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DREAM BIG RIDE HARDER

EDITORIAL

Winter is fading, spring time! Harbinger of a new season of shredding and fun. The bikes are itching to be ridden. As the snow melts and the new leaves grow on the branches, the joy of summer and the spirit of riding emerge within us. We bring you issue 5 where we teach you how to do ride down stairs properly and fast. We bring to you the words of Nino Schurter, the 2012 cross country world champ!! A trip across the subcontinent, awesome reviews on iXS clothing and much more... for all those who take biking as a religion **Dream Big** and to realize them, **ride harder!!!**

so get those bikes out of hibernation and rip those trails.

RIDE ON.....KEEP IT REAL

Prateek Singh – editor in chief

Prateek Singh

PHOTO : mesum verma RIDER : brendan fairclough

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B



ISSUE 5

**WE NOW HAVE
A FORUM!**

**ASK, SHARE, KNOW
RIDE!!**

**DISCUSS ABOUT
BIKING STUFF WITH
BIKERS FROM
ACROSS THE
COUNTRY AND THE
GLOBE!**



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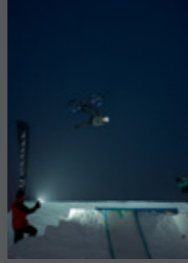


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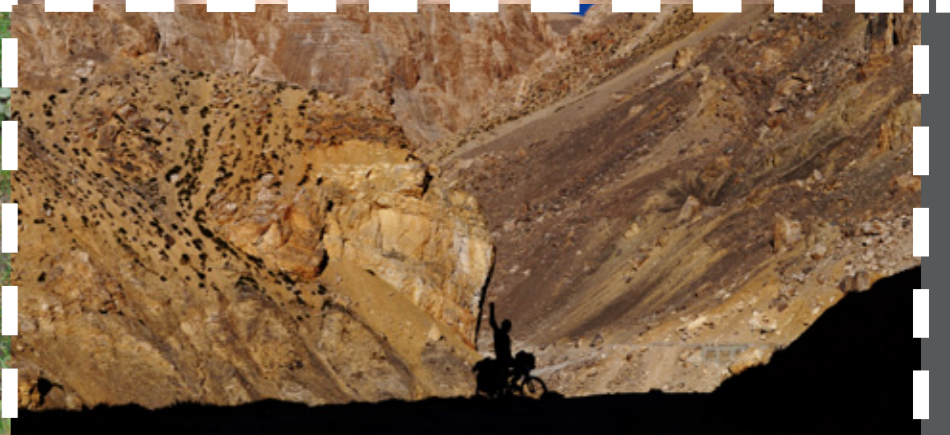
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zerolevel
an extreme sports magazine



mesum verma photography

“When you travel, you don’t only get a new perspective on the world,
You also get a new perspective on home”

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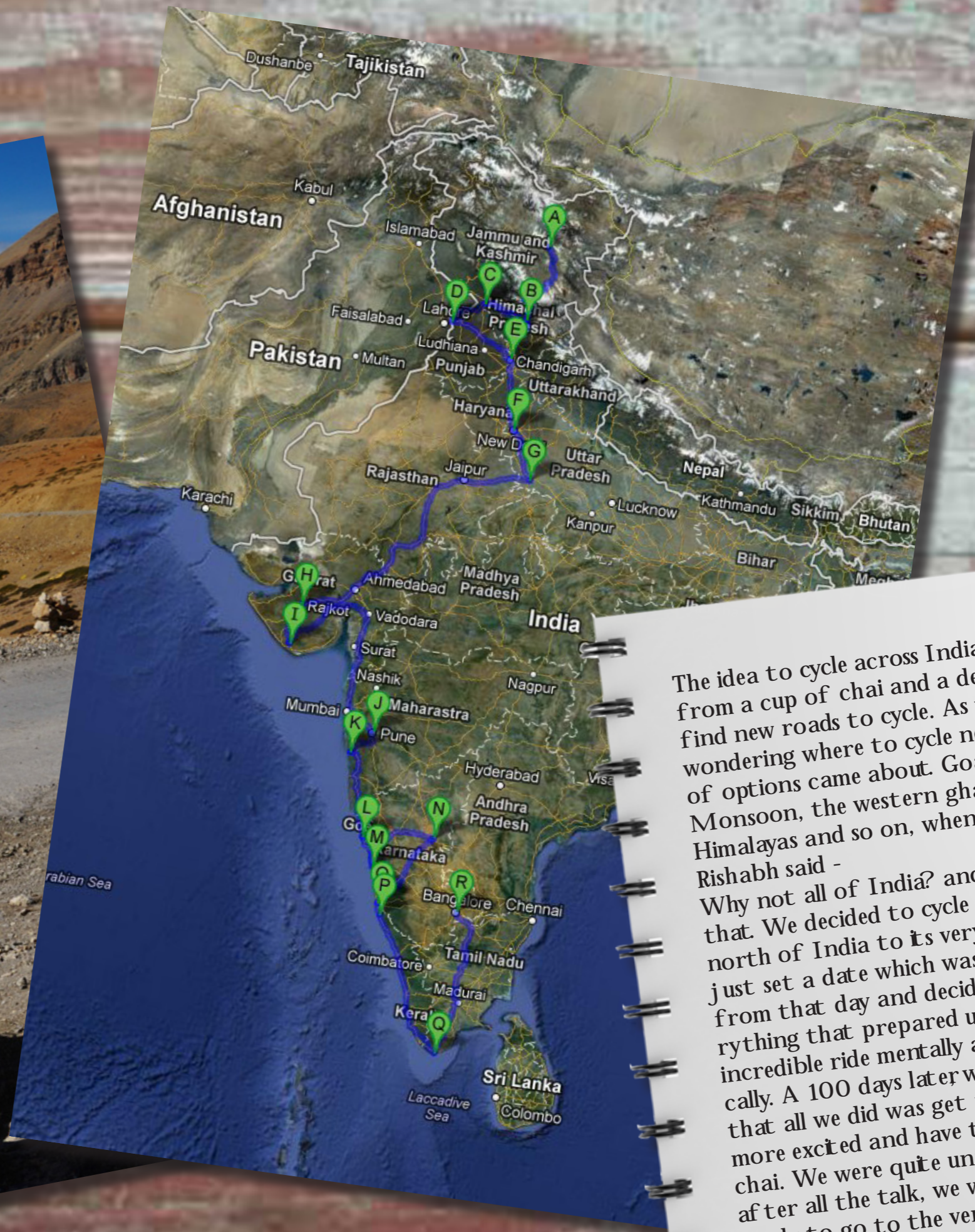


Two guys, two bikes, and one crazy idea.
To bike across the Indian subcontinent.
Rishabh Malhotra and **Naveed Mulki**,
decided to cycle across the country and they did.

So they set off... travelling across the country on bicycles saying...

ॐ बल टोलिंग होलडे

Text and Photos: Naveed Mulki & Rishabh Malhotra

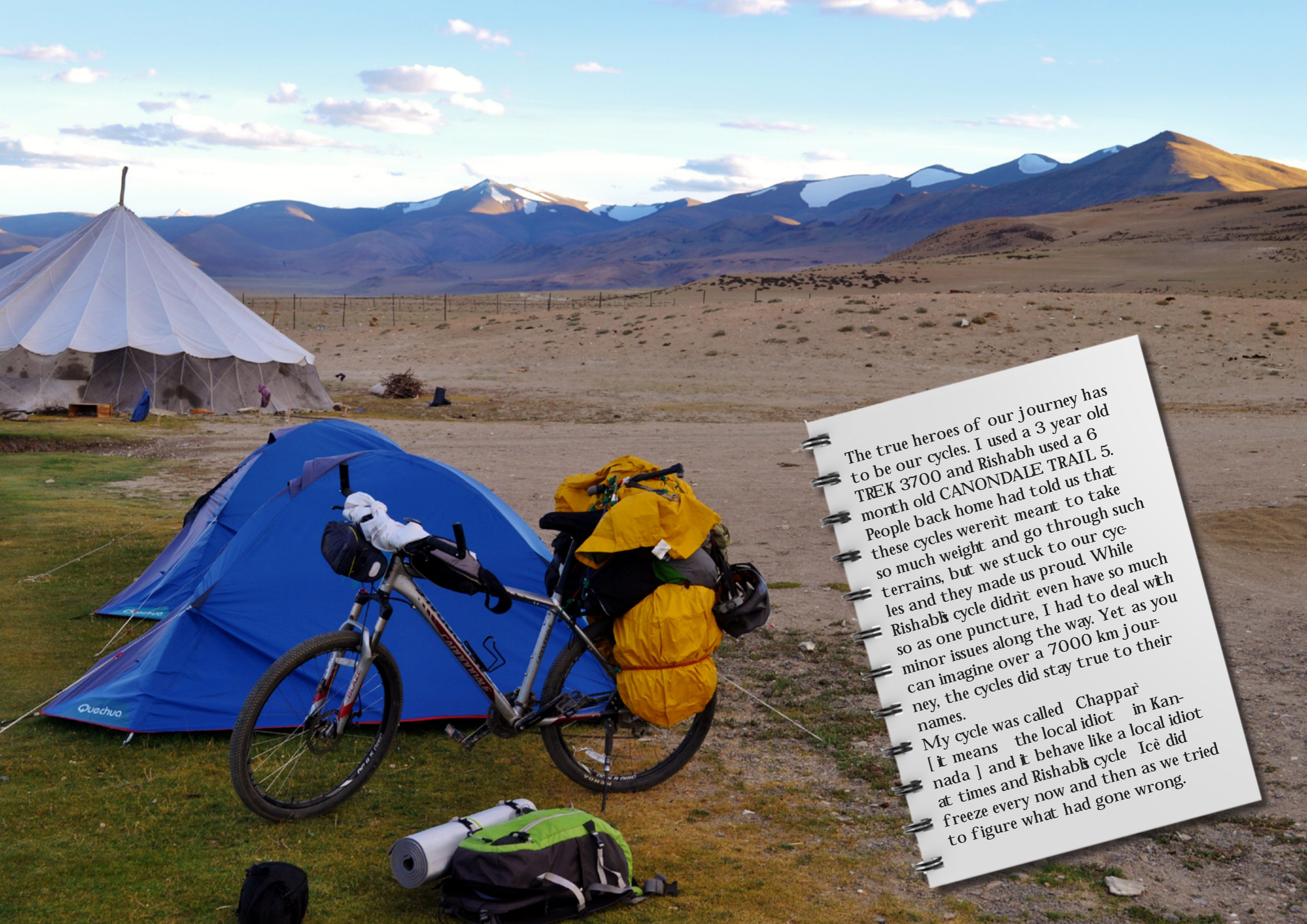


The idea to cycle across India came from a cup of chai and a desire to find new roads to cycle. As we were wondering where to cycle next, a lot of options came about. Goa in the Monsoon, the western ghats, the Himalayas and so on, when suddenly Rishabh said -

Why not all of India? and that was that. We decided to cycle from the north of India to its very south. We just set a date which was 100 days from that day and decided to everything that prepared us for this incredible ride mentally and physically. A 100 days later we realized that all we did was get more and more excited and have tons of more chai. We were quite unprepared but after all the talk, we were finally ready to go to the very tip of India.

We had decided to start in the Ladakh region of Kashmir as the weather only permits a good 4 months of riding in that region and we had to be there in the summer. Ladakh though incredibly beautiful, is also an incredibly hard place to cycle because of its altitude, bad roads and long never ending climbs. Our first ride was the hardest, we hadn't put any of our weights on the bikes yet. We just cycled straight up the road and a 100 metres later we were panting like chain smokers, unable to go any further. We then sat to wonder if we could actually do this thing. Despite the first setback, we kept cycling for a week around Leh and the panting reduced, and we started to respect the mountains. Soon enough, we reached Tanglangla, the second highest mountain pass in the world. We crossed it after a lot of mental turmoil and then passed out like we had never passed out in our lives. The journey truly began after this incredible mountain pass.





The true heroes of our journey has to be our cycles. I used a 3 year old TREK 3700 and Rishabh used a 6 month old CANONDALE TRAIL 5. People back home had told us that these cycles werent meant to take so much weight and go through such terrains, but we stuck to our cycles and they made us proud. While Rishabh's cycle didnt even have so much so as one puncture, I had to deal with minor issues along the way. Yet as you can imagine over a 7000 km journey, the cycles did stay true to their names.

My cycle was called Chappar [it means the local idiot in Kannada] and it behave like a local idiot at times and Rishabh's cycle Icè did freeze every now and then as we tried to figure what had gone wrong.

SIACHEN BRIGADE 208

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The route we had decided earlier was to go through Leh-Spiti into Uttarakand and then hit the plains, the deserts, the ghats and the coast all the way to the southern tip. Yet we had to change our route every now and then because of the weather flood reports and cycle issues. We ended up hitting Manali earlier than planned and decided to go towards the greener part of the Himalayas towards Mcleod Ganj. For anyone who wants to a real climb, I recommend the insane climb from the city of Mandi to Mcleod Ganj. It will really test you



खार्दुंग ला की सबसे ऊँची मोटर गाड़ी...
यहाँ से शुरू होकर हमने 11 मील तक की दूरी तय की...
यहाँ से शुरू होकर हमने 11 मील तक की दूरी तय की...
यहाँ से शुरू होकर हमने 11 मील तक की दूरी तय की...

USE



Despite the great level of difficulty in the cycling, we were often empowered by our own discoveries of our land. Me and Rishabh were often speechless at the beauty that surrounded us and the depth of the people that we met along the road. We have been surprised all along the road. From Dhaba owners treating us when we are sick to truck drivers telling us the most profound things. We never had to look for insights into our country because it came at us from all directions and it completely overwhelmed us. We would often sit at the end of the day and such instances would just pop back in our head as we try to make sense of it all. In the end, we would just end up smiling like idiots, eager to see what was in store for us the next day. Sometimes we were so intrigued by the people and the place, that we often just set up camp and stayed there for a couple of days.

We learnt something every day and it quickly overwhelmed us. 5 months seemed like 3 years because of the amount of things we experienced. I think at the end of it, we have changed completely. We think differently now, the questions we ask are different, the answers that come to our mind are different, the choices and ideas are different. I think that the road has truly become an extension of home for us. While we called our trip I am coming home, we never really thought that our home would now extend up to 7000 km.



The biggest problem we faced was when Rishabh started to have a niggling pain in his shoulder muscles in Punjab. Rishabh is a guy who fights through anything, so a little pain didn't matter much to him. He continued to cycle despite his pain getting worse by the day. Soon enough, we were in Bombay and his pain had dramatically increased. He couldn't move his arm and could not even feel it. He still decided to fight through it and cycled to Pune which is pretty much a mighty climb and to this day, I can't quite believe that he did that climb with all that weight with just one hand. It was in Pune, that the doctors decided that he had to stop to save his hand and that truly changed the dimension of my journey. At this point we had finished 4000 km in a 100 days.

After Pune, I cycled alone for 15 days till Pankaj Singh joined in me Goa and then finished the ride with me. It was also quite intriguing for me to see Pankaj go through the same motions that me and Rishabh went through in Ladakh and it was a joy to see him getting out of that comfort zone and really enjoy some intense cycling. In the end, we had done a total of 7000 km in 145 days across 13 states and Union territories. We had pretty much cycled through all sorts of terrain and we realized that we had truly come home.



NINO SCHURTER

INTERVIEW



Photo: Alex Buschor

1 Nino, you are the current XC World champion, tell us, in short, the story to where you are today.

I'm already in full training for 2013. I want to have a strong season as world champion.

2 When did you start biking, and when did you begin doing it professionally?

I started racing at the age of six. After I was the junior and under 23 world champion, I turned pro when at the age of 22.

3 What was the first bike you used to ride?

A SCOTT. And that's what I'm still riding...

4 How was the feeling when you were signed for the Swisspower mtb team?

It was a great opportunity for me. From the beginning of my career I knew I was in the right hands. Hence I did not do too many mistakes at the beginning. That's why every year I raced for that team I was successful.



Photo: Karin Schermbrucker



Photo: Karin Schermbrucker

5 What other disciplines apart from xc, do you enjoy?

I like ENDURO racing apart from xc cycling. I also enjoy cross country skiing races once in a while.

6 What went through your mind when Jaroslav Kulhavy, took the win in the final sprint in the 2012 Olympics?

Right at the finish it was a big disappointment for me. I had the victory in my sight, but at the end it slipped away. After a few days I realized that silver at Olympics was also a great achievement. I did one of my best races of my life- so now I'm happy with silver as well.

7 What is your secret mantra to winning races, how do you keep you endurance and mind focused?

It's a puzzle of a lot of things that have to go right if you want to win. Endurance is just one piece of the puzzle. Riding skills and especially to be mentally strong is just as important.

8 Do you enjoy training?

Yes I do. Mostly ... Sometimes when the weather is bad it takes a bit more motivation-but normally I love to exercise.

9 What other hobbies do you pursue other than biking?

I like multimedia stuff to relax when I'm home or on the road. The real hobbies are outdoor sports such as skiing, back country skiing or moto-cross

10 Favorite food?

Asian

11 Favorite tunes?

Coldplay

12 Favorite bike?

SCOTT scale 700

13 Favorite trails?

Flims- Switzerland. It's very close to my hometown.



Photo: Thomas Frischknecht



Photo: Marius Maasewerd

14 Kindly tell us the feeling when you stand on the podium being crowned world champion

It's a great release of pressure. I'm proud for what I achieved. It's a very emotional moment.

15 Have you ever ridden in India? The majestic Himalayan Mountains?

Not yet. I like the Asian culture and want to go ride there one day. Especially in the Himalayas, They are impressive mountains.

16 What do you feel about riding in India?

No matter where you ride in the world, riding a bike is the best way to explore a country.

17 Any words for the avid bikers here in this country?

Most important: keep up the fun! Go out and explore your neighborhood. You will always find some new trails to ride on.



Testrider:

DENNIS

Text:

Jeffrey Archer

Photos:

Mesum Verma

Ever thought about a serious bike ride with your kids?

Normally the ride ends at the border of any fun trail, as kids bikes are usually either too big or too heavy. Imagine that a child is around 25 kg, and the normal bike weights 12 kg.

The bike we review is called *Beinn 20* and ideal for kids of the age of 5 to 7 at a height up to 125 cm. The bikes weight is an incredible 7.8 kg!

But not with the Islabike Beinn 20 kids bike! The bike is designed, built and equipped to make every child and his dad more than happy! The manufacturer Islabikes (www.islabikes.co.uk) is located in England and purely focused to build children bikes for the first ride until the professional race career.



The parts in use are carefully selected to fulfil the needs of a children bike, lightweight for an affordable price. To meet this target a special light stem and handlebar have been developed by Islabikes, only to use on kids bikes! 7-Speed shifting is provided by Sram and does an excellent job as the grip shift shifters just work perfect with small hands.

Little brake levers for kids as well as a small saddle complete the specific package.

The bike is rolling on 20-inch Kenda tires with a nice profile for fast tracks.

Our test rider *Dennis* (4 & 1/2 years old) got his bike on Christmas last year. The winter trails around Zürich are quite muddy at this time of the year.





Even though he was able to learn extremely fast how that bike works. After a couple of rides he was able to shift his gears and brake hard at the corner. The geometry fits well for his height (106 cm) too. He feels very comfortable on his bike and already tries a lot of new stuff with it!





The bike has a lot of potential for kids if they really like to ride serious. The equipment works just brilliant and all components are selected with one goal in mind - get a lightweight bike for a great value! The price is affordable (299.99£) or (22,000INR) compared to other kids bike from big players. Dad's dreams come true and the young son or daughter will join his weekend rides soon...who knows maybe to win a world cup someday!!!



trickmology

RIDER: prateek singh PHOTOS: rahul majumdar

How to ride down stairs

When we ride the trails, we often come across sections that suddenly dip and have rocks and roots strewn all over. In the beginning, these might be challenging but if you do it right, they are real fun.

tricknology

RIDER & TEXT: prateek singh
PHOTOS: aryadeep ghosh (JAM)

Steep slopes need the proper body position to be negotiated properly. A great way to practice is on a staircase. Once you master a standard flight of stairs you are ready to take on real steep slopes and trails even if strewn with rocks. Before you hit the stairs, make sure there is enough space at the landing to slow down after you ride down. Also there should be some space before the step down to get the wheels rolling. Make sure the saddle is not too high and do not use the front brake.

Step 1 - Start about 7-8 feet from the stairs and pedal to gain momentum.



Step 2 - As you approach the first drop, be confident and stand on the bike and do not slow down. Don't be too fast either.

Step 3 - Just as the front wheel drops shift your body weight toward the back shifting your center of gravity over the rear axle preventing you from toppling over or losing control. The shift to the rear wheel depends upon steepness of the flight of stairs. More the steepness, more you need to move your ass to the back.



Step 4 - Use your legs and hands to absorb impacts and bumps. Keep the limbs relaxed as stiffening up causes lack of control.

Step 5 - As you reach the bottom, slow down and repeat till you gain confidence and then try to be faster and faster.

Practice hard and hit the trails...
feel the difference in the confidence level you feel while tackling steep stuff.

CRASH



rider: marco jaggi | photo: matt macdonald





location: chatel | photo: flo smith



rider: gee atherton | photo: predrag vuckovic

Photo: Trek

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a few words with

Gary Fisher

– The man behind the birth of the sport, from a road biker to the inventor of the mountain bike to a visionary speaker! We have a few words with the man who dreamt it all ... before it began!

We know that you're the father of biking...can you give us a brief insight as to how it came to what is it today.

Well, when I started, I was a road racer and I started road racing when I was 12 and I loved road racing. But I had some high school friends and they said, "You gotta come out and ride on the mountains with us", and I did that. It was off-road, and the bikes were completely primitive and this was in 1970-71. And I need to change this, I obviously put gears on the bike and I put really powerful brakes, because previous to that, you go out to ride with 6 guys, and 3 would wind up dragging the parts behind em. They couldn't ride the bike up, the bike would break. Also, you go out on a single speed coaster brake bike and you spend 80% of the time pushing your bike up the hill, so I wanted to change that, and I thought just putting gears on the bike, really wide range of gears and super powerful brakes was obvious, it needed to happen.

I built my first bike in the September of 1974 and, with immediate reaction, my roommate wanted one and I made one for him and then his friend wanted one and I made one for him and I wound up making about 20 bikes that year, it was a mongrel bike, we called them mongrel bikes with those big motorcycle handlebars, motorcycle brake levers and everything, but I still was a road racer, I was still, I was a first category road racer and really what I wanted to do was be a top road racer and I was really good friends with Greg LeMans and I was on his team when he was very young and umm, I did very well and I went to Colorado, Colorado Springs in 1979 because I was trying to be on the Olympic team, and I was very close to being on the road racing Olympic team but in 1980, our president, Jimmy Carter decided to boycott the

Olympics, so the team wasn't going to the Olympics so I thought to myself, well, okay it's time to start the company. So my roommate, I talked to my roommate Charlie Kelley, who was the guy who put up all the repack races, let's start a company and make these bikes. At that point, the bikes were called clunters, ballooners, bombers, there was no definitive name. And so I thought of the name mountain bike. Mountain bikes, our company and that became our name. We never trademarked the name but it was the original name when we started making bikes in 1979, we started that company in September. In the first year we made a 160bikes. Which was a lot compared to our other competitors at the time. And in the second year, we made around 1000 bikes and we used, all the frames were from Tamaritchi, he was a friend

of mine, and got him and he built so many frames, it was fantastic. And I was the one and my partner Charlie was the one, we'd import the parts, we'd assemble the bikes, we did the sales, we did all the design work and everything and it really worked well.

Because to start a craze, you need three things, you need a great design, you need to have, a lot of publicity, hype and the third one is you gotta deliver ... , the guys like Joe Breeze were making 10 bikes a year, others were making 15-20 bikes a year, we were making over a 1000 in our first years.

Well it makes people; it makes the whole thing spread.



Photo: Trek

„both these sizes
are for different
people, riders
with different
attitudes“

Do you feel, the riders of today are doing good in continuing the legacy of mountain biking that you started with all the new disciplines coming in and the sport growing vastly?

Well, the thing that I think is the most fantastic is the skill level, and I must say that the guys in Vancouver, and up and up civic North West, those are the guys that took the skill level of riding a bike to a whole new level and I'm also amazed by the trails that have been built. They are fantastic, the most fun ever and of course the equipment,

I mean I would have never have dreamed we would have the kind of equipment, the rocket ships and space machines that we do. Carbon fibre, titanium, suspensions, drivetrains etc. All the good people that have come to the industry have made such fantastic machines.

What bike do you personally ride now?

I ride a super fly sl, and I also ride a rumblefish and I ride a, u know a new trek madone road bike and a cyclocross bike. I like to do it all. And of course at

home, we live, my wife and I live in the middle of san Francisco and we do all of our shopping by bikes and so we have our shopping bikes, cargo bikes.

26" or 29" ?

Well, I personally ride 29ers right now. Well, you know, both these sizes are for different people, riders with different attitudes. A 29er is easier to ride over obstacles and is for the ones who want to go fast and enjoy the trails laid back. Whereas a 26" is for the one looking for

adrenaline, he wants to jump around and whip his bike, hardcore action stuff. Both these sizes are different and serve a different purpose. And I'm sure both of them are here to stay in 10 years' time.



Gary shredding a „Clunker“ he made. Back in the 1970s.

Photo: Trek

Gary at a press conference in New Delhi 2012



Photo: Prateek Singh

Favorite trail of all time

Well, I think for, a spiritual experience, it's the avenue of giants. About 225 miles north of San Francisco is the world's largest redwood trees. And they are like huge and you go right through that you feel like an ant. Like when you come around the corner and a dinosaur will come around or something. Its so timeless, ageless, and just an incredible experience. I love going on that ride out there because, its a 20km climb, then you come down this mountain and then halfway down it turns into like a vegetable tunnel, and

then you get down to the river, then its 18 miles back to the start and you go through the redwoods and it's unbelievable how big they are and when you go in the summertime and there is a river next to it, and when it gets hot you just jump off into the river, its perfect. As far as you know the spiritual experience it's my favorite, but in terms of having fun, there are so many places now that have incredible trails now. And you know, the best trails are the ones built by mountain bikers.

Briefly enlighten us with your achievements in racing.

In racing? Oh man ... i guess the best one was in the repack race because my record on the repack course, the downhill, because nobody's beat it. That was a really good time.

And my other favorite is the trans Alps race, the very first one because, I with my partner, we won all seven stages in the masters and that was just a beautiful race.

Do you see potential for the sport to grow in India?

Yes I see a lot of potential, umm. There is a lot of outdoor space, there are a lot of people that understand the goodness of riding a bike and how the body helps the mind, you need exercise, you need skills development in order to make your mind developed. Like this is a nation of great intellect,

a lot of people that really think. So I think it's a really easy fit. Also there are so many spots that can be done and now, everyone needs to get together and work together, the mountain bikers and create places to ride, more places to ride and build more trails.





Photo: Jaspal Singh

Have you ever ridden in the Himalayan Mountains?

No, but it has always been a dream of mine. I like altitude. My favorite riding in the states is in Colorado because the altitude, just again, the Himalayas are higher.

Your long hair once got in the way of your career, what went through your mind then?

The thing is I felt these guys were stupid and it was actually an Englishman, Walter Gilman, he was the district rep for California and then a bike rider in Berkley, two years later got thrown outta court, you know. What was going through my mind was like "wow. I love my sport but this is ridiculous.

What do you feel about the riders in India?

Yes, umm ... i think there is a big future for mountain bike here, fun, competitions, because the mountain bikers I've met, they've got the spirit, they've got the right spirit and they've got big smiles on their faces, and that's what this is all about.



Photo: Trek

WHATS UP??!!

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

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The firestorm mountain bike challenge 2013 was the first major event in India this year.

It saw around 150 riders from India and abroad participating in the one day bike challenge. A one day xc race its perfect for beginners to get a taste at racing. The track was relatively easy, with a few technical sections (not that technical) and downhill sections (not that steep) to increase the challenge. Overall, it was fun and a nice one-day event.

Results

Expert Category

- 1st - Luis Canto Moniz (Portugal)
- 2nd- Johan Bentick (Holland)
- 3rd- Marco Ferrario (Italy)

Womens

- 1st - Ms. Kavita
- 2nd- Ms. Anita Groser

Enthusiast Category

- 1st - Himanshu Kumar
- 2nd - Pardeep Kumar

Women

- 1st - Ms. Monika





LEOGANG WHITESTYLE

Whitestyle is one of the major events in the year planner of the FMB world tour (Freeride Mountain Bike). Its slope-style on snow! One of the raddest events of the year! This year we were there to capture the action.

Fabian already lives not far from the venue @ Leogang and Mesum had travelled all the way from China to visit old buds and family and had to be there for the event!

We met up with Sam Pilgrim and Brendan Fairclough and many more pro riders and partied hard with them and saw them work their magic on the course. This year's event was rad like every year. Mother nature was playing a few tricks on us ut nevertheless the riding continued and the radness prevailed.



Photos: Mesum Verma
Text: Fabian Mitterhauser

We arrived at 14:00 in Leogang. First of all we had to find the accreditation to get our press tickets, it was raining the whole day since morning and it was kind of warm. On the side of the course there was a little track where the pros and other guys

could test some snow bikes. Looked like fun there but we could not try that because of our clothes (no riding gear)! Qualifying runs at 16:30 was cancelled because of bad weather conditions ;(



The authorities agreed on having practice from 16:00 till 18:00 o'clock and after that the finals with all the riders. Martin Söderström had a crash so he couldn't start this day and we never saw him at the course or at the after party.

The jumps were gnarly and the riders went big till the finals. First two riders were on the course and then fog came on the track and they said that they couldn't ride the whole course.



rider: sam pilgrim

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The jumps were gnarly and the riders went big till the finals. First two riders were on the course and then fog came on the track and they said that they couldn't ride the whole course.



So they did only the last jump and make a best trick contest! All the riders were at the start of the last jump and then, the fog went away and the finals could be started! So all the riders went up to the start and then the fog came up again.

The fog was like teasing the participants. After 2 long Hours of waiting the best trick contest could be started. Not all riders did that competition but the riders who did, belted out massive tricks!





Like Pavel's winner trick back-flip doubletailwhip and some rad front flips. All in all it was a good time and we met a lot of riders and friends, the best trick contest was nice to watch and the party was legendary like every aftershow party with us mountain bikers.

Results best trick contest:

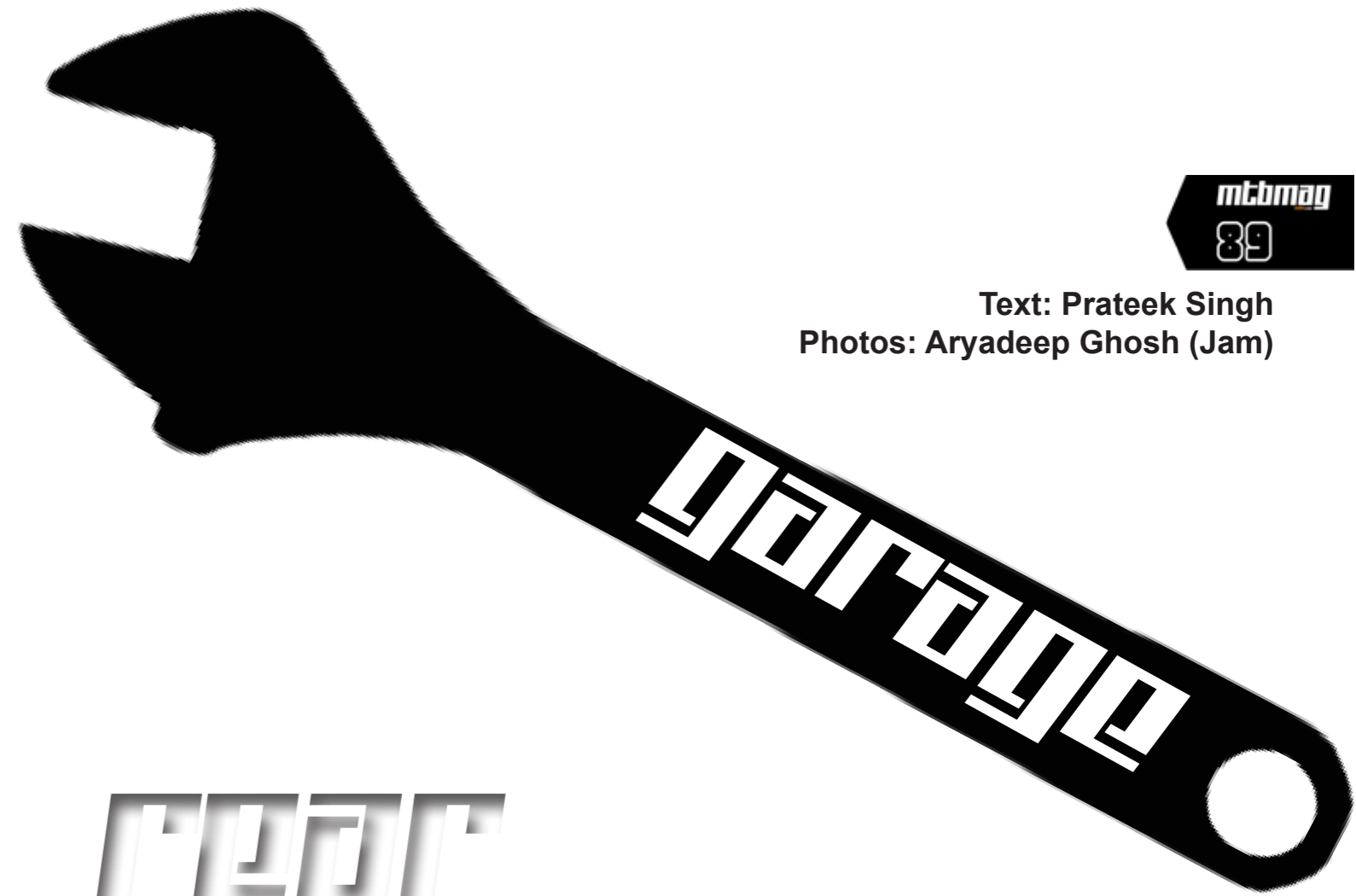
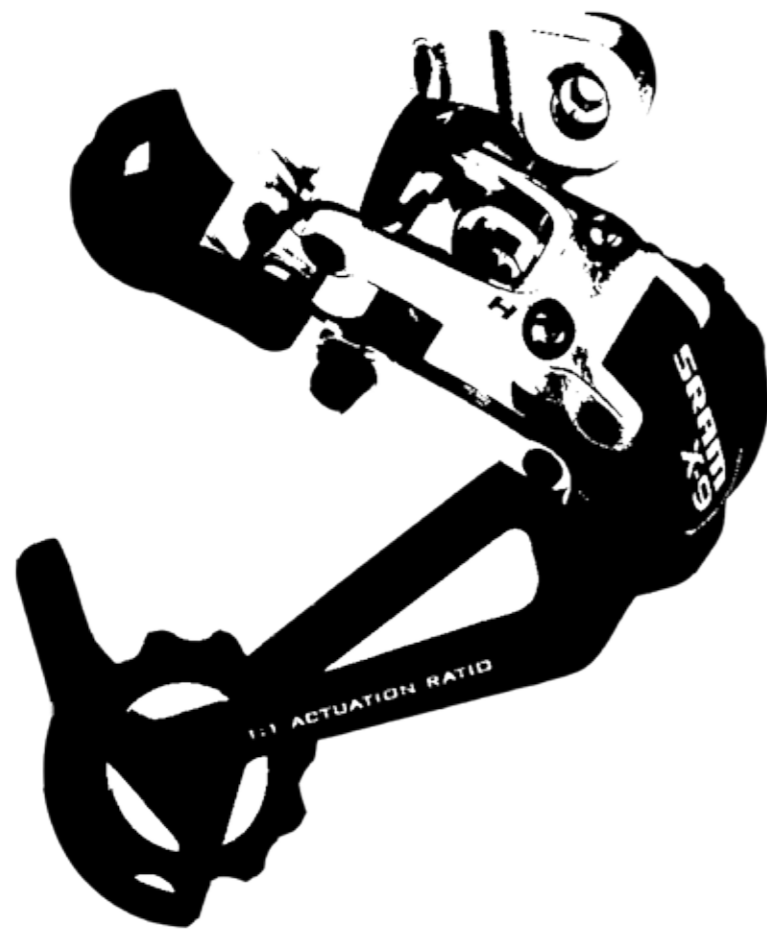
- | | |
|----------------------------|-----|
| 1st Pavel AlekhinVishneviy | RUS |
| 2nd Adrian Tell | NOR |
| 3rd Sam Reynolds | GBR |
| 4th Teo Gustavson | SWE |
| 5th Anton Thelander | SWE |





The rear derailleur is the thing on the rear of the bike which helps us change gears on the rear cassette. A great thing when it works perfect, but every once in a while, like everything else, the adjustments get out of place and they begin to fumble. The chain begins skipping, shifts get

slower, sometimes it misses some gear cogs completely and it seems to have a mind of its own. This can be pretty frustrating if one does not know how to repair it. Here we show you few easy steps to fix and tame that derailleur so that it works just the way it is meant to be.



Text: Prateek Singh
Photos: Aryadeep Ghosh (Jam)

REAR derailleur adjustment



STEP 1 **TOOLS NEEDED - HANDS, 5mm ALLEN KEY, PHILIP HEAD SCREW DRIVER**

Shift the derailleur to the smallest cog on your cassette. Tighten the barrel adjuster so that there is room to adjust later. Tighten it inwards but not too much so that you have places to move on the sides for tuning. (later explained in step 5) Make sure your shifter indicates that it is on the highest gear. Now loosen the bolt keeping the shift cable on the derailleur in place. Once you loosen the bolt the cable should become completely loose and the derailleur should be free.



LOOSEN THE BOLT THAT HOLDS DOWN THE CABLE, SO THE DERAILLEUR IS COMPLETELY FREE



THE H & L ARE THE LIMIT SCREWS

STEP 2

When the derailleur is loose, move it with your hand to see if it is moving freely and there are no jitters and creaks. Look from behind and check that the last cog is in line with the upper pulley of the derailleur. If not, use the limit screws indicated by "H" & "L" on the derailleur. The "H" is for the highest cog. These limit the maximum movement of the derailleur so that the chain does not fall off the cog on either side. If your pulley is not in line with the last cog, tighten the "H" screw to move it inward or loosen it to move the derailleur outward.



TIGHTEN THE SCREW TO MOVE THE DERAILLEUR INWARDS, LOOSEN TO MOVE IT OUTWARDS



THE UPPER PULLEY SHOULD BE IN LINE WITH THE LAST COG



Once it is in line, pull the shift cable and tighten the bolt used to keep it in place. The cable should be real tight otherwise it will not shift properly.

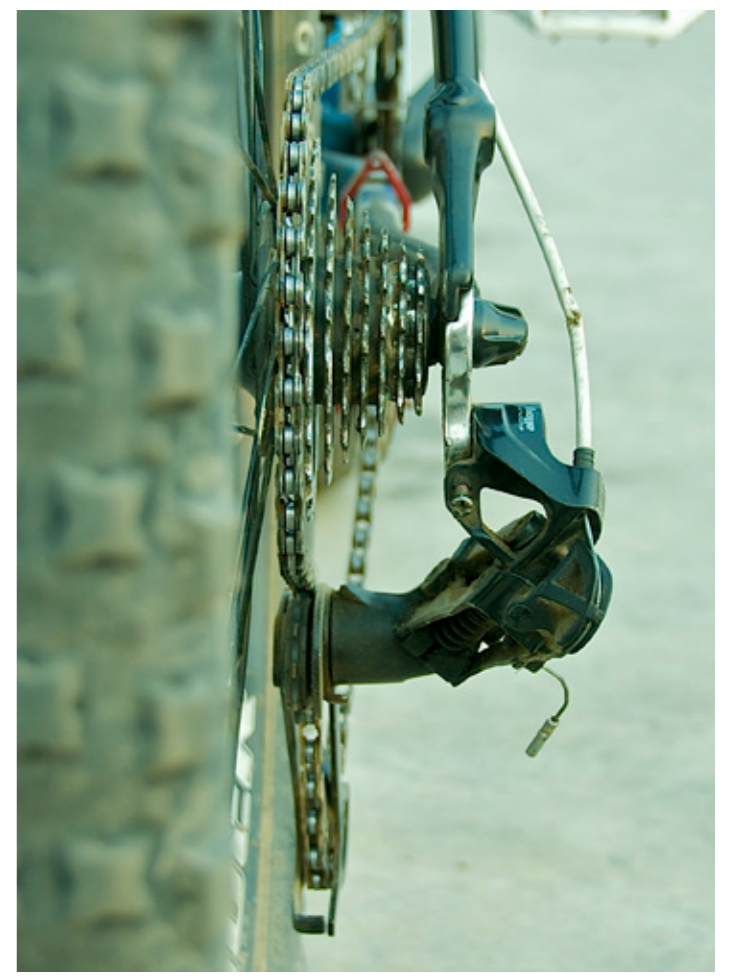


Shift the chain to the lowest gear on the cog. The shifter should indicate that it is on the first gear. Now once again, make sure that the pulley is in line with the largest cog. Otherwise the chain may fall off between the cassette and spokes and cause real damage.

If not in line, use the "L" limit screw. Tighten it to move the derailleur inward, loosen to move it outward. Make sure that the derailleur does not push beyond the largest cog and that it is limited to the position it is in.



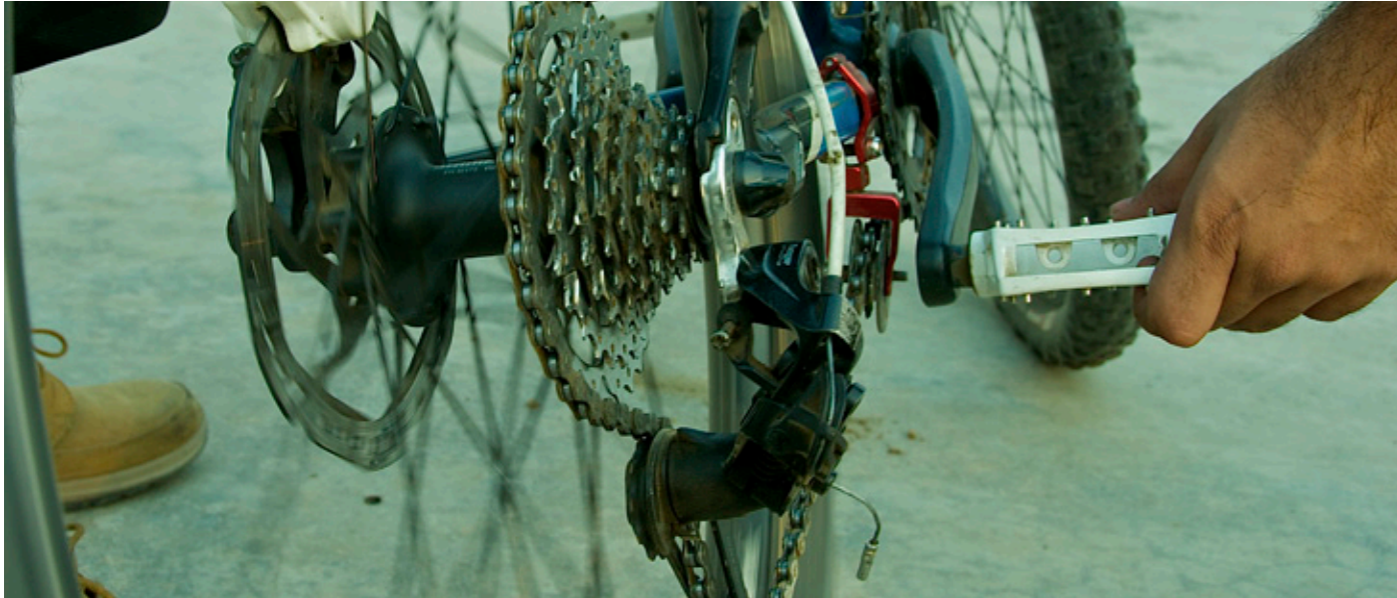
THE UPPER PULLEY SHOULD BE IN LINE WITH THE LARGEST COG. IF NOT, ADJUST WITH THE L SCREW, JUST LIKE YOU DID ON THE H SCREW





Shift the chain on all cogs one by one. Compare the position of the chain with the indication on the shifter. If the chain is skipping on a particular gear or making a rattling noise, make sure the pulley is in line with that cog. If not, use the barrel adjusters on the shifters (and derailleurs

in case of some Shimano derailleurs) to bring them into place. Tighten the barrel to move the derailleur inward and loosen it to move it outward. Make sure that the pulley lines itself up with the cog the chain is supposed to be on.



SHIFT TO EACH COG ONE BY ONE SEVERAL TIMES TO ENSURE SMOOTH SHIFTS AS WELL AS SMOOTH RUNNING ON EVERY INDIVIDUAL COG. RE-ADJUST USING THE BARREL ADJUSTER

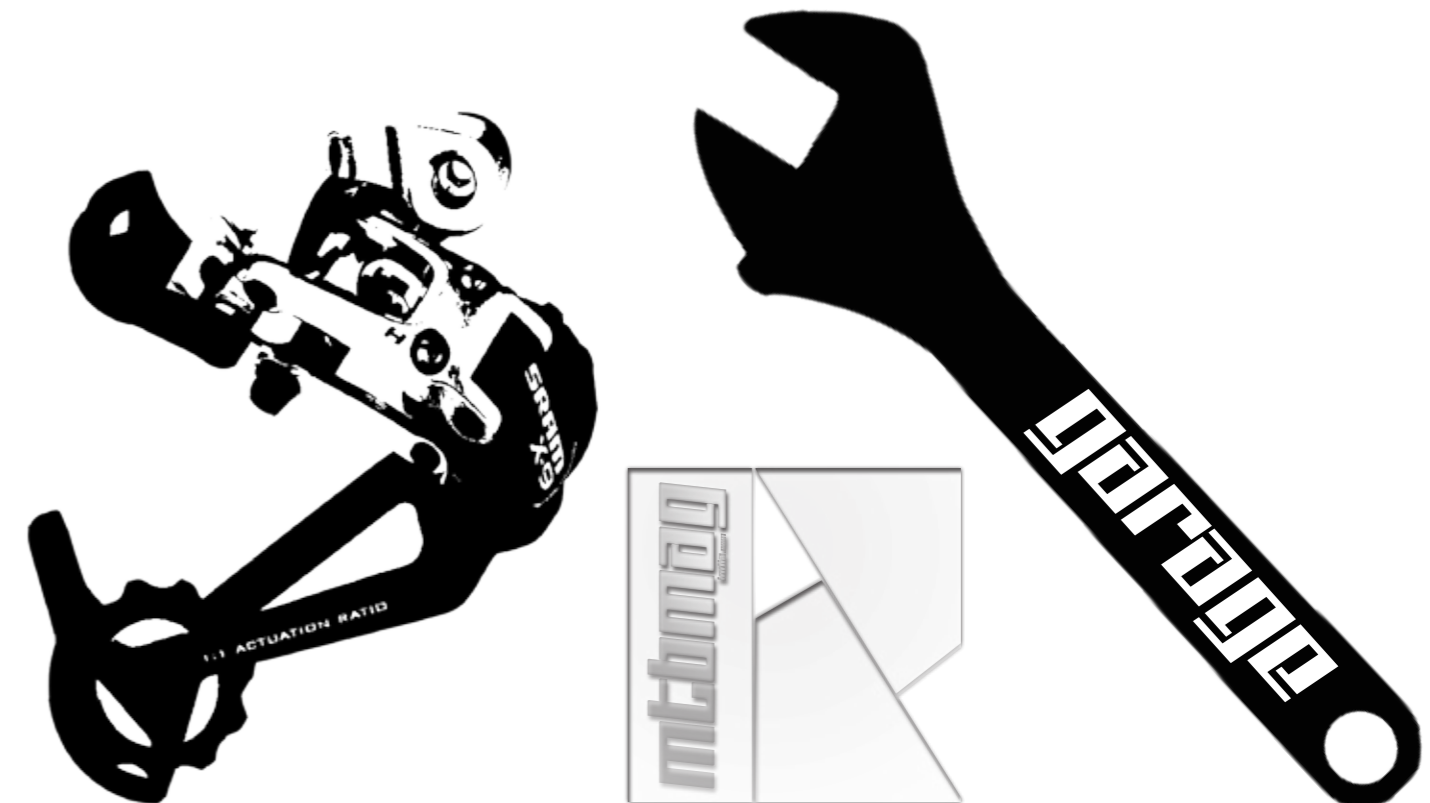


THE BARREL ADJUSTER- WHERE ALL THE FINE TUNING MAGIC IS DONE FROM



Trial and error on this step is the key to fine tune any problems. Shift the chain on all gears and make sure it shifts perfectly. DO NOT USE LIMIT SCREWS to adjust the gears in between. Once the gear are

shifting properly, ride the bike around a bit shifting to all gears. If there are a few problems on some gears, repeat the adjustment and once you are satisfied, go shred!





IXS

TESTER:

Rahul Majumder, Prateek Singh

TEXT: Prateek Singh

PHOTOS: Aryadeep Ghosh (Jam)

IXS CLOTHING

IXS SPORTS DIVISION HAS SOME REALLY NICE CLOTHING APPAREL IN STOCK FOR 2013. THESE INCLUDE DH AND MTB CLOTHING AND ARE REALLY EXCEPTIONAL IN TERMS OF COMFORT AND PERFORMANCE



On The Trails

The Chavar dh jersey proved to be a great companion on an all-day ride. Not just downhill. They are comfortable and light and look great!

Details

Highly breathable jersey, with humidity transporting and quick dry features. Even the washing won't affect as they dry in like a few hours after a proper wash. The mesh inserts make it highly stretchable and gives complete freedom of movement. Summer heat is no biggie in these jerseys. An integrated lens wipe on the inside of right side bottom is a cool thing to have when you get mud and sweat on your glasses or goggles. They also come with a neck brace compatible collar!

Overview

Great jersey to shred in! comfortable, the features are perfect for a rider looking for what he needs. A must have for comfort lovers!



BORLOT DH JERSEY



CHAVAR DH JERSEY

An integrated lens wipe on the inside of the right side bottom is a cool thing to have when you get mud and sweat on your glasses or goggles

IXS CHAVAR
DH JERSEY
AND BORLOT
DH JERSY





PIZ MTB SHORTS

Details

The Piz mtb shorts are perfect for the rider who wants to pretty much all kinds of riding while on his bike. The shorts are comfortable to wear all day long without feeling soggy even in sweaty conditions thanks to the breathable and anti-bacterial materials used. The shorts have a “Humidity Transporting” technology to make u feel dry and comfortable. The out-separable inner pants have padding inside. The pockets are easy to reach wearing gloves. The rear sees an additional stretch band that helps in improved ergonomics when in action. There are waist band fasteners on both sides along with belt straps to give the perfect fit and so you don’t have to show your lycra clad ass to the riders behind you. It comes with two open pockets and two cargo pockets to keep all your stuff easily. Just detach the inner padded pants and you can use it as awesome looking casual shorts.



The inner pad and legging is separable by four clip on buttons on the inside

On The Trails

“-but such a versatile short is hard to find, so I yield to the temptation and use them for everything”.

The Piz shorts feel great. The stretchable fabric makes you feel free and it does not restrict movement of legs in any way. The stretchable insert on the rear keeps the shorts on the waist. The padded inner shorts kept our arse happy during those long pedaling sessions! We missed a zip on the open pockets to keep the phones safer, but the pockets never let anything fall out. The lower pockets are spacious and secure your stuff with a magnetic attach flap that is easy to open and close. Trail rides are quiet and the stretchy fabric returns to the right place after transitioning from a steep descent back to an XC pedaling position and then pedal unhindered. The liner is never sensed while it is being worn. The possible downside is that, while it is actually designed for all abuse, it does not seem to be made from strong enough material to survive a big magnitude crash.



The pockets have a lot of space and keeps your stuff safe. The back has a stretch insert which helps while crouching in those sketchy sections. The waist has waistband adjust as well as belt straps. Perfect fit is a must!

Overview

The iXS Piz is the perfect pair of shorts for you for all purpose riding and all day comfort. They feel comfortable, do not restrict any leg movement and let you keep a lot of stuff in your pockets. Multiple panels and lightweight stretch material ensure iXS Piz short fits well on and off the bike. The padded liner is adequate and not uncomfortable. Oh yeah did we mention they look great too!!!



The shorts cover perfect amount of leg, and look aggressive too

PALLET DH SHORTS



Adjustable waist straps ensure a perfect fit while stretchable inserts on the back and between the legs allow improved ergonomics and flexibility while the rider is in action

Details

The iXS Paljet Dh shorts are for some serious gravity action. But they can be worn for all mountain use provided they will not be as comfortable. Intended for downhill use, the Paljet shorts are airy yet not that baggy. It comes with only two open side pockets, but deep enough to keep the stuff inside from falling out while riding. Adjustable waist straps ensure a perfect fit while stretchable inserts on the back and between the legs allow improved ergonomics and flexibility while the rider is on action. The waist area is also lined with mesh and the insides have complete mesh inners. The shorts cover exactly how much is needed, no more, no less and are completely breathable for all day comfort.

On The Trails

The Paljet, was comfortable, allows pedaling easily, really ergonomic and also the breathability makes wearing it all day a real pleasure.



The knees also have stretchable inserts for added flexibility over knee guards

Overview

A perfect pair of shorts for downhill and freeride use but won't harm using them on all mountain bikes either. Look great, feel comfortable and are extremely ergonomic. Must have for the rider who is gravity oriented.





CAPRICORN MTB JERSEY



The Capricorn has a zipper pocket and pouches, somewhat like a road jersey but useful

Details

The Capricorn and Luf mtb jerseys are a comfortable cross country and trail riding jerseys from iXS. With features like UV protection and temperature control, they seem like a perfect upper to wear on a long ride, and it is just that! The pockets are ergonomic and properly placed and yes! They are made of 42% recycled bamboo and polyester.

On The Trails

We wore these things all day and it was sunny. It felt as if there was an “air-conditioner” attached to the body! There are several pockets on the back along with one with a zipper to keep your phone or some important item safe!

Details

This is what every cross country rider needs to be comfortable all day long and ride and push his limits!

The Luf has a single side pocket on the right side with a zipper. Pretty spacious one though



LUF MTB JERSEY





**IXS SLOPE
PRO EVO
KNEE GUARDS**

Knee guards are as essential to a rider as a helmet. A good pair can save a lot of injury. Knees are a vital part of a rider's body and to keep them safe is to be wise. Here we review the iXS slope pro evo knee guards, Darren Berrecloth's signature guards.

„VentMesh™“ aerated mesh structure
„AeroMesh™“ superlight, breathable, moisture

integrated protection shells made of shock absorbent Polypropylene

„SideTap™“ integrated side padding

„Armortex® Kevlar®“ resistant Kevlar encaged

grippy Silica strips help to keep them in place

„KneeGusset™“ horseshoe formed knee support to absorb and spread the impact force

„NockOut™“ absorbant padding



it is for the riders who want to ride hard. Push limits, and virtually live in their knee guards



The iXS Slope-Series Evo knee guards have had a lot of thought and brains put into them so that they provide a substantial amount of protection, be comfortable enough to wear for an extended period of time and stand up to the abuse that they'll no doubt see. Be it any discipline, they remain comfortable and allow one to "live in them". The body is made from a material that iXS calls „AeroMesh" that is said to allow more air flow than other materials, while the rear features an open section behind the knee joint to prevent any excess fabric from bunching up. The hard knee-cup is covered with Kevlar fabric that will not rip when you're sliding across the ground on your knees. iXS has put in the „KneeGusset", a horseshoe formed knee support to absorb and spread the impact force. Hook-and-loop straps at the top and bottom, along with grippy Silica strips where they make contact with your skin, help to keep them in place. They are not as bulky as many other options out there, but still include padding for the side of the knee called "side-tap" by iXS, as well as soft padding extension above and below the hard knee cup to provide even more protection. They might look a bit heavy but weigh in at just 370grams a pair. The Slope-Series Evo pads are available in three sizes: small, medium and large.



you dont even feel it when completely folding your knees...thanks to the open section behind the knee to prevent bunched up fabric and channels in the side padding which is flexible and protective(right)



The Evo slope guards make you feel confident. The stay where they are supposed to. The straps do not dig in and the breathable and anti-bacterial material keeps the knees dry and comfortable during all day rides. The padding on the sides and on the top and bottom of the knee cup provides extra protection when we go down hard. The side padding helps prevent injuries from the frame and on side impacts. The padding is channeled and designed for maximum flexibility and prevents bulking up.

Overview- The iXS Slope pro is a great knee protection gear for all those who want to ride hard and long. Be it downhill, freeride or all mountain abuse, these can take them all providing complete control and protection. It is for the riders who want to ride hard, push limits, and virtually live in their knee guards. They look great and protect the knees while keeping them safe.

sending it:

downhill bicycle racing in china



In China, bicycling has long been viewed as an efficient method of transportation. In recent years, it's also been growing as a recreational activity. In larger cities, more foreign brand bike shops are opening and more outfitted riders can be seen pedaling the streets. And in the hilly scenic areas of these cities, it's wise to listen closely when hiking a trail: riders may be coming at you at full speed. These are the downhillers.

Text & Photos: Matt „COACH“ MacDonald

曾经，自行车是中国人出行的必备交通工具。拥有一辆永久或凤凰牌自行车，简直可以令全家骄傲。如今，在城市，汽车穿梭，地铁纵横。自行车不再是代步工具，却成为了年青人挑战自我的运动项目。西方的自行车极限运动渐入中国，山地自行车专业店和自行车公园在北京、大连、青岛等地遍地开花，专业比赛也蓬勃发展。Matthew为我们讲述了这样一群不惧雨露风霜，不惧疲惫汗水，坚持参加山地自行车竞速比赛的热血青年。

“What is it?”

The security check ladies eye the big black carrying case curiously.

“A bicycle.” “20 kuai.”

After some muttering, Mesum Verma, rider/manager for the 41China DH racing team, forks over the money to cover the extra baggage fee. The bus to Chang Shu - a small city north of Suzhou - leaves in fifteen minutes. There's no time to waste. There, we'll be meeting up with the remaining two members of the team (out of four) still able to ride. In two days-Sunday-there will be a race.

As recreational cycling has grown in China, downhill biking (DH) has forged a niche that is growing as well. Unlike road biking and cross country (XC), DH plays out quickly: from start to finish, a race almost always takes a few minutes for a decent rider. It's also dangerous: crashes are common and sometimes serious. Arriving at Chang Shu's North Bus Station, Mesum pays 10 kuai for the taxi to our hotel near the foot of Yu Shan, a low (261 meters) hill in the northwest section of town. The sky grows ominously darker. For almost every race this season, there has been rain, and rain can be trouble.

In the slippery conditions of the last race - in Wuxi - the team's fastest rider, Xu Jin (续进), broke his hand after losing control of his bike and is out for the remainder of the season. Gueno Dubost, down from Yancheng, has arrived earlier and reserved two hotel rooms for the weekend. The last rider, Marco Jaggi, will get in the next morning on the 6AM bus from Shanghai.

in the pink

Why bother with a team? Many race individually, as Mesum and his group had done before coming together. All a rider needs to do is sign up and pay the

entry fee. But membership has its advantages, the most obvious being motivation. Even though Marco will have to get up at 4:30AM to make his bus and Gueno's not yet sure how he's getting back to Yancheng, they're already here or on their way: plans become more ironclad when others are expecting you. Teammates also work together when analyzing the course and pushing each other on training runs. There's camaraderie: with teammates around, it's less of a grind putting the bike together, less lonely staying in the hotel, less alone while waiting to race. There's also another

benefit: sponsorship. DH biking, with its heavy wear and tear and extra safety equipment, can get expensive. Sponsors want to be seen. A team full of fast riders whose pictures are regularly appearing in the bike magazines available in the high-end shops can provide this. And for this increased visibility, sponsors provide their products at a discount or for free. In 41China's case, this has defrayed the costs of everything from uniforms to bike saddles to the bikes themselves...although, in the case of the uniforms, they are pink (technically, more of a fuchsia). Then again, as Mesum points

out, “They're very easy to see on the trail.”

Each member of the team is motivated by their love of downhill. But for Mesum, as manager, there's additional impetus. Long involved in different aspects of the cycling industry, he believes that DH is on its way up in China. Recognition and established reputation may create future opportunities for him as international biking businesses enter the Chinese market. He may be onto something. According to “Iron” Chuang, Giant Bikes marketing specialist in Mainland China, the increased popularity of DH



DH is due, in part, to the fast economic growth occurring in the country now. This is supported by Dai Le Ming (戴乐鸣), boss of the Decharme Bikes Downhill League, organizer of this weekend's race. After rough beginnings in 2007, his league, operating in Jiangsu and Zhejiang provinces and Shanghai, has experienced a steady increase in both ridership (by his estimate up from approximately 50 in 2007 to around 300 now) and sponsorship. All of it - riders, sponsors, organizers - form the central framework for this extreme sport.

the gang's all here

On Saturday morning, Mesum, Gueno, and the just arrived Marco get ready to roll. They'll ride the short distance to the hill and push their bikes up the 1.8 kilometer course, stopping along the way to learn sections, and then going through them until they're familiar with them. They'll also ride the whole course at least once. The clear blue sky is a welcome sight.

Although rocky, Yu Shan is not particularly steep. There is, however, one section that has attracted attention: a turn and then a drop over rocks leading to a creek with a narrow pirate's plank of a bridge,

crossing it. The bridge, out of line with the best approach, forces the rider to brake and jerk sharply to the right in order to make it. One rider put his bike in the creek when he couldn't pull it off... much to the stifled amusement of on-lookers. After one slow run through, the team decides to try jumping it: too much time will be lost otherwise. They come down in a fast moving three person column, clearing it in rapid succession.

culture shock

Familiar faces begin to turn up. While there are some foreign, mainly European ones, for the most part,



Mesum's jump



Ian in Changshu



"Iron" Chuang at the Changshu race

they're Chinese.

Of the Mag41China riders, Mesum has the most competitive experience, having raced in Europe before relocating to China. The main differences, for him, between racing there and here are the length of the courses (in the West they're approximately twice as long) and their difficulty (In the West, they're much steeper with much rougher terrain).

There's also a marked difference in riding styles, "I see a huge rock, and I will think, 'How can I get around it?'. Some of the Chinese riders see a big

rock and think, 'Oh, here's a huge rock.' And then..." He flings wide his arms as if he's flying and then grabs an imaginary handlebar as if it's a jackhammer: "...BAP!BAP!BAP!BAP!BAP!BAP!BAP!BAP! You can almost see it coming. And then..." He turns up his hands and shrugs. "...some bad crashes."

Chinese DH can also be less strictly regulated. Races are unsanctioned by the UCI, the governing body in bicycling. Although this doesn't always mean much, earlier in the year, while competing in another organizer's race held in Nanjing - the team's home

turf - the entire course was moved with less than two days notice, something unthinkable in a sanctioned event. That weekend, Mesum and Marco made trips to the hospital and Gueno narrowly dodged one after he slammed his bike into a tree. Riding the original course, these injuries most likely would not have happened.

what's it all about?

Most riders here - foreign and Chinese - are from the region, but there is a team from Shenzhen on its way back home from Beijing that will be racing in Chang Shu this weekend.



Gueno „sending it“

this weekend.

Late in the afternoon, Gueno heads up for one last run but hobbles back shortly after with leg cramps. Marco goes up as well and later walks his bike in with a flat. One of the Shenzhen riders repairs his Model-T sized DH tire. There's a wince inducing, bear claw like laceration across his shin. Another sits bored, in an arm sling. These are common sights. Cuts and scrapes. Broken bones. Evidence of pain.

Seeing the evidence is one thing, watching it happen is another. During the summer, at an invitational race

in Chang Sha (Hunan), torrential rains on Saturday caused everyone to crash: into trees, over handlebars, on (helmeted) faces over rocks.

By Sunday the rain had stopped and conditions were less treacherous but the steep course took its toll. Stretcher bearers hiked to the summit to carry an injured rider down to a waiting ambulance. About an hour later, it finally pulled in near the finish. Next stop: the hospital. I'm not a downhiller. Seeing all of this, I couldn't help but wonder why they do it.

In Chang Shu, I got

different answers to this question. Everything from a hushed, awe induced, "It's crazy." to a looking for the right word, "It's... relaxing." to a deeply considered, "It's meaningful." But in the answers that I heard from Chinese riders, "freedom" turned up a lot.

freedom + fear = 癮 (addiction)

The fourth and fastest member of the 41China team is Nanjing native Xu Jin (续进), bespectacled and mild-mannered. Chatting with him in the small bike shop where he works, I was curious about how he's coping with his injury. After crashing, breaking his

hand, and finishing the Wuxi race, he had returned to Nanjing and finally gone to the hospital the next day. Since then, he's had some time to think. Did he plan to continue racing? "Yes." There was no hesitation. That, in fact, had been his third rip to the hospital with a biking related injury; he had hurt his shoulder twice before riding BMX. Like many riders, he had switched over to DH and gotten the thrill: in his case, about three years ago. He's been racing ever since, and winning. He describes jumping - his favorite part of a run - as equal parts "freedom and fear". What goes through

his head upon successful landing? "I want another." That, combined with his heart racing and the moment of victory is, for him, "the best feeling." I found the word "addiction" in my dictionary and pointed it out to him. He looked closely at the character and then let out a low, satisfied "Yeahhh."

In a corner of the hotel lobby on Saturday night, the Shenzhen team (some still in uniform) has gathered around a laptop computer placed on a coffee table, oohing and aahing as they sip from big bottles of beer. We join them to watch the DH World Cup Finals

streaming from Norway. Even on the small screen, it's easy to see just how difficult the course is and how fast the riders are. Later, in his room, Marco gives a bemused chuckle and mentions how he'd been pleased with his training runs until seeing how "you're supposed to ride". But he does seem pleased, as everybody who had been there seemed, leaning in, watching the race: the apex of DH. The other end of the world, the other end of the sport. But not so far, not so different. Tomorrow - for these riders - Chang Shu would be Norway.

Chinese rider racing in Hangzhou



any given sunday

On Sunday morning, Marco is feeling pretty good, something that being on the team helps him with on race day, when the tension builds. For him, it's about being outdoors and being active. Being on the trail... the flora and fauna... the exercise of pushing the bike up... the adrenaline rush of sending it down. Everything about it is good. "Even the pain." He quickly qualifies this with some laughter. "Just not like last time." At Wuxi, his first race after his trip to the hospital, Marco didn't crash but was very careful. As with most sports, there's a significant

mental aspect to DH. On Saturday, he'd been up and down the hill again and again getting comfortable, finding a line through the rocks. Gueno had as well. He's been steadily improving over the course of this, his first season, and has done very well on training runs paced by the others. But on race day, you race alone. Once. Pushing his bike up the lower portion of the course he spoke of his own crash in Nanjing - his first serious one - and its aftermath.

Whereas Marco is very outgoing and enthusiastic, Gueno is quieter and more thoughtful. "I was very

lucky," he acknowledged before pausing and then continuing, "I still feel very safe on the bike."

There's a long wait. The race has been delayed an hour and New Riders - the largest group - goes first. "Wu. Si. San. Er. Yi." (one two three four five) The tinny voice comes over the starter's walkie-talkie. Riders go one by one, in intervals of several minutes. The voice from the finish line counts down as the racer braces and then sends it as the cheers and "Jia yous!!!" of those waiting and watching go up. In this type and level of race, following a run's progress is more or less

Marco is looking for the fastest line



the „winners“

impossible. Spectators pick strategic spots to stake out. Jumps are the most popular; I slowly work my way down to the creek. Surprisingly, I meet the manager of our hotel clomping up the trail in her high-heeled shoes. She'd seen so many riders there that she decided to duck out of work to check out the action. I point her in the direction of the start and she goes on her way. Shortly after, I see pink coming through the forest shadows: Gueno speeds past several trees blocking the middle of the trail. A few minutes later, further down the course, Marco rides an aggressive line over the rocks towards

the turn and drop. The hotel manager and her high heels, now accessorized with a tree branch for a walking stick, makes her way down to the creek in time to see Mesum fly over and then disappear down the hill.

At the finish line, they're all there mingling, happy and relaxed. Some of the neighbors have come out: a little girl with a dog blows bubbles while trying not to seem too curious, old folks take it all in, twin toddlers enjoy their own attention. Gueno is on the phone figuring out how to get home but it's a great day so far: he's finished 1st in his group

with Marco right behind in 2nd and one of the Shenzhen riders finishing 3rd. Mesum finishes 6th in his. The top eight from each group get points, the goal being to accumulate the most at the end of the season. The winners - and the total point winner - get some prize money and/ or some bike equipment donated by sponsors: but not all that much, really. But that's okay. It's the racing: that's the thing.

The corks are popped, the champagne sprayed and swigged in front of this small, boisterous crowd as the awards podium backdrop sways precariously in



„Champagne shower“

the breeze (it damn near flattened the twins a little earlier). It's getting late. Soon, it will be time to part ways until the next race... the last of this season's four. But for now, the moment is theirs.

magic carpet ride?

I hitch a ride back to the hotel in the Shenzhen team's cramped van. The rider with the gashed leg sits in back with some bikes and equipment. In front, I squeeze in next to the one in the sling who stares ahead from behind sunglasses and shifts towards the driver, for whom DH is so meaningful. Aladdin's "A Whole New World"

plays as we go. It sounds so out of place that I crack a smile. But, listening to the lyrics, I consider that maybe, for them, DH is a magic carpet ride.

At the hotel, Mesum haphazardly dismantles his bike and packs it up in the hallway. Because of the one hour delay, he's now forced to rush. After hasty farewells to Gueno and Marco, we hurry outside to hail a cab.

The driver eyes the big black carrying case curiously.

"What is it?"

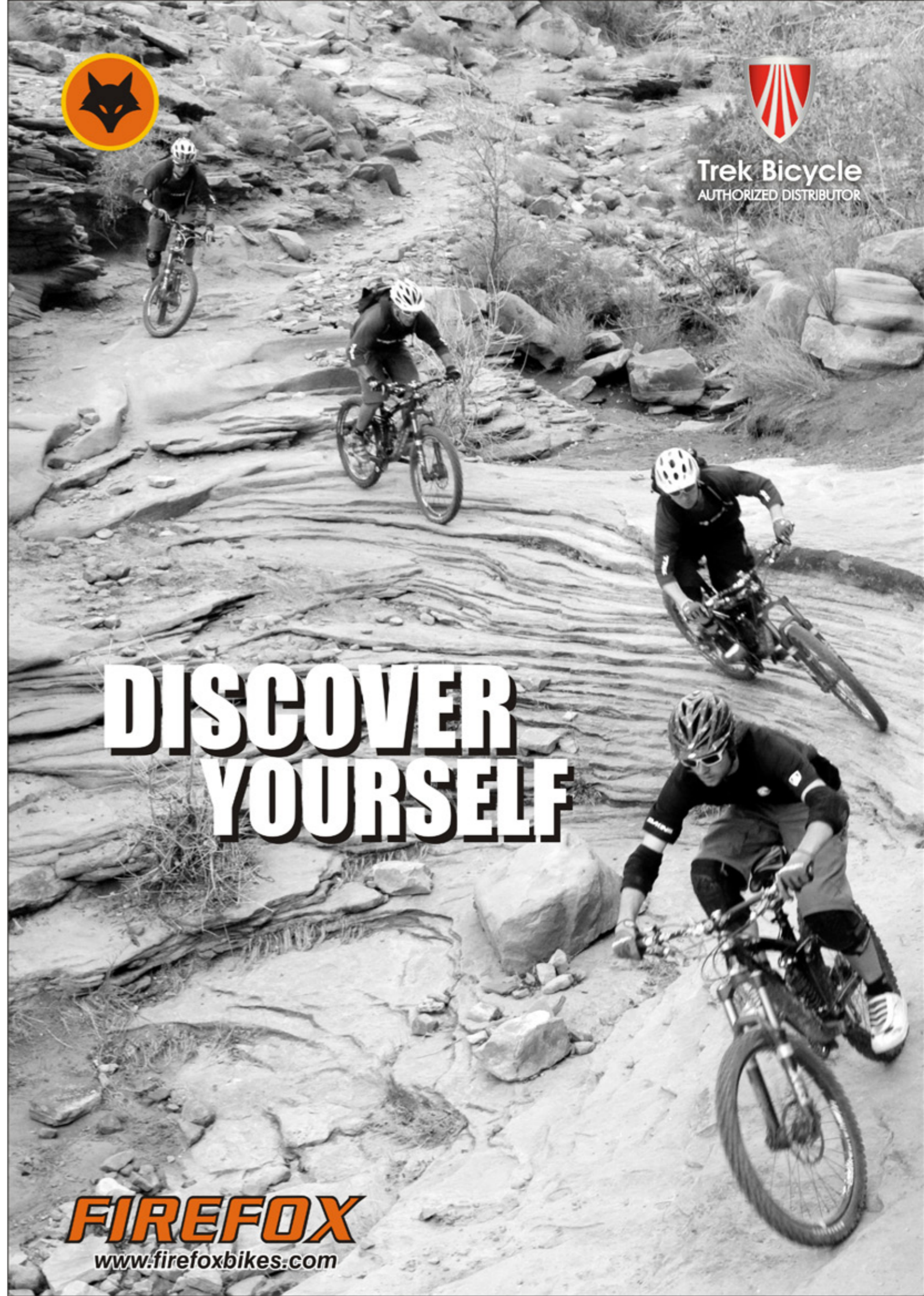
"A bicycle." "20 kuai."

After some muttering, Mesum forks it over. It's already ten past five. The last bus rolls to Nanjing in fifteen minutes.

There's no time to waste.



„COACH“ MacDonald



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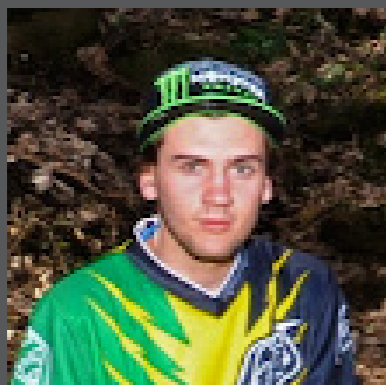
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