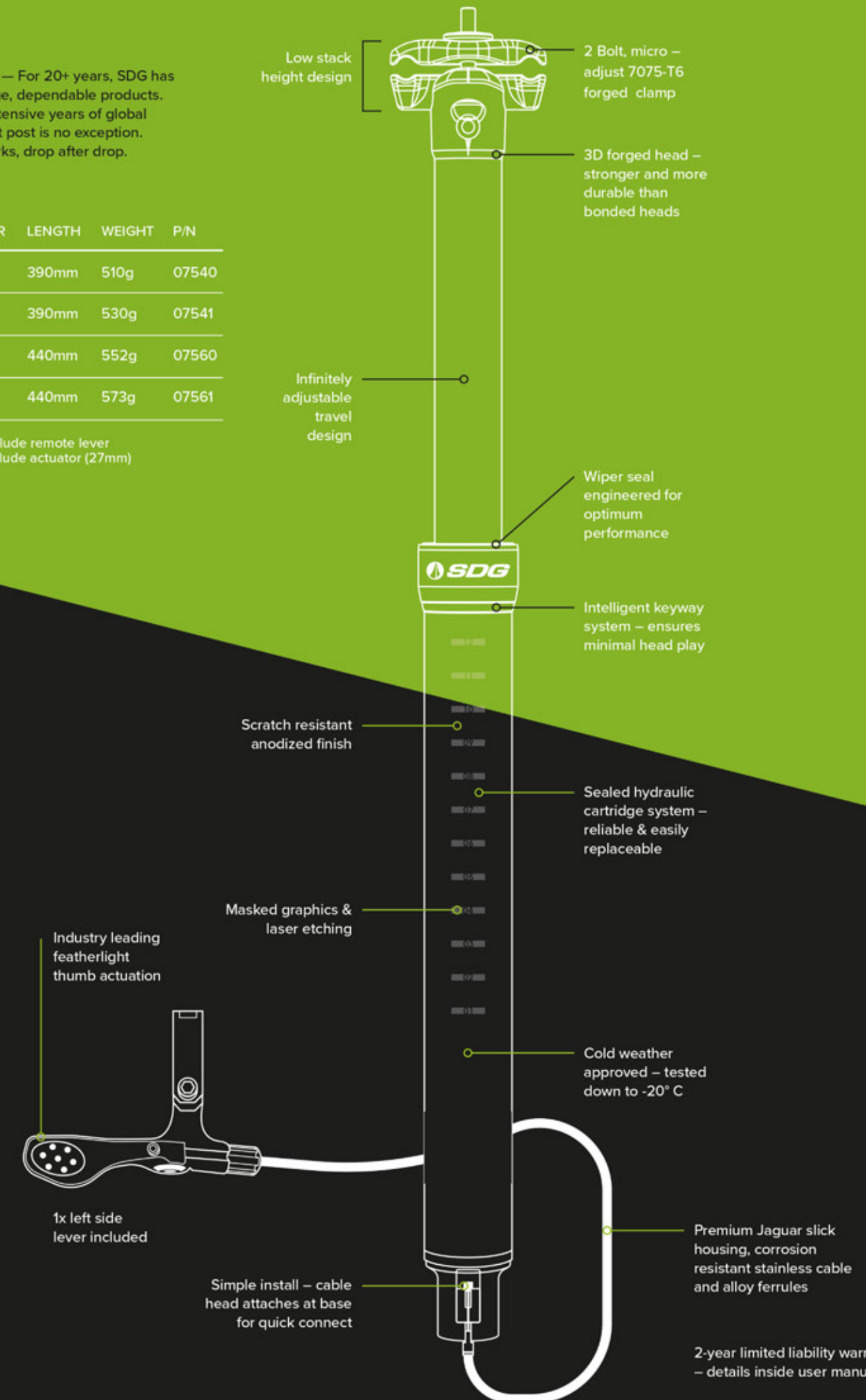
\* Weight does not include remote lever  
\* Length does not include actuator (27mm)

# TELLIS WORKS DROP AFTER DROP

Cable actuated  
hydraulic dropper.



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# ixs

PHOTOS LIU WEN QIAN, IXS SPORTS

WORDS MESUM VERMA, IXS SPORTS

## THE CARVE RACE (ELBOW & KNEE)

The perfect protective companion which won't discriminate between shuttle-assisted or enduro rides. Equipped with a hard knee plate and X-MATTER high energy impact absorption foam, these are the go-to elbow & knee savers for long days on the saddle.







### ASYMMETRICAL DESIGN

Left and right specifically and individually formed for improved comfort and fit. Prevents from moving while pedalling.



### VORTEX

Large vents are directly linked via channels to keep cool air flowing through the pad and ensure warm air and humidity exit.



### ANATOMICALLY FORMED

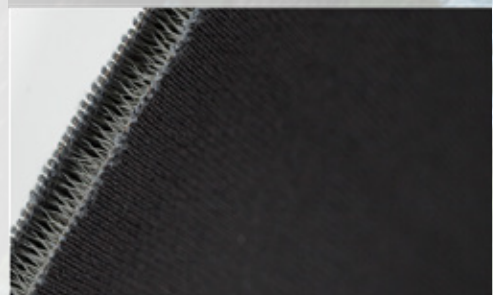
Ergonomically formed 3D pad allows for highest flexibility and adapt its fit along with any ergonomics. Its flexible folding zone allows for pedalling.





### **X MATTER**

Flexible Viscoelastic polymer hardens upon impact to absorb forces without hindering range of motion. The open cell compound is engineered to withstand multiple impacts in the same region while retaining its shock absorbing properties.



### **AEROMESH**

Lightweight and anti-bacterial treated 3D performance mesh optimized for breath-ability and moisture wicking.



### **LOOP LOCK**

Unique elastic Velcro weave ensures a secure fit without sacrificing flexibility or breath-ability.







## THE CARVE RACE (ELBOW & KNEE)

The perfect protective companion which won't discriminate between shuttle-assisted or enduro rides. Equipped with a hard knee plate and X-MATTER high energy impact absorption foam, these are the go-to elbow & knee savers for long days on the saddle.

- Perforated KnockOut Foam provides additional side protection without hindering joint articulation and comfort
- Highly ventilated and ergonomically shaped X-matter pad with extended coverage (EN1621-1:2012 certified)
- Ergonomic AeroMesh chassis provides a secure, comfortable fit in a lightweight breathable package
- VentMesh rear panel eliminates chafing and reduces heat build
- LoopLock straps secure protection position above and below the knee
- Abrasive cover

### RACE SERIES features:

- Dual injection shell provides additional impact and skid protection
- Flexible Asymmetrical shell protects without hindering movement
- Extended top cuff for added security and comfort

Conformity:	EN1621-1:2012
Sizes:	S, M, L, XL, XXL
Colours:	Stealth Black
Price:	Elbow; USD 109.90 / Knee; USD 129.90



# NBRiders THE JETPACK



## THE JETPACK

- 2-in-1 concept: Basic Ramp for Beginners extendable to a Large Ramp for Intermediates
- Auto-Adjustable to different ground levels
- Foldable to a minimum size for transport even in small cars
- Back-Pack Mode for convenient carriage to remote places
- Length – Width - Height:
  - o Basic Ramp: 120 cm x 60 cm x 37 cm
  - o Large Ramp: 181 cm x 60 cm x 67 cm
- Weights: Basic Ramp: 7.5 kg; Large Ramp: 13.5 kg
- Material: CNC milled Russian Birch Plywood





PHOTOS SUNIL C. SHARMA

WORDS SUNIL C. SHARMA

Ask an Enduro mountain biker what the definition of heaven is, and his answer will probably include some of the following words.

Heaven consists of technical single tracks, river crossings, loamy berms, lots of trees with mossy roots exposed on the ground, never-ending downward slopes and mountains, of course.

My definition would be all of the above, and heaven should also have many chilled places to have a beer while marvelling at the reflections of the snow-capped mountains on a lake. This definition of heaven is biased as I am an avid lover of Pokhara but let me explain why I am making that claim.



Pokhara valley remains welcoming all year round with an average temperate of 18 degrees Celsius and an average rainfall of 4851 mm. This much rainfall and the 70% humidity does wonders to maintain the bio-diversity of Pokhara. From any high vista points in the valley, you will observe layers and layers of green hills in all directions and the pearly white snowy mountains that tower the northern flanks.

These hills (altitudes up to 2700 meters) are the perfect gold mine of enduro and cross country trails. The network of trails delights day-trippers and multi-day adventurers alike with easy access to amenities such as approach roads and places to stay and eat.







As the yellow, orange and violet sun sets behind Phewa Lake, hundreds of pubs and eateries along the lakeside light up and come to life with live music to welcome the revellers. What a way to give respite to the thirsty soul and relax those tensed muscles after a good ride to the nearby hills. Pokhara remains my choice destination for some serious rides and relaxation afterwards.

Last autumn, I spent 40 days in Pokhara scouting and carving new enduro trails for a future race in the lush jungles of Arba Hills. I managed to do some cross-country rides with my local friends between building trails. I will let you in on a couple of the most enjoyable rides with my buddies. It would be best to do these rides during the autumn and spring seasons - **highly recommended.**



*I. Pokhara - Arba - Bijapur  
Danda-Loop (GPX-File)*

This route is a 25-kilometre cross-country loop that mostly rides on a tarred road with some offroad jeep trails. One of my Kathmandu-based avid cross-country riders, Shaswot Dhakal, just loved this trail and said, “I would come back again to explore upper sections of the Bijapur Danda.”

The double A-shaped ride profile could delight many riders, which provides nice warm-up sections before the bulk of the ascents and an enjoyable downhill followed by a recovery type of plain surface riding on a tarred road back to the Lakeside.

The climbing section starts after an 8-km point at the base of Arba Bhanjyang with a left fork from the BajhePatan Road. Get ready to climb a whopping 500 meters to reach the top of Bijapur. The ride is gradual for the most part, except the last one kilometre, where the road inclines almost 45 degrees angle with a 100 meters climb. That was the killer bit







for me. However, I forgot how painful the climb was as soon as I reached the top of Bijayapur. A magnificent panorama of Annapurnas, Dhaulagiri and Fishtail greeted me with the cool Himalayan breeze. Which took away the pains and hardships I had endured moments ago.

“What goes up must go down.” I always keep this universal principle close to my heart when climbing mountains. Now the time to enjoy the downhill has arrived. We descended on a wide dirt road with single tracks carved on either side of the road. This sheer joy of fast downhill ride lasted for 4 kilometres, bringing us down to 800 meters from 1350 meters and crossing over a river on a 200 meters long steel suspension bridge bookending our trip. Now, time to head to the Lakeside for some much needed R&R.



## 2. [Gandaki Trout Farm with Lahachowk-Ghachowk loop.](#) (GPX-File)

“Weekends are for suffering.” I don’t know about you, but I believe in giving pain to the body on weekends. I met three more local guys who live by the same principle. So we teamed up and headed to Gandaki Rainbow Trout Farm on a sunny and clear Saturday morning.

Our plan was simple. We ride up to the Trout farm, enjoy the fresh fried Trout with beer, and ride home. So we started riding northwards from ChipleDhunga via farmlands and relatively quiet tarred road. The ride was super pleasant, as the beautiful Fishtail mountain beckoned us the entire journey.

Once at the farm, we treated ourselves to extra servings of fried Trout with a squeeze of fresh lemon juice and condiments to accompany our chilled beers. Blame it to the influence of the fine beverages we just had; we unanimously decided to return via a longer route. Little did I know that the longer way involved several back-breaking climbs, but







one local guy who knew about it remained mum. I think he wanted to see me suffer big time. And boy, I suffered hugely. Hence I coined the term, “Weekends are for suffering.”

I ran out of water and had to drink from the spring, not to mention the countless number of muscle cramps I had. Finally, by dusk, we arrived back in the city but not without blisters and bruises in all the difficult-to-name places of my body. But if you ask me if I’d do it again?

**Oh hell Yeah.**





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