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EXPECT THE UNEXPECTED



PHOTO & RIDER
Mesum Verma

Expect the Unexpected - We have this a lot when it comes down to biking. Getting to new places as Hans Rey & Thomas Woggen where in Lofoten, to see, how is riding the bikes out there. And Dan Ather-ton, sadly, could not even start the race season as he wanted to, left him with a injury he had that time and told us what he expects from biking. The Young Gun inter-view with Adwait Parchure, the shooting

was difficult because he suffered twice flat tires on the ride, while Rakesh Oswal were trying to catch him with the camera. Even you should know, what to expect from your bikes and tires. So here a bit light in to the tires market, which tires you can get in India market and for which conditions there are made for. And much more un-expected stories and news are inside too!

Mesum Verma

Mesum Verma - Director, mtbmagindia





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GENIUS
LT
ONEBIKE
ALLMOUNTAINS
27.5
170mm



GENIUS LT 700

THE SCOTT GENIUS LT 700 TUNED IS THE ULTIMATE ENDURO MACHINE. THE TUNED VERSION BOASTS A SUPER LIGHT HMX CARBON FIBER FRAME. WITH A CUSTOM FOX NUDE SHOCK WITH BOOST VALVE, A CUSTOM 170MM FOX 34 FORK, OUR PATENTED TWINLOC TECHNOLOGY, IN COMBINATION WITH TRACTION CONTROL, ALLOWING FOR THREE TRAVEL/GEOMETRY SETTINGS AND SRAM X01, THIS BIKE IS READY TO TAME ALL MOUNTAINS.



content

issue 10

cover

RIDER : Hans "NO WAY" Rey
PHOTO : Manfred "Mani-Shoot" Stromberg



WHICH TIRES??



LOFOTEN



BARCELONA



HALL OF DIRT



VIENNA AIR KING



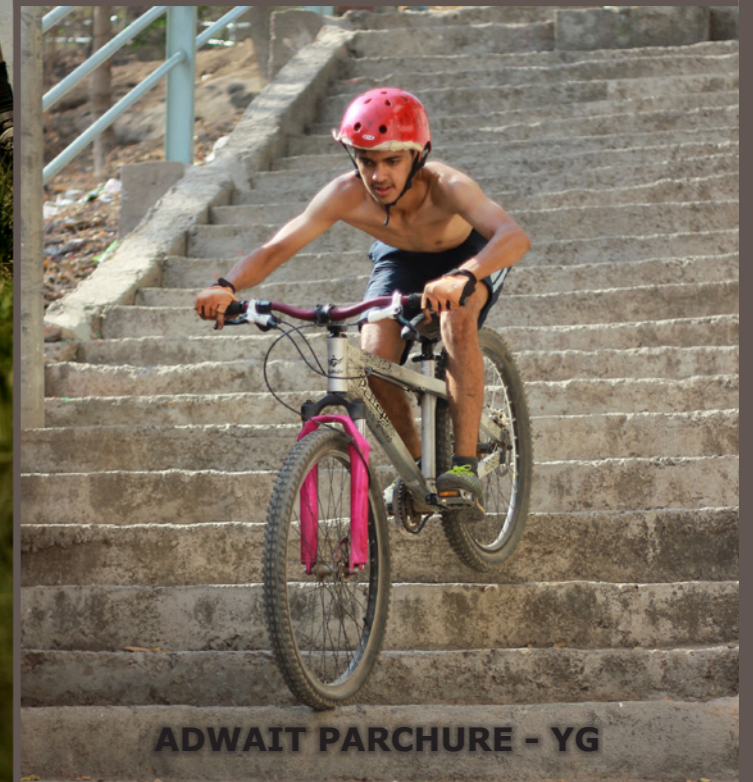
GALLERY



GARAGE - FORK



DAN ATHERTON INTERVIEW



ADWAIT PARCHURE - YG

ENDURO

MOUNTAINBIKE MAGAZINE

WWW.ENDURO-MTB.COM

Resolution

mesum verma photography

**PINKBIKE**





LOFOTEN

PHOTOS: Manfred "Mani-Shoot" Stromberg
TEXT: Hans „NO WAY“ Rey

I had never heard of the Lofoten Islands until I was approached by an old buddy of mine and former racer Manfred "Mani-Shoot" Stromberg from Germany who was the photographer on this trip with German Enduro racer and photo rider Tobias Woggon. We had never done a trip

together before, but my curiosity was sparked when they showed me some photos of this stunning and rugged looking islands above the Arctic Circle in Norway.

This place is not very well known amongst mountain bikers,

apparently because it's a backpackers paradise and the hiking trails and terrain are just too steep to ride off-road, especially in the Southern part of the islands, where we were bound for. Sounded interesting enough for me to take a closer look and give it a go. Tobias had been

there the previous year, but without a bike - he told me the place was amazing but wasn't sure how rideable these trails would be.

Snow, ice and cold temperatures come to mind when one hears about the Arctic Circle, but also the mid

night sun, the Northern Lights and of course a bit of Viking history, who settled on the islands some 1300 years ago.

Although the summers are short on the Lofoten, the days are very long and they are very unique and





surprisingly mild, due to the golf stream, that brings warm water and air to the Arctic waters of the Norwegian Sea.

Turns out that there are only a few dozen mountain bikers on the islands, almost all of them live in the

more populated central and northern part of the Lofoten where the terrain is much more gentle with rolling hills. We contacted one of the locals, Tommy Amundsen, who was happy to give us advice and showed us some of his favorite trails, but it turned out he had never even att-

empted to ride on the Southern end of the islands, where our focus was. We read many guide books and hiking descriptions and the four of us planned to meet there in August 2013, too late for the midnight sun but still before the September weather would ring in another long and

and dark winter season.

We met up in Oslo and flew from there to Bodo, where we crossed the Arctic Circle, from there we took a 3.5hour ferry boat ride to the Lofoten, where we finally arrived at 4am in Reine, after traveling for nearly 2

days and after missing the prior ferry by 5 minutes, which resulted in a additional 7 hour wait. Reine is a quite and picturesque fishing village, we had made arrangements to stay in a typical red fishing cabin, known as "Rorbu", converted to the comforts of the modern traveler.

We set out to explore some of the notoriously steep hiking trails in various day trips around Moskenesoya, the Southern tip of the islands. I had brought my new GT Sensor 130mm bike, while Tobias was riding his BMC Enduro bike. Our first goal was to make it to the postcard picture





spot, the Reinebringen Mountain, which grants unbelievable views over the fjords, countless lakes and ocean for those who take on the steep hike to the top. Getting up was not only steep, but the trail didn't even look promising or fun for a descent, which is usually the

motivation for a hard hike. The other problem was loose stones, combined with other trail users provided a big hazard, some guy almost got hit on the head by a tumbling rock days before, and a lady had fallen to her death after losing her footing on the steep trail. After

ascending for over an hour we arrived at the ridge, the views lived up to the photos we'd seen, only the clouds kept hiding and revealing the bay below in a constant game with our lenses. We continued further up the ridge, which had a good trail but eventually it stopped and we had to

backtrack. I had the hopes we could continue across the top to connect to some trails further down on the other side, but the terrain got too exposed to move forward without safety robes. The downhill was great until we reached the steep part, which proved to be impossible

to ride. I am constantly in search of steep and technical trails and to find my limits, I guess we found them that day, but that being said, the hillside we walked up and down, can hardly be described as a trail. I'm pretty sure no one before us had the crazy idea or determination

to lug their bikes up and down this mountain.

We used the second part of the day to meet up with our local contact Tommy and ride one of his favorite Trails, near Leknes. This trail was about an hours drive to the north





and the terrain was much more mellow and rideable on the uphill as well as the downhill.

Tobias brought a fishing pole and off we went to catch some dinner. I knew Norway was known for fishing, but I never thought it would be as

easy as throwing the line in the water and pulling it back out, each time with a fish dangling from the hook. Throughout the week this became a habit and Tobias turned out to be quite a cook. On another day we explored the trails to the Munkebu hut, this must have been my

favorite ride. We started not far from a village with the shortest name ever; "A", shortly after we had left the trailhead the trail traversed over a big cascading waterfall, we worked our way up the valley passing and seeing no less than 16 lakes that day, even though we

had to push and carry our bikes quite a bit on the way up, this terrain looked rideable at least downwards, even though it was still very technical. Trails in the Lofoten are not defined and ancient as they are in the Alps, where most trails are old trading routes or military roads,

that have been used and groomed for many years. The trails on the Lofoten Islands are just used by some hikers during their short summer, nobody maintains them much nor are they built to accommodate a Roman army or horse caravans with goods to trade, as a matter of fact,

these trails often don't go anywhere, except some view-spots in the mountains and in this case to a mountain hut, maintained by the Norwegian Mountain Club. It took us 3 hours to get there, including a few detours, and although the way down was faster it was just as





exhausting. The trail was challenging and technical, upper body strength was required to maneuver our bikes across the rocky trail. Big smiles.

The nice weather shouldn't last, it started turning on us when we took

the little ferry to Vindstad, a tiny settlement with about 15 houses on the other side of the bay. Turns out only one woman lives there permanently and looks after the sheep, apparently she hasn't left her hamlet once in 30 years, which is cut off by two big mountain ranges to the

North and South and the open ocean to the West.

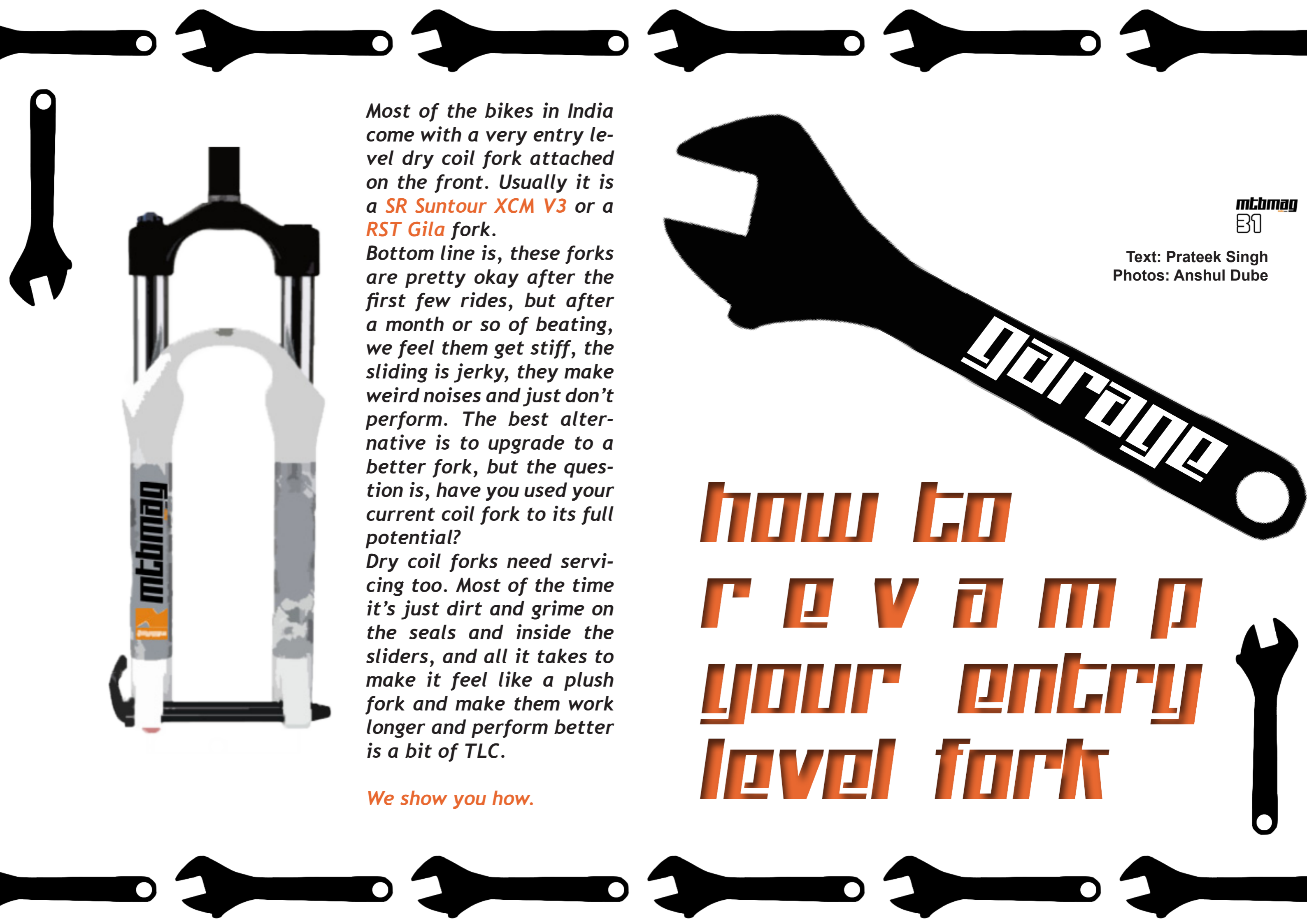
We ended up exploring the whole area, a high ridge protected the settlement from the natural elements the Arctic Ocean would bring across, once we crested the ridge a

beautiful big beach presented itself and the on this very day rather calm ocean. Soaking wet we ended up at the pier, waiting along with some other day guests for the only ferry of the day. The following days we explored some more trails on the mountainous islands, the Ryten was

another East/West traverse, it rained so hard that even the sheep were seeking shelter, but it didn't slow me down, even though it took some convincing for the rest of our group to push on. Not only did it rain sideways, but our trail literally turned into a river. It often made

me wonder why the Vikings would have lived in such a harsh environment and how they coped with it, before they had highly technical outdoor gear and equipment. We kind of understand why most bikers here prefer to stay on the paved roads. **No Way Norway.**





Most of the bikes in India come with a very entry level dry coil fork attached on the front. Usually it is a **SR Suntour XCM V3** or a **RST Gila** fork.

Bottom line is, these forks are pretty okay after the first few rides, but after a month or so of beating, we feel them get stiff, the sliding is jerky, they make weird noises and just don't perform. The best alternative is to upgrade to a better fork, but the question is, have you used your current coil fork to its full potential?

Dry coil forks need servicing too. Most of the time it's just dirt and grime on the seals and inside the sliders, and all it takes to make it feel like a plush fork and make them work longer and perform better is a bit of TLC.

We show you how.



Text: Prateek Singh
Photos: Anshul Dube

how to revamp your entry level fork



Tools needed - 3,4,5mm allen keys, 10mm bolt wrench, a bottle cleaner, a clean rag, grease, wet lube, fork lube (optional) , hands, a soft hammer.



Mount the bike on a bike stand or just flip it upside down, which makes fork servicing easier (only coil forks).

Remove the wheel and take off the brake caliper from the mounts and also undo the cable from the holder.



Locate the kind of locking bolts your lowers have and use the appropriate tools.

Here we show a Suntour XCM V3 with a 10mm bolt and a RST Gila with 4mm allen bolts.



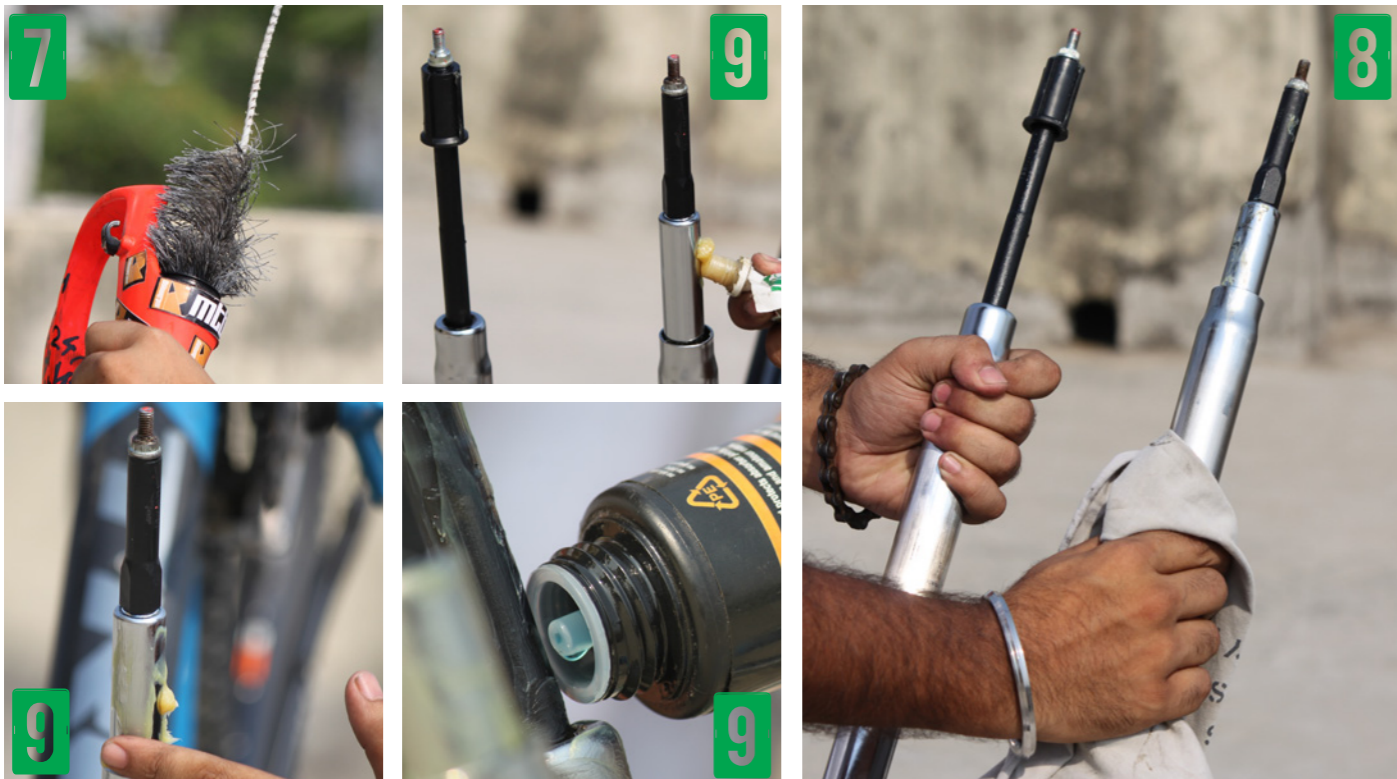
Undo the bolts on the bottom and tap the lower ends gently with a soft hammer.



Pull out the lower slider all the way.

Pull out the thin seal springs and then clean the seals. Wipe off any grit and grime. Make sure not to damage the seals or scratch them.





Use a bottle brush to clean the inside of the lower legs. If there is too much grime, you can use some soap water, but then wait for it to dry before assembling the fork back together.



Wipe clean the upper stanchions off all grease and grime. If there is rust, you may use some WD-40 and scotch brite to get rid of that. Otherwise, feel them for scratches.



Apply grease liberally on the lower parts and spread them all over. Use fork lube inside the springs to open any sticky coils.

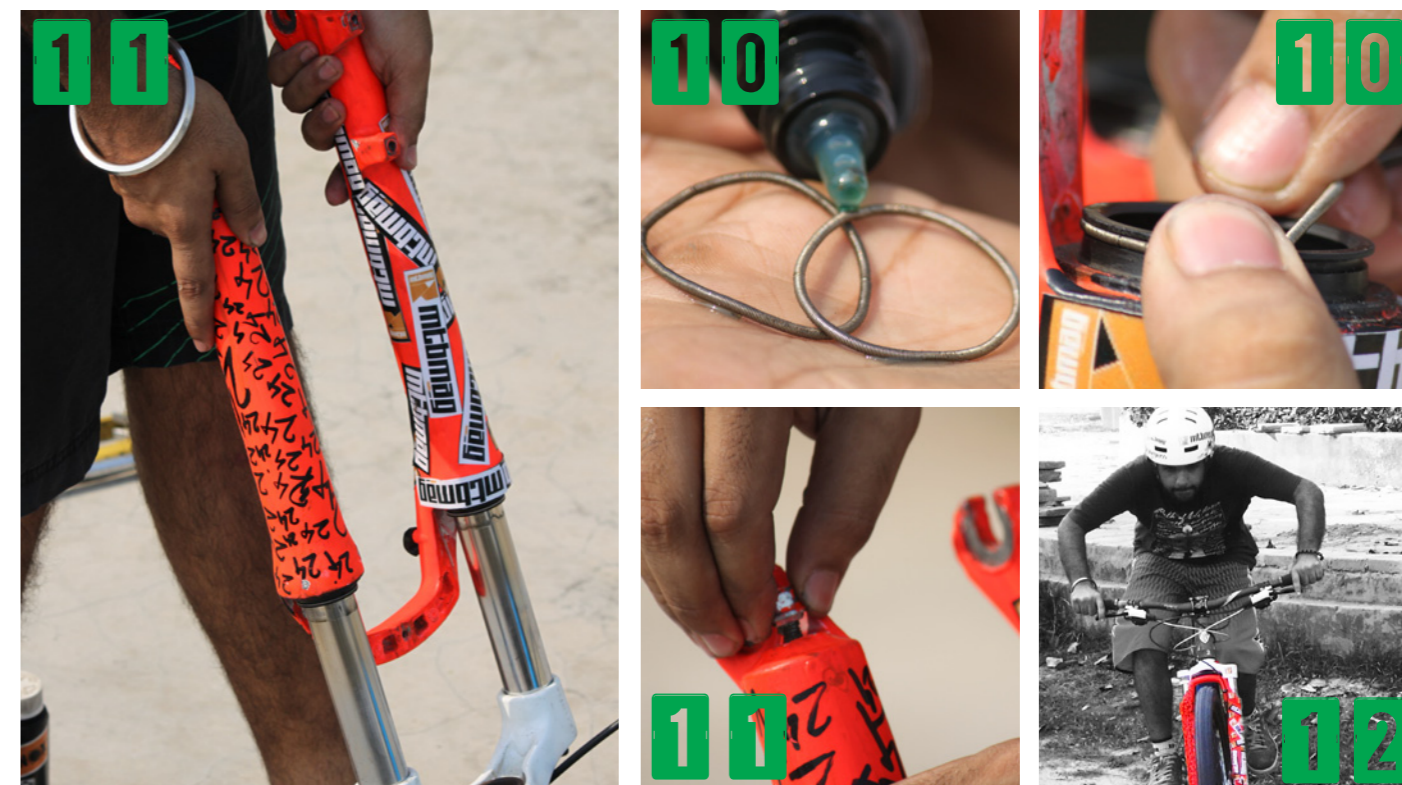


Lubricate the seal springs and put them back on the seals.

re-assemble the lowers and tighten the bolts to secure it into place.



Give the fork a wipe down, re-install the brake caliper and the wheel, and go feel the plushness of your "entry level fork"



Tools needed - 3,4,5mm allen keys, 10mm bolt wrench, a bottle cleaner, a clean rag, grease, wet lube, fork lube (optional), hands, a soft hammer.



DAN A THERTON

INTERVIEW



We are so sorry that you will be missing the first season of the Super Enduro 2014 due to the hairline fracture in your tibia. We hope you recuperate soon and will storm the remaining races. What goes on through your mind when you are injured, how do you keep yourself motivated? This may help some riders get through some of their hardest injuries.

Its definitely tough, especially when you get hurt at the start of the season. You spend all winter training hard and focusing on the coming season, only to have it smashed back in your face. But that's racing, thats why it's so amazing for an athlete when they win.

When did you realize that you wanted to ride bikes as a profession and were you instrumental in getting both Rachel and Gee on bikes too?

I guess I always knew. From the moment I first got on a bike I wanted to push myself as hard as I could and see what I was capable of achieving. From that moment to now, nothing has really changed, I am still that little kid who falls off his bike and gets hurt! I think we were all as influential as each other, I wouldn't have loved the sport half as much as if Gee and Rach had not been there at my side constantly pushing the level of Ather-ton Racing.

How did your first professional deal come into being and when? How was the feeling in your heart back then, to get sponsored?

It was a relief to be honest. Back then Gee and Rach were still young and at school, so I was working in a bike shop trying to get enough parts together to keep three people riding hard, Dad was a huge help with this and would always support us as much as he could, but the money was tight and we had to bodge a lot of parts together to get through.

You began with Bmx, then moved to 4x before moving onto Downhill, when 4x was dying out, now its Enduro, what made you shift from each discipline to the other?





Well for me my whole career has been just about riding bikes, it hasn't been about chasing results and titles, I have always just done what I wanted to do to keep me excited and hungry. I love riding my BMX at the skate park and on the flip side I love jumping on my XC bike and riding out the door into the forest, so the discipline I was racing was kind of an afterthought to what bike I was really enjoying riding at that time....I feel extremely lucky that Enduro has grown and become popular at a time when I was getting burnt out on riding my hard tail, I needed a new challenge and Enduro was perfect.

You have been a top level athlete, are there any mental preparations you go through before a race?

I try not to get too hung up on that sort of stuff, but basically I need to be calm, I listen to music and just chill out.

When you are not riding, you are digging, when you are not digging, you are training. Is there something else you enjoy doing as much as these things?

No!
I'm constantly dreaming of new things to build and create - there just aren't enough hours in the day.

What is the one thing that motivates you to ride the most. The thing that makes you get on that saddle no matter what.

Probably to ride something new, something I have built and worked hard on and am excited to ride for the first time, that feeling will never die.

What kind of music do you listen to? Do you have some tracks you listen to just before a race and when you are relaxing? Would you like to share some?

U.N.K.L.E *With you in my head....just to name one track.*

Training must keep you under a strict diet, but when you can splurge on food, what makes your taste buds tingle?

I never splurge...

If you are not riding, what would you be doing on a perfect day?

Digging...driving the JCB!

Mountain biking is all about travelling. How do you cope with always being on the move?

For me a good pair of headphones is so important, being able to switch of and go into my own little world is so important.

During the inaugural EWS race, you dislocated your shoulder during the race but popped it back into place and continued riding your bike. How did you get enough motivation and courage to overcome the pain and to keep pushing?

It is nuts what athletes can deal with when they are focused. There was so much pain and fatigue during that endurance race that the extra pain of my shoulder was massively dulled compared to if it came out when I was sat on the sofa or reading this interview, Part of being a good athlete is not only being able to perform when everything is perfect, it is being able to perform when shit goes wrong. No matter how hard you work or how well you plan,shit will go wrong.

We know you have been termed as "The Machine". Would you tell us in brief about how the name came into being?

I am not a machine. I just keep my head down and get on with it.

You are known as one of the best bike handlers in the world. What would you advise to aspiring riders to ride better?

Use your head. Being a good bike handler is not just about mindlessly riding your bike, you really have to picture what you want to do in your head. Try to visualise yourself doing it and see the end result, go through the motions and break it down. Whether it's just riding your bike or winning a World Cup, you need to get the motion of the action embedded into your mind so when it comes down to it and you have to perform, you can do it without thinking.

When you are not competing, which is your favorite trail/place to ride? Do you enjoy riding the lines you built more or natural trails?

I love to ride at my home in Dyfi Forest, all the tracks and lines we have built, whether its man-made or natural doesn't matter, as long as it has got Flow!

Every mountain bike trip has an amazing story attached to it. Tell us about one such trip which has been the most amazing for you.

I think the most memorable for me was when me and Gee went out to Rio in Brazil for a Red Bull street race. Seeing how the people lived and there every day life was unreal, it was incredible to visit the favelas and see their story written on the walls in bullet holes.

Tell us a bit about the bike you will be riding for this season. Are there some major changes you make to your ride in order to "suit your needs"?

The new 2014 GT Sanction is a bike that has had a lot of input from me. It has combined all my years of racing different disciplines and riding different bikes into one amazing all round beast. We tried to make a bike that didn't hold the rider back on the downhills, a bike that always wanted to be ridden hard.



We feel the Himalayan trails are perfect for enduro specific riding. Have you ever been riding in the Mighty Himalayas? Are there any plans?

Last year I did a trip with Hans Rey in France, I think we should do another trip to The Himalayas. As long as we don't have to carry the bikes...!

Whom would you like to thank for where you are today?

Dan Brown...

Do you have any words to share with your fans and the riders in India who look up to you? A quote?

Try to follow your own path. Don't get sucked into doing something a certain way just because that's the way other people do it.

Thank you so much Dan! Hope to see you on the trails soon!

Thanks to you guys!



WHEEL TRAILS

Photos: David Zanner (action), Companies (products) Text: Mesum Verma

WHICH TIRES??

As it is very Important to have a nice bike (frame) and everything set up nicely and dialed.

The cockpit, the saddle height, geometry of the stem and rise of the bars. But, when you are moving, whatever is the ground, you are rolling on a surface.

So tires are not less important. They are the only point of contact between you and the trail.

Different tires for different style and terrain, such as; XC, Enduro, Dirt and DH.

We show you, what you get in the stores in India so that you can roll nicely on the trails.

And of course, you can always order in the store any tires you wish to put on your bike.

BONTRAGER - LT3 HARD CASE PLUS

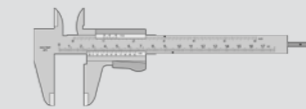


The LT3 Hard-Case Ultimate is an all-condition, light trail specialty tire designed for fast rolling on both pavement and trails, without having to worry about rocks or debris causing flats.



XC	E	DH
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26"	27.5"	29"
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2.00

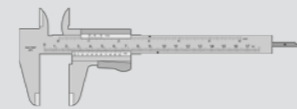
***3,050 INR**

GEAX - SAGUARO



XC	E	DH
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26"	27.5"	29"
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2.00

***2,400 INR**

An ideal balance of characteristics, with fast central tread and predictable cornering on all surfaces. From XC racing to big-hit slopestyle, the Saguario is the perfect do-it-all tire.



XC	E	DH
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26"	27.5"	29"
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2.10

***1,700 INR**

MAXXIS - IKON

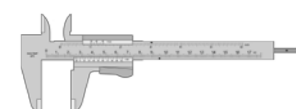


The Ikon is for true racers looking for a true lightweight race tire. With 3C Triple Compound Technology, high-volume casing and a fast rolling tread design, the Ikon provides exemplary performance in all riding conditions.



XC	E	DH
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26"	27.5"	29"
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2.00 / 2.10

***1,450 INR**

**tire prices may be subjected to change or variation*

KENDA - SMALL BLOCK 8



Ultimate XC Racing tire with lots of speed and grip. Well suited for a variety of riding conditions. Fast accelerating, hard-pack cross-country tire. Numerous knobs provide multiple contact points with the ground; while having semi-slick speed.

SCHWALBE - NOBBY NIC HS 411

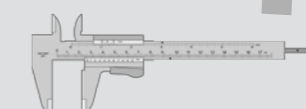


Nobby Nic is unbelievably versatile. The tread offers unbeatable control in any condition. Thanks to its compounding and construction at the highest EVO level it is light and fast in competition. This amazing performance makes it a true „Allrounder“.



XC	E	DH
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26"	27.5"	29"
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2.10

***2,950 INR**

**tire prices may be subjected to change or variation*

GEAX - BARRO RACE

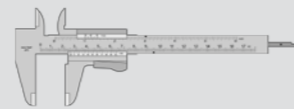


Barro Race is a full-width XC race tire for dry hardpack, available in folding and TNT versions. Low, wide-spaced knobs for least rolling resistance and low weight, specifically designed for XC racing.



XC	E	DH
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26"	27.5"	29"
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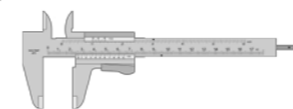
2.00

***1,750 INR**



XC	E	DH
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26"	27.5"	29"
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2.10

***900 INR**

MAXXIS - CROSSMARK



The CrossMark is the dramatic evolution of the cross country racing tire. The nearly continuous center ridge flies on hardpack, yet has enough spacing to grab wet roots and rocks. The slightly raised ridge of side knobs offers cornering precision never seen before on a tire.



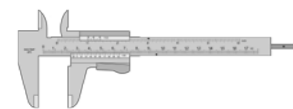
XC	E	DH
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26"	27.5"	29"
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BONTRAGER - XR2



The Team Issue mountain bike tire is tubeless ready, and features a specifically formulated compound for lightweight construction, improved cornering traction and impressively low rolling resistance.



2.20 / 2.10

***2,100 INR**

MAXXIS - IGNITOR



Designed for the most discerning professional racers and has laid claim to multiple World Cup victories. The well-spaced tread pattern fills in nicely to provide low rolling resistance in the straights, while the ramped pentagonal knobs provide excellent traction in the corners and in medium soil.



XC	E	DH
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26"	27.5"	29"
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2.10

***1,450 INR**

KENDA - HONEY BADGER

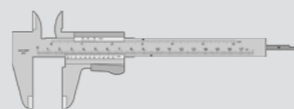


Designed for those who would rather wear spandex than baggies. The Tri-bite knobs have been resized and moved to maximize efficiency for those who love to climb, descend, and race through tight single track on a variety of terrain.



XC	E	DH
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26"	27.5"	29"
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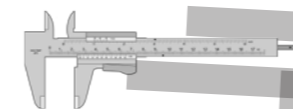
2.10

***2,450 INR**



XC	E	DH
----	---	----

26"	27.5"	29"
-----	-------	-----



2.25

***1,150 INR**

SCHWALBE - RAPID ROB



The old Racing Ralph tread on a new mission. Rapid Rob is an attractive option for beginners in the Active Line. With 50 EPI carcass and LiteSkin sidewall.

**tire prices may be subjected to change or variation*

**tire prices may be subjected to change or variation*





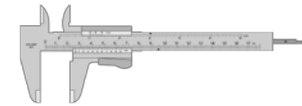
XC	E	DH
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26"	27.5"	29"
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KENDA - EXCAVATOR



Directional tread, where every knob has been designed for optimum performance Downhill version features 2-ply construction and Stick-E rubber; Cross-country versions feature light-weight single-ply casings and DTC rubber.



2.35

*2,150 INR

SCHWALBE - MAGIC MARRY

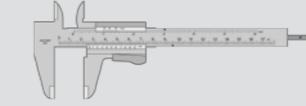


The new Super Gravity technology makes it lighter, yet it is still extremely sidewall-stable and snake-bite resistant. At the same time, the flexible tread offers much better handling characteristics. The new profile is even more versatile and feels at home on any kind of Downhill trail.



XC	E	DH
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26"	27.5"	29"
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2.35

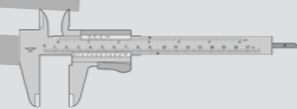
*2,850 INR

GEAX - GATO



XC	E	DH
----	---	----

26"	27.5"	29"
-----	-------	-----



2.30

*2,100 INR

Specify Gato for max grip and control in wet, loose conditions. Aggressive tread with tall, widely spaced, reinforced knobs to shed mud and keep the bike on your chosen line.



XC	E	DH
----	---	----

26"	27.5"	29"
-----	-------	-----



2.35

*1,050 INR

MAXXIS - MINION DHF/DHR



The Minion was designed for the often loose and muddy conditions of aggressive all-mountain terrain. The DHF incorporates ramped knobs for low rolling resistance and channel-cut knobs to increase gripping edges, giving straight-line control and precise cornering.

MAXXIS - HIGH ROLLER

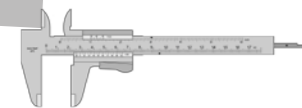


Our most popular and versatile mountain tire, the High Roller's ramped leading edges roll fast, while the side lugs offer stability at speed and a sharp edge to hold corners. The grooved center knobs provide straight-line control.



XC	E	DH
----	---	----

26"	27.5"	29"
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2.35

*1,150 INR

**tire prices may be subjected to change or variation*

KENDA - NEVEGAL DH

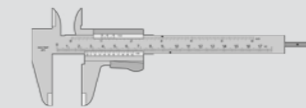


Downhill wire bead version has 2-ply construction with Stick-E rubber for better grip, Freeride wire bead version is single-ply with Stick-E rubber and Butyl CAP insert for extra strength and durability.



XC	E	DH
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26"	27.5"	29"
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2.35

*2,650 INR

**tire prices may be subjected to change or variation*



INDIA



MURUGAPPA

montra

Performance bicycles



rider: dan atherton | photo: sven martin

mtbmag
56



FRANZ JOE GALLER





riders: rahul majumder, prateek singh | photo: anshul dubey



rider: wolfgang haslinger | photo: mesum verma

ADWAIT PARCHURE



mtbmag
65

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YOUNG-GUN

Photos & Text: Rakesh Oswal

ADWAIT PARCHURE

Do you have any dream about biking?

My biggest dream is to take part in the Red Bull rampage. I think it's the greatest downhill championship ever.

Which bike did you ride or which do you ride now?

I started out on a BSA bike then i had a firefox cyclone, currently I'm riding a Firefox colorado, and i think i wont get a new bike till i earn it myself. My father clearly told me he won't buy me a bike.

Where do you see your future in biking?

My future in biking, I'm sure i will reach to a great level as long as i train everyday. Right now my progress is limited to the development of the sport.

Who is your idol?

My idol, is Cam Zink. It's not just because of how great he rides. Its because of his attitude on the track.

If you are said to survive without biking, would you survive? Why?

There is no chance i would survive without biking. Its become a part of my life. Biking gives me the quick getaway that i need. It helps release my anxiety always.

Hello Adwait! Where are you from? Tell us something about yourself.

I am a seventeen year old teenager. I'm in the 11th. I've taken the science stream. I love the outdoors and biking is one of my strong spots.

Being an student, how did you get interest into biking?

I got into biking by coincidence, i was just jogging on the hill behind my house and i saw this drop and i wondered how it would feel like to drop off. I used to ride cycle off footpaths and over steps and all that. Then i got into MTB. I found some guys who biked. Thats when my journey began.

How important is biking in your life?

Biking is a very really important part of my life. Before biking i played soccer. But now i realize that biking has taken this important spot. I bike everyday and i never will stop biking.



WHATS UP??!

mtbmag
68

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

racing and events

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india.com



rider: ANTOINE BIZET photo: CHRISTOPH LAUE

HALL OF DIRT

Stuttgart - It was an awesome premiere for Hall of Dirt in Stuttgart (GER). All riders heat up the Hanns-Martin-Schleyer-Halle with their mind-blowing tricks. Especially the Belgian „La Frite“ Thomas Genon just nailed it. After his glorious victory with his team mates from Team France 1 at the Hall of Nations Cup on Saturday, he also took home the win of the FMB World Tour Silver Event on Sunday. He shared the podium with Antoine Bizet (FRA) and the surprise of the weekend, the young shredder Torquato Testa (ITA).

mtbmag
70

At the Best Trick contest the athletes electrified the atmosphere during their 45-minutes jam session. Mainly two shredders awed the crowd: young gun Matt Jones (GBR) and Mr. “Cashroll” Szymon Godziek. They made a lasting impression, reaching unbelievable amplitude as they boosted of the kickers. Matt Jones pulled a clean double backflip, took the lead until Szymon shocked the spectators and judges with a backflip cliffhanger and went home with 1,500 € prize money.



rider: SAM REYNOLDS photo: CHRISTOPH LAUE

The trick level was high which meant: those who didn't spill the beans at the main competition couldn't make it into the finals. Top riders like Yannick Granieri and Anthony Messere failed already in the qualification. In the finals Antoine Bizet impressed from the very beginning: in his first run the Frenchman gained the lead with a huge double backflip. Patrick Leitner (AUT) and Sam Reynolds (GBR) increased their performance from run to run, but couldn't beat Bizet's high score. Surprisingly, Italian young gun Torquato Testa put some pressure on Antoine: flip no-hand, flip pendulum, double-whip and a front flip sent the twenty year-old pre-qualifier just behind Bizet.



rider: THOMAS GENON photo: CHRISTOPH LAUE



rider: ANTOINE BIZET photo: CHRISTOPH LAUE



prizegiving / photo: CHRISTOPH LAUE

- 1 - Genon Thomas / BEL / 95.67
- 2 - Bizet Antoine / FRA / 94.33
- 3 - Testa Torquato / ITA / 90.00



Aside from the obvious sporting and FMB World Tour excitement, sudden weather forecasts added even more suspense to the 2014 VIENNA AIR KING. Victory literally came down to the last minute when all finalists managed to lay down their second runs before heavy rain hit the town hall square. After a two run format the top 8 riders each received their cut of the 10,000 Euro prize purse. The biggest share went to Brett Rheeder - his unbelievable performance shocked the crowd and left the judges no choice but



rider: THOMAS GENON photo: STEFAN VOITL

mtbmag
75



rider: GODZIEK SZYMON photo: STEFAN VOITL

to award him the victory. After an intense crash in practice, it was unsure if Rheeder would participate in the finals but he came back strong and raised the bar to an unreachable level. His second, winning run started with a truckdriver from the step-down drop, then a huge backflip tailwhip, followed by a Cork 720 and a super clean frontflip barspin. With Rheeder safely in first position the judges were left with a difficult decision - who should stand with him on the podium?

Szymon Godziek's second run was packed with enough awesomeness to place him next to the King in second. His run consisted of a truckdriver from the drop, a backflip

rider: ANTOINE BIZET photo: JAN FASSBENDER



- 1 - Rheeder Brett / CAN / 95.33
- 2 - Godziek Szymon / POL / 91.33
- 3 - Genon Thomas / BEL / 88.67

prizegiving photo: JAN FASSBENDER



tailwhip then a dialed cashroll on the second set and finishing strong with a frontflip. Since he was the best placed athlete not yet qualified for Red Bull District Ride, his performance also won him a wild card for the Diamond Event in Nuremberg, Germany in September. Already qualified for Nuremberg, Thomas Genon also showed a smooth and technical run. "La Frite", as his friends call him, dropped-in with a truckdriver, then a double tailwhip, followed by a 360 tailwhip and a 360 downside whip. All in all, a truly dignified podium!

rider: BRETT RHEEDER photo: JAN FASSBENDER





Sometimes things turn out differently...

Dirt jump trip to Barcelona

mtbmag
79

TEXT: Fabio Schäfer
FOTOS: Jannik Hammes



What could possibly go wrong when you decide in February that you want to escape the nasty German weather for ten days? In our case - just about everything. We took off to Barcelona to finally get on our dirt jump bikes again at the bike park La Poma while enjoying the pleasant temperatures and sunshine.

After the last few months in Germany, it feels odd wearing just a t-shirt. But I like it. It feels great to finally feel the sun on your skin again. It feels even better that I am

wearing my dirt helmet looking at one of the many lines of the bike park La Poma. The park is located in Spain but if you ask the locals, they will tell you we are in Catalonia.

Unlike the dirts in Germany, everything is dry over here. Our 17-hour drive already paid off. **Jannik Hammes** and **Amir Kabbani** who both came on the trip with me, agree wholeheartedly.

In spite of a long dirt abstinence, the first



I have no choice but to sit this one out and watch Jannik and Amir run riot in the huge dirt park. The large area has everything a dirt jumper could wish for. No surprise that well-known slopestyle pros such as **Andreu Lacondeguy**, **Bienvenido Alba** and others live here. Some Canadians as well as Russian rider **Pavel Alekhin** also spend the winter months in this spot. For about six Euro a day, you can practice new tricks in the foam pit, battle your friends on the 4cross track and do laps on the two pump tracks until your arms fall off. On top of that, there are

about four dirt lines for different skill levels. If you prefer riding trial, there is a great rocky spot next to the 4cross track that also has floodlights. You can even see the Mediterranean Sea from the park which means you have a great view but also a lot of wind.

Shortly before sundown, we make our way back to our hotel "Cal Music" that is only a few minutes away. With only four rooms, the hotel is quite small but the perfect place for bikers. It is located in a residential area so you don't have to worry about your car

few runs feel really good. We are going to have a lot of fun over the next ten days! I start rolling, take the first hip, carry enough speed for the following step-down, hit the landing perfectly but don't manage to take the next push hill properly. This means I don't have enough speed for the double. I manage to pedal once but know instantly that I am too slow. I'm about to case the top landing ledge and hold on to my handlebar as hard as I can. There is a heavy impact but instead of just a dodgy landing, I am catapulted out and hit the flat with my shoulder

and my head. Fuck! I can tell right away there is something wrong with my shoulder. **Jannick** collects my bike, I start pacing back and forth, swearing. Broken collarbone? Torn ligaments? I have no idea, I just know that's all the dirt jumping I'm going to do in Barcelona. On day one of ten. That sucks! The days I have been looking forward to for weeks are over before I have done ten runs. What I didn't know at the time: because of this crash, I won't be able to ride my bike for over two months - separated shoulder.



being broken into at night. The only downside is that the rooms don't have a kitchen so that we will end up eating nothing but baguettes with avocado and tomatoes for the following days. We use the minibar as a fridge for the groceries we buy at the supermarket.

Even before we eat, we experience the second setback of the day: **Jannik's** shocks are damaged. All we know is that it's no longer working. Neither airing it nor pumping air in changes a thing. That explains why **Jannik**

felt like his slopestyle fully handled weird as the day went on. How unlucky can you be? I mean, we spent ages in the car, will add 3,000 kilometers to our clock and the very first day, two out of three people are eliminated?

After our healthy meal on the balcony and a few bike clips, we are looking forward to some well-deserved sleep. We can still feel the long drive in our bones. But it turns out that I wasn't meant to get much rest that night. For one I still can't believe our bad

luck. On top of that, the pain in my shoulder forces me to lie on my back all night. As soon as I manage to fall asleep, **Jannik** starts jabbering in his dreams. What a night.

La Poma is cancelled for the day. It's too windy. Riding is not possible, or rather unnecessarily dangerous. We decide to visit "**Mr. Superman Tsunami**" **Xavier Pasamonte** at his spot in the forest instead. This takes us about 35 kilometers inland. Czech rider **Jakub „Semenuk“ Vencl** sent **Amir** the coordinates over whatsapp and we proceed to

enter them into our GPS. **Tobi Wrobel** is on board as well.

After we spend 90 minutes rumbling down tiny back roads and have completely lost our way in the middle of nowhere in spite of our high-tech navigation system, we finally arrive at **Xavier's** home spot.

Here, we run into a few more riders who also decided to escape the harsh winter: **Patrick Leitner**, **Ramon Hunziker** and other German-speaking guys.



The spot is located on the private grounds of **Xavier's** father. Over the years, it has continued to grow thanks to endless cuts of the spade. And I am not talking about the number of hits - there really is only one line - but the sheer size of the jumps. The line is nothing to sneeze at and the guys are slowly getting the feel for it. I don't have time to get bored while **Jannik** chooses his photo equipment over the damaged bike. Any photographer worth his salt can't let an opportunity like this awesome session pass by without grabbing his equipment. It's down

to **Amir** to session the spot. That night all of us go to a restaurant together. Since my shoulder makes it even impossible to cut my own pizza, I briefly consider eating so much that I just burst right there and then. Instead, we drag our full bellies onto the tiled roof of **Tobi Wrobel's** hotel. It is beautiful up there. The flickering neon lights combined with a view of the vast sea create a romantic atmosphere.

The next day, we go back to La Poma. At least **Jannik** hurls his broken bike into the

foam pit a few times instead of spending all day sitting around like I am. I decided to pay the hospital a visit after all. While I am getting x-rayed, **Amir** is jumping flairs in La Poma. When I leave the hospital three hours later, the sky has darkened considerably. I now am the proud owner of a professional bandage but still don't know anything about what is going on with my shoulder. It starts raining. Heavily.

Even though it apparently never rains here. On the other hand, who wrecks their bike and shoulder on day one?

Next day - rain. So we end up going to a mall where we go back and forth between an Asian restaurant, massage chairs and the arcade, where we really let loose. We engage in a massive shootout with virtual zombies hordes and try our hand at horse racing. Not exactly how I imagined our bike trip to Barcelona. At least we are having fun in spite of it all!

The next day, the rain stops and instead the wind picks up again and it is really stormy. Great. We decide to drive to what is

probably the most exclusive indoor spot in Catalonia: “El Rancho”. The skate hall was built with much attention to detail in a former pigsty somewhere in the middle of nowhere. After one phone call, they open just for us. Hitting the mini ramp and foam pit is a great way to spend the afternoon until we try La Poma one more time in the evening. The wind is gone now, but the sun too.

While Amir and Jannik seize the last rays of sun to session the pit, I talk to the park

shaper. He is originally from Germany and only arrived here two months ago with his camper van. That wasn't really his plan but he is a dropout. Back home, he quit his job and apartment, threw his bike into the van and has been driving across Europe without any obligations ever since.

The 27-year-old takes care of shaping the park and rides his bike when his work is done. It's a cool life if freedom and riding on a daily basis mean more to you than an expensive car and city flat. A real inspiration!



I don't know if it was the daily baguette with avocado and tomato or the realization that this trip is cursed, but we decide that night that we are going home early. The next day brings with it another 17-hour drive. Even if everything went wrong, we still had fun. We laughed a lot, went riding a little, and have learned a thing or two. If you look at things in a positive light. But that's just how it is;

sometimes things turn out differently than you think.



MANFRED STROMBERG



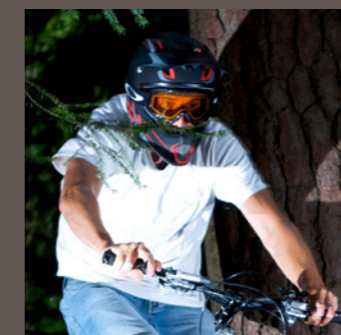
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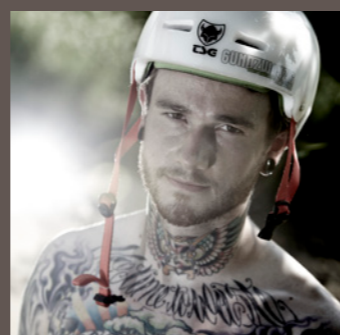
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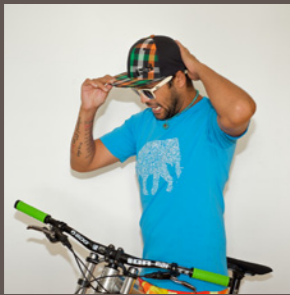
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