



mtbmag

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INDIAN SUMMER

PHOTO: Dipam Oswal RIDER: Prateek Singh, Rakesh Oswal, Mesum Verma



mtbmag
3

Indian Summer - meaning a warm autumn day, which we believe René Wildhaber had, on this month's nice cover picture. Check out his interview and see what he has to say about biking as a professional. For me, Indian Summer has also the meaning of, India, this summer. I was in India almost two months, meeting lots of people from the bike industry but also of course riding my bike where ever I could. Among the Indian adventures, I rode in a

heavy monsoon in Mumbai, when we tested the Scott Scale 950, and you can read more about this bike inside. I also rode the only bike skill park in Gurgaon at Pedalers Village, to meet this month's featured Young Gun Akshay Chaudhary. Elsewhere on our planet, Dan Atherton and Hans Rey went to the French Alps, where they even saw snow, just like in autumn, when the first snow comes down. More stories from India will be coming out in next issue.

Mesum Verma

Mesum Verma - Director, mtbmagindia



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SCOTT



PIETER WEENING

NO SHORTCUTS

There is no greater moment in all of cycling than the Tour de France. For a cyclist it is three weeks of pain, concentration and if the pieces fall into place, glory. The race is hard, demanding, and is the absolute pinnacle of the sport.

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content

issue 12

COVER

RIDER : René Wildhaber
PHOTO : Matthew de Lorme



EURO BIKE

Qmatter

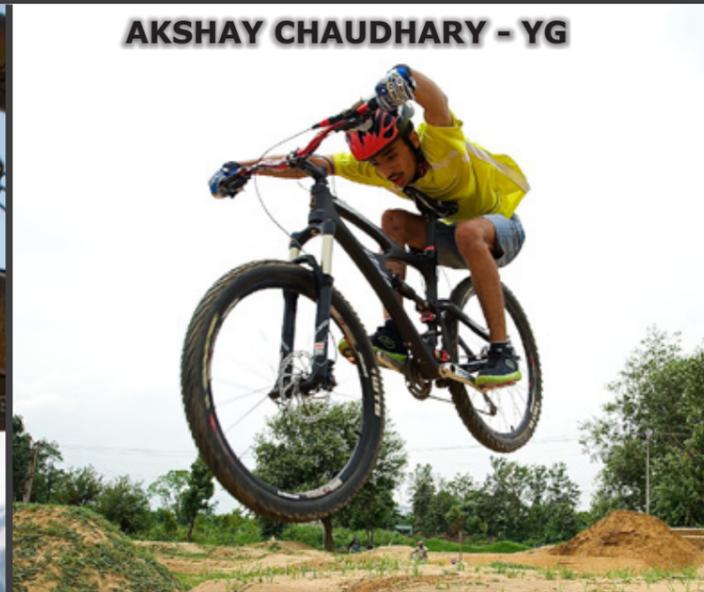
Qmatter™
CE geprüftes (EN 1621-1) und aufprallabsorbierendes Polster. Die Qmatter™ Formel absorbiert Aufprallenergie und hält die Resonanz auf einem Minimum. Das ergonomische Design resultiert in Protektionspolster mit minimalem Volumen und Profil.



RENE WILDHABER



AKSHAY CHAUDHARY - YG



ICETOOLZ



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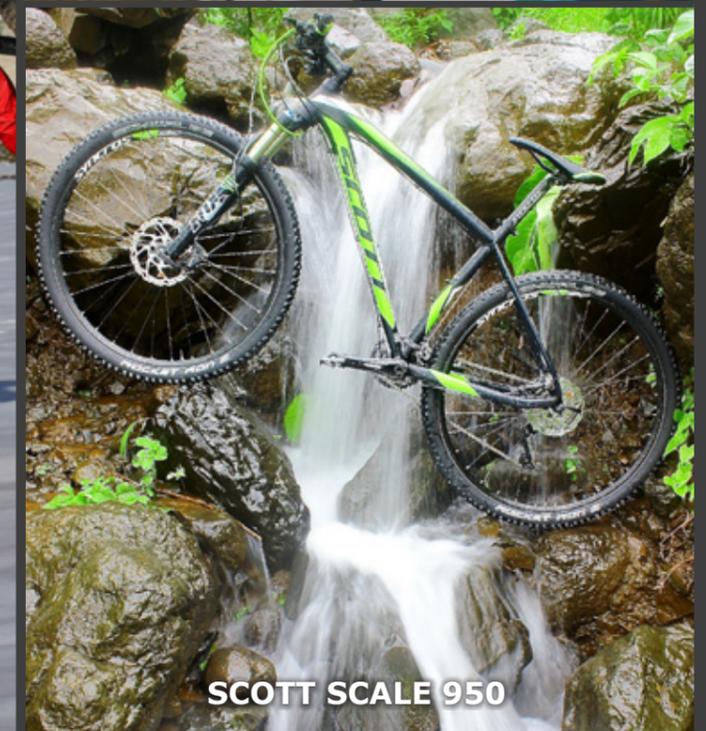
FLATPEDALS REVIEW



SWATCH PRIME LINE



UBAYE SUMMIT HUNTERS



SCOTT SCALE 950

[rasoulution.]

mesum verma photography



UBAYE SUMMIT HUNTERS

Take two of the World's greatest mountain-bikers, Hans Rey and Dan Atherton, a remote valley on the border with Italy and two 3,000m peaks and you've got all the ingredients for a breath-taking trip.



Dan Atherton admits that when Hans Rey first approached him about this trip to Ubaye he wasn't immediately wild about the idea.

"I've always operated in an intense race environment, so I had no idea what to expect from something that felt a lot like just going for a ride, even with the physical demands it was going to entail. Whenever I'm riding my bike I'm looking to push the limits, even if I'm on the moto or at the skatepark. I'd never done anything like this before, so I had no idea what to expect. Obviously I've read about or watched a lot of Hans' adventure work, he's always been an inspiration as a rider and he's always in search of something mystical or historically interesting, I'm probably more practical. But how could I pass up a chance like this? I knew that with Hans and with Cedric Tassan I would be in good hands, if you want expert knowledge of mountain-biking and the back-country of the South of France there's your top team right there!"

So two riders with radically different backgrounds,





riding styles and 15 years between them in age set off on an adventure. Hans was riding the new Hans Rey GT Sensor which is light for climbing and hiking, making it a great choice of bike for this trip, especially the way he runs it with a bigger fork so that it feels really stable on the downhills. Dan was riding the new GT Force LE for what would be his first proper trip out with the bike and a great chance to put it through its paces. Dan's bike had a very similar suspension platform to Hans' bike but tweaked a bit more towards downhill, at the same time the Force is a great bike to pedal up hill. Dan said "I was running the new Fox Float X shock so my suspension locked out really well for all the climbs."

Hans is a showman, a former trials riding World Champion, stuntman and adventurer, Dan is built for speed with world class results in Four Cross, Downhill and Enduro, He came to this trip straight from the podium at Megavalanche, one of the gnarliest mass-start races in Europe. Leading the trip, taking charge of

navigation and capturing some stunning views was editor and photographer Cedric Tassan who is famous for producing France's leading range of MTB guidebooks (www.vtopo.fr).

Dan says "Seems like next thing I knew Hans was picking me up from Megavalanche at Alpe d'Huez in his crazy camper van. So instead of sleeping all day after the race like I'd planned I had about an hour to get my shit together, then it's off to the mountains around Vars where I'd raced my first Downhill World Cup. When it started pissing down with rain I really started to worry what I'd let myself in for!"

Dan remembers a camper van briefing in a service station car park near Barcelonnette in the middle of a raging storm. "Hans was really into the detail and the planning asking Cedric lots of question and studying the reliefs on the maps he'd brought. I was so tired and so hungry that I'm not sure I was a lot of help, I put myself in the hands of the guide and the Master.





Cedric had fixed for us to stay with some friends of his so I was stoked to be able to crash out in a decent bed. Next day Hans was up at about 6am, all Swiss precision, I had to literally haul myself out of bed! We loaded the pick up and started to drive up the mountain, to Saint Ours a small village where you branch off on an old military road, I'm sure nobody had driven a car on it in years. There were some pretty intense switch-backs that reminded me of off-roading in North Wales, I'm not sure that Cedric and Hans were quite so down with it!

We got dropped off near this amazing old fort, Batterie de Virayse above the tree-line in the middle of nowhere, I was stoked, we were already at 2503m so the shuttle had spared us a good hour of climbing!

The ride up began. And despite being shattered from Megavalanche I was loving it - for about 10 minutes before the hike-a bike section of the trip got started!"

Cedric supplies the detail “ We started our ride under the fort (2361 m) by following GR5 GR56 (red and white signs). We rode up to the Col du Vallonnet (2524 m) which took roughly 15 minutes, then we had to carry the bikes for 45 minutes up to the Stropia Pass (2865 m) which is on the border with Italy and has the most fantastic views as far as the eye can see, just wild, uninhabited terrain - the South Pillar of Mansour is spectacular.

Dan interjects - “He’s missed out the massive snowfields... man, they were tough, but definitely worth it for the panorama! It’s also true to say that we had a great view of our destination for the evening - so far away that it seemed impossible to reach before dark!

We started our first descent, down into Italy, across the snowfield and a bit off-piste until we reached the trail again and the descent began to get much faster, Hans loved playing in the low speed sections, nose-wheeling around the switchbacks, while I was





more into the high speed bits where I could let it rip across the rocks.

Pretty soon we reached the beginning of the next climb, another 600m vertical of carrying and pushing our bikes up to the Gypierre Pass (2927 m) The valley is beautiful so there were lots of excuses to stop and consider the scenery! We crossed back into France where the trail became steep and loose underfoot, pretty similar to the scree on Snowdon. It was really hard to walk up. By the time we reached Tête de la Fréma (3151 m) it was already 1pm, we took in the views, including “Le lac du neuf couleurs” which was cool, we ate some food and then we got our reward for the day, a long downhill to the Refugio Chambeyron.

The first part of the route down is not too fast but it is steep and trialsy, Hans looked really comfortable on the technically exposed mountain side; I was a bit less sure about it in place and let the Master ride those bits solo! Further down we could both let the brakes go and we drifted in

the soft gravel all over the place, that part of it was mint! Back at Gypiere the trail turned into a ordinary hiking trail - my turn to show some speed!

That Refugio, that was another new experience for me. I'm not exactly used to sharing and this place had 12 bunks to a room. Luckily I could pull my hat over my eyes, and my ears...

Our wake up call was a 700m hike with our bikes on our shoulders. The trail was well marked, though and even though there were a few more snow-fields, the hike is not too bad and the ground was a bit soft, which promised fun and good traction for the way down. The amazing views on the top of Pointe d'Aval (3320 m) were definitely worth it, not to mention the sweet descent to the valley floor 2000m below!

We collected some of our kit from the refuge and they told us that we were the first to reach the summit on bikes that season. I wasn't overly surprised to





be fair, it was bloody hard work! This lower part of the track down was amazing, real fast with some big hairpins thrown in, loads of roots, rocks, ruts. The hut-keeper gave us this great tip to take the trail to Vistes just before the Foullaise turn-off. It flows through a beautiful larch forest with a smooth carpet of needles. The trail is narrow but not technical so we got a bit of speed up again. Near the end Hans got a puncture and couldn't get his pump to work so he rode the final two kilometres on his back wheel!

Riding with Hans is awesome, I was so impressed with the stuff that he can ride - there were loads of super steep places where I'd get off and he'd just control it down. He's done so much for the sport and had a major hand in changing the way the disciplines developed. It was good to just be around him, learning stuff. Hans is definitely one of those people that anyone could hang out with and learn a lot.

I'd recommend that trip too. For me it was pretty

hard to turn off and really live it like it should be lived because I was in the midst of a seven week block of racing, I think you have to give yourself up to it 100% to really get the most of it which was hard with Mountain of Hell looming the next week. Even so there's something about those mountains and the sheer scale of them, the overwhelming feeling of exposure when you are riding on top of those ridges that is mountain biking in its purest form. There are none of the comforts of a race weekend - no clock, no mechanics.

It really brought home to me that there is a big world out there, outside of racing. Next year I'll time it better. Maybe.





A note from Hans Rey:

I love riding with like-minded riders on new and on challenging terrain. I was surprised how remote, vast and beautiful the Ubaye region was and yet despite its remoteness it offered the very welcome infrastructure of the Alps with refuges and mountain huts/ restaurants that allow a rider to travel light.

While this was never going to be a “First ridden” story this trail is only ridden a few times each year. This trip is a great adventure, a super fit rider could even do it in one day, but personally I really enjoyed spending a night at the refugio. The downhill was endless and super fun. This is not a trip for beginner riders, but I can highly recommend it.

GETTING THERE:

By road from the South: Exit A51 at Tallard. Follow signs for the ski resorts of Pra Loup and Sauze. At Barcelonnette, continue towards Ubaye until you reach Saint-Paul-sur-Ubaye.

By road from the north: At Briançon take the N94 to Guillestre then leave the main road to follow the direction Vars until Col de Vars and descend to Paul-sur-Ubaye.

WHERE TO STAY:

We stayed at mountain hut Chambeyron. Barcelonnette is well provided with accommodation infrastructure: lodges, guest houses, hotels and restaurants

BIKES AND EQUIPMENT:

Dan and Hans are sponsored by GT Bicycles. Hans rode the new GT Sensor and Dan the new GT Force LE.

The area is really remote so don't overlook the basic repair equipment that will get you home - a spare tube and a link for your chain minimum. You'll ascend to 3000m so first aid supplies and a survival blanket are recommended.





THINGS TO SEE AND DO:

If you've had enough time on your bike try whitewater rafting, canyoning, kayaking...

The Ubaye offers a rich religious heritage: chapels, churches, oratories ... Don't miss the ancient fortifications and the Mexican villas at Barcelonnette are also worth a look.

SAFETY:

At weekends there may be a lot of people on the mountain - especially close to villages. Mobile phone coverage is very limited - we only got reception at the summit of Pointe d'Aval.

MAPS:

2 ATV guides on the department of Alpes de Haute-Provence are available:

- VTOPO Alpes de Haute-Provence: 111 mountain bike rides through the department, includes a plan for Family Friendly Enduro.
- Roaming VTOPO Alpes de Haute-Provence: two routes TransVerdon The Alps and Provence

Info: www.vtopo.fr

Photos: Rakesh Oswal / Text: Mesum Verma

The SCOTT Scale 950 features a super light Alloy Frame. The series comes fully equipped with a FOX CTD fork, along with our RideLoc technology to allow for three travel settings to always optimize your ride. With the same geometry as its Carbon siblings, this is a durable and affordable hardtail designed for world-class speed.

 **SCOTT**

SCALE 950

(29")



The Bike comes with FOX 32 Float Evolution CTD Air (reb. Adj. / 100mm travel) which has 3 modes (climb, trail, descend)

The Shimano disc brakes care about that you can stop, when you need it. (180mm front / 160mm back)

SCOTT RideLoc Remote Technology

Which allows the rider to set up the fork in 3 modes from the cockpit, it handles the low compression valve from the fork. The fork will be almost locout at the climb mode, and the low compression will be full open at the descend mode.



The Schwalbe Rocket Ron 2.1", fulfils many requirements all at the same time: incredible grip with extremely low weight and rolling resistance, kevlar bead, dual compound, excellent selfcleaning, open tread profile.

The tire gets hold with a Syncros XC39 29" rim.





The Wellgo M-21 pedals are ok, the bike is ready to ride just out of the store where you bought it. The Shimano crankset provides 3 chainwheels in the front (40Ax30Ax22T) the cassette comes with 10 gears (11-36T) and the whole energy comes down with the KMC X10 chain.

Comfort gives you the XR2.5 saddle from syncro. The fiberglass injected shell and cromo rails minimize weight while the vinyl cover makes sure this saddle will last. The multi-rail compatible 2-bolt clamp and anti-slip design ensure that your setup is easy and your saddle stays right where you put it.



With a 700mm wide Syncros FL2.5 Tbar mounted on a Syncros FL2.0 stem, this setup will lead you to steer the Scale 950 trough every trail and you will have super fun with it. Completed is the cockpit with Shimano brake levers and SLX shifters. And the SCOTT RideLoc remote technology.



We got even help from local kids in Mumbai, to test the SCOTT Scale 950.

Prateek Singh's view on the SCOTT Scale 950

"The Scale truly feels like a high performance XC rig while belting out on the trails. The bike we tested was slightly larger for me and I struggled to control it on the technical sections slightly. But even though that, the bike was stable and under control, the fork ate up whatever we threw at it without complaining and the drivetrain worked flawlessly. The bike climbed well and descended pretty decently. However the

tires were not meant for wet conditions as the rear wheel went skidding around. The shimano stoppers worked well even in the wet and muddy conditions we tested the bike in. I really liked the way the bike handled and responded to the terrain however was a little disappointed it was difficult to play around on. Although it rolled over almost anything without a hiccup.

The scale 950 is definitely a bike to go for if you wish to begin racing XC."



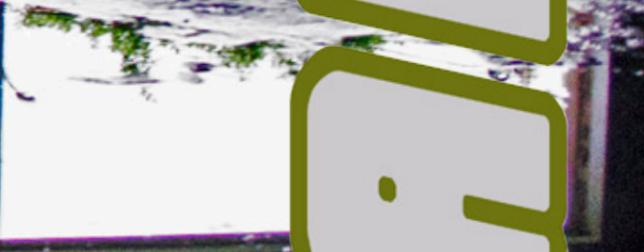


SCOTT

Frame	Scale Alloy / 6061 Custom Butted Superlight Tubing / Tapered Head Tube / BB 92 / Bridgeless Seatstays Integ. Headset / replaceable hanger
Fork	Fox 32 Float Evolution CTD Air / CTD damper with 3 modes / Alloy 1 1/8" steerer / reb. Adj. / 100 mm travel
Remote System	SCOTT RideLoc Remote Technology / 3 modes
Headset	Ritchey OE Tapered 1.5" - 1 1/8" reducer semi integr. OD 50/61mm / ID 44/55mm
Rear Derailleur	Shimano XT RD-M781 SGS / Shadow Type / 30 Speed
Front Derailleur	Shimano SLX FD-M670 / 34.9mm
Shifters	Shimano SLX SL-M670 Rapidfire plus / 2 way release w/gear indicator
Brake Levers	Shimano BL-M445-B Disc Brakes Shimano BR-M447 Disc 180/F and 160/R mm SM-RT54 CL Rotor
Crankset	Shimano FC-M662 / 2-piece Design / 40Ax30Ax22T
BB-Set	Shimano SM-BB71-41A / shell 41x89.5mm
Handlebar	Syncros FL2.5 Tbar / Alloy 6061 / T shape Flat / 9° / 700mm
H'stem	Syncros FL2.0 / 6061 Alloy / oversize 31.8mm / 1-1/8" / 6° angle
Pedals	Wellgo M-21
Seatpost	Syncros FL2.5 / 31.6mm
Seat	Syncros XR2.5
Hub (Front)	Formula CL51
Hub (Rear)	Shimano FH-M615 Disc CL
Chain	KMC X10
Cassette	Shimano CS-HG62-10 / 11-36 T
Spokes	Stainless Black 15G / 1.8mm
Rims	Syncros XC / Eyelets / 32H / XC39
Tires	Schwalbe Rocket Ron / 2.1 / 67EPI Kevlar Bead / Dual compound / Performance Series
Weights in KG	11.85 kg
Price in INR	126,000.00 (inclusive of taxes, excluding octroi if applicable)

rider: rahul majumdar | photo: shivam roy

CRALLERS



mtbmag
46









RENÉ WILDHABER

Questions: Prateek Singh

Swiss marathon downhill star, René Wildhaber has won his sport's defining event, the Alpe d'Huez Mega Avalanche, six times, yet he still sees himself as much a humble carpenter and farmer as an iconic athlete. In fact, he identifies better with

the former descriptions and prides himself in making at least part of his living working the farm, wood and on the ski slopes of Switzerland. It's humbling, actually, to see such a talented rider, so humble himself.

>>>>René
Wildhaber<<<<<

So, René, how would you describe who you are?

Somebody who wants to live his life.

You have won the Alpe d'Huez Mega Avalanche six times, you know what it takes to win that race – can you tell us a little about how you do it?

Yes I can tell a lot of stories about this races. Over the years I have won around 40 Long distance Downhill Races. Alpe D'Huez is special because it was seen as the World Championship of Long distance Downhill racing. The pressure was really high. In the last years since Enduro World Series came in it lost a lot of importance. The start is quite steep, a mix of Snow, rocks, Ice water and the mass start of up to 1200rider makes it dangerous. After about 4km where the glacier ends it gets better because the single track starts and it's almost impossible to pass. So I have to take maximum risk at the start. Then



>>>>René
Wildhaber<<<<<

solid job on the single tracks and full attack in the short climbs and the alpine meadows. Sometimes it was necessary to have a strong finish sprint to make things clear.

A mass start must be chaotic as all riders begin at once. Is there a special tactic to handle that wave of riders?

For me sometimes it feels like to go to a battle. I try my best to stay alive and get away from the crowd as fast as possible. If there is a nice layer of packed, fresh snow it's very cool to ride. If there are a lot of tracks from other riders it's very difficult! Try to ride as fast as possible and leave the brakes open, that the wheels are always spinning. Worst case run. But never let go your bike hold on to it, because 1000riders are coming and is hard to climb up to your bike if you lose it.

How did you get into mountain biking? Tell us how you began riding and how you came to riding enduro.





>>>>René
Wildhaber<<<<<

I was born on a small farm in the Alps. I had to help there. So the bike was for me like escaping and explore my country, Switzerland. Later did my first race and an experienced Racer told me I should start to racing too. I enjoyed traveling to new places, meet new people there. I did cross country, DH and long distance DH and finally Enduro.

Define enduro in your own words.

A mix of all types of MTB riding on fun trails.

What setup do you prefer on your rig? Burly or lightweight?

It depends the track. As light as possible! I try to make it to the finish line without mechanical trouble, that's the main target. So for example most of the time DH tires.

What is your favorite place/terrain to ride on? Is it back home?

I like to explore and find new



>>>>René
Wildhaber<<<<<

riding spots. That's what I like the most. If it's a dry environment it's cool, because I have less wear on the bike and less mechanical issues.

Riding has a different meaning to everyone. For some it's a way to release everyday stress or good soul searching. For others it's a way to spend quality time with friends. What does riding mean for you?

It changed a lot over the years. First it was exploring something else than the farm of my parents. In my apprenticeship I used my bike to commute to work and started racing. Later when I was working full time as a carpenter it helped me to keep my work life balance. Now I'm a professional rider and I spend time with friends, girlfriend, but I have to do also training on my bike. When I feel fun on my bike it's great. I hope biking will always have a big place in my live!!!

You have been involved in the





>>>>René
Wildhaber<<<<<

mountain biking business for 14 years. What keeps you motivated to continue riding and promoting the sport?

Because I still have Ideas and projects around biking. I simply love riding!

What do you have to say about injuries and recovering for the other riders out there?

Don't risk too much! Just take enough time to heal the first time when something is wrong. If a problem gets chronicle it takes much more time.

You have ridden in the Indian Himalayas and the Nepalese Himalayas too. What is your take on the terrain on these mighty and mystical mountains? Where would you compare the terrain to?

It's incomparable!! The altitude, the culture, the history of the trails is simply amazing! In the Himalayas I found so many different trails from jungle to sand to



>>>>René
Wildhaber<<<<<

rocks in quite a short range. The view with the highest mountains on earth is breathtaking!

On a perfect day when you are not riding, what would you be found doing?

Skiing, climbing, helping my brothers on the farm or cutting some wood.

Any specific training routine that you follow?

I try to listen to my body and feeling what it needs as much as possible.

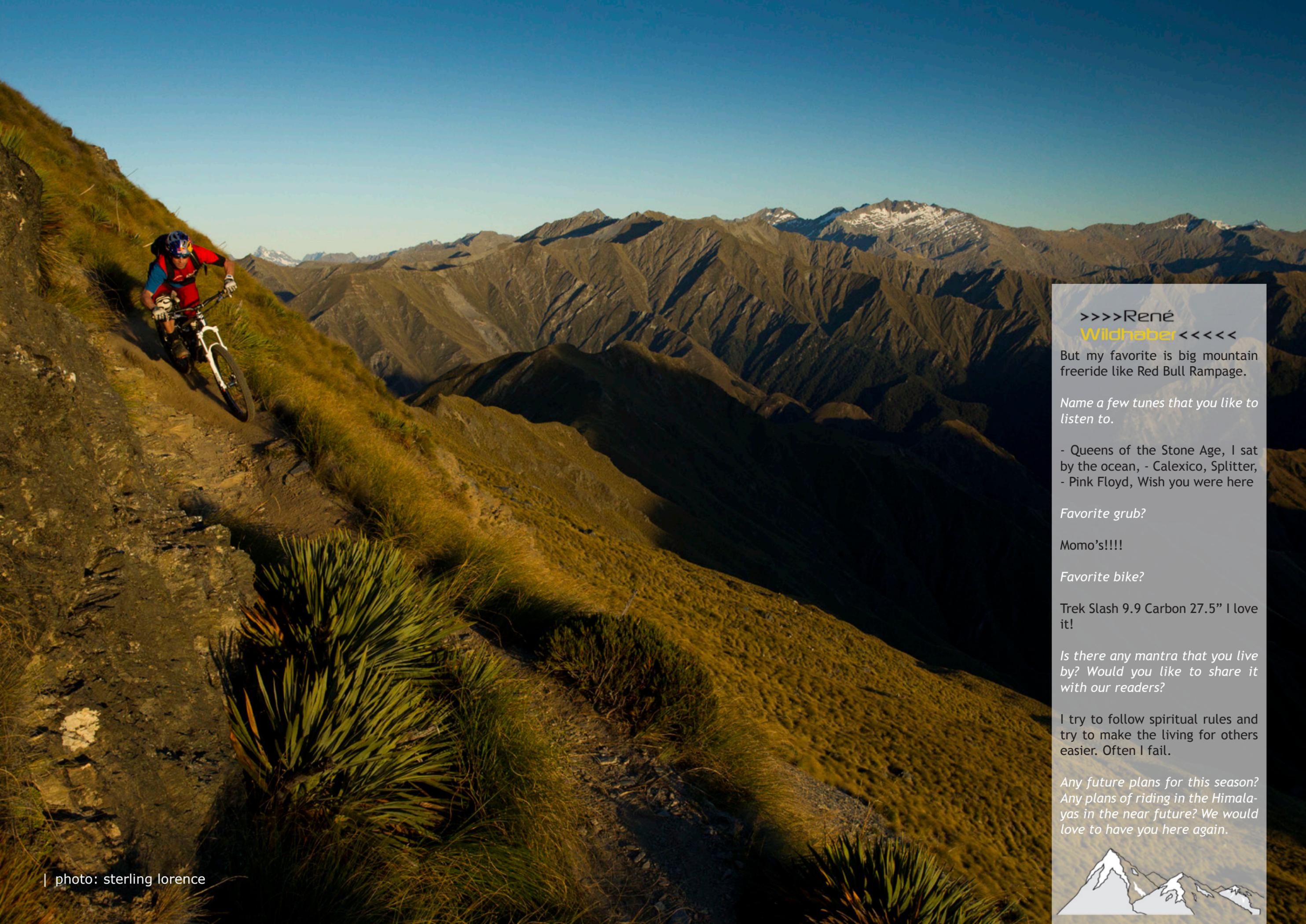
Before a mass start at an enduro event, how do you focus? Are there any tips?

I try to do my routine to switch of my thinking with some movements which help me to focus.

If not all mountain, what discipline would you enjoy?

Every Discipline has its nice sides.





>>>>René
Wildhaber<<<<<

But my favorite is big mountain freeride like Red Bull Rampage.

Name a few tunes that you like to listen to.

- Queens of the Stone Age, I sat by the ocean, - Calexico, Splitter, - Pink Floyd, Wish you were here

Favorite grub?

Momo's!!!!

Favorite bike?

Trek Slash 9.9 Carbon 27.5" I love it!

Is there any mantra that you live by? Would you like to share it with our readers?

I try to follow spiritual rules and try to make the living for others easier. Often I fail.

Any future plans for this season? Any plans of riding in the Himalayas in the near future? We would love to have you here again.



>>>>René
Wildhaber<<<<<

Some Enduro races are still to come. The swiss epic stage race. Building a pumptrack back home... preparing next season there is a lot to do!

I would love to go back to the Himalayas. Upper Mustang, Tibet an 8000 meter high mountain would be a target. I love the Himalayas!

Any last words for the riders here in India? Something you would like to share or tell them about?

Just have fun on the bike!

*Thank you so much Rene!
Best wishes from India!*

Hope you have a great year ahead!

Thank you too Mesum. Hope to do a project with you once again.





SPANK

SPANK | PILOT **BRENDAN HOWEY**

SPANK-BIKES.COM

PEDAL TO THE METAL!

Pedals are a important, beside the handle-bar, this is the only connection between you and your bike. It's influencing your riding, and should keep your feet connected to the bike. We show here first of all only flat pedals, which is the first pedals you will use when you get your first bike.

Text & Photos: Rakesh Oswal





VP - COMPONENTS

VP - 69

INR: 6,103.00

available in the stores in india



weight: 380g per pair (cnc machined cr-mo axle)

material: extruded / CNC machined aluminum platform, replaceable grip pins.

colours: red / black / grey / green / blue / purple / pink / cyan / orange / white

with 6 pins per side on a concave platform that grips the sole. The bodies are built to withstand rock strikes and the pin areas have been reinforced as well.



REVIEW

REVIEW

REVIEW



SPANK

SPIKE

INR: 8,800.00

available at chainreactioncycles



weight: 420g per pair (with full pin compliment) (hollow taper scandium enriched steel axle)

material: cold forged alloy pedal body, 12mm thin - massive platform, 20 adjustable pins per pedal

colours: orange / ti-grey / black / blue / red / emerald green

best pedal we tested. super thin pedal with a massive platform, chamfered side edges for improved cornering clearance. and chamfered leading edges for improved clearance and reduced impact forces.



photo: mesum verma phtography



WELLGO

V8 COPY FLAT

INR: 880.00

available at chainreactioncycles



weight: 650g per pair (fully chromed axle - including bearing surfaces)

material: aluminum alloy platform

colours: silver / white / yellow / blue / red / black

world class pedal manufacturer who makes products for many of the more fashionable names. actually coming now with replaceable pins. the old ones are not so sticky then the 2014 version.

VP - COMPONENTS

VP - 531

INR: 3,590.00

available in the stores in india



weight: 385g per pair (cnc machined cr-mo axle)

material: barrel polished aluminum

colours: only black

featuring sealed bearings, removable pins (10 per side). whether downhill or bmx, this flat pedals are one of the best value you can get directly in the store in india.



IceToolz®

82F4 Essence tool kit

INR: MRP 4,595.00

available at EXTREME ADVENTURE SPORTS



Good value, Good quality, Comfortable, Lightweight, Looks great.

Complete maintenance has been done on a bike and none was left that the kit could not accomplish. Is a starter kit for home maintenance work. It's really useful and the quality is good. Only slight gripe is that we would prefer if the BB tool could be used with a spanner/wrench rather than the included large Allen key. This would allow the tool to be fixed to the BB more easily to stop it slipping off. As a beginner it seems to be a perfect kit. Helps to do all the maintenance on a bike, without wasting time in the repair shop. It contains all the necessary tools for any kind of bike repair and maintenance requirements at home. Excellent kit with everything you need to fix almost every problem you have with your bike, also this kit is a very good size and quite light. We would recommend this kit to anyone. This tool kit is very comprehensive.

Very good is that you've got almost every tool you could want for a modern bike, the tools come well packed in a case which is perfect. It is easy to carry complete tool kit, ideal if you are planning to do international events where you have to travel and you don't know what sort of mechanical support will be available and its definitely the cheapest way to get a good set of specialized bike tools.

Features:

- ISIS/Shimano BB Tool (11B1)
- 8 Groove Spoke wrench (12F8)
- Cassette Tool (09C1)
- Crank Puller (04C2)
- Chain Tool (61C2)
- 2, 2.5, 3, 4, 5 & 6mm Hex Key Set (36Q1)
- 6" adjustable wrench (25H6)
- 8mm Hex key (35V8)
- 8 & 10mm open ended spanner
- 2 x Flat head screw drivers
- 2 x Cross head screw drivers
- 1/2" Drive adapter
- Hollowtech 2/MegaExo BB Tool (11F1)
- Chain Whip Pedal & Box Wrench (34A2)
- Nylon Tyre Lever Set

Text & Photos: Rakesh Oswal

TIFOSI

Veloce Sunglass

INR: MRP 4,350.00

available at EXTREME ADVENTURE SPORTS

The Tifosi Veloce Interchangeable Sunglasses feature interchangeable, condition-specific lenses designed to improve your game and can be swapped in a matter of seconds. These sunglasses feature large, full-coverage lenses to maximize protection. The Veloce also fits a very wide range of faces to cater to almost anyone, while providing technically-advanced features to enthusiasts of all sports and outdoor activities. "Rev it Up in Italian." The versatile Veloce with its open frame design, streamlined vented lenses, and sleek styling looks fast with performance to match. A good fit for small to large face sizes, the Veloce weighs in at 28g and has all the fit and comfort features you'd expect from Tifosi. A steal at INR 4,350.00, the versatile Veloce sports nonpolarized green lenses not only boost sharpness and detail but adjust to visible light, too. They're ideal for tracking balls and discs against green backdrops.

Features:

- Includes a zippered, hard-shell case and cleaning bag

Gloss Black frame comes with Smoke lenses, GT lenses, and EC lenses only

Smoke lenses - 13.4% light transmission. A perfect lens for cycling, running, and active sports when the sun is high and the sky is deep blue.

Brown lenses - 14.2% light transmission. This lens enhances color contrast, making it ideal for hiking and mountain biking to view the trail ahead

Smoke Red lenses - 15.4% light transmission. A perfect lens for cycling, running, and active sports when the sun is high and the sky is deep blue.

GT lenses (Golf/Tennis) - 16.4% light transmission. Designed to improve your game. With a neutral color, they are great for full sun and high contrast so you can spot your ball in flight quickly

EC lenses (Extreme Contrast) - 39.1% light transmission. Lenses filter blue light to help pick up subtle breaks on the green as you plan your next putt

High impact-resistant, polycarbonate lenses are de-centered to eliminate distortion and magnification

Vented lenses allow for increased air flow and anti-fog

Grilamid TR-90 frame is virtually indestructible and resistant to chemical and UV damage

Hydrophilic, rubber, adjustable nose pads and adjustable temple pieces increase grip in all conditions

Fits small to large faces

Weighs in at only 28 grams

100% UVA and UVB protection

Virtually effortless lens changing system

Lightweight, vented, open lens design

Lifetime warranty against manufacturer defects



Text & Photos: Rakesh Oswal

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REVIEW

REVIEW

REVIEW

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AKSHAY CHAUDHARY



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88

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YOUNG-GUN

AKSHAY CHAUDHARY



Hello Akshay! Where are you from? Tell us something about yourself.

Hey guys I am a seventeen year old boy from New Delhi. I recently passed my 12th grade. I am a bit more interested in sports rather than in studying. Other than cycling I also like to play football, cricket, badminton and running.

Being an student, how did you get interest into biking?

I have been cycling since a long time. I saw some boys doing wheelies and endo, I liked it very much so I got into freestyle stunting and yeah I don't fear if I fall or I got hurt. After that I started my training at Pedalers village - The MTB Skills Park, Gurgaon. It is fun to ride there and facing new challenges every time I go there.

How important is biking in your life?

Biking is most important part of my life as it helps me keep concentrated, cool at times and also to stay fit not only physically but also mentally.

Do you have any dream about biking?

Yeah first of all I would like to participate in Red Bull Rampage and complete the race in one piece.

And I would also like to compete in Tour Divide the most difficult and the longest race stretching nearly around 3000 miles. My second dream is to raise the Indian flag at international level racing and make our nation proud.

Which bike did you ride or which do you ride now?

The first bike which I rode was firefox viper it was a good bike but was not right bike for jumps and all other cycling skills. Right now I enjoy riding IBIS MOJO SL. It is a carbon framed bike with dual suspension and very light and tuff. It's a cool bike to ride and I always have fun riding it.

Where do you see your future in biking?

I would like to be the champion in downhill racing and enduro races. If not that then I would like to be the best biker in India.

Who is your idol?

Honestly I don't have any idol. I always compete with myself and try to be better than the last one. But my dad and my uncle Tarun Dagar helps me a lot in encouraging me every time I race. I never thought my photos will be published in newspapers and magazines but thanks to them to help me achieve what I am now.

If you are said to survive without biking, would you survive? Why?

Never. I cannot spend a day without biking. It has become part of my life that no one can take away from me. My bike is my best friend and will always be forever.



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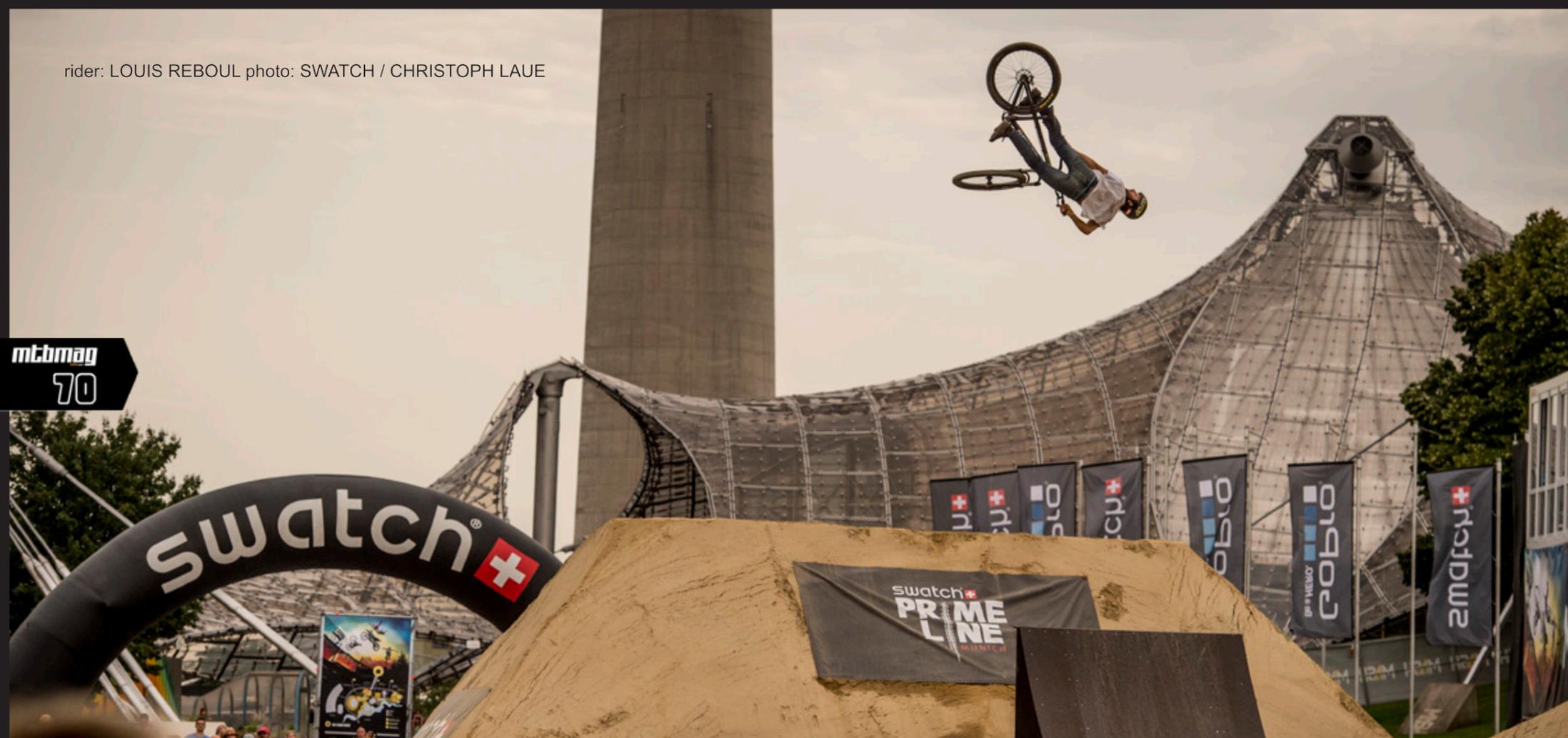
WHATS UP??!!

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88

**a peek into what's
going on
in the biking world,
national
and worldwide ...**

racing and events

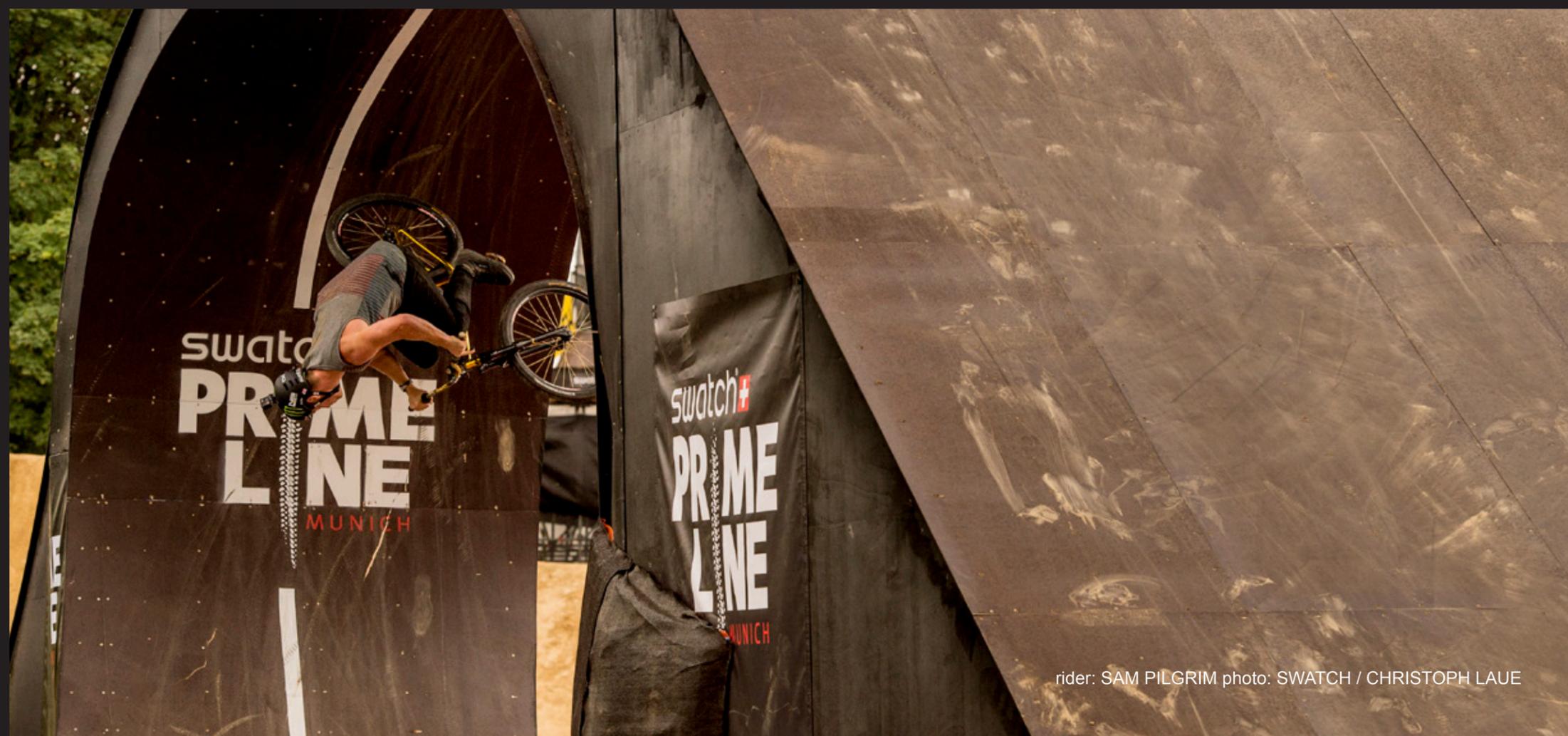




Straight from the start, Louis Reboul looked comfortable and confident on the course at the first Swatch Prime Line Munich. The French rider nailed qualifying on Friday as the first athlete to ride the full loop. A feature he later repeated in his winning run to earn those valuable extra points. Pinning the full circle alone didn't bag him the victory, his run was packed with the finest bangers including, a backflip tabletop, 360-invert, the full loop, 360-flatspin, flip whip and a cannonball to tuck no-hand. With

such big guns on the starting list, no one really had Louis Reboul on the radar for the win but he came, he rode and conquered in style!

Another highlight was the return of the reigning FMB World Tour Champion, Sam Pilgrim (GBR). The Brit has not been as present on podium this season as he was last year, in fact Swatch Prime Line is second major FMB World Tour podium of the season and everyone is stoked to see him back on form. Sam let his street skills shine in Munich, using the loop to pull a stunning flair. A 720 on the final jump was the sweetest moment of his second place run. "Swatch Prime Line Munich was absolutely perfect: super



weather, super atmosphere, super public”, said the happy Sam Pilgrim. “It was so much fun and it is simply cool to be on the podium again.”

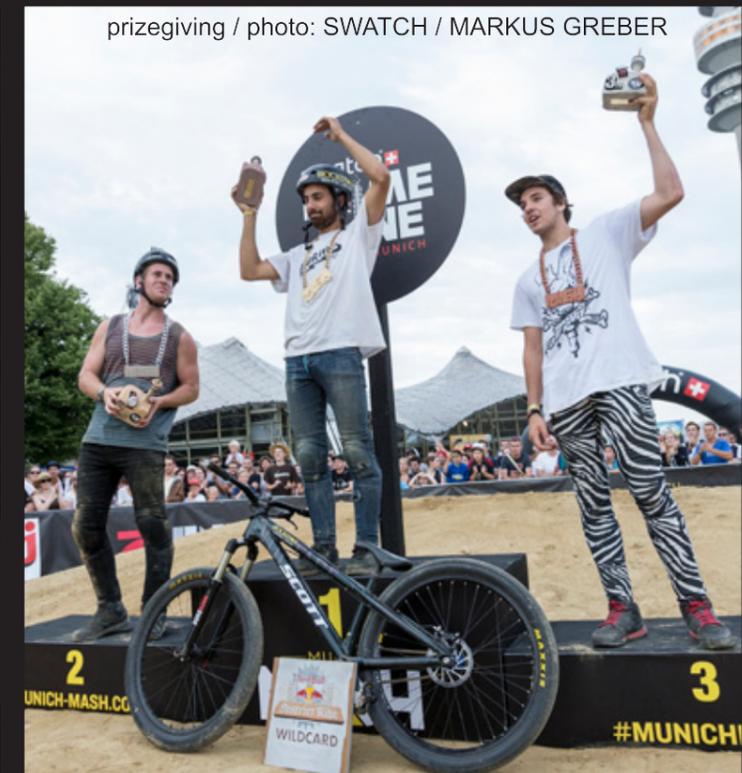
The third surprise of the day was delivered by Tomas Lemoine. No one expected to see the French rider on the podium. Obviously the flowy, sloped dirt jump course fit the young athlete. He fought his way through the heat mode, leaving big names and favourites behind him to grab bronze. Prize money for best trick was bagged by a rider, who has dominated the podium this year: Thomas Genon. He impressed judges and spectators with his dialled 360 barspin to tailwhip.

rider: TOMAS LEMOINE photo: SWATCH / CHRISTOPH LAUE



rider: ANTOINE BIZET photo: SWATCH / CHRISTOPH LAUE

prizegiving / photo: SWATCH / MARKUS GREBER



- | | | | | | |
|---|---|-------|---------|---|-----|
| 1 | - | Louis | Reboul | / | FRA |
| 2 | - | Sam | Pilgrim | / | GBR |
| 3 | - | Tomas | Lemoine | / | FRA |

NEWS

Eurobike Product Highlights



#1 - Hack Evo knee guard

The Hack Evo knee pad and elbow pad repeat the properties of the well-known Hack concept, which iXS has successfully included in its product portfolio as a cost-efficient model for some years already. With the launching of the Hack Evo model for the year 2015, they have relied on recently developed technology and state-of-the-art knowledge. So the Hack Evo now comes in a new and very much more compact design. As a new feature, these pads incorporate an EN-certified QMatter™ pad which reduces the energy of impact by a whole lot more.

#2 - Dagger knee guard D'Claw Edt.

iXS is launching a new D'Claw Edition. In close cooperation with Darren 'D'Claw' Berrecloth, iXS has developed a new look for the familiar DAGGER knee pad. The DAGGER knee pad has been specially designed to meet the needs of demanding terrain. The compact and superlight design and the two hard shell components are the outstanding features of this model, and give the knee pad its characteristic appearance. As a result of its flexibility and high breathability, you will hardly notice that you are wearing it.



#3 - Trail RS RED

With the start of the new season, iXS extends the successful colour range of the Trail RS helmet by adding the colour red. The Trail RS was specially developed for all-mountain, trail and enduro sport biking, and has been improved in the light of Richie Schley's feedback. This was finally confirmed by its recently winning the PlusX Award as 'best product' in its category, as well as scoring outstanding well in various magazine and consumer tests. The helm comes in two sizes and now consists of a colour range of five colours - black, white, green, blue and red.



PREVIEW PREVIEW PREVIEW



#4 - Xult Crossover Fullface Helmet

At the Eurobike, there was only a „blackbox“ with the helmet in it, iXS will have more information in the beginning of the year 2015!

We will keep you posted, after we tested all the new stuff from iXS and will do then detailed review coming spring 2015!

#5 - Spike 800Race VIBROCORE Team Edition

The theory behind Spank's VIBROCORE Impulse and Fatigue Dampening System is simple. Like all forms of energy, the vibrational energy that is transmitted through your bars to your hands, is made up of waves, which can be measured in amplitude and frequency. The more dense a material, the higher its ability to transmit energy waves. Alloys have a very high density, and in turn transmit vibrational energy very effectively. VIBROCORE is a complex, low density material which fills the core of the handlebar, reducing the frequency, amplitude, and duration of energy waves. Not only does the low density of the VIBROCORE impede the transfer of energy, but as energy waves cross material boundaries from high density to low density, they are refracted and reflected (basically bounced in different directions), reducing their ability to build on one another or sustain vibrational frequencies. Where competitors have been forced to design unwanted flexibility into their bars, Spank's VIBROCORE system also acts to reinforce the handlebar from the inside, resulting in a more responsive performance and improved sensitivity. The result is a handlebar that feels incredibly strong and rigid, AND acts to reduce impulse and vibrational fatigue.

VIBROCORE Impulse and Vibration Dampening Core

Super 6 MGR Processed Alloy
Ø 31.8mm

Rises: 15 / 30 mm

Length: 800mm

Geometry: 4° Up / 8° Back

Dual XGT Tapers with Impact Ends
CNC Bent

Weight: from 325g

Color: black



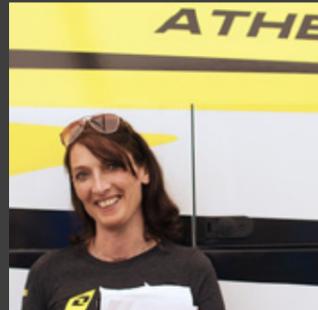
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MATTHEW DE LORME



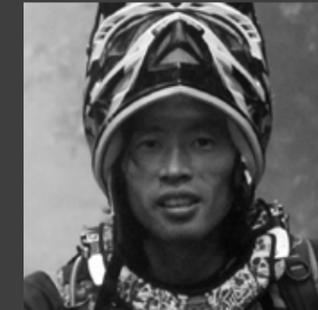
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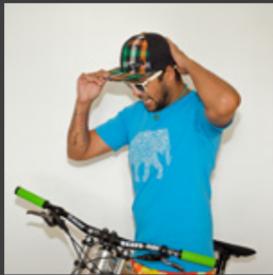
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