

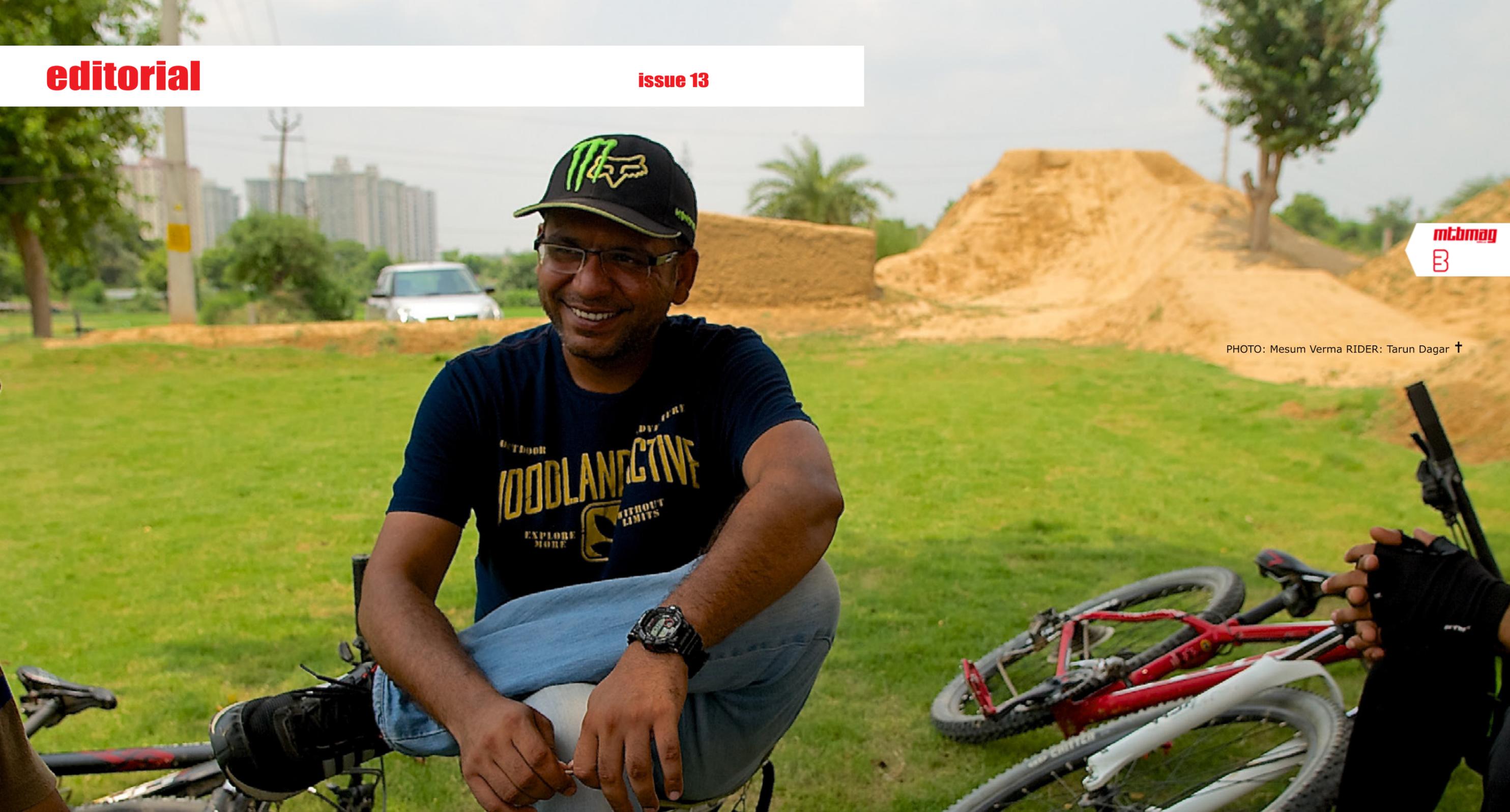


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ISSUE 013 - NOV / 2014

PHOTO: Mesum Verma RIDER: Tarun Dagar †



13 - Superstition?! Yes or no? We believe things happen for a reason. And a lot of things have happened in the last 2 months again. First, tragically, Tarun Dagar, the Mastermind of Pedaler Village, left us. I hope he is watching us from above, and that he can see us continuing his work, his dream! Akshay Chaudhary, who joined our team as rider and editor, will make sure that this dream comes alive. Already we are on the 13th issue, showing our

tour of India, the spectacular district ride in Germany, and the first ever Fox Hunt with Rachel Atherton! Not only is our number of issues growing, also the number of riders in India. Good things are in progress in Delhi with ATH and with Navi Saini, a trail rider from Jaipur in the section Young Gun. The Asia Bike Show was held in Nanjing, and we'll show you some new products. We hope you enjoy Issue 13, and keep on riding!

Mesum Verma

Mesum Verma – Director, mtbmagindia



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content

issue 13

cover

RIDER : Mesum Verma
PHOTO : Dorjee Tsering



RAMPAGE



THE WORLD OF THE FEMALE MOUNTAINBIKER



HILLBILLY STYLE / USA



GALLERY



ASIA BIKE SHOW



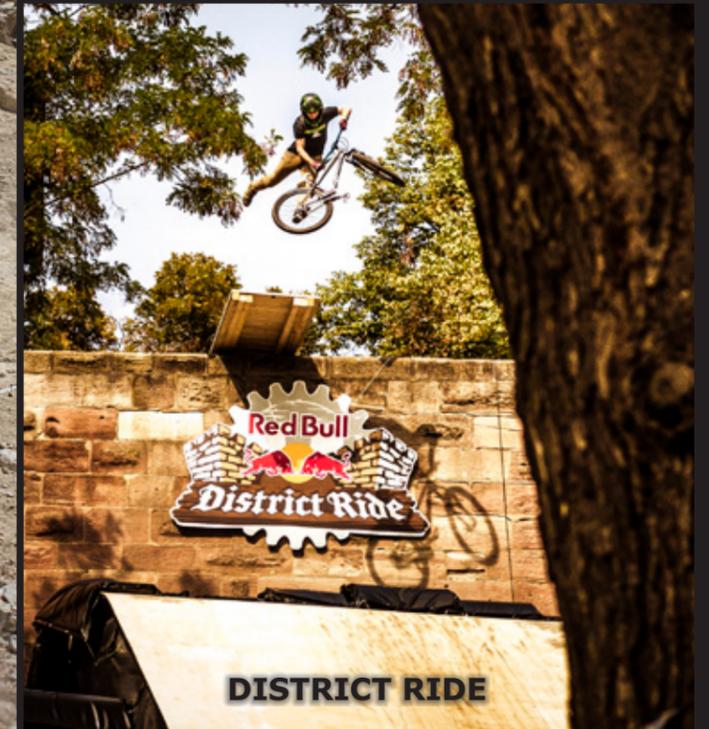
ARAVALLI TRAILHUNTERS



NAVI SAINI - YG



TOUR DE INDIA



DISTRICT RIDE

LA **ENDURO**
MOUNTAINBIKE MAGAZINE

PINKBIKE

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mesum verma photography



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TRAILHUNTERS
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TOUR DE INDOIA

Words: Mesum Verma



Heavily loaded i left Nanjing, just me, my cardboard box, inside it my bike, which was only 26kg, and a bag with all the clothes i'd need in India for my travels - not that much, right? I don't need much, only clothing for two seasons, one set for super hot weather, and one extra layer for up in the Himalayas. I flew from Nanjing to Kunming, had a stopover there, and continued my journey to Calcutta. The bags were not getting lighter, but my purse was: i just gave INR 40K (ca. 600usd) away for the overweight i had! Maybe still good, with 40kg on board, without my camera bag. Luckily they did not weigh that, otherwise there would be a other 20kg.

Calcutta, i figured out that my bags were still in Kunming! Insane, my bike still in Kunming, i know! There'd been

heavy rain, and they told me that somehow, the flight was overloaded, so they could not take my MTB to India. Sure, i was not super happy about that. One night later, i was still not that much happier, because i got the news that the Downhill Race down in Bangalore was cancelled! I could have saved some big money if i had known it earlier, because my other bike, a Scott Ransom, was already in India. i could have brought just my Spank wheel set and handlebar to India, and then i could have ridden everything with that enduro bike.

Anyway, we knew we were not going South! So Prateek and I had a funny train ride to Delhi, when we shared one bed, but paid for two! Lucky you have one bed, he told me, otherwise we could stand the whole way, which



would surely be a bit painful after about 18 hours on the train. We arrived safely in Delhi, where Jaspal Singh picked us up at the train station, and his mother cooked some super delicious Punjabi food! Then we had to run again. Jaspal drove us to the Nizzimudin train station. My bike stayed in the cardboard box at his place, as there was no use taking the bike to Pune and Mumbai.

Finally I met Rakesh Oswal, who had already been working for the magazine for sometime. And he asked to join our team, and he proved with the good work he did in our first official meeting with him! Pune is nice, and outside lay some hills for biking, but they are a bit far from the city, which otherwise is pretty flat. We visited some bike stores in Pune, and spoke with people from the bike industry. If you stay once in





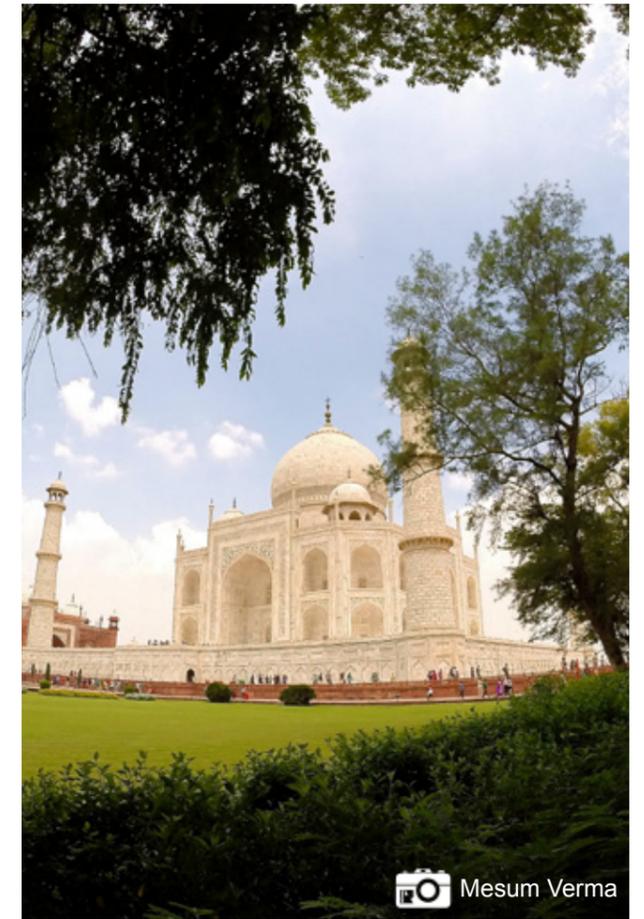
The trails on that hill are super fun to ride, and since i was super wet, it did not bother me at all to ride in that condition. I found a small waterfall to place the bike nicely to do some fine product shots, which i believe you won't often see in bike magazines. Rakesh had a bit more difficulty capturing all the pictures in this heavy rain! He used an umbrella to keep his „Rose Lee“ (camera) dry. We had super fun, testing the bike in these conditions, and we had help from some local kids who were playing football on that hill! We had told Jaymin we would need 2 hours to do the review for the bike, but, well, we took double that time! Then it was time to say goodbye, and get back to the hotel, to get out of the wet biking clothes, and have a cold beer, after the successful day!

Pune, Mumbai is calling you, you must go there! So we took a sleeper bus, and arrived late in the night, then took a city train to stay in a hotel near Thane. It was raining heavily, monsoon time, so it was funny, but even funnier was the city trains were super packed! You had to push hard into the coach, but then with every stop, people pressed you deeper and deeper into the train. Our stop approached, Rakesh and i battled our way out to the door (which was already open). We gave each other a fist bump and laughed loud, but stopped as the train left, and there was no Prateek. He could not manage to get out of the train. We booked a room, and Prateek came a little later.

It was still pouring down, and never stopped, as we made our way to the office of Scott Sports India. We took

a rickshaw, and i saw some hills lying around their office, and I felt good knowing I would not be shooting just an urban review for them. A warm welcome from Jaymin and Vikash made us feel at home in their office, and the breakfast they offered us helped a lot. We had a good talk with them! I'm very glad that we have them on board, so i was very motivated to ride the Scott Scale 950 and do the review for them. They did not know where exactly we could ride the bike in a natural environment, but we found one quick - practically in the back of their office was a nice little hill. Prateek and Rakesh went with Jaymin to the hill by car, and i rode the bike there. We arrived at the foothill, and i was wet already. Not because i was riding so fast, no, but because it was still raining as if the sky was a giant faucet with the taps broken off.





Rakesh had some things to do in Pune, so he left the next day, and Prateek also had to go in the evening, but before that, we meet Abhishek Khan from feet22. They provide a lot of content for RedBull India. With some beer and a cozy location, we had fun and had a good chat with him.

I was alone in Mumbai for one day, where I met with Navin Fernandes, who is responsible for the athletes at RedBull India. It was indeed a good conversation we had, and it also gave me a little bit of a clearer view of what racing means in India, what it means to be a professional, and how riders (or athletes) go about approaching their goal, becoming a professional, and picking up some sponsors. I left with the decision that I would help RedBull India professionalize other sports - besides

cricket, that is, the only sport that is already doing well there.

Back in New Delhi, i was wishing that it was raining, as it was only super hot and i was still getting wet just leaving my air-conditioned hotel room for two minutes. I got my bike back from Jaspal, since my its tires had still not touched any Indian soil. But a downhill bike, i knew, would be staying in that cardboard box a little bit longer! Jaspal, Gurpreet and I went to Gurgaon, to see the pump track at Pedalers Village. As i write this, i feel sad, because that was when i met Tarun Dagar, the CEO & founder of that venue - a very good lad, easy going, but very focused on what he wanted! Hard working so that India will have a big future in mountain biking! So he set up a nice pump track, so that all kids can learn skills on a



bike! He lent us some bikes, and we rode that park the whole day! It is in very good shape, with some slight mistakes, meaning i had to pedal, instead of pumping the whole trail - but perhaps, my skill are not very good! But, in the end, pedaling or not, the pump track is very well done, with different lines and two jumps. Even as you leave there, you are already thinking about when you can come the next time! To ride it, and also, to just sit there and have a chat with Tarun, watching other riders. Very sad, he is not with us anymore, but i believe he is watching from somewhere else, and we shall fulfill his dream and continue his work!

One week in Delhi is long. I stretched the time with some shooting with a freerunner/parkour guy, and also with more riding and shooting at Pedalers



Village. I even attended a XC-race by the guys from ATH (Aravalli Trailhunters) but unluckily i could not finish, because i had two punctures.

My friend from Canada came, and as we do for all newcomers in India, we went to Agra to see the Taj Mahal. The flight from Delhi to Leh was just stunning, the headache afterwards not so much! But still, i could not rest in the early morning when we arrived, because i had to get my bike out of the cardboard box. Assembling the bike went quick. Bryan had a bit problem with the altitude, me i was not even feeling much. While he went to see a doctor, i was with a French couple outside Leh, riding a steep hill with my downhill bike. It was very fun to do that, and finally i was really happy riding my bike in India. Soon I was doing it again close



to the Indus river, this time with Bryan capturing the pictures.

We visited a couple of friends of mine in Ladakh, with motorbikes - yes, we could do it with the bicycle, but that takes time, and lots of time was something we did not have. Since Bryan was not 100% fit at this altitude, we decided to go down to Manali. The local bus ride was another good experience; I've done it many times, but it always feels like the first time. You think you will never reach Manali!

In Manali, the climate was good with a bit of rain, but not too much. Meeting old friends, the time just flew away. Soaking in a hot spring beside the river, eating good food in Old Manali, and riding the bike around Manali was super nice and fun. We even went to Solang



Valley. This time, the gondola was working, and we could go up with the bike to the top. I first found that trail in 2009 with James Framton, and though it is not very technical, it still is a lot of fun to ride. The only thing I had difficulty with was that I did not see the trail, because the grass was so high, I could not see the bottom. And at INR 500 for each gondola ride to the top, you don't feel too welcome to ride the whole day! So we decided to go back to Manali.

We had a very nice stay in the Himalayas, and the time came when we had to get back to Delhi, even though we did not really want to. Bryan went back to Canada, and I flew back to Nanjing, to work on the next issue, and prepare for some downhill races in China.

Namasteji India, will see you next time!!



mtbmag
32

The Secret World of the Female Mountain-biker!

Words: Gill Harris Photos: Rutger Pauw, Debbie Claus

Until now. The first ever Red Bull Female Foxhunt in Edinburgh, UK attracted 150 entrants who were chased down a Scottish hillside by Rachel Atherton, 2013 World Champion and a passionate advocate for bringing women into the sport.

The race was a mass-start event that felt more like a festival with teepees, music and yoga as well as an awful lot of coaching and mutual support. Seasoned racers and first-timers flocked in from Liverpool, London, Rotterdam and Belfast as well as a strong local contingent. There were mothers riding with daughters, teenagers and riders in their fifties. They came with friends, families or they came alone, but nobody stayed alone for long as they were swept up in the incredible atmosphere of “The friendliest Mountain bike event ever.” We chatted to some of the riders about their experiences of riding and racing, some of the barriers they have overcome and their aspirations for introducing more women to the sport.

One of the youngest riders on the start grid was 14 year old Maya Atkinson. Maya was born in Australia but now lives in Plymouth, England. She’s already a veteran of mini DH and the Juvenile British Downhill Series. Like most of the riders we met, Maya started riding because somebody close to her rode, in this case her mum Sovanchan and dad Andrew. None of Maya’s school-friends ride though she’s made new friends at races.

“My school-friends aren’t

into it, they think it looks manly and it's too scary" said Maya.

Sov was also racing today though she's stopped racing "real" races because she gets too nervous. Nerves were a recurring theme and a possible key to why this particular event held so much appeal.

Abby Humphries, 25 was racing for the second time. Abby said "I was quite sure that there wasn't ever going to be a second time!" My first race last March was an absolute disaster, in fact I pulled out after seeding. It was all so horrible. I'd signed up for a UK Gravity Enduro race and because it was my first competition I started right at the back - except for Liz Simmons last year's series winner who decided to start behind me. Well, she was behind me for the short time until I crashed... then they started the Junior Men with hardly any gap. They were really fast and the pressure really got to me, all I could hear the whole way down was "Rider!" and spectators yelling at me to get out of the way. I got down to the bottom and then I just cried. I pulled out of the race and I couldn't even look at my bike for about three weeks.

This feels different, it's so chilled and about a hundred times more inclusive. Lately I've just been riding for fun again and the event today feels like a natural progression from that. I'm lucky that where I live there's a really strong Mountain Bike community, recently I've been trying to get more girls out on their bikes and we had our first girl's ride a few weeks ago. Five or six of us got together and it was great, a bit more mellow than riding with guys who never want to stop! I was the youngest in the group by quite a bit and getting a time when people could come was a logistical nightmare, there were loads more women interested in coming out with us but they





just couldn't get childcare or get away from the practical stuff they needed to do.

Twins Natalie Shearing and Nicola Johnson (37) agree with Abby. "Women don't necessarily have the time to ride. Diving yourself of home and family responsibility for a couple of hours can be as emotionally difficult as it is practically. When it comes to racing 10% of the field is female because only 10% of women have got the necessary combination of desire, belief and the practical support that allows it to happen. Which is a huge shame because nothing makes you progress as fast as racing does" says Nicola. Natalie takes up the baton," A lot of women just don't back themselves enough. Society drives this perception that women should be feminine and that wanting to win isn't feminine. There is a poverty of aspiration around what young girls could be. Look who the media put up there as role models, Kim Kardashian and the Big Brother posse, we're teaching youngsters to aspire to be useless human beings when there is absolutely no excuse for that, especially in the UK when Rachel and Mannon Carpenter and Tahnee Seagrave blocked out the World Champs podium and we have Jess Ennis and Paula Radcliffe blazing a trail for women's sport but the level of coverage is minute in comparison to what some reality TV star is doing in her lovelife.

We both voted for Rachel in the BT Sport Action Woman awards and we got everyone in our cycling club to vote too, It's up to everyone who rides to be active in raising the profile of our sport. And Rachel deserves it, she has dominated the sport this last few years and has changed the paradigm of what we expect of our female athletes, it's awesome to be able to ride with her at something like this.

Abby agrees. "Rachel isn't an icon because she's pretty; she is of

course but what's more important is that she's strong, and determined and that she finds such great lines and rides fantastically difficult tracks. She's mentally strong as well, she proved it again this season the way she came back from illness, I was literally yelling at my computer screen, wanting her to win."

Debby Claus from the Netherlands adds "And she has a funny accent and is always sporting to the other competitors, I'm a huge fan! I ride for fun usually but I already have three bikes (a GT La Bomba, my Cube Hanzz and a Cube XC bike) so it's a hobby already out of control..."

Yvonne Hay is 30, she's coming back from injury herself so has spent a lot of time marshalling this season, "I'd definitely recommend getting involved with marshalling, it's a great way to get to know the racers and there's a real community feel."

In common with many of the women we spoke to Yvonne has been put off downhill racing by the memberships needed, the paperwork and high entry fees. "For Endurance events you can just rock up so I've done a load of them - even though I don't like pedaling uphill! I've done some dual slaloms too but my husband ran me off the course when I overtook him! In one of my first ever races he shouted at me and I fell off! Generally though I'd say that riding with men is a great way to progress, especially if they are like the group I ride with and they refuse to wait. They make me do all my own trail mechanics too, it's a group rule and an important one I think. Being able to look after your own bike is one of the things that will help male riders to accept women on equal terms. I'm pretty confident about maintaining my bike even though my husband is a bike mechanic so it would be easy to dodge the





issue, I'll make sure my daughter learns to look after her own bike as well. She's seven and I'll admit I was delighted when she was watching Fort William Downhill World Cup for the first time and she asked "How old do I have to be to enter that competition?" Just think what would happen if there were as many kids watching Downhill on TV as there are watching football... that's why media coverage is going to be vital to how things develop, Olympic status would transform the sport.

Gillian Galbraith is riding with her 16 year old daughter Zoe who has to miss most of practice to go to her Saturday job!! Gillian is full of praise for Foxhunt "The whole concept is so accessible both in terms of ability and practically, I'm a bit of a scaredy cat but I'm riding to support Zoe and because I won't be constantly having to be moving aside to let men through! Zoe really wants to race now and I'll do everything I can to support her but it is a big commitment for parents of the youngsters coming through.

That the weekend was a massive success is beyond question, it seems appropriate to give the final word to the "Fox" who inspired it all. Rachel Atherton said "I am so stoked, I've been shouting about getting more girls into riding and racing for a few years now and suddenly it feels like there are at least another hundred and fifty voices added to that campaign! This has been the first Female Foxhunt from Red Bull but it definitely won't be the last!

Talking to a lot of the women and girls here today has made me realize again how very lucky I was to have two big brothers who encouraged me to ride with them. Almost everybody here has started riding because of a brother, or a husband or a boyfriend who

rides, that's awesome. I want to challenge all the guys out there to take your girl riding. There's a guy here called Dale from Belfast who's missing the last race of his Irish Downhill Mountainbike Series to bring his missus here this weekend, he's got his little girl in a front carrier and he rides red trails with her on there, he definitely gets the Most Supportive Male prize! But it's also massively encouraging to see mums riding with their daughters and to hear about groups like Hervelo - if everyone woman here brought a friend next year how mega would that be? "



NAVI SAINI

Photos: Puneet Dhakar

mtbmag
YOUNG-GUN



mtbmag
48

NAVI SAINI



Do you have any dream about biking?

I have lots of dreams about my biking, but first i want to change the thinking of the people as they think all of these stuff like biking and stunting is a part of circus acts. All i want to tell them, that it is also like a kind of sport and they should respect this, either make fun of this. When i am gonna be a professional rider then i wish to teach all the riders who are interested and be as a partner of Danny MacAskill in his stunt's. Before i die i want to complete some of the dreams that i mentioned above.

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

My first bike was from Hercules a MTB dirt bike. Now I have a Subsini Double Evo 24", it's a trial bike and not so heavy. This bike is one of the best bike for the beginners.

Where do you see your future in biking?

I see myself as the best bike stunter in the world and want to be best trail biker but i have to work hard to be at that level.

Who is your idol?

My idol is Danny MacAskill as I try to be better than last one to be like him by seeing him stunting on videos i was like „woo-hoo“ how can he do that so i decided to be like him one day. I know that it's not easy but i do my best.

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

I don't even need few seconds to think. There is no freaking way that I'll live without my bike. I have spent whole of my life riding my bicycle. If sometimes I don't get time for stunt riding then I feel like going away from everything with my bike and just ride it for days without any interruption. I am so into it that now Its Impossible for me to survive without my bicycle.

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

Hello, this is Navi Saini. I am 21year old basically from Sirsa - Haryana but from last 14 years I m living in Jaipur - Rajasthan. I am very passionate for stunts and riding. From very long I am doing freestyle stunt riding like wheelie and stopies but now i've tried my hand on trial biking too. I also want to ride downhill bike. I love adventures and trying new stunts in cycling.

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

From my childhood i like my cycles and more than that i love to ride them and started slowly slowly to do tricks on them and its going to be my passion now and i am damn crazy for it.

How important is biking in your life?

Biking is a very important part of my life or to be more precise I would say „Biking is my life“ It helps me to keep my calm and look at things from a different view. It ejects positive energy in me and impels me to new heights whenever I experience this amazing feeling. Even I'm short of word to describe what place Biking holds in my life. But in the end I would just like to say that biking is neither my hobby or my addiction, its just something that describes me and makes me the person I'm today.



mtbmag
YOUNG-GUN

WHATS UP??!!

mtbmag
48

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

racing and events

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india.com

RED BULL DISTRICT RIDE

NÜRNBERG

Words & Photos: Markus Fischer



rider: Louis Reboul / Backflip

mtbmag
50





rider: Nicholi Rogatkin / Tailwhip

Getting the chance to write for an indian mountainbike mag isn't an every day opportunity for an Europe based journalist, especially if you are quite new to the bike scene. Mesum and I are long term friends and we know each other from his days as snowboard photographer back in Switzerland, so i was super stoked to write some lines for mtbmag india!

Getting to Nuremberg city center is a very special experience on its own. So much cultural heritage, that you can feel and see it with every step you get deeper into the core of the city. Its medieval buildings and the omnipresent smell of Nuremberg bratwurst are just overwhelming. Its been a while since i've last been to Nuremberg, probably it was around christmas time for the famous Christkindlesmarkt.

What awaits us this weekend though has

no comparison to any other contest i've ever been before. Imagine the old, narrow streets with nice restaurants, museums and bars. Then imagine 62.000 people roaming through those alleys to watch one of the most iconic mountainbike free-style events on the planet. Wood- and dirt-obstacles all over the place, all the way from the Nuremberg castle down to the Rathausplatz, venue for the Christkindlesmarkt at christmas. Five so called 'districts' that could be ridden with the dirtbike in (almost) one fluid run. Only the final district (a huge big air with two wooden takeoffs and a massive dirt landing) required the riders to take an elevator right next to the majors office in the city hall to get to the top of the inrun. The whole course had been designed by former District Ride winner Aaron Chase and was nicely embedded into the historic city center.



rider: Brett Rheeder / Cork720



rider: Brandon Semenuk / Backflip



rider: Sam Reynolds / Backflip to Flare

After the field of 24 riders was slimmed down in the qualis to 12 finalists (which for sure wasn't an easy task for the judges), it was showtime, and man, what a show they put on! Within touching distance to the crowd, the riders threw down their two runs. If you were lucky enough to get a spot in viewing range of one of the three big screens you could have both: the live experience plus following the whole run through all districts. Moving within these areas was pretty much impossible once the finals had started though!

Already at half time, it became obvious, that the main battle would be between Semenuk and Rheeder, both nailing an insane run, that left Rheeder with just a nothingness of 0.84 points at the top spot. Semenuk already with an invulnerable run in the bag topped his first run by slim 1.5 points, while Rheeder couldn't improve

his score due to a bailed Frontflip Barspin attempt. Enough for Brandon to take the win in front of his fellow countryman, boosting him all the way to the top of the FMB Diamond Series World Tour with only one stop to go: The Red Bull Rampage.

What a weekend in Nuremberg, big ups to Red Bull and Rasoulution for putting up this contest, to all the riders for putting up a great show and last but not least to the city on Nuremberg for creating an amazing stage and atmosphere for this iconic event! We'll be back next year!



1 - Brendon Semenuk / CAN 2 - Brett Rheeder / CAN 3 - Thomas Genon / BEL





mtbmag
56

Photo: Dr Abhishek Gaurav (Dr Teddy)

After finishing MTB-Shimla in the spring of 2014, Gautam Chima and Ajit Nair decided to form a race club in the Delhi NCR. A race club focussed only on cross country mountain biking, with the purpose of helping the flat landers train harder and more effectively for both the MTB Shimla and MTB Himalaya races.

What followed next were extensive survey and mapping rides of the Aravalli hills, around Gurgaon and Delhi, to find a variety of race routes which could be designed to help grow “THE SCENE”. The idea was to start races with an easy level both in terms of distance and technical terrain; but to

gradually increase the intensity of each successive race. “THE SCENE” as they envisioned, would grow organically, with all riders bettering their skills and endurance as a collective.

It was decided very early on that since the scene will primarily be underground and self-supported, they would use technology to help in tracking and timing all races. The proliferation of GPS mobile phones came to the rescue and they chose Strava as a ride recording and time keeping tool for creating race routes, monitoring racers and GPS timing leader-boards. This ensured that the races could be run without any Marshalls or time keepers.

Next up they came up with a master document, outlining what they intended to do. The Objectives are listed as

Creating an underground VIBE/Scene for MTB XC racing in our area

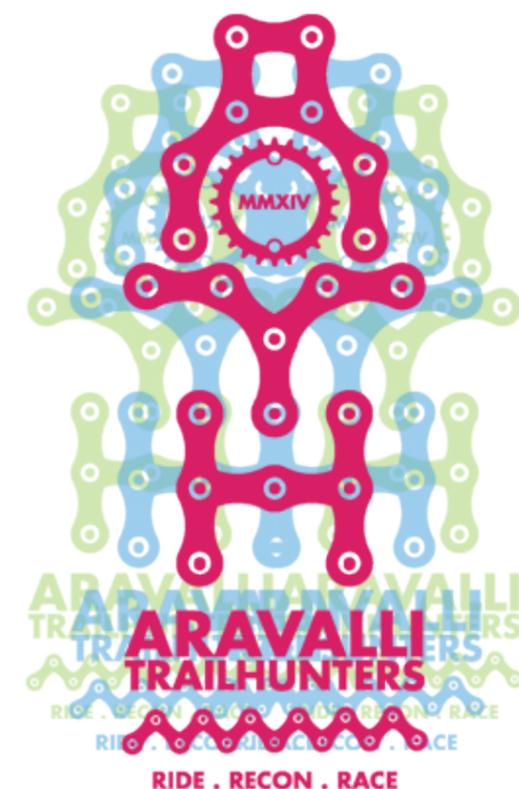
Fostering a sense of MTB sportsmanship combined with Competitiveness

Encourage Rider knowledge sharing and Camaraderie

Increase personal fitness levels

Promote Trail etiquette

Get some major KICKS!





Along with the objectives, the document also outlines the race and safety rules, the race format and trail etiquette. Using this document as their game plan, ATH started their experiment, monthly XC races : self supported in every sense of the word (by the riders, for the riders!).

The club has formatted their races as a series for every season. The season is yearly and the current season running is 1.x , where 1 denotes Season 1, and X is the monthly race number. Apart from race winners being decided for every race, they have incorporated a Points leader-board system, wherein all finishers and winners are awarded points for every race and the Season winner would be decided in the December Season finale race based on the maximum number of points.

ATH also got the award winning design firm “The Grafiosi” to design the team logo and race jerseys. The idea being all regular riders should have their permanent Nicks and Jersey numbers. The jerseys are designed in 5 colors : Pink, Blue, Neon Green, Neon Orange and Neon Yellow, the Yellow being reserved only for race winners.

After finishing the Sixth event for the season, the club has run 7 successful races, including the first 2 day staged race in the Delhi-Gurgaon region. To keep things interesting, they have also introduced the concept of a “KOM GAUNTLET” where a rider can challenge the race club to a re-race of a particular race course , by beating the race course timing within 6 days of the

Photo: Ankur Gupta



Photo: Ankur Gupta

race. This allows for friendly competition and constant improvement of the course timings. In the 7 races so far, the “KOM GAUNTLET” has already been called successfully once.

The courses so far have ranged from 18Kms to 45Kms and the events have focussed on specific skill building like climbing (hill repeats), technical Downhills (loose rock and gravel), and endurance (long distance). The season finale is being planned to cover all the skill sets acquired in the past races, over a 60-70Km off-road course.

The race planning includes buildup rides ,route mapping rides, trail building rides, route cleanup (keekar thorn trees) rides and route marking rides. This

enables the riders to experience and familiarize themselves with the routes. The team tries to keep variations on all the races to avoid the same exact course being repeated.

The races have attracted riders from all age groups varying from early teens to early 40s. The races allow for all riders to participate in a friendly competition irrespective of their varying fitness levels. So far the races have generated a points leader-board of 18 racers, most of whom have become regulars. The winner of NCR’s first 2-day MTB race , ATH 1.5 , Vikash Kashyap, has been sponsored by HASTPA to participate in the upcoming 2015 MTB-Shimla.

Early days to tell where the SCENE will go from here, but ATH has made a good start with its first series.

ATH : POINTS TALLYBOARD

S No	NAME	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5-I	RACE 5-II	RACE 1.6	TOTAL
1	Abhinay Pochiraju	2	3			4			9
2	Gautam Chima		1	1	3	2	1	1	9
3	Vikash Kashyap					3	4	2	9
4	Viju Varghese			4		1		3	8
5	Aman Yadav			3			3		6
6	Ajit Nair	3				1	1		5
7	Lars Saaugaard		2	1	1			1	5
8	Abhishek Purohit	1		1	2				4
9	Aman Puri			1		1	1		3
10	Ankur Gupta				1	1	1		3
11	Akshay Dhiman					1	2		3
12	Robin Groser			2					2
13	Mukesh Sharma			1			1		2
14	Abhimany Tiwari					1	1		2
15	John Hall	1							1
16	Shiv Ahuja			1					1
17	Vikas Gupta			1					1
18	Madhav Nair				1				1



Photo: Abhinay Pochiraju



mtbmag
62



After three straight years of coming in 4th place, Spanish athlete Andreu Lacondeguy broke his curse in a big way, coming out on top with an emotional victory after fighting back nerves and a stacked field of competitors. Set against the picturesque backdrop of the Southern Utah landscape, 20 riders thrilled fans tuning in live across the globe to watch an event considered the pinnacle of freeride mountain biking.

VIRGIN, UT - (USA) - The sun came out in Virgin after a weekend that

rider: SZYMON GODZIEK photo: JOHN GIBSON

saw severe weather and flash floods in the area, and many of the biggest stars in the sport were shining with runs that combined speed, style and big tricks. Lacondeguy topped the field with one of the steepest and most difficult runs possible, capping with a huge flatspin backflip off the Polaris RZR booter. Previous Rampage champion Cam Zink earned the Best Trick, presented by Utah Sports Commission, for a massive 360 drop 60 feet off a cliff. His run also earned him the second place spot on the podium. Canadian rider Brandon Semenuk earned 3rd place and the People's Choice with a line stacked with tricks, including an opposite 360 and backflip one footed can-can.



rider: CAM ZINK photo: JOHN GIBSON

As Andreu Lacondeguy prepared for his run, his nerves were running high, but so was his desire to finally be on the podium. His first run proved to be all that he needed to finally accomplish his dream. "I knew I needed that extra little bit to be on the top and this year I just picked the steepest line. As soon as I heard the countdown I just got out of the cage and pinned it to the bottom." As he went to the top to prepare for a second run, he watched the rest of the riders try to beat his score without success. As soon as his fiercest competitor Brandon Semenuk finished his run and he saw the score would not top his, he put down his bike and wiped away tears, as his dream was finally realized.



rider: ANDREU LACONDEGUY photo: JOHN GIBSON



rider: BRANDON SEMENUK photo: DEAN TREML



prizegiving / photo: SWATCH / MARKUS GREBER

FINALS	
ANDREU LACONDEGUY	95.25
CAMERON ZINK	89.50
BRANDON SEMENUK	89.25
STRAIT	88.00
RHEEDER	87.50
FORBES	87.25
JEFF	87.25
RENDAN	77.75
PAUL B	77.00
MITCHELL	76.50
SZYMON	76.00
KELLY	75.00

- 1 - Andreu Lacondeguy ESP 95.25
- 2 - Cameron Zink USA 89.50
- 3 - Brandon Semenuk CAN 89.25

GRAND



riders: andreu lacondeguy | photo: christian pondella



rider: laurent gravier | photo: huang ren bing (mr.z)







rider: francois pedemanaud | photo: huang ren bing (mr.z)

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Words: Fabio Schäfer Photos: Jannik Hammes, Fabio Schäfer



hILLBILLY

style

FIREARMS AND dIRT JUMPERS



back inside the house we leave the car slowly. We feel a little cowardly, but that beast his (name is Tia) was bred to kill bears and his head is the size of a medicine ball. On top of that, Tia is almost blind which makes him even more suspicious. Having a dog like that makes perfect sense in Bobbies neighborhood though: there are „no trespassing, perpetrators will be shot“ signs all over the place and a few years ago the police apparently found four dead bodies inside a house just down the road.

We try to not worry about possible dangers lurking in this neck of the woods though, we are here to have fun after all. Plus, if we want to be real hillbillies, danger is what we live for, right?

In comparison to whats going on around us, riding our bikes seems like a rather safe activity. There are four dirt jumps waiting in Bobbys back yard, Unfortunately, they

Hillbillies. Most people picture gun-toting rednecks, with questionable wardrobes when hearing that word. Jannik Hammes and Fabio Schäfer brought their mullet wigs (and their mountain bikes) so they could experience life as an american hillbilly during their trip to the United States.

The sound of exploding glass and gun shots rings in our ears. Jannik adjusts his fake mustache and eyes the next target. This time a worn out toy doll explodes into a million little pieces. I guess we are living the stereotype hillbilly lifestyle: Weird haircuts and general stupidity galore. I am struggling with my greasy fake mullet while stuffing my next clip with 20 dollars worth of bullets. We are in the middle of nowhere, literally blowing up our money.

A casual observer might mistake us for real americans, but we are just two knuckleheads from Germany, messing around with

guns borrowed from bike legend Bobby Root. A few more bottles and cans fall victim to our marksman-skills before all our ammunition is used up. By the way, it was a little more difficult to purchase the bullets at the local chain store than we thought. The clerk refused to sell directly to us so we had our buddy Bobby buy them for us. We aren't sure If this was due our mullet wigs or the fact that we weren't actual american citizens.

Anyway, we feel real manly and definitely like real american hillbillies after our shooting experiences while driving back to Bobbies house in his gigantic pick up truck. Our newly inflated egos come crashing down hard once we reach Bobbys compound. His gigantic watch dog starts circling the car and looks at us rather menacing. I am sure he only wants to say hello to his family but i don't feel like leaving the truck just yet. Once Bobbie's wife Sara ushers the dog



need a little work before we can get going and Bobbys little excavator has some hydraulic problems, so we need to fix them up with our shovels. We don't have the time (or energy) to finish all four jumps, so the final step up will have to do. We came half way across the globe to ride our bikes, not to do extensive landscaping. The rest of the day is spent between dirt jumping, Mexican food and hanging out next to the ventilator in our room.

There are plenty of spots in the area besides Bobbies backyard, next on our list is a three day trip to Ocotillo Wells. We bring one of Bobbies wooden ramps along, so all we need to do is find some landings.

Dust storms and a near death experience

Bobbie decides to bring along his wife's dune buggy, which we will pull behind the truck. He will also bring the motor home, which he drives like a madman down the

mountain pass towards Palm desert. There is evidence of past car crashes on every corner of that dangerous mountain road, but that doesn't phase Bobbie in the least. I guess it is just another thing we need to adjust to as wannabe hillbillies.

We reach the parking lot in Ocotillo Wells in expectation of epic dirt jumps, but where is Bobby and his motor home? Judging from his reckless driving, he should have been here long before us. Since there is no cell phone reception, we drive back to the main road to see whats up. There we find the motorhome at the side of the road, the engine completely overheated. That thing isn't going anywhere. Bobby calls a friend who pulls it to the next town. The rest of the day is spent waiting in a garage full of off road vehicles waiting for the motor home to get fixed up while a sand storm is building outside.



That night, the locals show us how their version of a good time, which is a combination of alcohol and burnouts. It takes our new friends about 20 minutes to ruin the tires of a truck, a motorized trike, a motorcycle and even their family van. The local tire dealers must be very wealthy indeed.

The next morning Bobby drops us off in the desert so we can scout for some jump spots. We wander around the desert moonscape for a few hours. It is more difficult to find a proper spot that previously thought. Some good landings miss the proper roll in and vice versa. Finally we find the perfect combo. Time to get back to the pick up so we can get our wooden kicker.

After unloading all our equipment it is time to dig. The landing needs to be adjusted quite a bit so that all the angles are right. It takes about 3 hours and one bottle of

sun screen before we can start riding. Unfortunately, we realize quickly that the ground is way too soft to get any speed for kicker. I guess we just wasted three hours for an unrideable spot. We are getting a little sick of sand storms, malfunctioning motor homes and days without riding bikes.

Time for plan B. We talk to some people in San Diego who give us the coordinates to some good dirt jumps in the area. We spent our final day in the desert shooting some scenic shots with Bobby Root in the surrounding canyons before one of Bobbies buddies offers us a little canyon tour in his jeep. Sounds like a great hillbilly idea! The car doesn't have any seatbelt or other safety features, what could go wrong?

Did you ever watch those YouTube videos, where people drive their truck up steep mountains before the car starts rolling backwards? We feel like we are about to



experience something similar, except that the non-existing safety belt means we would be crushed under the car. Who cares, let's do this. The whole ride is a continuous near death experience. We drive up several inclines that most people couldn't ride down on their bikes. At one point, the engine fails and we start rolling backwards. It kicks back in at the last moment. We are not sure if we will live to see another day, but somehow we make it back in one piece. The car is making funny noises on the way back and right when he is about to pull into the drive way the left front wheel falls off. It turns out the front axle is broken. Good thing that didn't happen a few minutes earlier, otherwise I probably wouldn't sit here writing this story.

San Diego & Woodward West

Time to head to San Diego. We are feeling confident that we will finally put our dirt bikes to use. Our friends pick us up at a



fast food joint and we head to a little spot right next to the high way. The trails are steep, technical bmx trails. The locals are friendly and seem very interested in the bike scene in Germany. After we are done riding they show us some more spots in the area. We end up at the home spot of Red Bull Rampage underdog Wil White and in a crazy back yard spot. One of the locals named Jaques invites us over to his trails and even lets us stay at his house. What an awesome guy. The next day he sends us on our way to even more riding locations around San Diego.

We end up at Balboa Park right in the city. The park is full of joggers, squirrels and botanic gardens, but also contains a few big bike jump lines hidden away in the bushes. It is a bit surreal for European eyes to see a spot like that right in the middle of a city in a busy public park. The jumps are clearly built for full suspension bikes,

but we still have fun on our hardtails. Our last stop is a spontaneous stop at Woodward West. It is about a four hour drive to get there and we aren't sure if they let us in without previous reservation, but we decide to go for it anyway.

After one night in a sketchy Motel, we get in touch with Woodward's Mountainbike director Jake Kinney. He gives us the go ahead so it is riding time! Woodward is clearly one of the highlights of our trip. It feels unreal to ride the spot that most people only know from videos or from playing „Tony Hawk“ on their game console. Another mark on my personal „things to do before I die“ list for sure. After we are done riding, Jake invites us to another secret spot where we have little barbecue. This day couldn't have been better.

We only have a few days left, so it is time to head back to Palm Desert to drop off

our rental.

Last dirt session & the obligatory tattoo

Our last two days are spent riding Bobbys back yard and checking out Palm Desert. Jannik and me have a little tradition of getting a tattoo during our road trips, so we spend our last day looking for a tattoo parlor.

Our return flight takes 30 hours-yes, we messed up our booking-, but we head home with our mission accomplished: We passed as decent hillbillies, complete with mullets, guns and brain dead stunts that almost cost us our lives. We also had a good time riding our bikes, so this road trip had everything we could ask for.



asia bike

Words & Photos: Mesum Verma

The 4th Asia Bike Show was held in Nanjing/China in October 2014 which is supported by Messe Friedrichshafen which also organize the Eurobike in Germany. Smaller than the Bike Show in Shanghai, but not

in quality. The Nanjing Bike Show might be small, but all big international Bike Brands are here! And was very interesting to see, what will be new in 2015.

The **SCOTT Scale 900 SL's** HMX Carbon Fiber frame is one of the lightest hardtail frames. The SL comes fully equipped with a Kashima Coated FOX CTD fork, along with RideLoc technology to allow for three travel settings to always optimize your ride.



The **SCOTT Genius 700 Tuned's** HMX Carbon Fiber Frame is a light full suspension frame. Equipped with a Custom FOX Nude Boost Valve shock, a Kashima Coated FOX 32 Float fork and our TwinLoc technology, in combination with Traction Control, allowing for three travel/geometry settings.



With the **Ghost Tacana** by your side, you are ready to take on new challenges. The 29" wheelset and reliable components combine to deliver the needed bonus of smooth riding characteristics for your athletic workout after a day in the office or lengthy weekend trails.



One day before the show, we could test several bikes on a fun XC course. It's always nice to get hands on a bike, then instead only look at a bike.

The **BMC teamelite TE01** thoroughbred cross-country weapon. Imagine yourself powering up climbs, effortlessly carving down tricky descents, and then sprinting to the finish line. This is what cross-country racing is all about. Riding hard and riding fast, first up, then down every trail.



Rock Shox comes with almost all forks with the Fast Black stanchions and 27.5" options.



Shimano is stepping now also into the market of helmet cameras. The camera is 70.1 x 44.2 x 30.3mm, smaller than the GO PRO. It's dust and waterproof (10m). Makes 6M pictures and 1920 x 1080 30fps movies. Has Wifi and a Battery which should be a live for 2 hours.



Big Tires Bikes, are very trendy right now, no company, which is not one offering. Here i try how the *FatBoy* from *Specialized* is climbing the stairs. Yes was fun, and was good going, but would i buy it for INR 2,6 Lakh?



MucOff had a big booth, and as almost every company some models to present the products. So more pictures were made with the models then about the products. But of course we need the products, we need to clean the bike isn't?



i noticed the colors of the frames are coming in more flashy, specially those from *Santa Cruz Bicycles*.





Some models had better things to do, like chatting on their phones, or really discussing something about bikes :-)



Fox is doing what all fork companies also are doing. Concentrate their segment on 27,5" (and 29") but they are not investing some new features in 26" forks.



Santa Cruz Bicycles, the Nomad and the Bronson are the best bikes, to have most fun on the trail.



One of the view bike companies from China. Taokas, is very strong in China. Having all sorts of bikes to offer, and organize lots of XCO and DH races. And they had of course also a model to attract their products.



Scott announced that they are collaborating with the Infiniti Red Bull Racing (IRBR) F1 team, home to Daniel Ricciardo and four-time world champion Sebastian Vettel. Scott did supply accessories to the pit crew - goggles and full face helmets - and did also supply the team with Foil road bikes.



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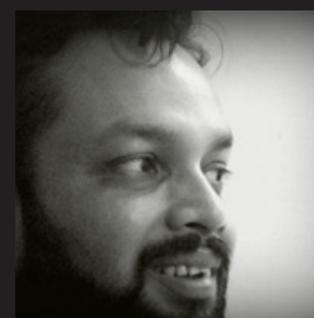
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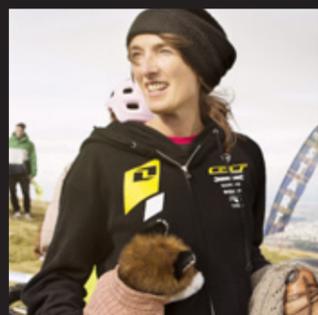
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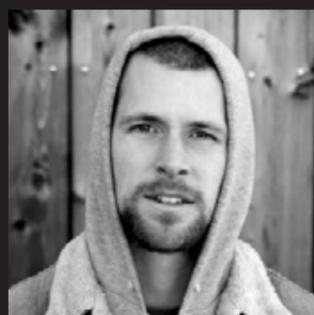
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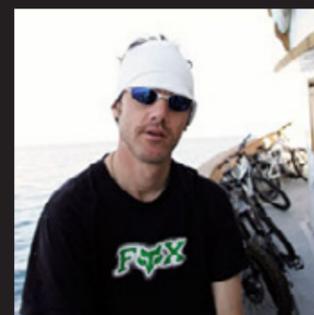
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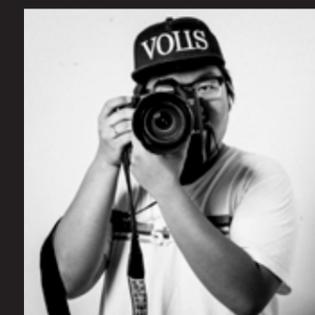
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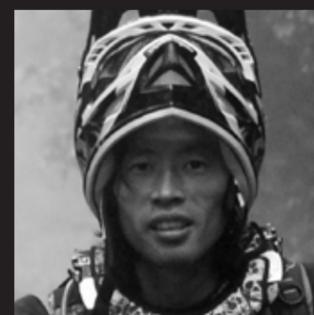
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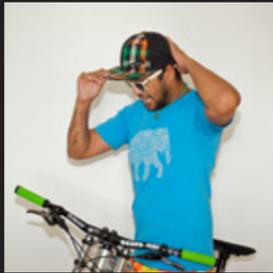
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