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BLUE



Blue - reminds me of Ladakh, where i've been by myself many times. The sky, the lakes, seem to be always blue. Manish takes us on his journey through Ladakh, which he managed all by himself, alone. Blue is also his bike, his Trek bike - and a Trek bike is also ridden by Emily Batty, who lets us know how her world looks around and on the bike. The color of the water is also blue, but when it is frozen,

it's becomes „white style,” the first tour stop for the fmb dirt riders in leogang on snow. Prateek was surely out of breath sometimes when he was racing the firestorm mtb 2014, but luckily he did not turn blue. And last but not least, he sometimes turned blue, running around getting everything dialed for the first ever pumptrack challenge in India.

Mesum Verma

Mesum Verma - Director, mtbmagindia





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content

issue 9

cover

RIDER : Mesum Verma
PHOTO : Prateek Singh



BACKPACKS



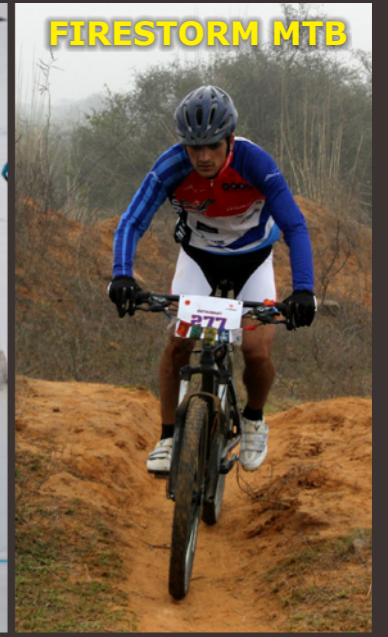
LADAKH



RAKESH OSWAL



WHITE STYLE



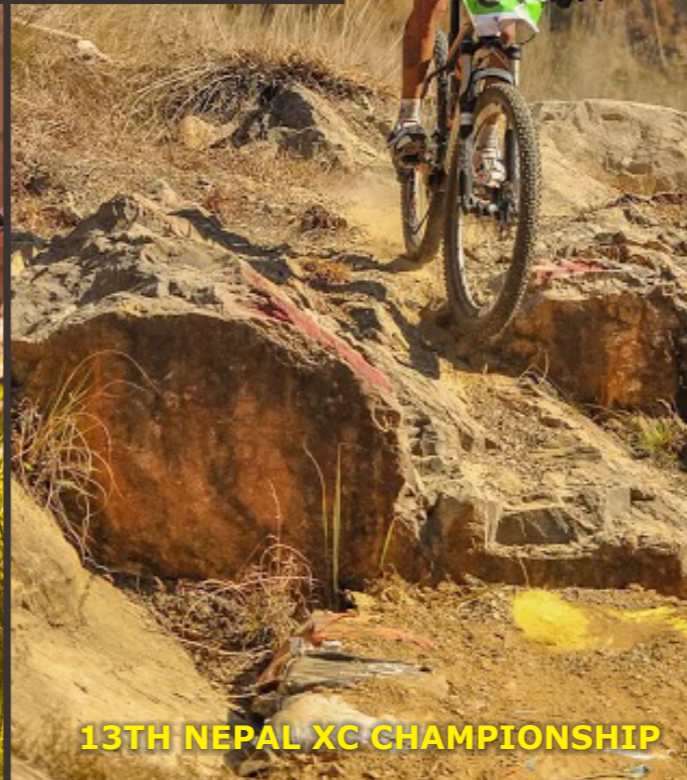
FIRESTORM MTB



EMILY BATTY INTERVIEW



GALLERY



13TH NEPAL XC CHAMPIONSHIP



PUMPTRACK CHALLENGE

ENDURO

MOUNTAINBIKE MAGAZINE

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Resolution

mesum verma photography





Srinagar - Leh / near to Fotu La



12,500 kms, 5 months & 10 days, 623 villages (approx.) and 22 states, one mountain bike and a solo rider. I know compare to few of global riders this ride is nothing. I started this tip on 15 of June 2013 when monsoon was

approaching in western part of India. Baroda a known city in Gujarat, India, this was my starting point of ride and I had aim to finish in 6 moths time. Ride was with cause of save girl child and education.

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Ladakh „land of high passes“



Leh - Manali / Barolacha La



Leh - Manali / Sarchu Plains

This ride took me through multiple terrain, start was good on roads and after couple of days of ride in Gujarat and entry to Rajasthan was really hard as there was no sign of monsoon. Ride through out desert in summer was really hard with lots of fun. Temperature range was really 45-47 degree during daytime and nights were not so cool. These hard days really helped me to ride for 5 months. After crossing Rajasthan, Delhi, Haryana, Punjab, it was time to start my ride in Mountains.

Pathankot is an entry point for me to get into mountains. In total 15% + ride was in real mountains.

Ladakh name itself is enough to make me crazy and that's the reason I keep visiting Ladakh more than a decade in any session and winter in Ladakh is love the most and finally I have stopped counting.

If I start talking about my ride it might take

days together and can't do justice just in words or pictures. To feel and experience beauty, one must travel in this region.

justice just in words or pictures. To feel and experience beauty, one must travel in this region.

Pathankot to Srinagar - I can out its easy to moderate and only two high points, Patani Top and Jawahar tunnel and than flat/down

hill roads to Srinagar. If anyone really want to experience beauty of Kashmir valley, one must travel on bikes and that what I did, lush green heaven on hearth with warm and friendly locals around amazing food and finding stay is not an issue anywhere.

After reaching to Srinagar i took break for couple days and riding Shikara was perfect idea after 3000 kilometres ride.



Leh - Manali / Thiksey Gompa





Leh - Manali / on Baralacha La



Leh - Manali / Pang Rest Camp

Srinager to Leh around 450 kms, first day to Sonamarg its easy and next one must cross one of nastiest pass Zozilla, rough road to no roads, as soon as you cross Zozilla, you cross zero pint you are in Ladakh region. One can see sudden change in terrain. Green is over and you will see most of place under brown colour. Ladakh high altitude desert for sure. Just weather is cold thats it. People in this mountain region makes it warm and comfortable for sure. Ride in this region takes you

through few well known places like, Kargil, Drass which 2nd coldest inhabited in world.

Fotu La some 4110 meters height pass heights point on this road. It was too much windy on that day. uphill was tough but downhill was even tough if I stop pedal wind stop me without thinking for a second.

In this terrain, you ride on and average height of 3000 + meters. Crossing few

and known Sungam (Indus and Zaskar river) you enter into Leh valley and yes summer time is apricot time, don't miss them out.

Riding through zigzag himalayan road is a fun with much involved risk, one has to be careful on each and every turn or get ready to flyaway in valley. Moonland aaha a natural surprise on the way to Lamayuru Monastery to Leh one must feel riding on moon, this can't be explain in words, one must experience it.

Stay is not a problem on this road, may home stays are available to enjoy home stay with warm people of mountains.

Before you approach you must cross Rongdug La, it not a pass but a high land after Nurla toward Leh. But any hill also ridin-gon high altitude is tough and before Nimo, i blow whistle to street dog and it was really a nightmare of me to ride quickly in highland, so don't do such funny things :).

Leh - Panggong Tso / on Chang La



photo: mesum verma photography



Descending at Baralacha La

Leh local market



Before you get into Leh, you must cross two famous places, Sangam (Indus River & Zaskar River confluence), which is famous for Chadar trek in winter, A walk on semi-frozen river and magnetic hill and finally you are in Leh.

After well deserve two days break in Leh, next destination was to reach Manali, my entire trip was unplanned in that way, never fixed any route just travel to next

destination, without much worry. I had crossed Leh - Manali few times in past and wanted to ride differently from common adventure and I had something else in mind and planned to cross Chang La travel to Changthan, Tso Moriri and from there to Tso Kar and back on Leh Manali road. Before travel on this route, make sure you have proper permit from local DC office. More important you will ride on and average 4000+ meters height. Home stays are available but it's advisable to get

Campsite at Pangong Tso





Leh - Manali / opposite Shy Palace

your on camping equipment and food and that was I did too. During entire ride I had to cross 12 passes, and Taglang La is bypassed here as i took different root.

- | | |
|----------------------|----------------------|
| Zoji La - 3528 m. | Polo La - 5000 m. |
| Namika La - 3700 m. | Nakee La - 4905 m. |
| Fotu La - 4108 m. | Lachlung La 5060 m. |
| Rongdug La - 3548 m. | Baralacha La 4890 m. |
| Chang La - 5360 m. | Rothang La 3979 m. |
| Lobsang La 5100 m. | Jalori La 3500 m. |

Riding over Leh - Manali road is one the most memorable trip for me as usual. Every time I ride on this patch, its fun and give me really sense of adventure. It's not easy to ride at altitude but each and every pass (La) gives you a unique set of landscape to enjoy and photograph. That's why Ladakh is called as photographer's paradise.

Ghata loops are one of the most amazing and crazy loops on this route; just in couple of



Srinagar - Leh / village near Sonamarg

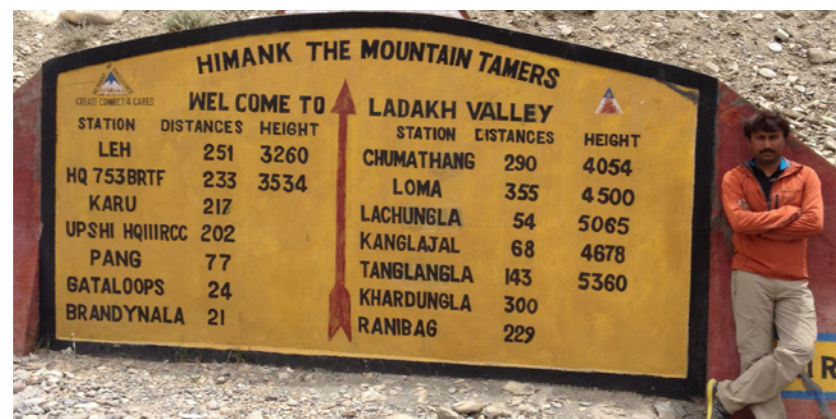
kilometers you gain or drop 550 - 600 meters height. Riding up is a crazy and killer filling but going down is one of most riskiest ride for every one. Two official signboards of GHATA loops say its 400 meters in elevation.

Before you approach GHATA Loop from Leh side, you will come across, Lachulung La (16616 feet) before you cross this pass you will comeacross a place funnily named and that is Whiskey Nala. Why „Whiskey Nala“

it named I don,t know, but this is the place where you get some place for camping and rode side temporary dhabas to feed your self.

This is one of the most scenic place for photographer, zigzag roads and few brave heart you see on cycles and many motorcyclists give you more adventurous feelings. After GHATA loop you are on Sarchu plains that really a middle point between Leh and Manali ride, a right place for have little luxury in

Leh - Manali / opposite Shy Palace



Midway at Sarchu

wilderness.

Little early seasons you will get snow on passes and little late, its really green patches everywhere with some golden grass. If you are lucky mountain goats will be with you to give company.

Sarchu a plan land in high mountain, if you are lucky wind will support your ride otherwise, its easy for wind to put you down and

you will think “What the hell am i doing here” for sure. Baralacha La and ZingZing Bar, these two names are always fascinating me to go there almost every season.

Why I love Baralacha La - Ascend to Baralacha La anytime killer and descend is more killer and sometime it fun to ride non this area. If you are lucky wind will help you to ride in easy way, just like a kite floating on air, sometime headwind



Pangong Tso on the way to Hanley





Leh - Manali / Nakeela



On the way Pangong Tso

makes you descend nightmare. Sometime wind blows in such speed, if you stop pedal and wind stops you there only.

Sometime flying stones (due BRO Road work) with wind makes ride on this area more dangerous. Early season is fun to ride as there in traffic; but be ready for cold with chilled wind that makes you feeling dead skin and on face you feel someone is cutting it sharp blade and no sun or cold cream can help.

Yes descending on side where ZingZing bar, I love this place as name itself is BAR, but don't worry there is no BAR to serve you chilled beer. I don't know why it named it like that.

But usually I try to find a local coffee and chai around there with BRO staff.

But BRO and police checkpost watch you every time with nodding their head „Kya Pagal

Srinagar - Leh Highway



Srinagar - Leh / descending from Fotu La

Log Hai“ (mad people). Every time when i cross this pass on cycle and same question i get from local BRO staff, „kya milta hai aap ko yahan cycle pe aake ?“ (What do you get to do cycling here). You are killing yourself.

Its really difficult to answer and make people understand what I get to ride there at height of 5000 meters. For them might be a job to be at high altitude & survive and for me it love to be in highland and strongly believe

„It’s better to die in mountain than hospital bed”.

Finally you enter into lush green lower mountains of Himachal Pradesh, Keylong to Manali beautiful ride green ride and after crossing famous tourists attraction Rothang Pass you will end your ride in Manali and crazy tourist town.

Long and hard trail you must take rest in

Sarchu Rest house



Manali before you move forward and that's what I did, after two days and full maintenance of my loved bike was ready for Shimla and decided to cross Jalori La 3500 meters, one of the funniest and craziest pass to cross in monsoon and that's what I did. Why I don't know and ever want to try again in monsoon. There is no road in monsoon, completely washed out and stiff to climb by bike with 30 kg of load. Most of the time I was pulling my bike upwards instead of ride, finally few

more hard days and I was in summer capital of India with many broken parts of my bike.

There are more stories to share about my countrywide ride cycling circle, but that sometime later and this is enough to tempt you to decide ride and enjoy natural wilderness in this region of country.

- Manish Lakhani

On the way Pangong Tso



GRILLER

rider: laurin bettermann | photo: axel brunst/tandemstock.com

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rider: zhao liang | photo: matt mac donald

rider: hans „no way“ rey | photo: mesum verma



rider: bao jianfeng | photo: deng yu







EMILLY BATTLEY

INTERVIEW

photos: Matt Delorme questions: Prateek Singh

Who is Emily Batty other than the excellent mountain bike rider?

I'm that girl that just likes living in the moment and enjoying life. Whether i'm on the mountain bike racing, training, sitting around the campfire with family and friends, or on my moto riding through trails, i'm enjoying it! I think thats one of my strengths, the ability to stay present and focus on what I am doing.

When did it all begin? A short story about your success.

It really all began when my brothers got involved with the sport, then eventually I followed suit. I started taking it pretty seriously, did a 3 month training camp in Tucson Arizona with my boyfriend now finance and that same season 2009 I came 10th in Offenburg World Cup as a U23. From then on, I really started believing in myself.

When did you know you were going to ride bikes as a profession?

2009! Once I had 2 top 15's at the World Cups. Really, I thought.... how much work I had put in and got those results, and how much more I could be doing to be a better athlete. Thats really when I realized I could be a regular podium racer.

Why did you choose cross country? Did you try other disciplines?

For many years I juggled XC, road and cyclocross. Racing some years almost every weekend for 7-8months. Schedules started to conflict so I had to decide which one I love the most. There are so many sports I'm into now that I have gotten into but I always keep them as post retirement hobbies haha .



EMILY

BATTY

INTERVIEW



Other than XC what do you prefer riding?

Moto-cross bikes of course. In the autumn months I try and get out 1-3 times a week, ride the moto track and lots of trails also. Its a great way to stay in shape. I also ride Cyclocross bikes in the off-season.

The world is coming to an end, you are the only survivor, you can only take one thing and one bike along with you to safety. What would they be?

I would take the new Trek fuel ex 29. Its the do all bike for sure. Maybe my VitaMix (blender) to make my green smoothy/ juices haha.

Are you a firm supporter of the Wheel size controversies? Or would you rip it on any sized wheels?

Today we need bigger wheels sizes in the XCO because the speeds are higher with more technical tracks. Everyone forgets that we only have 100-120 mm of travel up front for most so the bigger wheel has actually helps increase the overall average speed of racing. Now, 27.5" or 29" comes down to personal preference. Right now I love my 29 and wouldn't ride anything else but, that could change in a few years from now if the technology and courses advance as they have.

You already have so many prestigious titles under your belt, What are your plans for the future?

Ultimately I want to be more then just a podium contender, I want to be a World Champion and Olympic Champion, its possible and it will just take time.

What is the feeling you have just before a race, (excited or nervous) and how does it feel to be on the podium?

Both actually, I find my best performances are right in the middle of excited and nervous. Its important to be nervous to get your body ready for what is to come but its also important to be excited so the nervousness doesn't take over.

First bike?

Giant XTC.

Favorite food?

Gluten Free Nachos!

Favorite tunes?

Pop, top 40, Remix-dance!

What would you do on a perfect day after a good ride?

Recover (foam roller, make a green smoothy), sun bathe, go shopping, play with makeup haha, organize, yoga.

We heard there is some jewelery that you also keep on while you race, any particular reason for that?

My jewellery is really a part of me so it feels weird taking it off, I love being a girl.





Tell us a bit about your training? Is it like you have to or you love to?

I definitely like to train, but I absolutely love to race. The ultimate for me is to train hard for 3 months, recover from each day of training and at the end race to see how much I have improved or how much better I am. That's really the best thing to me.

A mantra you live by?

Treat others how you want to be treated. We are all equals.

What do you think of the mountain biking scene in India?

I don't know much about it but hoping they have a race sometime soon because India looks beautiful!

Ever ridden in the Indian Himalayas? Do you want to?

I haven't yet, but Yes I would absolutely love to! Could be a serious altitude training camp haha :)

Any words for the young riders here in India?

The most important thing is to have fun, ride bikes as much as you can with your friends and explore as much as you can! You never know where your bike will take you.

We wish you all the best from MTBMAGINDIA



Rakesh Oswal photography



I am Rakesh Oswal from Maharashtra, India.
I was born in Pune on 28th September 1995.
Now, I am doing my F.Y B.Com course from
Wadia College in Pune.



Apart from that I am a passionate photographer. I love to do photography; it recollects all the phases, memories of life. Nothing else can replace photography for me, a single photo means a lot to me. My photography describes me more than my words. I used to do photography from past 4 years. I loved to click pictures when I was in school (2009); I used to travel a lot with families when I was a kid. But at that time I didn't have a camera so I used to click pictures from my momma's mobile phone, they never came much good but for satisfaction I clicked even though it was just a 2 megapixel camera but the pictures I clicked with that I could never get that with my DSLR (those school times are never going to come back, I wish I at least I had a digital camera at that time). Finally, I got my camera one year ago, to get this camera I waited for three long years and finally I got it. In my old times, I used to click pictures just for memories, but now photography is what I live for.



RO photography
Rakesh



WHATS UP??!!



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

racing and events





PUMPTRACK CHALLENGE

PRESENTED BY **MTBMAGINDIA** AND **ADVENTURE ZONE**

photos:Aryadeep Ghosh, Anshul Dube / text:Prateek Singh

Over a thousand Kolkatans who visited the Winter Carnival at Eco Park, Kolkata on the 28th of December stood by the Adventure Zone to witness the Pumptrack Action. Fifty-two riders had stepped away from their usual weekends to take part in a groundbreaking new event, “The Pumptrack Challenge” which was a first timer in the whole country. Mtbmagindia CEO, *Mesum Verma* wanted to organize an event for the Indian riders for a long time.

The event struck a chord with *Neil Law*, CEO of Adventure Zone, who remarked,

“This is a new future for riding in Kolkata, for the riders in the city and for progression for the country’s riders”. With the motivation from sponsors like Firefox Bikes, Redbull, Deuter and HIDCO the riders were enthused to be there.

The event began as the sun was about to set and the tires were itching to rip the pumptrack dirt. The heat was building up on a cold December evening as the riders took to the 5 laps one by one. 52 riders competed. Each trying to beat the previous time.

The Redbull kept flowing. The top ten riders from the first round made it to the finals where the action was worth watching. 2 cameras and two large screens were streaming the action live for the audience who could not watch the action first hand and up close.

The crowd was cheering as the top ten riders took to their five laps one by one. The pressure was mounting as there were best times being set. The upbeat music helping them push harder.

Joy, disappointment, Excitement, Pain were just some of the expressions on the rider’s faces as some did their best, and some crashed and lost precious time. As one by one the times were getting lesser





and lesser, the adrenaline began to flow and pressure began mounting.

“We need to have more events like this. Not just in Kolkata, but the whole country, This is needed for the progression of the sport”, remarked *Karmeshwar* from Pune, who got second position.

As *Azam Rizvi*, *Karmeshwar Gurung*, and *Saleem Khan* mounted the podium for the ceremony, fruit champagne showers were everywhere. The winners were awarded their medals on the podium, and then they were taken to the carnival stage for the prize and certificate distribution.

Azam went home with a Firefox bad attitude bike, *Karmeshwar* and *Saleem* took home gift vouchers from Firefox bikes worth 3000INR and 2000INR respectively. *Pijush Dey* won the best style award and won himself a Deuter “cross bike” trail backpack.

Cleo and *Ansh* won in the Young gun category and got a free annual subscription of the Outdoor Journal Magazine.

India’s first pumptrack event was concluded with smiles on the faces and content in the heart of all the riders. “This is just the beginning”, said Mesum Verma, CEO, mtbmagindia.com.



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photo: Vikash Kashyap text: Prateek Singh

2014 was the third session of the Fi-restorm xc mountain bike event. Unlike the previous years, this year the event saw a change of venue. From the Rocky, Kikar (thorns) infested trails of Asola in Faridabad to lesser technical but physically demanding terrain of Manger forest, Gurgaon.

More than one hundred and fifty riders participated in the Elite and Enthusiast categories this year where the elite covered 33km and the enthusiast riders covered 22km of grueling climbs, technical rock gardens and dusty terrain with a high probability of flats.

The cold Sunday morning was heated up by the riders and their energy and enthusiasm.

Riders were putting in their best efforts to pass each other and be faster. The elite crown was taken by Matthew **Paul Barrett** who crossed the finish line in an astonishing time of 1hour22minutes followed by **Kiran Kumar Raju** of the KNYKNYKY Specialized India Cycling team and Douglas Smith.

Monika from Chandigarh took the win in the elite women category and **Anita Groser** could not defend her title from last year finishing in second place.

The enthusiast riders were no less competitive, and nobody was in it just for the fun.

As the 48 riders set off the start line, there was a constant strive in every one of them to pass one another and go for the win. The climb was taking a toll on the riders and slowly the fittest were the ones in the lead. Some sections had rocky climbs where riders had to dismount and lug their bikes.

Jitender Kumar from Himachal crossed the finish line first with a time of 1hr6.6minutes followed by **Yamim Mir** with a time of 1hr6.7minutes. That's right, a time difference of .1 second! **Mr. Sushil Hooda** stood third with a time of 1hr6.54minutes.

I finished at 8th place with a time of 1hr11minutes.





WHITESTYLE



WHITESTYLE

Saalfelden Leogang, Austria, February 14th 2013 - The FMB World Tour's season kick-off for 2014 started with the ultimate wintertime spectacle at the legendary White Style in Saalfelden Leogang. Without a doubt, French rider Antoine Bizet took the win in this

unique competition on snow. It was his huge double backflip that convinced the jury to put him on the top of the podium. A surprising second place went to 18-year-old rookie Nicholi Rogatkin from the US, followed by Sweden's Anton Thelander.



2014 could be his year - Antoine Bizet's season has just had the perfect start! The Frenchy, already known for his massive double backflips, gave everyone what they wanted to see and performed his signature trick once more for the estimated 3,000 spectators by Leogang's Schantellift. The judges

had no other choice than to give him a 91 out of a 100 point score, the highest one of the evening. Bizet opened his run on the four jump snow line with an opposite flat-spin x-up, followed by a champion-like executed frontflip no hander, a flip no hand and sealed the deal with his huge double



backflip, a trick that no other rider dared to attempt. 2014's first event winner told us this: "I am part of the circuit for quite a while now, but finally I got my first international competition victory dialed! It was a crazy event with an insane level of tricks. I really had to work hard for my first title!"

Those who follow the mountain bike scene had a sharp eye on him however, few people would have bet on Nicholi Rogatkin (USA) scoring a solid second place here at White Style. Coming from a BMX background, Nicholi flew in from overseas to throw down the gauntlet and make a name for himself



photo: Christoph Laue

in the 26-inch world. Needless to say, mission accomplished! His run was packed full of goodness, rolling in with a flip tail whip, then a double tail whip, a tail whip off the step down and finished with a breathtaking cash-roll! If Nicholi could have ironed out the minor tweaks in his run then the judges would have had a tough decision on their hands. Standing proud on the podium with a smile on his face, we can surely expect to see more from this young talent in the upcoming season. Anton Thelander from Sweden, also known as "Mister Cleanlander" was the third rider to cover the podium. Living up to his

name, his run was nothing short of flawless. He mastered technical tricks like a flip bar-spin, 360 tail whip, a truckdriver and then finished with a crowd pleasing flip tail whip.

Here is the ranking of the 2014 White Style:

1. Bizet, Antoine - FRA / KONA
2. Rogatkin, Nicholi - USA / SPECIALIZED
3. Thelander, Anton - SWE / CANYON



13th Nepal Cross-Country Championship (Nepal)

In the most awaited cycling event, Nepal Cycling Association (NCA) brought the 13th National Cross-country Mountain Biking Championship to Chobar on January 25, 2014.

Text & Photos: El Yak Mountain Biking

The 13th National Nepal XC Championship took place in Kathmandu's Chobar on January 25, 2014. Undulating along rugged rocky cliffs of the hillock, the race circuit over multiple laps had more 80 professional and amateur cyclists racing for the coveted position of the national champion. National Commissar Ajay Rana said NCA and the government collaborated to ensure that the track met international standards, and Chobar for a mix of trail compositions has become more preferred for races in recent times.

The race had four categories: Elite Men (professional male racers), Elite Women (professional women racers), Junior (racers below 18 years old) and Fun (amateur racers). While Elite course was set on a 5-lap circuit over 4.5 kms trail, other categories raced on 3 kms trail over 3 laps. Commissar Rana hinted that earning the title is more important for the winners: "This is one of the most important racing meets for cross-country cyclists as the winners are selected in Nepal's national team to represent the country in various international racing events. Our riders had prepared very hard for the past months and we're glad the event has turned out smoothly."





With a time of 1:35.38, defending champion Ajay Pandit Chhetri proved victorious in the Elite category once again with a wide margin over Narayan Gopal Maharjan, 2nd, and Rajkumar Shrestha, 3rd. In his fourth winning streak as the national champion, Chhetri said he had trained for months to prepare for the race and thanked NCA for a race well organized.

“The track was quite challenging, and the turnout of participants has increased significantly as well. It’s really amazing that cycling is finally catching up to other sports in Nepal and gaining recognition!”

Similarly in Women’s category, Laxmi Magar came in first with a timing of 1:15.50, defeating Kesari Thapa Magar and Humei Budha Magar, 2nd and 3rd respectively.

The trailblazing action concluded with a prize distribution ceremony in late afternoon. The race was a fierce showdown of skills and stamina, and gave an opportunity for a rising number of amateur cyclists to take a jab at professional biking in the near future.

Race Result: ELITE MEN

*Position / Name
Time (H:M:S)*

- 1 / Ajay Pandit Chhetri
1:35.38
- 2 / Narayan Gopal Maharjan
1:37.50
- 3 / Rajkumar Shrestha
1:41.42

Race Result: ELITE WOMEN

- 1 / Laxmi Magar
1:15.50
- 2 / Kesari Thapa Magar
1:29.12
- 3 / Humei Budha Magar
1:29.46

REVIEW BACKPACKS

When a rider goes out to explore new trails and new horizons, a mere bike cannot be his only tool. He needs to carry a lot of equipment necessary for him and his bike. All that cannot be put into just a bag. A proper backpack for the ride is as vital as the bike because a wrong backpack will take out the fun from the ride, and you do not want your backpack to be on top of the hill when you get a flat at the bottom. Choose the correct backpack and you will not feel like taking it off. Here we review some easily available in the Indian Market.

photos: Anshul Dube
text: Prateek Singh

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**DEUTER
CROSS BIKE 18**

The Deuter Cross Bike pack is designed for the all-day epics and caters to more aggressive descenders, as well as the Enduro crowd, with its stashable helmet carry system and comfortable compression straps. It can carry a litre of fluid inside the Reservoir and has 18 liters of volume for carrying all the food and gear you'd need on a long ride. The cargo area offers a plethora of pockets and compartments to keep everything well organized. The suspension system of the pack is ventilated and the back offers a cool-riding narrow profile. There are tons of nice touches and little details, like reflective bits, and a loop for attaching a rear light. For a pack offering such ample volume, it is relatively light weight, at claimed 800 grams. A great overall trail backpack for the serious mountain bike rider.

RS 4625



**DEUTER
AC LITE 22**

RS 6135

The AC Lite 22 is made for the rider who wishes to carry most of his essentials with him while on an expedition ride. Having the aircomfort for all day use and three different back lengths it fits the rider like a dream. The durable steel frame keeps it in shape while the practical single lid closure gives it a rucksack like utility. Stash your equipment and food inside and ride away into the landscapes. The cargo area offers a myriad of chained pockets and sections to keep your tools or equipment tidy. Weighing in at 930g, it is really light for a 22 liter pack. The mesh back provides comfort and top class ventilation plus the integrated ventilated pads made of bilaminare foam, or contoured hip belt with ventilated pads for ideal carrying comfort, and stability during those climbs and descents.





**DEUTER
GIGA**

The Giga is a backpack for the daily city commuter and weekend trail explorer. Having no ventilation mesh or thick waist-straps it is not intended for hard mountain riding and is more of an office pack. The straps are fairly comfortable to keep the shoulders happy even under load. The loop for a light is a nice touch for commuters. The cargo area offers place to stash away a laptop and a lot of other stuff. Although it looks boring it does the job it's meant to do and feels comfortable. It may not have a mesh but the air-stripes system does successfully keep the rider ventilated. The inner pockets are ingeniously designed keeping in mind the needs of an office commuter and the external body can take the abuse of the adventurous spirit inside.

RS 5090



**DEUTER
GIGA 2**

RS 5175

The giga flat is for the office guy who swears to commuting on a bike. The construction is rigid and flat to keep those documents safe. The laptop pocket has extra pads to hold it in place and cushion any blows. An additional waist and chest strap increase stability and prevent the pack from moving about while riding fast. Air-stripes enhance breathability to save your formals from dripping in sweat. The insides are highly organized so that all your documents and important stuff stay where you keep them. The Flexible aluminum stays within the foam profile can be bent to fit the back exactly. The pack can be doubled up as a courier bag if you switch to the shoulder strap. If you like to impress your boss and hate getting caught in traffic, this is the pack for you.





**DEUTER
FUTURA 22**

Have you ever wanted a backpack that allows you to carry all your essential equipment, is comfortable to ride with all day long and yet is not huge or bulky, the futura 22 is for you. With 22 liters of space inside, you can easily stash in tools, tubes, tires, clothes and even a pair of shoes for those all mountain epics. The sternum and hip straps are padded and provide excellent stability. There is a powder coated steel frame that holds the aero mesh and keeps your back ventilated all day long, even during those grueling climbs. Helmets can be carried in the loops provided. There are tons of nice touches and details such as the reflective bits and straps to help you store extra stuff. We rode all day with it and not once did we feel any strain on our shoulders.

RS 6135



**KING CAMP
MOON 30**

RS 2838

The Moon 30 looks like your average everyday backpack but it actually is a pretty neat daypack if you don't want to break the bank and still are looking for performance. It's not in particular what you would call a good looking pack and lacks in comfort too. If you are carrying it while riding, you will want to take it off as much as you will get the chance to. But these are durable and can carry the weight of your bike equipment and clothing along with other necessities. Weight distribution is good but not exceptionally remarkable. The waist straps help keep it stable and prevent the pack from flapping around. Storage is a blessing in the moon 30 with several small pockets to stash your tools neatly. A helmet pouch was missed on this backpack otherwise this is the best budget trail backpack out there.



people

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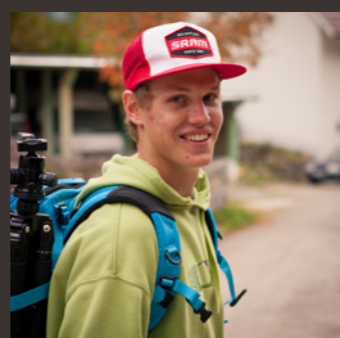
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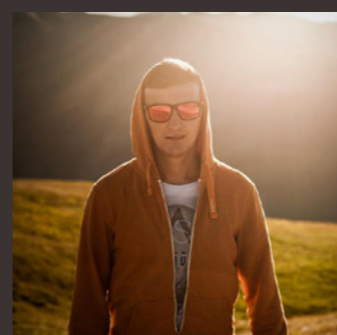
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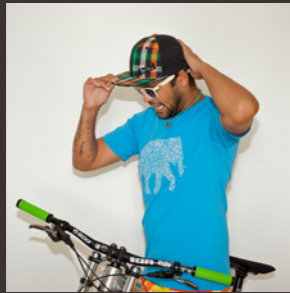
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