



Hans "No way" Rey

with Richie Schley and Joscha Forstreuter in **INDIA**

EDITORIAL

I came up with the idea of making mtbmagindia when I heard that Sir Mesum Verma was no longer doing Freerider Mountain Bike magazine. Mountain Biking is a new and growing sport. Losing a legend like Sir Mesum Verma from the Indian Biking scene would harm the scene of biking in India drastically as he is an international freeride biker himself and lives to ride.

In a country like India, where mountains are worshipped as holy destinations, Mountain biking should be more than just a sport, it should be a religion.

So I decided that , I will myself follow my dream of spreading biking in India with the help of sir Mesum, I came up with this magazine to spread the word, turning the land of the Himalayas into a mountain biking destination, where Lord Shiva ditches the bull and grabs a freeride rig to shred the immense mountains of the Himalayas and the Buddhist Monks, start riding downhill from their monasteries.

There are many enthusiasts in the country who would become great riders if we provide them with the information about mtb. That is the purpose of the mag. One of my friends from Scotland once told me “ *Dude, u people have the greatest mountain range next doorbut the sad part is ... the awareness is missing*” . I plan to change that. So that people in the biking world call India as a mtb haven.

Ride on, Keep it real

Prateek Singh

PRATEEK SINGH EDITOR IN CHIEF





Trek Bicycle
AUTHORIZED DISTRIBUTOR



EXPLORE ON
TWO WHEELS

mavenickindia.net

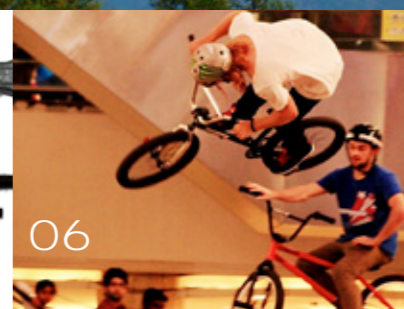
9891400800

Available in all Major Cities :
Delhi, Mumbai, Kolkata, Chennai, Hyderabad,
Bangalore, Pune and 30 other Cities

FIREFOX
www.firefoxbikes.com
Find us on

CONTENT

88808 1



COVER rider: Hans „No Way“ Rey
photo: ADIDAS / Mesum Verma
location: Didana, UK, India

06 THE SPELL OF ROOPKUND	28 DIFFERENT BIKES
42 ITW DYLAN SHERRARD	48 NORTH BENGAL ROAD TRIP
52 GALLERY	64 A BLESSING FROM SIKKIM
70 HANS REY	75 CLUBS
72 YOUNG GUN ABHISHEK PUJAR	76 BMX LEGENDS
78 TRICKNOLOGY	82 BIKER MUST HAVE
85 RIDERS PICTURE	
86 ABOUT	

THE SPIRIT OF ROOPKUND

PHOTO: Adidas / Mesum Verma TEXT: Hans Rey & Carmen Rey

6

Roopkund (Skeleton Lake) is a glacial lake in Uttarakhand, India, famous for more than five hundred human skeletons that were discovered in 1942 at the edge of the lake when stumbled upon by a park ranger. The location is uninhabited and located in the Indian Himalayas at an altitude of about 5,029 metres (16,499 feet). The carbon dating from samples collected in the 1960s vaguely indicated that the people were from the 12th century to the 15th century. To see that legendary lake and to ride the famous trek that had never seen a mountain bike before, Hans Rey, Richie Schley and Joscha Forstreuter travelled to India.



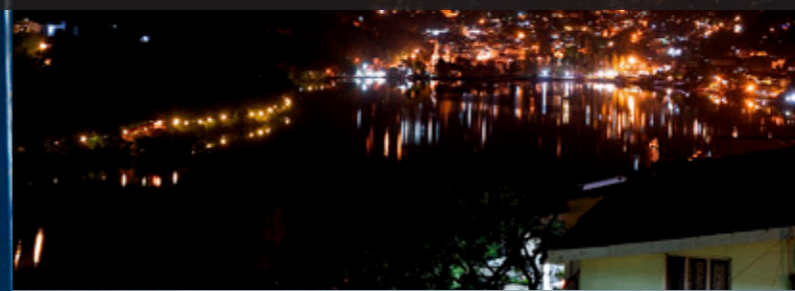


The last thing I pictured myself doing, if I could reach the mysterious Roopkund Lake in the remote Uttarakhand region in India's Himalayan Range was crash face first into a pile of muddy human bones. Well, that is exactly what happened. I had paid tribute and respect at the little shrine only minutes before, a precaution since I have had my interesting experiences with bones and spirits in the past. Was it coincidence, an accident or the spell of the gods that suddenly pulled my front wheel from underneath me and made me go down faster than the speed of light? I might have been delirious from the lack of oxygen at 5000m/16400ft. when I followed Joscha down the footpath to the shore of the tiny alpine lake and all of a sudden realized that the many human bones reported there, weren't just in the lake, but everywhere, even on the shore where we were at that moment riding. That very second my front wheel felt like it was yanked from beneath me and I crashed hard, face first in the wet mud! In the process hitting a huge boulder that had bones and skulls laid on top just like a sacrificial altar. I immediately jumped to my knees, partly freaked out and partly shocked, it was then that I realized I had landed face first on top of countless bones.



Together with my adidas Outdoor team mates; Freeride legend Richie Schley from Canada and Joscha Forstreuter from Germany I planned this trip based on a famous trek, but this had never been attempted on bikes before. The Uttarakand region was recommended to me by none other than the legendary Reinhold Messner. We set out on our adventure in late September 2011, to ride to Roopkund, a six day trek - hoping to reach our goal. On trips like this there are numerous uncertainties and things that can go very wrong, from arriving in a Developing Country with a damaged bike with no chance of a replacement, to getting altitude sickness, finding the terrain un-ridable, becoming ill from the food or water, being robbed or simply getting caught in bad weather or the first snow of the season. With us to document our journey on film were two cameramen on bikes, Rob Summers and Martin Hanisch, and our 'Swindian' (Swiss/Indian) photographer Mesum Verma. **When I choose** these destinations I usually look for spectacular places where nobody has ridden or dared to ride in the past, and what most mountain bikers wouldn't even consider fun to ride. I like trails where I can use my technical and extreme biking skills, mixed with a healthy dose of adventure and usually some sort of a mission to search for mystery or history.

In this case it was the mysterious and remote alpine lake of Roopkund, high up in the Himalayan Range, flanked by majestically beautiful peaks like Trisul (7120m/23370ft) or Nandghunti (6310m/20700ft). This is an ancient pilgrimage destination where people travel to worship the gods and mountains. According to some, a group of over 300 pilgrims led by their king were caught in a devastating hail storm and they were then buried alive by an avalanche, this all happened some 600 years ago. **The lake** is only snow free for a couple of months each year, when one can see the skeletal remains from this expedition; we were certainly hoping not to leave similar traces behind. It's always a challenge to choose the proper bike for a ride with so many unknowns. My decision was made partly by the fact that I wanted to celebrate the 20-year anniversary of the GT Zaskar, named after the nearby Zanskar Mountains. This is a 140/100mm carbon full suspension bike; Joscha's Felt bike had more suspension and Richie's Rotwild even more, but they were also heavier which would become a factor on the steep and long uphill. We were supported by a guide from India Hikes company (www.indiahikes.in), some porters with mules and a cook who would provide us all with food and shelter.



After a 2-day flight from Los Angeles to Delhi we were facing a long and crazy drive to the mountains. India's traffic is something different; everybody drives as though their lives depended on it, no matter if they were on foot, bike, moto, car, truck or ox. As chaotic and dangerous as it was, everybody always seemed to be ready for the worst case scenario, and amazingly, relatively few accidents happen, as a matter of fact people seemed to hardly ever get mad or upset. We saw our lives flash in front of our eyes about every 15 minutes. It was nice when we finally got to set our tires on the dirt, in the small village of Loharjung (2500m/8200ft.) to start out on our trek.



The first day of hiking took us 8.5 hours, the going was extremely tough, after a nice 10 mile warm-up on a jeep road we faced a very steep rhododendron forest, 3.5 hours of pushing and carrying our bikes found us all at our physical limits, the altitude was now clearly noticeable in our breathing and the frequent stops to film and photograph didn't really make things easier or faster. In the Alps the tree line is at fewer than 2500m, here it was about a 1000m higher, I distracted myself from the pain of climbing up the mountain by keeping an eye out for jungle cats, bears and monkeys, all of which have been reported in the area. Once we reached the alpine meadows of Bedni we knew camp wouldn't be far and a beautiful sunset and evening sky unveiled itself. We camped in tents and used the permanent shelter; which was a fiberglass shed. Dazzled by the star-studded skies and under the Milky Way we crawled into our sleeping bags for a well-earned night's sleep.

The beauty of the campsite and surrounding views was truly breathtaking, we were surrounded by snowcapped mountains, which called for an early morning photo shoot prior to breakfast before the real days challenge would even start. The terrain looked a little more mellow than the day before, a beautiful trail wound up hill and along the big meadows, herds of sheep, goats and wild horses were peacefully grazing and the occasional trekker could be seen, I am sure they were wondering about us and our bikes. We decided to push farther than planned, we were not sure if the weather would hold or change on us. We decided to go all the way to the base camp at Bagwasa (4500m/14760ft.), which meant we had another long and steep hike n' bike to get to our destination. Before we reached camp the weather turned on us, a thunderstorm was moving closer, it started to rain and then it snowed. The first snow of the season! Luckily we were all well equipped having our trip supported by Adidas meant that we each had several layers of highly functional outdoor clothing on us and in our packs. Who would have thought 24 hours before at 30C/90F that we would need our warmest and best Gore-Tex. Our group scattered, everybody put their heads down to reach shelter.





The lightning storm was right above us, I ditched my bike each time I heard the roar of thunder followed by the crack of lightening. I told Joscha who was right behind, 'man that was close', little did I know that Richie, who was slightly ahead of us, was within 5m/15ft of getting struck, the lightening hitting the ground right next to him. The weather was wet and cold and the trail was covered with snow, thankfully the last couple of miles were on an easy down slope and all ride-able. Our initial joy of reaching camp, which consisted of two of the fiberglass huts, was quickly suppressed when we realized that the huts were already occupied by a group of Indian hikers. Luckily they were willing to share not only the small huts but also their bottle of rum. It turned into quite the multi cultural slumber party; everybody tucked into their cozy sleeping bags and packed in so tightly that there was hardly any room to walk around. Before sunset the weather cleared up and we could see the magnificent ridge high above our camp behind which Roopkund was located.



The mighty Trisul Mountains were towering gigantically in the gloom of one of the most stunning sunsets ever. It isn't easy to sleep above 4000m and we were all happy when the seemingly endless night was over. We rose to mount our frost-covered bikes and begin our next day. As if the first few days hadn't been hard enough, today would have even harder challenges in store for us. I probably wasn't alone in occasionally wondering what I had signed up for. We would push, drag or carry our bikes for a minute at a time, then stop and take a bit of a breather and rest for several seconds before continuing the slow pace. I felt dizzy, lightheaded and exhausted, some of our crew felt even worse - the altitude was getting to us. But all the pain and struggle were quickly forgotten, when we finally reached our goal. Prayer flags and the scent of incense from a beautifully decorated shrine marked our arrival. Just below, on the other side of the ridge we had climbed was the long awaited lake, nestled in a crater like ditch. **A skull and bones** neatly arranged on a rock added to the eerie feeling along with the ancient leather sandals from the deceased as a reminder of the accident that happened centuries before. Before we decided to ride down to the shore of the lake to take a closer look, I spent a moment of silence in front of the pile of rocks and bones, mumbling a few words to myself in respect for the site and appreciation for making it to Roopkund; As we headed down with the lake in sight, 'Bum Bang!' I landed on my face - confused, angry and a bit scared I collected myself, realizing that I was a bit banged up, but thankfully had avoided the serious injuries that could easily have happened, since I had slammed into a big rock. The worst part was when I realized that the rocky ground was scattered with bits and pieces of human bones. That was not what I had in mind when planning this adventure for many months previously. Apologetic I left the scene behind. It turned out that the shoreline of the alpine lake had receded a lot during the summer months, this consequently revealed the bones; they were no longer just in the water.







It was now time to focus on the ultimate downhill ahead, we had two and half days of super fun and technical riding, due to the weather and filming we took our time. Ever since my involuntary dismount at the lake I had a raging headache, which didn't help me to focus and concentrate on the loose and rocky terrain. It takes a certain style of riding to tackle these trails, Richie's and my old school Freeride skills came in handy, Joscha, the young gun in our team held his own and was not to get dropped by the old men. *Another night* at base camp, was quite miserable, since the weather, once again, had changed for the worse in the afternoon. Our gamble to wait for better conditions in the morning paid off. We had one heck of a day. Although the downhills were much faster than the journey up, they were just as exhausting. On a trip like this there is no room for error or injury, a small incident can turn into a life threatening situation, out of cell phone range and days from the nearest hospital disaster is a constant fear.





A few flat tires and the occasional 'can you ride this section one more time' from one of our cameramen made us slow down from time to time. Our adventure was far from being over. We ate some delicious meals, even though I couldn't see or eat any more dhal curry by the time we were finished. The riding stretched over the entire day through the ever-changing landscape. Another cool camp at Ali Bugyal was our next home for a night. Our guide disappeared for half an hour, to come back with a shank of goat leg; still covered in fur and hoofed it was roasted over the fire.







Once again we were close to the forest and the steeper slopes that would make us traverse a few more deep canyons before arriving in the small village of Didana. Here some of the locals had opened a simple guesthouse to provide some income from the passing Trekkers. At night the locals dressed up and organized a fun dance, which required our participation. Moments like this are priceless and imbedded in our memories forever. **The last day** was only a half day, steep switchbacks that looked like Inca trails brought us to the last one hour hike n' bike before we pedaled back along the dirt road to Loharjung. We had quite some fun dicing it out on the endless downhill, plenty of opportunity to pass each other, if one paid attention to the little shortcuts along the way, just like a race. Absorbed by the thrill of the downhill, the cameramen were not always happy with us since sometimes we forgot they were there and left them in the dust.



WHAT ??

WHAT IS WHAT ON THE BIKE?

Picture: Scott Sports / Fred Leiser





TREK ROAD BIKE 2.1

Performance: Road bikes are built only to go fast on smooth tarmac stretches. Road bikes have a very low resistance and friction and go faster than mountain bikes on roads. But these bikes cannot be ridden on mountains on rough trails.

Geometry: Like the 2.1 have a road specific geometry which allow the rider to sit in the most ergonomic and aerodynamic position to ride fast. Frames are made of lightweight materials like good aluminum and also carbon.

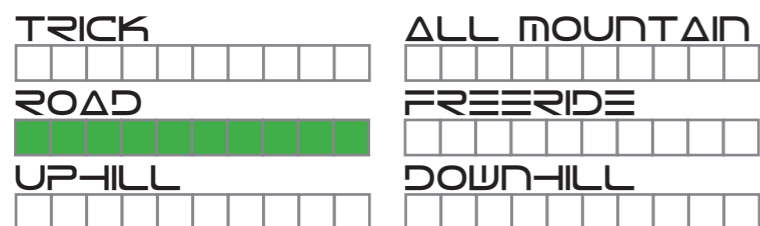
Suspension: Have rigid frames and do not have suspension as they are designed for smooth roads and are meant to be efficient.

Speed: Different drivetrains compared to mountain bikes. The front crank has two chainrings, much bigger than those on mtbs and rear cassettes too have 9-10 cogs which are smaller than mtb cogs. Road bikes have completely different drivetrain components including the chain and road specific derailleurs.

Brakes: Really efficient cantilever brakes on them. These have enough stopping power for the skinny tires they roll on.

Wheels: The wheels are super light and super slim. These rims are very lightweight and are meant only for the roads.

Tires: Super slick skinny tires. These tires are slim and are not more than 20mm thick and have no treads to reduce friction between the rubber and the tarmac.



TREK 7100 hybrid

Performance: The trek 7100 is a perfect bike for commuting purposes in the city. Hybrid bikes are easy to ride on roads and simple too. These are a cross between road bikes and basic mountain bikes.

Geometry: Hybrid bikes like the 7100 have a very slim frame which is durable but not suitable for rough riding but comfortable for commuting in the city.

Suspension: A small 80mm fork travel up front and a soft seat post suspension below the saddle helping absorb small bumps and cushion speed breakers.

Speed: These bikes have 3 chainrings up front and 7-9 speed cassettes on the rear.

Brakes: Usually come with V-brakes but some high end ones come with disc brakes too.

Wheels: They have 27" wheels which is lightweight and durable, good for city riding, but not for jumping and stunting.

Tires: 700x25 c tires with a simple tread design for grip on wet roads and no knobs or tacky rubber to reduce friction. The tires are a little wider than road bike tires and have a tread design.





BMX FIREFOX Toxin

Performance: Used for tricks and stunts on the ramps, or in the streets and urban areas.

Geometry: Small frames, high handlebars, lightweight, easy to do tricks on.

Suspension: None, bmx bikes have a rigid frame.

Speed: Single speed bikes with one sprocket on the rear and one chain ring on the crank.

Brakes: Usually have V-brakes on them, but some riders prefer to ride bmx bikes without brakes, to make it easier to spin the handlebars and use their foot to stop by jamming it into the front wheel and the fork (footjam).

Wheels: Small, 20" wheels which are rigid and lightweight. They need to take impacts of drops and so they need to be rigid as there is no suspension on the frames.

Tires: Super Slick or semi slick tires are found on Bmx bikes. Great to ride on the roads and on wood or concrete.

TRICK	ALL MOUNTAIN
<input checked="" type="checkbox"/>	<input type="checkbox"/>
ROAD	FREERIDE
<input type="checkbox"/>	<input type="checkbox"/>
UP-HILL	DOWN-HILL
<input type="checkbox"/>	<input type="checkbox"/>



INSPIRED BICYCLES Skye

Performance: Trial Bikes are used for riding over obstacles and doing tricks in urban areas.

Geometry: A small frame which is lightweight and easy to do tricks on. Similar to a bms frame but is more rigid and has a lowriser or backsweep handlebar unlike a bmx.

Suspension: They have a rigid frame and a rigid fork. They don't have any suspension.

Speed: Usually have one small chainring on the crankwheel and are singlespeed or have a 5-6speed cassette depending upon the rider specification.

Brakes: Strong hydraulic disc brakes on both wheels, the brakes are strong and rigid with small 140-150mm rotors(discs).

Wheels: Small 24" wheels which are rigid and lightweight.

Tires: Slick or semi slick tires are used, usually a bit more wider than bmx tires. Great on urban surfaces and grippy while doing tricks.

TRICK	ALL MOUNTAIN
<input checked="" type="checkbox"/>	<input type="checkbox"/>
ROAD	FREERIDE
<input type="checkbox"/>	<input type="checkbox"/>
UP-HILL	DOWN-HILL
<input type="checkbox"/>	<input type="checkbox"/>

www.inspiredbicycles.com

DIRT



TREK Ticket Exchange

- Performance:** Dirt Jump bikes are used for riding on dirt tracks, jumps, or in urban areas.
- Geometry:** A frame larger than trial bikes or bmx but smaller than a normal xc bike. The seat post is very low and so is the seat tube. The frames are rigid.
- Suspension:** The bikes are hardtail bikes (no suspension on the rear) with a 80-100mm dirt jump specific fork in the front. These forks can take more hard jumps than conventional xc forks and hence are called dj forks or dirt forks.
- Speed:** Single chainring up front with a chain guide to prevent chains from falling off the crank. On the rear, dj bikes vary from single speed cassettes to 8 speed depending upon rider preference.
- Brakes:** Strong hydraulic disc brakes with 160mm rotors. Some riders prefer to take off their front brake and install a long rear brake hose as this makes it easier to spin the handlebars and does not tangle the cables.
- Wheels:** Have rigid 26" wheels which are lightweight and durable.
- Tires:** Slick or semi slick tires are used, which are 26x2.10 – 26x2.4 depending upon rider preference.



XC HARTAIL



TREK 4300

- Performance:** Cross country hardtail bikes are used on the mountains to ride on rough single trails and climbing steep sections of uphill riding.
- Geometry:** Basic mountain bike geometry for easy handling and climbing.
- Suspension:** As these are hardtail bikes, they do not have a rear suspension but have a nice 80-120mm fork up front. Some good forks also have a lockout feature which enables the rider to lock the suspension while riding smooth roads or uphill climbs to increase efficiency. And also some have a preload adjust to harden or soften the integrity of the rebound and increase or decrease sagging.
- Speed:** 2-3 chainrings on the crank and a 8-10speed cassette on the rear. XC bikes have a long cage derailleur suitable for allowing the chain to glide in a multitude of gear combinations.
- Brakes:** hydraulic disc brakes on both wheels with 160-180mm rotors. Some low budget bikes have V-brakes.
- Wheels:** These bikes have rigid 26" wheels to roll over rocks and dirt easily.
- Tires:** 26x2.00 to 26x2.2..this range of width is perfect for cross country riding. The tires have small knobs and a nice tread on the sidewalls to get good grip on the trails.



XC HARDTAIL 29"



TREK Mamba 29er

Performance: These bikes are used on the trails and for climbing steep uphill sections.
Geometry: A specific xc geometry suitable for 29" wheels.
Suspension: 80-120mm fork up front is all the suspension we get on hardtail xc bikes. 29ers need a 29" specific fork too. Similar lockout and preload adjust features are available.
Speed: Similar to a XC hardtail, 29ers have a similar drivetrain and components.
Brakes: Similar to a XC hardtail.
Wheels: As the name suggests, 29ers have 29" wheels which make it easier for them to roll over obstacles because of more surface area which comes into contact with the ground. Bigger wheels sink less in mud and sand and roll over rocks and roots easily. Big wheels do get unstable when riding fast through sudden turns and switchbacks.
Tires: 29ers have similar tire tread design to xc bikes but have a 29" tire.



XC FULLY 29"



TREK Rumblefish Pro 29er

Performance: These bikes are used on a bit more technical trails than their hartail counterparts and on singletrack trails too.
Geometry: A 29" specific frame and fork and the geometry is good for climbing, and descending slopes, which are not very steep. They weight around 11-15kg
Suspension: Come with a 80-120mm travel up front on the fork and the rear suspension has 80-100mm of travel. The rear suspension usually is an air suspension as coils are heavy.
Speed: Is similar to other XC bikes, having a 3x10, 3x9, 2x10 gear combinations.
Brakes: Good hydraulic disc brakes are used on these bikes with 160-180mm rotors
Wheels: Have 29" wheels with the advantages and disadvantages mentioned in the 29er hardtails section.
Tires: The same tires used on the XC hardtails, 29" tires with nice treads which are not very bulky or knobby.



XC FULLY



TREK Top Fuel 9.9

Performance: These bikes are used on easy technical trails and singletrack riding. Not much rough riding is preferred on these bikes, though they can take a lot of off road menace.

Geometry: 16" - 21" frames and full suspension frames with technologies like ABP, Active braking pivot to keep braking active when suspensions are working and many more. They are good for gentle climbing and some gnarly descents.

Suspension: Have a 100-120mm fork up front and 100-120mm of travel on the rear suspension.

Speed: The drivetrain is exactly the same as the xc hardtails.

Brakes: The brakes on these bikes are strong hydraulic disc brakes with 160-180mm rotors for ultimate mastery of the trails.

Wheels: Rigid 26" wheels with nice spokes are available on these bikes.

Tires: Similar to xc hardtail bikes, 26x2.10 to 26x2.2



ALL MOUNTAIN



TREK Remedy 9.9

Performance: All mountain bikes are the ultimate mountain beasts as they are so versatile on any terrain. They are great for climbing, riding through the roughest places and then bomb down sick downhill sections.

Geometry: They have a slacker geometry than XC bikes and have amazing control on rough trails. Some also have a hydraulic seat post adjuster which allows the rider to rise or drop his seat post while riding with just a button on the handlebars and also have features like ABP race, etc.

Suspension: 140-160mm of travel on the fork and 120-140mm on the rear shock. The shock is a coil shock or an air shock depending upon what the rider likes to rise.

Speed: Usually have 2 or 3 chainrings up front and 9-10 speed cassette on the rear. The derailleurs are medium cage or long cage depending upon the number of chainrings up front on the crank.

Brakes: Powerful hydraulic disc brakes with 180-200mm rotors.

Wheels: 26" wheels with thick spokes and thru axle hubs compared to XC bikes which have a quick release hub.

Tires: 26x2.35 to 26x2.4. These tires have knobby sidewalls and a great tread for a good grip at all times.



DYLAN SHERRARD

INTERVIEW INTERVIEW INTERVIEW INTERVIEW

TELL US A BIT ABOUT YOURSELF?

I am 21 years old and living in Kamloops, B.C. I live here because of the amazing riding and all the great outdoor adventures that are so easy to access. I love riding my bike, being outside, listening to music, shooting photos and shredding in my truck! I like spending time, not money.

WHEN DID YOU ACTUALLY START RIDING?

I first started riding when I was ten years old. I was living in the Yukon at the time and saw that there were a lot of hills around town and I imagined that a mountain bike would be a great way to get out there and do some exploring. After my first ride through some trails closer to town I was hooked. I started going on rides almost everyday, looking for new trails and new jumps to ride. Now over ten years later I am still doing pretty much the exact same thing today.

WHEN DID YOU BECOME A PROFESSIONAL RIDER?

I don't really know if I am a "professional rider," because I am still working a lot in addition to all the riding I do. I guess the way I ride and the amount of media I able to produce would be considered professional, and I certainly treat it that way. But to me, "professional rider" is just a label to identify with. If saying that I am a professional rider helps people identify with the fact that my life is entirely absorbed by riding mountain bikes, then I guess it's an appropriate label. To answer the question, just in the past year or so. Through help from all my friends and sponsors, I have ended up being able to ride far more than I ever imagined and go on a lot more fun adventures too. I also get to do a lot more photo and video shoots these days. So yeah, just in the past year I have started to feel more like a pro.

WHAT DOES RIDING MEAN TO YOU?

Riding means everything to me. Riding is a way to express myself, through collaborating with friends to make photos and videos. It's a chance to show people the things I find beautiful and amazing in the world. It's a method to stay away from the things about the real world that drive me crazy. And most of all, when I am riding my bike I feel fully alive. Riding is my life!

WHAT TEAM ARE YOU CURRENTLY RIDING FOR?

I am lucky enough to be riding for a group of companies that I really love because of the great products they make and the great people who work there. That group consists of the Bicycle Cafe Kamloops, Kona Bikes, Raceface and Dakine.

WHAT DO YOU LIKE ABOUT BEING A PRO RIDER?

I think the best part is that I can ride my bike almost everyday. And saying that it's my job is a pretty sweet way to get out of real work and doing chores, hahaha!

WHAT DO YOU DISLIKE ABOUT RIDING PROFESSIONALLY?

I really can't think of anything I don't like.



WHEN YOU ARE NOT RIDING, WHAT DO YOU USUALLY DO?

If I am not riding I am either at work or playing outside some where. I hate being stuck indoors so I am usually out camping, making camp fires, hiking in new spots, swimming in lakes or trying to make friends with people that have hot tubs, hahaha! I also like to go fishing or hunting, but I am not very experienced with either sport so I only ever go when my friends need a tag along.

FAVORITE TRAIL?

It is hard to say, because I have ridden so many! I'll make a top five instead. In no particular order... Krystina's trails at the Full Monte Dirt Farm, Embleton, Barn Burner at Sun Peaks, Harper and Rio. Riding any one of those five trails feels like the time of my life.

FAVORITE FOOD?

I could eat pizza every day and never get tired of it.

FAVORITE TUNES?

I love my music and I have a lot of different kinds. Everything from folk music to death metal, there are a lot of bands I am stoked on. Highlights are Bob Dylan, Three Inches of Blood, Trampled by Turtles and the Misfits.

WHAT ARE YOUR VIEWS ABOUT RIDING IN THE INDIAN HIMALAYAS?

I honestly don't know very much about riding in India but I do know that those are some huge mountains. And that means there is probably some huge riding potential to be explored. I hope you guys are out there finding some amazing riding!

FAVORITE BIKE?

My Kona Supreme Operator is the most bad ass bike I have ever owned, no question about that. It's so perfect for the way I ride, I can't picture having anything else romping down the trails beneath me.

A WORD FOR THE AVID RIDERS IN INDIA?

I should say the same thing that say to riders from anywhere else in the world. Ride your bike as much as you can and never stop having fun with it!

WHAT CAN WE EXPECT TO SEE FROM YOU IN THE 2012 SEASON? ANY BIG PLANS?

This year I am hoping to ride just as much as I did last year. I was on my bike almost everyday all season long. I am planning to do some bigger video projects with my friends at Silvia Films and hopefully get to do some more big trips. I would really like to go back to the Yukon to shoot more photos and coach some kids camps, and I also really want to travel to France for the Chatel Mountain Style. Other than that, same old shredding all the time and telling stories about the adventures along the way!

ANY LAST WORDS?

Ya! I want to thank my sponsors for keeping me rolling and all my friends for continuing to inspire me and push me to learn new things. And of course my mom for always understanding how important mountain biking was while I was growing up. See you on the trails guys!

THANK YOU DYLAN !! WE WISH YOU ALL THE BEST !!





MTB IN INDIA
98

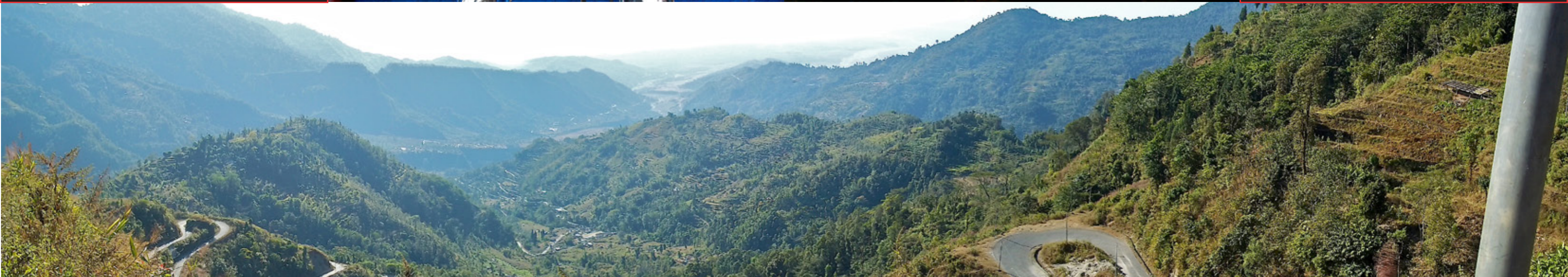
North Bengal Road Trip

Photos & Text: Prateek Singh
Rider: Mithun Biswas

As riders, we search for newer terrain, better landscape, and of course neat trails to shred. The trails of North Bengal, India are a cross country rider's dream. You can have versatile riding terrain, breathtaking views, and great riding satisfaction. Being situated in the eastern part of the Himalayas, North Bengal is easily accessible from Kolkata. **HOW TO GET THERE** You can take a train from Kolkata-Siliguri/New Jalpaiguri, which is an overnight journey and takes about 10-12 hours. Or you may opt for a bus, which takes about the same amount of time. You can carry your bike boxes in the luggage compartments, but be very careful about the boxes you carry your bikes in. Once you land in Siliguri, you can take a bus or car to take you up to Kalimpong, or to Darjeeling, both beautiful hill stations in North Bengal. After spending a day in Darjeeling, you might want to start riding around; there are some nice places and trails to explore there. From Kalimpong, you may hire a pickup truck which would cost around 2000INR,



and ride towards Lava, a small picturesque town in the hills. Accommodation is not an issue in these places as there are plenty of hotels and rest houses. **TRAILS** This is where the real adventure begins. Ride about 5km uphill from Kalimpong and then there is around 10kms of rolling downhill stretch, laid with switchbacks and 180 degree turns. The road is somewhat paved but rough in some areas. Ride down the route leading to Reli, a river, after which the ride becomes uphill. From Reli, after crossing the Reli bridge, there are two routes, one is a steep climb straight towards Lava, and then another, a slope going down, and gradually turns into a gentle uphill through Lolegaon(Kafeir) which is a beautiful trail but an uphill climb all the way to Lava. Or you can simply lug the bikes onto the pickup from there, go up all the way to Lava, visit the Buddhist monastery and then take your bike and then look for a route going to the left, with a signboard, saying "Changey Falls 15km". It's a 500m steep uphill and then, u will stumble upon a sunset point.





It is a breathtaking view from there. You can see the whole city of Lava, a multitude of ranges, and an all round scenery. Then begin riding on a sweet trail all the way a gentle slope. The trail has amazing conifer forests on both the sides, nice terrain, and amazing views. The trail goes for some 15-20kms and then you will come to the small town of Kafeir. You can live in hotels there for the night and the next day, go up to the point where you took a left after the monastery, ride down tarmac roads, but awesome swirling ones 30km down to Garubathan, through the winding step farming, and rolling forests. Here, you may choose to go straight down through the tea estates of Darjeeling, or go left towards Rocky Island. Filled with off road trails and switchbacks, these trails will lead you to Rocky Island and you can ride down straight to Siliguri the next day which is a 50km ride. If you go straight, the ride becomes more like a leisure ride through the scenic tea gardens on smooth roads. Then you will stumble upon the NH. If you go left, you will end up in



Assam, and go right and you will go towards Siliguri. You should always have a backup vehicle along if you are doing a ride where you won't go back to where you started from, to carry your luggage and stuff. Then from Siliguri, you can get back to Kolkata, getting a train from New Jalpaiguri, or a bus from the Siliguri Bus stand. **FOOD** The food you get in North Bengal is a mix of Nepali, and Bengali cuisine. You can get food in any of the many restaurants that are present in Kalimpong, Lava, and Siliguri. Small villages won't have eateries. If you enjoy drinking, then there are a few bars in Kalimpong. It is advisable you carry something to eat on the ride from Lava to Garubathan, as it is a long distance and no major towns in between. **BIKES** You do not get bikes for rent in Kalimpong, or Darjeeling. You have to carry your own bikes. **TYPES OF BIKES** It is preferred that you ride XC bikes while touring North Bengal. The trails do not need more than 100-120mm travel up front and hard-tails, or 80mm on the rear are good.



GREENWOOD

32
PROMOTION



riders: fischi | photo: lars scharl













A BLESSING FROM SIKKIM

Text: Prateek Singh Photos: Suvankar Roy & Prateek Singh

Now, I was planning to go to Sikkim for riding since a year but every time for some reason or the other, I could not make it. After several disappointments, one day I got a call from Neil Law, the CEO of Himalayan Footprints, (an adventure sports company) that he wanted me to join his team, as a mountain biking instructor for a 20 day camp organized by TAAS (Travel Agents Association of Sikkim) and sponsored by NEC (North East Council). I thought for a while as I had to bunk school for the whole month of November, but when the thought of the amazing riding opportunities came to my mind, I instantly agreed. We left for Gangtok on the 8th of Nov, getting onto a train by night from Kolkata. Reaching Siliguri the next day, we had a 4 hour drive to the capital of Sikkim, Gangtok. After reaching, I was introduced to my team members, Mithun Biswas, (Camp Commander), Biswajeet Chakrabroti (Lead Technical Instructor) , Dipanjan Chakraborty (Physical Instructor) and Suvankar Roy (Photographer) . Then I met, Miss Lily Tshering Bhutia, The MD of Himalayan Footprints who was going to accompany us throughout the camps and the training. After a while we had a brief introduction with the trainees who were all from the different north eastern states and also had a visual interface where we showed the students a few biking videos to excite them about the whole training. That night, we visited the showroom at Bhojogari, and laid eyes upon the fleet of 4300Ds that we had for the camp. Few were assembled, few were in boxes. After a meeting back at our hotel, we went off to bed; ready to reach the campsite the next day. CAMP 1- PANGTHANG--We drove up to Pangthang (elev.6, 500 feet), where camp 1 was located. The tents were set up and the bikes in their cartons.

It was late so all we did was assembled the students and briefed them about what they were to experience in the next 20 days. The next day, after the warm up, the trainees assembled for their first class on mountain biking. The first class was an introduction to what the sport is. We were not only training them to become riders but also to become organizers, so that they each can organize events in their own states. That day I had my first ride in Sikkim. I felt so stupid, that I had not come riding to a place so close to home before, but then again, there is always a first time. The roads, the trails, the view, the weather, all but perfect. Sikkim is heaven for a mountain biker of any discipline. We have all sorts of terrain here, from cross country trails to downhill. Four days we spent at Pangthang. The rest three days, the weather turned bad and it rained. It was overcast for a week from then. We still went on riding, taking classes on bike anatomy, Different Disciplines, Rider dos and don'ts, proper protection and gear, riding techniques etc. We had a great campfire on the last night there and went to bed excited about the ride the following day. RIDE--After four days at Pangthang, we rode all the way to Rumtek, We had two cars along with us. Among the riders were the instructors and the 10 students who had qualified for the ride, the rest needed practice and so we made them go by car. It was an amazing ride with great off road trails, and thanks to the rains, the trails were all muddy. But getting dirty was fun. After a great downhill trail of Ranka, we had some uphill climbing to do till the camp at Rumtek. CAMP 2- RUMTEK--After reaching camp 2, we all cleaned our bikes which were covered in mud and dirt. The only places still shining were the rotors, and rain still continued to pour, our clothes were dirty and wet, still we could not do anything about it but laugh.





The four days here were spent again in riding, teaching the fixing and installing of bikes and the first test on bike anatomy. The students fared pretty well. We even visited Rumtek Monastery, meditated there and the ride down from there was amazing. On the last day at Rumtek, we celebrated Dipanjan's Birthday and had a party at the camp around the campfire where the students sang folk songs and native Nepali songs along with them. RIDE- The ride from Rumtek to the third camp at sang was exhilarating. The treacherous trails, singletracks, and paved roads, all were amazing to ride. We stopped at a few places for breathers and to drink the fresh water from the abundant waterfalls we have in east Sikkim.

CAMP 3- SANG- The third camp at sang was equally fun. The good news was that the weather cleared up and the sun shone the next day. The Riding in Sang was a little less because we had to take more classes to complete the syllabus of the course. Still we did ride once every evening. There were tests like assembling a dismantled bike and dismantling and packing. The students fared pretty well and the surprising thing was that one of the students was riding so well he started doing bunny hops in a week of learning how to ride a mountain bike properly. From Sang, it was a 200km drive to Pelling. A beautiful hill station residing in the shadows of the majestic Kanchenjunga range. In Pelling we were staying in a hotel .No more camps and tents. We rode almost twice every day. The trails there were comparable to the UCI XC world cups, with switchbacks, berms, rock gardens, etc.





We rode to Rimbi rock gardens, Changey falls, the helipad and some ancient monasteries, like the Pe-mayangtse Monastery and the Sanghacholing Monastery. We took classes on navigation, derailleur and shifter adjustments, Race organizing and also took written tests. The last day, we disassembled all the bikes to carry in the pickup and drove all the way back to Gangtok. Nearing the end of the trip, we did a little sightseeing around Gangtok and then on the last day, did a media ride to Ganeshtok in Gangtok, where we did interviews for the local media and then attended the valedictory function at Gangtok. After twenty days we had bonded so well with the students that it was hard to bid goodbye. After the party, we all walked about on the MG Road for a while, buying souvenirs and then went back to the hotel to sleep. Was a great experience, a nice tour, nice riding, amazing trails, awesome sceneries, mouth watering food and being called a "sir" by trainees who are all 5-10 years older to you, feels great, ha-ha .The next day, we returned back to Kolkata, but those 20 days, were some of the best riding days ever.





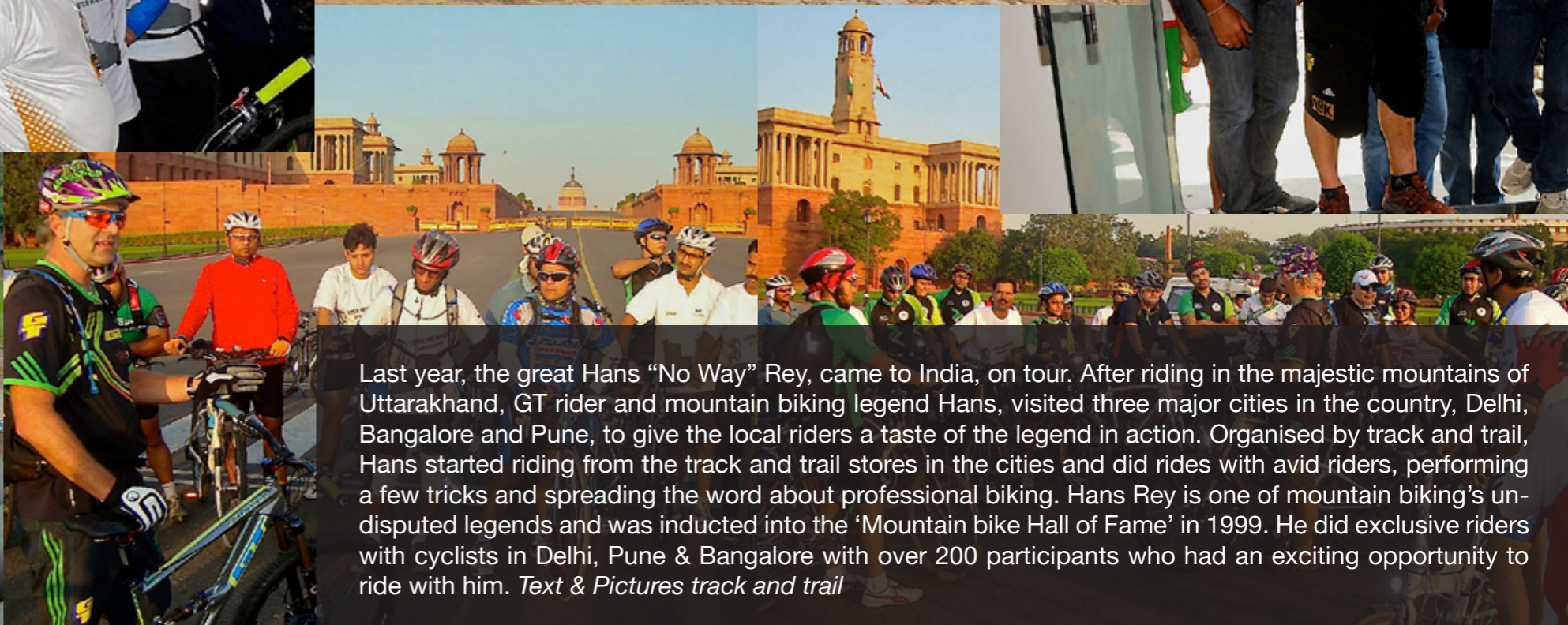
70



FRANK



"NO WAY"
REY



Last year, the great Hans "No Way" Rey, came to India, on tour. After riding in the majestic mountains of Uttarakhand, GT rider and mountain biking legend Hans, visited three major cities in the country, Delhi, Bangalore and Pune, to give the local riders a taste of the legend in action. Organised by track and trail, Hans started riding from the track and trail stores in the cities and did rides with avid riders, performing a few tricks and spreading the word about professional biking. Hans Rey is one of mountain biking's undisputed legends and was inducted into the 'Mountain bike Hall of Fame' in 1999. He did exclusive riders with cyclists in Delhi, Pune & Bangalore with over 200 participants who had an exciting opportunity to ride with him. Text & Pictures track and trail



What bike did u ride first?

It was an Indian bike, (i think it weighed more than me :D)

Tell us, why biking?

I always had a thirst for adventure and also liked exploring places, the feeling when adrenaline is rushing through your veins and wind gushing through your body kept me addicted to cycling. And also i wanted to test my body to its limits and wanted to know how much it can take and I found that cycling was the only made all these possible.

Hi Abhishek, from where are you? How old are you? Tell us something about yourself.

Hello, im from Bellary, Karnataka and i am studying in Surathkal, Karnataka and this is where my love for biking started, im 19 years old and right now im doing my b.tech in mechanical engineering but I want to be one of them who take up their hobbies as their profession, i dream big and will stive hard to achieve it.

When did you get infected with the virus „biking“?

It was during my stay in my hometown when i was 12 years old i had an indian bike, i used to slip out of the house in the early hours to take a ride around a fortress nearby this is where i realised that cycling was an amazing felling! Since then i have been very passionate about it and always waiting for good places to explore around and also good equipment to ride on which i later found.



Your best spot to bike? (like city, town, area)

My best spot ridden would be around the westren ghats climbing through the lush green hills and descending down on the challenging trails. But someday i would love to go to some mtb park and ride in a proper track.

What bike do you ride now?

Its a custom built Giant Anthem.

Your idols?

Aaron Gwin, Danny Hart

Favorite music?

Rock, Metal and Trance.

Favorite food?

I like most of the south indian dishes and dont have a favorite as such.

What is your aim, your goal, what do you want to achieve in biking?

Right now I intend to check out new places and find more and more trails and learn as much as i can and master the skills of cycling and then may be some day i will get into professional Downhill biking.

You would like to thank?

My parents and my friend Nissar and Deepak who helped me to test my potential and helped me push my limits and also a special thanks to my other friend Shalabh without whom i wouldn't have got the hardware required and also Mesum Verma and mtbmagindia for giving me this opportunity, this means a lot to me, and lastly i would also like to thank my sister and Yamini Deepti who always encouraged in what i did.

What do you do apart from biking?

I sometimes like to roam around places with my friends on motorbikes as well,i sometimes study as well :D

Life without bikes?

Now after getting used to bikes i dont think i can live without them anymore.



RIDE 2 BREATHE was founded by Gautam Shroff and Prateek Singh, together when we thought that even Calcutta should have a biking community, having bikers of every kind, size and age group. So, now our objective is to ride each and every street and roads in and around Kolkata on bike. And with the number of members we have and steadily increasing it does not seem that difficult a task. We go for rides every weekend in a group in and around locations in Calcutta. Each ride starts mainly from the great Victoria Memorial. [facebook group](#)



Pathfinders It is a friendly, energetic,adventurous cycling club in east of Bangalore. Pathfinders is a nonprofit recreational and touring club for bicyclists of all ages and abilities. Every single person in this group is true cycling enthusiast. Some of us are daily commuters who do daily pedal to office the the remaining are weekend riders. It all started when few guys around put their Motorbikes on stand and cars in garage and started paddling to office. This just resulted in chain reaction among many others and thus a club/group came up with name called Pathfinders. [facebook group](#)



Noida Cycling Club was started by an idea of riding together in a group to enjoy the sport and create awareness in Noida,Uttar Pradesh. The men behind this group Prateek Gupta and Mohsin Ahmed started the group with riding all over noida and discovering biking trails both for beginners as well as regular riders. They did a city tour many times before the group was officially made, later on April 10th 2011 the group was created with 4 administrators Prateek Gupta, Rajesh Girdhar, Mohsin Ahmed, Aman Puri. All 4 people belonged to different fields but with one thing in common - BIKING! [facebook group](#)



Reaxion cycles (team crx) is a group of bikers based in Chennai. Formed by Mr.Rohit Kuttappa ,this group of avid bikers in Chennai gather almost every weekend, cruising down the east coast road. The club also organizes events and promos to promote biking in India as a whole. The Reaxion Rides have put over a 1000 people on a bike . Through events such as Heritage city rides, Time Trial Competitions and other Mass Mobilizing events, the group will be taking this movement to all sections of the society. [facebook group](#)

MTBMAGINDIA
76

BMX LEGENDS – Greg Illingworth and Paul Ryan perform at EA mall in Chennai

Photos: Vibhavana Sharma Text: Rohit Kuttappa

India is rising as a biking country, this can be seen with the events being organized all over the country to promote the sport. 21st January was just another Saturday at the Express Avenue mall in Chennai, but the mall visitors knew that something was going on in the Atrium of the Mall. Those who knew crowded the atrium before the real deal began. Some were lured in by others, and many joined in to see two crazy guys doing crazy stuff on small bikes. That's what the normal people thought. At 6pm, two of the world's bmx legends Paul Ryan and Greg Illingworth started performing with their mongoose bmx bikes on the custom ramps they designed for the show. With a frenzy of media people and more than 12,000 spectators, Greg and Ryan were the rockstars on the stage. They did 3 sets of 15 minute performances displaying a varied range of tricks wooing the crowd. They did bunny hops, manuals, Half spins, 720 spins, jumps, and many more tricks. This was the first time some event like this was organized in India and hence the crowd and the media were all crazy about it. The talk of the day were the 25ft jump by Greg and the bunny hops where Greg jumped over 9 kids lying down and later Greg lay down with the kids and Paul jumped over a total of ten people. That was when the crowd went wild. Rahul Mulani, an expert bmx rider from Mumbai, India was present there too. He did a few basic tricks and showed kids and other interested people how to do some basic tricks on a bmx bike. Paul and Ryan had a bmx which they let the people ride so that the kids could who had not tried bmx, can get the taste of bmx riding and ditch their x-boxes and get addicted to bikes. Some kids were good at a few basic tricks and those who were able to successfully do some tricks were awarded prizes by greg and paul, there were coffee mugs and helmets to be given away. There was loads of media attention at the event and in the end there was an Autograph signing session where fans could get autographs of the two stars of the show. Mongoose team riders, Greg and Paul increased their fan following by more than 12,000 that day. Cheers to Reaxion Cycling for Organising the event and Mongoose bikes to bring Greg and Paul for the show.



ADVERTISE HERE



MTBMAGINDIA

INFO: prateeksingh@mtbmagindia.com



It is really important to get your saddle adjusted to the right height according to the build of your body and also according to the kind of riding you like to do. This is what many people get wrong. And if you adjust the saddle wrong, it might result in hurting knees, backs and arms. It takes a toll not only on your body but also on your riding style. You might be unable to control, or push to the optimum level, face discomfort, etc. So here we show you how to adjust the saddle height and to get it right.

1- When going for long distance cross country rides, or when you ride xc bikes on not much difficult terrain where you have to pedal a lot, for eg- uphill climbs, you need to adjust it accordingly. Sit on the bike, put your right leg down till the lowest point of the pedal. Notice the position of your leg. When stretched on the pedal at its lowest, the knee should not be straight. Neither should it be too bent. A slight bend is all we are looking for. When you get your knee to a slight bend, that is the right height for you.

2- If you are a dirt jump rider, or like jumping a lot, put your saddle as low as possible. This gives you a lot of area to recoil when you take a drop on a hardtail bike, and gives space when getting air. Makes it easier to maneuver the bike on obstacle courses and jumps and drops.

3- When going downhill biking, The saddle should be angled backwards, and the seat post should be 5-10cm out of the seat tube. Having low saddle height allows the body to easily lean back and shift the centre of gravity backwards. But a bit of the saddle is needed between the legs, as sometimes it is need to steer the bike too on tight turns and corners.

Text: PRATEEK SINGH Photos: DIPAYAN ROY



TRICKNOLOGY

HOW TO ADJUST SADDLE (SEAT) HEIGHT

TRICKNOLOGY

HOW TO BALANCE A BIKE



Many people can ride a bike easily, but when it comes to balancing it or maneuvering the bike in tight corners or through difficult terrain, or narrow ledges most of us fail to do it properly. Here we show you the correct body positions and way to easily control your bike. This helps you get confidence on the saddle and try new things on your mountain bike. First few times, it may be difficult, but regular practice is the key. While balancing, the first thing you need to do is to get confident in riding. When balancing, keep your feet perpendicular to the ground, to get most ground clearance and also a better balance on the bike.

Here you see the rider, balancing the bike. It's better to stand up and maneuver a bike through rough terrain or through obstacles. You will also notice that the rider has one finger on the brake at all times. This is to control the bike and not stop it. No need to apply the brakes unless you really need to. It's just to tap and control the bike. Riding on narrow areas, you need to do balance your body and keep it centrally balanced. The main key is to look ahead. Plan a few moves ahead of where you are to ride smoothly. Otherwise things may go wrong. Look how the rider moves his body towards one side to maintain his balance on the bike. Also when you grab the

Biker must have on the trails

Text and Photos: Prateek Singh

1- **Allen keys** - the most important tool to be carried along while riding are allen keys. If you have a mini multi tool, it is even better as you have all the necessary tools packed into a tiny little apparatus and is easy to use too. If you don't, always carry 3mm, 4mm and 5mm allen keys and a Philip head screwdriver along with you. These come in handy to adjust brakes, Tighten headset, and adjusting derailleurs too



2- **Slime Skabs** - Tire repair patches can be your life saviour in case you get a metal piece or a thorn stuck in your tire, resulting in a flat. These scabs are hassle free and easy to use and come with easy to use tire levers and also a small scruffier to smoothen the tube



3- **Mini Pump** - After fixing the flat, you need to re inflate the tire. Now carrying a large pump is not easy in a backpack, as it won't fit, so, a mini pump does the trick. Small, compact and easy to use, you can re inflate your tire with ease and does not take up much space at all



4- **Slime** - You can always fill your tubes with slime and roll fearlessly. Slime is very helpful as it can repair tiny punctures itself and holds the air in. It's cool while racing where you don't have time to stop and repair your tire if you get a puncture. You may also opt for pre filled slime tubes. These tubes come with slime filled in them already. They are cool and have presta valves on them.



5- **Lube** - Always have good lube in your backpack and in your servicing area. Choose the kind of lube you use wisely. According to the kind of place you live in. There are a variety of lubes out there, choose the right one for you. Keep your drivetrain, fork stations and other moving areas lubed well to improve the performance of your bike.



6- **Degreaser** - A degreaser is a strong compound used to break down dirt and grime and clean parts easily and well. It is necessary to keep a bottle at the garage, not in your riding pack.





7- **Brush Kit** - A cloth is mandatory for cleaning a bike after a dirty ride but u need to have a specific brush kit designed to clean parts where we can't reach easily. The nooks and crannies, cassette sprockets, etc. Keep a kit at home to service the bike.



8- **WD-40** - This is a special kind of thin compound lube, used to prevent rusting of parts and also loosen stuck parts and remove squeaks and creaks. Do not use it on a chain and keep it there, as it will make the chain slippery. If you use it, do wipe it off completely.



9- **First aid kit** - Always carry a first aid kit while going on the trails to ride alone or with a friend as you never know when it might be helpful.

RIDERS PICTURE

rider: vincent shrestha
 photo: unknown



85

himalayan footprints
mountain bike tours

contact: +91-9830033896
+91-9163398100
e-mail: cleolaw@gmail.com

www.himalayanfootprints.net
www.trekinindia.com
www.abouthimalayas.com
www.aboutadventure.org

come explore the amazing trails of the north east with us

About Issue 001 - FEB / 2012

Publisher:

mtbmagindia.com / info: prateeksingh@mtbmagindia.com / www.mtbmagindia.com

Director:

Mesum Verma

Editor in Chief:

Prateek Singh

Editors:

Hans & Carmen Rey, Prateek Singh, Mesum Verma, Rohit Kuttapa

Design:

Mesum Verma

Photo:

Lars Scharl, Riley O'callaghan, Mesum Verma, Christophe Margot, Hansueli Spitznagel, Fred Leiser, Prateek Singh, Steve Riffel, Matt Miles, Drakeimages.de, Track & Trail, Suvankar Roy, Trek Bikes, Vibhavana Sharma, Dipak Kini, inspiredbicycles.com

Advertising:

Prateek Singh: prateeksingh@mtbmagindia.com

Special thanks to:

Praveen Kumar Singh, Bastian Dietz, Trek Bikes, Florian Brugger, Abhishek Pujar, Kunal Singh, Ajit Gandhi, Neil Law, Robin & Max Schmitt, Mohit Sood

© 2012 mtbmagindia.com ALL RIGHTS RESERVED

No part of this document or the related files may be reproduced or transmitted in any form, by any means (electronic, photocopying, recording or otherwise) without the prior written permission of the publisher.

