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NEW HORIZON



New Horizon - with the Hardline event, which Dan Atherton pulled out and brought us, what is downhill biking now. Nothing really new, but with the venue they have after Hardline, the original downhill worldcups now seem more like a bikepark trail, than gnarly nasty technical tracks!

Our young gun from Chandigarh, Kushagra, is just 15 years old, but is already going big on his bike - have a look at what he has to say about it. The year starts off with the first race in Nepal, the Daran Showdown 2015, which will hold XC and DH Races at Nepal's highest racing levels.

Mtbgmagindia also reaches a new horizon, in that he will have a new brother: mtbgmag-china, all in Chinese, and with more Chinese content. We are excited to share more experiences from China, to bring in to India, since there is for example only 30 downhill races per year! Ride on to new Horizon!!

Mesum Verma



Mesum Verma - Editor in Chief

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CHOSEN BY WORLD CHAMPIONS
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RED BULL HARDSTYLE



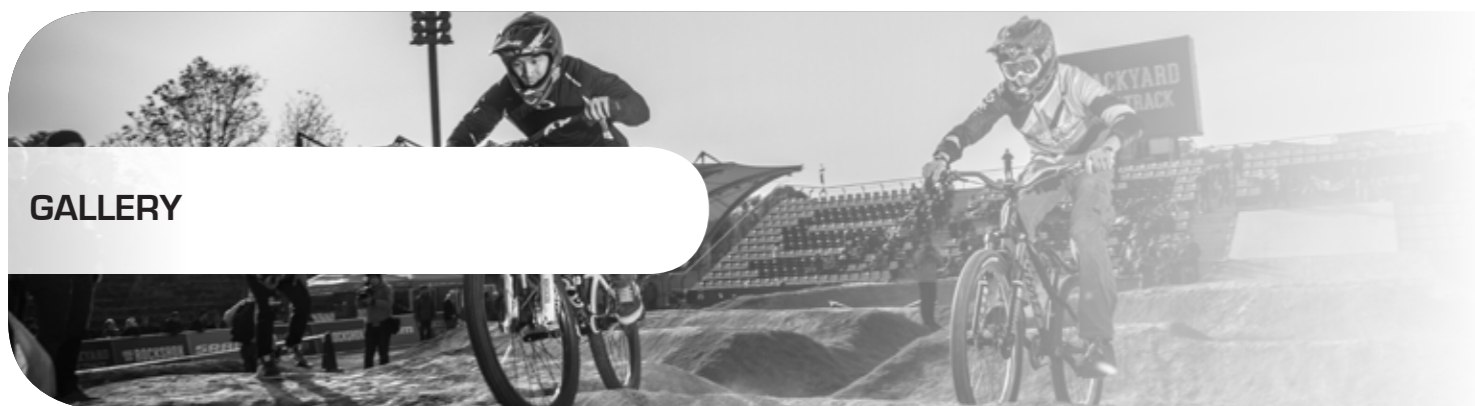
KUSHAGRA RASTOGI



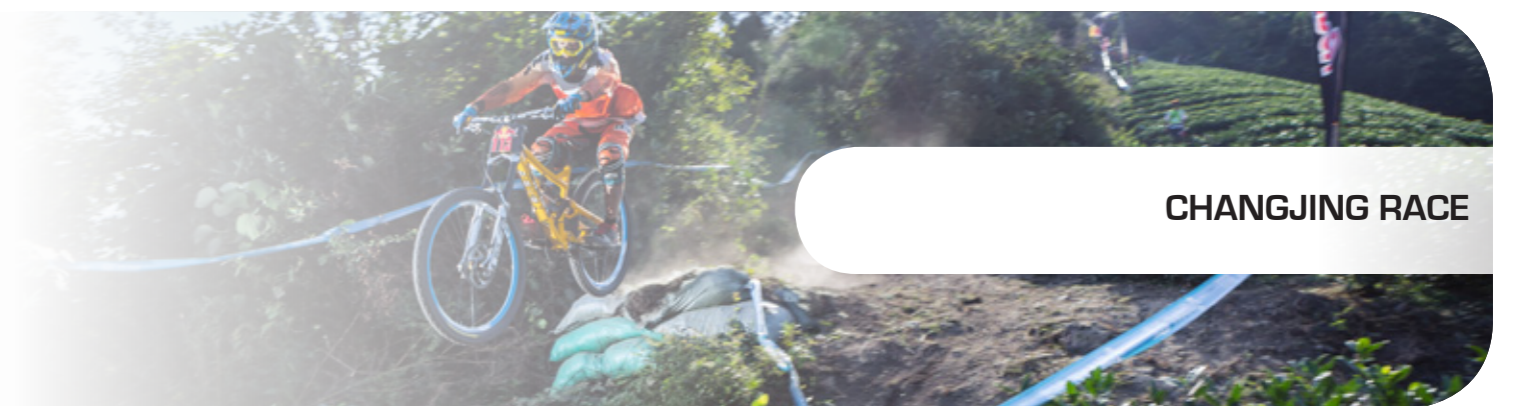
WHY USE A NECK BRACE?



SHOWDOWN DHARAN 2015



GALLERY



CHANGJING RACE



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RIDE . RECON . RACE

mesum verma photography



RED BULL HARDLINE

Dan Atherton's latest build takes Downhill Racing off the scale



Gill Harris



Duncan Philpott / Sam Needham / Simon Nieborak



Gee Atherton



Simon Nieborak

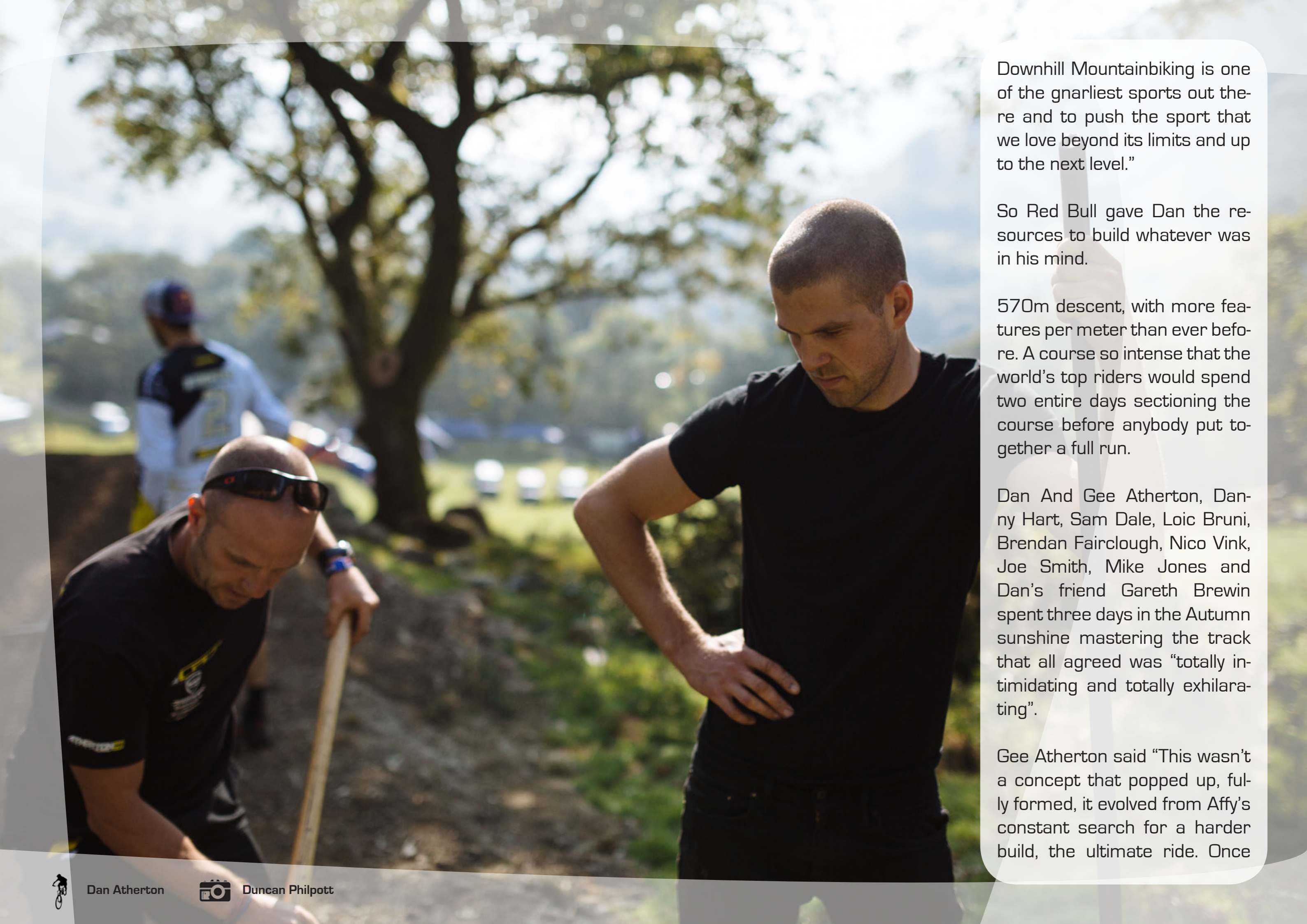


On September 9th 2014, at a secret location marked only by a specially-made warning triangle, ten of the world's most skillful bike-handlers met to race.

But this was no ordinary race, it was the first ever Red Bull Hardline, a Downhill race on a track designed by Dan Atherton and built specifically for the best riders in the world. A track so testing that only the genuinely most accomplished would dare to tackle it. There would be no red tape and no limits on discipline, Enduro riders, Downhillers and Freeriders were welcome to try their luck. No allowances would be made for any of them.

The fact is that Downhill World Cup courses have got "too easy" for this particular set of riders. The sport that they love is subject to endless red tape and in setting a course the UCI have to make allowances for Women and Juniors racing on the same track. Dan Atherton's vision was "to reclaim the fear-factor, to remind the world that





Downhill Mountainbiking is one of the gnarliest sports out there and to push the sport that we love beyond its limits and up to the next level.”

So Red Bull gave Dan the resources to build whatever was in his mind.

570m descent, with more features per meter than ever before. A course so intense that the world’s top riders would spend two entire days sectioning the course before anybody put together a full run.

Dan And Gee Atherton, Danny Hart, Sam Dale, Loic Bruni, Brendan Fairclough, Nico Vink, Joe Smith, Mike Jones and Dan’s friend Gareth Brewin spent three days in the Autumn sunshine mastering the track that all agreed was “totally intimidating and totally exhilarating”.

Gee Atherton said “This wasn’t a concept that popped up, fully formed, it evolved from Affy’s constant search for a harder build, the ultimate ride. Once





he'd discovered this mountain, in the context of many of us feeling that we can ride most World Cups with one eye closed, it was only a matter of time before it turned into a race that would let us showcase exactly what we can do. A lot of World Cups these days you don't even feel nervous for the first run, we'll just ride down blind, first go. This track isn't just hard to ride fast, it's hard to ride full stop."

Nico Vink was another rider fully behind the Hardline concept, he said "I'm so happy that Dan has made this happen, I remember chatting to him a couple of years ago about ideas like this and now with Red Bull behind him here we all are. I completely share and understand his motivation, the bikes and these riders here today can go way bigger than most of the current courses allow. We can't wait for the UCI to push our sport, it won't happen, we owe this to ourselves."

Despite, or maybe because the course was so intense the vibe of the event was super-relaxed.





All the riders commented on how much fun they had “It was a big, serious race on a mega track but right up till the final it felt like doing laps with your mates.”

Loic Bruni arrived with his mechanic Jack. He said “The event was really cool for both of us. When I first walked the track I was amazed by the sick view and so nervous, everything looked big and sketchy but I knew that it would be mint to ride and it was clear how much work had been done.”

Practice was scheduled to start Thursday but once riders started arriving on Wednesday afternoon there was no holding them back! Dave Pearce (who runs the UK’s Pearce Cycles Series) drove uplift for a very steep, very long drive to the summit. Every half hour the peace was shattered by fighter-jets training in the valley below; the weird perspective of looking down on them adding to the sense that something quite extraordinary was about to happen.

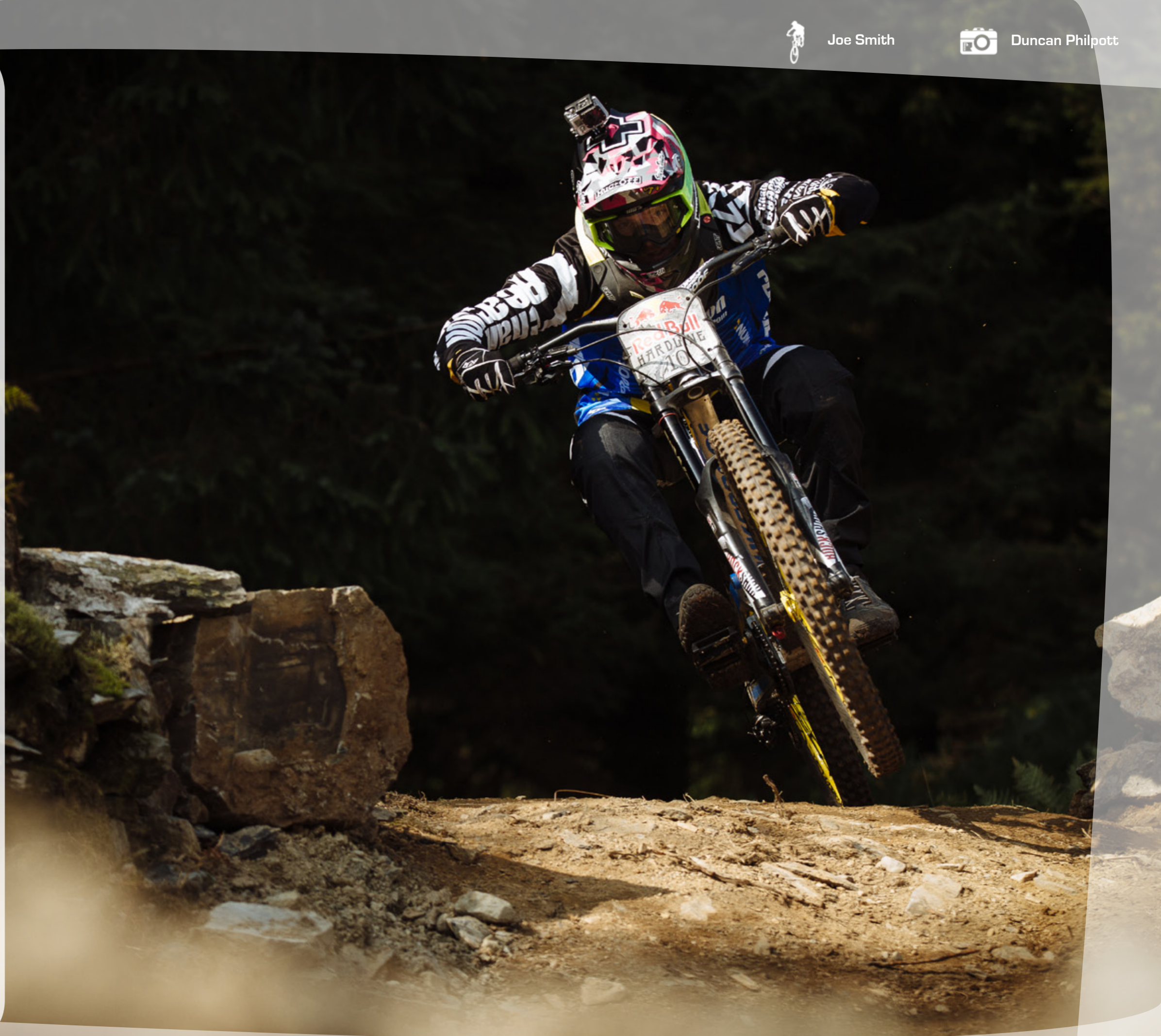




Dan, Gee, Joe Smith, Gareth Brewin and Mike Jones started to section the track. It was slow progress. Dan said I'd designed this course to be full of features that all link directly into each other. We worked our way down together, it felt great watching everybody battle with each obstacle, especially when so many racetracks have moved away from being technical, it was very much about bike skills rather than speed.

The mounting excitement was tempered by Mike Jones' crash running in to the first big jump which resulted in him being taken off to hospital with a suspected broken hand. It turned out that the massive swelling was due to a burst blood vessel but the fact that the course had claimed its first victim so soon was a sobering thought.

After this run Dan took the decision to make a change, he said "The riders felt that the double after the road gap was too intense so we took it out. Gareth Brewin was in the digger at 6am and on his bike for





the practice runs by 10!”

Dan and Gee have spent their whole lives pushing each other’s riding to the next level so it was natural that they would be first to tackle the huge road gap. In fact Dan said that the two of them tackling that gap for the first time, together, was a huge part of why he chose to build the track. A small crowd of riders, mechanics, friends and family gathered underneath the take-off, 40 ft (12.5m) up with a spread of 70 ft (21m) across the road. The brothers looked very small as they walked to the end of the wooden structure to scope their landings. Dan said “In typical Gee fashion he was well up for going first, and I was happy to watch!”

Gee said “ Actually the road gap was probably the easiest part of the course, it was intimidating because it was so big but as soon as you’d done it once it wasn’t an issue, there were other parts that were difficult every time, most of all the hip near the top. There is a step-down out of the woods, then a





fast left to hit the fire-road and you're onto this huge hip really fast, that one got me every time.

Loic Bruni said "I wasn't confident about jumping everything so I was proud and happy that I did all of them, I'm not used to this kind of steep take-off and high drop but when you are racing you just have to get acclimatized and try everything that you feel able to. My favourite part was the woods and the open section, it felt like the most amazing World Cup Downhill track, it's where I was most in my comfort zone and having fun. The worst part for me was the corner before the road gap, too slow and rocky for my liking, I crashed there, and I was relieved when they took out the bottom hip - that was ridiculous!

It is a measure of the difficulty of the course that nobody put together a full run until after lunch on the second day of practice.

Gee said "Watching Dan ride this course was incredible, he hadn't ridden any part of it until





we did so he had no advantage there. He was tired too from six weeks of digging and yet here he was giving the top 10 World Cup riders a run for their money. All through those practice days I was following him down and he was talking me through it, showing me how to do it and then doing it better than me! I'd won the World Championships the week before while he hadn't picked up a downhill bike in months!

Gareth Brewin tackled the big jump at the bottom of the course for the first time during his qualifying run. Gareth said "I kept going round because the landing looked so violent!" Nico Vink agreed "It was the only part of the course I didn't like, I struggled to hold onto the bars near the bottom and still had to hit those last two jumps with the harshest landing." Nico said "I can say that this is one of the most intense courses I have ever ridden. The last year I've been riding a lot of big jumps so they didn't worry me too much, but don't get me wrong, I was still scared! For me the main





difference is the racing - I think I kind of lost that fight in me that you need to be fast in a race.”

Qualification was structured so that riders could put in a several runs and take their best time. Dan said “We wanted it to feel as relaxed as possible – the only pressure on the riders came from within.”

In Qualifying run 1 only Danny Hart was close to race speed, he posted a 4 minute run while Brendon, Gee and Dan were at 7 minutes plus and the rest of the field didn't finish a full run. By Qualifying Run 2 Gee posted 3.45 with Dan 3 seconds behind him and Danny a close 3rd.

Qualifying Run 3 saw the fastest time of the day from Gee at 3:40 with Danny at 3.45 and Brendan and Dan on 3.48. Dan and Gee called it a day while Danny, Loic, Joe, Brendan and Gareth Brewin went for one more run, but nobody could touch Gee's 3.40.

Sam Dale had a tough couple of





days with plenty of offs in practice, then in his qualifying run, entering a rocky gully he took “one of the gnarliest crashes of the year” so he had to content himself with cheering on the Finals from the sidelines.

Gee had qualified first so he was last on the hill for the big race. Danny was in 2nd, Loic was in 3rd, Brendan was in 4th and Dan in 5th.

When it came to the finals run there was a noticeable shift in gear as the riders’ competitive natures came to the fore. Dan said “Downhill is so intense, it comes down to one chance, one run. I was totally reminded of why I switched to Enduro! I’d had such a gnarly six weeks digging this course, working against the clock to have everything dialed, and all through practice I’d been worrying about what the other riders thought of the course. Then suddenly they were calling me for the Finals uplift and nothing else mattered. Time to lay down one fast run.



Nico Vink



Simon Nieborak



Gee said “ The race run was the hardest of the week. For days we’d been building up, working towards that run. I wanted it to be so good, I was confident that I’d saved enough for the kind of extra special run that you know you have inside you, but you also know that you don’t have that many of them. Anyway I was in the middle section in the open, drifting into a fast left when I sliced the side of my tyre wall. I was gutted but I’d done a lot of good riding, it wasn’t so much missing the win that I minded as never getting to know exactly what I had in me for that final run.”

Perhaps the last word should go to Danny Hart, winner of the first ever Red Bull Hardline.

“This event was great fun and it definitely pushes our sport to the next level, you couldn’t put jumps like these in a normal race because somebody would get hurt, not everyone can jump that sort of jumps.

I wasn’t totally crazy about winning this event, because I was






having such a good time just riding it, having a blast with my mates. Don't get me wrong, when I look back now it is sick to have won the first Red Bull Hardline, but if I'd walked away with 2nd or 3rd, I would have still had a smile on my face."


Results

- 1st** Danny Hart 3:39.081
- 2nd** Dan Atherton 3:41.491
+2.410
- 3rd** Loic Bruni 3:47.432
+8.351
- 4th** Joe Smith 3:47.479
+8.398
- 5th** Gareth Brewin 4:03.870
+24.78



WHY USE A NECK BRACE?

 Deng Yu

 Deng Yu

To many downhillers, neck brace is not the first protective stuff that he will buy. First important protection is full face helmet and next will be knee guard, elbow guard, body

armor or chest protector. And the advantage of neck brace is designed to help bring the head to a controlled stop during an accident / fall.



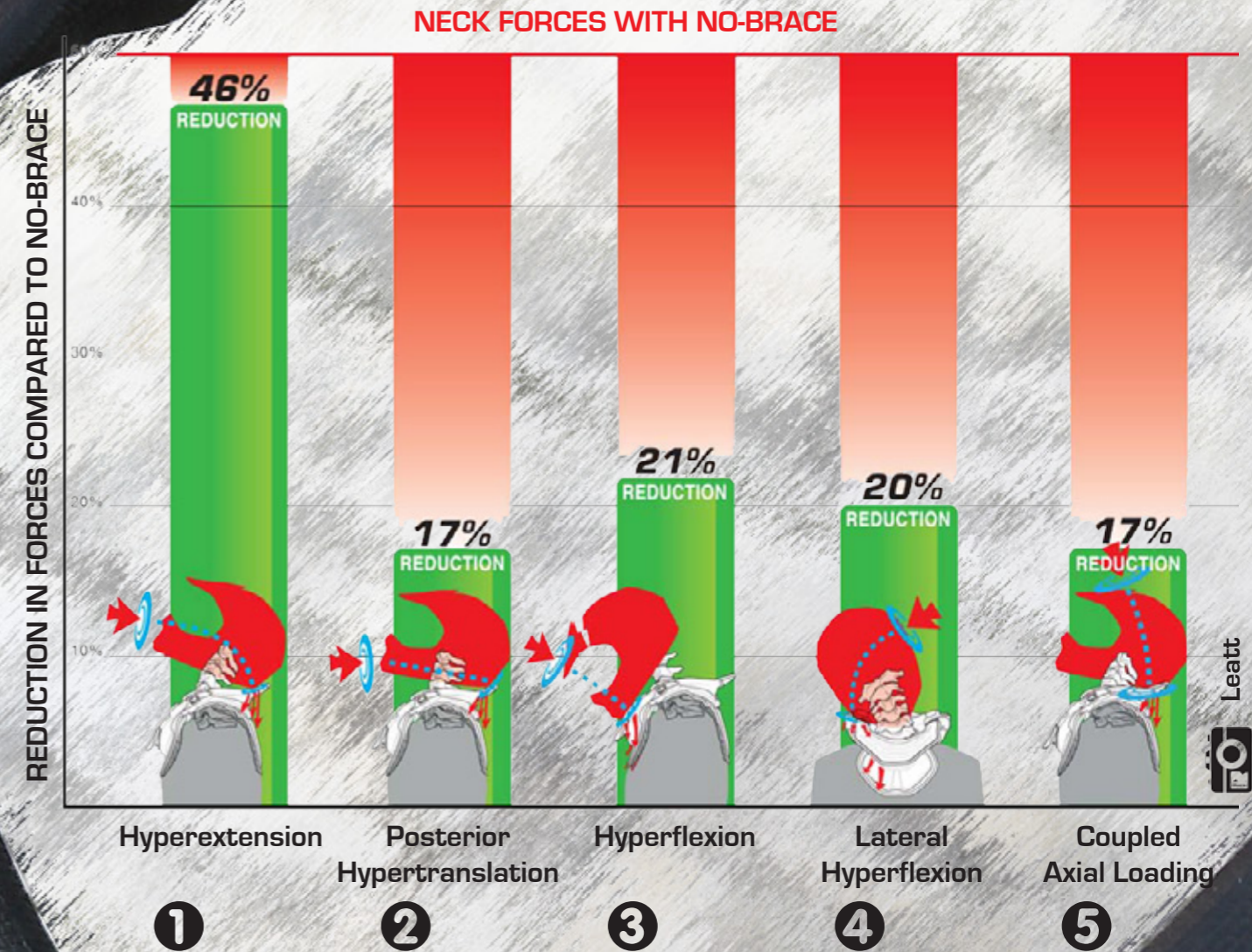
This is a LEATT DBX 6.5 neck brace. It's so far the lightest neck brace on the market and weights only 600 gram. While you are riding, you hardly feel the neck brace. Sure needs some time to get familiar.

NECK BRACE VS. NO BRACE

- 1 Hyperextension: Over-bending of the head in rearward direction.
- 2 Posterior Hypertranslation: Extreme movement of head and helmet, rearward on the neck.
- 3 Hyperflexion: Over-bending of the head in forward direction.
- 4 Lateral Hyperflexion: Over-bending of the head to one side.
- 5 Coupled Axial Loading: Helps prevent axial loading only when the axial forces act in combination with other mechanisms.

BE AWARE

Biking is still dangerous, and you can suffer still neck injuries. A neck brace can help to reduce this incidence of such injuries



WALL TO WALL



Navi Saini



Puneet Dhakar



Mesum Verma



Bryan Bell



Xu Rong Liang, Gao Yi Yang



Huang Ren Bing (Mr. Z)





Shi Zhen Yang



Deng Yu





Subrosa

PILOT

ANTHONY MESSERE

SPANK-BIKES.COM

SPANK

Hello Kushagra, where are you from? Tell us something about yourself.

Hi ! I am from Chandigarh and i am 15 years old i'm riding my bike since i been 13.



YOUNG GUN

KUSHAGRA RASTOGI

Being a student, how did you get your interest into riding bikes?

First i saw some guys doing tricks on their bike, then i also started to trying some tricks on my bike and then it became my passion.

How important is biking in your life?

It's very important in my life . I daily go out and practice some tricks.



Which was the first bike you rode and what is your current ride?

I first rode Firefox bad attitude and now i'm riding a custom Mongoose ritual street bike.

Do you have any dreams about mountain biking?

In this i want to become a pro street trial rider.

KUSHAGRA RASTOGI

YOUNG GUN



Where do you see your future in biking?

Don't know. But where it takes i'll be there.

Who is your idol?

Danny Mac Askill is my idol and i want to become like him.

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

No i can't survive without riding my bike because its my passion and its fun to do it and i love this and it keeps me fit and healthy.

Thanks a lot Kushagra, We wish you the best and keep riding hard!!

DH ELITE

XC ELITE

XC OPEN

XC WOMEN

XC JUNIOR



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**SHOWDOWN
DHARAN
2015**

**JANUARY 8 - 12
NEPAL**



DH ELITE

XC ELITE

XC OPEN

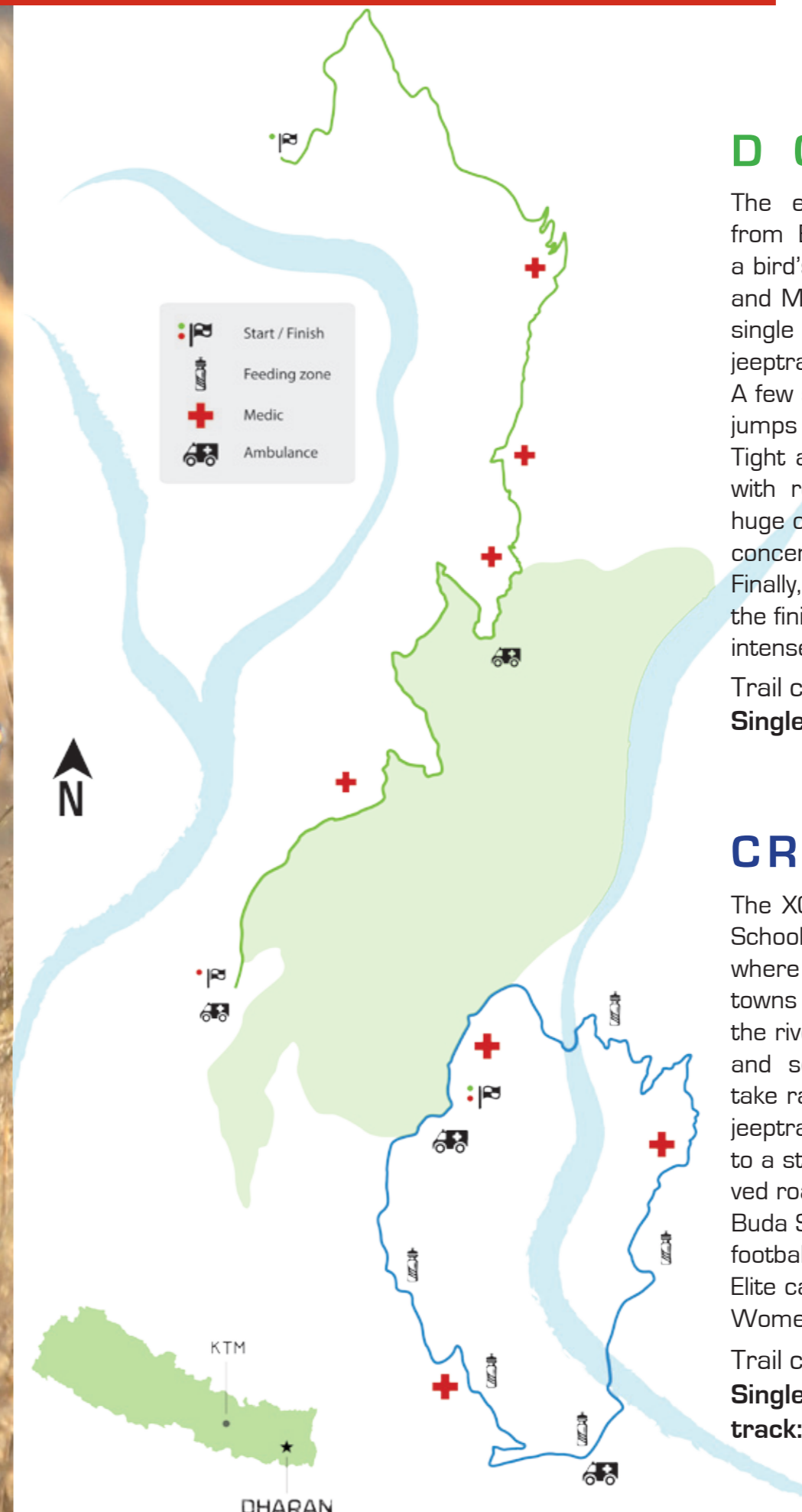
XC WOMEN

XC JUNIOR



**SHOWDOWN
DHARAN
2015**

**JANUARY 8 - 12
NEPAL**



DOWNHILL

The enduro-style downhill trail starts from Bhedetar's paragliding area, with a bird's eye view of Dharan to the south, and Mt. Makalu up north. Start on flowy single tracks by the ridge, then a mix of jeeptracks en route on downhill sections. A few short climbs, rocky sections, small jumps and drops come along the way. Tight and challenging switchbacks along with root and rocky stretching past a huge chautara demand utmost skills and concentration, all the way to jeep trails. Finally, a detour on singletracks touches the finish line at Amarhat Chowk after an intense downhill ride of 6.5km.

Trail composition:
Singletrack: 85% Jeeptrack: 15%

CROSS-COUNTRY

The XC circuit trail starts from Bijaypur School's football ground by the river from where jeep tracks through the outskirts towns runs by the river. After crossing the river, singletracks through the forest and scattered settlements and farms take racers to a wooden bridge, whence jeeptracks head south and then divert to a steep rocky uphill climb to reach paved roads at the periphery of the famous Buda Subba Temple, and onwards to the football field to make a full 6.8km circuit. Elite category racers make 4 laps; Open, Women and Junior categories do 2 laps.

Trail composition:
Singletrack: 30% Jeeptrack: 50% Paved road: 20%





International Downhill Race in Changxing/China



John Watt



Huang Ren Bing (Mr. Z), Mesum Verma



Huang Ren Bing (Mr. Z)



Mesum Yerma

I want to create a platform for more people in mainland China to get to know downhill biking this particular kind of sport. Also, I would like to let more riders, athletes and businesses get to know each other and communicate better, so that we can push this sport further. Hence, we as the designer and investor of this trail, used our fund to hire young riders from Taiwan and mainland China in order to combine designing inspiration and experience together, creating the Chang Xing downhill



Huang Ren Bing (Mr. Z)

trail! This trail has become the top trail in different aspects among the downhill trails in China!

We combined the basic requirements of international downhill race standard and the landscape of Chang Xing valley, built this trail and held a big international/invitational downhill race on Oct.5. Also, this trail and this race received support and help from many businesses and individuals, we appreciate your help and support!

In addition, as an inter-

national race, the advertising and promotion of this race was not well-prepared due to the limited amount of time, so that this race might not have achieved its full goal in biking scene.

The race was held during the Chinese National festival, so we might not have perfectly arranged the accommodation and transportation of riders. We have not yet had any complain from riders, however, we hope future races would be more convenient to the



Mesum Verma





riders, raising the level and scale of our races.

Parts of the riders in this race were invited by our company from overseas, Taiwan, Hong-kong, Macau and mainland China, so the race was filled with good riding from young riders, especially the 3.5m jump, which was greatly supported by Redbull. This jump is also the first legendary spot in Chinese downhill racing.

As far as I am concerned, any new sport shall not be

known and accepted by the mass public with only several races. We need to push our limits, making more efforts to make our race a higher standard one, with more help from society, businesses, mass media and factories.

Before this, we have examined many places, even me myself have attended many domestic downhill races in different areas, learning and getting to know this scene to a deeper extent. I also went to Taiwan and Hong-kong to visit their downhill



Huang Ren Bing (Mr. Z)


trails and parks. Considering the geographical position, climate and traffic of Chang Xing, we chose the current location together with local government and local park. Luckily, my business partner Mr. Chen has advanced managing ideas, which I strongly agreed on. Great thanks to my partner and colleagues of my business.

It is good that domestic downhill races are rising up. However, when concerning downhill races, more enterprises

and power should be involved instead of relying solely on several bike manufacturer and apparel businesses. Meanwhile, we need broader media platform and help from the whole society, combining each other and make the domestic downhill races up to the international level.

Thanks to everyone!!
I hope next year we could have a better race, a better cooperation and a better development!



 Huang Ren Bing (Mr. Z)

Gill Harris



Sam Needham



Deng Yu



Duncan Philpott



Simon Nieborak



Puneet Dhakar

Bryan Bell



Shubham Negi



Shyam Limbu



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