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EXPLORING THE UNKNOWN

EDITORIAL

The year is coming to an end, the end of a season. It's the time of the year to go shredding in the cold and grab a beer by the campfire at night. This issue is about going that extra mile to explore the unknown. Going to places not explored. In this issue we show how to service those drivetrains after the muddy monsoon rides and prepare them for the winter to keep that chain going strong and smooth. We interview Laura Brethauer from cube bikes. Hans Rey shows us how to tackle switchbacks on trails smoothly and with style we review gloves and Kunal shares with us his journeys into the unknown. Philippines uncovered on bikes and much more. Also get informed about latest events around the world So as we prepare for own trips and races, you guys read on, get stoked and go ride!.

RIDE ON.....KEEP IT REAL

Prateek Singh – editor in chief

Prateek Singh

PHOTO : daniel gratzer RIDER : fabian mitterhauser



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ENDURO

MOUNTAINBIKE MAGAZINE

Visiting "The smile of Asia"

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Text: Andrew Taylor Photos: Long Nguyen

With an estimated population of about 92 million people, the Philippines in Southeast Asia, officially known as the Republic of the Philippines, is the world's 12th most populous country. The archipelago encompasses 7,107 islands of which only 2,273 have a name and only 880 are inhabited. Together with his buddies Phil Segura (USA), *Linus Sjöholm* (Sweden) and *Niki Leitner* (Austria), adidas team member *Andrew Taylor* spent two weeks on the island of Cebu, introducing a different kind of mountain biking to the locals.



One of my favorite things to do as a rider is to explore new places and find new things to ride. I'm always thinking of new destinations. This year during my contest (AT's Showdown) I was working closely with Phil Segura who runs the SF Bike Expo and we realized we both had family on the same island in the Philippines. Phil's mom and dad were both born on the island of Cebu where the majority of his family is still located. My grandfather was stationed in Cebu while he was in the military and liked it so much that he ended up moving back to the South part of the island to a little diving town called Moalboal. Since we both had family on the island of Cebu, we talked about taking a vacation to the Philippines to visit family and do some riding. After we started looking into the riding opportunities on the island, we realized that the terrain was very different from anywhere we have ever been and that it could be a good place to do a full on riding trip. In fact, we thought it would be the perfect location for an adiridas team trip so we presented the idea to our sponsors and started planning it out.

Day 1

Devin Schmitt (videographer) and I began our trip by driving from Santa Cruz to San Francisco to meet up with Phil Segura, Anthony Adolfo and Long Nguyen (photographer) to catch our first flight to Hong Kong. There we met up with Niki and Linus. We all had our first meal in Asia and then barely made our next flight to Cebu. Once we landed in Cebu, Phil's family and my grandpa greeted us at the airport. We loaded up the truck and made our way to Phil's family's house in Cebu City. After we'd arrived we unpacked our things and started building our bikes. By the time we were finished we had all the local riders hanging around. We decided it would be a solid way to end the day, if we all took a ride through the city. So we all cruised through Cebu City dodging traffic and jumping whatever we could find. It was cool how we started with about 15 riders and then, by the end of the ride, we had nearly 30 plus riders. To end the day we chilled out at a cafe that overlooked the whole city.





Day 2

We started our second day by having some breakfast at the house and then loaded the truck with all the gear to head out to the local downhill spot called Purok Lubi, which means coconut village. We got to know a few local kids through facebook and they agreed to be our tour guides for the trip, so that's how we found out about all the riding spots in the area. Their names are Carlos Russel and Galvin Galan. Without these two guys the trip would have been impossible. After the two got to our house we packed up their stuff and headed out. To get to the riding spots we had to drive through the city and then out through a couple of villages. One was called "banana village" and another "coconut village". Once we arrived at the downhill trail we had an amazing view. You could see all the areas we had just driven through and also some of the nearby islands. We sessioned the downhill trail for the rest of the afternoon and got some of my favorite trail shots. The trail was really rocky and very narrow. Both sides of the narrow path were covered with spiky bushes and plants. There was one plant that stuck into you and made you bleed if you brushed against it. After our successful day on the DH trail we stopped at a little village store for some drinks and then scouted a quarry on the way back into town. Unfortunately we didn't find anything good on our quest so we headed back to Phil's family's house, unloaded and went out for a sushi dinner. By the time we had eaten it was super late so we headed back to the house to get some rest.



Day 3

Day 3 was a mellow travel day. We woke up early and loaded all of our things to travel from Phil's place in Manduae to my grandfather's place in Moalboal. It was about a 3-hour-drive South from where we were. We decided to head out of Manduae a few days earlier than initially planned, because there was so much pollution in the air that we really wanted to get to a less congested area. Plus we knew there would be more open land to scout and build around Moalboal. Besides Phil's grandfather had just passed away so his house was full of his relatives for a traditional 7 day mast and the funeral ceremony. Phil's family was so nice to hire some drivers and a truck for us to take us down to Moalboal. On our way we stopped by Suson Lumber, the place that Phil's family owns to pick up building supplies. Once we had the truck packed with rakes, shovels, and picks, we made our journey down the island to Moalboal. The drive down was cool, because we were in the back of the truck with all of our bikes and people we saw just cheered, because they were happy to see us. Traffic is chaotic in the Philippines – there are up to five people sitting on a motorbike and they are driving everywhere on the road, so you have to be careful. On our way we saw a lot of different areas and villages. By the time we got to Moalboal we unloaded our stuff at my grandfather's little resort and went to Maya's, a small restaurant right on the beach for lunch. Afterwards we found a scooter rental guy and lined up scooters for the week, as it would make scouting a lot easier. We decided to head out to the hills and look out for places to build and ride. It was cool, because on our last adiridas trip to Berlin we used a boat to get from spot to spot, but here we used scooters for transportation. The rental fee was unbelievably cheap. We each got our own scooter for \$30 for the whole week. We followed my grandfather up into the hills and started looking for zones and luckily we found a really cool natural big jump so we had that in mind. Then we searched in some cornfields for a drop and we found a drop spot. We actually didn't start building, but we had a few good spots picked out for the next day. By the time we were done it was getting really dark so we headed back. Since we were all new to the area and were a bit spread out we all got lost for a little bit, but luckily we made it back safe after a few wrong turns.





Day 4

We woke up really early to get the day started. After some good breakfast the cooks made for us at my grandfather's place we loaded the truck with all the tools and went back out to the spots we found the night before to start building. It was cool, because we had a couple of workers who drove the truck and we could follow them on our scooters. Once we got to the first spot, it only took us only 2 hours to get the first jump built, because we had so much help. Afterwards we headed up to the drop spot we had found, but decided we weren't going to build there, because the run-out was into a cornfield and we didn't want to make any of the locals mad by riding through their cornfield. Since we had hiked up to that spot from the road and found out that there was a huge cave nearby, we all hiked over to the cave to check it out. Some of the locals told us the running water through the cave supplied the whole valley with fresh water. After grabbing some lunch at Maya's we went for a swim out in the ocean. Later in the day we headed back out scouting for more spots to build. There wasn't anything where we could do jump shots, so our first few days were packed with scouting and building so we would have places to shoot at. The terrain around the area was really rocky and it was a bit hard to find good spots to build, but luckily we spotted a few more locations that day. One cool thing we found was a long goat trail that you could see from a road across the valley so we thought it would make for a cool shot. At the same spot we found the perfect place to build a drop and jump so we were stoked on that find. At this location there was a lot of bamboo, the perfect building material for our obstacle. The day was coming to an end so we decided to head back to town and get things ready to start building the next day. In the afternoon we enjoyed a one-hour massage for 300 Pesos right next to the ocean – a great way to relax for just a few bucks. we had dinner at a pizza place called "planet adventure" and met the owner, an Austrian guy who was a mountain biker himself and ran all sorts of outings and was excited to have us there. He had seen all the mountain bike movies and gave us a lot of useful information for the upcoming days. After a couple beers at the local disco spot we called it a night.

Day 5

Since we had only been building and scouting for a few days, we decided to bring our bikes to the spot that we found the day before to ride the goat trail we had discovered. We got some really awesome photos there as we found a cool view from the top of this roadside looking down on us on a cool single track trail. It was the first place where we were really stoked about the result. While shooting we had to walk down cross a little creek and hike up the trail on the other side – it was actually just a path to people’s houses. In the valley we were riding we found a really cool spot we thought would be good to build a drop that went into this bowl that would be the perfect place for a step-up jump. So we scouted that out, were really excited and talked with the landowners to make sure we would be allowed to build on the land we wanted to use. After we had it all sorted out and knew that we needed some supplies before we could start building, we decided to drive down the coast to build a berm on the beach at a perfect spot right off the road next to the water we had scouted the day before. All we needed for the berm were shovels and manpower so we started digging. With all the help we had it only took about two hours and we had the perfect berm looking out onto the ocean with palm trees. There were a lot of houses in the area so we had a huge crowd watching us. Then we all got geared up and ready to test it. We took turns sessioning it for a couple of hours until we decided we all had some good shots at this spot. Before we left, we gave the local kids who had helped some American candy. They were all so happy. We cruised back for some lunch and then over to the jump we had built the day before. We wanted to test it out and try shooting it during sunset, but by the time we had made it up and tested it, we realized that it had to be bigger so instead of shooting we ended up building it even bigger with a taller lip so we could do more tricks on it and make the shot look a lot better. We were almost finished when the owner’s mom came up and insisted that we follow her to her daughter’s hut to get permission to build. The spot where we had set up the jump was right off the road so we thought it was no man’s land... Well, it wasn’t. And the mother wanted us to purchase some land of hers so we could use here daughter’s land. In the end we convinced them to let us keep the jump and we would pay them 2000 pesos (46 USD) in return.





Day 6

Day 6 started off really slow, because Long and I got the same illness Devin already had. Since we were feeling sick we used the first part of the day to talk with the mayor of Moalboal about getting some dirt and using the town tractor to build a jump for a demo. When we arrived at the municipality, the mayor was not in the office yet, so we used the time to get some of our mopeds fixed up, because we had been riding them really hard. Devin went to see a doctor to get his blood tested making sure that his illness wasn't life threatening. Luckily he just had a real bad cold. After the slow morning we drove up to the zone where we wanted to build the drop-to-jump. We started building the ladder drop out of bamboo. It was cool, because we were just cutting down huge stems of bamboo and creating a freeride drop in the middle of the jungle. We were about half way done with the drop when my grandpa and I had to leave the guys to go the 20 kilometers back to town in order to meet the mayor to show him our videos and see if we could get the tractor and dirt for a demo show. When I presented what we wanted to do he was excited and had us meet the engineer to make sure they could get the jump made in time. He agreed that it would work and said he would have the tractor and dirt dropped off the next day. Right behind the municipality there was a perfect flat zone right next to the water. Since we were going to build the jump right there, we decided to make the roll-in from the top of a truck with wood so we went to the lumber store to order some coco lumber. Then we headed to another store to pick up some string so we could connect all the bamboo for the drop. By the time we got back, the guys had already half the drop framed up with bamboo and were connecting it with vines from trees so it was a true jungle style construction. We then used some of the string I had picked up to reinforce the drop. We had some helpers clearing out all the rock in the landing while Linus, Niki and I were putting all the bamboo together to make the platform so we could do the drop. We worked until dark, until the mosquitoes came out and started biting us. So we called it a day and hiked back out of the valley to the truck. We were all excited as the drop was half way finished. Beat from the day we passed out right after a pizza party dinner at my grandfather's place.



Day 7

Day 7 started out better than the day before. We felt a bit better so we decided it would be a good day to pick up some workers and try finishing up the drop-to-jump. On the way to the zone we picked up some supplies like a couple extra saws, more nails and a bunch of strings for our bamboo drop. We also bought plenty of water and baked goods and hired ten local workers to help us out. Day 7 was a full-on building day in the hot sun. We cut down 14 pieces of bamboo, each about 40 feet long and we made a really cool bridge out of it. Our drop is going to be around 15 feet tall by 15 feet long. We also built the landing for our step-up out of bamboo.

By the end of the day we still had a few hours of work left that we wanted to save for the next morning. We had finished the framing for the drop and jump and just needed to sheet the drop with plywood and add some dirt to the landing of the step-up jump - then we would be good to ride. In the evening we had a bunch of friends from home arrive with Phil. These guys just came out for the second part of the trip to check out the Philippines, to help, and to hang out with us. Once it was dark we started to head back, but halfway my scooter ran out of gas so I had to get towed back by Niki. It was so crazy hanging onto Niki's bike - I almost crashed a few times - that it made me always check my gas for the rest of the trip. After a shower we took the new guys around town. In the Philippines you order a meal for 5 to 10 people and it usually takes a couple of hours to fix it. So everyday when we got back we first ordered before we went back to our rooms, took a shower and hung out for a while before going back to the restaurant.





Day 8

We started the day with a good breakfast at the lodge – every morning my grandpa’s workers cooked us breakfast. Then we stopped by the jump demo zone behind the municipality to make sure things were going as planned before heading over to the lumber store to pick up 10 sheets of plywood to sheet our bamboo drop. The plywood was really expensive, it cost us nearly 6,000 pesos (140 USD), but we were running out of time and building the entire drop out of bamboo would have taken too long. The people here don’t use plywood a lot, they use the natural building materials they have to make houses like tin for the roof and bamboo for the walls and coco trees for the beams.

From the hardware store we then headed back to the drop-to-jump zone and unloaded all the plywood. It took some time taking all the wood down the super steep hill and across the creek, it was tough, but we knew it would be worth it as our spot was absolutely perfect even though it was out in the middle of nowhere. As soon as we had everything down in the zone, Niki and I started sheeting the drop using nails while the other guys finished the landing. After completing the drop we only had a little more dirt work, so we left some workers we had hired behind to finish up the landing while we drove back to town to make sure our demo jump was coming along well. After lunch we decided we now had enough dirt so we followed the dump truck out to the quarry to let them know that we were well equipped to build and were now ready for the tractor to build our jump for the show. Out at the quarry we found a really cool wall ride and decided to shoot it a few days later. The guy they had running the tractor had never built a jump before and due to the language barrier it was really hard to explain how we wanted it, so luckily I was able to convince the mayor to let me use their tractor to finish up the jump. While I was running the tractor, Niki, Linus and the other guys were shoveling and fine-tuning. There were a lot of the locals hanging around getting excited about our upcoming demo.

Day 9

Day 9 was our first official day of filming us in action. We had already shot a few trails, but this was the day we had all been waiting for. We had built all week and finally things were ready to go. On our way out to the drop to jump we made a pit-stop by the municipality to set up some speakers for our show the next day. Then we drove to our drop spot and got geared up to ride. After a bit of jump tuning we started our session. The drop was perfect, but we had to reshape the jump a little bit, making the lip a little taller and steeper so it popped us up higher in the air. Then we were good to go. It was the hottest day so far, so we did two 2-hour-sessions until we were satisfied with our shots, red in the face and beat. I was super stoked, because I really wanted to 360 the drop but wasn't sure if I would go for it, as we were in the middle of the jungle, far away from town, so it was a bit of a risky maneuver. When I decided to go for it I stomped it on my first try. I did it again to get another angle, but this time I crashed being a little over-motivated. Luckily it wasn't too bad, but I bent my wheel in half and broke my derailleur, so we called it a session at that spot. We pulled off all the expensive plywood and gave the owner two sheets in return of using his land. We also paid him for all the bamboo we had used. During our shooting we had so many locals from the villages around watching so it was really fun. None of them had ever seen anything like this before. Day 9 definitely changed the spirit on the trip. After working so hard in the red-hot sun for an entire week, we finally got some solid shots and got to ride a lot so everyone was extremely happy that day.





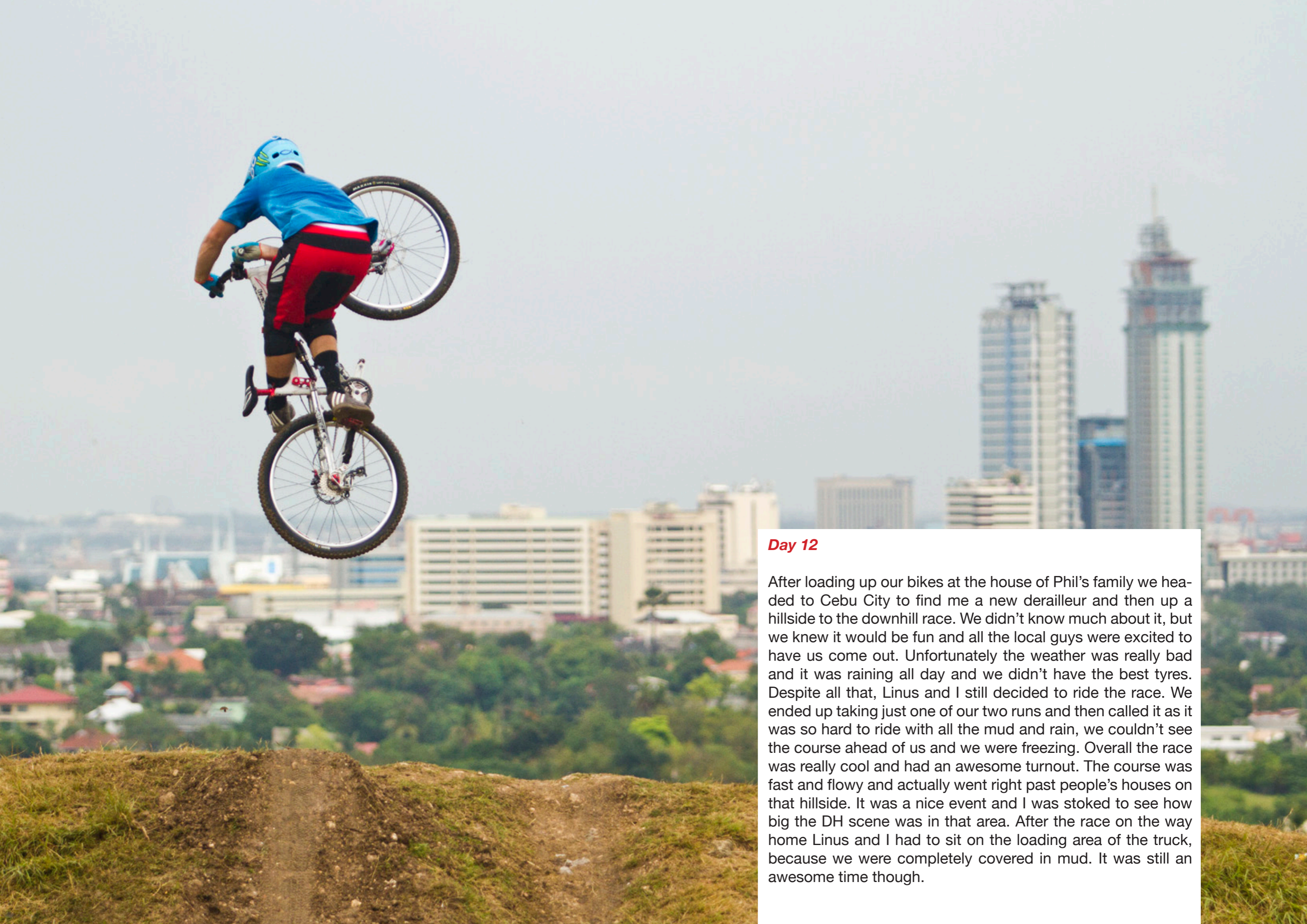
Day 10

After a long day of riding and a tough week of scouting and building, we decided to sleep in and start our tenth day with some snorkeling. Moalboal is famous for snorkeling so we thought it would be a cool thing to do while we were there. Later we went over to our demo jump to get things dialed in. Once we had set up the roll-in we realized that we wouldn't have enough speed for the jump so we got back into the tractor to build a big berm instead. Our idea was to get towed in by Carlos on the scooter. We hooked a rope to the moped and held on while he towed us into the berm. We found out that this worked much better. Around the time we were supposed to do the show it started getting really windy and sprinkling so we decided to call off the show for the day and reschedule it for the next day when the weather was supposed to be better. It was cool, because we did some kind of preshow before the weather got bad, so we had everything dialed in for the next day. After the demo we went home for a quick shower before heading back into town for an authentic Philippine dinner, like BBQ chicken. We found out that eating at the hawker centers was half the price than in the resort area and tasted a lot better.

Day 11

Our plan was to leave Moalboal after the show and after shooting at the quarry, so we packed all our stuff in the morning. Then we headed into town, got the demo jump all ready to go and started riding. Unfortunately it was still really windy, but we decided to go ahead and do the show anyway. We figured people would love anything we did, since they have never seen any dirt jumping before. There was a ton of people there and we did a show for about an hour. Then we drove to the quarry to shoot the wallride. We put up a lip right to the wall and got some of my favorite shots of the entire trip. Later we headed back to my grandfather's place to load up, say our goodbyes and leave for Manduae to participate in a local downhill race the next day.





Day 12

After loading up our bikes at the house of Phil's family we headed to Cebu City to find me a new derailleur and then up a hillside to the downhill race. We didn't know much about it, but we knew it would be fun and all the local guys were excited to have us come out. Unfortunately the weather was really bad and it was raining all day and we didn't have the best tyres. Despite all that, Linus and I still decided to ride the race. We ended up taking just one of our two runs and then called it as it was so hard to ride with all the mud and rain, we couldn't see the course ahead of us and we were freezing. Overall the race was really cool and had an awesome turnout. The course was fast and flowy and actually went right past people's houses on that hillside. It was a nice event and I was stoked to see how big the DH scene was in that area. After the race on the way home Linus and I had to sit on the loading area of the truck, because we were completely covered in mud. It was still an awesome time though.



Day 13

We woke up and it was still pouring rain so we decided to turn the day into a lifestyle and chill day. We went down to the beach and rented some wave runners to cruise around the sea for an hour. I think everyone really enjoyed this part of the day, because it was something different. Then we headed back into Manduae to get things ready for our final day in the Philippines.

Day 14

We woke up to more rain, but decided we would try and get some shots even though the weather wasn't the best. So we drove back to the DH track where the race was held. Since it had been pouring during the race we didn't get to cover it as we wanted so we went back to shoot the entire trail and get a few shots of the jumps on the track. We ended up shooting this one jump from where you could see the whole city in the background and got some awesome photos. It kind of reminded me of a jump we did in Africa, where we had set up the kicker ramp jumping into waterhole where lions hang out. We did some backflips and no foot cans, smaller tricks, as it was more for the view. We also did a bunch of top to bottom runs. During our first run I was filming Linus and Niki and as we got to the bottom I slid and fell off head first down a ten-foot cliff, but luckily I was ok. Later a stray dog accompanied me for the entire run so got some cool shots of me chasing a dog on the downhill trail. We ended our final day in the Philippines with a nice dinner with all the local guys that helped us out along our trip. Without all their help our trip would have been a lot harder.



Day 15

We all had the same first flight to Hong Kong with an all day layover, so we decided check out the city. After we landed, we took a couple of taxis into the center of Hong Kong and stayed in town all day to explore the city and check out the culture. Finally it was time to head back to the airport and catch our final flight home. It was a real treat to see Hong Kong, one of the best places I've ever visited.

Overall our trip to the Philippines was a really good one for me, because I got to visit my grandfather and explore and ride in a third world country. It was definitely not the easiest place to take a riding trip, but it was fun. In the end we were all very happy with what we found and built, the things we saw and the people we met.

Laura Brethauer

interview

Today will be the good old days of tomorrow, so enjoy the moments you have now instead of already missing the past or waiting for the future.

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Laura, tell us a bit about yourself? How did it all begin?

My little brother Luis (who just rode at the Olympic BMX Race in London!) started racing BMX in 2000 but I was a huge horse fan at this time and not interested in this “little boys sport”. So it took me 3 more years until I ever watched a BMX race and I just did because my mom wanted me to help selling cakes and stuff at a race on the local track. But after this day I directly started riding and racing BMX by myself.

ALL PHOTOS: TOM BAUSE



Why did you quit BMX and get into mountain biking?

One of my BMX friends started racing 4X and also some of the 4X racers joined the BMX practice and they all said that I should try 4X because its good fun and so I did and I really loved it. First of all, with a MTB I wasn't afraid to jump as much as I was with a BMX and jumping and manualing is the best part of riding bikes. And also the atmosphere at the races was different than at BMX, not so serious, it was all about having a good time, a little party at night and a great race with a super loud cheering crowd. Most riders were in my age and came with friends, not with their whole families like at the BMX races, where overambitious mummy's and daddy's come with their huge mobile homes to push their kids sports career all weekend. The German 4X races were way more self organized and so it was all more familiar between the riders. First I still raced BMX and 4X together but since I also started to ride Freeride, Downhill and Enduro. I have no more time for BMX.

How did it feel to change from 20" to 26"?

As I said, on 26" I wasn't afraid to jump or manual as much as on a bmx. With the suspension it's not too bad if you don't hit the landing exactly. But the main difference was, that with a mountaibike you could go more into the nature, you don't need a perfectly built BMX Track for having fun, a little walking path through the woods can be so great already.


What discipline do you enjoy the most except for 4x?

Hard to say... what I ride the most right now is Enduro, Pump-track and Bikeparks. That's also the best Mix I think!

You are studying environmental engineering, how do you manage professional racing and studying together? Is it tough?

A lot of people ask me if this isn't too tough, but no, somehow it's not. It's perfect, as long as I'm a student it's no problem to take a day off for a race, event or photo shooting. And I really need to ride bikes as a compensation for working and thinking in front of a computer.



A mountain biker wearing a white helmet, blue shorts, and a black backpack is riding down a rocky trail. The background features a vast mountain range under a blue sky with scattered white clouds. The biker is leaning forward, focused on the trail ahead.

Apart from riding your bike, what are the other things you love to do on a perfect day?

A perfect day starts with a little sleep in, then a loooong breakfast and after that I need to do something outdoor, no matter if biking or skiing in the wintertime or doing any other sport... but most of the time I end up Mountainbiking somewhere since there are enough different possibilities: Enduro, Pumptrack, Bikepark, BMX or 4X Track... But the perfect end for the perfect day is meeting some friends and drinking a “Radler” together (That’s Beer with Lemonade which is called “Biker” because it doesn’t make you too drunk to ride home with your bike).

Tell us about your achievements in biking.

I became National Champ in BMX in the Junior Class in 2005 and I’m already 5 times National Vice Champion in 4X. But I’m really proud of winning both unofficial National Championships of Pumptrack. This year I started at the Mega Avalanche for the first time and I ended up 25th of 100, and i also had some good rankings in other enduro, freeride and also Downhill races which don’t sound great but are more like some personal achievements because I can see that I’m still getting faster.



Worst experience on a mountain bike?

I hate these moments when I'm on a race and there is something like a big double or gap which is definitely the fastest line and I feel like this is a size I still can do and also have to do for a win since some other girls do it, but I'm afraid of it. So I feel under pressure and most of the times I also already know that in the end, it's not a big deal to just jump it... That's such a terrible feeling, you start thinking about never ride or at least race bikes again. But if I finally manage to just jump it, it always feels great.

When did you decide to take mountain biking up as a profession?

I would call myself a semi professional. I don't earn money with my sport but I don't need to spend money on it also. I just decided that it can stay like this for a few more years since I finished university this summer and I will start working for university now, but it's a part time job, so I have enough time for riding bikes!

Favorite place to ride in the world?

Puuuh, there are so many good places. I think it's important that you are happy with the spot you have right where you ride at the moment... But I will visit whistler soon, so I'm excited how I will think about my actual favorites like Finale Ligure, the Alps and our Home trails after I come home again =)

What does biking mean to you?

It's not a just a sport, it's a lifestyle and a statement for loving to be outdoor with friends... Right now I can't imagine to ever stop riding bikes.

Any words for the riders out here in India?

Go out and ride =)

WHERE THE STREETS HAVE NO NAME

Text: Kunal Singh Photos: Praddy Singh

The city weekend was looming ahead and there were the usual things to look forward to - movies, meet non-hardcore people, dafuq hobby classes or visit malls. Activities for which there is pretty nothing much to write about. Well so then there was a plan that we needed to leave in any direction towards the Himalayas, as long as the elevation was respectable. To hell with weekends in the big city. After an 8 hour drive we found ourselves in Chakrata. Steep hills, huge boulders, ideal place for an undisclosed mountain warfare training school. Yeah whatever, so we mount our bikes and do what needs to be done. The place is beyond ideal for mountain biking. Its got everything for beginners to advanced. We found meadows to roll around to hard core rock strewn trails amongst thick forests.

For unadulterated fun all you need to do is land up in Chakrata and you have 3 options: For meadows head to top of Budhrej at around 2500 meters. Home of Miola caves which are supposed to be huge and need to be visited with guides. We had seen enough sequels of Saw/ Wrong turn movies and decided against going into those kind of places.



Fog comes in within seconds and disappears soon too. With a sheep herder moving around with an axe, our doubts were confirmed. Please don't get discouraged to visit the Miola caves, we have become paranoid staying in big cities. All the sheep herder wanted was to meet 2 crazy guys on cycles on top of his mountain. Even the sheep/cows kept staring at us. We were proud of our celebrity status. Coming back to the trails around Budhrej. The main trail starts from the forest rest house and in 1 hour goes up to the Miola caves. On top of the trail you are greeted by rolling meadows in all directions. With time on their hands bikers can explore multiple trails heading into villages. We rode along the meadows and since our time management skills are legendary, we managed to meander along the meadows till sundown. So going back was extra special as we went beyond our riding skills and almost did the whole trail jumping over big rocks. This was obviously not related to our skills but an inability to see the size of the rocks in semi darkness. The trail is an excellent intermediate to advanced ride, depending on your speed.



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Filled with right mix of roots, rocks, moss and awesome huge trees. There are some spots which are rock-star status and can be done by the likes of very few people. So we also decided not to try our semi rock-star status on these parts and chickened out. Mid-way we met the Forest rest house caretaker. News had spread in the village that 2 crazy dudes had went up with cycles. He confirmed with his friends over his mobile „ yes these bewakoofs (morons) are here riding with bikes and no reservation to the forest rest house“ So we accepted to stay at his place. As usual we didn't care about where we stay as long as we had 2 raw dead chickens in the bag. A better option to stay is always the Forest Rest house.



Book one amongst the 3 Forest rest houses in the Chakrata area through a freak DFO „madam“ in a town called Kalsi. Approx 50 km before Chakrata.

Somehow the night was way longer waiting like hungry dogs for the chicken to be cooked. The damn caretaker and his pal ate more than the allotted share. After 4 hours of climbing/riding, manners go through the door. The 4 of us would have put dogs to shame the way we ate. But the meal was the best we had eaten in a long time. F*ck KFC. However, the night sky was spectacular. Couldn't really accept that it was the way it was meant to be. So Morpheus was right: reality is out there. We have eaten the blue pill and chosen to remain in the illusionary world. F*ck KFC!



Next day we went on to explore Devban top at an elevation of almost 3000 meters. There is an uphill 4x4 ride to Devban of around 13 kms. Best option would be to park your car and hire a pickup jeep from Chakrata market when you arrive in Chakrata. That would leave you free to come down multiple trails and reach either Chakrata or Kanasar from Devban top. The trail to Chakrata starts behind the Forest rest house on top of devban. The caretakers were busy playing cards and were hardly bothered about two guys asking for trail directions. As soon as one of them saw us gearing up and riding, the whole bunch came running out of their gambling den. We were off on to our new discovery.

This trail was again paradise for all types of riders. Unfortunately we did just 2 kms of this trail as it is a long 7-8 kms of downhill to chakrata and our car was parked right on top of the hill so we decided to turn back. There was another 9km exotic trail and our key target trail to Kanasar from devban top. It is supposed to be an excellent one as the trees around Kanasar are one of the biggest we have seen and are also supposed to be the largest ones in Asia. We were short on our time and had to head back. Damn the riding was over and it was time to go back to the blue pill world.



**HIMALAYAN
TRAILWAYS.ORG**

explore the himalayan trails

garage

Text and Photos: Prateek Singh

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once we start riding, we learn stuff on our bikes, riding and stuff, but eventually the more we ride, the more we need to take care of our bikes. if we love them, they will love us back and perform better and last longer.

here we teach you how to take good care of your drive train, to ensure longevity of the chain, cassette and the derailleur and also for smoother shifts.

drivetrain



STEP 1

ALL we need is a cloth, degreaser, brushes and lube.

put the bike upside down (the best way to service a bike if you don't have a hanger)




STEP 2



wipe the chain clean with just a cloth to remove the excess dirt and grime

STEP 3



take the degreaser, dilute it with water, (the more the grime, the lesser the water) and put into a spray bottle.



STEP 4




spin the chain, and spray the solution all over the chain. let it stay and break down the grime for some time.

STEP 5

using a sprocket brush; clean the areas between two sprockets on the cassette. clean the whole cassette.



STEP 6



Clean the nooks
and crannies of
the front derail-
leur.

STEP 7



Clean the crank wheel

STEP 8



using a cloth; clean both
the pulley wheels properly

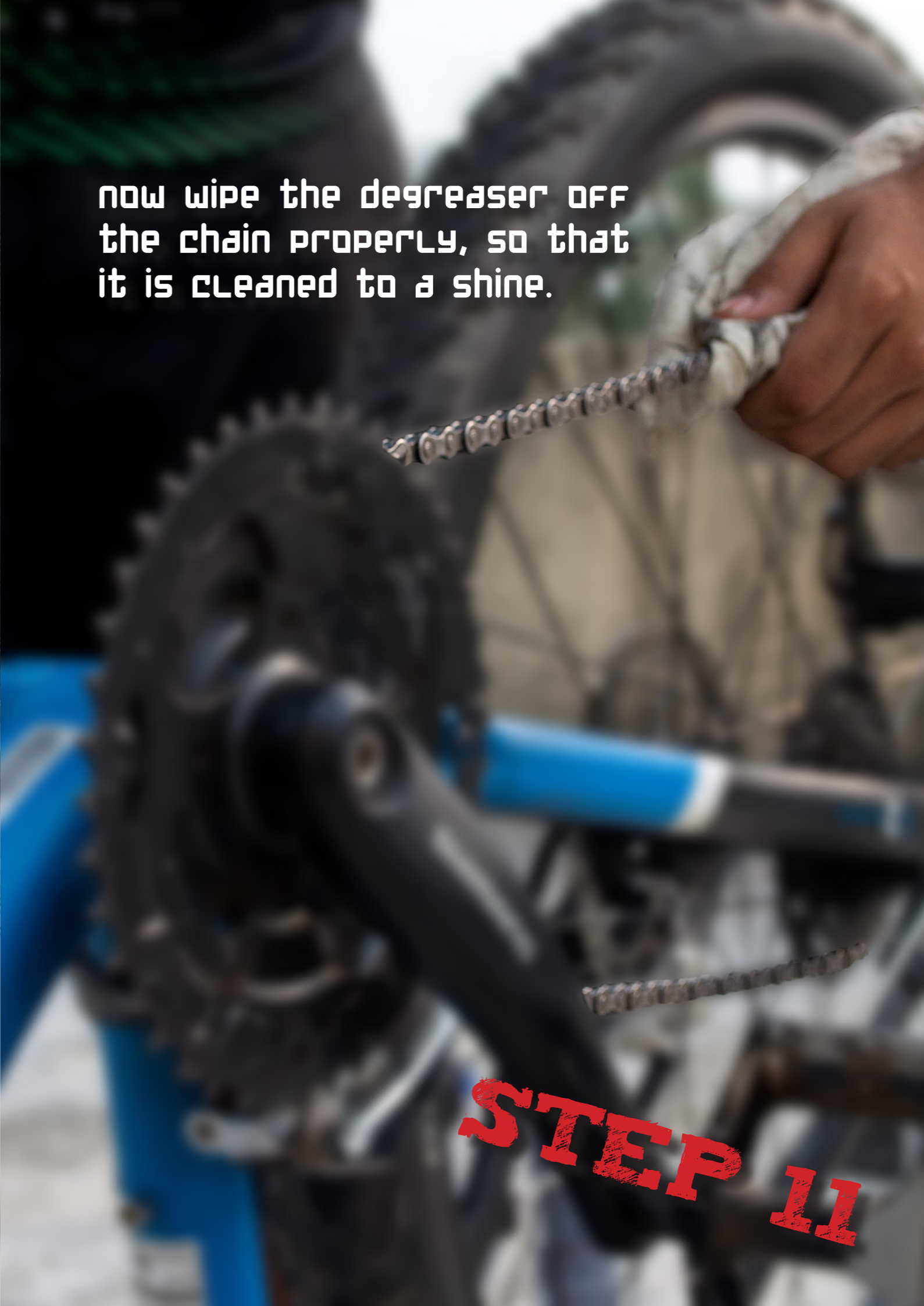
STEP 9



clean the cage and body of the rear derailleur, all nooks and crannies.

STEP 10

now wipe the degreaser off the chain properly, so that it is cleaned to a shine.



STEP 11

Lube the pulleys and chain liberally using teflon based lube and spin the chain shifting several times causing the lube to set between the links where it is needed.

Wipe off excess lube and dirt properly. Excess lube only accumulates extra grime.

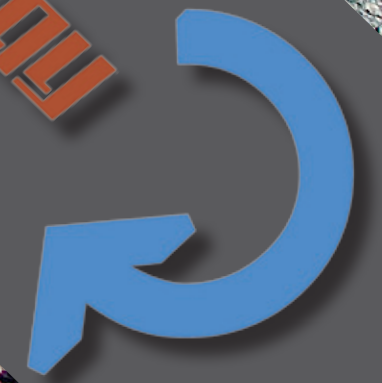
STEP 12

ride on !!

As we ride those Himalayan trails, facing swithbacks is inevitable.
Hans Rey show you how to tackle them properly and with style.

photos: MESUM VERMA
text: HANS REY

TRICKMODE



tricknology

WITH

HANS NO WAY REY **switchback**

General Info: Every Switchback and every turn is slightly different from each other, therefore there are different techniques a rider can use. As more techniques a rider knows the more choices he or she has. It also depends on your main goal; do you want to be as fast as possible, as save as possible, etc....

Some techniques can include a power slide, which will be initiated by sliding your rearwheel, with the help of your rear brake, around a corner - this technique can be faster than rolling - but it takes a lot of finesse and its not always save or possible.

A rider can also hop around the corners by hopping the back wheel to the outside of the turn (at the beginning of the turn), or hopping the front wheel to the inside at the exit of the turn. This technique is necessary at very slow and tight turns.

The technique described in the following photos is when its possible to ride the turn without hopping or sliding. By the way, its possible to apply a combination of all techniques.



Rolling around a tight switchback. Approach the turn, standing on your bike with your favourite foot horizontal forward (my favourite foot is my left foot). At very tight switchbacks I sometimes change feet, so my outside foot is the forward foot - that gives me more control to get off the bike if needed or to control the bike around the turn. Try to ride as wide as possible to the outside as you approach the turn, that way your turning radius will be bigger which makes everything easier.

Your arms and legs should be slightly bend (they are your shock absorbers). Find the right point of the turn (this varies from turn to turn) when to turn the front wheel. In this turn I decide to run the front wheel at the very inside of the turn. That way i will stay away from the exposed edge, I ride the turn more in the fall line and I have room to hop my back wheel to the riders left side, if the turn gets too tight.





Turn the bars, shift your body weight behind the seat and your butt to the outside of the turn. (Please note, when you ride steep and tight switchbacks you need to lower your seat - it will make everything much easier and safer). As steeper a trail gets as more I lower my heels to the ground. (look on the photos, my heels of my shoes are below the horizontal line of my crank arms), this helps to get your centre of gravity lower and further back, it also makes it easier to get off your bike if necessary - please note the only way to get off your bike is to the inside or behind your bike.

Continue to roll slowly through the turn - don't try to rush it - find the perfect and best line for the front wheel, don't worry too much about the back wheel - it will follow automatically - but be aware of the terrain and loose rocks or uneven obstacles that could make you throw off balance. If you are good enough and the trail is smooth enough you can make a small nosewheelie and move at the same time your back wheel further to the outside - this takes a lot of finesse - practice first in a safe situation. Remember to have your weight far back, in this position the smallest step can make you flip over the handlebars if you are not prepared.



Now you are approaching the exit of the turn - use the whole width of the trail, that means now you can aim with your front wheel towards the edge of the cliff. After you passed the apex of the turn the danger of flipping over is much smaller. Make small corrections with your brakes, steering and body movement constantly. For example, if you come to a rock in your way, lift the front wheel on top of it or over it, so you don't flip over, Important it to take your time, don't try to rush it. Patience are important. Notice my body position on the bike is similar than when I just do a track stand on even ground, that shows that my balance is good and stable, except that I have my weight far behind the seat, to compensate for the steepness of the mountain.

Enjoy the ride

Hans Rey

Text: Kunal Singh

Photos: Praddy Singh

So after racking out brains in office life continuously for a few months, my cousin and me decided enough is enough, we need to head to the hills with the bikes. After a bit of research the location was narrowed down to Binsar in Kumaon region of Uttranchal. Bags n bikes packed we took off late night so tht we cud use the weekend fully for searching and riding trails. The place is a 7-8 hour drive from Delhi. While entering the Binsar forest reserve we knew that we had found the perfect place to shred. The main govt accommodation is a forest rest house (FRH), which is a good 11 km drive uphill and in itself gives you the goose bumps. As its a fully fledged protected reserve with a very narrow road leading up to the FRH.

Once at the top the view from the FRH is awesome as you see all the biggest peaks like Trishul from the grand balcony. The sunsets and sunrises are good for photography. But we weren't tourists, so we assembled our bikes quickly and before the nice FRH staff could realise what was happening we were off. Now the real joy in going to a totally unexplored place is finding your own trails. Luckily we took the easiest option which took us to another vantage view point for the Himalayas.

However since the place is a reserve forest I was a bit on the lookout for wild animals. To my surprise I saw a rather harmless deer charging away from us, who was taken by surprise, probably as they don't expect humans to come on cycles in those areas! The best part was that we had 3 sightings of these creatures who shot past after getting startled by us.

The trails were perfect, a bit of climbing and then downhill rewards and then again be same pattern throughout the trail. The vantage point was really a great location to view the Himalayas again.

Exploring Binsar



But then our desperation to do some more trails came over again and we picked up a steep over the edge route, where we thrashed the hell out of our bikes. Sometimes to know your limits is the best skill that you can have while doing new trails. But the fools that we are, we threw caution to the winds and tried everything on offer and obviously ate dirt more than making the perfect turns. This behaviour is very similar to staying-off liquor or women for long periods of time. The results are the same!



After enough bike and body battering we went back on our trail and managed to reach before complete darkness took over. But we did see multiple trails on offer to keep us restless till the next day. The food at the FRH was awesome. Or rather the usual riding had made our diet change in 24 hrs. We were eating 3-4 times our usual intake. There is something about cold places and mountains that makes you go to sleep before 10pm. The place runs on generators and has electricity for just 3 hrs so that also explains the rather early sleep! Still better than the usual facebooking and checking out girls on the net, we were the drunken sleep monks without any old monk in our systems. No nonsense sleep till morning. So much for us city dwellers that it was as if some miracle had happened.

The morning sunrise has to be seen at 5am to see the sun rays fall on Trishul and the other peaks. Well that's what was written in the travel books that we read. We did wake up and said fuck it who the hell wants to see that and slept back. So we woke up at the customary 9 am and hogged pretty well for the day ahead. After answering the usual curious handful of tourists we started off. We were super excited and wasted no time in starting up on the new trails we had seen the day before.

The trail was super hot and for us it can be called a fairly technical trail for the permanent novices that we are. Good mix of rocks, roots and reggae. As we were dressed up in reggae colours too, we believe in style over substance you see! Back to the trail, one thing that separates bikers from show offs is that they carry spares. We are in between that category as we did carry spares/puncture kit, but smartly enough forgot a basic pump in our kit. My cousin drew a flat in the first jump he made.

Now that was horror for us. Before we could do some real trail riding our lack of a pump made us look like jackasses rather than bad asses.

So the plan was drawn and in a minute it was decided my cousin drags his cycle back to FRH and gets the car down to a midway temple meeting point. I selfishly carried on. But as fate would have it I over confidently took a very steep trail and managed to reach the road falling/carrying my bike more than riding. Finally reaching the temple I saw another route go up into the hill. So my cousin waiting sadly below in the car I pushed up my bike till almost the top of the trail. Elated at my achievement I was raring to go. Now the cycle gods aren't too kind to selfish riders who leave their riding partners behind. The first damn jump in the first 5 metres of my run, I got a flat rear. I couldn't believe my dumb luck. Most of the wild animals out there must have been wondering at an idiot on a cycle cursing in the middle of nowhere. So all the way down on my foot, damn this was turning into a flop show. So now it was my cousin's turn to laugh at my misery. We both decided to get the punctures repaired and come back to explore the same trail. A bit of electronic music in the car and we were pumped without a pump. Cycle repair wallas are obviously easy to locate and somehow we found one only after 15kms of searching.

Got the stuff repaired and went back to holy mountain. This time took both the bikes right to the top of the mountain. We decided to take it easy on the minor jumps as they were causing the punctures. We however forgot that resolve and started shredding like maniacs all over again. This time the reward for all the dumbness was paid and we did reach the bottom in one piece. The trail is easily one of the best we had ridden on. It can be called intermediate but with speed its a proper downhill track. It is easy to find once you reach a Temple midway on the Binsar Forest Reserve road.



We were obviously elated about the whole ride and as customary we started our show off jump sessions for the lone cow herder and a forest guard. Both must have had a good lol later as our jumps weren't really pro level. They did try out our bikes and were more than happy to ride them. So we rode back down on the narrow road/track to the forest gate, and in between we found a good photo session area that needs to be further explored.

We hope to go there someday again as it remains an unfinished business for us as well. Rides in Uttranchal and himachal are everywhere. For the more serious riders, there are countless trails that can be found all around the Binsar forest range. All you need is the right attitude and a pump to make a dash at them!



TESTED

SPECS  REVIEWS

tester / photos / text : PRATEEK SINGH

661 comp glove

the tested section features the stuff we get our hands upon and try it out so we can tell you how the product actually is and if its worth spending the money on.

When you live in a country where the thought of full finger gloves means sweaty hands and uncomfortable riding, you need a glove that can give you the feel of a half finger glove with the protection of a full finger. The comp gloves are the ones you need to go riding in the dirt park, shredding the trails or wherever you want to ride. These gloves offer maximum comfort, optimal protection & hardcore performance.



the comp from 661 is a glove that fits pretty well on the hand and feels like thistledown

DETAILS

The comp comes with a 4 way stretch Spandura mesh back for amazing comfort and feel.

Neoprene and molded TPR protective pads for optimal protection.

A washable synthetic leather palm for amazing grip while shredding hard

Power mesh to create a perfect fit, and keeps the glove cool
The comp glove feels like a part of you once you slip them on. The finishing is smooth and detailed. Fits snug on your hands and keeps your hands happy even during all day riding. These gloves keep it cool during the hot days but will not protect you during harsh cold conditions. The back of the thumb has a terrycloth sweat absorbing pad or “sweat wiper panel” to wipe off the excretion of hard work. The grip and feel on the bars feels strong and the braking fingers have hard silicone rubber imprints on it, giving more grip while tapping those levers. The closure has a Velcro strap which helps adjust the tightness around the wrist.



the mesh around the fingers allows for complete ventilation and a snug fit.(left) you can see through the mesh , showing how much ventilation we get.(right) Chill dude..these gloves say.

ON THE TRAILS

The gloves feel good, the mesh in the finger slits allows air to go in as you ride, keeping those fingers well ventilated and cool. The comfort of a half glove in a full finger. Wear them all day and you will not mind them. The fingertips fit snug too. The protection is given by a 2mm thick layer of molded TPR pads on the palm region to protect the palms during crashes. Also you can use your touch screen phones without a hassle. There is not too much cloth on the palm giving it a second skin feel on the grips. All in all, you can ride all day wearing them and take them off at the end of the day and meet fresh hands. Oh yeah....they look good too...

the polymer rubber im-prints for those grippy lever taps



The moulded tpr and neoprene pads which protect the palms can be seen inside the gloves.Outside they are concealed by a washable synthetic leather outer.



OVERVIEW

The 661 comp is an amazing glove to ride with during any time except the peak of winter. They feel good as if molded around your hands, they grip well, they keep cool and let you enjoy the riding. They feel as soft as women's underwear and can take a beating on the trails. They might be less tough than the other high end gloves out there, but for the price these come for; they are the best gloves you can get. All you need from a glove is all the 661 comp gives you at a price where you won't cry if they rip off after few months of shredding.



rider: angie hohenwarter | photo: tom bause

GRAND SLAM







rider: fabian mitterhauser | photo: daniel gratzer



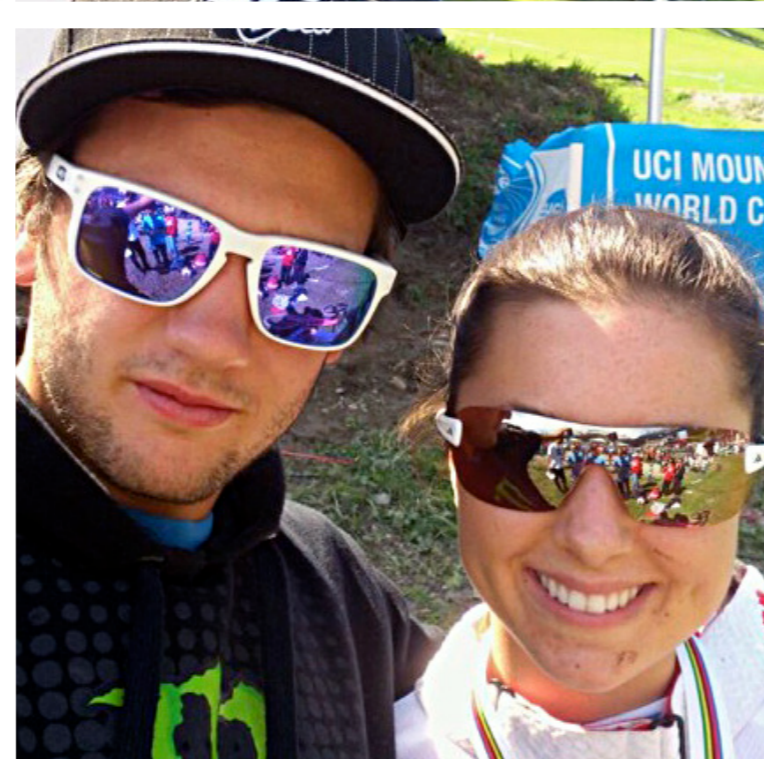
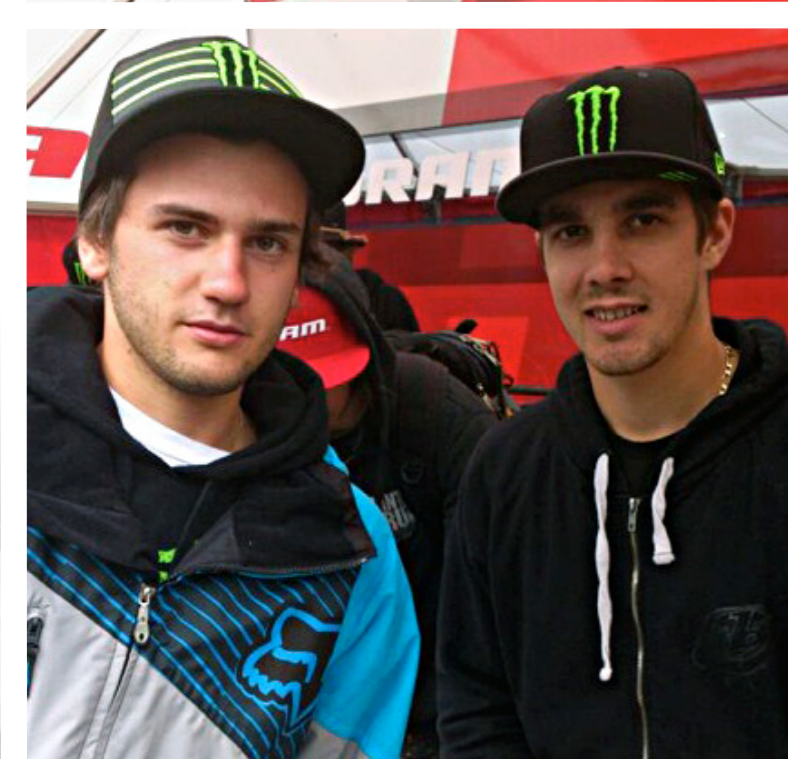




WHATS UP??!!

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

racing and events



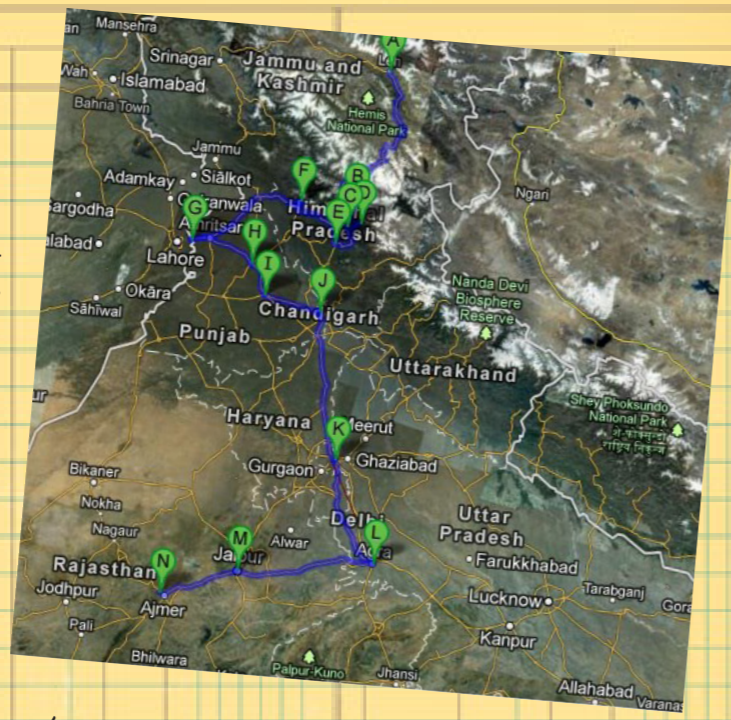
WORLDCHAMPIONSHIPS IN AUSTRIA-LEOGANG 2012

Photos: Fabian Mitterhauser / Riders (From top left to right) Sam Hill, Holly Feniak, Monkey Vasquez, Tarek Rasouli (From bottom left to right) Menon Carpenter, Steve Smith, Gee Atherton, Holly Feniak



i am coming home

Two idiots.. Two beautiful cycles... along the high road.. the almighty twisted road.. no road at all... a thousand smiles in our minds.. a billion encounters waiting to happen.. from Leh to Bangalore... across 9000 kms of a beautiful country we call home..



A few thoughts shared, a few moments were spared and over a cup of tea we realized what it was, that we wanted to see. It was India! Our journey will take us through 9000kms of this majestic country. We are two Indians - Naveed Mulki and Ris-habh Malhotra who are going to embark on a long and twisted journey from Leh to Bangalore. We intend to take the high road, the long road, the almighty twisted road and sometimes, no road at all.

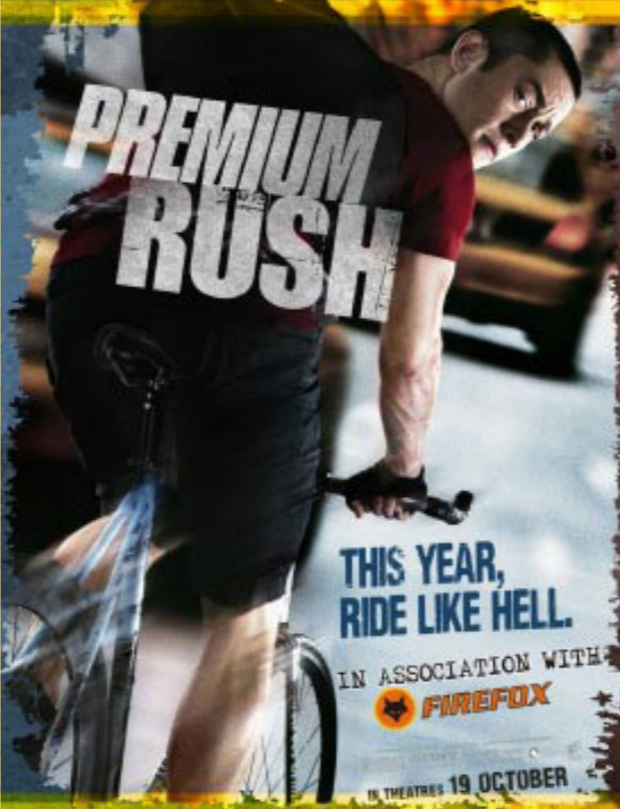


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photo: RED BULL / IAN HYLANDS
rider: ANDREU LACONDEGUY

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BIKERS READY TO TAKE
ON LEGENDARY FREE-RIDE
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DESERT LANDSCAPE**





photo: RED BULL / JOHN GIBSON
rider: BRETT RHEEDER



TOP 3	
KURT SORGE	79.75
ANTOINE BIZET	79.00
LOGAN BINGGELI	78.50
ANDREU LACONDEGUY	74.00
TYLER McCAUL	71.00
JAMES DOERFLING	50.00
THOMAS VANDERKAM	32.50
KYLE STEWART	5.75
THE NON	

photo: RED BULL / IAN HYLANDS
rider: KURT SORGE

AND THE WINNER IS:
KURT SORGE



photo: RED BULL / CHRISTIAN PONDELLA
rider: KURT SORGE



zerolevel
an extreme sports magazine

NOVEMBER 2012 | ISSUE 1

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INFO: ps.mtbmagindia@gmail.com

FELIX BAUMGARTNER
BREAKING THE SOUND BARRIER
NATIONAL DH CHAMPIONSHIP NEPAL
RAJKUMAR TAKES THE CUP HOME
XDL CHAMPIONSHIP
BILL DIXON | LUKE EMMONS

ZERO PROFILE
MESUM VERMA
DIRT FEST
PAST AND THE FUTURE



ZEROSTORE



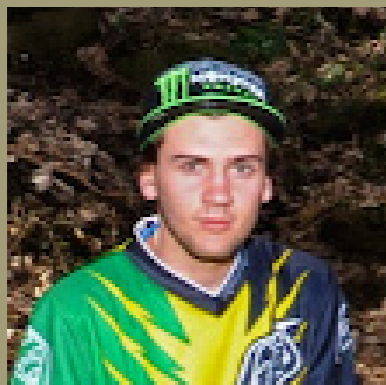
DIRECTOR:

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:

Andrew Tayler, Prateek Singh, Hans Rey, Kunal Singh, Naveed Mulki, Rishabh Malhotra

Design:

Mesum Verma

Photo:

Tom Bause, Daniel Gratzler, Long Nguyen, Prateek Singh, Mesum Verma, Praddy Singh, Matt MacDonald, Thomas Knecht, Fabian Mitterhauser, Christian Pondella, John Gibson, Ian Hylands

Advertising:

Prateek Singh: ps.mtbmagindia@gmail.com

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