

# MITAS MOTO NEWSLETTER

January - February 2019

## Interview

**Karolis Mieliauskas, adventure rider who travelled from Yakutsk to the coldest inhabited place on earth, Oymyakon in Russia. That was a self-exploration trip in extreme winter conditions. He named it The Coldest Ride – 1,000 km of ice, snow and extreme cold.**



Karolis Mieliauskas  
photo: Egidijus Babelis

### **🏍️ When and why did you decide to go on this trip?**

Yeah, it's always tricky with a "Big Why". I tried to focus on the outcome which normally comes right after the trip. I prefer to look back from a distance of one year or a couple of years and then I really can draw a conclusion, but basically all the "nectar" comes while preparing during and after the trip. That's something very sensitive and maybe not as clear as it looks, but normally I'm very aware of the gain, which maybe isn't the right word. "Nectar" is a nice word and I understand it as a boost to my life – just to have these things. So really, to know why – hmm. But then I have to make compromises even in the naming. I said, okay, I want to study that and see how my mind reacts to the cold, to the information it receives, and how that reaction reflects on my body. I want to see and experience all of that. And it became a kind of investigation, a research into the cell, since all the types of tough trips I make are based on self-exploration. It's more or less impossible to explore yourself without going beyond your surroundings. If you ask when was the first time I thought about it, I can say that was one and a half years ago. I tried to ignore the idea of riding to the coldest place on Earth as long as possible, but after one year I realised that it looks like I'm going on this trip. Very intense preparations began in August 2018. In January 2018 I visited Yakutsk to check how cold it is there and what the people are like. I said, okay, it's cold, the people are different, and maybe I can avoid that.

### **🏍️ Would you say that your motivation for this extreme trip came from this self-exploration or were there any other motivation factors?**

Basically, that's the major factor. I explore myself, which doesn't mean I don't explore the country, but the first priority is self-exploration. We can also call it meditation or active meditation.

**🏍️ How does the body react in such extreme conditions? Is it more mental or physical work or both?**

During the trip your mind is saying “Please don’t do it” most of the time. It’s receiving information through your eyes. The mind works like an insurance company trying to protect you from what it is afraid of. It’s very interesting that your body might start to react to that.

**🏍️ Which part of the trip was the toughest one for you?**

Something tough can happen in situations which don’t seem to be the toughest ones at all. When we landed in Yakutsk, I took a test ride. It was about -35°C. In another test ride it was about -38°C, so not even -40°C. It was a ride across the frozen Lena River. It got very windy in the middle of the river. I thought it was getting more serious. Then I said to the guys I would ride 100 km whatever happens because otherwise I wouldn’t be able to understand how the gear, motorcycle and tyres are working. On the second day, I decided not to ride in the dark, but it so happened that I was riding for the past one and a half hours in the dark and it was getting colder. My thermometer display stopped working and that happens when the temperature drops below -38°C. On the third day, when we woke up it was -46°C. I said, okay, the serious part hasn’t even begun. It seems it’ll be today. But still that’s only a mental thing and nothing more. Everything that’s termed difficult is in your mind. And once I realised I was doing only 50-60 km/h, I said to myself: *“Come on, you love to ride. Why are you acting like a pensioner? Just open the throttle and go for it!”*.



Karolis Mieliauskas  
photo: Egidijus Pudžiuvėlis



Karolis Mieliauskas  
photo: Egidijus Pudžiuvėlis

**🏍️ Let’s talk about the technical aspect. What were the crucial parts of the bike?**

It’s crucial to keep the engine warm. We even made the covers – an insulation layer. If it’s too cold, the engine doesn’t work, so I cannot ride. The second crucial thing is to remain on the road. It is extremely important to have traction and that’s why I had Mitas tyres with spikes, which made me feel stable. It is important to have engine running and stay stable. The third thing is bearings. The bearings we used are actually made for the aviation sector. There are also many other important parts of the bike but they don’t play the main role.

**🏍️ How would you describe yourself in one word?**

An explorer.



## Product news / OEM

### Mitas E-07 tyres OE on KTM 690 ENDURO R 2019



Mitas has been selected by KTM Sportmotorcycle as the original equipment (OE) tyre provider for its 2019 KTM 690 ENDURO R model.

*“E-07s are the first Mitas tyres to be chosen by KTM and we are delighted that our tyres have gained the trust and recognition of such an important motorcycle manufacturer. I believe this project is a great start to our partnership,”* states Ksenija Bitenc, director of the Mitas Motorcycle Tires division.

Through the development process, Mitas and KTM worked closely to achieve the best performance between this exciting and heavily updated motorcycle and its tyres.

Now, with the E-07 tread pattern, the KTM 690 ENDURO R delivers an outstanding riding adventure to riders who wish to combine tarmac and trails. The KTM 690 ENDURO R 2019 is fitted with Mitas E-07 90/90-21 front and 140/80-18 rear tyres.

The E-07 is well-known as a true 50/50 on-road/off-road tyre and its performance off-road is outstanding. The tyre’s hardwearing compound and optimal performance on-road and off-road make the E-07 one of the most popular dual sport tyres for adventure trips around the world. The Dakar version – marked with a yellow stripe – is built with a stronger carcass and has higher puncture resistance, ideal for higher loads, longer adventure trips and extreme conditions.



## Exhibitions

### SachsenKrad

11–13 January 2019  
Dresden, Germany

### Berliner Motorrad Tage

8–10 February 2019  
Berlin, Germany

### WOB

12–13 February  
Wertheim, Germany

### Hamburger Motorrad Tage

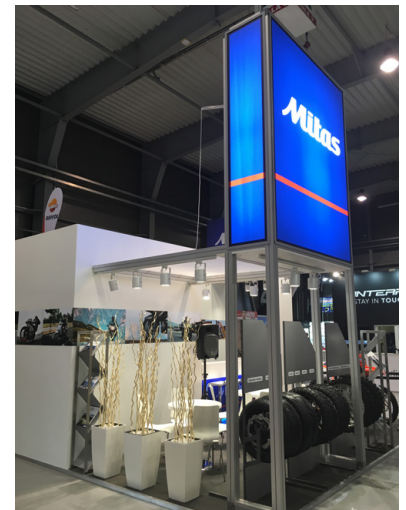
22–24 February  
Hamburg, Germany

### Motorrader Dortmund

28 February–3 March  
Dortmund, Germany

### Motosalon

28 February–3 March  
Prague, Czech Republic



## Upcoming events in March and April:

24 March, **MXGP of Great Britain** (Matterley Basin, Great Britain)

31 March, **MXGP of The Netherlands** (Valkenswaard, Netherlands)

07 April, **MXGP of Trentino** (Pietramurata, Italy)

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