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MOVEMENT

Movement - Summer is almost over, the new world cup overall champions are set, it was exciting from start to the end of the last race in Val di Sole. Come along with us, as Giulio Bisio shows and tells you what happened there. Rachel Atherton was on a Move all Season, and we have an interview with her to see what she has to say. In India, the biking movement is growing bigger and bigger, as we see at the Manali Bike Festival with Akshay Chaudhary, and the Indian Shredder with Piyush Chavan and Young Gun Shiven. The Scott Gambler 730 will let you move quick, check out our review. If you move fast, it's also good to have good protection: with the help of Cedric Gracias, iXS has come out with a new Enduro/Downhill full face helmet the XULT, which we test. How to move at high altitude? The Manali - Khardung La race, one of the hardest races in India, took all the rider's strength. But they could still move when they finished on the top at Khardung La. Congrats to all the finisher! Riding in the night? You can't move at all if you have no lights, so we test the bosslights and find out how they perform.

RIDE ON ! !

Mesum Verma

Mesum Verma - Editor in Chief



Mesum Verma



Markus Ruchti





BLOW UP. RAGE DOWN! GAMBLER

The all NEW SCOTT Gambler 730 is a no compromises DH weapon. This bike comes with World Cup options like a lower and slacker geometry as well as a longer shock and a tweaked leverage ratio. Newly redesigned for 27.5" wheels, the Gambler 730 has everything that a solid DH bike needs. Following our belief that for every track there is a correct tool, this bike has been designed to be able to be converted to run 26" wheels as well.



Frame : Gambler Alloy 6061 / Hydroformed Custom Butted / IDS X DH 12x150mm Dropout / BB Height Adjustable / ISCG05 / 210mm Rear Travel
Group Set : Rock Shox Boxxer RC 27.5 / 203mm Travel / Coil Reb & Comp. Adj. Maxle Lite DH 20mm / Alloy Steerer
Rear Shock : FOX VAN R Coil / Rebound Adj. Custom Tuned / 267x89mm / Spring Rates S 250 / M 300 / L 350
MRP : ₹ 2,90,000/-*

1. FLOATING LINK SUSPENSION



2. BB HEIGHT ADJUST



3. CHAIN STAY LENGTH ADJUST



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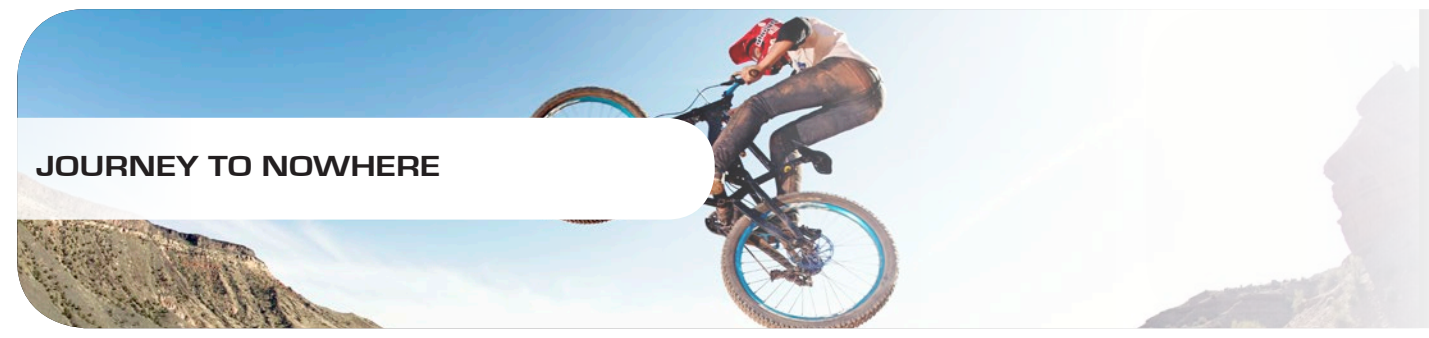
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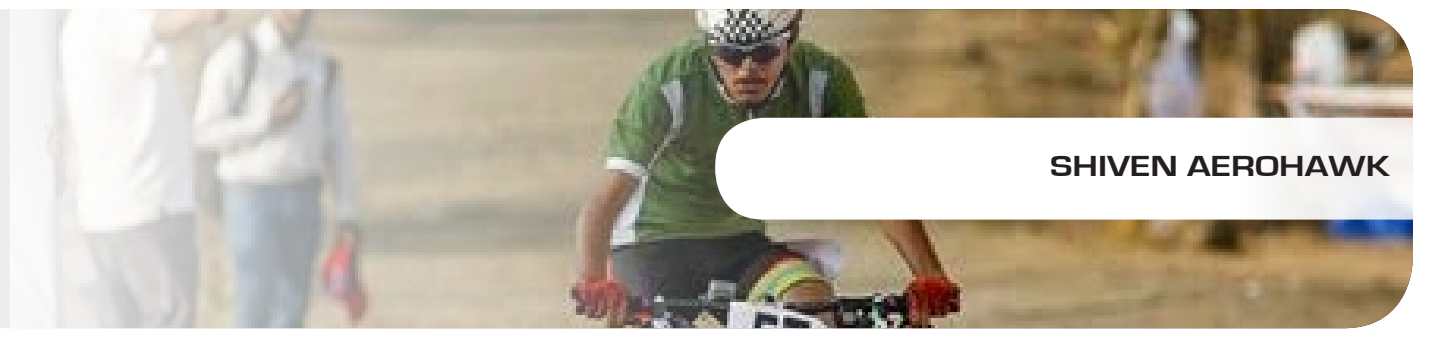
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JOURNEY TO NOWHERE



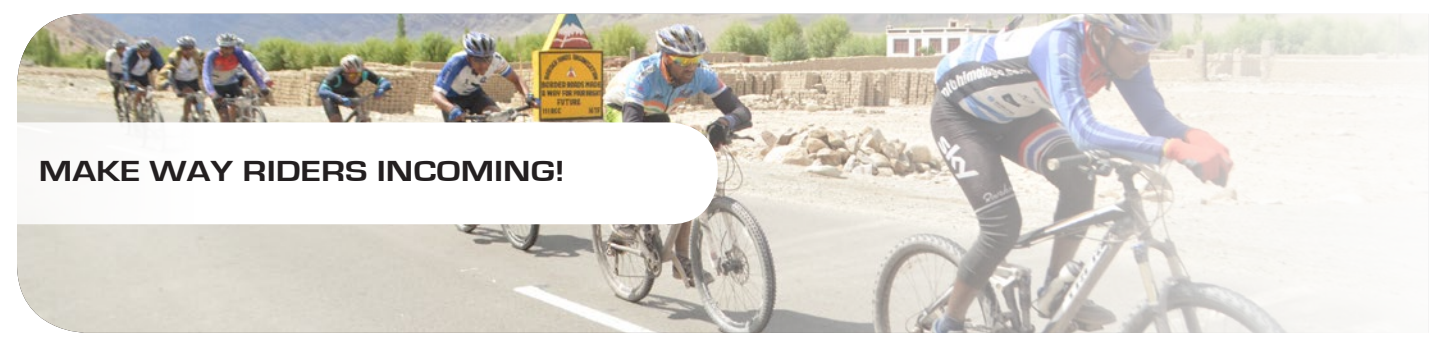
SHIVEN AEROHAWK



RACHEL ATHERTON



VAL DI SOLE WC - REPORT



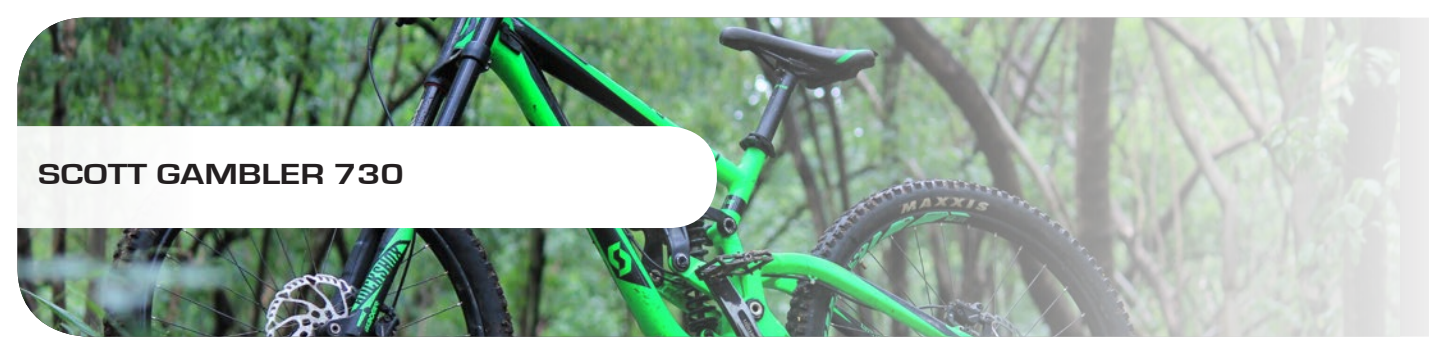
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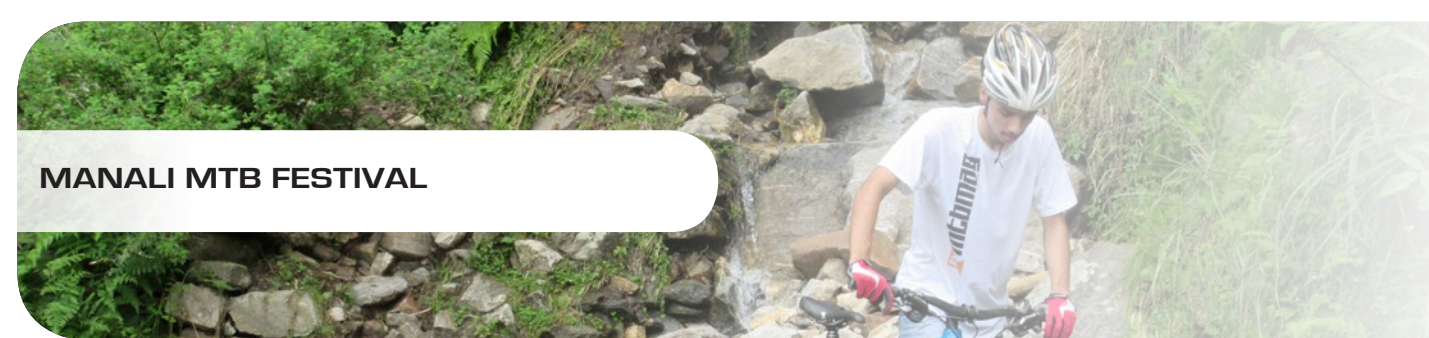
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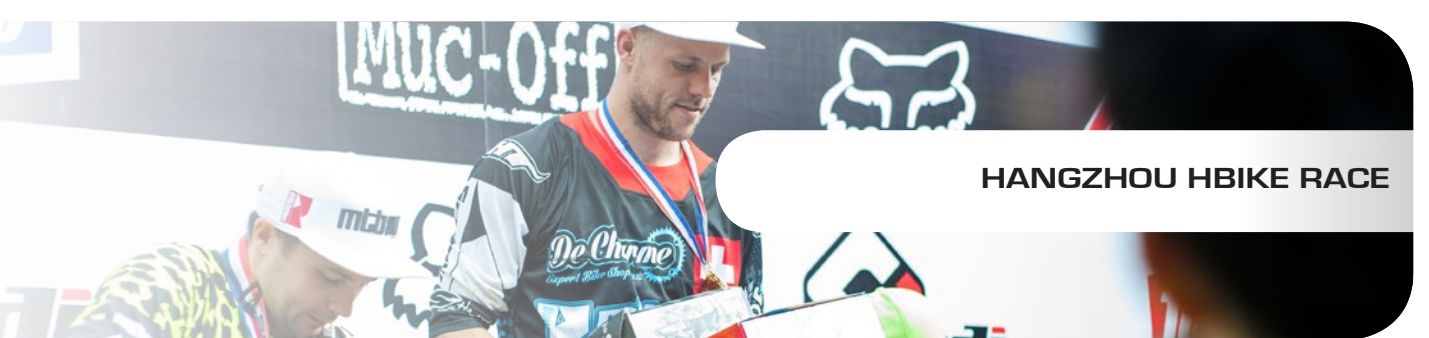
INDIAN SHREDDER



SCOTT GAMBLER 730



MANALI MTB FESTIVAL



HANGZHOU HBIKE RACE



ARAVALLI TRAILHUNTERS



RIDE . RECON . RACE

mesum verma photography



Resolution.

JOURNEY TO NOWHERE

THE ALL2RIDE CREW
ON A FREERIDE ROAD TRIP
THROUGH UTAH, USA

If you book a trip by a travel agency, everything is organised for you. Cultural city breaks and relaxing by the pool are standard for many German tourists and ensure rarely for unwanted surprises. But Jannik Hammes and Fabio Schäfer like these unwanted surprises on their trips. And of course the so called "All2Ride" crew don't let their bikes at home. Their freeride road trip through Utah was anything but boring and predictable. But you won't find a tour to nowhere in a travel catalogue...

Fabio Schäfer



Jannik Hammes, Fabio Schäfer, Lars Mangel



Jannik Hammes, Fabio Schäfer





It has always been a dream of mine to feel the world-famous, red earth of Virgin, Utah, under my tires. Now I'm finally here after all these years of dreaming. Together with my buddy Jannik Hammes, we climb to the top of a steep ridge line with our big bikes on our shoulder. It's a torture! The wind blows around our ears. We can't even understand our own words because of the roar up here. In addition there are gaping chasms on both sides waiting for us to fall down. You really shouldn't be scared of heights up here. Unfortunately, I can't really say that about me. At least I have my bike to hold on.

We finally arrive at top of the ridgeline about 40 minutes after we started at the bottom. We take this moment in. Wow! We are really in Virgin, Utah. In this part of the world mountain bike history was written in the last 15 years. The Red Bull Rampage took place at this mountainside several times - the most dangerous mountain freeride contest in the world. But also legendary movies were filmed here in all these years. Not a single part of the legendary New World Disorder series was done without this location. No wonder that the whole mountain is littered with countless lines and jumps. Madness! And we are right in the middle of it all. But this time we are here and we're not staring at our TV screen and sitting comfortably on our couch. It's absolutely unreal. And it's definitely dangerous.



I'm feeling my high pulse. If you make a wrong turn or jump off to the wrong side of a cliff, chances are good you're going to fall down 20 meters and more. Hopefully we will remember the line right.

Once again, we fight with our Goggles to get rid of the nervousness. "Are you ready?" I ask Jannik. He nods and puts his fist out toward me. I check it and we let our hands off the brake. The raised dust from Jannik's tires is directly blown off the cliff next to us by strong wind. At least I have a clear view. Crazy, how steep and narrow the line is. No video can show this. The subsoil is a blessing and a curse at the same time. While you have a surprising amount of grip on the red, sandy soil, you have to be careful when your tires get on a deeper section. You can lose traction really fast.

Here comes the next drop towards us. Fortunately Jannik rides ahead, I would have forgotten how much you have to pull your brakes. There is a double drop. So don't jump too far, you have to re-pull the front wheel. Otherwise you would miss the second edge. So the timing has to be right. Yeah, well we managed this section. I feel, how the endorphins dance in my body. Slowly we understand the special underground. The other sections I perceive only in tunnel vision, from which I am torn only in short moments of shock when I get close calls to hit the ground. We manage a last hip jump and we are at the bottom of the mountain.





We can no longer hold back the grin under our full face helmets. High Five! We are just part of our very own film. We are really here. The air we breathe is real. The red dust on our bikes and also the cold sweat is real. These are the moments that you still remember in many years

We roll back to our "house" on wheels. We had booked the monstrous RV with a length of about 30 feet conveniently via the internet. For three weeks we only paid 1600 Euros, including insurance and unlimited miles. A bargain when you consider that we have four beds, kitchenette, shower room, bathroom, storage room for bikes, fridge and additional frills

We picked up our mobile home in Las Vegas, where we also arrived from Frankfurt at the airport. After about a 2 hour drive we arrived in Virgin, Utah, in the evening. This small, sleepy village wouldn't be known by anybody without the world famous bike spot. It is a village with a large main street. That's it. Okay, so maybe I should mention the restaurant "Buffalo Burgers", which you can find at the entrance of the village. The shed could be right out of a Quentin Tarantino film. Even from the outside served numerous American clichés. Also the whole atmosphere seems a bit bizarr but very nice. The owners are real character heads and incredibly hospitable





The boss is round about 60, but swings her butt like a 20 year-old, while the waiter constantly found fault in a sympathetic way to us. First he taunts, shaking his head that I do not eat meat. He applauded us loudly that we want to have ice in our drinks like real Americans. At the same time the domestic dog vomits right in front of our window and starts licking up the pulpy mess again with relish on. On the way out, an old man speaks to us, and greeted us proud by pointing out how many Nazis were killed by his father in World War II, and prophesized us also the imminent doomsday. In front of the restaurant a friend of the owners shows us an old mud hut. This is over 150 years old and were built by Indians. The man with gray, long hair and cowboy hat keeps the cabin in good shape, only a few days earlier, he has renewed the clay inside. Just for the experience we made in "Buffalo .Burgers" We love America

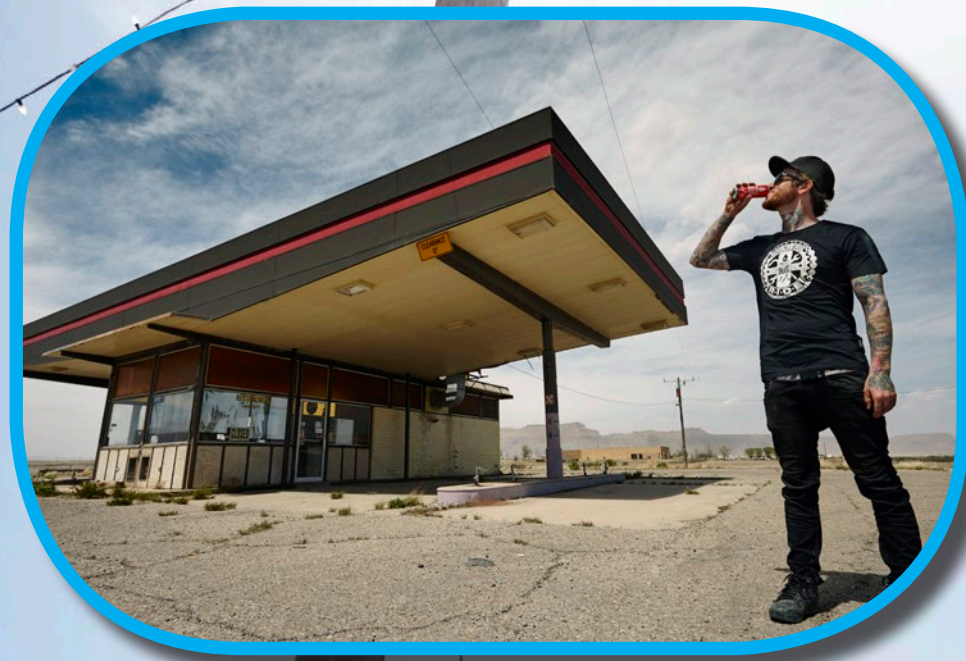
We open our camp at the bottom of the old Red Bull Rampage site. From here you can reach all spots easily. Either you climb up one of the numerous ridge lines or you look at spots at the bottom. Before we arrived here we bought some tools in a hardware store to build jumps, but that ´s not necessary. There are too many options here. As we walk the grounds, we discover drops, gaps and kickers every few meters. Much comes from the Rampage contests. But some spots we recognise from .film productions

But the locals dig here too. The site is privately owned and the owner has nothing against bikers. We realise, how fast you can get hurt at this place. No matter how enthusiastic you are, you should really slow down in the beginning and get used to the terrain first

Below the Rampage terrain there's a river including an unofficial campsite. If you want to camp there, do not be surprised by the owner. He will regularly ask for "donations" so that you are allowed to stand there. And don't panic if there is someone sneaking around your RV in the middle of the night. This is also the campsite owner who works only at night during ... moonlight

After just over a week in this huge playground we head toward Salt Lake City to check out a couple of spots there. In Wasatch Indoor Bike Park you not only find a pump track, Jumphline and airbag, but also a friendly owner who allowed us, to spend the night in front of the hall in our camper. Camping in the city. He also tells us about a Bike Park in Ogden, we visit the next day. The park is located just outside the city and was opened in 2013. There are different routes for all skill levels. You can push or ride your bike to the start. There are a lot of jumps waiting, curves and a large pump track. There is also a playful Dirt Park. The entire bike park can be used free of charge and provides enough fun for one or two days





We decide to leave in the evening to head over to Green River. A ride of nearly five hours into the absolute middle of nowhere. Green River is like a ghost town. Abandoned shops everywhere and slowly decaying motels. There is nothing. If you google Green River, first thing you find is a known mass murderer. Very reassuring when you're just driving in the middle of the desert with a camper. We received the gps data on facebook by a helpful .biker

In contrast to the reddish earth in Virgin, the underground of Green River is blue-gray. Our location is called "Blue Castle". The name comes from a rock formation that resembles two towers. At the bottom of this huge rocks awaits us a huge precipice. We spend the first day with digging. We spend the second day just with climbing and riding down this long slope of "Blue Castle". We carve our bikes like skiers through the loose ground of the escarpment. That's how skiers have to feel in deep powder. How much fun is that? But I pay at the end of the day with two huge blisters on my heels. At night there is an enormous storm. We already think about to departure on the next day. When we drive the caravan over the bumpy fire road, we discover the legendary canyon gap Cam McCaul jumped for two New World Disorder movies close to the road. Although it is almost seven years old, takeoff and .landing are still in tact



Between kicker and landing there are about 20 meters between. Despite the strong wind Jannik wanted to jump the gap. I go in position with the camera. Unfortunately, we wait in vain, the wind or rather storm doesn't take a break. So we set off just after waiting for one hour. We want to drive 4 hours back to Virgin, to shoot some more pictures there for one day and then go back to Green River to shoot the gap. We are in a hurry because we have to bring back the mobile home to .Las Vegas in three days

On the way to Virgin we drive on the highway right through sandstorms. Sometimes we can not even see our bonnet because of the dust. During this day 122 cars crashed on our !road. Carzy

Unfortunately, the wind is also blowing in Virgin. Therefore, we set off the next morning at dawn with bikes and cameras to get some pictures without the dangerous wind. So Jannik has to flip his big bike in the early morning at 7:30. Not quite awake, he overrotates his first attempt and claps with his back in the landing. Luckily he was not injured, and thereby pushes right back up. Slowly the wind starts blowing harder. Jannik uses short wind breaks and flips his bike several times in front of stunning views. Time for the next spot. For a further flip Jannik chose a .Jumpline of Antoine Bizet



The wind makes it unnecessary but dangerous and we think about how we can use the waiting time. I propose a small road gap at the end of a ridgeline. I push up, Jannik takes the picture. Now we have to take pictures from a broader perspective. I push back up, but have to wait a few minutes, because again the wind blows with full force. When the wind calms down, I directly kick in my pedals. Just before takeoff, I feel the wind is back. But it is too late to brake. In the air I'm pushed to the side, land sideways, crash and land with my stomach directly on the handlebars. First, I can't breathe. Because I landed on my shoulder and head, i first check if my collarbone is broken. All good. However, I have a strange pain in the left side of the abdomen. At first I think it is normal. Pain should be normal if you just landed on your stomach on a handlebar, right? So i believe, i´m okay. My bike is also not broken. Very good! But because of the blowing wind i don´t want to ride anymore. It's just too unpredictable. We pack up. Suddenly i feel kind of dizzy and I'm sweating for no reason. It goes so far that I can hardly walk. So should we go to the hospital? According to the Internet the next hospital is 45 minutes away. At the caravan, I can no longer walk. Jannik drives the V10 engine at full throttle. At the hospital in St. George we know really fast whats going on. I have a ruptured spleen and blood is leaking into the abdomen. Shit



The doctors tell me that it might be that I need a surgery to stop the bleeding. But it should be waited out, because of the high risk. Every three hours they take new bloodwork. The bleeding stops after over 26 hours. I'm lucky and I do not need surgery. However, I can forget about the planned return flight. Jannik has to go back to Vegas because of the motorhome. He provided me with videos from Sin City and then proceeds to finally fly home. However, my involuntary stay was as pleasant as possible. The staff and management in the very modern hospital were incredibly friendly and accommodating. Something I've never seen in Germany

Despite the hospital stay our trip to Utah was an absolute highlight. To finally ride the trails, which are known from videos and magazines for years, is priceless. What would we see without our bikes from the world? Without which we would probably never have thought, thousands of kilometers to travel to nowhere





RACHEL ATHERTON

Ride fierce, live gently.

She has dominated the 2015 season. As we write she is confirmed Overall World Cup winner (her fourth World Cup Overall victory, she also triumphed in 2008, 2012, 2013) with 6 wins out of 7 races and is about to head to Andorra in an attempt to regain the precious rainbow stripes. With the form she's on few would bet against her but Rachel's taking nothing for granted, she chats to Gill Harris about another vintage year.



Rachel Atherton



Gill Harris



Sven Martin



GH: Rach, you've been very open about how difficult 2014 was for you. Without wanting to rake over old coals, from the outside it looked like a successful year – 2nd in the world despite a massive illness?

RA: Yeah, I was gutted to lose my overall crown, and the World Champs – especially by such a small margin. Being sick (with a glandular fever type infection contracted in South Africa) was so frustrating. Its different to an injury, being injured sucks but somehow its easier to deal with – the support systems that we have in place are awesome, there'll be a rehab programme, physio, maybe an operation, there's stuff that you can do – that you have to do but it gives a clear programme to getting well with a foreseeable end in sight. With an illness you don't have any of that structure, no one knows when the feeling of absolute exhaustion and weakness will end – and its less visible, people don't really know what to say or do, or how hard you can push – that's hard.

GH: towards the end of the season it seemed like you were getting your old strength back- everyone was saying that with a few more races you'd have been able to catch up. Are you glad now that there weren't?

RA: definitely! I wasn't completely myself throughout the entire winter, its important for me to be able to distinguish between putting in a good race run and being back to full strength you know – I've become much more in tune with my body, I try to look after myself, eat really well, I have acupuncture which helps loads and practice yoga...I've become a pretty good cook this year – my chicken broth is magic!

GH: It seems like you are in a much gentler more settled stage of life as well.

RA: Yeah I know that people like to think of the three of us all living in that house, but the fact is we're grown up now. I'm 27! It was definitely time to split from living with the brothers – besides Gee and I argue all the time if we are under the same roof – he's super tidy so we'd always be bickering about the washing up. I see both of them loads, Dan's house is really close to mine and we all still train together.

GH: Dan Atherton always says that he knows if you're going to win a race when you get in the car to leave HQ. Did you know that this was your season?

RA: Ha you know he talks rubbish sometimes! It was a pretty wobbly start to be fair – 2nd at Lourdes to Ragot – I can't believe she is retiring – she has







been such a great competitor and a real stimulus for me to ride faster. It makes me feel kind of old that she's going – when she was talking about how she just doesn't want to do what she does to her body anymore and how she's sorry for how she's treated it that really struck home with me.

GH: Driving up to Fort William [World Cup Round 2] you were pretty quiet, do you remember?

RA: Yeah, it's a hard track and these days I'm super aware of what I'm putting my body through. It was hard coming second to Ragot, however much I respect her as a racer, I didn't want another season of 2nd places. Its weird, I can clearly remember the moment I switched on and I knew I was going to win the race. It was just before my Finals run, I'd been feeling not 100%, I was a bit off colour, definitely nervous but suddenly I just got it together. It was about 2 minutes before I got to the start gate!

GH: Joe [Krejlich, Rachel's World Cup mechanic] said it was a visible change. Like you flicked a switch and this awesome surge of power just came on, he could see it in your face, your whole body.

RA: laughs – Yeah I guess its like Athy says about knowing

beforehand – I'll try not to leave it so late again though! It was definitely the turning point of the season, winning at Fort William is so energizing – the crowd there is awesome.

GH: You look like you are having fun again?

RA: Definitely this year has been so rewarding, sponsoring the Junior Women in the BDS has been a massive inspiration for me – its awesome to see the difference that you can make to these girls riding with just a few pointers on bike set-up or braking , I'm planning to do more next year. I'm really looking forward to the Red Bull Foxhunt too – its going to have even more of a Festival vibe this year, more of my personality.

GH: And your racing high point?

RA: too difficult to chose! But racing against Missy Giove in Windham was cool – she's so bad-ass!

GH: Ok last question, we cant let you go without asking about the World Champs. How are you feeling?

RA: I'm nervous as hell! Look how fast the other women are getting – the margins are right down now, Myriam and Manon both love long tracks like Andorra is, wish me luck!

RACH





Make Way Riders Incoming!

The riders of Manali-Khardungla Cycling Championship 2015 inspired many and bowled over others, says Gaurav Schimar

"Make Way! Make Way! MAKE WAY!" screamed the race commander at incoming vehicles even as another official yelled "Go Slow! Cyclists en route! Stop! Race Incoming!" A stern warning request to all vehicles had already preceded these orders. Add to this the echoes of whistles blown by race officials, cheering for the cyclists, support vehicles honking and the dramatic Trans-Himalayan landscape of Himachal Pradesh and Ladakh



MKCC



Gaurav Schimar

reverberated with a rare energy during the Manali-Khardungla Cycling Championship (MKCC) 2015. The entire scene on all days from 25th July to 4th August was electric, to say the least. The 63 riders who were part of the World's Highest and India's only Long Distance Endurance Cycling Event inspired every life form they crossed and many more across the world that they touched with their feats. The racers must have shattered several records on



an hourly basis in the 513 km long, 9 stage race. Only if Guinness Book had been present to document their accomplishments! MKCC in its second edition witnessed racers from the Indian Armed Forces vying for the top spot and star attraction Laxmi Magar –three times National



Champion of Nepal, fondly nicknamed 'Queen of Nepal', conquering the Indian Trans-Himalayas to breeze to victory in the women's event. The Indian Army's racers were a joy to watch and had the organizers tied up in knots in near panic, as they negotiated every bend, every pothole, stone, boulder, river and rivulet with death defying dexterity in what seemed like just another day's work! The most impressive feat that was cheered by every passerby was the top dozen racers of MKCC 2015 leaving behind every motor vehicle going in the same direction – be it a truck, car or a motorbike

– sometimes by the margin of a few hours – be it uphill, downhill or on level roads! These are just a few of the many magical moments experienced during the 'Race to the Top of the World'. It was a privilege and an honour to watch these seasoned, passionate, unshakable and infallible riders riding like the wind to conquer the unconquerable. So Hear ye! lie low, make way and get swept away by the incoming riders of MKCC 2015! .

MKCC 2015 Winners

Men:

- 1-Purna Bahadur Pradhan 21:04:54
- 2-Ramesh Ale 21:06:03
- 3-Makhan Singh 21:25:54

Women:

- 1-Laxmi Magar 27:51:52
- 2-Angela Kim Aldrich 33:21:10





The Indian Shredder Downhill Mayhem, is the first DH race that has ever happened in Pune. To help the scene grow and create more competitive DH athletes this was one step taken towards the goal by the Indian Shredder team. We are glad to have a lot more participants than last time and hope to have better tracks and amenities in the future. The race was one packed adventure. We had to shift the venue due to some issues and luckily had another race track just 3 kms away. The riders loved it as it was longer and a little less technical than the previous one. Yet the challenge remained the

same and everyone was pushed to their limits. There were 27 riders registered who were a mix from Pune, Kolhapur, Panvel and Nashik. It was exhilarating to see all these guys shred it out in practice which I would call the friendly cold war as most participants were quietly observing each other's lines. This kind of stuff was new for everyone here, including me. I've never been on the organizing side of races and have been doing this for my second race now since April. The atmosphere felt surreal and there wasn't so much of excitement in the local scene. Now that we're having such DH races I hope there will some

more around the city where the local talent can be unleashed and made to stay fresh. This race was organized to give the growing club of mountain bikers a chance to experience racing and work on their potential, so that these guys stick to their sport because of this healthy competition.

The Indian Shredder's main aim was to create a team of the top 3 winners and support them for the upcoming DH race in Bangalore on Sept 20th and as per plan we've had enough registrations to do so. We're glad to announce that 1st place Shrirang Jaltade, 2nd Place - Rugved Thite

and 3rd Place - Aryan Kanadkar will be racing it out in Bangalore for the Nandi BBCH as the Indian Shredder team.

For experts we have had - 1. Gautam Taode 2. Ajay Padval 3. Adwait Parchure

Since this race was purely done on our own and with the help of Pune mountain biking club. We couldn't organize for better prizes/prize money. But I was stoked to see that the riders only cared to race and win that's what it always should be about!

Manali MTB Festival

What a thrilling month of July has this been with Himalyan mountain biking festival around. The event was scheduled from 17th to 19th July including two races Himalyan trails and dust the XC race and the Himachal downhill mountain bike trophy. Our bus from Delhi to Manali was scheduled for 14th July in the evening. Next day I was so excited to board the bus Finally the sun was going down and it was time to head towards the terminal to catch the bus. the bus started its long road trip to Manali, almost 12 hours, located in the hills Himachal Pradesh. We reached Manali on 15th morning rested in hotel for an hour or so unloaded the bike from the box put it together and we were ready to roll in Manali. In noon we rode to Mall road in Manali to himalayan bike bar to get more information about the XC race route. We started our race route

check with a 5km long uphill ride on tarmac road till the road ends. Then there were few stairs heading inside the forest we all picked up our bikes loaded them on our shoulders and climbed the stairs. From there we had to walk for few hundred metres as the route was not rideable. There was this single track there which was very narrow there wasn't enough room to walk with your bike on your side. The trail had tough offroad climbs, downhill sections, and switchbacks were very tight, water streams flowing across the trail, there were few sections where we need to walk with our bikes on shoulders. Finally we made our exit through the forest and we were on the tarmac again. This was the first stage of the XC race (as race was divided into 3 stages). The 2nd and 3rd stage were not yet decided due to heavy movement of the Indian army on



the route which was decided earlier for both the stages. With all muscles in our body craving for rest we headed back hotel.

The next day also we went to same trail for practising and in the evening we collected our bib numbers, as we headed for the race briefing the rain started to fall heavily as it was monsoon time in India. We were

drenched completely due to rain; rain also added a factor of risk to this race as it made the track extremely slippery and dangerous for riders. As it was raining we couldn't find any transport to head to our hotel and we had to climb 2km back to reach there. With no options left we decided to run 2km in rain, before the race day.

It was 17th July "The Race day" and it was scheduled to start at 9 AM. All the riders gathered at the mall road from there we did a small free ride till the main start point. the race was on with a mass start. I tried to finish the tarmac climb as fast as possible then in the forest section I was riding the single trails as hell despite of the bad conditions. The trail was even more slippery today. Stage 1 was over. The second stage was now all uphill of about 8 – 9 km with almost half the route consisting of tarmac and half off-road. The riders were sent in a group of 4 riders each. The last stage was the same route back down. The rain started to pour as we begun the third stage. With all the energy left I pedalled hard on the downhill sections all the way. The race was finally over. The result was declared in the evening and I was placed 9th overall. I was happy to make it to top 10.

The next day was the practice day

for downhill race. The bikes were all loaded in the camper trucks and we headed towards the solang valley. It was my first practice run at the downhill trail and I was pretty excited to ride there but on the other way around I was a bit afraid too as this year the trail was slippery due to heavy rain and much more technical than last year. I started my run with other riders along with me and in initial 50metre I fell with my face down. The rock garden was real tough to cross in these conditions. In between there was a crack jump. The riders came speeding from a steep and fast downhill section and a jump was made over the crack in the ground. On my first try over the jump I knew something went wrong and I landed on the front wheel and then it was like boom and I was on the ground. My wrist was hurting but it didn't break down. Then I walked for few metres and then rode again.



Did few practice runs and I was now pretty confident.

It was 19th the final race day. And again the night before rain poured heavily for 4 to 5hrs and I knew the race is going to be even harder. First run on 19th was the qualifying run and I qualified 1st with a time of 8minutes and 25 seconds in amateur category. I was pretty confident to make it to the podium this time also. After a short break it was now the moment of the big one "The Final Run"!! First it was turn of the experts to hit the trail. As the runs were going on rain again started and in no time there came thunderstorms, the race now became like impossible and till that time experts run was over. The riders and organisers decided to cancel the

final run for amateur category as it was unsafe. The event was called off and I was so happy at that moment as I got first position according to qualifying time. Podium ceremony happened in the evening in a cafe and I was so stoked to stand on the top of the podium again this year.

The festival was all over. It was time to packup and head back to home with my gold medal.



Akshay Chaudhary



Gitesh Gupta



Akshay Chaudhary



young gun: Shiven Aerohawk



Q1- Hello Shiven, where are you from? Tell us something about yourself.

I hail from Lahaul & Spiti, Himachal Pradesh, but live in the state of Haryana. I am pursuing Mechanical Engineering from N.I.T. Kurukshetra. Apart from Riding, I am fond of photography.

Q2- How did you get your interest into riding bikes?

As a kid growing up in mountains, it is always a fantasy to feel the flow while riding on a slope, that too a bicycle. Thinking of this, I managed to convince my parents a geared bicycle. But by the time i had the bike, my father was transferred in the flat lands of Haryana, & I just dreamed of riding it, eventually I came to know about MTB Shimla in 2012. And from there it started to build a part of me to ride.

Q3- How important is biking in your life?

Biking is an indispensable part of me. I start to get frustrated if for some reason I have to stay away from it even for a week. Its my identity now, and the reason for what I am today.



Q4- Do you have any dreams about mountain biking?

Yes the dreams are definitely big. Till last year it was to become the National Junior Champion, which was accomplished in January, Thanks to support of Hero Cycles. There's no ranking of an Indian individual in UCI. I want to reach the level of XCO World Cups and represent the country in Olympics, CWG etc. in the upcoming future.



Q5- You finished 1st on MTB Shimla 2015 (student category, overall 3rd) and finished 4th at the Bike Festival in Manali, how is your feeling? How was the race? Did you expect to be on the Podium?

MTB Shimla was an awesome race, it was very demanding though. The rains & Hailstorms made it even more tough. I was expecting to finish on podium in overall and to retain my student's title from past 2 years. I was glad to be prove the expectations. The XC Race in Bike Festival was a shorter race as compared to MTB Shimla but the slippery Technical



section and fierce fight for the top spot made it so interesting. At one point I was just 30 seconds behind Devender, but a flat just 4 km ahead from the finish, it's just the worst feeling for anyone racing. In a dilemma, I decided to put the tyre away and finish the race on the Rim.



Q6- When is your next race? How you do prepare for a race?

My next race is MTB Himalaya. I am riding regularly and working towards tackling fatigue on longer rides. I ride for about 2 hours on weekdays and longer rides on weekends. Being a student otherwise restricts your training, but I have to manage. In the vacations, I with my team and went for a high Altitude training program.

Q7- Which was the first bike you rode and what you ride now?

The first bike I rode was a Hercules cycle. Now I am fully sponsored by the Hero Cycles. I am riding UT bike as of now.

Q8- Where do you see your future in biking or somewhere else?

I see my myself racing with the world's best & wearing the tricolored Jersey.

Q9- Who is your idol?

My Idol is Nino Schurter. (see our interview with Nino here)

10- Something to say to the kids in India, why choose biking then something else?

It was my parents who initially forced me to choose bicycle as mode of commute, and yes I enjoy it now. Start dreaming at a young age, I still

remember fellow kids trolling me that I ride a bicycle instead of motorbikes or scooters. See for yourself where it took me. Riding a bike gives you a freedom and you are totally one with you. Ride with the rising sun and feel it for yourself.

Thanks to my parents & Hero Action Team for the constant support they have been providing no matter what comes.

Thanks a lot Shiven, ride on!



Hero Action Team



Mesum Verma





It's summertime, riding time. But during July and August the temperature is really high. We all for sure think sometimes it would be good if we had some nice lights, to ride the trail during the night, when the weather cools down. We got from bosslights.com the Boss Dual light for testing. We went on the trail during the night, took the light straight out of the box, charged the battery pack, and we were ready to go.



Markus Ruchti



Mesum Verma

Mounting System:

If you own a GoPro, with a little change there is the adapter for the GoPro mounting system. They also send you 3M curved and flat sticky mounts and quick release adapter. So you're pretty ready to go. As we said, we did not test it, because we knew that it would work out perfectly. Instead, we tried out the mounting system with their own mounting kit.

For the helmet strap, we would wished for some rubber inside, so that the strap stays there where it should be. If you have a full face helmet, you must put the visor really high, so the lamp doesn't just light up your handlebar. It is not optimal, the light blinds you a bit in front of your eyes, since there is no room to direct it higher up. Especially if it is really humid, you can hardly see anything, because then you have a white fog in front of your eyes. The cable from the light to the battery pack is about 80cm long, for mounting on the helmet, but we wished it were a bit longer, so you can put it in a rucksack. With an enduro helmet there is no problem, you can strap the battery at the back of your helmet. Handlebar mounting is easy, and works good, even though we wished the light was exactly in the middle.

We recommend that you just use the GoPro mounting kit they send along with the light.



Tech specs:

Low profile, light weight, anodized aluminum body / IP76 Waterproof rating

18650 - 8.4V - 4400mah Li-ion battery pack, with integrated circuit protection and waterproof silicon enclosure. (4 hours charge time)

4 output settings: High (3+ hours), Medium (7 hours), Low (15 hours), and Strobe (2 flashes/second).

- + Boss Dual Size: 60mm wide x 26mm tall x 42mm long (excluding mount)
- + Boss Dual Weight: 83g

Boss Dual Kit includes:

- + Light with dual Cree XML2 LED (T6 LEDs 2000 Lumen output)
- + 4 cell 18650 Li-ion battery with waterproof enclosure and pouch
- + Handle bar attachment and hardware
- + Boss Dual GoPro adapter mount
- + GoPro 3M curved and flat sticky mounts
- + GoPro quick release adapter
- + GoPro mounting screw and nut
- + 1m extension cable (1m)
- + Battery charger
- + Head strap, helmet strap
- + User manual
- + Boss sticker

- Boss Illumination offers 12 month limited Warranty on all products.

USD: 149.95



Our Rating:



On the trail:

For fast riding we recommend getting two lights, one for the handlebar, following the trail, as for that, we wished it was mounted exactly in the middle. Yes, we are going down fast, so we need light right on the trail, which these Dual lights provides enough. For Downhill we also used a light on the helmet which follows your vision, and makes it really fun, because you can push really hard in the night. For enduro riding, one Dual light on the handlebar is enough.

IN VAL DI SOLE (ITALY)

mtbmag p.65

AARON GWIN AND RACHEL ATHERTON

TAKE IT ALL !!
RACE AND CHAMPIONSHIP

The blacksnake track

The mountain bike world cup is back in the lovely Val di Sole, a beautiful valley near Trento knows in particular for his mtb activities and history; the latest edition of a round of the World Cup was held in 2013 while in the distant 2008 were held the World Championships.

This year for the last round of the 2015 UCI DH World Cup, lots has changed starting with the track considerably modified; the track editor Pippo Marani has extended the initial part, infact the start line was put right at the exit of the cable car that leads to half share of the famous ski resort of Marivella. This first and new part is a typically new school section with bends and jumps, all in an open field, very fast and spectacular.

After that part we arrives at the old start line that leads straight into the woods strewed with rocks and the

famous black snakes that are nothing more than the lots of roots that with rain take the typical dark color.

The riders remain in the shadows of the forest for $\frac{3}{4}$ of the track; different sections to face with, that differ for tortuosity and for slopes that change from dizzy to extreme; hard stay up for the people at the side of the track to understand that.

Then at the end, when the riders feel without arms, comes the very last section of the blacksnake; the riders exit from the woods to finally get back onto open field in a natural arena. At once a huge drop with jumps over 20 meters in length and then lean at full speed on the banks of the famous left hander where Sam Hill lost a world championship that was already in his hands.

The track ends up with an additional smooth right corner (Aaron photo) and the final jump over the bridge.



Aaron Gwin



Giulio Bisio



Gwin crown a perfect season

The last round of UCI world cup was held from 20-23 August, under a variable weather, the valley is called "of the sun" but in this occasion not very sunny condition, for all the week has rained in the night or in the first hour of the morning and then the track dried out during the rest of the day.

The first few laps were the hardest, where the rocks and the famous roots that characterize the race track was very slippery.

Lots of crash during the first day of practice on Thursday with the teams of paramedics who have to move from point to point, fortunately no really serious injury though.

Hard to find the best line to carry out speed and to stay also on the bike!.

All the title contenders was very concentrated, i have saw Aaron Gwin (Specialized) stay more than 15 minute in a difficult point to find the correct line through.

Thursday was also the day of Steve Peat's come back after his injury; it's always nice to see him on this track!.

The day of the qualify, the final victory, on paper seemed even open; Aaron Gwin (Specialized) is arrived in Val di Sole with 135 points ahead of Greg Minnaar (Santa Cruz); three victory for the american and 2 for the south african. Everything on paper, but it is true that the downhill is a very unpredictable sport where a crash or a puncture can compromise you a season but it is also true that Gwin rarely miss a knockout.

In this first "round" of the final fight, Gwin had increased the gap by another 15 points managing to qualify second with a run without any fear, while the south african could not get past the fourth place; so the two claimants to the title were separating by



150 points and only one run to the finish, the race one on Saturday.

Perfect day for the last challenge of this 2015, the beautiful sunny day and warm has attracted even more spectators on the track to form a single double string from the first meters of the start line to the finish line.

One after the other, the riders continue to lower down the race time but the tension is increased only with the departure of Greg Minnaar, the crowd was with him, he could make an epic victory.... cheering loud that were silenced when the speaker reports a crash in the first vertical section of the track ... everything is finished in that second, we expected a challenge at the last second or the last corner...not in that day...

Gwin at that moment has won his third Downhill World Cup, but he has remained concentrated and with an open mind he was able to give all in his run race focused to win his fourth race after Lourdes, Leogang, Windham.

With his usual precision showed for all the season and with an anger racing justly balanced by regular control of his bike.

With a run so perfect all the others ones would be overshadowed but we have to highlight also who have come in the first 5 places, we start from Loic Bruni (Lapierre) who comes second at the end of the race and also in the final championship rankings; sensational season for the young frenchman who has collected a series of impressive and fast runs, especially in qualifying, he missed only the first victory but it's only a matter of time, maybe he can get it right to the World Championship of Val Nord, that is near his homeland and he will have lots of fans there .





Greg Minnaar



The teammate of the american winner in Specialized, Troy Brosnan (the fastest man in the qualify), has fallen in the race but he has get the lowest step of the podium; same position also in the championship, the young australian has woke up only at half of championship and in many occasions he has get less points than he deserved.

One extraordinary Brook Macdonald (Trek) is 4th at the end of the race, the best result of the his season. It's always amazing to see him goes down through every track, so rude and nasty rider; he choose every time the the hardest line possible!. Hard crash during the training for him and had to run with a bandage knee!!.

Josh Bryceland (Santa Cruz) closes the top 5 in the race and he is also 5th in the overall classification; championship slightly subdued for the 2014 world cup winner, he has lost some confidence with his bike after the injury in the lasts meters of the world championship in Norway and it took several round to see him back on the podium. The fact is that he was one of the three who have won in this season (1st position in Mont Sainte Anne).

Greg Minnaar at the end finished in the 4th position in the overall classification of the championship. Great season for the 34 years old rider from Pietermaritzburg, with two spectacular victory in Lenzerhaide and FortWilliam.

These guys together with Gee Atherton (GT), may be the likely contenders for the world championship title next 1-6 September in Val Nord (Andorra).



Big jump in the finish line arena for Brook Macdonald, over than 20 m length!! In the small picture, Troy Brosnan is in a typical rock garden in the woods ... can you see the black snakes?



Troy Brosnan



Brook Macdonald



Val di Sole
Final Men Classification:

- 1-Aaron Gwin (Specialized) 3:31.922
- 2-Loic Bruni (Lapierre) +1.589
- 3-Troy Brosnan (Specialized) +1.854
- 4-Brook Macdonald (Trek) +3.293
- 5-Josh Bryceland (Santa Cruz) +4.405

UCI World Cup
Final Men Classification:

- 1-Aaron Gwin (Specialized) 1329
- 2-Loic Bruni (Lapierre) 1059
- 3-Troy Brosnan (Specialized) 1013
- 4-Greg Minnaar (Santa Cruz) 1006
- 5-Josh Bryceland (Santa Cruz) 836





Rachel Atherton



Rachel Atherton unreachable throughout the season

The women's championship has been completely dominated by the great Rachel Atherton (GT), the english has won 6 of 7 races and also 4 of 7 qualifications with often an embarrassing gap.

Also in this race in Val di Sole seemed a formality for her; already assured the victory of the championship in Windham, Rachel was able to compete in peace aiming to increase its number of World Cup's victories .

At the end at +2.3 in second position is Myriam Nicole (Commencal) the only one that, was able to contain the gap. Unlucky season for the young french girl that has had a bad injury in FortWilliam with a stop of 3 rounds.

The holder of the cup and the current world champion Manon Carpenter(Saracen) throughout this season she is appeared in trouble

(except in Fort William which was unfortunate),she has lost some speed and confidence after a 2014 in which she won everything could to be won; in this final race she has grabbed the 3rd position and is 2nd in the championship spaced by 581 points from the leader Rachel.

It is true that the injury of Emmeline Ragot (Mondraker) was decisive for the championship, the French in fact was the only one able to come before the english on 2 occasions (qualifying and race in Lourdes).

The very important highlight of the weekend for the women category was when Emmeline has announced his retirement from racing at the end of the awards ceremony; the french has thanked the whole circus and the rival of 1000 battles Rachel.

Beautiful moment of sports and good human relationship... this is DH!.



Manon Carpenter



Laurie Greenland



Loris Revelli



the World Cup of the Junior Men category; the young rider animated by the crowd on the track, has showed off a great technique and madness that allowed him to win his home race, ahead of the most accredited Dickson (Orange) +1.2 sec and the winner of the championship Greenland (Treck) +1.8 sec.

Big party later on the podium with the most part of the 15,000 spectators that have sang the italian national anthem.

Historic victory for Italy, Loris Revelli has won in the Junior category. Greenland is the championship winner.

Loris Revelli (Devinci) made history! No Italian had never won a round of



UCI World Cup Final Junior-Men Classification:

- 1-Laurie Greenland (Treck) 320
- 2-Andrew Crimmins (Kona) 245
- 3-Jacob Dickson (Orange) 168
- 4-Alex Marin Trillo (Giant) 144
- 5-Loris Revelli (Devinci) 141

iXS XULT

THE iXS XULT HELMET - A CROSS OVER FULL FACE SOLUTION!

Summers are getting hotter and hotter, not only in Asia. We love to ride our bike fast, but with no compromises on safety gears! iXS was seating together with no one others then CG!



Mesum Verma /iXS



Ale di Lullo



Cedric Gracias



As a professional Downhill and Enduro racer, the most important thing to Cedric is his safety and to be properly protected. He would never compete without his full face helmet on and only with a true full face can he be confident of getting up healthy and alright after a big crash. Traditional full face helmets have a major negative side to them, They are hot and cause you to overheat while riding and can be heavy and bulky especially for Enduro. Racing enduro and riding in general generates a lot of heat, sweat and moisture loss so Cedric needed a helmet with lots of airflow to keep him cool while also providing enough protection for his head. With his input we developed a full face helmet, which using the Vortex™ molded aeration system, integrated Xrail™ absorption unit along with its FRP™ fiber reinforced structure, we have essentially improved comfort and safety in one full face helmet.



BSS XULT

iXS XULT

First Look:

The iXS Xult helmet comes in 6 different colours (black, blue, lime - which is this one we show here, red, white and yellow)

The helmet is very impressive light, and looks top notch with the FRP, Fiber Reinforced Polymer shell. (USD 349.-)

On the trail:

I had hard condition for testing the helmet, was 38° Celsius and very humid that day. And I never had a helmet, which I felt the breeze in my hair. I rode down the race track, felt very safe and my head was cooling down! Never experienced that on a other helmet before!

Features:

- FRP, Fiber Reinforced Polymer shell
- Xrail, integrated Xmatter absorption foam
- Vortex, in-moulded aeration
- EPR, Emergency Padding Release
- Adjustable visor
- Washable padding
- Double-D safety closure
- +/-1100g - EN1078 & U.S. CPSC certified
- Available size: SM 53-56cm, ML 57-59cm, ML 60-62cm

Our Rating:



Mesum Verma



SCOTT
GAMBLER

730

The SCOTT Gambler 730 is a no compromises DH weapon. This bike comes with World Cup options like a lower and slacker geometry as well as a longer shock and a tweaked leverage ratio. With 27.5" wheels the Gambler 730 has everything that a solid DH bike needs. Following our belief that for every track there is a correct tool, this bike has been designed to be able to be converted to run 26" wheels as well.

I've been riding the bike for about 3 months now. As soon as I got on it I knew this is what my bike needs to feel like. It has a very stable geometry which I haven't experienced in any DH bikes I've ridden so far. So whenever you're throwing yourself down rough and gnarly terrain, all you have to worry about is going faster, because the bike will stay and go where you want it to without any struggles.

Piyush Chavan



Piyush Chavan



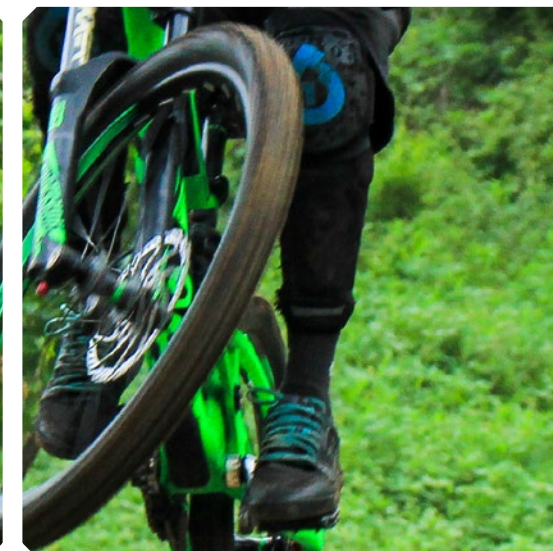
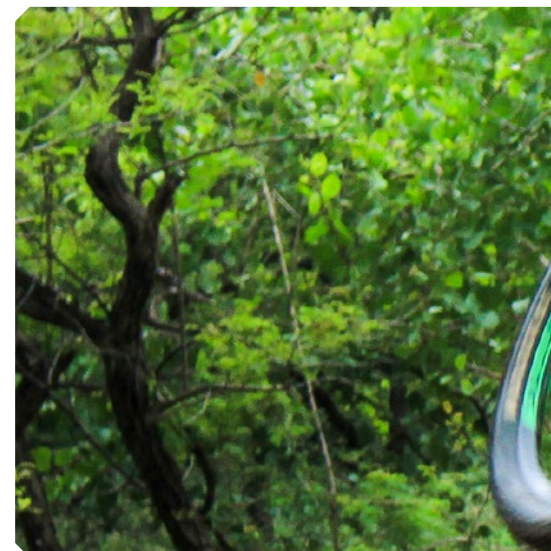
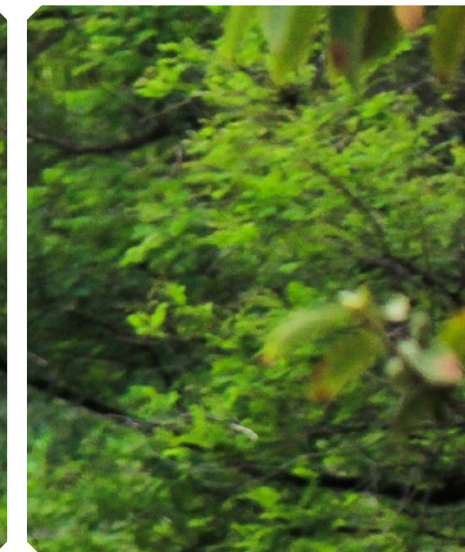
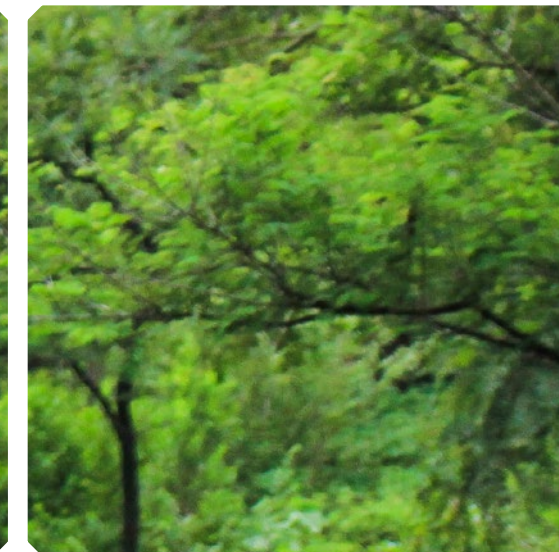
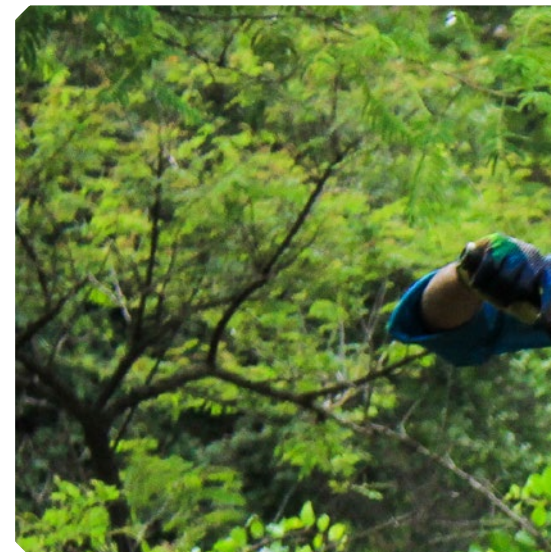
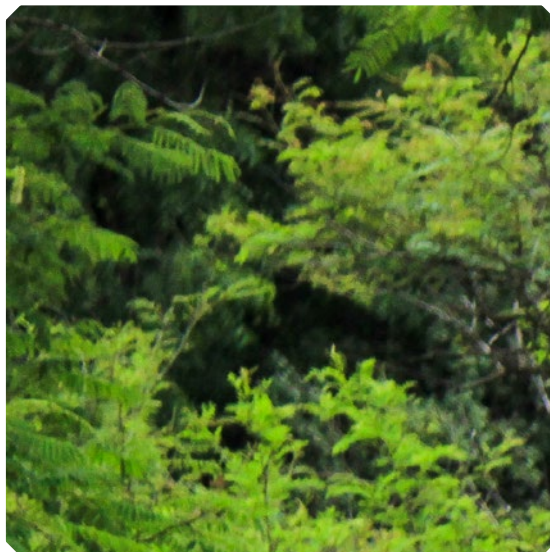
Rakesh Oswal





The bike's rear end does give you a very progressive feel to the suspension even if the bike is stock. The ground clearance of the bike is just low enough to keep things smooth when you're going sideways on sharp corners.

What I've observed on fast bumpy trails is that the bike tends to stick to the ground more which is a good thing for racers that look forward to go fast on rough terrain; on the other hand it is a little difficult to get it off the ground if you're looking to clear a small gap in your line.



The bike has a very unique open feel to it, there's a lot more room to move around and throw some style whenever needed.

It comes with a 650B wheelset, which rides prime when the Gambler is tuned to any setup. If you're a fan of 26", to your surprise the bike wouldn't feel any different and would be just a lot more playful.



Frame Gambler Alloy 6061 Hydroformed custom butted
IDS X DH 12x150mm Dropout BB height adjustable
ISCG05 / 210mm rear travel

Travel 203mm

Fork Rock Shox Boxxer RC 27.5 203mm travel / Coil
Reb and Comp. adj.

Rear Shock FOX VAN R Coil Rebound adj. custom tuned / 267x89mm
spring rates S 250 / M 300 / L 350

Headset Syncros DH semi integrated / straight ID 49.6mm / OD 55mm

Rear Derailleur SRAM X5 medium cage / 8 Speed

Shifters SRAM X4 Trigger Shifter

Brakes Shimano Deore BR-M506 203mm

Crankset Truvativ Ruktion 1.0 36 T chainring / 165mm

Chainguide E.thirteen LG-1 ISCG05 / w/Taco

BB-Set Truvativ HowitzerTM Shell 83mm

Handlebar Syncros DH1.5 35mm / 800mm / 20mm Rise

Seat Syncros MTB Trail

Cassette SRAM PG-830 / 11-28 T

Rims Syncros MD25 Disc / 27.5 / 32H black

Tires Front: Magic Mary 27.5 x 2.35 VertStar
Rear: Magic Mary 27.5 x 2.35 TrailStar Triple Nano Compound
Supergravity

Approx. Weight KG 18.30kg INR: 2,90,000.-

Our Rating:



HANGZHOU HBIKERACE JULY 2015



Markus Ruchti



Mesum Verma

It's Cross country, a enduro trail, not steep enough, uphill sections, too tight, not enough technical sections and many things more I heard about the downhill racetrack in Hangzhou.



Markus Ruchti





As always, there is no easy track, even to go full speed. Arrival midnight on Friday night with Danni by the high speed train. Hotel, check-in, meet Mesum, some beers, then deep sleep!

Saturday: weather forecast said rain for the whole weekend. Outside pretty hot and dry. I accept with a smile and prepare myself for the first hike up the track. Surprise, no other riders on the trail, I am right here?

150 riders registered for this race. Looks like there are some tapes to mark the trail. It's getting hotter and hotter.

First run down with Mesum. A good slow one to check out all the lines we chose before. The track seems not as easy as many said before. Ok, not super steep, but tight and tricky to find the real fast smooth lines. Some rock garden on the top might be the key section.



Lance Quirk

Interesting thing, me and Mesum are the only ones there for a good hour at this part.

To my surprise, the locals do some section training in the berms. The whole afternoon they ride 4 or 5 turns.

Whatever, I go for my plan. It pays off on Sunday by a 19 second lead to the second rider after me. Had a couple runs on Saturday and felt very good. I liked the track. Yeah I really do.

And as many crashes showed us on race day, it was probably not so easy a track.

Sunday race run was good. I am happy with it. Two small mistakes with braking points, that's it. Every other section made me smile and ride my bike at a proper speed down to the finish line.

My first win in China in the second race.

Francois Pedemanaud



Anton Chalov





Thanks to Hbike
for the event, mtbmag,
decharme, and Danni for
all the support.

See you on trail guys.

Ride on.



Anton Chalov



A Ling

Fabio Schäfer



Jannik Hammes



Gill Harris



Sven Martin



Gaurav Schimar



Piyush Chavan



Gitesh Gupta



Bryan Bell



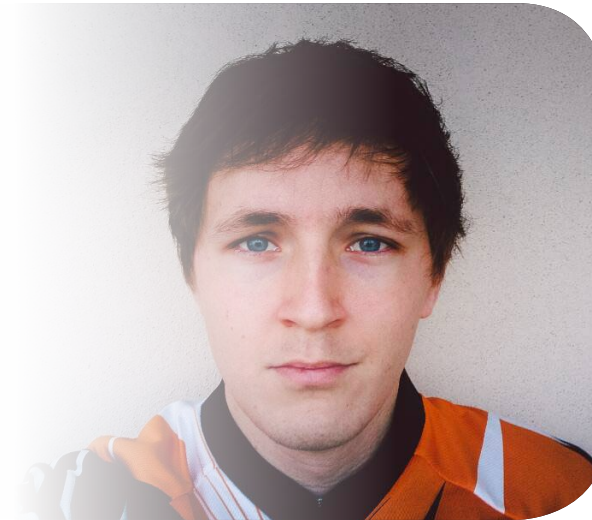
Ale di Lullo



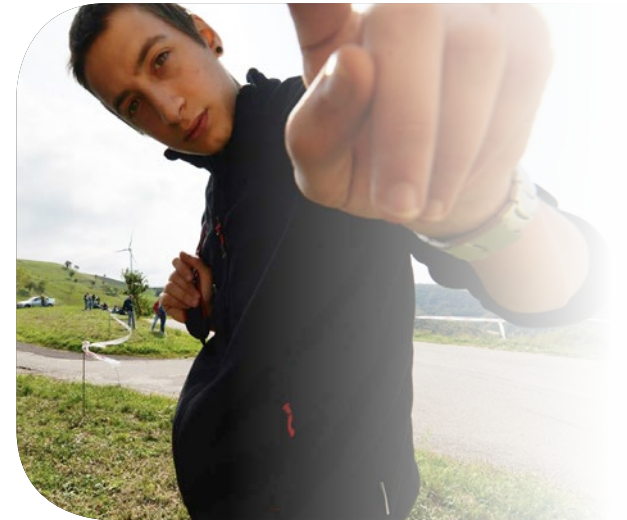
Markus Ruchti



Anton Chalov



Giulio Bisio





editor in chief / ceo



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rider / deputy editor



photographer / editor

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