DECEMBER/JANUARY 2003

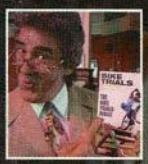
BIKE TRIALS MAGAZINE

'NO WAY' IT'S HANS REY
THE INTERVIEW

Martyn Ashton
Talks 'Justice' and team Ashton

TRIALS WORKSHOP
Fitting Maguras

ON TEST
Onza T-Rapter
Base Bikes 20'



DAVID DICKENSON
Talks Bikes

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videos competitions classifieds tutorial latest news events

SOME WORDS FROM YOUR EDITOR

Wow! Issue 3 already. Where did those last 6 months go? Even in that short period of time it seems that the words 'bicycle trials' are being used alot more in the biking world. Trials is growing, here's my proof!

About 5 years ago, I took a family trip to Portsmouth and walking along the sea front, from memory, there were only a handfull of trialers hopping and gapping anything that stood in their way. More recently I found myself visiting a good friend in the same area and there wasn't a harbour wall, park bench or railing that didn't have a swarm of eager kids applying their hard earned trials skills on them. At that point I realised just how much this infectious bug is spreading.

As this is the last issue of the year I thought I would just reminisce over some of the great trials events and achievements that have taken place since January 2002. The Bike Show in Brum was easily the best yet. Bigger arena, more top class riders, pushed to the limit moves and a seating area that wouldn't have been out of place at Wembley Arena! The NASS show was also up there in the improvement stakes. M.A.D.'s presence was bigger than ever with a comp that went down a storm and even BMXers having a go at the trials master class.

The nations trials clubs have also had their fair share of the action with some great rounds at some superb new venues. Memberships at Tyke Trials and Essex Bike Trials Club were both through the roof leaving organisers no choice but to suspend new entrants.

The British champs rose to new levels of performance, the improvement in the youngsters was outstanding while the top contenders also had some great battles. The English presence at the world champs did everyone proud with some good results to confirm that we are most definitely a country with some great riders.

All in all 2002 has been another great year for the progression of trials, and lets hope 2003 is even better for the sport.

All that's left to say is Merry Christmas and a have a wicked New Year from everyone at BTM! We hope Santa brings you that spanking new bike.

Dan Mackenzie, Editor BTM

THE TEAM

Editor: Dan Mackenzie

Designer: Sarah Roe

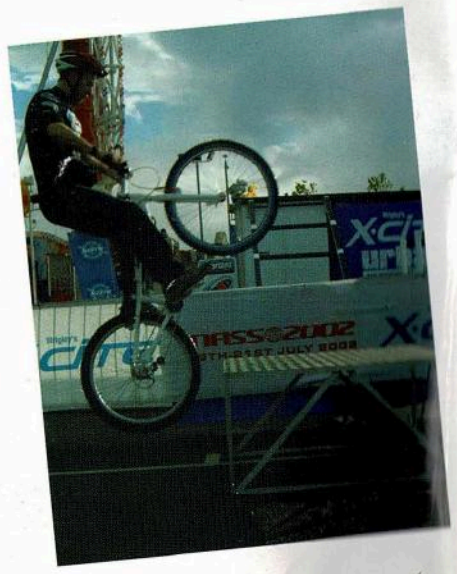
Publishers: The Marketing Solution

CONTRIBUTORS

Dr Jane Rees, Matt Tongue, Kris Leeson, Giles Wolfe, Tom Newbold, George Amos, Ron Simpson, Team IRJ, Hans Rey, Martyn Ashton, David Dickenson.

BTM's ADDRESS

94 Commercial Road
Paddock Wood
Tonbridge
Kent
TN12 6DP
Tel:
01892 832952
E-mail: info@biketrials-magazine.co.uk



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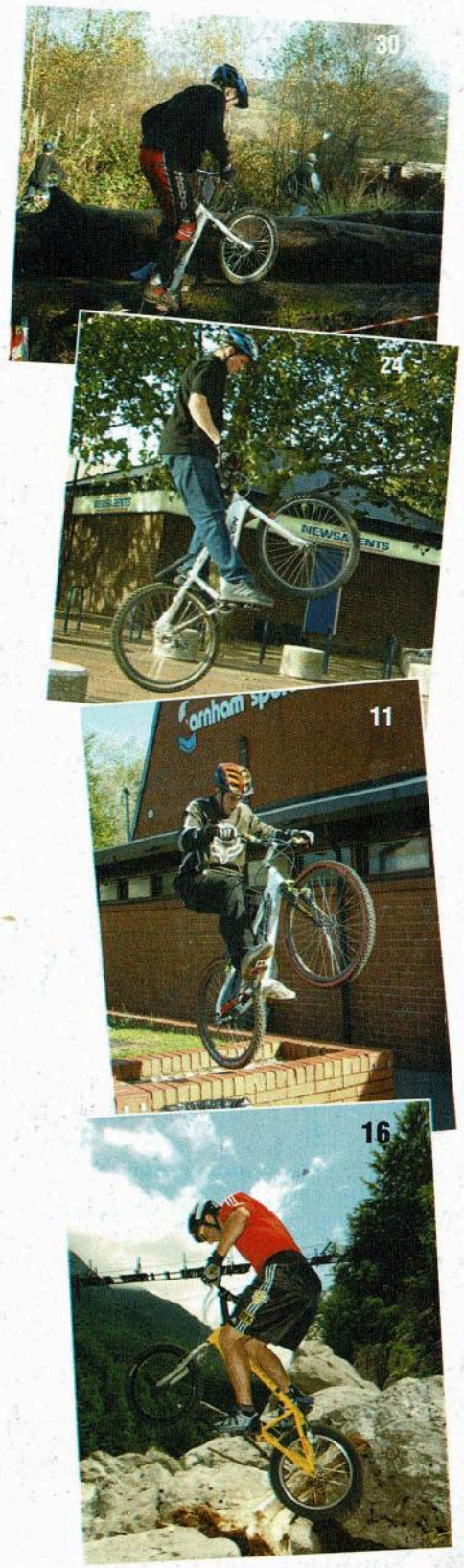


TRIALS NEWS



Benito hop record!

Spanish rider Benito Ros has recently broken the world sidehop record for a 20" bike. The record came at the Interbike show in Las Vegas in September this year and it was all officially documented so it will go into the world record books. As the crowds looked on with the likes of Ot Pi and Hans Rey showing their support, the springy Monty sponsored rider made history by leaping over a bar that stood at 131cm, that's almost 52 inches!! If you check out the video at www.baiabros.com you can see there could even be a bit more in the young lad yet.

Think you've got a record? The biggest gap, the biggest drop or even the most continuous front wheel hops. Give us an email: info@biketrialsmagazine.co.uk Head it; 'I've got a record.'

Vandal find their trials star

The search for an undiscovered trials rider has come to a close for the hip new brand 'Vandal Clothing'. It's had some coverage in MBUK lately so you may be aware of their plight. The word went out that Elbry (Vandal top brass) was on the hunt for a quality rider to become part of their 'army of Freesport riders', and only now they have the announced the lucky so and so; his name is Ian Drummond. If you've heard the name before its because he was featured in MBUK's search for a trials star last year. Ian will be flying the trials flag for Vandal by competing at demos and comps around the country, so look out for him!

Broadribbs to become sole service agent for Magura

Broadribbs cycles of Leamington have just sealed a contract to become the only official Magura service centre in the UK. Broadribbs, who own the Hardcore DSVD brand, can now officially service the whole range of Magura products with the full backup from Magura them selves, so if you go for a repair you can be sure the job will get done proper! Broadribbs 01926 421428

Diamond's back

Although still heavily under wraps, news has it that old skooler's Diamond back are going to be releasing a couple of trials bikes in the very near future. We don't know much more than that but when we hear anymore we will let you know via our website but expect a first look in our next issue!

Brisa News

After all the ups and downs in the past couple of years, it looks like things are finally coming together for Brisa Bikes. Brisa president Roger Rodriguez has just let us in on some of the projects currently underway for release next year.

Keep your eyes open for a new set of cranks which we are told could be the best trials specific cranks money can buy! Also a set of carbon bars are on the drawing board as well as the modded up B26D frame. But the best news of all has to be a possible collaboration with carbon masters 'Easton' to develop the ultimate trials bike with a no expense spared price tag. The bike will feature a new design lightweight carbon frame and be kitted out with Easton, Chris King, Race Face etc. The expected RRP will be around $5000 (£3000) so get saving! When we hear more we'll let you know.

And that's not all! Brisa are looking for a rider from the UK to join their team and ride along side the likes of Shaun Miller and Nelson Reis. No novices need apply as Roger is looking for raw talent. The candidate will be expected to compete at the top level in demos and comps across the country, maybe even at the Bike Show next year.

If you think you're the raw talent that Brisa are after then just send in a short video and a well presented CV to: BTMs address on page 2. All entries will be passed on to Rodger, so what are you waiting for.....

Win a set of the latest 'Base Bars'

Not even available in shops!



Just send us a pic of your busted bike, tell us how the incident happened, but, here's the twist, you've got to lie through your teeth! The better the bulls**t the better the chance of you getting your hands on this beauty set of bars from the nice people at Base (we'll also throw in a set of the latest Base pedals). Send entries to, BTM address on page 1. Good Luck!

BASEBIKES & BTM BIKE TRIALS MAGAZINE.CO.UK

looking for riders!

The time was bound to come! BTM are in talks with Base Bikes to put together a team of top class riders to compete at comps and demos across the country.

It's only early days at the moment but we will be looking for 2 quality riders to join the team.

We will give you details of exactly how you can apply for the position in the next issue but for the time being you can send in a video of yourself and a CV detailing your trials history to Team Base/BTM at the address on page 1.

TRIALS NEWS

Chris Knight injury

We have received the unfortunate news that Chris Knight, son of Barbara Knight (Tyke Trials) has broken his foot while pulling a jump on his moto. The 2001 senior 20" champ will no doubt be out of action for another 3 or 4 months while his foot mends. So as a get well soon present, here's a quick plug!

Check out **www.cleanbikes.co.uk** for all your Monty requirements (some good deals to be had). Get well soon Chris.

Ed moves to Ashton Bikes



It's official, the King of smooth, Ed Tongue has made the move from long-term sponsors Pashley to join the Ashton clan alongside recently appointed Kurt Brain.

It looks like team Ashton could be running away with a few titles at next years champs! Check out the Ashton interview in this issue to get the full story!

Echo on the web

Echo bikes have announced a new dealer for their top notch trials frames. Biketrial.co.uk have agreed to stock the whole Echo range and you can check it out by visiting, ironically, **www.biketrial.co.uk**

New section7 Clothing

The top trials site 'Section7' are now taking orders for their brand new range of clothing. At the moment they only have tee shirts but they are planning to bring out all kinds of other gear. Beanies, caps and hoodies are all waiting in the wings. We got our hands on the latest tee and its damn good quality, "should take some serious trials abuse" where the words from Chris Ratcliffe (Section7 creator) and we're not disagreeing! The tee's come in 3 sizes M, L, XL and cost £14+p&p You can even order online so you've got no excuses. Visit www.section7.co.uk for more info on the range and to order.

Win a Section7 tee!

We've got a couple of tees to give away. If you want one then just tell us whose ad appears on the homepage of Section7's website!

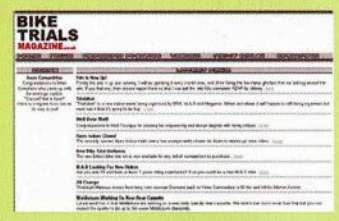
Post to; BTMs address on page 1

Head it: Section7 comp

Caisso moves to Koxx

The rumours are confirmed, the 2001 world UCI champ Marc Caisso has moved to the team of the moment, Koxx, from his old sponsor Megamo. Caisso joins a recently reshuffled team after the departure of Gilles and Giacomo Coustellier a month ago. It looks like Koxx are building their team in the run-in for next years champs. With a team that now consists of some of the biggest names in Europe, Caisso had to be the obvious choice.

New BTM site!



It's been along time coming but it's finally here! **www.biketrialsmagazine.co.uk** is now online. As most of our readers know the original web page wasn't exactly worthy of the title website of the year but now thanks to a lot of help from our website team aka, Adam Swords, we now have the beginning's of a great site (we think!). You can now order your BTM mags online and also make use of our free ads service. There'll be all kinds of comps to win, trials goodies and a chat forum to keep in touch with what's happening in the world of trials. The site will also have regular news features, which will be updated on a very regular basis, and you can find out what's happening in our next issue by clicking on the 'next issue' button. You can also check out our videos section which will be constantly updated with fresh footage from comps and demos from all over the world. The site will also keep you up to date with 'Trials Fest' the biggest indoor trials extravaganza! (Read our Trials Fest news section for more info) A massive thanks goes out to Adam Swords, the brains and skill behind BTM online. If you want any more info about our site then you can email Adam at: webmaster@biketrialsmagazine.co.uk or just visit the site!

www.biketrialsmagazine.co.uk

All change

Megamo UK rider Scott Wilson has moved to Koxx UK Michael Graves (search for a star fame) is to join the new team Biketrial.co.uk, or as they call themselves, 'BT.CO'. He will be riding an Echo.

TRIALS FEST

It's coming.....Tell all your friends. The biggest and bestest trials extravaganza is coming to a town near you. Its all at a very early stage at the moment but 'Trails Fest' is currently being organised by us lot at BTM and heaps of other people involved in the trials industry. Here are just a few of the things that will be going down next year. Demos and master classes from the M.A.D. team as well as 2 other demo teams. Possible coverage on the Extreme sports channel. The Guinness Book Of Records will be there to officiate any record attempts! Big drops, Big gaps, Big hops, you get the picture. Huge indoor street style sections for competitions throughout the day or just to test your riding skills on. Indoor natural sections, BIG rocks guaranteed! All the big names in the sport as well as a few you wouldn't expect! Get all the latest trials gear from the numerous stands.

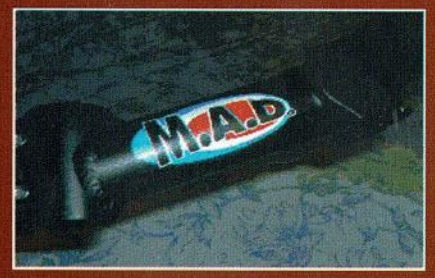
Sound good? We'll be keeping you updated via email and in this mag on everything you need to know about TRIALS FEST. Also visit our NEW website for more info www.biketrialsmagazine.co.uk

If your interested in being there in a trade role then give us a call: **01892 832952**

NEW PRODUCTS

New MAD products for 2003

Brand new for 2003, Trials stem 15-degree rise, 4-bolt clamp, twin bolt on ahead clamp, 110mm long very strong yet still lightweight.
RRP £22.95



Trials bars, 730mm ultra wide for extra control. Embossed with MAD logo, RRP £29.95



All available direct from MAD HQ- 01474 833333- products@m-a-d.co.uk

Pro/Expert trials forks



Two new offerings from Pace in the form of a Unicrown and Hollow crown fork are due to hit the shops around Christmas. The Unicrown model, aka the RC32 expert trials fork, features a 31.8mm ally straight leg design and has been specially honed with trials in mind. It also features something slightly different in that the brake posts are fixed to the back of the forks which apparently improve and protect inboard mounted brakes. It also comes with disc brake mounts and 8mm cnc drop outs.

The Hollow crown model features superstrong 7000 series ally straight legs attatched to their genius cnc hollow crown, this fork also comes with disc brake mounts with the added option of HS33 brake brackets. We are hopefully going to get our hands on a set of these very soon so look out for a full test in our next issue



Price
Pro £140
Expert £85
Magura bracket £23

Pace: 01751 432929

KOXX new frame



Koxx are currently working on a new 26" frame which at the moment they have named the 'XTP'. We're not entirely sure what that stands for but from these pictures it looks like it could be something a bit different from their current models. It features 2 cnc machined yokes which look rather nice and is currently being tested by Koxx rider Vincent Hermance. It should be available around June/August next year. We'll bring you more info when we get it!



New Koxx T-shirt



Also new in the Koxx line up are these new 7x Tee shirts. The 7x relates to the amount of titles won by Koxx so far this year! Look rather nice, so if you've got the bike you may as well by the Tee. Visit www.koxx.fr for ordering info and prices.

New from Zoo



Relatively unknown bike manufacturer Zoo Bikes have just unveiled two new trials frames in the shape of a 26"(piranha) and 20"(lynx), and a trials fork. We don't know a lot about them but if the pictures on the website are anything to go by then we could be in for a treat! They do look very similar to Koxx's Level Boss but as Zoo point out, there are some major differences, the 20" frame has a welded booster which apparently is more effective than an after market booster and they have added a big gusset at the end of the top tube for more strength. As for differences on the 26" frame, it has two cnc yokes, the seat stay yoke is designed to act as a booster for rear braking as the brake mounts are positioned at the end of the cnc neck, also it claims to be 22mm shorter than the 1065 Level Boss and have a head angle 1 degree acuter, which should make it easier to get to the back wheel.



If you want to check out the exact angles of the Zoo range over the Level Boss then check out the design spec at www.zoobike.com, you can also order them online at www.biketrial.co.uk
Hopefully we will have a chance to test one of these beauties in the next issue. Fingers crossed!

NEW PRODUCTS

New Base Products

When you hear the name Base Bikes you instantly think jump or slalom, right? Think again! We recently had a chat with Roy Simpson, head honcho of Base, it looks like we could be seeing some big things from the guys over this next year due to the great success of their 20'er. (See our full bike review in this mag!) We got our hands on some products that are out now and some new stuff due for release early next year.



Base 26" trials forks-
will come as standard as part of the Base bike package but also available on its own, with a similar look to the 'Judge' fork. Base have put some extra welding around the crown and around the drop outs to offer some extra strength to those heavier landers among us. Also features new 'larger' decals. Available now. (Check Base ad for dealer list)



Base Unicycle
Is it just me, or has the world gone unicycle mad? With uni videos popping up all over the place it seems that our single- wheeled compatriots are trying to get one over us trialsters.
Nevertheless, it seems that Base have also spotted this little craze and that's why they have developed their newest addition to the Base bike range. The fork itself is made from seriously chunky steel and a set of 3-piece cranks makes the thing move. The wheel, as you can imagine, is destined to take some major punishment. So to keep things as round as possible the uni hosts probably one of the strongest rims on the market. The saddle looks weird but apparently that's what they're supposed to look like (stops you falling off!).
Due for release by Christmas with a price tag of around £150. If you've got the balls then this could be the perfect Chrissy present.



Base bars
Two new models are currently available for the picking, depending on your preference of either a sharp rise bar or a slight rise bar, Base have both options. Both made of hi grade ally, the sharp riser has a down hill style mid-section which is about 20% wider than the slight riser which gives a higher surface area for better grip in the stem clamp. If you're more of a slight rise person then you wont be disappointed with this bar either. Both strong, both long and well up for the job of trials riding use. Available now. (Check Base ad for dealer list)





Heavy-duty double crown forks
Still only in their prototype stage, these heavy-duty chromoly 26" forks should be ready for Jan of next year. Seriously thick tubing means more strength yet keeps the weight to a minimum. They take the basic form as Base's current model, but have been majorly beefed up in all the right areas, also they have thicker drop-outs and chunkier brake pods and will also feature disk brake mounts.



24"/26" Unicrown chromoly forks
That's right, 24"and 26" all in 1 fork! If you fancy a bit of trails as well as trials then these genius forks could be just what you need. The option to fit a 24" wheel is made possible by adding an extra set of brake pods and setting them an inch below the existing set, enabling you to mount your brakes into the perfect position to fit the new 24" rim size. The pods themselves are threaded, so you can just remove the ones that you're not using, easy as that. Expect these to be in the shops around March next year. If you ride 24' for trials then give us a shout, we want to hear from you.



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www.biketrialsmagazine.co.uk

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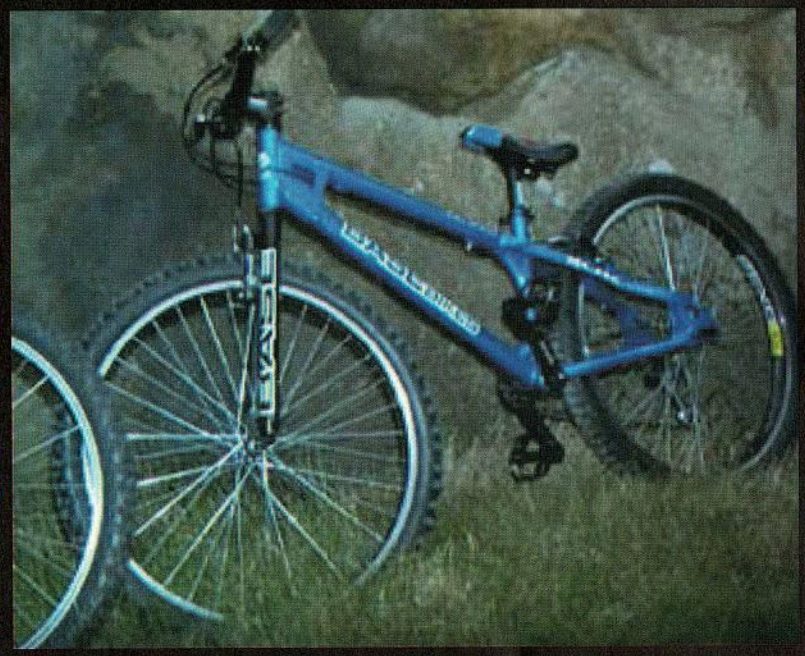
All detials of upcoming trials events posted on our events section.

BASEBIKES

the bike







DEALERS WHO STOCK BASE BIKES

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KINGSTON CYCLES
MARK ANTHONY CYCLES

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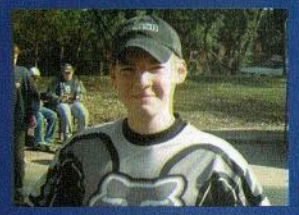
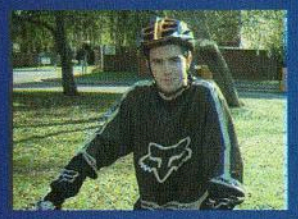
Team IRJ

BTM caught up with Surrey's latest trials crew 'TEAM IRJ' When we asked team member and founder Graham Williams exactly what 'IRJ' stood for he said 'no idea but the letters seem to sound good when they're pronounced in succession!' There's hardly a town or village in Britain these days that doesn't have its very own group of trialsters plying their trade on every park bench and rubbish bin that their town or village has to offer, but what if you take it one step further and give you and your mates an identity that other riders throughout the country can identify you with? That's exactly what team IRJ did.Not satisfied with being 'just another bunch of riders' it was about time that the Surrey and Hampshire based lads got themselves a team name that would guarantee them a visit from the powers that be at BTM, and it worked! >>>



Name: Jonny Jones
Age: 17
Bike: Brand spanking new Brisa B26
Riding: About 7 years but to look at him more like 4!



Name: Graham Williams
Age: 17
Bike: Orange Zero
Riding: 2 years and 5 months exactly



Name: Sam Hewitt
Age: 18
Bike: Saracen Xile
Riding: 1 year



Name: Andy Goss
Age: 17
Bike: A Norco RL Signature
Riding: 2 and a bit years



Name: James Hatfield
Age: 18
Bike(s): Koxx Level Boss, Orange Zero, Onza T-pro, tria....blah, blah
Riding : 2 years

How did team IRJ start?

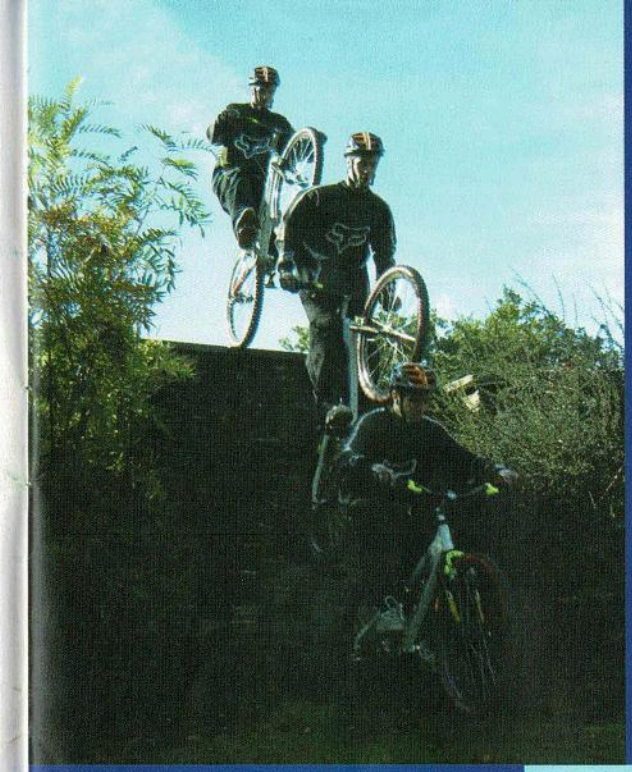
Graham and Andy, from what I could gather, were the pioneers of team IRJ, having been the original members of the group (and good mates) way before they became team IRJ. Over a couple of years of riding the local haunts of Aldershot and Farnham they picked up a few riding buddies along the way, namely Jonny Jones, James Hatfield and Sam Hewitt (there are a few others but they weren't there when we were doing the shoot!) who all became good mates as well as riding partners and are the basis of the team as we know it. Graham came up with the idea of forming an official team, which would basically include anyone who was riding in the group at that time!

Why have a team?

It's a good question, why have a team? As most riders know, its great to go out with your mates and ride, because you can learn a lot more through picking up moves and tips from your fellow riders than if your riding on your own. And its usually safer to be part of a group just in case that 10 foot drop doesn't go as planned- at least you've got someone watching you and hopefully, if they're your mates, they will pop you to hospital! So, just because you do ride with a bunch of people, why bother giving yourself a name? I think the answer is fairly simple. Everyone likes to be part of something, and to be a part of something that means so much to you like trials, shows other riders and non riders your commitment to the sport, and people are more likely to remember a team name than the names of the individuals who are riding within that team. It also gives you the opportunity to blag free press passes for bike shows and there's a good chance that manufacturers in the trials industry would see you as a good way of selling their products, i.e. sponsorship which means you get loads of free stuff!

All in all, giving yourself a team name has got great benefits, if only to let people know that you're taking your sport seriously. It makes you feel part of something that you love doing and it's got massive potential for exploring other avenues like setting up a demo team or making professional videos- possibly even selling your own range of team clothing. It is possible!

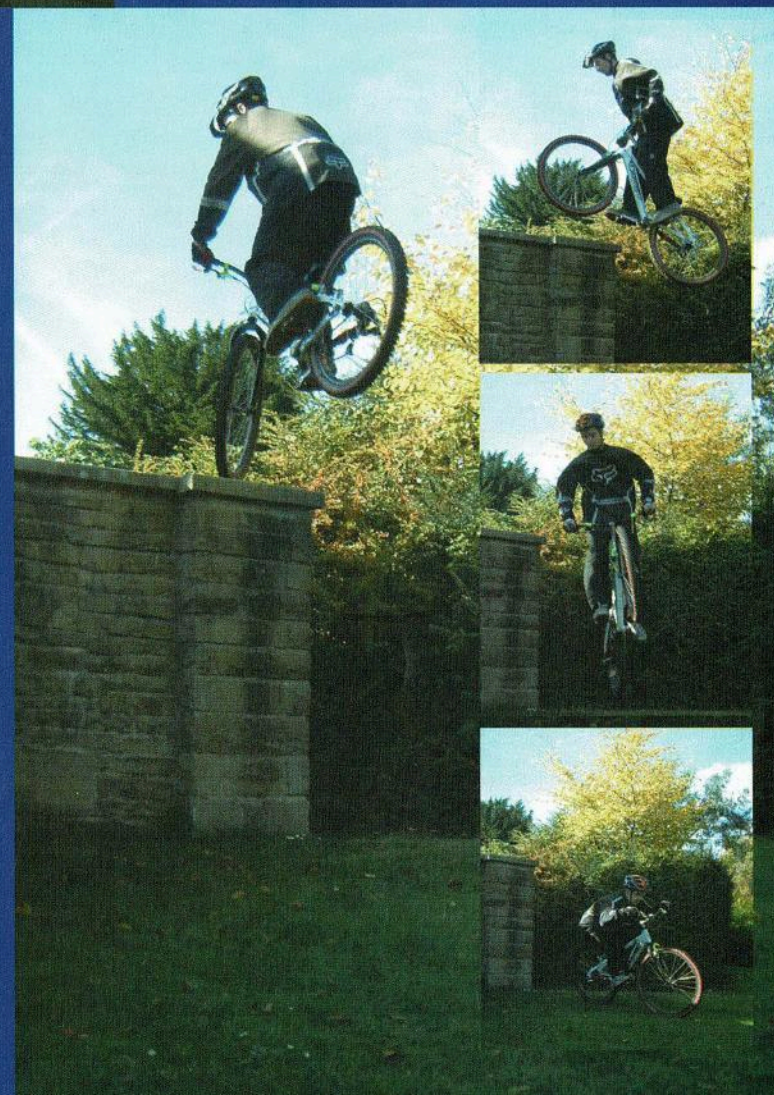
>>>>



If I had to pick out the best rider on the day it would probably have been Jonny. Although not pulling off any major league moves, I could just tell that as a complete rider he had an underlying fluidity to all his whole style, from front hops to gaps. All were done with a certain ease, just one quick look at the object was all it took for him to nail it first time, no second attempts. It's not too surprising when you see that he's actually been riding for close to 8 years.>>>>

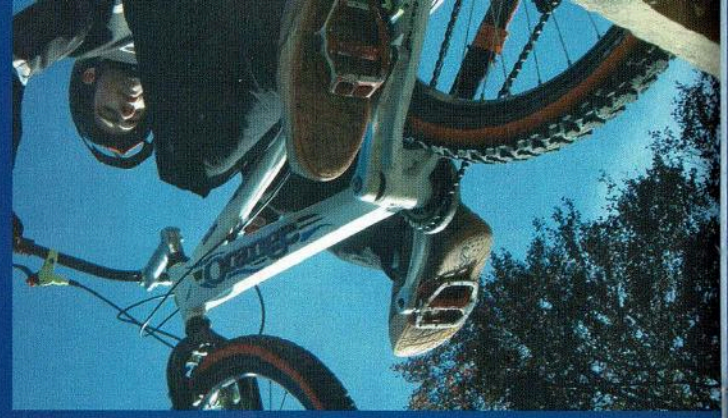
Are they any good?

As a group of riders with an average of 2 or 3 years experience behind them, they certainly impressed. Some of them had been riding for longer than others, but as they had been riding together for the last few years the more inexperienced riders still held their own because of the way they have studied the more experienced rider's styles and moves which kind of brought them all to the same level. 360 off's from 6 feet proved no problem for Graham, he even did it 3 more times, not because he wanted to but I kept forgetting to switch my camera on! All the classics were there, front hops, 360° static spins, manuals and even some nice side-hops thrown in for good measure.

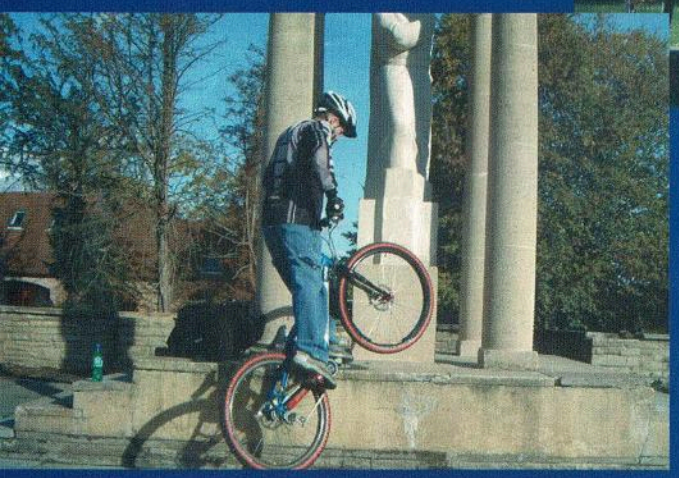


What new web site?

It's not all ride, ride, ride you know. Our Jonny has had some time to work on a new Website, which is due out at the end of November (probably by the time you read this!) I've had a sneak preview of it and I have to say I was damn impressed. The site is called **Biketrials-uk.com** and will keep you informed of everything that's going on in the world of team IRJ as well as a whole load of other trials related stuff, so check it out as soon as they're up and running. This is up there with Bash Guard.com!







So if you find yourself in the Farnham area, keep an eye out for Team IRJ and I'm sure they will let you come out and play with them, if you ask nicely.

All that's left to be said is thanks and respect to Team 'IRJ' and may you have many more years of happy riding, and good luck with the site. BTM



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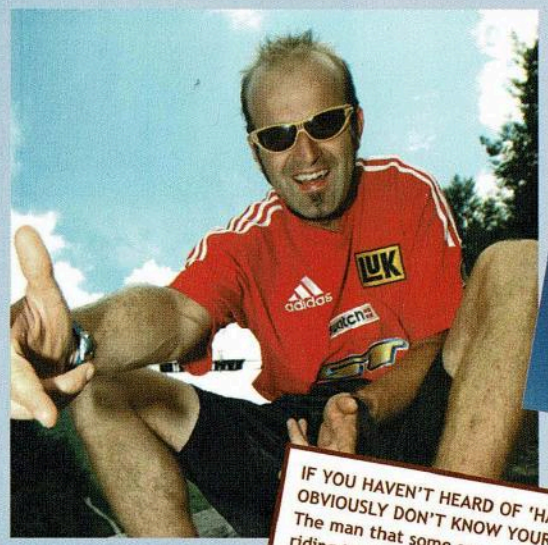
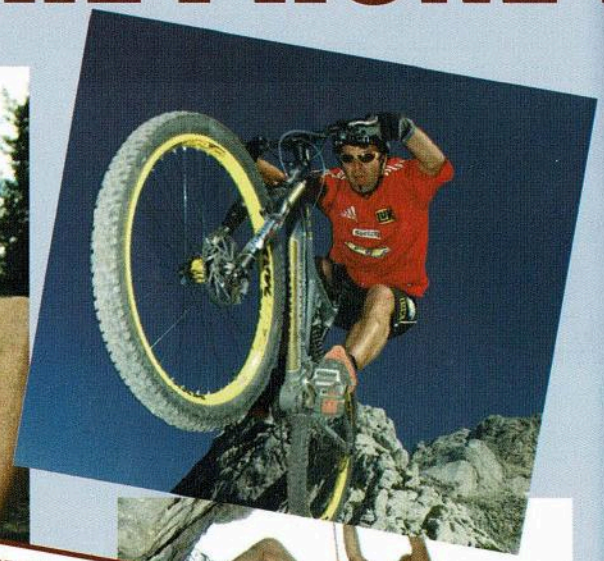
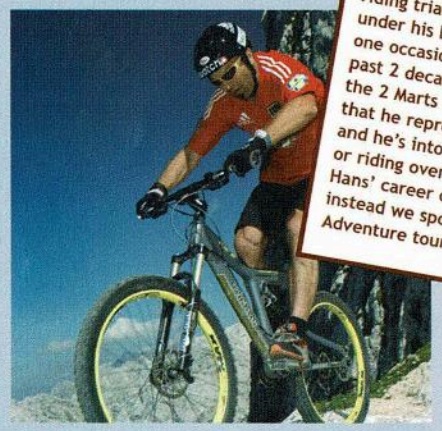
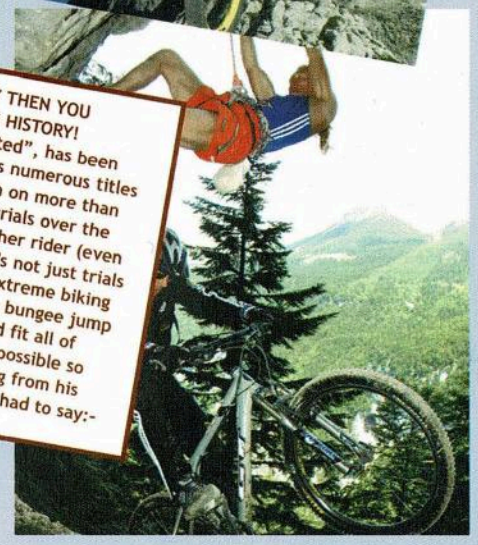
ON THE PHONE WITH HANS REY







IF YOU HAVEN'T HEARD OF 'HANS REY THEN YOU OBVIOUSLY DON'T KNOW YOUR TRIALS HISTORY!
The man that some say, "got it all started", has been riding trials since the early 80's and has numerous titles under his belt including world champion on more than one occasion. His contribution towards trials over the past 2 decades is unmatchable by any other rider (even the 2 Marts see him as a pioneer!) and it's not just trials that he represents, anything to do with extreme biking and he's into it. Take for instance his bike bungee jump or riding over an active volcano! To try and fit all of Hans' career onto 2 pages is damn near impossible so instead we spoke to him just after returning from his Adventure tour of Slovenia! Here's what he had to say:-



Who is Hans Rey?

Birthdate/Place: June 4th, 1966-

Kenzingen, Germany

Nationality: Swiss

Hometown: Laguna Beach, CA

Full Name: Hansjorg Rey

Nickname: No Way Rey

Age: 36

Riding Trials For: 24 years

Sponsors:

GT Bicycles, ADIDAS shoes/apparel, LUK clutches, SWATCH watches, FOX Racing Shox, Syntace bars and stems, SDG Saddles, Mavic wheels, Bell helmets, Maxxis tires and ADIDAS Eyewear

How did you first get started in trials?

In my hometown in Germany we had a motor cycle trials club, me and my friends started on bicycles and never switched over to motos. We kind of grew up with the sport, although we weren't the first. As a matter of fact the first ever pure bicycle trials event was in 1974 in Bad Nauheim (Frankfurt) organized by one of the fathers of trials, Gernot Menke.

Do you hold any bike related records?

I'm not sure if I hold any records. Maybe stuff like being to the most places, most media exposure, ... I also won my share of titles. I'm probably the only rider who has an official National Title in three different countries.
I was 4 times German Champion (the rules required that your permant residence was in Germany) , I was 3 times Swiss Champion (the rules required to be a Swiss Citizen) and I was once official US National Champion (until they changed the rules that only Americans could win that title....)

Do you see yourself as a role model for other riders either through your technique or what you have achieved?

I guess it turned out to be that way. I'm glad if I can help and influence other riders. I'm sure I paved the road in some aspects and made it a bit easier for trials riders to get recognized.

How do you see trials as a sport at the moment in the US compared to the UK?

Its quite a different scene. But it's good to see all these different sub-cultures in our sport. As much as we all want trials to be bigger, a lot of it's beauty lies in the fact that it is a small, underground, individual sport.
I think the UK has one of the best scenes for trials in the whole world. I like the urban influence. I have to give props to MBUK for pushing and promoting trials for the past 12 years.....

How do you see trials in 5 years time?

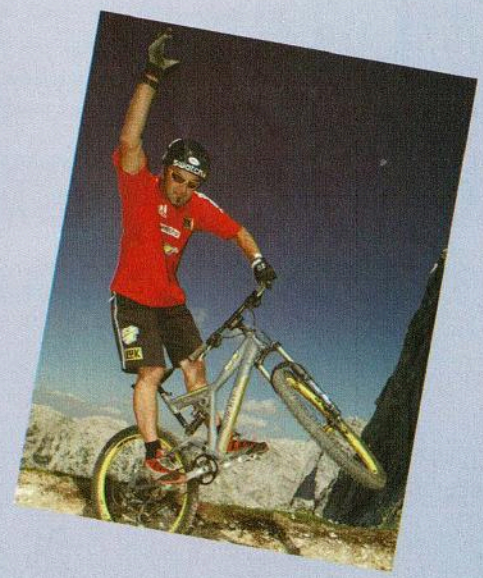
It could blow up or at least one of it's sub-cultures could blow up easy. All it takes is an event such as the XGames to include trials. But since it's a relatively hard sport to learn, I think It will never turn into a mass sport.... >>>>>

Hans' clubs

* Mountain Bike Hall of Fame
* Laguna RADS (infamous underground bike club)
* SWATCH PRO TEAM
* Shimano Skunk Development Team
* ADIDAS Adventure Team
* Minjin (australian underground bike club)
* Rockshox Explorers
* Team GT veteran

Hans Rey Titles & Victories

Trials World Champion 1989 (NORBA)
2nd -Trials ESPN Extreme Games 1995
1st - Trials at the MTB World Championships in theUSA, 1990 (UCI)
1st - Trials at the MTB World Championships in Canada, 1992 (UCI)
Bike Trial Vice World Champion 1992 (BIU)
1st - Trials at the Mountain Bike World Championships in France 1993 (UCI)
3rd - Slalom at the Mountain Bike World Championships in France 1993 (UCI)
US Trials Champion 1987, 1988, 1989, 1990, 1991
US MTB Trials Champion 1991, 1992, 1993
German Trials Champion 1982, 1983, 1984, 1985
Swiss Trials Champion 1984, 1985, 1986
1st Australian Open Trials Championships 1992
1st - World Cup Slalom Germany 1992
3rd -Pro Downhill Eliminator Race Germany 1995
2nd -Trials at the Mountain Bike World **Championships in the USA 1994 (UCI)**
1st - NORBA Nationals Spokane, WA 1995 MTB Trials
1st - NORBA Natl. Mammoth Mt., CA 1996 Mod. Trials
1st - NORBA Natl. Helen, GA 1996 Mod. Trials
1st - NORBA Natl'. Big Bear, Mammoth, and Mt. Snow 1997 Mod. Trials





When you're wowing the crowds do you prefer doing flat land tricks or more hoppy trials stuff?

It's always a combo of both. I like to ride on obstacles, the bigger the better. The flatland stuff is to warm up.

Do you see your future riding for GT?

Yeah, GT is back and strong. They had a lot of changes in the last few years. But now things are back to normal. I've got a good relationship with them. I'm just about to sign for my 17th year with them....

You've sent us a load of top pictures! Can you explain what the hell you're doing in them?

That was just a trip with the Adidas Adventure Team; it consists of a top kayaker, climber, paraglider and myself representing the biking world. We just went to Slovenia to play and practice our sports. I did some fun freeride/ trials rides with my i-drive Ruckus. See the story on my web site for more info.

Will you ride till you die?

We'll see about that one. I've been talking about quitting since I have been 16 years old. Now I'm 36 years old and I still feel strong and the desire to ride and push the limits in my own ways. I don't need to be on a world class level in competitions anymore, I've done that for a long time. But I still want to stay in shape and try to keep up with new styles as much as possible. I like the idea of my adventure team, where I can use my trials skill on hardcore trails around the world.....

Finally, did you keep Mr Jiggs the monkey from your video Monkey see, Monkey do?

Mr. Jiggs was a famous entertainer, she was 32 years old when we filmed my video. She died a few years after. R.I.P.

If you want to catch up on what Hans has been up to just visit **www.hansrey.com**

that's right baby.

BTM

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With Chief Trials Rider 4x's British Champion Chris Akrigg

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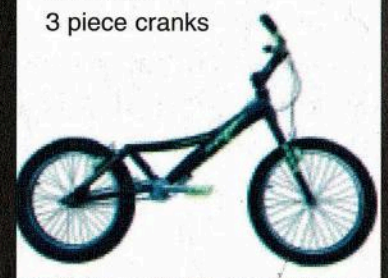

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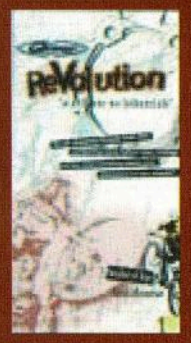
Are these in your video collection?

Check out the web for best prices (bargains to be had!)

Revolution

Who made it?
Reed Merschat, Calculated Risk Films, Qranc
Who's in it?
Ryan Leech, Jeff Lenosky, Libor Karas, JJ Gregorowicz and more
What style?
Trials
How long?
37 minutes
Any good?
Lots of competition footage, class riders, not our favourite but still worth having in your collection!
6/10



Universe

Who made it?
Not entirely sure!
Who's in it?
Dan Heaton, Adam Ryznar and Norco's Kris Holm
What style?
Uni-cycle trials
How long?
35 minutes
Any good?
You wont believe yor eyes! Uni-cycle riding taken to the extreme,
9/10



Keepin' it Real

Who made it?
The people at Schwinn Cycles
Who's in it?
Jeff Lenosky
What style?
Mainly trials
How Long?
35 minutes
Any good?
Jeff, as usual, making it all look to easy.
defintetly a vid to improve your moves,!
8/10



Leaps & Bounds

Who made it?
Canadian guy called Desmond Lee
Who's in it?
Brian Hong & friends, Cesar Canas, Jordi Rubio, Keita Miyaoka, Ryan Leech and more
What style?
Trials
How Long?
40 minutes
Any good?
Some mind blowing moves from top riders around the world, **8/10**



Dirty Tricks and Cunning Stunts

Who Made it?
Those guys at MBUK
Who's in it?
Martyn Ashton, Martin Hawyes, Hans "no way" Rey
What Style?
Trials
How Long?
65 minutes
Any good?
Hawysie and Ashton in fine form both comically and technically. A great vid to learn from, 8/10



Bi-King - Tricks and Stunts 2

Who made it?
The film crew at MBUK
Who's in it?
Martyn Ashton and Martin Hawyes
What style?
Trials
How long?
45 minutes
Any good?
Those 2 pranksters are at it again, good vid to get your moves dialled. Better than the first one,
7/10



Contact

Who made it?
Reed Merschat, Calculated Risk Films
Who's in it?
Ryan Leech, Jeff Lenosky, Lance Trappe, Chris Clark, Petr Kraus, Eddie Tongue and more
What Style?
Trials
How long?
35 minutes
Any good?
Worth buying for Ryan Leech alone! If you havn't got this already, buy it now,
10/10



Evolve

Who made it?
Reed Merschat, Calculated Risk Films
Who's in it?
Jeff Lenosky, Ryan Leech, Chris Clark, JJ Gregorowicz and Lance Trappe
What style?
Trials
How long?
45 minutes
Any good?
Reed Merschat in fine cinematic style, loads of top class riders, a must buy!
9/10



FREE ADS

BIKES FOR SALE

- 2001 Megamo pro.20 inch anodised metalic gold colour, very unique, only trials bike I have ever seen this colour! Front magura lousie disc and rear magura HS33. Good condition, extra sump extension machined from aluminium! lots of spares, new tyres etc! just £650 !!! matt.skirvin@virgin.net

- For sale a monty x-lite 20" Great condition, Call Ben on 01524 811027

- Megamo 20" cromo trials bike, magura/xtr with x lite hubs, tires. Just had new freewheel and chain, need new tensioners. £425 new with loads of nice bits, sell for £275 ono, Call Jack, 07729557779, Nottinghamshire

- Saracen X-ess frame, DDGcromo fork, Kore stem, Azonic DW bar, HS33, avid sd, D521/XT/maxxis 2.35"(rear), GT/velociraptor 2.0"(front), singlespeed (all gusset stuff), Koxx VP pedals.ideal beginner/intermediate bike, £400 o.n.o 07759003418

- For sale: Two monty x-lites one white/black 3 months old £750 one black/silver 12 month old £595 also spare wheels/crankarms free wheels. Phone Vaughan Wilson on 01797 321048

- Im looking to sell my Onza T-Rex bud for £650, mint condition with a set of unopened space tyres thrown in.Robert Lawson 01423 863053

- Giant Team Trials with Giant Rigid Forks. Hope Bulb with EL Gato's F&R with Mavic 521CD Rear and 517CD Front. HS33 Racelines F&R. FSA Cranks, DMR 22bashguard, Club Roost 2D pedals, roadie rear mech and cassette, FSA Orbit XL2 h/set, Monty Bulge Bars, Echo Stem. Good condition, quality bike. £500 o.n.o. Matthew Barlow 07816413262

- Brand new monty x-lite 231 frame with the new strengthening gussets added to the seat stays and a free monty brake booster and bottom bracket thrown in. Excellent condition apart from few minor scratches. (please note that it is a 25" rear wheel for this frame- 25" rims easily available from monty-uk, cleanbikes etc) used for only two months. Reason for sale- changing to 20". Price for new-£500, selling for crazy price of £350 plus P+P. Contact Dylan after 5pm on: 07796475322

HOOK-UPS

- Any riders in the Lancaster, Preston area who fancy a ride call Ben on 01524 811027

- I'm looking for some other trial riders in my area. I'm in Norfolk, Virginia in the States (Tidewater region) my phone number is 757-683-7434

- Warrington and surroundings. www.wtuk.ismad.com or 07811114306

- We are truetrials - Steve Watts, James Woolley, Olly Capes, Louis Footman, and Henry Peacock. We can ride almost every weekend and my number is 07929312082

- One rider looking to hook up with any riders in the Richmond area- any groups contact me at sscrivin@southfields farm.fsnet.co.uk

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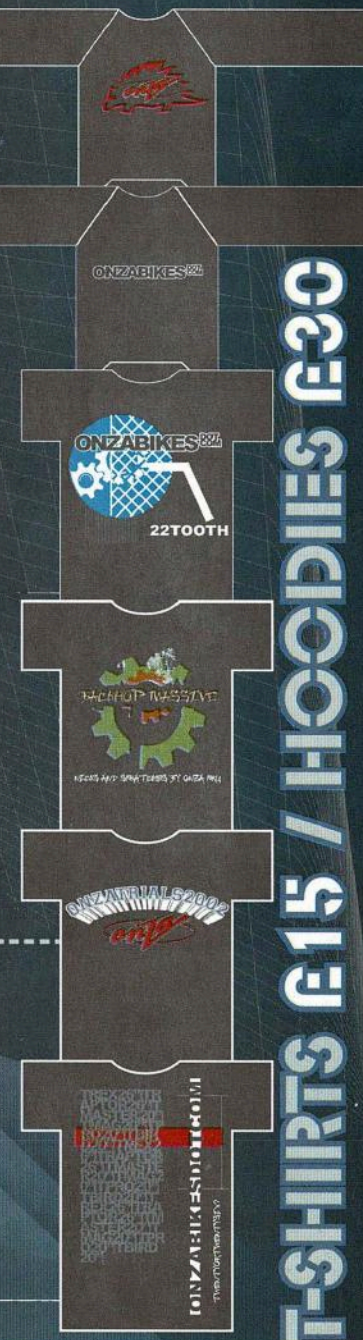

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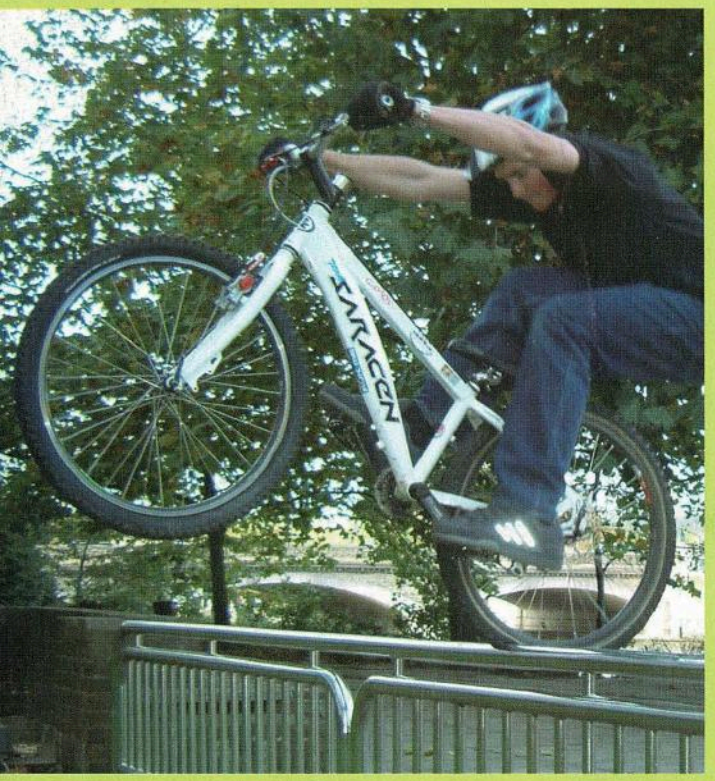
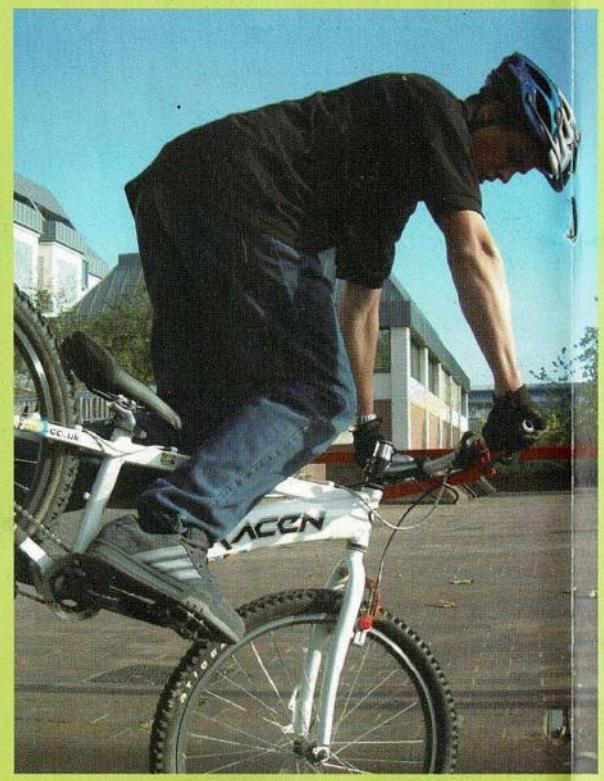
READER PROFILE

This Issue: George Amos







Name: George Amos

Age: 16

Years riding
1 year dirt,
1 year trials

Bike
Spanking new Saracen MAD replica, bo yea!

Where are you working at the moment?
Action Bikes in Maidstone. We're the bicycle chain that won't let you down! Summatt like that anyway.

How did you get started riding trials?
I saw other people riding trials when I was riding dirt, and it looked better than dirt, so I tried it out and loved it!

Whats your favourite move?
Gaps

Is your style influenced by any riders in particular?
I think my riding is influenced by my mates that I ride with. We all help each other out.

What was the first trick you mastered?
A wheelie. C'mon, it's a classic, and I was about 7.

How often do you ride?
Whenever I'm not doing school work, or working in the shop. All my spare time goes into my riding.

Do you ride in a group or just by yourself?
I try and ride in groups or I look kinda stupid. And it's more of a laugh with your biking buddies.

Have you had any bad injuries from riding trials?
I've been really lucky, I haven't broken any bones or done anything bad to myself. The worst I've done was when I rode into a wall, but that was just funny.

Do you compete at competition level?
No, but I'd really like to.

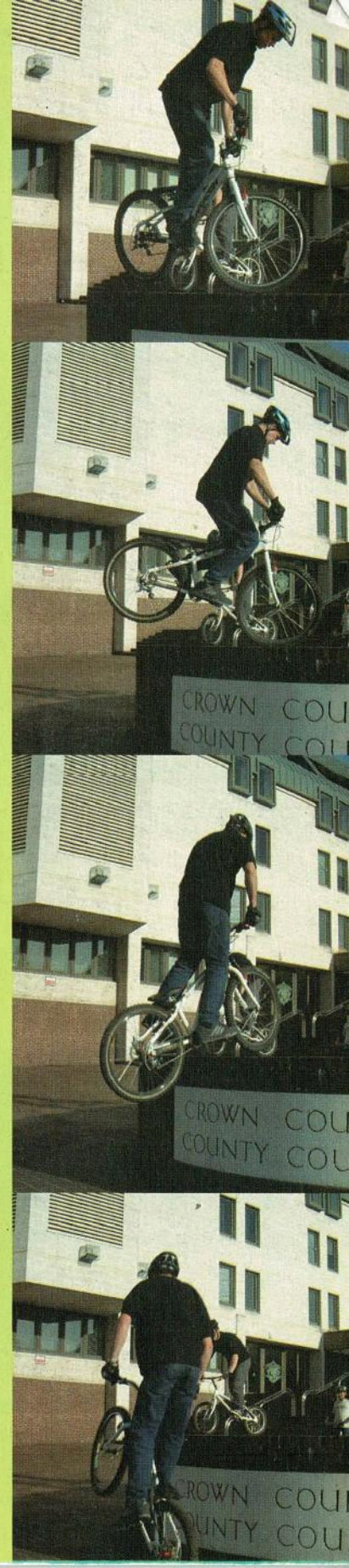
Where do usually ride?
Around Maidstone, Mote Park, and I've been to the trialspark in Sheppey, which I recommend. I'm hoping to go to London soon, and then next year.....roadtrip!

What's your biggest drop?
Only about 6 or 7 foot.

And gap?
About 6 foot.

Do you think trials is getting bigger?
Definetly, I think that big moves today will be small moves in 5 years. I think that trials needs more TV coverage so that more people can take it up.

Thanks George. You may have a shout!
Here we go- All the riders in Maidstone AKA the Maidstone Massive!!, Cycle Mart in Maidstone, Action Bikes in Maidstone, the Weatherspoons Pub, and My Parents, and Cat Pants. BTM



M.A.D STUFF

NASS 2002

Back in July MAD were at the National Adventure Sports Show. Here are some pics from the event and the results of the competition MAD held.





Results from the NASS MAD Freestyle Trials Competition, 20th & 21st July, 2002.

Basic Format & Rules of Competition.
The format of the Trials competition was based on MAD's own unique style of running and judging a new radical form of competition. The course, which was designed by Giles Wolfe, Simon Harvey & additional input by Martin Hawyes, was built over a period of four days prior to the opening of the Adventure Sports Show. The competition format was simple. Three categories: Beginner, Intermediate & Elite. Four judges, for style, innovation, showmanship & technique. Three Riders from each category were given three minutes on the course to impress the judges on any sections that they wanted, showing off any moves over any route. Over 70 riders entered the competition, which was held over two days. Riders came from as far afield as Scotland.

The results are as follows

Saturday 20th

Beginner -	Intermediate -	Elite -
1st R Pearson	1st Matt Howard	1st Danny Holroyd
2nd Richard Callow	2nd Richard Lee	
3rd Grant Peters	3rd Jack Planet	

Sunday 21st

Beginner -	Intermediate -	Elite -
1st Richard Callow	1st Sam Davis	1st Andrei Burton
2nd Martin Gill	2nd Matt Berridge	
3rd Mark Weaver	3rd Lee MaCaw	



Prizes provided by our generous sponsors, ranged from a brand spanking new Bike, Saracen frames, lots of MAD T-Shits & Goodies, Tyres from Schwalbe, watches & backpacks from Animal, over £300 in cash, a various other spot prizes to boot!

M.A.D News

PRODUCTS

MAD are working very closely with Saracen for 2003, the plan is to bring a range of products into the marketplace to be launched at Bike 03, expect to see, bars, stems, pedals, seats, chainsets and grips. with the input of al the riders on the Team and the R+D department of Saracen, not only wil you see top quality goodies, but very resonably priced as well.

WEBSITE

MAD have been extreemly busy this year, unfortunatly this means the website has been a little overlooked (to say the least!) Febuary 2003 will see a complete relaunch of the website, we are in the process of getting feedback form users, so if you have some ideas and input as to what you want to see on the site, let us know via our guestbook.

EVENTS 03

First up for 2003 will be the Bike show at the NEC in April, MAD are confirmed to be there bigger and better than last year, the popular test track will be maned by the Team riders, and will be bigger and feature more secdtions for begginers to advance rider.

NASS

The Urban Tour sponsored by Wriglys is well and truly in the pipeline for 03, with MAD teaming up to bring Trials to a shopping center and high street near you, Confirmed for Milton Keynes in May, with a run of dates at verious venues throughout the UK over the summer season. check out www.national-adventuresports.co.uk

M.A.D. ON VIDEO

That's right! The MAD boys (and girls) are set to star in their very own vid.
To be produced by Crank Films boss Pete Kyle (Bike Scene), the new vid will be following the antics of MAD as they wreak havoc around the country, following them on their gruelling schedule of demos and shows up and down the country.
Also expect to see the two Marts and other top trialsters taking cameo roles, applying their superior skills for you the viewer to drewl over.
Un-named at the moment, but the vid is expected to run to about 45 mins and will be available at the Bike Show next year, where MAD will be in attendance with their massive demo rig. Keep'em peeled!

MAD COMPETITION

The good old boys at Schwalbe are gonna give you a beauty set of £50 tyres.
But its not that easy, you've got to work for it! All you've got to do is send us your baldy knackered tyres and tell us why the hell you think you deserve a new set in no more than 10 words, alright, it's not that hard!
We know who you are, riding your tyres to within an inch of their lives!
So send in that useless rubber and you could soon be the owner of a pukka set of Schwalbe's.
Entries to: MAD HQ, Autumn Cottage, 1 New Barn Road, New Barn, Kent DA3 7LQ
For a bit more info call Chris on: 01743 874496 You can also enter online www.biketrialsmagazine.co.uk

We Interviewed the main man behind M.A.D; here's what he had to say

Name? Giles Wolfe
Job description? Workaholic

Giles, you're the head of M.A.D. How did it all start?
Long story but I'll try and keep it brief! Started out when I ran my own shop back in 93-95 sold up, went into mobile mechanics with a fully converted merc van. I started doing the odd MTB race here and there, met up with a lot of riders in the good old days, Dave Hemming, Rob Warner, Helen Mortimer etc, got more and more involved with the race scene, spotted Rich Johnson at a race in Penshurst. He was mucking about doing stuff on logs, tyres etc, I thought hey that looks good, lets do a demo, so he rode and I did commentary at the time he was riding for Giant, and I was mechanic for Muddy fox. We sorted a joint deal for the both of us, and I took him up and down the country doing demos and commentary for the shows. I thought it may be a good idea that we got some more riders involved so, when we both moved to Saracen (thanks to Paul Yo Hints Hinton) we got the infamous Jez Avey involved with us, and things took off from there. After a year of doing that I decided that we needed to invest into the team so took the plunge and borrowed a substantial amount of money from the bank, which basically set MAD up as a full time pro demo team. The rest, as they say, is history.



With all the demos, shows and TV appearances you do up and down the country, it must be damn hard work! Is it?
Yes, yes and yes. From February till November I'm flat out. I work 5 days a week in the office doing day to day running of a small business, meetings with sponsors, on site meetings, planning, and hours and hours on the phone, then weekends are taken up with demo's and I mean all weekends. This year alone we have done over 45 demo's, so work it out for yourself how much work is involved in putting that lot together! I also do most of the driving to demos as well as commentary and liaison with the clients. It's hard but rewarding work.

Why do you think riders want to join the M.A.D. team?
Most want to join because they want to get paid for doing what they love doing, but then others just want the challenge of being part of a successful team. It's very personal best to ask them!

So what do the riders do when there not performing in front of all those crowds?
They spend most of their time talking to people about there bikes kit, signing posters, chatting up young ladies etc, or they tinkering with their bikes making sure everything is sorted for the next show.

You were recently involved in the NASS show earlier this year. Did that go as well as expected?
Better than expected, we have been working with NASS since 1999, and we expect to be doing a lot more with them in the future. As for NASS weekend itself I was very pleased with the turn out of Trials riders, it helped having the Marts there and people like ET. When you get support from the biggest names in your sport it adds a lot of kudos and respect to what you are trying to achieve. MH helped us set out parts of the course, and MA was well impressed with the layout, but we don't build those sorts of things just for the pros, we believe everyone of all levels should be able to have a go, which is why we always build beginners sections. Watch out for a series of MAD/NASS Trials comps in the UK in 2003, new style, new format bigger prizes. The only point I would like to make on course building is, if you are riding and you don't like the layout or the format, don't whinge, be constructive with your criticism, cause after all the hard work that goes into putting a course like that together, we tend to be very protective about our little baby, and if we get complaints, you are likely to be thrown off and told to go and do better yourself!!

Do you think you inspire non-riders to take up trials after watching a M.A.D. display?
Sometimes. It depends on who's watching, but I would like to think that we do. After all that's our job, getting people on bikes, not just Trials.

What do you think makes a M.A.D.rider?
Honesty, dedication, talent, communication, humour, respect, oh and it goes without saying - riding skill!

Cheers Giles
BTM

M.A.D. TELLS YOU HOW

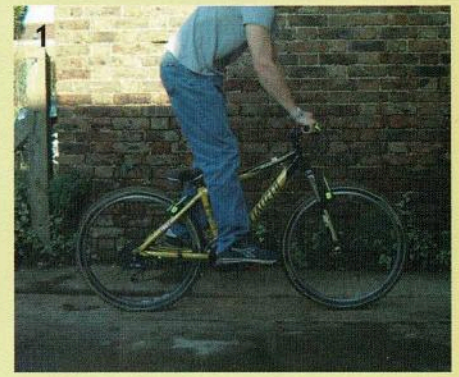


MAD'S main man, Tom Newbold, takes you through your first steps of trialing. These moves are the key to getting onto or over stuff. If you got these sorted then your well on your way to whole new world of bad ass trials moves.
1.THE 'SCOOP'
2.FRONT WHEEL FIRST
3.BACK WHEEL FIRST

1 THE SCOOP

Before you attempt the 'front wheel first' move you will need to know how to lift the back of the bike using the 'scoop' technique.
This move involves 2 key body motions
1.throwing your body weight up and forward
2.pushing your feet down, back and up.

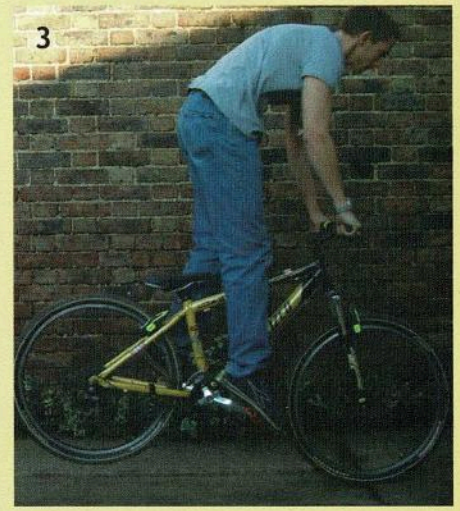
1. The best way to carry out the move is by rolling at a steady pace with your arms slightly bent and legs fully stretched.



2. First of all tilt your feet downwards so there pointing towards the ground and get ready for the next stage...



3. Here's the tricky part, these 2 actions have to be done at the same time.
Throw your body up and forwards and push back and up with your feet in a 'scooping motion'. Image your trying to kick a football backwards using the sole of your feet as the contact point and that's the kind of motion you're looking for. If you're doing it right the back wheel should leave the ground if your not it wont!
At first you may only get the back wheel up by an inch or so but with a bit more practice you can get 6 inches plus.
When you feel confident with 'the scoop' then your ready to put it to use! >>>>>



2 FRONT WHEEL FIRST

If you've only been dabbling in trials for a short while you will no doubt know that although this move looks easy, actually, pulling it off cleanly, is a lot more tricky. But to get anywhere as a trials rider this move is something you will have to get dialled as it helps you get onto or over stuff. It's a 'bread and butter' move.

1. Approach the object rolling at a slow but steady speed (about twice walking speed) at this point you will need to be judging your distance from the object so you can get your pedals in the right position.



2. When the front wheel is about 3 to 4 ft away from the object, you should have your good foot in the top crank position. Put in a pedal stroke and pull on the bars to get the front wheel up in the air.





3. If your timing's right, the front wheel should land at the front of the object. As soon as the wheel touches, push your whole body forward so your leaning as far over the handle bars as possible.

4. This is the point that the 'scoop' comes in. with your body still as far forward on the bike as you can use the scoop to bring up the back end of the bike.
Note: from the moment the front wheel touches the object, the scoop must follow straight away, any delay will lead to contact between the bash guard and the object so get that scoop in as soon as possible!



5. If you've done the move correctly the back wheels landing point will be firmly on the object not on the edge of it, if you find that the rear wheel makes contact with the edge of the object on the way up then you haven't put in enough scoop. Simply try again but exaggerate the whole scoop move i.e. lean further forward on the bike and put more power into the feet.



MAD TIPS

Don't attempt to go to high to soon! Start on something a little lower and build up steadily. This way you have more time to get the feel of the whole move. Try not to use the front brake to aide your accent, this will only slow your 'scoop' progress down.

If you get the move nailed then try varying your approach speed. Go at it faster and this will improve your weight transference your reaction time and your front wheel touch point accuracy
Go at it slower and you will find that you have to put much more effort into the scoop, this will only add to scooping skills! And remember, keep practicing, you'll get there.

3 BACK WHEEL FIRST

This move is a bit more technical than the previous one so you may pick up some minor injuries along the way, but stick with it!

1. As with the front wheel first move, you should be rolling in at about the same speed



2. At this point you should be ready to put in your pedal stroke with your good foot at the top crank position
Again, the front wheel should be about 3 to 4 feet away from the object before you lift





3. This is where it gets a bit tricky! Put in your pedal stroke and pull on the bars to get the front wheel off the ground and at the same time you need to through your whole body up and forwards. You should only throw your body forward when your front wheel is higher than the object.
Otherwise you're going nowhere but into the side of the it!

4. If all's going well you will feel the back wheel leaving the ground and the bike will be on its way up to the edge of the object. IMPORTANT: make sure you have that rear brake locked up as tight as you can!
As you reach the top of your hop, bend your legs and bring your bum down towards the back wheel, if done properly this will help get some more height to the back wheel.





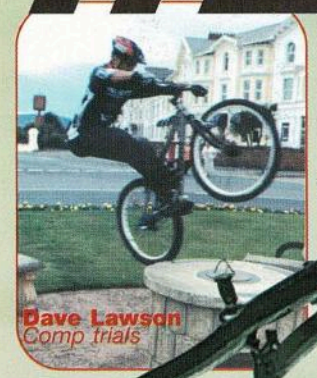
5. As soon as you feel your back wheel touch the object, make sure you get your weight forward to compensate any under balance i.e. if you come up a bit short you still have a chance to remain on the object rather than having to hop back down or bail out. If you stay up there then you've done it, well done! Don't expect to get this down the first time round, ask any other trials rider and they will tell you it took them time and patience to get it mastered, so don't get frustrated, even if it takes you months!

M.A.D TIPS

1.Don't go too big too soon, you'll only do yourself an injury. Start with a kerb, once you get that sorted increase the height gradually this way you'll find yourself pulling 4 foot plus hops without even knowing it!
2.If your not using 1 finger braking then start!
If you use 2 fingers on the lever then your probably not going to get as much height because of the lack of grip your hands have on the bar.

We hope this guide helps you on your way to becoming the next Martyn Ashton or Kurt Brain. Both of these moves do take a lot of practice so don't give up. Once you get it there's no going back, so next time your faced with a badly placed object, instead of going round it just go over it! In the next issue and we'll tell you how to get down with ease! BTM

THE JUDGE



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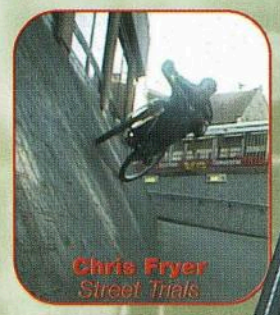

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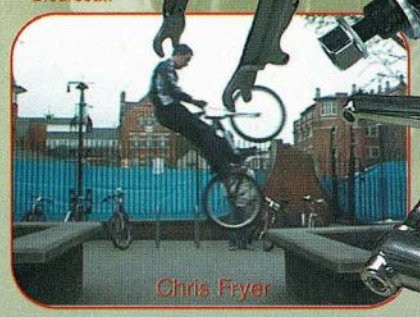

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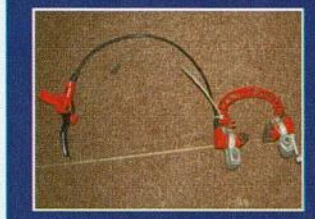
2. Cable Tie
3. WD 40







1. Put both the cantistud U-washers on the bosses. They have direction arrows on them, but if you get confused, the flat side should face the top.



2. Screw the quick release bolt into the right boss.



3. Put the lever on the handlebar, this will stop it getting in the way when you're setting up the brake.



4. Tighten up the lever, using a 5mm allen key.



5 & 6. Put the grip back on. When putting grips on, spray a small amount of a lubricant (WD40 is ideal) into the end of the grip which will be placed on the handlbar first. This will force the lube down the grip, making it easy to put the grip on. It is important that you let the lube set, it's not a good idea riding with lose grips!





7. To ensure that the grips don't move when you're riding, you can tie cable ties around the ends of the grips.



8. Use pliers and pull the cable ties tight. Cut off any excess cable.



9. Now you can start putting on the Maguras! Both the brake cylinders come out of the box with clamps on them, you'll be able to see which is the left and right clamp. Firstly, bolt the left brake cylinder into the boss. Remember to make sure that the washer is the correct way up. Use the bolt which you will find in the box, do it up tight, but not excessively.



10. On the right side is the quick release. Place the brake cylinder over the bolt, with the lever down. Try pushing the lever up, if it's too tight then loosen off the bolt by turning it anti-clockwise. If it's too loose, and it doesn't clamp on the bolt properly then tighten the bolt by turning it clockwise. You don't want to have to push the lever up hard, but tight enough so it doesn't fall down.



11. On the brake lever you'll be able to see a red bezel. (This changes the pressure in the slave piston, which changes the distance between the brake pad and the rim. Turn it and you'll be able to see the pads moving.) Turn it anti-clockwise until is stops, this will mean that you'll be able to set the brake up properly.



12. The clamp holding the brake cylinder will have a black elbow on it. This is the plastic piece that fits behind the frame or fork. It is very important that the black elbow rests against the frame or fork. If you look down at it you'll be able to see that there are teeth on both the clamp and black elbow. To set the elbow up properly, loosen off the bolt clamping the elbow to the clamp. Now move the black elbow so that the pads are parallel to the rim. (You will notice that you'll also be able to move the actual brake cylinder, with your fingers hold it parallel whilst re-tightening up the bolt). Tighten all the bolts when you're happy that you've set it up.



13. Now do up the lever, and repeat step 12. On the right brake cylinder.

Putting the brace on.



14. You only need to undo the bolt on the right side. The bolt you need to undo is the top clamp bolt. When you take the bolt out, try and hold the elbow and the clamp together with your fingers so that they don't move.



15. Put the bolt through the right side of the brace (it's the side with the narrow slot). Tighten it up, but leave it slightly slack. Check that the pads are parallel to the rim.



16. On the left brake cylinder place the brace over the top clamp bolt. If the brace is rubbing on the tyre, you'll need to break one of the holes off. You can do this by using a pair of pliers. Once you've done that place the brace over the bolt. Re-tighten everything.

Hey Presto! You've just fitted your Magura HS33! If your still having trouble fittng them then you can call Action Bikes on 01622 762288 for some friendly advice



Thanks to George Amos and Action Bikes for taking us through this guide.
George is also our reader profile in this very issue!

Martyn Ashton

Martyn took time out to give us an update on his team and bike



As most people in the trials fraternity will no doubt know by now, Ed Tongue has just been signed to Ashton Bikes. How did that come about?

We talked at the Biketrial World Champs, it was clear the Pashley deal had come to an end, Edd seemed interested so we went to work putting a deal together. Hopefully we can make things happen, I have always been a big fan of Edds riding. I want people to see him ride.

What are youre plans for Team Ashton next year? World domination?

Absolutely not, I don't put a big emphasis (is that right?) on results. They are a good indication of your form/luck on a given day but they don't determine your ability as a rider. We just plan to keep progressing like we are at the moment. Hopefully the stuff we are working hard on right now will start to pay off through next year. Some nice products on the way.

Will you be looking for any new recruits in the near future?

I'm always interested in other riders. There are alot out there so I wouldn't rule that out. I'm concentrating my efforts on doing the best I can for Edd and Kurt but if someone needed support and I thought we could help each other out then who knows?

Hot on the lips of most riders at the moment is the news of your very own 'Justice' frame. Can you give us the latest news on whats happening and when we are likley to see them on the streets (or rocks!)?

It is all happening in December, they are released Dec 10th but the seat won't be here then, that arrives Dec 20th. It has been a tough year getting to this point.
I made some changes that have caused delays but i think in the long run the bike is better for those changes.

What's it like taking on the role of rider AND team manager?

I love it, its hard work but i'm lucky that the riders I have are cool people who don't get to stressed when things are slow. Kurt has been amazing all year, trying everything i gave him. Its been a hard year for him too. An amazing debut in Masters I think.
Edd has only just started riding for us and his role is very relaxed, he likes to do things his way and I'm more than willing to let him do that.

Are there any other Ashton trials products in the pipe line?

Yes we are currently testing a new fork, when that would be in production i wouldn't like to say, i think a fork needs to be tested really well so i'm not going to rush it. There are some other things that are very exciting but i want to keep them under raps for now.

I assume you will still be riding at next years comps along with youre newly signed team?

I plan to ride as much as i can , i'm happy if i can get out on my bike thats what keeps me ticking.

If you want to check out some pics of the new Justice frame or ask Martyn a few questions then all you have to do is visit the Ashtonbikes website, entitled www.ashtonbikes.com

If we pull the right strings we may be able to blag a bike for a full test some time soon!
Watch this space.

ASHTON BIKES.COM

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THIS ISSUE: Our resident doc gives advice on headinjuries.

Head injuries are serious. The brain is a part of the central nervous system that controls almost all aspects of the working of the human body. When you move, eat, drink, sleep or feel any emotion a part of the brain is at work. Without it you are dead, or might as well be. To protect it your brain has a covering of membranes and a hard bony case, the skull.

Cyclists, especially young ones, definitely come off badly in accidents. Head injury accounts for up to 75% of all child deaths in road traffic accidents in the UK. 50 children a year are killed in this country while cycling and over a 1000 have a major, permanent brain injury.

What's this got to do with me and bike trials, I can hear you saying? Well, lots actually. OK, in a road accident you will be hit by a car travelling faster than you are on your bike, but it doesn't take much speed to cause serious problems. Falling onto your head from a height or at speed may smash your skull. Even if it doesn't, your brain may keep moving when your head has stopped causing serious internal damage.

What to do if you have a head injury

For all but minor head injuries it is important to get medical advice, so someone can decide how severe your head injury is. The important things to look out for if you or one of your mates have hit your head in a biking accident are:

* Increasing drowsiness or confusion
* Severe headache that doesn't respond to simple painkillers
* Vomiting
* Weakness in arms or legs
* Difficulty in seeing or breathing
* Discharge or bleeding from ears or nose
* Fits

If in doubt, take the casualty to hospital or call the nearest medic. If you have been unconscious after a head injury you will probably need observation for 24 hours afterwards. Even weeks after an accident you need to be aware of the list above and get checked out if anything unusual happens to you.

Prevention is better than cure

There is no cure for serious brain injury. The brain cannot regenerate itself after it has been damaged. If you survive a bad fall onto your head you may be disabled for life or have a scar on your brain that causes epilepsy. The best way to prevent serious problems is to wear a helmet. In a large American study of cyclist casualties in road traffic accidents, only 4% of those who had severe brain injury had been wearing a helmet. Most of the cyclists killed or severely brain injured didn't have a properly fitting helmet.

Important principles regarding the subject of helmets include:

Get the best quality one you can afford
Make sure it fits properly.
Never wear a helmet that has been in an accident. Even if you can't see any damage its internal structure may not be strong enough to protect you when you need it. You have to wear one in competitions, so why not get into the habit and always wear your helmet? BTM

COMPETITIONS

British BikeTrial Championship 2002

Final Results

20" Classes:

	Bike	Rnd 1 Devon	Rnd 2 Yorkshire	Rnd 3 Wales	Rnd 4 Derbyshire	Rnd 5 Surrey	Total	Final Position
MINIMIE								
Lois Morgan	Monty	20	20	20	20	80		1st
Kirsty Blenkinsop	Grip	17					17	2nd
Rachel Burdett	Saracen				17		17	2nd
POUSSIN CLASS								
Ashley Butler	Koxx	17	17	20	20	17	91	1st
Jack Savage	Megamo	15	15	17	17	15	79	2nd
Thomas Hyland	Megamo	20	20				40	3rd
BENJAMIN CLASS								
Scott Wilson	Monty	20	17	20	20	20	97	1st
James Eades	Monty	17	20	17	17	17	88	2nd
John Graham	Monty	11	11	15	11	10	58	3rd
MINIME CLASS								
Tom Savage	Megamo	15	13	17	20	11	76	1st
Karl Donnelly	Monty	17	11	13	15	15	71	2nd
Ricky Griffiths	Megamo	13	10	15	17	10	65	3rd
CADET CLASS								
Chris Doney	Monty	20	20	20	20	20	100	1st
Craig Scott	Monty		11	17	17	17	62	2nd
Robin Howard	Onza	15	17	9	11	10	62	3rd
SENIOR CLASS								
Stephen Thompson	Monty	20	20	20	20	20	100	1st
Peter Rew	Monty	13	17	17	17	17	81	2nd
David Holmes	Megamo	17	13	15	13	13	71	3rd
ELITE CLASS								
Ben Savage	Megamo	20	17	17	20	20	94	1st
Daniel Butler	Koxx	13	11	20	17	17	78	2nd
James Hyland	Monty	17	20	37				3rd

26" Classes:

SUPPORT CLASS	**(Non Championship)**							
Tom Hooper	Handsome Dog	17	20	20	17	20	94	1st
Matt Skirvin	Megamo	15	11	17	13	11	67	2nd
Alex Rowland	Pashley	20	13		15	17	65	3rd
EXPERT CLASS								
Kris Leeson	Leeson	20	20	17	20	20	97	1st
Michael Graves	Echo	15	13	13	13	17	71	2nd
Barry Deeks	Koxx	10	11	20	15	11	67	3rd
MASTER CLASS								
Chris Akrigg	Onza	15	20	20	15	20	90	1st
Kurt Brain	Echo	20	10	15	17	17	79	2nd
Richard Eyre	Megamo	11	9	17	11	13	61	3rd

2002 EBTC Championship

		Bro 20th Jan	Ock 3rd Mar	Brain 28th April	Dars 19th May	Ray 14th July	Sha 13th Oct	Pen 3rd 1 Nov	Tot
ELITE									
Ben Savage	NSE Megamo	20	15	20	20	20	20		115
Stephen Thompson	TNT Monty	3	17	17		17	17	15	86
Chris Doney	NSE Megamo	10	11		17		15	17	70
EXPERT									
Andrei Burton	Pashley	17	20	20	20	20		20	117
James Davis	Megamo	10	15	11	17	13	17	10	93
Robin Howard	TeamOnza	13	13	15		17	15	11	84
INTERMEDIATE									
Daniel Smith	Giant	20	17	20		17	20	17	111
Ricky Griffiths	Team Onza	8	11	6	13	11	13	13	75
Tom Savage	NSE Megamo	13	15	17			17	11	73
NOVICE									
Freddie Piper	Onza	15	20	20	17	15	15	11	113
Robert Clark	Giant		13	17	20	17	17	15	99
Alec Harrison	Monty X Lite	17	16			20	20	17	90

2002 Tyke Trial Championship

		1	2	3	4	5	6	7	Tot
BEGINNER									
Robert Pikard	Megamo	10	15	10	12	12		10	69
Callum Morewood	Monty	13.5	12	15		5	8	15	68.5
Thomas Carter	Monty	2	4	8	10	10	6	8	48
NOVICE 20" CLASS									
James Eades	Monty	15	12	15	15	15	8	12	92
Chris Wardley	Monty	1	15	4	12	12	5	6	55
Griff Morgan	Monty	4	1	12	10	5	3	15	50
NOVICE 26" CLASS									
Scott Johnson	Orge Zero		15	8	15	15	12	10	75
Tom Buck	Hndsme Dog	15		10	8	10	8	12	63
Christopher Owen	MTB		6	15	12		15		48
INTERMEDIATE 20" CLASS									
Ben singer	CB Monty	15	10	6	15	15	12	15	88
Craig Scott	CB Monty		15	12	12	12	15	10	76
Phillip Armstrong	Monty	6	12	8	10	8	10	12	66
INTERMEDIATE 26" CLASS									
Steven Hobson	Norco	3	15	12	10	15	12	12	79
Gary Whineray	DDG Shooter	10		8	6	10	15	15	64
Wayne Mahomet	Pace RC 250T	12	12	10	12				46
EXPERT 20" CLASS									
Alastair Clarkson	Monty		15	15	15	5	15	10	75
Jordan Tagg	Monty	12	12	10		12	12	6	64
Kieran Donnelly	TMC Monty	8	8	8	12	6	8	5	55
EXPERT 26" CLASS									
Tom Hooper	Hndsme Dog	12	12	15	12	10	8	6	75
Steven Petty	Giant	3		12	15	12	10	15	67
Adam Wilson	Mission	5	5	3	3	15	12	12	55
ELITE CLASS									
Steven Howes	Monty/Pace	8	10	12	12			8	50
Chris Wright	CB Monty	12	12			15			39
Danny Holroyd	Pace		15	8				12	35

These results are correct to BTMs best knowledge at the time of going to print

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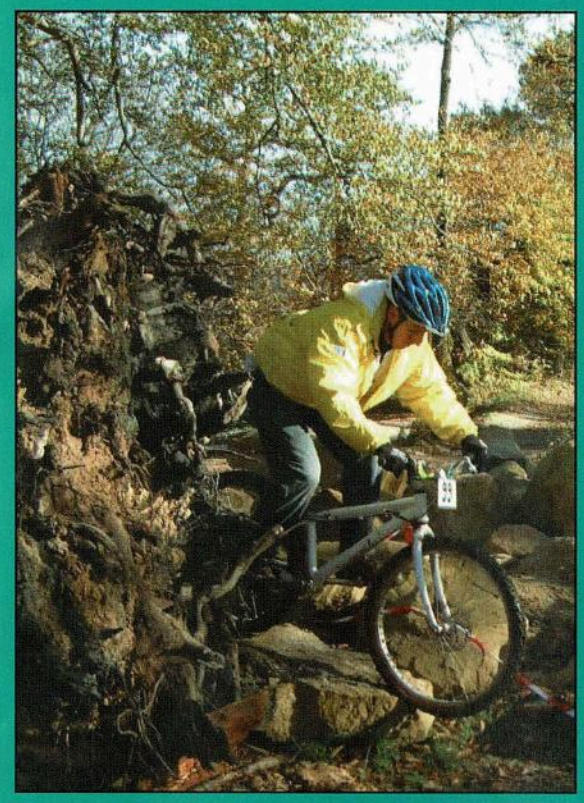
The Cyclamaniacs



Everyone's heard of the 'Essex Bike Trials Club' and 'Tyke Trials' but now there's a new kid on the block! Introducing the Cyclamaniacs. The founder and owner of Cyclamania, Danny Milin (see above), started the club meeting about 3 months ago to give new comers to the sport the chance to ride with other like-minded individuals. As things have turned out, the demand to be part of the club has grown rapidly and as word spreads, Dave has realised that something needs to be done to make the club more official. They are currently in the process of applying for a lottery grant to bring in some fresh revenue with the intention of hosting comps and demos in the near future. They are also looking into the possibility of running the BIU rules within their club, which we think would be a good start. The Cyclamaniacs also have their very own coach, ex Moto trials champion Rob Reeves, to give their riders some great technique tips. Danny told us "This is not just a flash in the pan idea. Our aim is to turn the average riders into national champs at the highest level". "Good luck", we say!
If you think you can help the Cyclamaniacs with their strive to become a recognised club or maybe just give some friendly advice then you can give Danny a call on: 01773 836203 or email: susan.milin@cyclamania.co.uk. Or if you fancy joining them at one of their meets then get yourself to the Cyclamania store on any Sunday at 2.30pm, alternatively, if you want to know more about the club you can visit them online **www.cyclamania.co.uk**

EBTC 7TH ROUND AT P.O.R.C IN KENT







	1	2	3	4	5	6	7	8	9	10	Tot	C/P
ELITE												
1 Ben Savage *NSE Megamo*	3 1	3 5	3 5	0 0	0 1	0 0	1 5	2 1	0 0	1 1	32	20
11 Chris Doney *NSE Megamo*	5 0	3 5	5 3	1 5	0 2	5 1	5 5	5 1	3 0	1 5	60	17
3 S Thompson *Monty*	5 2	5 5	3 5	5 5	3 5	0 0	5 5	1 2	0 1	1 5	63	15
EXPERT												
19 Andrei Burton *Mission*	1 3	2 5	3 2	5 1	1 1	1 0	5 3	3 1	1 1	1 0	40	20
22 Chris Light *Megamo*	5 5	3 5	3 5	5 0	0 1	0 0	5 5	1 1	2 2	0 5	53	17
34 Nick Goddard *Pashley*	5 5	2 3	5 2	2 2	2 2	0 0	5 5	3 2	1 1	5 2	54	15
INTERMEDIATE												
53 Tom Sleight *NSE Megamo*	1 0	0 0	3 0	0 0	0 0	1 1	1 1	1 0	1 2	2 1	15	20
51 Daniel Smith *Giant*	2 2	0 0	0 0	5 0	0 0	1 0	0 0	1 1	1 1	2 1	17	17
65 Tony Martin *MRM Koxx*	1 1	0 1	1 0	2 0	0 0	0 5	5 0	1 1	2 1	2 5	28	15
NOVICE												
83 Griff Morgan *MRS Monty*	3 1	1 0	0 5	0 0	0 0	0 0	2 0	0 0	0 0	0 1	13	20
76 Alec Harrison *Monty X-Lite*	1 2	1 1	1 5	0 0	0 0	0 0	1 1	0 0	0 0	2 0	15	17
84 Robert Clark *Giant*	1 1	1 1	1 1	2 2	0 0	0 0	2 1	0 0	0 0	1 1	15	15
26"OUT of CLASS												
99 Nick Bullen *Megamo*	3 3	2 2	2 1	3 5	0 1	1 5	5 3	2 1	0 1	3 2	45	
95 Stephen Allen *Coyote*	3 3	5 5	3 5	1 1	2 1	3 1	5 3	0 0	0 5	5 2	53	
98 D Deller-Twinney *Saracen*	5 5	2 5	3 5	5 3	2 1	1 2	5 5	1 1	0 0	5 5	61	

David Dickenson Talks Bikes

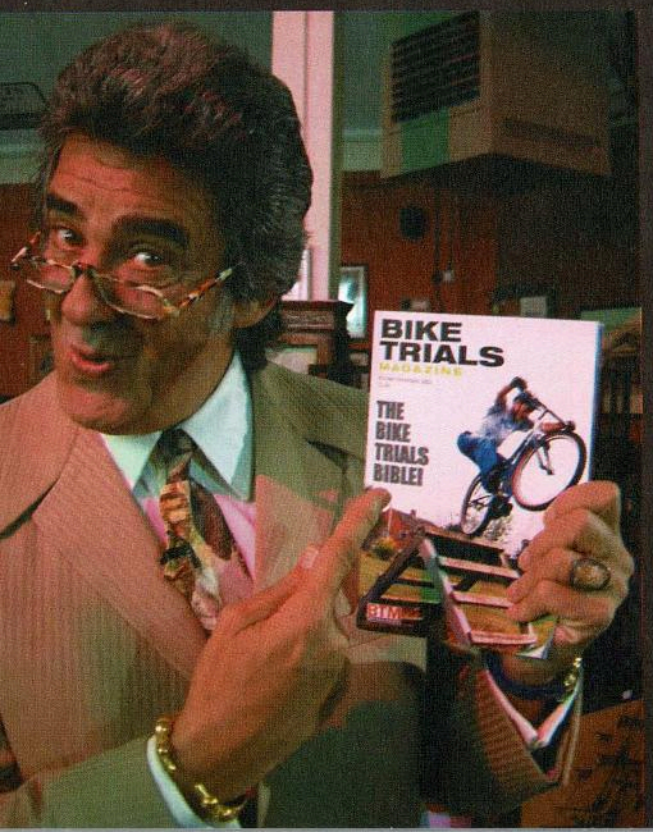
We caught up with the Bargain Hunt presenter when he was in Tunbridge Wells for the Children in Need Charity Auction. Here's what he had to say on bikes!

Do you actually ride?

"I don't now, but as a boy I was a keen cyclist. I came from a working class home where my first bike was an assortment of parts put together by my dad and then painted black. As I got older I saved doing odd jobs and bought myself a Raleigh, but what I really wanted was a Claude Butler. I don't know if they still exist, but at the time these were the ultimate light-weight machines with your Campagnolia ten- speed gears and dual response brakes. You could rest the whole bike easily on your finger, it was that light. I also joined a club and got quite into it but then girls came along and it fell by the way side, but yes, I do like biking."

What would you look for when buying a bike today?

"I haven't bought a bike for over 40 years, but if I did I suppose i'd be impressed by the wonderful lightweight equipment. When we were youngsters we were into racing bikes, and with those wheels you couldn't go up kerbs like you guys do! When my son was about 15 years old I went out and bought him the best race bike I could afford, but one day I found himgoing up and down rocks, buckling the wheels. I went absolutely lulu. I said." You've got to respect it or i'll get you an old bike and paint it black." "You always think to give your children things you never had."



Do you know the most expensive antique bike bought or sold at auction?

"I don't know, it's not an area that I follow, if it was a teddy bear I could tell you, but a bicycle I can't."

OK, tell us the most expensive teddy.

Well certainly over £100,000, it was a unique set of circumstances though. A Japanese collector was bidding against another teddy bear collector and they took the price very high. I think eventually it sold for around £120,000. I do now a dealer who has the bear from Brideshead Revisited, he bought that for about £80,000 I think."

What is your buying tip of the day?

"I have two tips. The first tip, try and buy quality, its been my experience over the last 30 years in the business that if you buy quality it costs you more it will last longe. Secondly, buy originality, something that's lasted the period of its time but is still in use today."

Thanks for your time Mr Dickinson

"No problem. Good luck with the mag!"BTM

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CYCLE 2002 REVIEW

BTM sent Matt Tongue to the Cycle Show 2002, here's how he got on.

I've got to admit that when you think of bike shows there is only one that comes to mind. Over the past five years it has become one of the most important and anticipated events in all our calendars and usually lives up to the hype. So, back in the summer, I was pretty excited to hear that there was another show planned this year for September. Whether or not it would meet the NEC's high standards was another matter, so BTM sent me to check it out.

Cycle 2002 was held at the Business Design Centre in Islington, central London. It was organised by several industry insiders as a showpiece event for the whole of the cycle industry, which with a little luck would include a fair amount of the latest trials bikes and accessories.

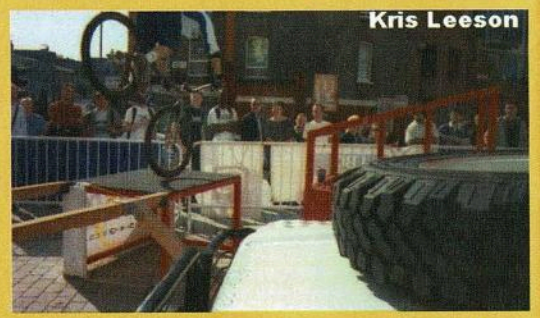
No sooner had my press pass arrived than I was contacted by the Pashley MD who was having a bit of a crisis. Pashley had been hired to do trials demos on the forecourt in front of the show entrance but unfortunately their star rider Eddie Tongue had just left on a last minute trip to the USA for the Boston Bike Battle.....and it was now my job to organise a last minute show and riders.....It was turning out to be a busy few days.

After some frantic phone calls it was show time. Kris Leeson and John Taylor would join myself on demo duties, whilst the rig would be a combination of the Pashley Landy and Clive Leeson's custom trials course.

The set-up worked brilliantly, the space we had was the perfect size and was actually right on the main Islington high street. With a great PA system beating out our favourite tunes we were generating good crowds almost as soon as we started riding due to the masses of people who just stopped going about their business to watch for a while. The weather was hot, the vibe was good, and after a while the riding felt really relaxed and more like fun than demo work.


Kris Leeson


Matt Tongue


Kris Leeson

The more we rode the course the more we were able to start experimenting and try new lines. Things got even more sick on the Saturday and Sunday when we were joined by Danny Holroyd and Adam Burns who were there representing Pace (with the new frame and forks). It's hard to know whether a crowd are going to be responsive or not, but there was something about the openness and laid-back attitude of Islington which really made the whole demo work. People were just into it.

For me there were loads of riding memories....Kris doing a gap from the landy into a stoppie down a ramp, Danny virtually pulling off a 720 static spin, Jonny T doing some big touch hops to back wheel, and Adam riding the whole course on the back wheel with no front wheel in after puncturing right at the start of his run.

Doing 15 minute shows every hour was starting to take its toll on my universityfied body and it's fair to say I was completely knackered by the end of the four days. It was hard enough finding time to eat let alone check out the actual show. The first thing that has got to be said is that this show was very different from the NEC...but not in a bad way. None of the exhibitors were allowed to sell to the public so the stands were just displayed products. The show was much more orientated around the actual products and less around riding displays. The only riding exhibitions at the show were the Pashley display out the front and Ian Drummond doing trials on the diamond back stand. If you are into bikes then there was much more product to see, including many of the 2003 models. It was also obvious that the show was much more of a reflection on the whole industry rather than just the mountain bike sector and you sensed the preferences were more lycra shorts than chain wallets.


Jon Taylor


Pashley


King Hub



As far as trials goes the show was a little thin on the ground. As mentioned Ian Drummond was showing off the new Tibo diamond back frame with a mini demo on the stand itself.

Mission were showing off a new range of bikes (20" and 26") which all now feature the new 1.5" Headset system, which is a first amongst trials bikes. All the stems and headsets to fit this new industry standard were made by FSA.

I've had a Chris King hub for 8 months now and I love it, but I've never had a damn clue how the thing works.....until now. Sigma sports had a lovely cutaway Chris King hub on their stand which meant you could actually see the internals.

Pashley were again exhibiting their entire TV Series range including a fully built up, top spec trials bike with TVSeries boosters and 3-piece-crank bash guard.

By the time the four day show had finished I had just about made my way around the whole Business Design Centre. The show was actually pretty refreshing, although there was less trials than at the NEC the overall show was far more interesting.

So will the show run again next year? - Definitely, and it should be even better. Word has it that nearly all this year's exhibitors have already booked their stands for next year.

BTM

PRODUCT REVIEW

MATT TONGUE REVIEWS ONZA T-RAPTOR



Few companies make the effort to break into the trials market, even fewer bother to offer a comprehensive range of bikes and accessories. Onza are one of these few and are now arguably the most successful trials brand in the country.

Around a year ago Onza managed to shock pretty much every one in the trials world by signing Chris Akrigg. Most people thought Chris would be a Pace rider until he hung up his boots, so it got people wondering what it was that Onza had offered which was so good.

Even more interesting was the fact that Chris, who obviously had the pick of any Onza he could possibly want, actually chose to ride the T-Raptor instead of the supposedly top-of-the-range T-Rex. What Onza must have thought I'm not sure, but obviously Chris's years of trials riding experience must have enabled him to notice something in the T-Raptors geometry and make-up which is pretty special.

We tested the T-Raptor on location in our secret quarry where test bikes get sent for a good thrashing. We didn't waste any time mincing around with this bike and threw it straight on to the big stuff.

The Raptor frame is available with two specifications. Firstly, there is the less expensive version, known as Spec 1 (£399), and then there is this test bike, Spec 2 (£499).

The frame and forks are the same for both bikes....the only difference is in the componentry. Our test bike came with a seriously impressive build-up for £499, the cheaper version isn't bad for the price either. Starting with the frame- the Raptor has been around a few years now and has already proved its worth. It's a good all-round trials frame that is burly enough for street but not so heavy that it would hinder you in a comp. The frame is also equipped with a universal style dedicated Magura mount which allows you to set the brake to run on either a 26" or 24" wheel (not that I've ever seen one run as a 24").
Onza were one of the first to use the internal pinch clamp seat bolt on the seat tube, which has the advantage of allowing you to put the seat right down so that it is sitting out the way on top of the top tube. In fact you could even get away with running it without a saddle at all, Monty style. I've never been a big fan of the black and grey paint job but I have to say this complete bike looks pretty good with the red theme running through all the components.

The Raptor now comes with the new Onza Light Guy forks, which I think are excellent. They are perfectly suited to trials bikes geometry-wise and are very light as well. I also like the rib down the side which increases stiffness.

I really believe that Onza have learnt a lot in the past two years since they began producing budget trials bikes. The early bikes could easily be faulted but this T-Raptor is specced really well for the trials enthusiasts. The brakes are both Magura HS33 (the same found on just about every pro's bike) and also come with the red brake pads, which are pretty essential for trials and would normally be one of the first upgrades you might make to a budget bike.

Also very impressive are the handle bars. I wouldn't necessarily expect top-branded components on a £499 bike but somehow Onza have specced Kore bars as well as Tioga tyres front and rear.

Many of the other components are made up of Super-Cycle's other brand DDG, such as the stem, cranks and hubs. During the test the cranks and bashguard were fine although it's impossible to tell their long-term strength.

The stem is a pretty conventional CNC front-loading 4-bolt system. I have to say I like stems to be a bit longer for natural riding but that is partly personal preference.

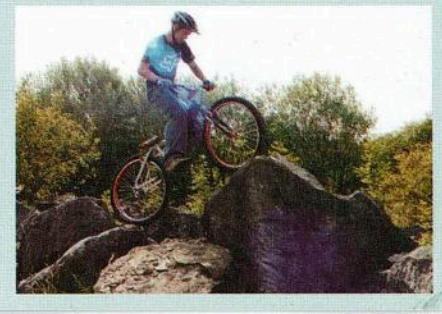
It's also good to see that manufacturers are aware of what us trial riders expect in a ready-built bike. This Raptor comes complete with a low ratio road cassette and a short cage Shimano Sora rear mech as standard.

The only place I feel the Raptor is let down by its componentry is the rear hub. Although it is quite light and has sealed bearings it is really poor on the take-up. By this I mean the amount of pedal stroke you have to put in before the hub's ratchet engages and you actually get some power into the back wheel. If I was to recommend an after-purchase upgrade for this bike it would certainly be the rear hub.

The test area was pretty serious natural riding and it really highlights the weak points on the test bikes. Whilst the rest of the bike was pretty faultless the slack hub meant that you were constantly trying to find the ratchet's biting point, which takes your mind of the real riding. It also makes the intuitive constant little corrections you make all the time much harder as your pedal jab takes that much longer to take effect.

On the whole, though, the Raptor is an excellent bike. In fact it's probably the best value-for-money trials bike on the market. Complete bikes are often a reasonable frame with the cheapest / most available parts chucked on to it with little thought put into how the bike needs to tailored for trials riders. The Raptor is different..... OK, so say you spend an extra £100 on a decent rear hub - you've still got a top of the range, light weight, high performance trials bike for under £600.....which will compete evenly with bikes costing twice that price. BTM

Matt's Verdict
85%



PRODUCT REVIEW

MATT TONGUE REVIEWS BASE 20"

PHOTOS: KRIS LEESON









Some of you might associate base bikes with BSX and dual, which to be fair is where they have really made their mark since launching a year ago. Not content with this success the company started by Jamie Tompkins and his Dad have now decided to bring their expertise to the trials market with a mini-range of trials specific hardware.

Being the UK trial's leading publication, BASE were obviously itching to send us the whole lot for a damn good testing, which they did. In this issue we thrash the pants off the BASE 20", to be followed by the BASE 26" frame set in the next issue.

For me 20" bikes fall into two categories; street/beginner and competition (even more clearly than trials mountain bikes). On the one hand there are Monty and Megamo - the classic and established comp bikes, then on the other hand there are the likes of Onza and Mission, and it is this category which the BASE falls into.

When I class street and beginner together I do so because the specifications of the two bikes are pretty much identical. Street bikes are tough, heavy duty and burly to stand up to constant 'extreme' moves. Similarly a trials bike aimed at beginners is also often heavy duty and tough, for two reasons: A) So that they can withstand people repeatedly crashing them into rocks as they learn and B) As a result of beginners bikes being manufactured to a very cheap price often cheaper and heavier components are used.

First impressions are that the Base 20" is a definite beginner/street bike - but how well does it serve these markets?
The 7005 aluminium frame design is interesting, going for the bent top tube pioneered by Monty a few years ago which helps give a low standover height. There is a miniature seat tube and clamp mechanism mounted under the top tube, so if you wished you could remove the seat and post and the bike would look like an X-lite. The down tube is perhaps the most noticeable feature, being predominantly a large box section tapering down into a conventional tube for the BB junction. To be honest this looks a bit odd, the box section is good for crash impact and strength - its just a shame it has to taper so drastically, I think the frame would 'look' and be much stronger if the box section could just join the seat tube/BB.

Just looking at the bike as a whole you can't miss the fact that there is a real BMX influence, perhaps confirming its status as a street orientated bike. This is most in evidence in the wheels.....48 spokes front and rear, laced onto BMX hubs. Not a first but get this:- the rear hub is a fully blown 14mm axled BMX hub....comp riders will hate it, street riders will love it! Combined with full on BMX chain tensioners you'd be forgiven for thinking it was missing a set of pegs.

The 4130 chromoly forks are also BMX influenced, although it has to be said that they are really good, strong without being too heavy.

There are some excellent components on the BASE, particularly the bar and stem which are BASE's own. With a similar set up to the straight Monty bar and stem the BASE also features stem gussets and a top loading four bolt bar clamp in a great matt black.

Also impressive are the rims- made by Alex, they are wide profile with eyelets.....a good feature for the price. Tyres are also the same as those used by Monty on bikes twice the price.

As with all 20" bikes the BASE is equipped with a bash plate, mounted to the underside of the bottom bracket and incorporating a rubber damper. What makes the BASE interesting is that it also has a mountain bike style chain ring protector, the first time I've ever seen the two used together - that chain has got some serious protection!
Some might see this as an extravagant feature which is adding unnecessary weight to the bike, others might see it as a useful precaution for beginners.

During the test ride, the bike handled well.
It is noticeably heavier than the top level competition bikes but at the same time feels much more robust. As far as I'm concerned the geometry of the BASE is spot on, the bike creates a very aggressive riding position which really rubs off on you as you ride and I found myself lining up stuff that I would never normally think about on a budget bike. There's something about the solidness of the bike and components that must subconsciously make you trusting.

The only downside to this budget bike is some of these budget bits. After an hour of not excessive riding the rear freewheel was making some offensive crunching noises and I had to stop just short of it completely going into melt down - probably would be a good idea to upgrade this if you are into any sort of power moves. Then there are the brakes - I've got nothing against V brakes and I understand this bike is built to a price, but it is harder to do moves like a gap to a railing if your brake isn't super sharp. That said these V's were reasonable quality and are good enough for the basics. It's the kind of thing you should upgrade (after that freewheel) once you start to improve.

In all I'm pretty impressed with this bike - you get a lot for £399. Its got to be the sturdiest 20" out there and I'll defy anybody to trash that rear wheel! Apart from the freewheel I got to like the ride and although its been some years since I hung up my 20", the BASE reminded me how nimble the little bikes can be. As a beginner / Street bike its up there with the best budget bikes. BTM

Matt's Verdict
80%



PRODUCT REVIEW







The Mission Reefer has had a facelift recently and we feel it deserves a chance to show off its newest (and much improved) appearance. Many of you will have spotted the Mission Reefer on the front cover of the last BTM piloted by mission's sponsored rider Andrei Burton, who showed what the reefer is capable of.

What Mission have sent us here is just the frame. Although they offer a complete bike the Reefer is also available as a frame on its own for £150. We've built the frame up with the same components as last issue's Identity and taken it out on a street ride. With the enclosed seat clamp mounted below the top tube you are left the option of running the bike saddle-less without it looking like something is missing.

I decided to run the bike with no saddle as I think the Reefer actually gets away with it pretty well. Normally I hate the look of a bare top tube (it didn't work on the Onza Raptor) but the paint / graphics give the frame a much more specialist look. The rest of the build up is a pretty top level street or comp spec.

Many people will already have spotted the similarities between this and the Onza Raptor, they are essentially the same frame underneath all the dressings, although the finished articles have both been tweaked by their manufacturers. To be fair to Mission I believe they have put the extra time and effort into the frame's details to make it worthy of its own identity.

I've already mentioned the paint and graphics but they really are good, the quality and finish are amongst the best I've seen and it has to be said they are head and shoulders better than the Raptor. Where the Reefer significantly differs from the Raptor is in the gusseting. The rear drop-outs have been significantly reinforced with a gusset between the chain stays and seat stays.

They've also added in a small gusset between the seat tube and each of the chainstays. With these added gusset plates you would be forgiven for thinking that this frame was a straight up street bike, but the overall weight was still pretty low and the geometry really felt like the frame could be used as a natural trials bike. All that gusseting and the 6061 aluminium frame make for a pretty rigid ride. I felt really at home on this frame, I really like a short rear triangle and a low top tube and the Reefer gives both of these which makes for a really responsive bike that can be thrown around easily.

>>>>

MATT TONGUE REVIEWS MISSION REEFER, XERO BARS & STEMS

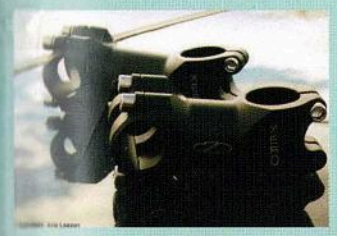
PHOTOS: KRIS LEESON

The only downside is the fact that the top tube / seat tube junction is allegedly prone to cracking, although we had no way of confirming this on a two hour test.

By the end of the test the bike felt like my own.

The best thing about this frame is its versatility, it rides and feels like a comp bike but with those gussets it should also stand up to some pretty heavy duty street riding. With a class paint job as well this frame is a bargain at £150. BTM

Matt's Verdict **84%**



These stems have just arrived recently from a new company called 'Xero' - (pronounced zero). Like all mountain bike stems these aren't trials specific but are more than up to the job. We were sent three sizes; a 70mm, 90mm and a 105mm, all with 5mm rise. (Test bike is using 105mm stem)

Each one has been CNC machined from a single billet of aluminium so there are no welds to worry about. The quality of machining is excellent; it's impossible to spot a floor in the manufacture. Each comes with a stylish etched logo and like the bars the finish is a matte effect, although the stems are only available in black.

Interestingly the two steerer clamping bolts face in opposite directions, presumably to stop the stem from pulling in one direction as it is tightened (not that I can say this is a major problem). One thing I did notice was that there isn't a huge amount of thread for the bolts to go into and that the bolts are actually quite short themselves, as a result I took extra care not to over tighten them.
I think this stem is perfectly suited to riders who want a stem that is weight conscious as well as being designed with strength in mind. The front loading 4 bolt handlebar clamp is a feature that heavy duty riders will appreciate. When Eddie saw these stems they were just what he had been looking for - strong and light. At £35 they are reasonably priced, only time will show how the stem deals with fatigue, we'll let you know how the test bike gets on. BTM



Also in the new package from Xero were these 'XR100' handlebars. They are 7075 triple butted aluminium and seem very high quality and a reasonable weight. Along with the stem we built them up onto the Mission test bike. The bars took some good stick during testing, although the only real test with products like this is time.

I've always been really fussy when it comes to riser bars. The only ones I ever really liked were the Azonic double walls, it was all in the shape- the amount of sweep back and the rise. Fortunately these are the nearest I've come to matching the classic Azonics- the geometry feels really similar and I loved the way they rode.

They are available in black or silver and both look fantastic. The finish is like a sand blasted / matte effect which everyone seems to love.
At £45 the XR100 are obviously competing in the top end of the handle bar market, against the likes of Azonic, Roox and Easton.

They look and feel the part, we'll let you know how they fare with time. BTM

Matt's Verdict **84%**

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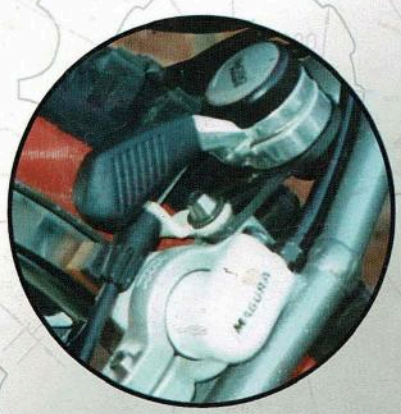



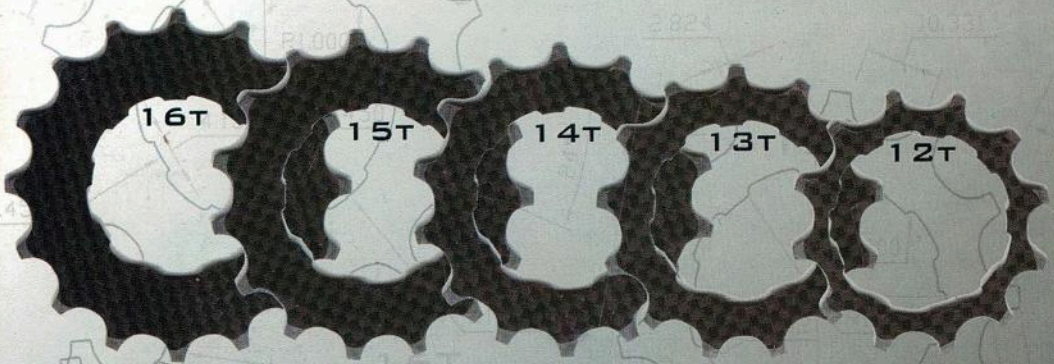

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