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THE INEVITABLE URGE

EDITORIAL

Every few weeks, as I spend time working on my assignments and desk work, there is a longing.

An itching in the soul that makes me want to travel. The room makes me claustrophobic and I crave for the open mountain air and breathtaking sights. It just so happens that I pack my bike and set off.. No plans, no reservations, a spontaneous answer to the call of the trails. Does not matter how I reach, the point is getting into the hills. A new environment, a new and different landscape every morning.

Life is great when seen from behind the bars of a bike. The places you see, the things you do, the sheer pleasure of shredding down a trail and the post ride beer. Summers are here and the sun is up . Free-ride legend Darren Berrecloth tells us a bit about himself, some technical tips about stem adjustment, A photo journey through Japan and much more.

RIDE ON.....KEEP IT REAL

Prateek Singh – editor in chief



PHOTO & RIDER : mesum verma





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ISSUE 6



INDIA



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CHALLENGE THE MO

***montra
rock 1***



trackandtrail | YouTube trackandtrail20



montra

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ISSUE 6

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Rider : Matthias Garber
Photo : Flo Smith



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mesum verma photography



zerolevel

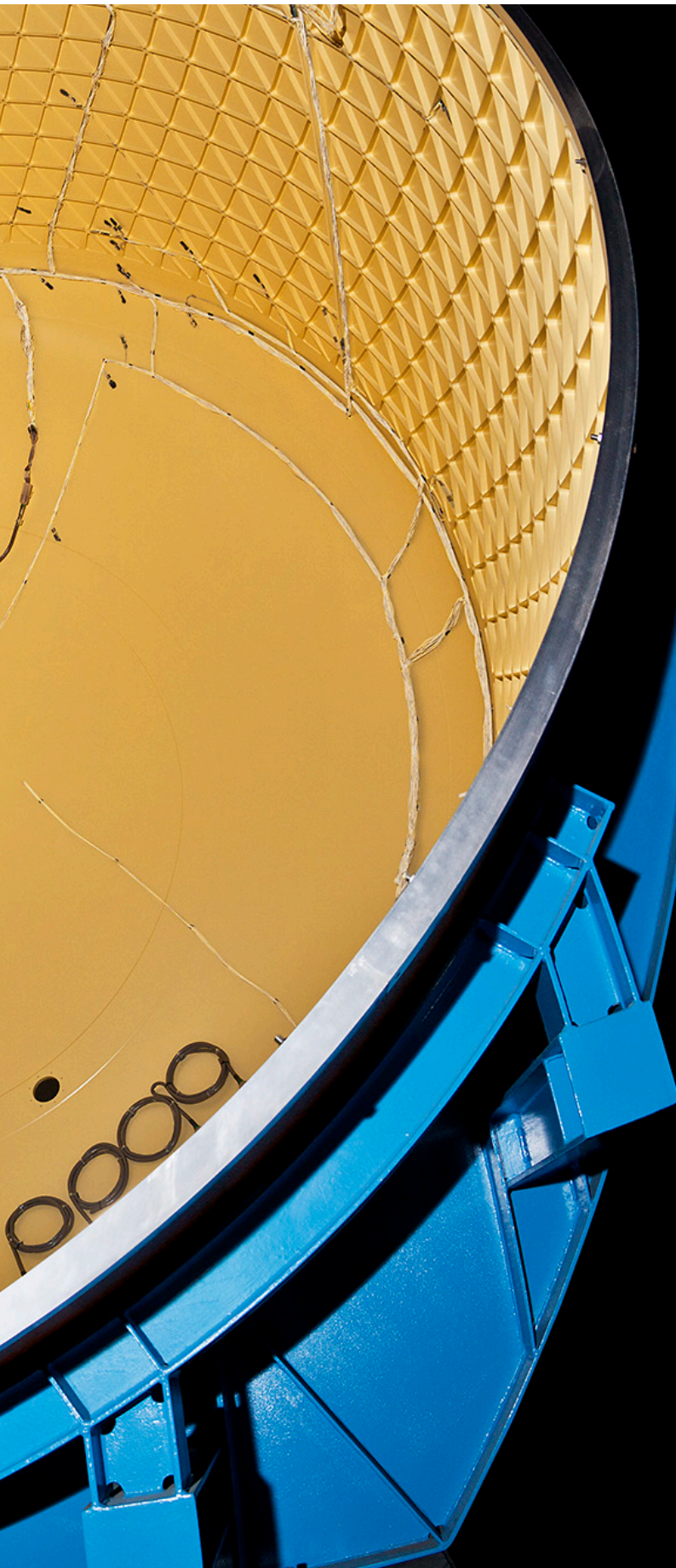
an extreme sports magazine



**END
URO**

MOUNTAINBIKE MAGAZINE





BIG IN JAPAN

*in my mind:
crowded subways
cabin hotels and
people who wear
masks ...*

Photos: Jan Fassbender
Text: Marius Hoppensack



Before i went to Japan, i just got this image in my mind of crowded subways, cabin hotels and people who wearing masks. All stuff I don't know from Europe. It was hard for me to imagine, so I decided to go on a trip and check out the bike-riding scene there too. Creating the crew wasn't a big problem. My Adidas Teammate Carlo Dieckmann and my Beddo Crew guys Max Fredriksson and Anton Thelander from Sweden joined as riders. Jan Fassbender was our guy for the photos and Ingo Mahlitz from Loniac created the web edits.



We knew that the bike riding scene in Japan isn't that big, so we decided to support them and help them out in a way. The plan was to build a slope style course in the forest near Nagoya, so they can use it as a bike park after we've left. We also create a small bike competition to get in contact to the Japanese bike scene and meet some locals. After our arrival we checked in at our host Hiroo, who owns a small bike shop in Nagoya. The first thing we recognized was the overwhelming friendliness of the people and the completely different kind of communication between each other.







The Japanese people never say a bad word to you and always take care that you feel good in their presence.

Funny situations turned up, especially if you are not into the certain basic rules of behavior.

- For example in Japanese restaurants. There are no chairs to sit on. You have to take off your shoes before you enter the dining area. Everyone is sitting cross legged on the floor around a table. Each person orders their favorite food, but all served dishes get shared with everybody. These dining rituals should promote more communication and the feeling of - being together-. You also thank for food when you get it and thank again, after eating. A pretty sympathetic thing to keep the respect for food. So we always follow this idea and at least tried to eat all food, which was offered, even if it looked kind of weird for European guys.

Pretty sure that we've disregarded some common rules by mistake, but all guys we've met were really understanding and always gave us a friendly smile.

The raw fish food is a big thing in Japan. Some fishes are pretty good and you also know them from common sushi restaurants.

Some are pretty hard to eat and with strange consistence and tastes.

Another uncommon food was the pork „knorpel“. Things we throw away are tasty delicacies for Japanese people. The rest of the food is mostly pretty tasty; just some of their special sauces can destroy your whole meal. It's particularly hard to figure out what you are willing to order if you just got a menu with signs you don't understand and some pictures of food you have never seen before. This is the reason why the supermarket, two minutes away from our stay became our favorite place to get "save" hot water noodles and microwave food as well as beer.



The „Beer-Time“ is a thing you should take serious in Japan. Every day you spent with Japanese people ends up with the “Beer-Time”, where everybody gets drunk and behaves much more open then they usually do. If you hang around in the city you see many business guys with suites, rushing from one point to another. As the hours go by more and more of this business guy are getting wasted in bars and stagger on the street like young teenager being drunk the first time. We talked about this with a lot of other Japanese guys, but it seems to be no problem at all. Even if you see a politician drunken like this on the street they are happy. Because a guy who drinks is an “open guy”, a guy who doesn´t drink has something to hide. On our first Street session in Tokyo we found out that our imaginations of life in Japan, including crowed subways, cabin hotel and masked people are real, but way less present than media tells us.









Japanese people only wear masks because of three reasons. They want to hide and be kind of invisible, they are sick and don't want to send their infection to other people or they are scared to get infected by other people.

Scariness is a big thing in Japan anyway. After a while it seems like anything is dangerous over there. They told us night busses are dangerous because they crash sometimes; to give a car start up assistance is dangerous because of the electricity; and being on a lonely stone pit in the middle of nowhere to build some jumps and ride them is dangerous because of police. - So the whole "danger-thing" turned into the running gag of our whole trip.

However, the Japanese solution to avert danger is to make anything as safe as possible. For example there are extra employees in the subways and railway stations, which are just there for protecting costumers from falling on the track or getting stuck in a closing door. Even at small constructions sites there is always at least one guy to warn the traffic and at least another one to warn the people on the sidewalks with signal lights.

That many officials make "real" street riding more and more difficult as closer you come to the center of the cities.



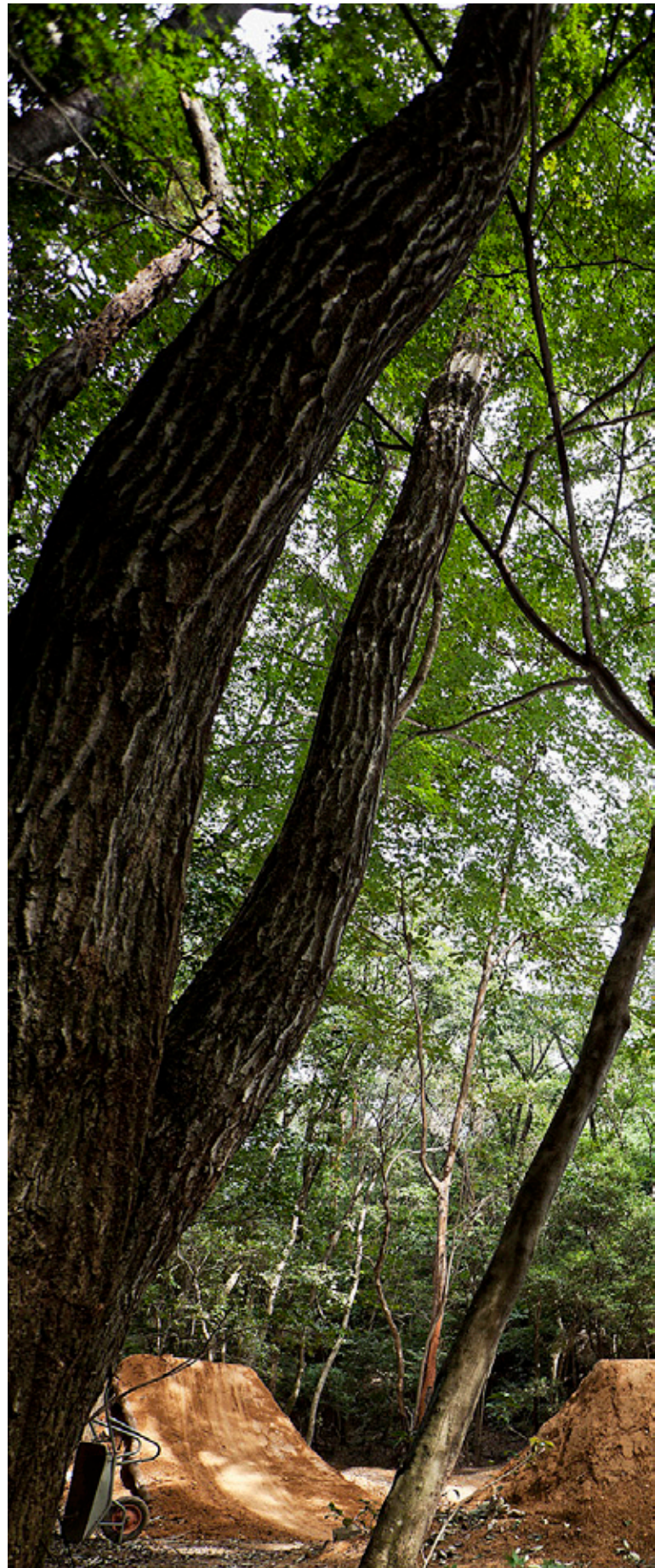
We found a lot of spots everywhere we went and when there were no officials around we had pretty good riding conditions too. But if some of them recognized you, it didn't take long to be surrounded by them. No chance of riding especially in one of the huge holy parks, glorious temples and emperor castles, which are placed in the middle of the city between big bridges, new office buildings and high-voltage lines.

These cables are always located right over the ground, that in case one of the frequent earthquakes or taifuns destroys them it's easier to repair them quickly. They seem to be pretty good prepared for these kinds of catastrophes.

While driving through the city, we found some evacuation buildings. The weather expectations are able to predict one week in advance that a Taifun is coming up and warn the people.

Catastrophes like this, rain periods and the fact that it turns absolutely dark at 6 pm are circumstances which makes it difficult to establish a strong bike scene, because riding in the woods or building dirt jumps is kind of a challenge and sometimes do not last for long.

On the other hand there are some areas, where lots of people get together and build nearly perfectly shaped dirt jumps.









We found one spot just next to a huge lake in Osaka. The Jumps were perfectly built and it took two runs until everybody of us finished all of the 3 lines. - Each line with at least 8 jumps.

There was also another dirt jump place in the middle of the woods. We walked 30 minutes until we reached a beautiful trail spot in the middle of the woods, with perfectly build jumps, starting small and getting bigger and bigger. The locals seem to spend lots of time here. They build an oven out of soil and stones. A girl was collecting wood for an hour, than started chopping it and fired the oven. After 30 minutes she came around with a fresh warm pizza she had just cooked in their self-made oven. We took a seat on the wooden tables and chairs they build and chilled for a bit while watching the locals riding their own trails in a great way!

At other places the riding level is pretty basic and you find a huge lighted night spots area with soccer places, freestyle ski lake jump, go cart, bmx tracks and just a super small dirt jump line with jumps smaller than 2m length, which are more like a pump track.

If you live close to a big and well-prepared dirt jump spot you are lucky. But if you have to travel long distances for reaching such a place it seems to take ages in Japan. - and with our host Hiroo we've spent some "ages" in his V8 Ford Van while driving around in the country looking for good riding spots.

The highway Speed limit is 80km/h and on landscape roads 40 or 50 km/h. So lucky when you check the GPS and find out that it takes just 100 km to reach the next spot. Than it took us more than 2 hours, because driving fast is very dangerous;-)

It's much faster to take the train for travelling long distances from one city to another. The "Shinkanse" is the high-speed train in Japan. Driving 300km/h with it is pretty chilled out but also very expensive. There are a few pretty good slower trains.

There is just one problem once again: most of the maps and timetables are just written in Japanese language and signs.





But to travel by train is a pretty good option to explore the country. - Especially when you driving out of the big cities into the countryside. There you can see such nice landscapes and recognize how beautiful Japan actually is. There are lots of volcanoes, rice farms, forests and exotic animals like monkeys, snakes and huge colored spiders.

A country, which is that different to ours! And all the people we've met there were so open-minded, courteous and tried to turn everything as perfectly as it could be for us. To summarize:

Definitely one of the best trips we've ever done and absolutely worth to be recommended!







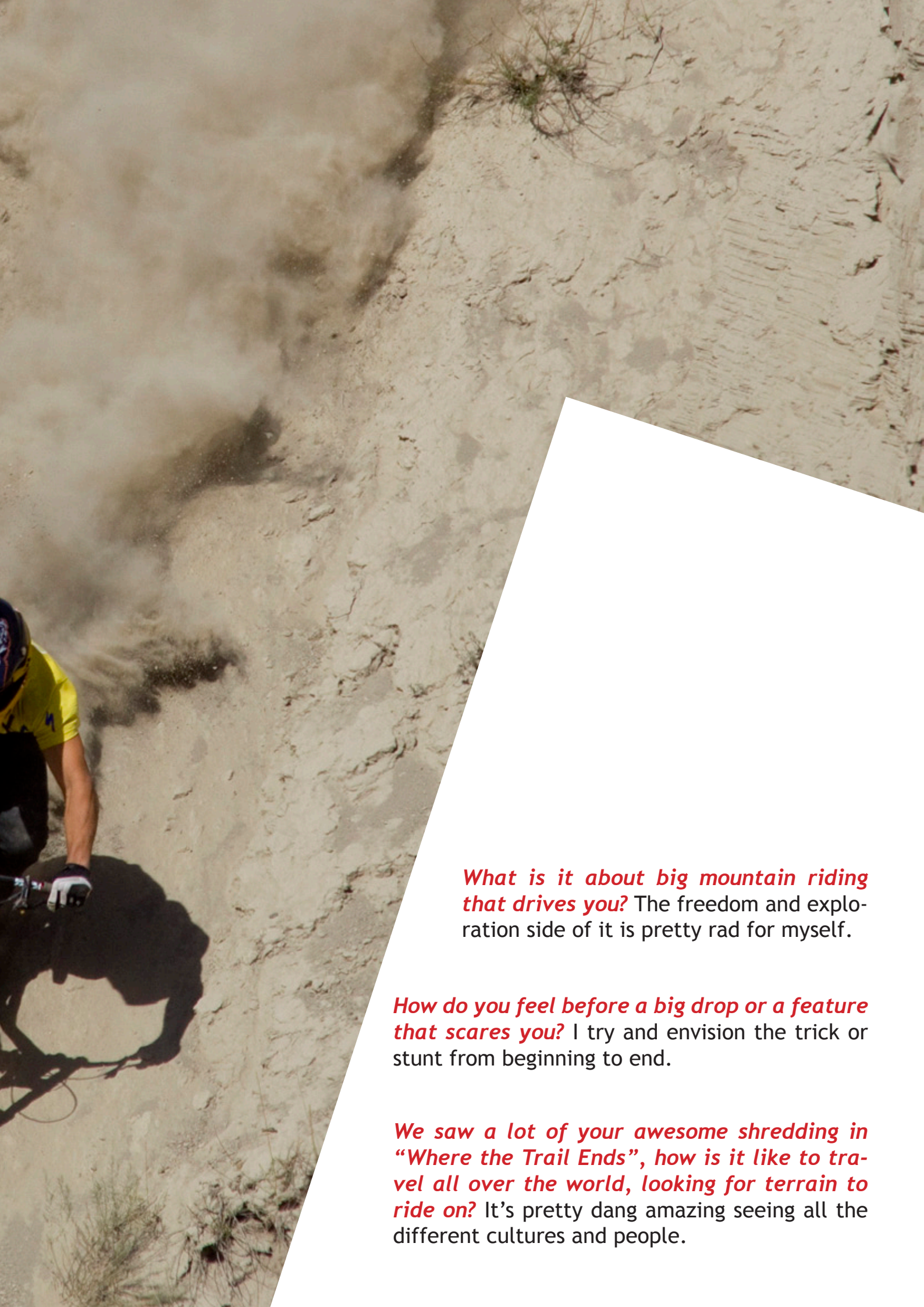
Photos: John Gibson

Darren, tell us a bit about the “Bearclaw”.
Well My last name is Darren Berrecloth and most people mistaked it for bearclaw so my nickname was born

How did it come to what you are today...the success story...? I’ve been riding my whole life and my big breakout event was the red bull ram-page in 2002

When did you know that this was what you wanted to do all your life....? When I got my first paycheck and realized that I can make a living at riding my bike.





What is it about big mountain riding that drives you? The freedom and exploration side of it is pretty rad for myself.

How do you feel before a big drop or a feature that scares you? I try and envision the trick or stunt from beginning to end.

We saw a lot of your awesome shredding in “Where the Trail Ends”, how is it like to travel all over the world, looking for terrain to ride on? It’s pretty dang amazing seeing all the different cultures and people.



What was the first bike you ever owned? Specialized stumpjumper.

When was the first time when you did something crazy on the big mountains? How was the feeling before and after? Filming for Kranked 5 and it was so thrilling I almost pooped my pants.

Do you follow any training schedule during off season or is it shred all the time? Ya I try to hit the gym alot and practice my tricks all winter long.



Apart from all the riding podiums under you, you have also been voted one of the top 25 coolest people on the planet...how does that make you feel? Pretty crazy when I heard that I was going to be in that magazine amongst all the other rad talents in the world.

How did you come about to design a signature knee guard for iXS sports division? Well I have been in the game for quite a while and my experience and knowledge in protection led to the knee pad.

Favorite food? Mexican.

Favorite tunes? Classic Rock.

Favorite trails or biking destination? Utah.

What was the main motive behind Bearclaw invitational? Do it better.

Life without bikes? Screw that

The most important thing to you in the world? Happiness





You have ridden in the Himalayas in Nepal, and you were not that satisfied with the riding there, do you plan to come to the India to ride the Himalayas anytime soon? Correction we were more than satisfied, the terrain towards the tibetan plateau is insane. and we looked in india but there isnt any good terrain we know of but if you have some secret spots do tell.

What do you think about the progression of the sport in India? To be honest I am unfamiliar with the progress, do tell.



Any quotes you live by? Be young have fun and do it with a smile.

Last words to the aspiring bikers in India, and the ones who want to make it big in the mountain bike world? Be yourself and have fun.

Mountain biking in one word? Freedom





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Photos: Daniel Gratzner
Text & Rider: Fabian Mitterhauser

Tricknology

HOW TO SHRED A PUMPTRACK

A PUMPTRACK IS WHERE YOU CAN IMPROVE YOUR RIDING SKILL, IMPROVE BODY POSITION, LEARN TO RIP BERMS AND TAKE SOME AIR. BEFORE YOU BEGIN COMPLAINING THAT THERE ARE NO PUMPTRACKS IN YOUR AREA, LOOK FOR A BARREN PLOT, OR A FIELD. MAKE SURE YOU'RE NOT VIOLATING LAWS, AND IF YOU ARE, BE SURE NOT TO GET CAUGHT. PICK UP A SHOVEL, BUILD A TRACK AND RIP HARD. IF YOU DO IT RIGHT, SOON ENOUGH YOU MIGHT SEE YOUR PUMPTRACK EVOLVE INTO A DIRT PARK, THE ROLLERS TRANSFORM INTO JUMPS.

STEP 1: get ready for the hump (roller). Prepare your pedals, they should be parallel!! Keep your knees slightly bent. Your arms should be nearly straight as you need to pull the bike with your arms towards your body. Now stretch your knees to force the rear down. Keep the rear wheel stuck to the dirt to increase speed.



STEP 2: push the bike away with your arms. This is to keep the bike steady. Keep your body upright, with your arms slightly bent. This bending helps you maintain a smooth flow, otherwise you will lose control.



y from your body with your
e level. Stretch your knees.
hen you are on the top of
d be straight and the knees
is needed to maximize the
e speed.

STEP 3: now you have do a squat. Pull the bike down the hump with all your weight, knees and arms should be bent and back should be slightly crouched. This is to ensure you get the most of the Go back to the first position. Get ready for the next hump, and keep pumping it hard.





Pumptracks are all about flow, keep those pedals horizontal, and find your flow. Hitting berms is all about precision and speed.





As you practice shredding on a track, you will feel your riding get better substantially. *So go out there, gather some friends, dig some dirt and shred!!*



rider: mesum verma | photo: deng yu

GRALLERY







rider: harald philipp, ludi scholz | photo: tom bause



rider: elias vonier | photo: flo smith





rider: johannes grund | photo: matt macdonald





rider: joscha forstreuter | photo: mesum verma



WHATS UP!!

racing and events



mtbmania

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The legendary season opening event of the world's best dirt and freeride mountain bikers took place in Vienna, Austria. The Vienna Air King 2013! We were there to catch the action.

The riders were stoked on coming back after the long winter. On the contrary, many riders had problems, and crashed due to the strong wind, but luckily it didn't look like there were any serious injuries.



Photos: Flo Smith
Text: Fabian Mitterhauser





Merida rider Pavel Alekhin backflips, tailwhips and overshoot the landing in his first run but amazed the judges and the crowd in his other two runs. There were mind blowing combos everywhere! The riders put out their best and rode the technical course like cake!



Martin Soderstrom did a good run but could not make it to the podium. Trek rider Brett Rheeder

*took first place followed by **Thomas Genon** at second and **Sam Reynolds** at third!*



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DOWNHILL Cup

www.ixsdownhillcup.com



Just like every year, the original Bike-park track was modified for the iXS German Downhill Cup. In fact, it seems like they managed to improve the track even more this year. The course was in perfect shape and its degree of difficulty should not be underestimated. Even if it seems to be a rather short one, the track has everything that is needed for a really nerve-racking race. In addition, the huge influence of the crowd of spectators should not be underestimated either.







1st - Gee Atherton

3rd- Marcus Klausmann

2nd- Andrew Neethling

Many popular riders came with the ambition to go down in the history of the iXS Dirt Masters Festival at the Bikepark Winterberg. After real big names like Mick Hannah (AUS - 2007/2012), Justin Leov (NZL - 2008), Sam Blenkinsop (NZL - 2009) and Aaron Gwin (USA - 2010), the hot favorites in 2013 were Gee Atherton, Marc Beaumont (both GBR - GT Factory Racing), Andrew Neethling (RSA - Giant Factory OFF Road), Lorenzo Suding (ITA - Pila/GT), Robin Wallner (SWE - Team W-racing) and Marcelo Gutierrez (COL - Giant Factory OFF Road).

Already in Sunday's seeding run Gee Atherton succeeded with a 3.433 sec lead and made clear that he wouldn't make it easy for his competitors. Even under totally different weather and track conditions, due to rain and 500 riders practicing on the course, he was able to extend his lead by 3 seconds in his final run.



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Photo: Matteo Cappe

What is ENDURO?

Superenduro is a new format for mountain biking competitions, based on the discipline commonly referred to as enduro or all-mountain riding. The main goal of the Superenduro philosophy is to create a universal racing format, accessible by every mountain biker without the need to purchase any special equipment other than the bike he/she uses every weekend, which at the same time is challenging enough even for professionals, which awards the most well-rounded riders who possess the skills to ride fast in the Special

Stages and to cover the Transfer Stages efficiently and within the imposed time limits.

Superenduro racers ride along the course in a sorted group of friends, thus being able to replicate the friendly environment of an everyday ride while sharing the competitive spirit of the event. The sensations of a Superenduro race are not the stress and tension usually associated with competitions but more similar to the good feeling everyone enjoys after a day of riding on beautiful trails, in an amazing landscape, with his friends.



Photo: Matteo Cappe





Photo: Stefano Bertuciolli

The SuperEnduro is one of the most anticipated enduro events in the whole year. This year, the first race was held in Punta Ala, with **Fabian Barel** taking away the first place, followed by **Jerome Clementz** and **Jared Graves**. The 16 year old Martin Maes missed the podium for a matter of seconds. There was a lot of talent and awesome riding involved at the event. The

road taken six years ago turned out to be the right one. Enduro has become the discipline around which the world of mountain biking is rotating. Among the riders were different wheel sizes, prototypes and top secret electronic suspension we will see in the future. Now we have a two-week break, before the circuit heads to Gemona for the third PRO race.

iXS ARMOUR

We love shredding bikes, in the process we have to push harder, cross some lines, take a lot of risks and eventually as we push the limits, we taste the dirt. Unless we don't crash we don't learn. Great progression comes from pushing hard. A rider knows how important his knees are and how important it is to keep them safe. iXS helps us do that in the best possible way.

TESTER & TEXT: Prateek Singh
PHOTOS: Aryadeep Ghosh (Jam)



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CLEAVER KNEE- /SHIN GUARD

Details

The cleaver knee and shin guards are exactly what meets the eye. Superior protection gear. Period. Apart from the amazing armadillo duo protection shells for the knees and padding on all vital zones, the cleaver features a very unique squeezebox, which in fact holds the shin guard snugly against the shin. Skid protection is a non tear material.

„NockOut TM“ - shock absorbent padding along the leg, upper leg and knee sides as well as in all vital zones.

„SideTap TM“ - integrated side padding.

„ArmadilloDuo TM“ - high quality double injected protection shells made of shock absorbent polypropylene.

„SqueezeBox TM“ - specific developed and patented joint system for optimised fit and move ability between knee and shin.

360° all around breathable „AeroMesh TM“, moisture wicking, anti bacterial - does not stink!

„LoopLock TM“ - fasteners. maximum security and adjustability, decompression.

On the Trails

The cleaver performs exceptionally well on the comfort front while riding down slopes and trails, but it's a no no for long pedaling. Ofcourse if you are wearing shins, means u aint gonna pedal anyway. You love gravity way too much. Unfortunately or fortunately we did not have a crash on the cleavers to check its protection and durability but by the looks of it, it seems it will pass those tests with flying colours.

Overview

Great for downhill and freeride in terms of comfort and protection. Period.





DAGGER KNEE GUARD

Details

The dagger knee guard is a well-designed knee protection from iXS keeping in mind the needs of downhillers and freeriders. At first glance we see the extension on the front which apparently gives the dagger its name and is to prevent bloody shins due to pedal pins. The shells are made of shock absorbent polypropylene and nylon skid protectors prevent the sides from cracking or tearing away when you are making love to the dirt. Padding all around provides a comfortable fit as well as prevents any kinds of knee injuries from any side. The looplock straps and silicone non slip bands make sure the guards don't go anywhere while you shred.

Silicone - non slip, no creep to prevent slipping down due to pedaling or vibrations.

Shin extension to prevent from pedal penetration.

„ArmadilloDuo TM“ - high quality double injected protection shells made of shock absorbent polypropylene

On the Trails

We wore the dagger and went shredding in some warm and humid conditions. The guards feel strong and look good but are not made to “live in” Pedal a lot in these and daggers get a tad bit uncomfortable. We had a crash and landed on a rock but the armadillo shells made it feel like the knees landed on a soft bed. Serious protection but only for gravity shredding.

Overview

The daggers are a serious pair of knee guards for the rider who hates to pedal his bike up and has enough travel and balls to shred down steep mountain slopes. They do what they are made to do.



on the edge



Photos & Text: Prateek Singh

Sandakphu

As I returned from my week long riding in Uttarakhand, with an injured thumb and elbow, I had planned for a week long rest at home. As I landed in Kolkata, I got a call saying I have to leave for Sandakphu and that my train left that night itself. Reached home, changed what I had to carry, had a three hour siesta when the driver called me and woke me up. I was off to one of the most epic trekking trails, Sandakphu.



My first overnight stop was at Ghoom, a small town near Darjeeling where the fourth highest Railway station of the world exists. The weather was seemingly gloomy and damp, I feared bad weather. I met up with Sonai here, my partner for the next week and set up our respective rides.

The next day we drove up to Maneybhanjang. The final major town before the trekking route began. This halt was major for acclimatization. I couldn't sleep that night with the excitement of what lay ahead.

Our old school 4x4 land rover. These are trusted old steeds which may look sketchy but beat even the modern day 4x4 in off-road climbing and descending capabilities.









Given the drivers have big balls.

The roads were rocky, the climb was steep, the bends were narrow. All we could think of was how gnarly the downhill will be. Halfway through, rain and hail began to pour on us. The visibility was low.

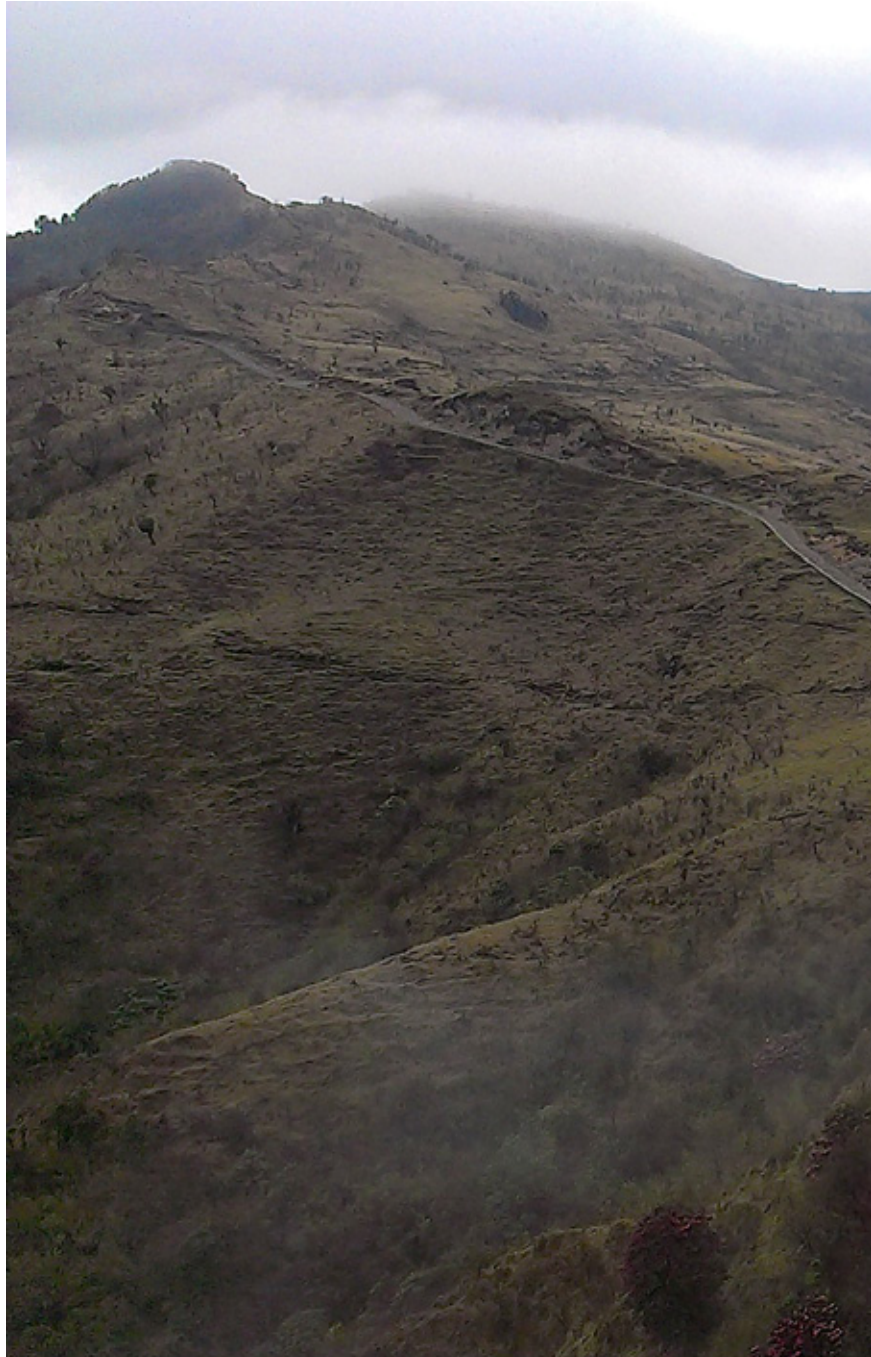
In sections we could see only a meter or less ahead of us. There are no doctors, no mechanics, no amenities in the 31km trekking path up to Sandakphu. Even a major breakdown like the cross opening up can be fixed in a jiffy by these blessed drivers.! And yes, climbing those 31km in a car took us 5 hours! It was freezing cold. We planned to go up to Phalut the next day but the weather made us drop the plan.

Phalut was on a ridge going for 19 odd kilometres with a majestic view of the Kanchenjunga as well as Everest and other surrounding peaks. We went to bed hoping the weather would clear up the next day.

The next morning we woke up to a spread of white all around us. There was half a foot of snow everywhere. We were stoked on that. After breakfast, we headed out with the bikes.

Ironically, the bikes touched the snow before the dirt.

Low visibility, snow, hidden rocks and roots, steep, slippery trails, we rode wavering through India and Nepal.









The trail crisscrosses between the two countries as it runs exactly on the border. The only food we got up there was lentil, rice and momos, with noodles in some places. The rest of the journey down was fun. Steep, slippery and rocky.

We rode uphill for two kilometers in the end to reach Tumling, a small peaceful town midway between Sandakphu and Maneybhanjang.

The weather kept deteriorating with rain and hail pouring again.

Beer was the thing keeping us alive as we were not packing many warm clothes.

The next day, our bikes were in bad shape, and neither of us was packing lube.

All the water was causing corrosion and the forks were getting stiff. We continued regardless.

Beautiful scenery, amazing trails, awesome experience is how I would describe this trail. We had several close calls and minor injuries but nothing major. It was either the trail got more demanding, or we were tiring it was taking a toll on us. We could feel the thing hitting us.

Upon reaching maneybhanjang, both me and Sonai looked at each other and smiled for both of us knew we had done something only a handful had done before and a few Indians on that. This trip had ended for us but it is the quest for what lies behind the bend is what keeps the wheels turning.







Text: Prateek Singh
Photos: Aryadeep Ghosh (Jam)



how to adjust a

knocking stem





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The stem is the part of the bike that holds the handlebar to the bike. Takes a lot of strain and is a vital part of the bike (well all parts are vital). Problems with the stem arise when we need to re-assemble it while travelling with the bike in a box or bag and also when

at times the stem loosens up as a result of hard shredding and begins knocking. Knocking can be very dangerous and may lead to stem or steerer tube failure. Hence it is recommended to adjust it properly every time you install your stem or feel it play or knock.





TOOLS NEEDED - HANDS,
5mm ALLEN KEY



step 1

The stem is what holds the handlebar to the bike, clamps onto the steerer tube and is a major control organ of a bike. The moment you feel it's not right, you need to fix it.

Loosen the clamping bolts on the sides and also remove the top nut which is placed inside the top cap assembly. Then remove the stem completely.



loosen securing bolts



loosen and remove the nut on the top



the star nut assembly inside the steerer. This nut allows you to tighten the top bolt yet allow the steerer to move freely.



**TOOLS NEEDED - HANDS,
5mm ALLEN KEY**





step 2

Grease the steerer tube slightly if it feels rough, and replace the stem exactly how you want it. Position the spacers properly above and below the stem and place the top cap back on.

Tip: if off roading or jumping, a lower positioned stem will be much better as it provides better control and gives a strong feel.



regrease the steerer if needed and replace the stem





TOOLS NEEDED - HANDS,
5mm ALLEN KEY



step 3

Tighten the top cap but not hard. It should feel firm not hard. Lift the fork from the crown and push the frame downwards pressing the stem.

This gets rid of any spaces between the stem and the frame. It's the free space that makes it play.





**TOOLS NEEDED - HANDS,
5mm ALLEN KEY**





step 4

Tighten the clamp bolts once you think the stem is secure and is perfectly straight to the wheel and frame.

Then slightly tighten the top cap a bit more. Remember not too tight.



step 6

Make sure the stem aligns with the front wheel in a straight line.

Re-torque the bolts slightly.



**TOOLS NEEDED - HANDS,
5mm ALLEN KEY**





step 5

Place two fingers on the setup, one on the stem or spacers and one on the head tube. Hit the front brake and move the wheel back and forth.

If you feel the stem and frame are moving as one, you are gold. If they move slightly independent, you need to repeat step 3.



step 7

go shred!



**"There is a Dream in Everyone's heart;
All we need to do is ignite it!"**

A dream is a longing and desire for the good things, sometimes unrealistic.

But dreams are what help us become what we want to be and do what we want to do. Most people's minds are detained in cities of steel and concrete, and if a person has been fully invested in money and power, how can this person have a dream?

The dream has no tense, not the future nor the past, it's about progression.

No matter how vague the dream is, it lurks in our hearts, so that our mind is never quiet until those dreams come true.

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**Madwheel mountain bike trip to
Xinjiang (China)**

Photos: Liu Zi Xuan 刘子轩, Li Bo 李博
Text: Pan Le 潘乐







Madwheel understands their own pursuits and dreams, and relies on a bunch of talented and brave young men, to make dreams come true.

Four riders, three cameramen, two technicians and a local tour guide.

Xinjiang, on behalf of the hearts of many people's vision of the Western Regions. There is an inexplicable sense of belonging for mountain biking...

„mountains“, no matter how far away the mountains are, its about going there and riding bikes.

This trip is the record of such a batch of guys from Nanjing Dreamtrackers who left the southern bridges and lush hills to go to the Western towering snow-capped mountains in the desolate Gobi desert. Our vision is very simple: let's ride into the magnificent nature.



Tianshan is a mysterious land mixed with a trace of awe, and we do not know whether we can ride our bikes on that kind of terrain. We feel humbled in front of the massive Tianshan Mountains and only carry respect for nature, riding our bikes as a pilgrimage, only then perhaps the Tianshan will accept us and allow us to ride into its beauty. In the Tianshan Mountains, the weather is very unstable and

conditions change within a matter of minutes. The riders were tired and the camera crew wondered why they came to this place to suffer.

Looking at it, it's not really suffering; it's a pleasure- to walk up paths others have never walked up before, doing what others would not dare to do.

And thus China's first-ever downhill theme of short film was born.





Every day when shooting got over, we once again hiked to the top of the hill, and shredded down, speeding all the way down, nearly 20 kilometres of gravel downhill, awesome!

Just like this name suggests, Chill Ditch is cold. We shot for four days here. Great temperature changes happened daily. From 40 degrees in Tianshan, to below 10 degrees here. And

when it started to rain and hail, the temperature dropped to nearly 0 degrees.

It is a dream location, where the trails are covered with a layer of pine cones. Either the driver or the cameraman was just complaining about the weather.

It was an unforgettable experience riding in such primeval forests.







Yadan Geopark, known for its exotic terrain and extremely dry and hot climate. According to local rumors, at night, the blowing wind sounds like ghosts and so it was named the Ghost City.


When the car was driving close to the ghost city, the heat flowing in through the window, the thermometer quickly rose to above 40 ° C.

Deserted along the sides of the

roads, vegetation was scarce. Only a small number of extreme drought tolerant Algae exists.

The outdoor temperature was shockingly high. We stuck the thermometer in the ground, and instantly it popped. The upper limit of 50 degrees Celsius was obviously not enough. The biggest problem was the quicksand off the road, making it really hard to ride. Drivers, camera, staff, there were all suffering.





Natural terrain is not always entirely satisfactory , we had to spend a lot of strength and time trimming ground and shaping berms.

Carrying the bikes and walking on the dunes was also very difficult.

Walking in the desert, we did not know how difficult the road ahead was. We could rest, but we could not give up. We had to keep on moving with the

motivation of having infinite options to ride and shoot.

This Xinjiang film is dedicated to all the people who are struggling to realize their dreams!

Never give them up, Dreams are the source of power to our life. Life is a cycle, like that of a river, and things just go on. The cycle of life never ends.

Of course, we never forget to treat ourselves. Barbecue and Beer - happiness never ends.

PEOPLE



FLO SMITH



JAN FASSBENDER



MATT MACDONALD



JAM



DANIEL GRATZER



PAN LE

WHO WORKED ON THIS ISSUE



MARIUS HOPPENSACK



JOHN GIBSON



DENG YU



TOM BAUSE



LIU ZI XUAN



LI BO



mtbmag
india.com



DIRECTOR:

Mesum Verma



EDITOR IN CHIEF:

Prateek Singh



DEPUTY EDITOR:

Fabian Mitterhauser



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mtbmagindia.com / info: ps.mtbmagindia@gmail.com / www.mtbmagindia.com

Editors:

Marius Hoppensack, Fabian Mitterhauser, Prateek Singh, Pan Le

Design:

Mesum Verma, Prateek Singh (Ideas)

Photos:

Flo Smith, Jan Fassbender, John Gibson, Daniel Gratzner, Deng Yu, Tom Bause, Matt MacDonald, Mesum Verma, Thomas Dietze, Matteo Cappe, Stefano Bertuciolli, Aryadeep Gosh (JAM), Liu Zi Xuan, Li Bo, Patreek Singh

Advertising:

Prateek Singh: ps.mtbmagindia@gmail.com

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