



# mtbmag

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ISSUE 015 - MAR / 2015

LIKE A PRO

Like a Pro - Issue 15 is committed to this! There is the 6 year old young gun Arnav Man Sherchan from Nepal, riding and thinking like a Pro, our newest and youngest team rider. We update you what's up with him, and help him to get in touch with the bike industry.

During winter, our other team rider Akshay built a huge jump at Pedalers Village. Like a Pro, he managed that project, from building the ramp to riding it out at the end. Like two Pros, Tobias Woggon and Yohann Barrelli rode the Alps in Switzerland, but simply getting on a public bus between the riding spots. Thomas Genon is obviously a Pro, and you can read what he is up to for next season.

First year racing is done, with a big shout out to Gautam Chima for organizing the races in Delhi for ATH. He did it like a Pro and will continue this also in 2015. With the Scott helmet and sunglasses you look like a Pro, so we do a review on them.

Enjoy Issue 15 like a Pro!

Mesum Verma

Mesum Verma - Editor in Chief



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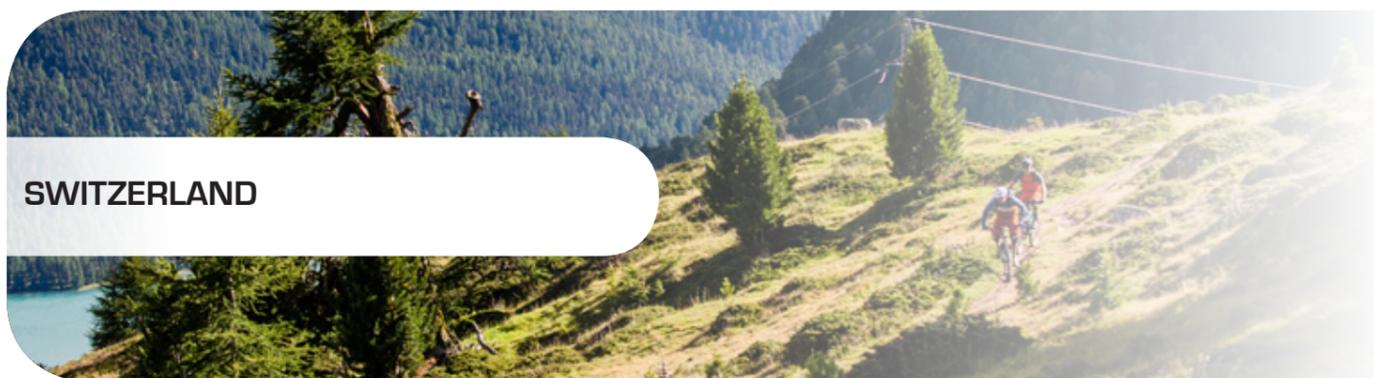


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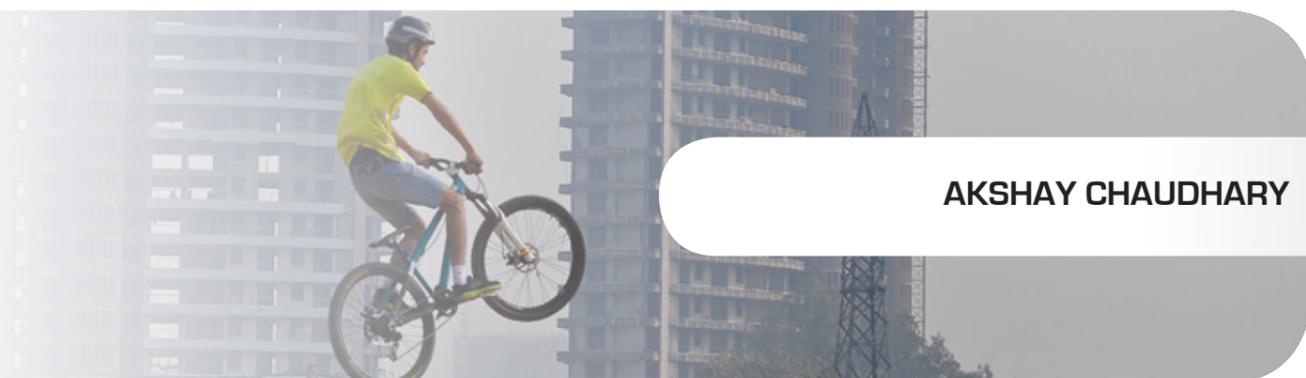
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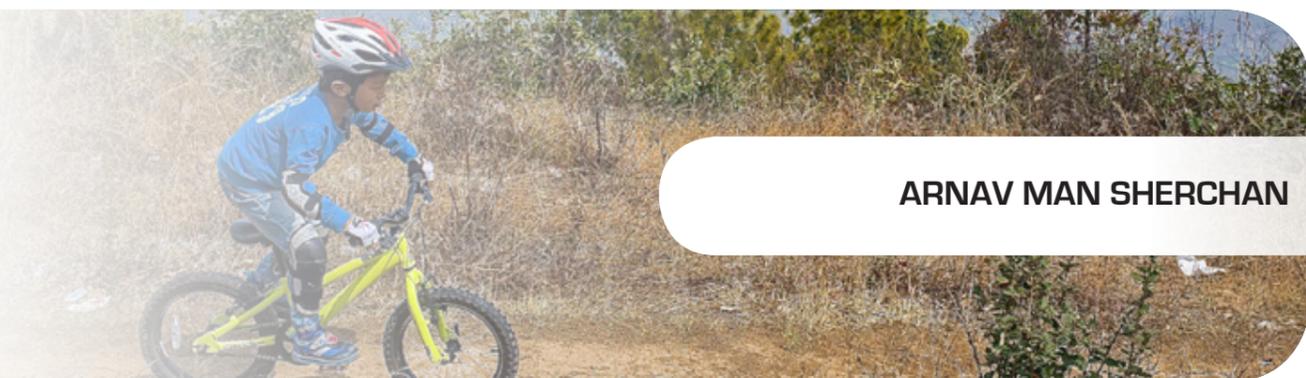
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SWITZERLAND



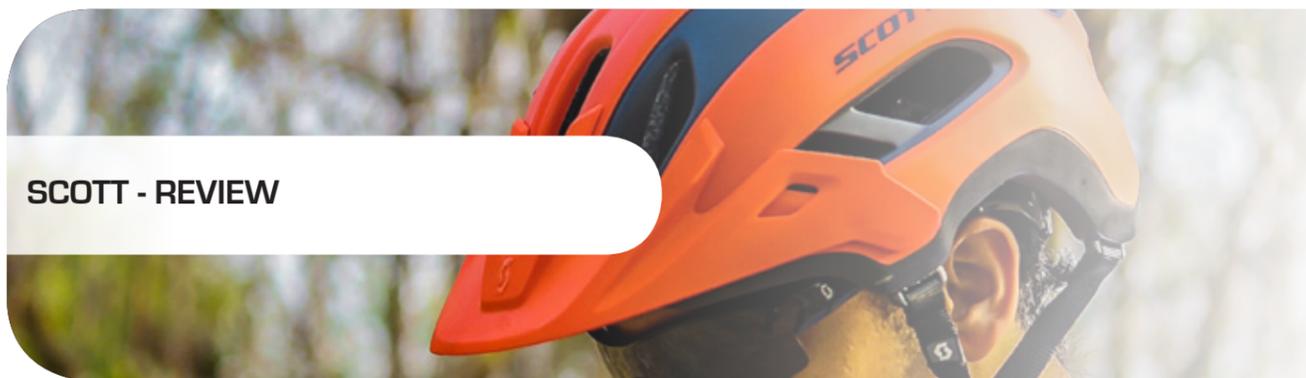
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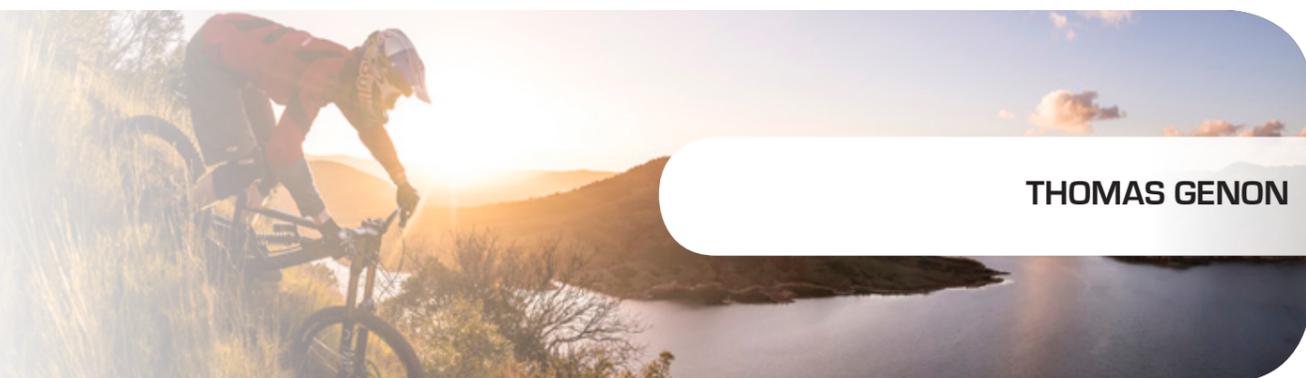
ATH - RACE 2.1



SCOTT - REVIEW



DUST IN SHANGHAI



THOMAS GENON



SHOWDOWN DHARAN 2015



**ARAVALLI  
TRAILHUNTERS**



**RIDE . RECON . RACE**

*mesum verma photography*



# SWITZERLAND

But not as it would be usual for a mountainbike pro with a private shuttle or helicopter – simply with a bus

Tobias Woggon



Matt Wragg



Yohann Barelli  
Tobias Woggon



A dull cry ripped the quiet idyll of the Bündner mountainous landscape.

Like the sound of a snow slide, loosened from the melting snow, it echoed from the mountainsides.

As I bent around the next curve, I was quickly aware of the noise's activator.

Some meters below the trail that lanced through the landscape up in these heights, there was lying a mountain-bike.

Some more meters below, the belonging orange colored driver was climbing up the slope, he slid down on his seat of trousers short time before, on all fours.

All this occurred under the severe ob-

servation of a cow that placed itself just behind the curve to make clear: there is no way of getting through.

Apparently, this determination was as persuasive, that without further ado





Yohann decided to lose and decided against a major conflict with the cow.

Together with Enduro World Series Racer Yohann Barelli, I left two days ago in the direction of Lenzerheide, to explore

the landscape and places around Lenzerheide, St. Moritz and Davos. But not as it would be usual for a mountainbike pro with a private shuttle or helicopter – simply with a bus.

Outside of Switzerland it is hard to imagine using public transport for making a longer trip, but especially at the Kanton Graubünden the „Postbusse“ – as they are called – are more than bike-friendly.

There is hardly any bus with no bicycle rack.

And even the offers are adjusted to biker's special needs.







Already at noon, we have been riding a long downhill across the Rothorn at Lenzerheide towards Tiefencastel, Yohann could hardly believe his eyes as the bus driver got out of the bus to help us loading the bikes. After a short refreshment

at the station's restaurant, we went directly to the Julierpass, from where we followed a trail across the high hiking trail Via Engadina and the concluding flow trail into St. Moritz. There we wanted to spend the first night of our tour.

Already the whole summer, the weather had been crazy and so we could not rely on the forecast.

But as we have been standing high above the Engadin and St. Moritz on the Piz

servation of a cow that placed itself just behind the curve to make clear: there is Nair, the sun was shining and the fresh snow had sugared the mountaintops – we have been compensated for the rain rides. From up here, the highest point



of our route, more than 3057 meters, the trail first lead to a broad gravel road down from the top station, but diverged into a flowing trail in the direction of Suvretta, from where it evenly went across the bottom to Bever. The partly flowing,

partly technical trail had the right mixture to offer enough variety and to demand Yohann every now and then. Again and again he could flash with his outstanding driving technique and leave me – more often than I would have liked – with a

question mark on my face. He mastered the most difficult parts just that flowing and fast.

After our arrival in Bever, we strengthened ourselves for the second half of the

day and where could you do this better, than at a native worker's canteen in the middle of the village?!

Who is stopping in, is searching decoration in vain. In fact the pans are brought





to the table and the pasta onto the plates.

After a copious meal, we went to the station, to catch the train to Susch, from where we drove on with a postal car to

the Flüelapass.

I often drove from Davos in the direction of Südtirol across the Flüelapass with a car, and every time, I imagined how well the trail, crossing the street again and

again, could be used for biking.

Shortly after the pass height, we crossed a small parking place, at whose end the trail lead evenly at the slope at first, but then in different possibilities, lead to the

subjacent high plateau.

Like in small terraces, the way snaked its way from flat to flat – always crossing the street.





A mountain biker wearing a red and black jersey and a helmet is riding a blue mountain bike on a rocky, dirt trail. The trail is set on a steep, grassy hillside with scattered rocks. In the background, a valley with a winding road and green fields is visible under a clear sky. The image is framed by a decorative border of white crosses on a red background.

After 45 minutes climb, the trail tilted at a small stonewall to the right, in the direction of the valley, curve was followed by curve, right, left, then a small jump. Johan and I shot straight to the sundown. At a small alp, the trail

diverged to the left, across a meadow and directly into a forest, where more curves followed. After several depth meters, it spitted us out onto a path at a lake, not far away from our hotel at the centre of Davos.

A wild departure across the Jakobshorn and one of the most impressive stairs at the alpine terrain between Davos and Lenzerheide have been lined up.

During dinner at a restaurant, with

raclette and capuns, we have been sure that, even if we have been travelling a lot of places on earth with our bikes -

**only Switzerland has such a good infrastructure.**

# CRALLERY





Xia Yong Zhao



Deng Yu





Nico Scholze



Christoph Laue





# THE 6 YEAR OLD BIKING DRAGON FROM NEPAL

**ARNAV  
MAN  
SHERCHAN**



Gaurav Man Sherchan

## How he Started Riding

I suppose the concept of mountain biking and what could do with it was not a new concept as he grew up watching mountain biking videos and pictures ever since he was a little kid. While growing up in such an environment does not guarantee that he would take such a strong interest in the sport, it is not, at the same time very surprising.

He owned a very basic bmx and though he had been wanting to learn to ride a bike, keeping the bike without much activity because of my busy schedule or my lack of attention had resulted in flat tires and him, not being to do anything with it. One day, I finally got myself together and had it fixed, which was just a 15 mins drive to the local bike shop and getting new tubes, get the support wheels out for good.

Two days of me behind him and one Saturday morning, I was back in my study while he went out, asking me and mom if he could go and ride in the road, right outside the house. 15 minutes later, he comes running inside and pulls me out saying that he needs to show me something. To my surprise, he's riding on his own. As a father, I was very proud of what he had ventured out on his own and gotten it.

Learning how to ride without support was only the beginning. The very next morning, he was up at 6am waiting for the sun and was at my bed asking





me get his breakfast ready so that he can get a little bit of riding time before he heads to school (that has now pretty much become a daily routine). He has grown up watching mountain bike pictures and video's from trails in the mountains and the thing that I did not anticipate was that he wanted to get his hands on the downhills and uphills in and around our residence.

Initially, I thought no, but then I was like why not. So with his Chinese BMX, he tried the little downhill sections and some of the more difficult sections with great enthusiasm and I was thrilled. He surely had a few falls and I was scared that he would back out as being an urban child, he had been a fragile baby just like any other city boy crying at almost any small fall, often making big fuss about small mishaps.

After every fall, I would often ask him if he wanted to call it quits and go home but he would just simply get up and go at it again. I was slowly realizing as a father that I should just allow him to explore his interest in riding and furthermore, encourage him by teaching him a little on the technical sides of mountain biking. As luck may have it, I had posted a few of his riding pictures from the trails in Facebook around the house and Tangi suggested that we should get him a real mountain bike. Commencal has some pretty amazing mountain bikes for all kids ages and I met him for coffee in the afternoon and was going home with a 16" Ramones Commencal. Boys would certainly be excited

with new toys and he was super excited beyond doubt, and I was thinking deep within how long it would take him to get bored with it, just like his other toys in the past.

My wife is very worried that he sleeps, eats and drinks enough and mountain biking will not have an influence of his studies. The human brain is, I have found out, though my 6-year-old son is indeed very fascinating. I only new bumped into my love for photography after 32 years of living and Max today puts his interests on a list, first Mountain Biking, second drawing, third Singing and fourth, Piano – those are his priorities.

### How he Trains

His routine on a weekday when he has school starts at 5.30am when he starts bugging me and his mom what time it is, asking us every 15 minutes. I tell him to go to sleep as there is no day light yet, and his answer is, „you’re going to oversleep and I’m not going to be able to cycle, so please get up and get my breakfast ready“. If I have an early day to go out to take some pictures, he is very, very worried as his mom will not taking him for his morning ride, and often, if his mom says that he can miss on day of riding, he literally cries. Winters in Kathmandu are pretty chilly with his mom worried about him catching cold but that does not stop him from getting out.

After he get’s home from school at 3pm, he would earlier be lazy to eat





and finish his homework but now, he fly through his meals and homework to get out and ride again. We have made it very clear to him that he cannot get out to ride without him finishing his homework. On a weekday, he manages to ride at least an hour or hour and a half right till sunset.

After about a month of riding, I decide that I wanted to see how he would ride in the real trails and took him out to Hattiban, about an hour and a half drive from where I live which has some really decent riding trails for the pro's but some good long sections of downhills suitable for young riders, if they ride around the jumps.

While he was super enjoying the ride only doing the easy parts of the trails, we were super lucky to meet the pro riders Nirakar Dai, Bunty, Chris and Shakar. Watching them for real than just on tele going all crazy on the trail was all that he needed. For many children, they would just be wow but not dream of doing it one day, while Max is everyday counting his days when he will get there, that is one reason why he puts in so many hours into his mountain bike.

My answer to his constant questions is, „they have put in a lot of years to get there, and you have to keep on training hard if you want to do what you have seen“. I see him ride everyday with such dedication, I'm so happy as a father that he understands: at such a young age that one needs to train hard to achieve what you want. Every day, I see him getting stronger

and stronger and can push up some pretty difficult uphill without any gear and when he accomplishes it for the first time, I can see a sense of pride in his new accomplishments – I remind him, „this was only possible because you have been training hard“. It is all about training his mind, and not simply his body.

From the very beginning, we have been working towards getting his body posture right to ensure that he can ride better. Now, he does a 4-5 feet steep section or a downhill with two fingers on his brakes, elbows out, knees out and bumps behind. It's a work in progress but getting him started with the right postures is a priority.

Two weeks ago, we were pleasantly surprised that there were 3-4 kids from the area who also joined us in his morning rides and he was so happy that he had more kids to ride with. However, with their holidays getting over, they just vanished. He still talks about them and wishes they would come back but I am happy to see that though he would be happier if there were friends riding with him, it does matter so much that he is riding alone, as long as he is riding.

### **How he lives the lifestyle**

His TV time now is only 10 percent or less of his leisure time and spends a lot of time watching mountain biking videos and tutorials. He rarely misses his ipad and never will be seen playing normal children toys nowadays as he is out riding whenever he





has extra time.

Besides his icons Danny and Gerard, he really looks up to some of local riders i.e. Ajay Pandit, Chris, Mandil, Rajesh and is always wanting to meet up with them or better yet, watch them ride. Last week, he was pestering me to call up Ajay Pandit as he has never met him in person, so I simply told him that if he really wants to meet up with him, he should just pick up the phone and call him. That's what he exactly did, typed in his name and called him up saying that he wants to ride with him and called him to Hattiban for a ride on a Saturday, he's eagerly waiting for that day.

The last time I took him to out riding to Hattiban, which is his favorite trail, accompanied him to see if he could actually attempt doing the trail minus the jumps with me behind his back. Second round was me and him driving up to the starting point allowing him to do the trail on his own while I meet him down at the finish. He is obviously not fast as the pro's for sure but given his age and that it's only been two months he's been riding.

He loves going to Epic Mountain Bike and Kathmandu Bike Station and will easily spend an hour there looking at the grownup bikes, feeling the tires, checking out the shocks, the gears, trying out a full face helmet which he wants to buy soon, googles, clip pedals, mountain biking gear. He will go through the store 10 times and yet refuse to leave the shop.

For the love of mountain biking, his eating habits have changed for the better. I remind him that if he wants to take on the challenge of pushing uphill or coming down fast, he needs to eat better for stronger arms and thighs, better stamina. I also want to make sure that he does burn too much muscle as he just can't stop not peddling. Food intake in the last two months has, I must say almost tripled and he is now eating very healthy with good balance of milk foods, green vegetables, meat and fish, peas and the kind.

### Having the Right Gear

Getting a good mountain bike such as the 16" Remones Commencal was extremely important for him to be allowed to do all that he does because one, it has been designed with great care but more importantly, I don't want his bike to give away while he's attempting something landing him in serious trouble.

As a father, I am surely very particular about his safety and initially bought him a good half face helmet and half fingers gloves – due to the cold, I really wanted him to have full fingers gloves but kids full gloves were not available at the time. But as I saw him riding more serious down-hills, I thought it was important for him to also get good pads or elbow and kneepads, which I had to order all the way from the US as his sizes, were not available in Kathmandu.

At the rate his growing, he will soon





outdo his current 16 inch and another 10-12 months, he will need to get a 20" Bike which he wants with front forks and hopefully, gears to go with it. He has already mentioned to me that he would want to hold on to his HT pedals.

I agree that if you want to go serious, a good mountain bike certainly doesn't come cheap but then, an iPad and or playstation does not come cheap and more importantly, keeps them indoors. I would rather have him out there exploring himself, challenging his personal limits, building confidence, enjoying nature and growing up like a normal boy, like it used to be, like it should be.

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# SCOTT

## REVIEW

Adwait Parchure



Rakesh Oswal



Adwait Parchure



MYTHIC HELMET  
OBSESS SUNGLASS  
LEAP SPORTGLASS



# MYTHIC

HELMET

INR 8,800.00 ( inclusive of taxes, excluding octroi if applicable )

SCOTT



Scott Mythic is an all mountain riding helmet. It is very light. You almost become oblivious to it once you're wearing it. It is open enough and helps in aeration.

It has a long strap for adjustment. At the back of the helmet you can adjust how tight you want it to fit.

This helmet can be used for many different purposes, like for enduro or freeride. It comes in vibrant orange color.

## FEATURES

MRAS II Fit System  
Extended Coverage  
Adjustable Cam Dividers  
Removable Visor  
Optimized Venting

## WEIGHT

310g size M

## SHELL CONSTRUCTION

In-Mold Technology  
PC Micro Shell

## STANDARDS

CE

## CONSTRUCTION

In-Mold Technology  
PC Micro Shell

## FIT SYSTEM

MRAS2

## SIZES

S, M, L



This pair of glasses by Scott was introduced for multipurpose use.

Whether you're riding downhill or chilling in the outdoors these glasses will suit you perfectly. The lenses are strictly tested and protect against all kinds of UV rays.

The glasses don't even look to big on the face and will look perfect even when wearing a half face helmet.

#### FIT

For medium to large faces

#### FRAME TECHNOLOGIES

SCOTT Fusion Frame  
No-slip soft nose pads  
Textured temple pads

#### LENS TECHNOLOGIES

SCOTT  
Precision Optics lens quality  
Impact protection  
Base 8  
ACS Air Control System  
100% UV protection

#### EXTRAS

Thermoformed sport case  
with microfiber bag



SCOTT OBSESS

OBSESS SUNGLASS

INR 6,100.00 ( inclusive of taxes, excluding octroi if applicable )



# LEAP

## SPORTGLASS

INR 7,200.00 ( inclusive of taxes, excluding octroi if applicable )



They are the best sunglasses in that class up to date. They look classy and fit well.

The rubber on the nosepiece make's sure it doesn't bounce even on the gnarliest of trails. The lens gives a prefect clear view. And sits perfectly on the brow.

We liked the shape and style of the glasses good during hot weather and when it gets really sunny.

**FIT**

For small to medium faces

**FRAME TECHNOLOGIES**

- SCOTT Fusion Frame
- Interchangeable lenses
- No-slip soft nose pads
- No-slip and flexible temple ends

**LENS TECHNOLOGIES**

- SCOTT Precision Optics lens quality
- Impact protection
- Base 7
- Maximal field of vision
- 100% UV protection

**EXTRAS**

- Spare lens included
- Thermoformed sport case with microfiber bag



# THE MOMENT SOMEONE GETS THE INTERVIEW

INTERVIEW  
INTERVIEW  
INTERVIEW  
INTERVIEW  
INTERVIEW

Mesum Verma



Christoph Laue





Tell us about your past season. What was your personal highlight?

There are a few lines and moments from 2014 I am stoked about, like my runs from Red Bull District Ride, FISE Andorra, and 26TRIX. Overall, I am just happy about my riding in general. After the 2013 season, when I looked back over my riding style and flow I wasn't stoked. So I started working on that and changed a few things in the way I ride, link up tricks and also my style. I also moved to a better place for riding to help with my training.



## What was your favorite event in 2014? Why?

Even though I didn't have a good run, Bearclaw Invitational was super fun as always!

## Which expectations do you have for the 2015 season?

Pretty much the same as last year, just keep on progressing and enjoy riding my bike. I always try to do my best at competitions but compared to last year I would like to be more consistent in my results and achieve a better position at Red Bull Rampage.

## Are there any projects (like film shootings) you have planned to be part of?

A few shootings for my partners I guess. We are still in the off-season, so probably other projects will come soon.

## How do you prepare yourself for the new season?

The bad weather is the worst part of the winter but I try to ride as much as I can at different spots. I do fitness training and a bit of XC when I am in Belgium.





**You moved to France. What makes this place your number one choice to live there?**

Last winter I was in the South of France because many of my friends live there. It was pretty good weather compared to Belgium. This winter I went there for only 2 months then I decided to road trip for a few weeks.



What does mountain biking mean to you? Why do you not play football like the normal average kid?

Christoph Laue



Since the beginning I've been different than most of the „normal“ people. When I was a kid I loved just riding my bike much more than other sports. My dad made me discover racing and different aspects of biking and that's how it started. I have met very good people and made many friends thanks to this sport. Mountain biking has shaped the person I am today.





**Is there a special trick which motivates you on what you are doing?**

I like combos. I've been working on a few new ones and it shouldn't take so long before I bring them to dirt. That is always exciting.

**How do you feel right before dropping in for a crucial run that could put you from second up to first place? How do you stay calm and confident?**

That depends on the contest and how good I practiced before. But for most of the tricks I attempt in my runs, I did them a thousand times before. Most of the time I get nervous but I try to stay focused on my run.





**You recently went to China for a filming project. How did you like China? Was there something special that you will not forget?**

China was crazy! Me and a friend were discovering it for the first time. It is different compared to the life we live but we enjoyed it. We had a driver for one week and he was driving incredibly slowly and didn't care about anything, not even the traffic! That was so funny. Haha



Red Bull  
Bike  
Freestyle  
World Cup

**Have you planned to come back to China one day?**

Not yet, but it was good and if there is another occasion to visit again I might take it!



Have you ever been to India for a bike trip? Would you like to ride a freeride line in the Himalayas where backflips and other tricks are possible?

I have never been to India. I don't know how the riding is out there but sounds like a great idea.



Akshay Chaudhary

Harsh Sheokand

Akshay Chaudhary



build a bigger jump, that was all in his dream, finally:

akshay chaudhary made his play-ground with one item a bit bigger!



While watching some of the MTB videos over internet, I often used to dream about flying high and flipping around on the mounts of a professional dirt jump tracks. When I took this idea to my mentor and uncle late Tarun Dagar (Founder of Pedalers Village) we had several long discussion focused around how it would look like, what would be an ideal height and distance between the mounts etc. From those discussions and taking a clue from his ideas, I started working on a design for building my dream jump. Actually, the idea was also to build a foam pit earlier but I had to keep it aside for a while.

Finally, somewhere around mid of January I started building the jump in Pedalers Village. The mud was still very dry as there were not much rains around that time of the year. We thought we will use an electric pump to put some water on the pile of dry soil which we had gathered but unfortunately this area has a very bleak electric supply and every time I went there, there was no electricity. To work around this problem of dry soil we thought of starting the work early morning when the soil is slightly wet due to the early morning dew and looks like we had struck gold.





We first started to build the takeoff by creating a pile of mud 5ft high and 6ft wide in 3 days. As we were no experts in creating a dirt jump so we searched various available resources over the internet searching how to make the takeoff and landing. We got the takeoff just perfect on the first go but the landing went a little wrong. So we did some changes in the land ramp, made it a little steeper than it was earlier. After incorporating those changes it now looked kind of perfect. I did few warmup laps on the track. It was now time to test the big jump.

During the first try I was too scared to jump and I was pretty sure that if something went wrong I will get at least a couple of bones broken. Uttering some motivational words to myself I finally launched myself but as I neared the jump I could not control my fear and I had to skip the jump by riding through the sides. However, on the second go I almost made a perfect and safe landing on the ground. It was one of the freakiest feeling I have ever had as it was also the highest jump I ever did. Heart pounding really fast thinking what if I crashed but everything went well and it was really lot of fun. I finally patted my back and did several rounds



Gautam Chima



Sujith.P.S



# ARAVALLI TRAILHUNTERS



RIDE . RECON . RACE



Aman Puri and Saurabh Singh at the top of the Mahadev climb

The race club took a winter break in January 2015, only to regroup and start the 2nd race series/season with ATH 2.1 : "Here We Go Again" 2.X series kickoff race. The race was set in a loop format or "Hill Repeats" format, with two categories, being "Competitive / Full circuit" for the expert riders and "Finisher / Half Circuit" for younger / first timer/ newer riders.

The first season/series of the ATH WEEKEND MTB XC RACES concluded successfully in early December 2014, with an action packed 53km grueling circuit, with a net elevation gain of 500 meters and segments varying from technical climbs, rocky downhill, undulating flats to Tarmac sprints. Matt Barrett finished on top with a time of 02:32:28, to become the first Season Finale winner of the race series. Viju Varghese was announced the first season/series winner by scoring 14 points

over 8 races, in which he won 3 races. An exciting end to the first ever race series in the Delhi NCR, with two races being played out in one!!

Each loop was 6.3 Kms with 75 meters of net elevation gain; consisting of a fast and gradual 3Km climb, followed by a technical downhill. The Full circuit comprised of 6 loops totaling 450 meters gain in 38 Kms, while the half circuit riders had to finish 3 loops.

**Noendih, at 13 years, one of the youngest racers!**



**Anita Groser & Reena Katyal**



 **Gautam Chima**



 **Gautam Chima**

The day started at a nippy 15 degrees with fog, but soon warmed and opened up to a brilliant sunny spring morning!

Abhimanyu Tewari was the first to charge up the Mahadev climb, followed by Viju Varghese, Daniel Vaverka and Aman Puri giving him the chase. The leads changed within the first 300 meters, with Viju, Johan Bentinck, Gautam Chima and Douglas Smith attacking.

Viju was the first to climb the 1Km Mahadev segment, followed by Johan and Doug. The second bunch consisted for Aman, Daniel and Gautam.

By the Fort 1 junction, The top 3 had put a lead over the rest of the riders. The Merida team of 4 was riding together, along with Saurabh Singh. Gautam attacked Aman at the start of the MD Parallel downhill segment and these two riders pulled away from the bunch, closely followed by Daniel.

# ARAVALLI TRAILHUNTERS



RIDE . RECON . RACE

## ATH 2.1 Race #1 Leaderboard

Sujith.P.S

POSITION	NAME	VIRTUAL JERSEY	TIME
1	Johan Bentinck	02	01:42:17
2	Viju Varghese	69	01:45:17
3	Douglas Smith	27	01:48:43
4	Aman Puri	14	01:58:54
5	Daniel Vaverka	04	01:59:09
6	Lars Saaugaard	09	02:00:52
7	Saurabh Singh	30	02:01:11
8	Jona Pillay	19	02:01:38
9	Robin Groser	08	STRAVA FAIL
10	John Hall	45	02:02:23
11	Abhimanyu Tiwari	99	02:21:30
12	Dean Wheeldon	49	NO STRAVA
13	Anita Groser	31	02:24:43
14	Akarshan Sanan	32	02:25:07
15	Navendu Lad	67	02:30:28
FINISHER CIRCUIT : NON COMPETITIVE			
16	Harshvardhan Deopa (15)	110	01:03:47
17	Tarun Pushp Wadhwa	60	NO STRAVA
18	Abir Sharda	101	01:06:01
19	Siddharth Seela (13)	102	01:25:59
20	Amogh Pandit (16)	103	NO STRAVA
21	Avdesh Goyal	104	01:28:55
22	Reena Katyal	105	01:31:20
23	Sudhir Ranjan Biswal	106	NO STRAVA
24	Vincent Govender	51	NO STRAVA
25	Jaspal Singh (20)	107	NO STRAVA
DNF	Gautam Chima	18	DNF
DNF	Piyush Arora	40	DNF
DNF	Rahul Sharma	108	DNF
DNF	Aditya Sarin (15)	109	DNF
DNF	Debashish Parida		DNF
DNF	Moksh Arora (18)		DNF
DNF	Rick Banerjee		DNF
DNF	Gurpreet Singh (20)	35	DNF
DNF	Neonidh Arora (13)		DNF
DNS	Shariq Khan		DNS



Aman Puri



On the 2nd lap, Douglas had a sidewall tear on the first rock garden on the DH segment and Gautam exchanged bikes with him and dropped out of the race. Johan put in a lead of 2 minutes on Viju, and Douglas was trailing by 4 minutes.

By the 4th Lap, the groups had consolidated. At the lead of the race were Johan, Viju and Douglas. Johan was adding time over them on each loop while Viju and Douglas maintained their difference

The 2nd group comprised of Aman and Daniel; John Hall was trailing behind, followed by inter-changing leads between Lars Saaugaard, Jona Pilla and Robin Groser.

Johan finished the race very strongly with a time of 01:42:17. Viju took second place followed by Douglas. Aman and Daniel fought hard for 4th and 5th place respectively. Lars attached Jona and Robin to finish at 6th place. John Hall lost time due to

a puncture and finished at 10th place.

Special mention for Akarshan Sanan (17) who completed the 6 loops on his very first ATH race, and Navendu Lad (47) who started with 3 loops but decided to finish all 6!!

It was a very fast race, as expected and a lot of leads changed through the race, except Johan. THIS is MTB racing and things can change lap to

lap; with variables like side wall tears, punctures, crashes, fatigue, hydration etc leveling the playing field for all racers.



**Next race is now slated for 15th March 2015.**



The half circuit race starting line



# DUST IN SHANGHAI

The SMP complex of Shanghai hosted the second round of the Rockshox seasonal pump-track events supported by SRAM. The very first event last October was well promising, encouraging the still marginal dirtjump discipline and the alternative mountain bike scene in general.

The SMP did a nice move to dedicate a proper area to dirt activities, with a well digging and teaching staff. It was something so long missing in such big city.

Laurent Gravier



Huang Ren Bi ng



Laurent Gravier





This initiative needed a kind of spark that a big sponsor would bring to boost an event organization. That is exactly what SRAM did by supporting SMP with a long term partnership plan to promote seasonal events at the SMP park.

The SMP Rockshox Pump-track events were born.

This represent a fantastic opportunity for the riders around to have fun and improve their skills and challenge themselves on the first spot dedicated to dirtjump riding in the region. It's the perfect place for an afternoon ride with your mates and share chill moments. So when it comes to do a race here, the entertainment and friendly aspects remain more important than the pure competition itself.

The dirt area of SMP is of course smaller than the huge world wide known concrete playground... But the space is quite well used and there is enough to see fair jump lines, burms, whoops. With a closer look at the track one side of the first jump line seems to be faster, which can be an important detail while racing, and different options are also doable to ride through this first line.

The staff does a quite good job to build, improve and maintain the course. The track changes constantly in purpose to raise the average level at a balanced pace. This course represent a promising base for future evolutions.

It could always be refined to improve the ridding flow, the space could also be





optimized by building proper dirtjump line in the still empty zones. It would probably happen in the future, but it's all about time... Those digging know the time and the cares asked by a pump-track or dirt-jump spot! For now it's something any rider would already appreciate to find in Shanghai.

It's quite well felt to organize and support events in this still new format in this region. That really gives a boost to attract riders and the public to consider dirtjump activities not like fancy stunts only.

But the best of this initiative is probably its long term plan aspect. Indeed, rather than punctual yearly event, recurrent seasonal things tend to set stable perspectives for a solid and durable development of the dirtjump scene.

With such a big name as SRAM involved, we could all have quite high expectations in term of quality event. To be honest, considering the youth of the discipline, it was not disappointing at all. The organizers reached and even overtook the quality of the best Downhill events in China mainland.

A well ruled schedule, clear rules, good prices and a good overall communication didn't make anyone feeling like this event is freshly born.

Proposing a decent lunch buffet to the competitors and visitors was a big plus for the conviviality of this well rounded event.

After a successful autumn edition I looked forward to see if this winter round could



be better.

This winter edition was actually better. No huge changes, they kept the working formula, but with subtle refinements.

The race format stayed the same, the awards remained the same; a very attractive pack of components including a Rockshox Pike fork, a pair of Avid Guide brakes, and other Truvativ components to reward the laureates of the different categories.

More entertainments were also proposed to the visitors such as a live band surrounding the different games along the day, also a few test modules and a bike test proposed by Trek to the visitors and beginners for a convivial experience on the track.

All these things beside the actual race went in the same way: sharing fun and incite people to experience mountain biking on a pump-track.

The race was divided in 3 different challenges: pump, individual time trial and dual tournament.

For the pump challenge the rule is simple, we had to go as far and as fast as possible without pedaling during an individual attempt. At this funny game we could notice more riders completing the whole course with tighter time gaps than during the former event. Although more riders used actual dirtjump bikes, this basic skill exercise shown an obvious improvement of the average level since the previous edition 3 months before. Young riders learn quite fast indeed.



The individual time trial gave pretty much the same constitution. The times were all getting closer and the runs more accurate.

The dual contest was the most awaited with its share risk, uncertain results and stress for most challenger because of the direct elimination form of this game.

As the level is getting more homogeneous, each round was played tighter for the benefit of the show.

Despite the left side of the first line being obviously faster, we had quite fair battles at a few exceptions probably caused by an over stress of few riders...

Also a part of the deal while racing side by side.

But in the end the friendly atmosphere was still dominant. And although dual races always have a share of random, it was no big surprise for the riders accessing to the finals.

At a quite similar level during the individual timing, the scissors-paper-rock game to define the line choice, would logically give a big option on the victory to the one of us picking the left line. In fact, the left side allows to carry more speed though the first section, but also to deal the first burm with the ideal trajectory. Afterwards, it was way easier to carry a better pace to clear the next jump. The round could be played at this point.

But the logic is not always respected in sport, and despite the faster line theory



appeared to be relevant, a race is never done before the finish line, a mistake can always happen before it!

Anyway, does the final result really matter? Not really! For all of us the purpose is to share fun first, challenge each others and push our limits. For all that we can be satisfied, we did!

With the constant raise of the average level, the chill atmosphere and the quality of the organization, we already look forward the next Spring event, which I've been told the main race format would be changed in a possibly „random team race“ formula... That's sounds quite fun!

Can't wait!

Thank you and long life to SMP Rockshox dirt track events!

**Next Race will be held on:  
March 21st, 2015!**



DH ELITE

XC ELITE

XC OPEN

XC WOMEN

XC JUNIOR

The first ever Showdown Dharan 2015 mountain biking race organized by GNARLY and Green Wheels has completed successfully on January 12th in Dharan, Sunsari, in eastern Nepal. The event was the first of its kind in the city and saw participation of almost 70 riders from the US, Norway, Denmark, UK, Japan and various cities in Nepal including Kathmandu, Dharan, and Pokhara.

Anuj Adhikary



Shyam Limbu



Laxmi Magar



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**SHOWDOWN  
DHARAN  
2015**



GNARLY  
www.gnarlybikes.com



Sumit Shrestha



Rajesh Magar

DH ELITE XC ELITE XC OPEN XC WOMEN XC JUNIOR

There were two genres of the race: Downhill and Cross-country. While downhill had only one category, i.e. Elite, cross-country had four, namely: Elite, Open, Women and Junior. The race was supported by more than 120 local volunteers and saw an enthusiastic turnout of over 2,000 spectators. The event was a successful beginning to what many mountain bike enthusiasts believe is a bright and exciting future for mountain biking in Nepal, establishing Nepal as a major international mountain bike destination in the world.

“This is the first time we’re seeing such a huge race in Dharan,” said a Dharan local. “We’re glad to see riders from different countries as well. This will definitely put us on the map as an adventure destination.” The race is believed to make Dharan a national and international mountain bike destination.



DH ELITE

XC ELITE

XC OPEN

XC WOMEN

XC JUNIOR

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Sumit Shrestha



Narayan Gopal Maharjan



“The track was quite difficult and physically challenging, but I made my best efforts,” states Rajesh Magar, 19, the winner of Downhill Elite category, despite sustaining a fall along a technical section. He is currently the reigning national downhill champion in Nepal.

Likewise, Narayan Gopal Maharjan, 29, bagged the first position in Cross-country elite. “I’ve been training quite hard for this race. The race was well promoted and no doubt, the prize money is quite something - highest for any individual mountain biking race till date!”

Nishma Shrestha, 19, took the second prize in Cross-country ladies category in her first ever individual mountain biking race. “The feeling of crossing the finish line was really humbling. All the training and hard work finally paid off!” she exclaimed. “I learned a lot from the event and will be preparing well for more races to come. Hopefully I’ll make it to the podium again.”



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Sumit Shrestha



Chris Keeling

DH ELITE XC ELITE XC OPEN XC WOMEN XC JUNIOR

Speaking at the prize distribution ceremony, distinguished guest Indira Ranamagar – social worker, activist and winner of Children’s Honorary Award – said, “I am very glad to see participation of women in cycling. There used to be only one racer when I first began biking, but now there are several and they are all young.” She recalled her early days in this adventure sport. “I believe neither men nor women are superior to each other, and both are equally talented in many ways. Women are definitely making a mark in adventure sports, and I congratulate and thank the organizers for this opportunity.” An avid cyclist herself, Indira Ranamagar also participated in the Women’s category.

“Showdown Dharan was awesome. I really liked it very much!” said Tenjing Gurung, a participant. “The event was well organized, and every time the crowd cheered me on, I felt more pumped up!”



“We were quite anxious about organizing this event as it is the very first time we’re organizing a race so far from Kathmandu. We wanted our riders to have and enjoy the race and be safe. We are extremely grateful for the local support from Daranes. We could not have done it without them. There were no injuries or mishaps. We’re glad to kick off 2015 with some mountain biking action!” said Shyam Limbu, Race Director and Co-Founder of Gnarly. “We have more races lined up in the coming months.”



Nishma Shrestha, Laxmi Magar



Ajay Pandit Chettri, Narayangopal Maharjan, Roan Tamang



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Jigme Tenzin, Prachit Thapamagar, Kiran Rai



Chris Keeling, Rajesh Magar, Shakar Yakhumba



Christoph Laue



Gaurav Man Sherchan



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