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FLAMING MOUNTAINS



Flaming Mountains - what a name, what a great time we had! And it will be not the last time! After our Tibet trip, we knew, next time, we're going there. Flaming Mountains, or better known from the bike movie „where the trails ends“ with Darren Berrecloth. It was really flaming, everything, the bikes, the dust, the rides we had in the slippery conditions. Luckily, the locals came and showed us around. Unforgettable moments we had there. Young Gun Gregory Alya Warjri from Shillong / Meghalaya, rides his bike as if the mountain is in flames! It's great to see a young talented rider get so much passion for riding bikes, so far away from resources of biking. The new Scott Aspect 655i, specially geared it up for India, and the downhill bike Taokas Dumun 275 made in China, are interesting bikes for Asia, specially for Asia, so we went through both, and you can read in our preview how both bikes stood up against the flames. Flaming Mountains in Mumbai, any mountains in Mumbai? We show you the top 3 trails around Mumbai. After more than a year, Aravalli Trailhunters successfully organized 10 races, and at the end of August they called riders to attend a „Team Race“ in the Gurgaon Aravallis. The 2nd Season is going strong from ATH, from 50 racers in the first year to 85 racers in the second, they keep growing bigger and bigger every race. See in our Race report what was happening at the ATH 2.6 „Team Up“. Ride on keep it real!!

Mesum Verma



Mesum Verma - Editor in Chief

Mesum Verma



Guenole Dubost



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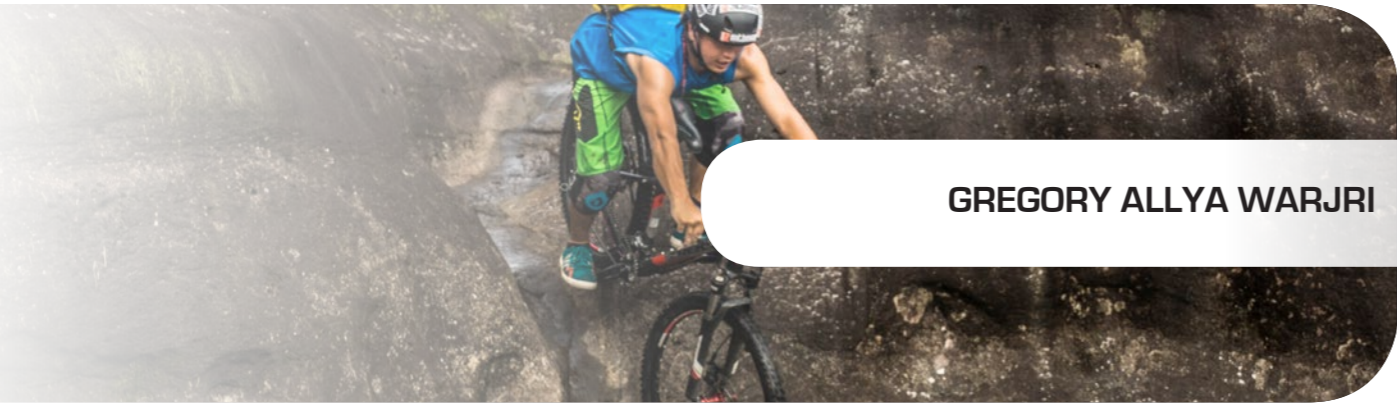
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RIDING IN THE GOBI DESERT



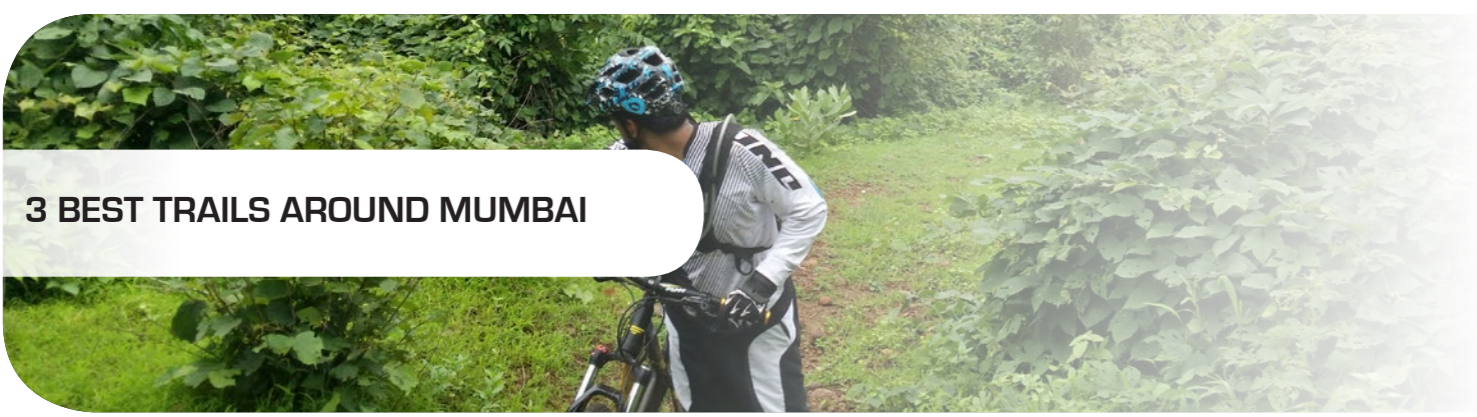
ATH "TEAM UP" RACE



GREGORY ALLYA WARJRI



SCOTT ASPECT 655i



3 BEST TRAILS AROUND MUMBAI



TAOKAS DUMUN 275



**ARAVALLI
TRAILHUNTERS**



RIDE . RECON . RACE

mesum verma photography



RIDING IN

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TURPAN / CHINA



Guénole Dubost
Alexander Gili
Sanzio Berti

كينيو
ئەلككس
سەنزىئو



Abas
Kaiser
Guénole Dubost
Alexander Gili

ئابباس
قەيسەر
كينيو
ئەلككس

Sanzio Berti
Markus Ruchti
Mesum Verma

سەنزىئو
ماركۇس
مەزىيۇم



our daily ride to the mountain



توریاں

Guenole Dubost

We've been speaking about this trip for a while already ... Checking pictures and maps on the internet, imagining... But the morning you arrive there after a long night's trip, the view is really stunning !

For too long we haven't seen any mountains and these ones are really impressive: sand and dust everywhere, no trees, no plants, looking rough but beautiful... Exploring the slopes by eye, you start to feel the freerider spirit growing: Ho! We should ride this, and that!



sanzio assemble his bike



the camp, just on the mountain

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We establish the base camp on the hill, small plateau, perfect for base camp, two meter and we are on the go...

First day riding, and first push-up in the sand. It's steep, really steep, while we keep pushing the view is getting more and more extraordinary! The whole area is just completely dry except the very bottom of valleys where the grapes are cultivated.

We arrive at the starting place we aimed for, more or less, from down there. Now, we shouldn't wait too much, it's looking really scary from here... If we wait too much, not sure I'll go for it. So just don't think too much and try to keep your line! Drop in! Sooo slippery! Bike is hard to control, just sliding in the thick layer of sand and dust... And, no way to stop or even to slow down!

These ten days in this remote part of China will be definitely my best freeride experience... until we start hunting for new spots!



getting bbq chicken for dinner



gueno is riding till sunset





Alexander Gili

For me everything starts in Hangzhou at a downhill race, where I met Mesum. I have been to his place and ridden his trails in Nanjing... then one day he talked about the desert and freeriding... sounds amazing and unbelievable!

The dream and thought became true when he asked me to join the adventure!

It was my last 5 months in China, before I returned back to Germany. When would I ever have the chance to do this again? I didn't spend too much time thinking about, just booked the flight and joined.

What did I expect from this journey? After I watched some videos on YouTube and listened to how to ride this terrain [steep, slippery, fast, technical], my only expectation was to survive! Luckily I did... Well... The journey starts on 25th Sept. in Nanjing, where I met Gueno at Mesum's place.

We went together to Nanjing airport, where we met Sanzio. After checkin and roughly 60kg overweight we took off to Urumqi... landed in Urumqi in the middle of the night, then met Kaiser, our local guide. Not a commercial guy, just someone like us. A rider.

After we packaged all our things, we started the way to Turpan. After 6 hours driving we arrived in the early morning... we got unbelievable treatment from the people in Turpan!

Abbas and his family gave us a place to sleep, traditional food and trust.



gueno & alexander enjoying the dust

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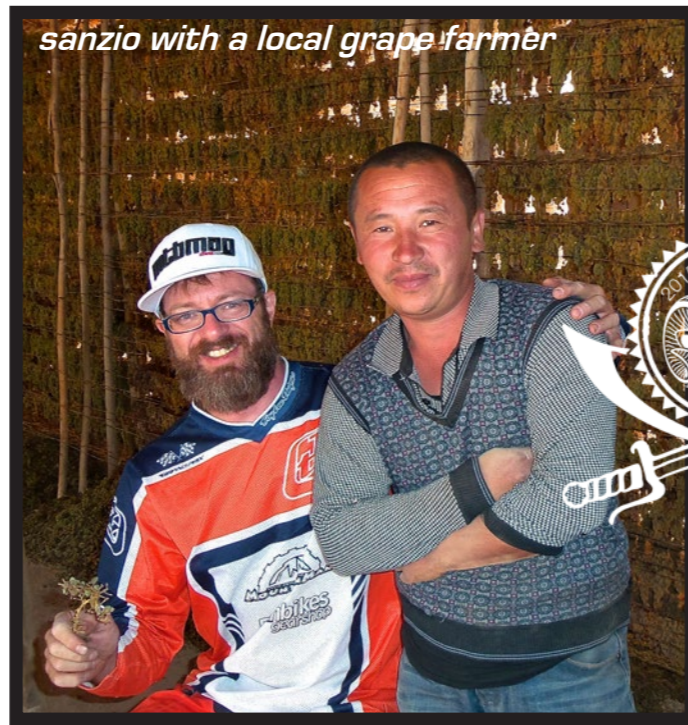
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markus, freeriding pur!!



It was a warm welcome, like we were a part of his family. After breakfast and two hours sleep, we went to our first destination with long and wide slopes, the best area to get used to the new riding conditions. We built up our tents, bikes and live on mountain. I found out it's possible to ride there... needs time to adapt, need time to learn and grow step by step. The feeling is super nice! Climb the hill and have a ride... hill by hill... ride by ride you will get into it and enjoy it more and more! Finally I forgot about the thoughts of survival and started to enjoy riding the slopes! As a visitor in China you have to follow the



sanzio with a local grape farmer



lamb bbq was our daily meal with bread



戈壁



a other day a other ridge, mesum & gueno



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sanzió in action

rules, on the third day we got the fourth visit from the local police. We were asked to leave the place.

We had a problem! If you come to a place in China you have to register! There is no way to register if you live in a tent outside the city... what are going to do? Where we gonna stay? ...

Come back to family. Abbas gave us a home! A huge fruit garden on the border of the village with enough space for our tents. The registration at the police took half a day, but we had no problems with the rest of the time!

From our new base we started in the morning and when to a new location with ridges and canyons. Still sandy, slippery, steep – let the technical part begin. Endless trail combinations and options. Limits in your head! When you push your bike up the hill, check the trails, create some transfers, climb again you are asking your self, “is it really possible to ride here?”... steep section, where you even can't climb, you want to ride...

I never did this before... do you know the feeling? Who cares?! ... believe me, when standing up there you start to care! ... Do you know what is better?! When you do it... 1st time, 2nd time, 3rd time and ... increase our limit and trust yourself! For sure, be careful and reduce your limits step by step... this is really nice and makes a lot of fun!

Riding on a ridge, which is maybe half a meter wide, slippery... release the brake to be secured and let it roll. This is not as easy as it sounds. You have to be very



sanziu is checking the line from gueno & mesum

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تورپان

sure you have everything under control!!
because left and right it drops down for
10, 20 or 30 meters.

I know I will not be as fast as my friends,
but will be faster than I expected and I
am able to ride the mountain secure and
safe...

Mission accomplished!

All this is possible if you have true friends!
They push you and they help you!

Together we had a lot of fun, on the moun-
tain and in the base camp!

Together enjoyed special Sprite, strange
Pepsi and Gordon... shared the feeling of
riding, talking nonsense and laughing a
lot...

*Thanks to everybody who was there
and created the best atmosphere
ever!*



dinner served



mesum has no time to check the landscape

sanzió dropping in the steep section



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Sanzió Bertí

First of all, from a logistical and organizational point of view, I was glad to be the only Italian in the group.

If we had all been from the spaghetti-pizza-mandolino country it would have been a big mess, since all would have felt to be in charge of giving wise advice regarding what we should do the best and where we should go the best; thus we would have spent far more time in discussions and travelling instead of riding !!!



the youngest gobi rider



gueno is trying to get away from markus

تورپان



mesum & gueno, it was really slippery, but always fun

Instead I found out that the group elected as leader The Master-guru-organizer of the trip, who indeed has the most experience in such environments, and everybody was following without creating additional problems, that otherwise could have turned one of the greatest experiences of my life into a disaster. Kudos! (Editor's note, Sanzio meant Mesum)

Yes! As just said, it has been great! After many years of riding and racing in Europe and China, I definitely rank this trip on the top three overall.

Furthermore it wasn't just a pure damn-fun riding experience in one of the most unique terrains, landscapes and locations, because getting in touch with the locals, their food, living in one of their houses and drinking fresh beers on the desert is priceless!!!



some deep valley





ئايپاس
قەيسەر
مەزىيۇم
گىينو
ماركۇس
سەنزىو
ئەلىكس

we will be back!!!

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Mesum Verma



Gregory Allya Warjri

YOUNG GUN

INTERVIEW

Q1-Hello Gregory Allya Warjri, where are you from? Tell us something about yourself.

Hi, my name is Gregory Allya Warjri and I am from a small town called Shillong in Meghalaya. I was born and brought up in a hill state where there are lots of opportunities

for outdoor sports and adventure activities. I am a very enthusiastic outdoor person and love doing all kinds of outdoor and adventure activities from mountain biking, trekking, canyoning, cliff jumping, caving, rappelling, trail running, outdoor camping etc. and of all of this I have to thank mountain biking because

this is where I first started and I have explored many places doing mountain biking expedition in my own state and now I'm also a mountain biking guide and a mountain biking instructor.

Q2- How did you get your interest into riding bikes?

I started mountain biking at a very early age because of the Ace adventure association in my local community, who organized cycling completions and trekking expeditions. After the interest in the sport set in, in 2001 we formed a mountain biking club called "Adventure and Mountain Biking

Association" (AMBIA), and registered it in 2004. We take mountain biking as a very positive approach to nature, community, youths and development in the society, and promote the sport and promote rural villages as well. Our motto is "Explore, Promote and Preserve."

Q3- How important is biking in your life?

Well Mountain Biking is very important in my life as it is a sport that is ecofriendly and helps you physically and mentally. I have a deep connection with it because as a teenager riding a





bike with a group of friends it has help me a lot. It keeps me off the streets and growing up in a locality most known for its bad environment, where a lot of teens get into group fights, drinking etc. Our cycling association has travelled to so many rural villages in my state, helping rural areas with note books and pens to the rural village schools kids and planting trees on environment day for preserving the environment. I would say one of my achievements is that I have done a lot of mountain biking training programs in rural

villages to promote mountain biking as one of the adventure activities in adventure tourism.

Q4- Do you have any dreams about mountain biking?

My dream is that I would love to have a mountain biking park with dirt jumps and a park for bmx and skaters to promote these sports in their own discipline. Like mountain biking has helped in my life, I hope my dream park would also help other kids and youth in finding their strength in their



discipline of the sport, to keep them off from the streets from indulging in bad environments. Also, my dream is to achieve the objectives of our association. Other than that I hope we can do more MTB expeditions, training programs, workshops and more competitions.

Q5- How is the riding scene in Shillong? How did you guys start biking?

Mountain biking in Shillong is starting to grow, and from my point of view since 2004 when we formed the association, I would say it's slow.

Mainly the reason would be because of a lack of bicycle shops and repair shops. We don't even have one proper mountain bike showroom and most of the mountain bikes we have get from Guwahati, which is the nearest, or order online. But we have a huge potential in mountain biking because

of the many trails we have here, and different kinds of terrain, and also the scenic beauty which makes it perfect for the mountain biking scene. We are planning to make the sport grow rapidly in the next few years.



Q6- You also organize races in Shillong. How difficult is to organize a race there? And when will be the next one?

We have organized a few races way back but we still organize a lot of expeditions and mountain biking tours every now and then, but we are lucky to have the XBHB team who organized the annual Cyclobhp downhill race, and also they organize flatland competitions as well. I would say it's not that hard to organize races here once you have pre planned everything

and get NOC from the govt. or the headman on the location and some paper work and it's a thumbs up. The upcoming race is the Kohima Downhill challenge held in Kohima, Nagaland during the Hornbill festival, and then the next is the Cyclobhp downhill race in Shillong.

Q7- Which was the first bike you rode and what do you ride now?

My first bike was the Devil Bsa 24 inch hardtail bike and now I'm riding the Trek 4500D.





Q8- Where do you see your future in biking or somewhere else?

Well, definitely I would like to see myself bulding my dream bike park hopefully... But hey, if that doesn't happen, I can clearly see doing more tours, expedition, workshops, competitions and training programs.

Q9- Who is your idol?

Uuhhh... that's so hard... I like them all from Kurt Sorge, Cameron Zink,

Brandon Semenuk, Greg Minnaar, Aaron Gwin, Logan Peat ect. Because I get inspired from all of them.

Q10- Something to say to the kids in India, why should they choose biking rather than something else?

Well, all have to say is to other kids and youth in India try mountain biking or bicycling because it is one sport that has different kinds of discipline for every person. If you want a little bit of an adrenaline rush try downhill, if you

want stamina try endurance race or cross country and if you want balance go for trail riding, flat land, vert riding etc. And last for my fellow riders all over India it doesn't matter if you ride for a cause, change, pleasure, passion, interest, hobby or competition... Ride on and always ride safe.

Thanks a lot Gregory Allya Warjri, ride on!



3 BEST TRAILS AROUND MUMBAI

When I tell people I'm a mountain biker from Mumbai, and that I ride a lot of trails in and around the city, they usually don't believe me. Yes, Mumbai is very crowded, extremely humid and way too hot, with temperatures over 35 degrees celsius in the summers: factors which are less than ideal for trail riding.

That being said, we do have some pretty interesting trails around the city, if you've got the endurance for them. These trails are usually unexplored before our bikes reach them, which is a pretty cool feeling. Here are three of the best trails around Mumbai:

Vandri Lake Trail (Easy)

About 40 kms from Mumbai while heading towards Gujarat, you reach an intersection at Vari, which is a small town close to Kelwa beach. Look out for Ganje village. It's really close to Vandri Lake, which is a beautiful location to explore. The lake is situated in between foothills. Just about everything around is rideable, from the forest trails to the river banks.

The locals at this spot are some of the friendliest people we've met so far. They are happy to let you park your vehicles at their homes while you do a bit of trail exploring. They even offer you their homes to rest, home-cooked food to eat, and just about anything else you need in the spirit of hospitality.

The eastern side of the lake features an amazingly scenic trail along the foothills that follows most parts of the lake, which is perfect for amateur and intermediate riders looking for some adventure. The trail moves along the lake and narrows into a narrow forested area, where a bit of hiking is required. The view at the end of the forested area is breathtaking as it opens up into wide, green fields with a river close by which needs some searching. There's a lot of terrain to explore and it will keep you busy all day long.



Varun Das
Ritesh Reddy
Imran Khokar



Varun Das



Varun Das



Single-tracks at Aarey Milk Colony (Intermediate)

Aarey is a green belt right in the centre of the city's suburbs, connected to the national park. We've grown up right next to it and it's been our playground since we started riding bikes. There are some fast-flowing single-track trails around, if you do a bit of exploring off the main roads.

Just as you cross the main link road or highway and ride in, you are hit by this sudden silence which you can never find in Mumbai. The forest patches are dense in the monsoons, and pretty fun to explore. Look out for the tallest hill with the electricity tower. The ride down is a lot of fun and technically challenging enough to need more than one attempt. There have been reports of leopards around the area over the last few years, so proceed with caution: don't go too far into the depths of the forest alone.

The impossible trail at Tandulwadi Fort (Very Hard)

Tandulwadi Fort is about 60 kms from Mumbai, on the way to Kelwa beach. Just as you get to the foothills, every local will tell you that it's not rideable and to turn back. At this point, you should do the right thing and ignore their advice and go for it like the adventure that it is.

It's going to be one of the toughest and most technical rides of your life. On the way up, 80% of the trail is not rideable due to the steep incline and big rocks. Hiking with the bike on your shoulders is the only way up.

The single track is not more than two or three feet wide, and hidden rocks will keep you on your toes throughout the ride. There are some blind single-track bits with a short open section with an incredible view and some crazy downhill bits which will definitely get your adrenaline flowing.

This trail is not for the amateur rider. Experienced riders who enjoy free-riding will have a fantastic time. Be fully prepared with safety gear, bike spares and basic medical supplies. Scrapes, bruises and falls are expected. It's one hell of a ride and will really help you sharpen up your technical skills.



ARAVALLI TRAILHUNTERS



RIDE . RECON . RACE

In August, the Club organized the first ever TEAM RACE event in the National Capital Region of Delhi. ATH 2.6 "Team UP" was held in the Gurgaon Aravallis on 30th August, set up over a course of 36 Kms, gaining an elevation of 300 meters.



Gautam Chima





times of the Top 3 riders. In case of a tie, the team with the fastest individual time, would win.

The race saw participation of over 60 riders from over half a dozen different cycling groups all over the NCR. There were 13 teams that participated in the race, with Team Names such as Jhakkas Paajis, Trail Blazers, Feisty Riders, Bike Shacklers, Galloping Neelgais, PY Hogs and PY Bhog among others. The race also saw Team Merida and Merida Jr participate. There was even a Team from Chandigarh , who drove all the way to Gurgaon , just for the race.

The race witnessed quite a few "Firsts" for the ATH Scene :



The Aravalli Trailhunters 2nd Season is going strong. By October the amateur race club has organized 10 races for the year, and the total number of finishers has grown from 50 distinct racers in season 1 to 85 distinct racers in season 2!!

The Team race format was designed to encourage new riders to come and try out the race experience and the rules were set in a simple format, on an easy trail course, with emphasis on the TEAM performance.

The Teams were to comprise of 3 racers minimum and limited to a maximum of 5. Multiple teams from the same Cycling group were welcome. The winning Team would be the one with the fastest cumulative



1. First ever race with Children to compete and finish a loop (Kevin and Andrew Groser)

2. First race with EIGHT female riders...EXCELLENT!! (Gurleen Kaur PT Alison Anita Sircar Groser Nupur Singh Preeti Sethi Chima Seema, Mona Chopra , Samira V Badhwar)

3. First Ever ATH Winner (Individual) from Out of Town : Amit Chopra from Chandigarh, came all the way to the NCR, with his entire family to race and support the SCENE! Amit came a day early to even help out with the Marking Ride.

Top 10 Individual results :

- 1 Amit Chopra
- 2 Saurabh Singh

- 3 Abhishek Malhiyan
- 4 Gurpreet Singh
- 5 Aman Puri
- 6 Raj Kamal Chauhan
- 7 Pradeep
- 8 Wilfried Loche
- 9 Tarash Tejwani
- 10 Ricky Sharma

The Quickest Female Rider :
Nupur Singh

Fastest Loop :
Johan Bentinck (48:34)

Team Results (Time Qualifying Riders) :

1. Jhakkas Paajis- 06:29:59 Saurabh Singh Raj Kamal Chauhan Rajeshwar Mukhopadhyay
2. Team Merida : 06:30:50 Aman



Puri Gurpreet Singh Tarash Tejwani

3. Trail Blazers : 07:17:42 Abhishek Malhiyan Gaurav Vij Tarun Choudhary

4. Feisty Riders : 07:25:28 Sidhant Singh Chauhan Vijay Thomas Pradeep Mehra

5. Merida Jr : 07:32: 36 Harsh Vardhan Singh Deopa Aryan Khare Amogh Pandit

6. Bike Shackers : 09:24: 51 Robin Groser Anita Sircar Groser Abhinay Pochiraju

The Race prizes were sponsored by Trek/ Firefox and Race nutrition was sponsored by Whole foods India

This is the first race to have raceday backup support thanks to Robin and Anita Groser's bike shack; who had a team of mechs ready at the Start line with a Trunkload of Sealants, Tyres, Energy Gels, tubes, chains.... the works!! They even managed to install a tubeless kit in the middle of the race after a few riders had sidewall tears!

With the Season 2 Finale (Series 2.x) being planned in December, the ATH scene is growing stronger. Given that the club is totally community driven, racers supported by the riders, for the rides; the club has sustained well over the last year and a half.





SCOTT


#MADE FOR INDIA

ASPECT 655i


The SCOTT Aspect 655i feels like the prime choice for a beginner today, or an aggressive commuter. The Striking Green Aspect 655i is a mountain hardtail that is designed Light, Efficient & Reasonably priced. The SCOTT Aspect 655 is a #MadeForIndia unit.



Piyush Chavan



Rakesh Oswal/Scott Bikes



Piyush Chavan

The #MadeForIndia bikes are specially designed after careful study of the cycling culture & trends in the Indian market. The intention is to develop & make available a country specific product to match the needs of the market based on feedback received from the Indian Cyclists.

This bike comes with an easy going geometry that leads to a comfortable ride, though the bike feels more on the cruising side of riding. The bike maneuvers exceptionally well. Be it in the traffic or just an off beaten path to reach work early, a smooth and effortless ride is what this package delivers!

With a 24 speed Shimano drive train and Tektro Hydraulic disc brakes the crispness of accelerating and the power of slowing down feels remarkable. The bike's geometry would also be suitable for long commutes without a stress, with 26" wheels adding an easy feel to it.



For mountain bike beginners, the high geometry helps correct body position and the wheel size helps in zipping through corners without losing grip. The agility that the bike delivers even when you're just starting off is just extremely impressive.

The Aspect 655i is a confident bike which won't let you look back. Commenting over the Aspect 655i, Country Manager Jaymin Shah said "India is a unique market and its cyclists are extremely vocal about what they want on their Bike. We at SCOTT believe that it is time that we introduced a #MadeForIndia bike based on what the Indian cyclists are asking for. The Aspect 655i is our 1st product offering under the #MadeForIndia program. This year we shall introduce 2 more products as per the Indian cyclist's preference and choices".

SPECS:



Frame

Aspect 600 series
Alloy 6061
Performance geometry

Fork

Suntour XCT 26"
100mm travel

Headset

GW 1SI110 OE integ.

Rear Derailleur

Shimano Altus RD-M370 24 Speed

Front Derailleur

Shimano FD-M190 / 31.8mm

Shifters

Shimano SL-M310-8R
R-fire plus

Brake Levers

Tektro SCH-F15

Brakes

Tektro SCH-F15
Hydr. Disc
160F/160Rmm Rotor

Crankset

Shimano FC-TY701
42x34x24 w/CG
BB-Set
Shimano BB-UN 100
Cartridge Type

Handlebar

Aspect
640mm, black
18mm rise

Headset

Aspect
TDS-C419

Pedals

Wellgo LU-895DU

Seatpost

Alloy, 31.6mm

Seat

Syncros M2.5

Hub (Front)

Formula DC-19FQR disc

Hub (Rear)

Formula DC-25RQR disc

Chain

KMC Z7

Cassette

Shimano CS-HG31-8I
11-32 T

Spokes

14 G, stainless, black

Rims

Syncros X-36 Disc
32H, black

Tires

Kenda Slant 6
26 x 2.1 / 30TPI

For more information on the #MadeForIndia Aspect 655i one can view the product listing on the SCOTT webpage (India) i.e. www.scott-sports.com/in/en/



 **GIANT**

**2015 KATHMANDU MTBFEST**

DOWNHILL | CROSS COUNTRY
20 – 22 November 2015, Hattiban

RACE | RIDE | CAMP | MUSIC

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mtb.com

DUMMUN 熊族 275



Mesum Verma



Tobias Off



Mesum Verma



TAOKAS






When I went to the Taipei Show early this year, I spotted the brand new Dumun 275. It was completely redesigned from the old 26" Dumun, from the cables entering the fork bumper into the frame, to the bike's shorter rear'end, despite the 27.5" wheel fitted in it.

The BB has dropped -6mm and the head tube angle is pretty aggressive at 62.5°.

The frame uses a shared pivot technology (SPT) with a redesigned linkage . The single pivot is definitely not a new technology, but offers good solid performance for a relatively simple design, and has already proved itself in the biking industry with other major players.

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The price tag isn't official yet but is supposed to be around USD 2500.- for the frame with an X-Fusion XF-Vector shock and USD 3000.- for a frame with Rock Shox Vivid R2C. Prices for the full bike haven't been released yet.

The test bike came with Vivid R2C shock, X-Fusion RV1 Fork, Shimano derailleur and Zee brakes. Crankset, chain guide, grips and seat post were all from Funn, including a pretty wide (not to say insanely wide) 840mm flat handlebar from the same brand. For testing purposes, and to better suit my riding position, this one has been changed to a riser bar Spank Spike Vibrocure 800. Fitted finally with my Spank Spike flat pedals, I was ready to hit the trails.

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I was really curious to get my first ride on the new Dumun, since I'd heard lot of different feedback about it from riders, which mainly were : „It's a Chinese brand, it can't be good“, and „It's only a copy“. Fact is Yes, it's a Chinese brand, this bike, though, is not just a simple copy and paste.

ON
THE
TRAIL

Despite all the rumors, after just one run down the mountain, my first impression was really good. One of the gnarliest trails I have ridden in China, in front of my door in Nanjing, was just good enough to test the bike it to its very core. The trail is very rocky, very steep. Markus Ruchti was on this trail with me a couple of days before and said about it, „It's the little Fort William“. The track is not so long, but very rough!

In the downhill, the bike handles very well, offers a lot of stability, and stays in line even when things start to be challenging in the rough and fast section. It still stays in good balance, and is pretty reactive when you need to lift the front wheel over obstacles, or find your way in tight corners around the trees. Big effort from the rider is not needed, which is also a good point for riders who don't want to ride a bike that requires lot of power and strength to be handled, compared to some current production 27'5 bikes. Another surprise : the in-house Taokas carbon fibre rims took it all. They did not show signs of cracks or fatigue, even riding in this sneaky trail and getting abused by sharp stones all the way down on the different runs.

The test bike frame came in L size, which fits well for me, once the handlebar has been swapped for a better fitting one (which is also a bit of a personal taste regarding the rise). The test bike I received came with a nice yellow and black color scheme, and other choices will be available according to Taokas.

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MATERIAL: Alloy (M6)

WEIGHT: 4.98kg (with VIVID R2C)

COLOUR: Black/Yellow/Green

SIZE: 15"/17"/17.5"

PRICE ONLY FRAME: USD 2200.- (no shock)
USD 2500.- (XF-Vector)
USD 3000.- (VIVID R2C)

SPECS



It's the first 27,5" downhill bike from Taokas, and performed very well!

This was a bit expected as Taokas bikes have always taken decent places in the China racing scene, against much more advanced (and costly) bikes.

There are still things that can be improved though, as on every bike, and I would personally opt for other components, such as brakes, cassette, drivetrain,...but the X-Fusion fork suited the bike very well.

We are still wondering what the price tag for the total bike will be, and what the final specs will be. Taokas is aiming to have a not-too-expensive downhill bike, affordable for Asian riders : A good deal for racers and fun riders. The Taokas Dumun 275 is a bike which likes playful rides on every trail, but can also handle some hard-riding when things are getting gnarly. It's bike to follow in the coming years.

OVERALL



Sanzio Berti



Guenole Dubost



Alexander Gili



Abas



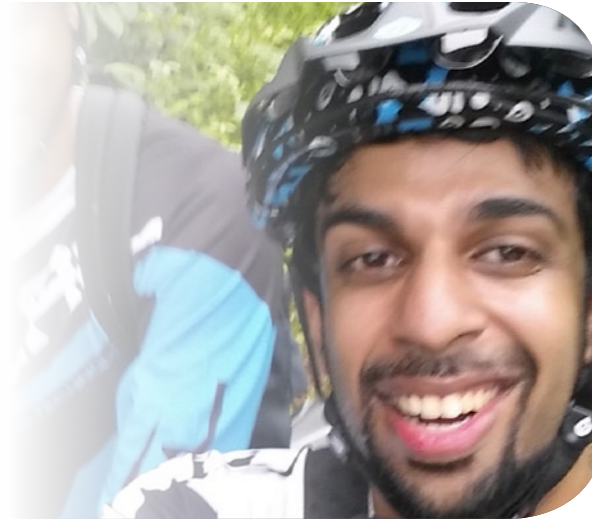
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