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ISSUE 4

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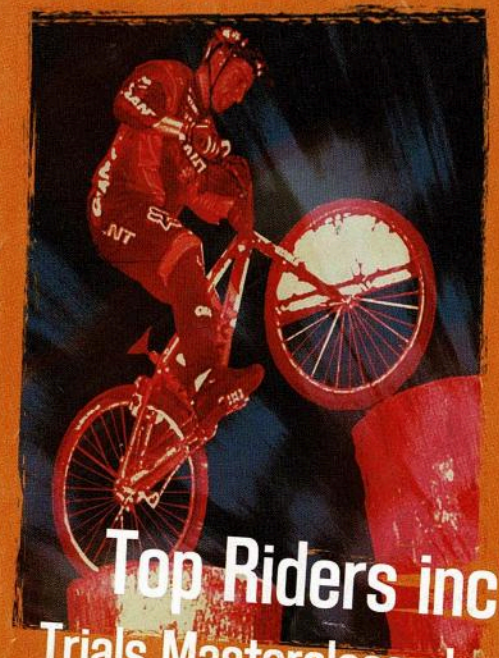

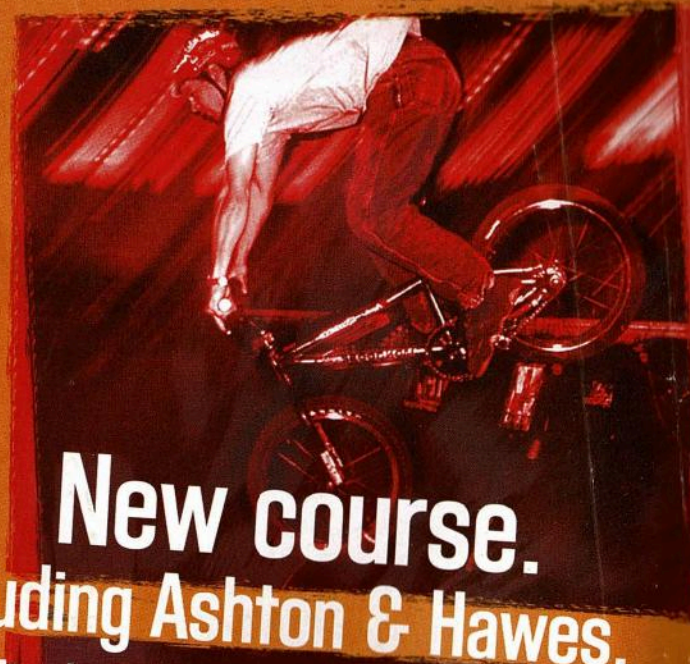

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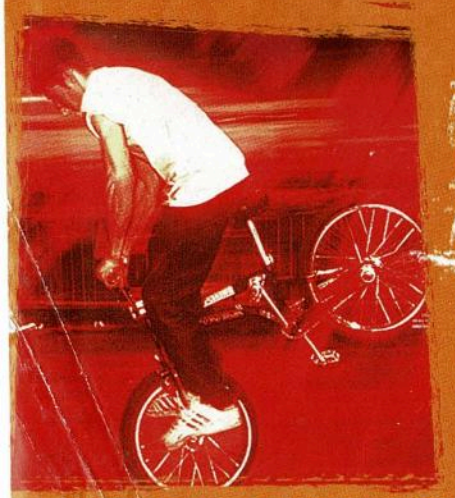

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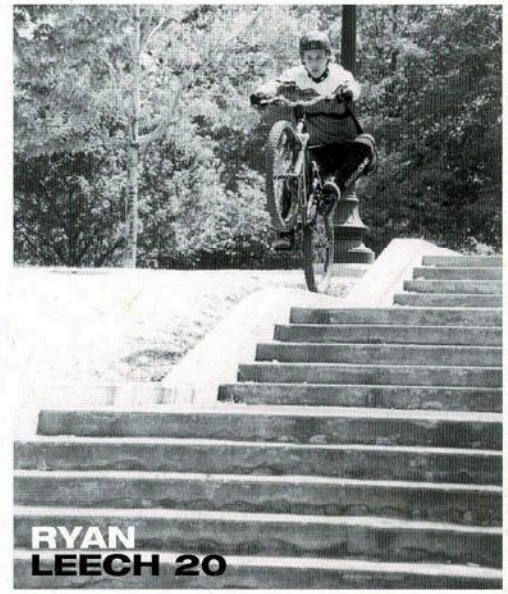

RYAN LEECH 20



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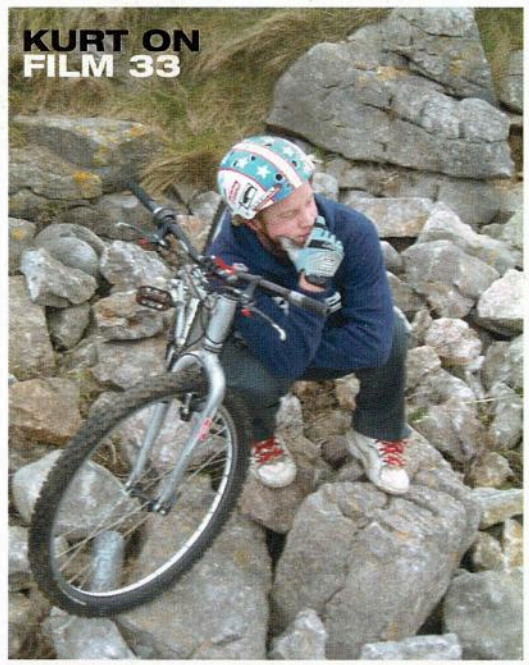

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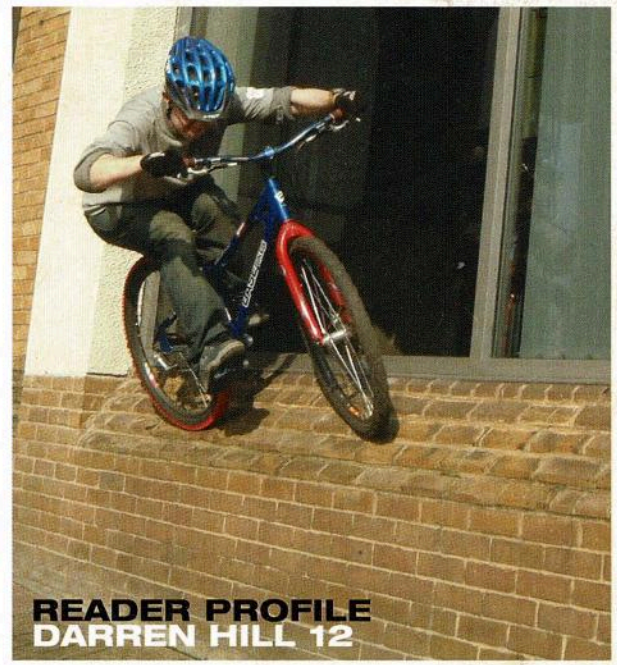

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Editor: **Dan Mackenzie**
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CONTACT DETAILS
Address: 94 Commercial Road, Paddock Wood, Kent, TN12 6DP
Telephone: 01892 832952
Fax: 01892 832552

Ordering Enquiries:
into@biketrialsmagazine.co.uk
Speak to the Editor:
editor@biketrialsmagazine.co.uk
Web Enquiries:
webmaster@biketrialsmagazine.co.uk

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Words From Your Editor



Appologies first of all for the delay of this issue, I blame it on the changing climate. But seriously, we have made a few changes here at the offices of BTM which have set us back a month or so but as you may have noticed this mag you are holding is a tad thicker than our norm that's why we've called it the 'BUMPER ISSUE'. It's in away of an apology please accept it! That's enough grovelling.

Expect to find all the useual stuff plus more stuff for your enjoyment. Find out what Canadian god Ryan Leech has been up to in our exclusive interview and have your chance to win the Ultimate trials bike worth over £2500 in our 'Ultimate Bike' feature. This work of art will be on display in all it's glory at the BTM stand at the Bike Show 2003.

Speaking of the Bike Show, I have been talking to the guys behind it to find out how much of it will be dedicated to trials and they told me that the trials arena will be the biggest in living history, i guess thats quite big then?

Summer is getting closer and that means longer sessions, less sleep and more annoyed car park attendants. BTM does'nt condone riding where your not supposed to but if you can get away with it then do it! Just don't tell the jury BTM said it was ok.

We hope you enjoy this belated issue of BTM and if you haven't got a subscription yet, get it sorted now! Help us to help you. You scratch our backs, we'll scratch yours. You get the picture.

If you fancy getting your bonce in this ol' mag then drop me an email and we'll see what can be arranged.

Once again, appologies for our lateness and we look foward to keeping you, the trials rider, informed of everything that goes down in the world of lovely trials. Ta.

Ed

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TRIALS NEWS

Latest news and Hot gossip and anything else people tells us!

Got news? e-mail info@biketrialsmagazine.co.uk

NEW TEAM HIT THE SCENE



Brummy based cycle shop 202426 have just annouced their brand new Trials team to hit the streets this year.
Here's How the team looks.
1. Rich wells rides a Koxx Levelboss and has been in trials for about 3 years
2. Michael J Fox (seriously!) will ride a Pashley 26Mhz, has been riding for about 2 years. Ben Trinder spends his time on a Planet-X Zebdi and he's been riding for about 2 years as well.
Keep an eye peeled for these guys, they maybe riding in a street near you.
To keep up to date with what the team is up to or just have a chat with the nice guys at 202426 call them: **0121 2462426**

ECHO GOING URBAN

It's not the RS4 but all the same this looks like a frame that could suit the needs of the day to day street rider. At the moment we only have a picture of it so we can only comment on it's looks which we think are rather nice. It's expected to be out in a month or so but if you need to have one then you can always pre-order yours by visiting **WWW.BIKETRIAL.CO.UK**



B-4-T URBAN/NATURAL EVENT?

Huddersfield based Bikes 4 Trials (B-4-T) are looking to run a natural/urban comp in the Huddersfield area.
They have the venue already sorted, It sits behind a factory warehouse and features ditches as well as skips and logs etc... If you would like to know more or fancy helping out with the organisational side of things then give them a call on: **0800 0184 752**

DIAMOND DEFINITELEY BACK



As mentioned in our last issue, Diamond Back are coming back to the trials market with a couple of new bikes for release in mid March and we managed to get hold of the 26" version for a quick photo shoot before we give it the full test in our next issue.

Here's a quick spec guide.
7005 alloy frame
8 speed Sora with Sram Rotary shifter
Truvative Hussefelt 22 tooth Chainwheel & rockguard - Splined ISIS BB for strength.
Magura HS11 hydraulic rim brakes
Maxxis Swamp Thing Tyres
Double Wall Warhead rims
Formula hubs
Outland Stem & Saddle



To back up their two new models, Diamond Back have announced their new team rider, MAD's search for a star, Ian Drummond.

DABOMB GO BANG

CycleSport who own the Dabomb range of 20" bikes have recently moved themselves to an all singing all dancing 8000 Sq. Ft. Warehouse in Grantham after great sales figures last year. At present they only produce a 20" bike but word has it that a 24" and 26" bike are due for release around May. But the bods at DaBomb are keen to point out that these new additions have had a lot of thought and time spent on them to get the trials feel just right.
It could be yet another big year for DaBomb.

BRISA go BIGGER

Brisa Bikes of Calafornia USA are planning some big things for this year. After a quick schat with Rodger Rodriguez, Brisa president, he let me in on some of their plans for 2003. They are curently working on a whole range of trials specific parts which range from stems and bars to cranks and forks all of which will be hand built in the US.

The best news of all is Rodger's attempt at building the ultimate Trials masterpeice, the frame will be based loosely on the already proven B26 but instead of standard alu tubing it will be made of seriously light weight Easton tubing throughout to bring the weight down to an estimated 4Lbs but still keeping the strength up to scratch. The kit to be bolted on will be a selection of the best parts money can buy, Race Face turbiine cranks, Azonic carbon bars, Hope hubs...you get the picture. The budget is about £3000-4000 per bike, but the only punters to get a go on thezse beuties will be Brisa team members as this prodject is purely to create the ultimate comp bike.

Also we await news of a planned 'Brisa Challenge' which will take place at various venues across the US. Details are sketchy as to what will happen at these challenges but the whole idea is to bring Trials to the masses.

Brisa Bikes are exclusively sold through Bike Dock: 0870 220 1313

BROADRIBBS.CO.UK OOOOPS!

Although we try and give you the reader as much news as poss sometimes we can get it a little wrong.
In our the last issue we ran a news article about Broadribbs being sole service agent for Magura in the UK. But after a call from Magura, it was explained that there may have been some confusion on our behalf in the way we described Broadribbs link to Magura. So to set the record straight, Broadribbs can service Magura products but are not 'Sole' service agents as there are other shops up and down the country which offer the same service.
Hope thats all clear.

CANNONDALE HIT ROCKY TIMES



US based Cannondale Bikes' demise looks like it could be on the cards. Due to bad sales in their motor sport division but above normal figures for the cycle division, it looks like Cannondale could be shutting their doors for good within the next month.

The Volvo/Cannondale partnership ended at the end of last year leaving Lance Trappe with an unended contract, did Martyn Ashton know something was up prior to his departure?
So keep hold of those Fatty forks, they may be worth a small fortune sooner than you think!.

BRITISH CYCLING

British Cycling Federation Taste Trials

It looks like things are on the up for bicycle trials as British Cycling look to take trials to their hearts. They currently support most forms of cycling, BMX, downhill, XC etc, by organising and hosting various evets across the country and now they want to have trials as part of their promotion ideas.
To set the ball rolling BC have organised a small trials comp at the Downhill cup in Fort William on June 1st which will consist of 3 or 4 man made sections, but it looks fairly likley that it will be an invitational only so only top class riders need apply.
The idea behind this event is to boost BC's status within the sport of trials with the possibilty of hosting bigger events in the future.
They are currently looking for sponsors for the Fort William event so if your interested in sponsoring a section phone John on: **0161 274 2022**

TRIALS NEWS

Latest news and Hot gossip and anything else people tells us!

Got news? e-mail info@biketrialsmagazine.co.uk

CARBON COPY?



I have to admit, even I had to look twice! the new full carbon frame from Russian firm NASA certainly bears an uncanny resemelance to Martyn Ashtons new Justice frame almost to the point you could say it's a 'carbon copy'

Intrigued by it's similar look i phoned Mr Ashton himself to find out if he knew of this new frame. I qoute "i'm pretty pissed off" he goes on "why can't they just come up with their own designs and stop ripping off other peoples, I bet it would'nt last a couple of rides anyway"

I got the feeling that Martyn wasn't entirely impressed by the Russian firm's atention to detail especially as it's a design that he has been working on the past year or so.

Martyn was keen to point out that he had heard that the frame was supposed to be a tribute to the Justice. You can make your own minds up, just don't tell Martyn!

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TV Series

SHOW OFF'S!!!



by(;´Д`)ちゆね

This is a sneak peek at the radical giant designed frame but don't get too excited because it probably will not get any further than a one off.

To find out more I spoke to the man in the know Martin Hawyes to get the low down on Giants ballsy venture into single tube trials mastery. "you may look at it and think there's no way that could be strong enough for the vigours of trials riding but, is actually amazingly strong, but it was never really expected to go into production it was just the Giant designers saying look what we can do".

Maybe if Giant get enough interest it might be a bike we could see in the future.

Contact Giant: **0115 977 5900**

Stop press! Word on the grape vine is that Giant are soon to release a £700 high end frame.

Watch this space

PLANET-X GO GLOBAL

Brant Richards' Planet-X brand has been earning some major respect with trials riders everywhere after the launch of the Zebdi frame and it looks like Brant is not stopping there. Rumours were recently confirmed that certain members of the Trials Kings are to become Planet-X riders but which one was not clear at the time of going to press. Not content with signing some of the hottest talent in the UK Brant has also expressed an interest in American rider Lance Trappe, past team mate of Martyn Ashton at the struggling Volvo/Cannondale team.



I guarantee you'll be seeing alot more of Planet-X in 2003

ONZA THE HORIZON



Onza rider Chris Akrigg has had his work cut out recently testing and perfecting the latest frame from Super Cycles owned Onza Bikes.

The new frame will be the next instalment in their 20" range likely to be called the 'T-Rig' but not confirmed. The Frame will actually come as a complete package and is expected to be aimed at the competition rider due to the lightness of it's componentry. Prices are likley to be around £1000 for the basic model and possibly as much as £1400 for the top spec version.

The parts list was'nt specced when I spoke to Chris Poyzer (Super Cycles co-owner) but is expected to comprize of some rather special components.

Also in the Onza pipe line is a set of light weight cranks which are currently in the development stages, But Chris tells me that these aren't just light weight. They aim to be the lightest set of cranks on the market. Lighter even than a set of Race Face turbine's

For more info and release dates phone: 0115 9411133

RICHARD EYRE ON TEST

It's a riders dream, to be a part of a design team for a major player in the bike market. Giving your input and ideas to building an ultimate product. Thats a dream that came true for Cortina rider Richard Eyre.

A freak meeting with Richarn McDowell of Middleburn fame at Mark Anthony Cycles in Buxton Derbyshire scored Richard Eyre the dream job of helping design and test products at Middleburns factory. Mr Eyre has already helped out with the Super Pro Trials Guard (featured in this issue) and is now working with them on a new 48 click rear hub which is due for release in April and will cost approx £120. Word also has it that the RS/7 could be up for some Eyre treatment.

mission

COMPETITION

Being an Arse

Fancy walking away with the latest Mission frame set?

BTM have teamed up with with those lovely lads at Mission Cycles to give away a brand new Reefer or Prodigy frame

The prize will include.....

Reefer 26" or Prodigy 20" frame ***(your choice)***

Mission forks, Headset, Mission saddle

Retailing at £200 this is the bestest and easiest give away we have ever done! All you have to do is send us pics or video footage of you 'Being An Arse'

Being an arse involves being caught in the act of stacking in a trials stylee like in the pic below!

Post or email your entries to the address on page 1



TRIALS NEWS

Latest news and Hot gossip and anything else people tells us!

Got news? e-mail info@biketrialsmagazine.co.uk

NEW FROM CLUB ROOSTE



2 offerings from the Rooste boys in the form of a trials specific and jump specific frame
The trials frame has been named the 'Stinger', it has cross bracing on the rear triangle and around the disc mounts and the drop outs for that all important stress area. The only spec we have is that the seat tube is 14" and it's made from 6061 Alu finished in a lovely matt grey
The jump frame called simply called 'Evo' also fearures disc mounts and cross bracing but as you can see from the pics it has a bent seat tube which measures a bigger 16". comes in the same colour scheme.

The Stinger retails at £309.95 and the Evo £279.95

◀ ◀ Trials Transfers ▶ ▶

Koxx are really going for the trials jugular for 2003 with the news that two top 20" riders are to join their UK team.
Monty rider Scott wilson and Megamo sponsored Ben Savage both make the cross over to Koxx UK. Scott is no stranger to winning having picked up the British title on a number of occasions together with Ben who has also seen his fair share of glory. Look out for them in their new colours at this years British and world rounds.

SUPER PRO TRIALS GUARD



Still in the production stages at Middleburn comes the all new Super Pro Trials Guard. Richard at middleburn let me on the thought process that goes into designing a top bash guard.
"I played around with various different ways of fixing the ring on, but none were satisfactory, especially since we are going down to 16 teeth, which leaves little space between the inside of the ring and the recess for the lockring tool. So as a result of this, the rings are machined as 1 piece with the guard"



Richard also gave us forcasted figures for weights, the 16t version is eatimated at being around the 75g mark and the 22t is guessed at 128g. When combined with the RS7 165mm crank the 16t guard will weigh in at 455g, compared to 646g which is the weight of the same crank with the current model Pro Trials Guard, thats a 200g weight save!
The rumours are that the Super Pro Trials Guard should be in the shops by April with a cost of about £50 or £60
For more info call Richard: **01420 520227**

TEAM RIGHT TRACK LOOKING FOR RIDERS.

Want to ride for a new trials team? If the answer is yes then this could be your opportunity. To fill you in, Team Right Track are a registered charity who formed in 2000 to give youngsters the chance to get off street corners and into cycling at the top level.
In their impressive history they have secured numerous No.1 spots in BMX, MTB and cyclo cross and now they are looking to put together a comprehensive trials team to continue their success in comps up and down the country. But here's the best bit, as well as competing at the best events across the land they have a training program taught by top names to keep their riders in tip top form. If you fancy yourself as a team player and want the chance to ride with like minded riders then get in contact with Team Right Track and tell them why they should pick you, why you want to ride for Team Right Track and what sort of support you are looking for.

Team Right Track
PO box 545
Bradford
West Yorkshire
BD6 1SJ

THE RIGHT TRACK

OUR ONE WHEELED FRIENDS!



Name: Joe Rowing AKA "Mad Man MUni"
Age: 21
Riding for: 5 years ish
Sponsored by: I design and build my own frames so I ride under my own banner - "One Wheel Only" - for more info visit www.pedal.me.uk

How did you get into Uni-trials?

I started unicycling for the challenge and riding off-road and doing trials seemed like a natural step. Then I discovered that other people did it and went on from there.

Is it as hard as it looks?

I'd say it's about the same difficulty as cycling, if you learn as a kid.

What's the Uni-cycle scene like in the UK at the moment?

It's really good - MUni (off roading) is really taking off and the younger kids are doing some amazing things on the streets. Since I started people have started to do Grinds and flatland tricks on unicycles. It's really an open field and we're all exploring the boundaries of a new section of the sport.

And the world?

It's much the same. With the support of people like Onza and Norco who have started producing specialist trials unis the sport is really starting to gather a global standing. It's thanks to the efforts of people like Kris Holm and all of the other riders that are pushing the sport into the public eye that we are at last beginning to be viewed seriously.

Are the moves in Unitrials similar to the 2 wheeled variety?

Well, there are the usual assortment of hops and pedal kicks as riders spend most of their time on one wheel too. The only big difference is that we have no front wheel to use if we get something wrong.

Do you need a 'special' Unicycle to do what you do?

Well, Ideally you do - you can learn to ride on any old unicycle and you can even begin to learn the basics on most. When it comes to the big drops, jumps and gaps however you start breaking things and have to move up to something more beefy. I run two main trials unicycles: A 24 x 3 - The equivalent of the Stock class this uni has a custom frame - a halo wheel set-up and a custom hub designed for strength. The larger wheel size means the unicycle is faster in a straight line making it ideal for free-riding and some natural trials.The other unicycle I use is a 20 X 2.5 - essentially a mod trials unicycle.this has an Alex rim, a Monty rear tyre and a 20mm splined axle coupled onto another custom-built frame. This set-up is stronger and more agile, but much slower.

Are there any Uni comps in the UK?

Not yet although I plan to enter some bike trials comps this year and I'm hoping to run a couple of small comps for unicycles in the summer.

If you want to know more about unitrials visit www.unicyclist.com





READER PROFILE

DARREN HILL

Age 21

How long have you been riding for?
"About 3 and a half years or so"
How did you get into this trials thing?
"I was riding XC and just found that riding rocks was more fun so it kind of progressed from there"
How would you describe your riding style?
"I like fluid riding with combos and stuff rather than static moves or tricks, I do a lot of BMX at the moment and that's the kind of style i use for trials"
Any bad injuries in your career so far?
"I knocked myself out once, i came off a rail and landed right on my head, luckily i was wearing a helmet but it still hurt. The helmet was completely trashed!
Who are your trials mentors?
"I've always looked up to my mate Dave, We started out riding together and i've learnt a lot through him. That's why when you watch us ride, we have Identical styles"
Have you ridden or do you intend to ride any comps?
"I rode a few comps a couple of years ago, i came 12th in the intermediate category at the British rounds and 6th in intermediate at one of the EBTC rounds, but i much prefer riding street, there's no pressure to perform.
What do you think of the trials scene in the UK as opposed to other parts of the world?
"I hate the way they wear lycra in Europe and they take the whole thing way to seriously. They should learn to chill out. American riders are cool, they never take it too seriously, there's no friction at all over there, they just get on and ride. I like the bike parks in the UK, everyone gets on with each other, even BMX'ers talking to skaters, Every one is there for the same reason, to have a good time!"
How often do you get out to ride?
"I go out at least 3 times a week. I mostly concentrate on trials but i also do a lot of BMX as the skate park is 2 minutes down the road"
What tip would you give someone just getting started in trials?
"Enjoy trials, do it for yourself and not for the image!"
What would be a big drop for you?
"I've done about 13 feet before but it was through personal choice, i wouldn't do it just because someone dared me to. I always push my own limits, i never let other people push them."
Do you watch videos for inspiration or do you prefer the real thing?



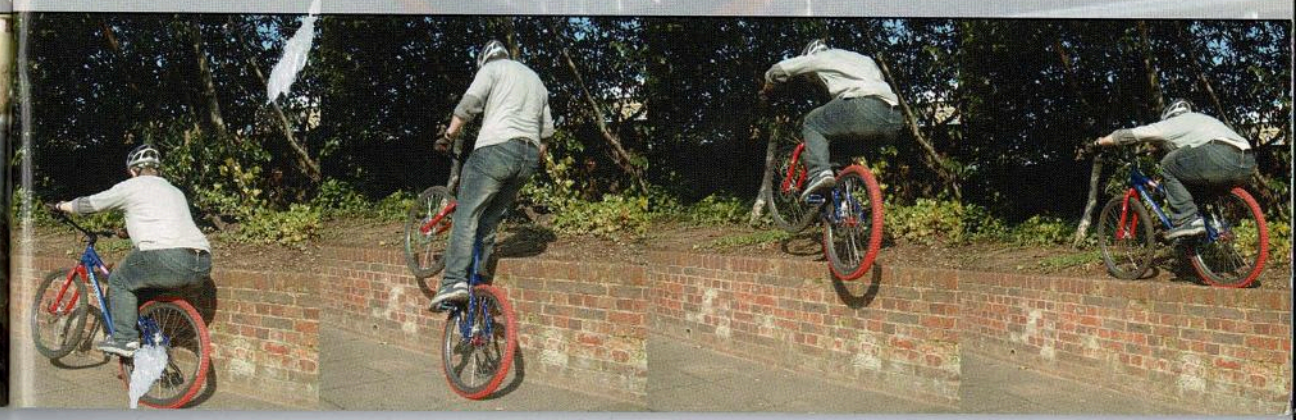




"I like watching videos but you can learn a lot more through just riding with someone.
I pick up a lot through riding with my mate Dave. We taught each other everything we know. I like to watch BMX vids because they flow much more than trials vids.
When are you going to give up riding?
"No time soon. I'll only stop through injury or old age!"
The shouty bit!
Thanks to anyone whose helped me with my riding and my mate Dave.

"I like watching videos but you can learn a lot more through just riding with someone"





TOP TRIALS SITES AND GAMES

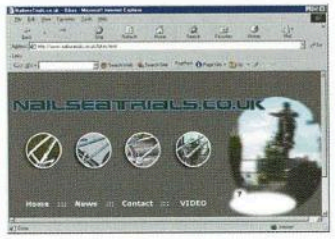
After Surfing the Information Super Highway
We came up with these Top Trials Sites and Trials Games. CheckŐŐem out.

WWW.BIKETRIALS-UK.COM



Webmaster: Jonny Jones (team IRJ) Probably one of the best sites out there at the moment and regularly updated, loads of videos, great indepth interviews, competitions, Technique tutorials and loads more....

WWW.NAILSEATRIALS.CO.UK



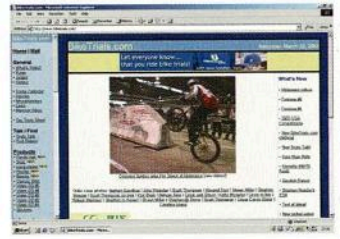
Webmaster: Matt Berridrge (Curtis) Another great site for videos and the latest trials news. Webmaster Matt Berridge has done a great job with this site considering the amount of time he spends riding for Curtis!

WWW.SECTION7.CO.UK



Webmaster: Chris Ratcliffe (MBUK) This site is great! very regular updates keep you informed of all the news in the trials world as well as comps and a brilliant forum for trials chat. Bookmark this site!

WWW.BIKETRIALS.COM



Webmaster: Stephen Maeder One of the first trial sites on the web, run by Top Class American Riders. Such as Aaron Lutze, Thiabaut Marriaux. Features: Results, Videos, Downloads and Online Store.

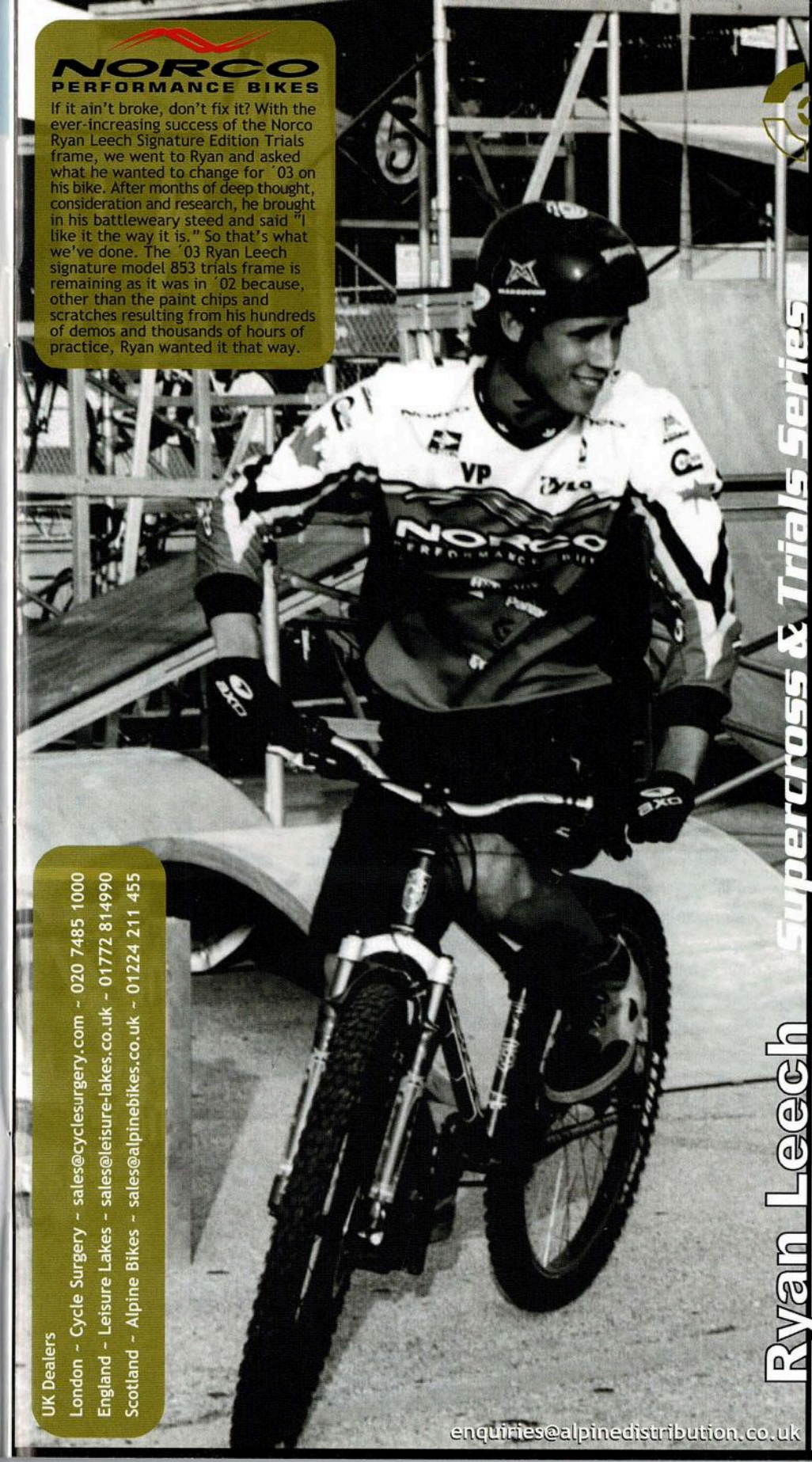
THE TRIALS GAME



After scouring the world wide web we came across this little baby. It doesnt seem to have a proper title so its just known as the Traisl Game
again its based on moto trials but the graphics are much more detailed and realistic than Elastomania and the game play is much more accurate. You only get 1 level on the free download but more are available if you want to pay an extra $9.95, which is well worth doing.
Don't expect to get much sleep!
visit WWW.DNAINTERNET.FI/PELIT/ENGLISH and click on 'DOWNLOAD' for hours of funtastic trials

NORCO
PERFORMANCE BIKES

If it ain't broke, don't fix it? With the ever-increasing success of the Norco Ryan Leech Signature Edition Trials frame, we went to Ryan and asked what he wanted to change for '03 on his bike. After months of deep thought, consideration and research, he brought in his battleweary steed and said "I like it the way it is." So that's what we've done. The '03 Ryan Leech signature model 853 trials frame is remaining as it was in '02 because, other than the paint chips and scratches resulting from his hundreds of demos and thousands of hours of practice, Ryan wanted it that way.



Ryan Leech Signature Edition Cross & Trials Series

2003 Team Trials Frame
~ Super tough 853 cromoly frame
~ Designed & ridden by Ryan Leech
~ Trials specific geometry
~ Downtube & Chainstay gussets
~ £499 retail (frame only)

2003 One25
- Bomb proof 7005 alloy jump frame
- Marzocchi Dirt Jumper 3 fork (5" travel)
- Hayes HFX-9 8" hydraulic discs
- DMR Chain Cage, FSA headset
- £699 retail (complete bike)

UK Dealers
London ~ Cycle Surgery ~ sales@cyclesurgery.com ~ 020 7485 1000
England ~ Leisure Lakes ~ sales@leisure-lakes.co.uk ~ 01772 814990
Scotland ~ Alpine Bikes ~ sales@alpinebikes.co.uk ~ 01224 211 455

enquiries@alpinedistribution.co.uk

PRODUCT TESTS

UVEX WING HELMET

£49.99

ISON 01223 213800



It's always a good idea to have a helmet in your bike collection and you won't go far wrong with the Uvex Wing. In my opinion there are three main factors to look for when buying a crack hat. 1.weight 2.comfort 3.safety

Starting with the weight side of things, as every trials rider knows, having light weight componentry is a must if you want to pull off bigger moves so a helmets weight is no exception, the Uvex Wing tips the scales at 280g and in the helmet world that's one of the lightest available, good start.

riding 10 hour sessions down the local sainsbury's car park can even test the comfort factor of a baggy top so a helmet needs to be as good fitting as possible, thats where Uvex's retension system comes in. It's a simple adjustment dial at the back of the helmet which tightens a well padded restraint to the back of your head and when tightened it feels great. Extra padding on the inside rim and on the ceiling add that extra bit of snug fit. add to that 35 air vents, thats about as comfortable as lying in a bed of cotton wool

Looking at the safety side of things,I fell off wearing this exact helmet landing pretty hard on my bonce and it seemed to do the job is was intended for so top marks for strength.

VERDICT: For obvious reasons it's good to have a helmet, and this is as good as any i've ever used if not better. Worth the cash (can you put a price on something that could save your life?)

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WWW.BIKETRIALSMAGAZINE.CO.UK

AND HAVE IT DELIVERED STRAIGHT TO YOUR DOOR

RACE FACE AIR ALLOY BAR

£45.95

SILVERFISH 01752 313253



The 'Air Alloy' bar from Race Face claims to be one of the toughest and lightest bars in the world due to it's special treatment process which includes butting and heat treating, but at the same time not losing out on strength. Tough words! but I think i'm willing to agree. I stuck these on a mate's downhill bike to really put them to the test, if any could brake a pair it would definiteley be him. After some major stackages the bars showed no signs of stress or cracks. Weighing in at 330g, this is a nice weight for bolting on a trials bike and if you want a set of bars that will take some severe stick and heavy landing's then you can't go far wrong with a set of Air Alloy bars.

VERDICT: Strong, light. What more could you ask for?

PACE CLOTHING

PACE 01751 432929



Hot off the press from Pace are these quite wonderful Trials garments. My favourite is the blue hoody which features in it's design, the new dedicated Pace Trials site known from now on as PaceTrialStar.co.uk. You can also get your hands on a fairly simple but effective black T-sthirt and a long sleeved Cream coloured shirt with the logo running down the arm. All these tops were great quality, "nice and thick" as my mum would say. The hoodie is £49.95, the back Tee is £19.95 and the long sleeved shirt is £29.95.



VERDICT: Smart design, great quality, a must have trials accessory



GUSSET CHAIN RINGS

ISON 01223 213800

22t £17.50 32t £19.99

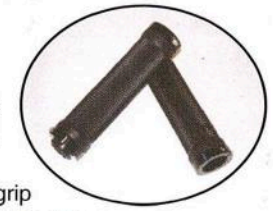
Fresh from Gusset come these nice looking Trials rings. Available in 4 and 5 hole and 32 teeth and 22 teeth versions. As far as chain rings go, these certainly fit the right description, nice feel, nice looks,well finished and from first looks, quite strong. If you need a new chain ring and don't want to spend silly amounts of cash then these will do you fine.



VERDICT: As good as a chain ring is gonna get and worth the cash.

ODI ROGUE GRIPS

ISON 01223 213800 £19.99



Gone are the days of slippy grips. ODI's new lock on grips eliminate the annoyance of twisting and keep those things where they should be. The outer moulding is a neat fine knurled style which gives plenty of grip even in wet conditions and the bolt rings them selves look and feel like they would last a life time.

VERDICT: All in all a great set of grips which offer good non-twist gripping performance, which, if you think about, is what grips are all about.

RACE FACE DEUS STEM

SILVERFISH 01752 313253 £64.99



From Canada's finest bike component manufacturer comes the Deus Stem. Race Face are world renowned for their top quality products and this is no exception. The CNC'd stem we took a look at was 70mm with 15 of rise, but it does come in other specs. It has some very nice features which give it that edge over other stems such as opposing steerer bolts for even pressure distribution on the steerer tube, a four bolt stem clamp which has a rather neat lip on each side to get a snugger fit over the bars and the finish is also very high class.

It weighs in at a pleasing 162g which is by no means light but it also ain't that heavy.

I've always been an avid Race Face user and if I could afford it i would most definitely stick one of these on my own bike.

VERDICT: If you're looking for a quality stem at a reasonable price that will last the test of time, look no further.

FIRST LOOK

AUSSIE AIREAL

We got our hands on these little beuties direct from the land of corked hats.
Aireal are from what we can gather a small firm that make pure Australian parts for the downhill and freeride markets.
All of the stems we tested were of a very high quality with a very detailed and well designed finish. All the stems have replaceable steel thread inserts so if you strip them you just replace them, genius.



The 'Chubby' stem has 30mm of reach and a 10mm rise, the 'Lifter' has 40mm of reach and 45mm rise and the 'Fat' has a 75mm reach and 10mm rise.
All versions come in either Gold, black or red.
All are priced at £54.99

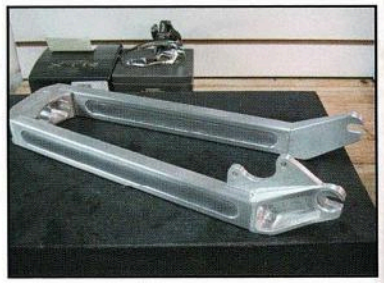


The hubs are also a touch of class, the rear hub has 48 clicks for ultra quick engagement and comes with a removable Quick release converter to change to bolt through. Comes in copper, blue or black
Priced at £125

The front hub is also well put together and has the same removable QR system as the rear.
Colours available are copper, blue and black
Priced at £70

All distributed by Top Shelf Components.
info@topshelfcomponents.co.uk
01323 449822

THE FUTURE IS HERE



What you are about to see is possibly the best looking or worst looking frame on the planet. It's space age design certainly looks different but different isn't necessarily bad.
This is the Switchblade produced in a garage in the middle of Canada by a one man band known as Ruthless Cycles. This frame is hot off the mill and at the time of this mag going to print it remains untested so we can't really make judgments about the way it rides so we'll just give you some of those all important specs.
It's made entirely of 6061-T6 Alu and designed using CAD software and heat treated twice after welding.The frame weighs in at an amazing 5.25lbs and the production model will be even lighter!
The forks tip the scales at 1.9lbs but ain't finished yet so that weight is unconfirmed for the production pair.
At present John Lorette (owner) doesnt have a UK distributor but that could change very soon! I know what your asking, how much? It's currently on the books at $1500 Canadian dollars which works out at about £600.
I'm not going to make any comments on this bike until i get to ride it, but please feel free to discuss at your local skate park
For more info visit www.ruthlesscycles.com



EUROPE MONTY WORLD BIKETRIAL CHAMPION

BikeTrial by MONTY

EUROPE MONTY WORLD BIKETRIAL CHAMPION

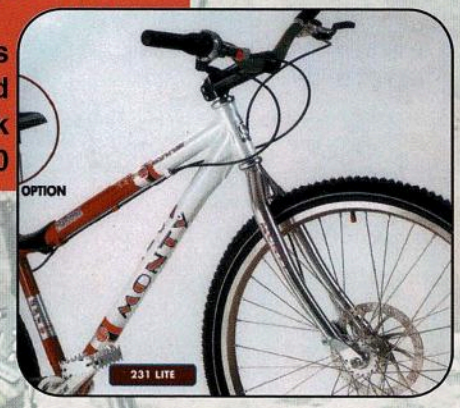
230 HYDRA
26'Street

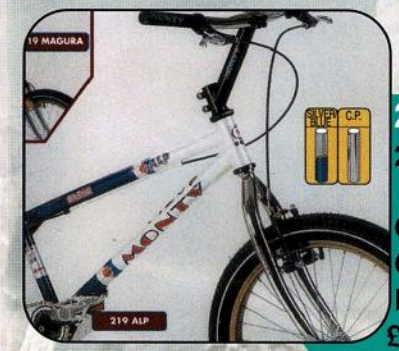
Colours
Blue/Cream
Orange/Silver
£825



231 LITE
26'Competition

Colours
Silver/red
Silver/Black
£1250





219 ALP
20'Kids

Colours
C.P.
Black/Silver
£265

220 DB HYDRA
20'Street&Comp

Colours
Red/Silver
Green/Silver
£625





207 LITE
20'Kids
Comp

Colours
Blue/Silver
C.P.
£975

221 LITE
20'Comp

Colours
Black/Silver
Blue/Silver
£1040



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RYAN LEECH



Full Name
Ryan Kendall Leech
D.O.B.
Feb. 20/79
Nick name
(if you have one)
My fiancÈ has some nicknames for me; I'll leave
it at that...
Town and country of Residence
Port Moody, British Columbia, Canada
Sponsors
Norco, Marzocchi, Ryders Eyewear, SixSixOne, Magura, IDUN clothing, and Caravan Canopies.
Years riding
9 total, 7 doing trials

How did you actually get into trials?
I spent three years racing xc and dh, during that time I saw a few trials demos and starting playing around with it a bit. It wasn't long before I realized that I got far more satisfaction going on a trials ride and learning something new rather than doing another road or endurance ride.

Have you based your style on any particular riders?
I've applied aspects of various different riders techniques and styles in to my own riding. Style is a peculiar word though. Generally, you just know whether someone has good style or not, even if it's a beginner rider. I always strive to have a style that's easy on the eyes. This is a tough challenge in trials riding. I don't think anyone can have a perfected style, there is always something you can polish up.

You are known as the guy who can ride over anything, do you have your limits?
I've always managed to judge my limits reasonable well. That limit is constantly changing though, based on my confidence level. I might be filming for a video with this huge adrenaline high and ride a line that I'd crap myself over a week later.

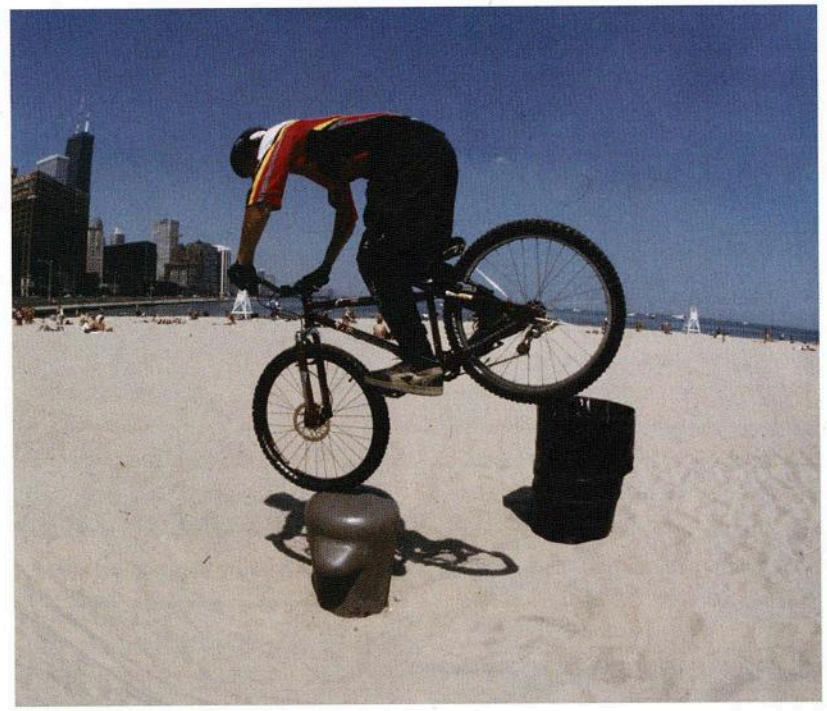
Taking a look at some of the many trials vid's you've appeared in over your career it seems that any badly timed moves would see you taking a lengthy break in a hospital! What's the worst bail out you've ever had and did it hurt?
I guess the worst crash as far as injuries go was at a practice round for a speed trials event. One of the obstacles wasn't fully completed and gave way as I rode it. I had to take a flying leap off the bike from about 5 feet up and landed on an uneven surface. My knee blew and I tore my ACL. Had to get surgery a month later. Was off the bike for four months.

You've been riding for Norco for some time now, do you see yourself riding for them in the near future?
Well, considering I just signed a brand new 2-year contract, yes, I do see myself riding for Norco in the near future!! I've been with Norco for 5 years now. Their main office is about 20 minutes from where I live, I know the staff there really well, and I love the way the company operates. It has always been so easy to speak highly of Norco. I've been a proud and loyal rider for them, and they have in turn have been a proud and loyal sponsor.

Who would you choose to go out riding with on any given day?
Around home, two riders come to mind, my fiancÈ Caryn, and my teammate, Robin Coope. Caryn rocks it up on her mod bike (future interview maybe!), and Robin is the Canadian BIU delegate and all round trials riding advocate.

Do you still find yourself learning new stuff as the years go on?
I'm always learning something new, between trying to figure out new moves that no one else is doing and trying to keep up with what everyone else is doing, there is never a lull.

Which riders do you look up to most in the world of trials and why?



Ot Pi, he's a true master. Hans Rey, for bringing this amazing sport to the general publics eye like no one else. Jeff Lenosky, for helping stretch the boundaries of what is acceptable on a trials bike.

You ride for a living now but when did you realize that your biking skills could pay the bills?
I don't think even now I realize that riding is actually paying the bills, kind of a crazy concept. I've always ridden my bike for the pure pleasure of it. The transition between paying for bike parts to getting paid to ride these bike parts was a gradual one. I always made the most of every opportunity that came my way, and it quite literally paid off!

What happens in the average week for Ryan Leech?
The business side of things keeps me pretty busy. This is the side of the "Pro Rider" career that no one really gets to see. This involves: making sure I eventually reply to all the e-mails I get from my website, not to mention all the business e-mails I receive. Soliciting and booking trials stunt shows, communicating with my sponsors, running ryanleech.com, teaching trials/mt. bike clinics, and doing interviews of course. I ride probably on average 5 days a week and mix in the odd North Shore mountain bike ride, or road ride. I do a bit of cross training each week, mostly Pilates, push-ups, chin ups, and running. Filming for any video project is always a priority, shooting with photographers is always a priority. Right now I'm actually working on my own video that I will do all the editing for.



Where would you 'like' to see the sport of trials in the future and where do you see it at the moment?

Certainly the sport has some huge growth spurts ahead. Every city in the world will go through these. I live in a city that is having a growth spurt right now. We have just put the finishing touches on a dedicated Trials Park and the level of riding is skyrocketing. The general public knows what the sport is all about and it reflects in the number or riders around. I hope to see more Trials Parks being built, I hope to see more women involved, and I hope not to have to use funny hand movements when trying to explain what it is I actually do on a bicycle!





You do a lot of demos and shows around Canada, are there any that you prefer doing over others?

I love the small towns! Those far off, remote cities have so much more spirit than those big ones like LA, generally speaking of course. It's such a refreshing feeling going to one of these small towns and having the audience truly excited about what they're seeing and really appreciate the visit. After the demo they always take the time to ask me about the sport and how to get into it.
This is what doing a demo is all about for me.

Finally, what will you have inscribed on your tombstone!?

I'm not going to waste any land with a tombstone; my ashes are going to be spread proudly across the wild mountains of British Columbia.

Titles held (if any)

When I was fully focused on competing years ago, I won every contest I entered for about 2 1/2 years.

Teams ridden for

My loyalty is and always will be with the Norco Factory Team.

World records (if any)

My personal best sidehop record is 114cm.

Biggest drop

I don't recommend big drops to flat, they suck. To a tranny on my freeride bike, 15-20 feet is a reasonable height these days!

Biggest gap

Pedal kick flat to flat is somewhere around 7'ish feet.

Most static spins

2 and a quarter

Coke or Pepsi

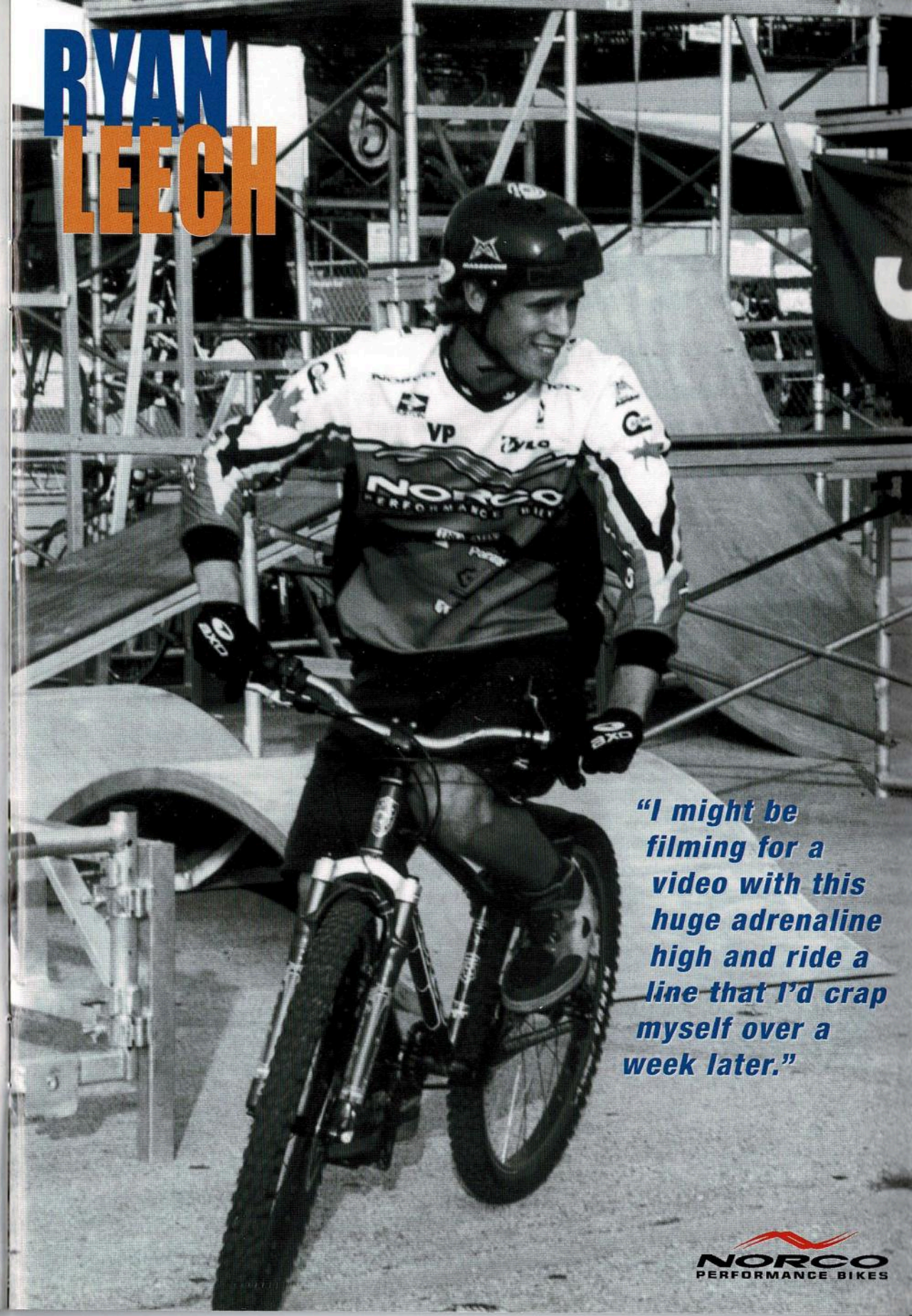
High quality Root beer please

Fish n' chips or bangers and mash

Both are in my blood,
my parents are British! **BTM**



RYAN LEECH



"I might be filming for a video with this huge adrenaline high and ride a line that I'd crap myself over a week later."

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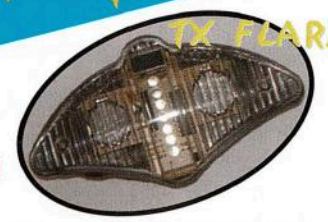

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We take you through the steps to get it right.
Buy a decent head set, its definitely worth spending £30 plus for one, and buy one that's designed for MTB use. Make sure your bearings are well greased up.
Your fork should already be cut to size and a star nut inserted 15 mm from the top of the steerer tube.
The first step is tricky unless you have a headset press. You can buy one for about £60 or you can just ask your local bike shop to do it for you.

1 Place the 2 cups on either end of the head tube and turn the press to squeeze the cups firmly into place. the fatter part of the cup should be flush with edge of the head tube.



2 Take the forks and slip the bottom race down to the base of the steerer tube, you will need to use a hammer and a screwdriver to get the race into place because of the taper.



3 While holding the forks in place, slide the top bearing down the steerer until they sit in the top cup.



4 Next slide down the top race, rubber seal and top cap. In that order!



5 Hold the whole thing together and slide down a spacer or two.



6 Fit the stem and screw down the head bolt until hand tight. Keep checking the movement by turning the forks

7 Once in place, slide the dust cap and ring bearing down the tube. make sure the dust cap sits between the race and the bearing.



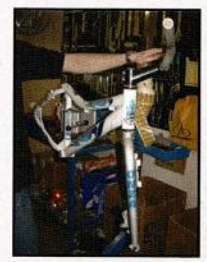
8 guide the steerer tube into the head tube until the bearing is snug inside the bottom cup.



9 Tighten the stem bolts starting with the top one and then the bottom one.
Make sure they are very tight.



10 Twist the forks back and forth to check the motion is smooth and solid. You've just fitted a set of forks



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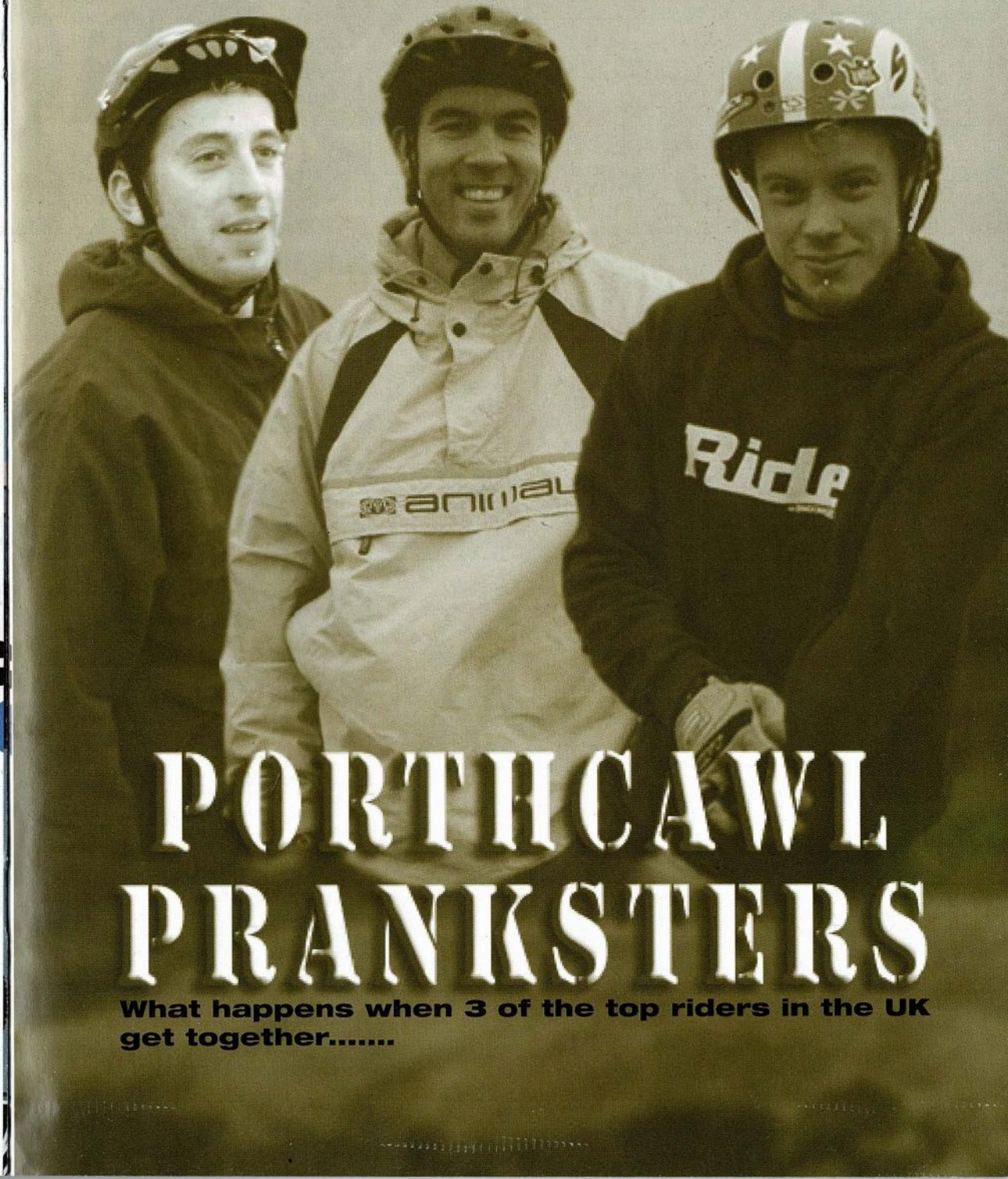


PORTHCAWL PRANKSTERS

What happens when 3 of the top riders in the UK get together.....

THE CAST

STARRING....

Martyn Ashton as **'Himself'**

Age: 28 *(screen age 25)*

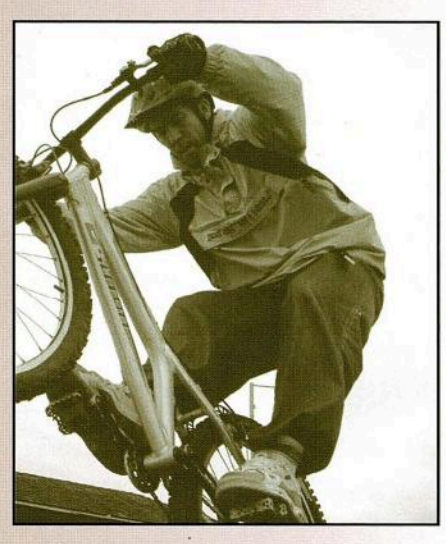
Years acting : 18

Nominations :

Animal, MBUK, Tioga, Globe,

Shimano, Magura, Oakley, Race Face

Best speech (quote): I can't think of anything!



ALSO STARRING....

Kurt Brain as 'Brain Storm'

Age: 17

Acting for: 5 years

Film credits :

Royal, Smith and most of the above

Can be found saying:

If your gonna be dumb you gotta be brave!

(or 'I'm a dick' if you asked Martyn)



WITH A CAMEO ROLE FROM....

Martin Hawyes as 'Hoursifer'

Real Age: 29 *(stage age 27)*

Years at acting school: 20

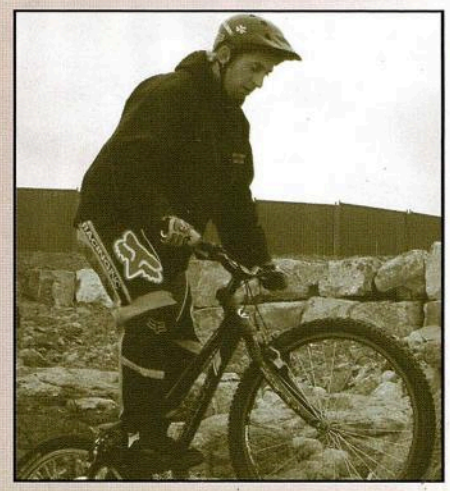
Past Advert roles :

Giant, Oakley, Fox, Globe,

Tioga, Race Face and many more....

Can also be found saying:

mmmm..She's nice



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THE OPENING SCENE

I arrive on location a bit earlier than planned, about 2 hours to be exact (Why can you never predict British traffic!)

The location was the quaint Welsh town of Porthcawl, South Wales, that has by now become the birth place of trials as we know it. Having arrived a tad early, I decided to get a feel for what the location had to offer at 8 am on a Tuesday morning. Breakfast was on the agenda and after some pre filming chat on the blower with one of the stars of today's film, Martyn Ashton. After eggs, bacon and welsh rarebit had reached the



stomach area it was time to survey the pretty sea front for possible filming sequences. If you've ever had the opportunity to visit this trials haven then you will agree with me whenI try to describe how great this seaside town really is. Hanging a right on the main roundabout sign posted, sea front, takes you along the windy descent seaward until you see what all these pro's have been making a fuss about. Piles of ridable rocks in all shapes and sizes. Moving further along the front brings me to more possible film sets all with diverse gaps and drops waiting, neh begging to be ridden on. Even real street riders would have to admit that the challenges and possible move combos that this scenery bring would give them many hours of trialy fun. I decide that the rock setting would suit the style of the film we were planning to shoot.

SCENE 2

One of the stars is finished in make up and would like to meet me in the posh'ish bakery on the sea front. This star was none other than Martyn 'trials god' Ashton. Sitting at a table right at the back of the bakery I await the star's arrival... I have to admit I expected a rush of whispers as regular Porthcawl punters gasped in amazement at the presence of a trials genius... but they didn't, there's not enough respect in this world! Martyn joins me at the table and apologises for being late but I inform him that its actually me that's early, you have to make these stars feel happy otherwise they can get a bit weird.

I'm carefully planning the scene for today's shoot and worrying how Martyn will react when I tell him what i have planned, but he picks up my camera are say's "that's a nice camera"

instantly I like him as he has complimented me on a camera that I'm beginning to hate with a passion (it doesn't focus!). Already we're off to a good start.

I run through a rough idea of the plot I have in mind and what kind of footage I'm hoping to get. Martyn at first seems shocked that I've actually put some effort into thinking up a very loose plot line but has no problem in going through it but refuses to pull stupid faces or get into character. Although later in filming he unwittingly pulls a plethora of silly faces which I later find out is just Martyn being himself (its the concentration face).

SCENE 3

Before the shoot goes ahead we need to track down the other two wayward stars of this film in the form of Martin Hawyes a.k.a 'horsifer' and Kurt Brain a.k.a 'brain storm'. Martyn gets on the phone to round up his co-stars, they are on their way and should be with us very shortly. I take this opportunity to dig some dirt on the new 'justice' frame that has been developed by Martyn's new business venture Ashton Bikes.

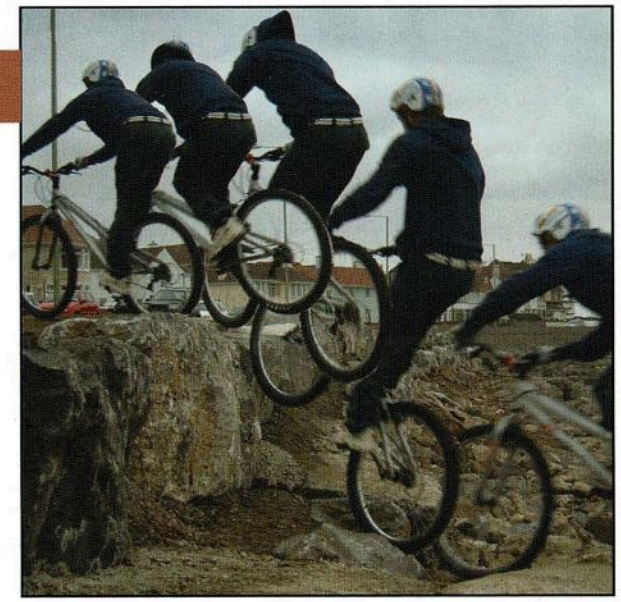
as I bring up this question Mart takes a quick glance to where he has left his production bike at the door to the bakery, fortunately it was still there but we couldn't help thinking that even though the general population of Porthcawl are aged over 70, the image of some old granny 'bolting it' on the radically designed bike would be something to behold. Mart also pointed out that the lack of a proper seat could prove painful if he or she decided to plant their bums on an imaginary seat...ouch. While we imagine highly unlikely scenarios, outside, up pulls a swanky land rover freelander minus the blacked out windows, slightly disappointing, but understandable. Out jump the rest of the cast , the one and only Martin Hawyes and fresh from acting school Kurt Brain. Martyn (Ashton) greets them and fills them in on what I have planned for them this afternoon, at least I think that's what he told them, it may have been more along the lines of "that twat actually has a plot, who does he think we are?"

joking apart , 'horsifer" and 'brain storm' are happy to go along with the whole charade if only to keep me happy.



THE STUNT SCENES....

Flick Up



Performed by Brain Storm

What it involves: using a well placed rock to 'flick the front wheel up onto the rock face

How it's done:

1. Roll in at a running speed and aim your bike towards the launch rock.
2. When the front wheel comes into contact with the rock, push down on the bars and compress your arms ready to pull back and up
3. Pull the bars up and throw your weight up and forward.
4. When you reach the top of your projection let the front wheel drop for a smooth two wheel landing. Your done.

Gap Jump



Performed by Himself

What it involves: getting from one rock to another on the back wheel

1. On the back wheel move to the edge of the rock
2. Lower the front of the bike and put in a pedal kick whilst simultaneously releasing the rear brake.
3. As you launch off the rock extend the bike in front of you and lock the rear wheel, look for your landing spot.
4. When you make contact keep your weight forward to stop you falling backwards into the abyss. You're done

THE PROPS DEPARTMENT



Martyn's prop

Frame: Ashton Justice production frame (the one you can buy at www.ashtonbikes.com)
Forks: Fatty's
Brakes: Hs'33 front and rear
Drive: Race Face Turbines, Sram rear mech
Up front: Azonic bars, hope headset,
Wheels/Tyres: Tioga rims and tyres, Hope hub front and rear



Hawyes's prop

Frame: Giant prototype Mk2 (can't say anymore!)
Forks: Giant prototype (see above)
Brakes: Hs'33 front rear
Drive: Race Face Forged, XT rear mech
Up front: Titec bars, Uno stem
Wheels/Tyres: Michelin Tyres, Mavic 512 rims, Radial spokes



Kurt's prop

Frame: Ashton Justice
prototype Mk1 (likes the 'no paint' look)
Forks: Fatty's
Brakes: Hs'33
Drive: Race Face Turbine, XT rear mech
Up front: RF stem, Base bars, Hope Headset
Wheels/Tyres: Tioga Factory tyres and rims, Hope hubs front and rear

SCENE 4

On with the show. Our first filming sequence takes place near a sea defence just passed a building site which apparently has been there for 'yonks'. As mentioned earlier in 'the opening scene' we choose a wide expanse of rocks which vary from flat stuff to sharp stuff and from high stuff to low stuff, all of which fade away into the rough seas. Very picturesque but bl**dy cold and bl**dy windy!

Before we switch our cameras on and set up the lighting, the cast need to get warmed up. Kurt rides to the end of the barrier wall 20 feet out into the rough seas just to get a feel of his surroundings, although Kurt certainly isn't a stranger to this part of the world, he and the two m's have been making more of a habit of it since kurt signed on the dotted line at at Ashton Bikes.

Kurt spies his first ascent, a rather daunting looking 4-5 foot step up to the main road above the beach. I always thought that when warming up it was generally sensible to start with something a little less taxing just to get some blood pumping round the body, how wrong I was! Using part of the sea wall as his launch pad and running in at a steady speed he clicks the race face cranks and with a quick flip of the back end, up he goes, that's a 4-5 foot hop up with almost his first turn of the pedals, that's good. Meanwhile the two M's warm-up consists of ripping the piss out of each other and then ripping the piss out of Kurt for being a very gifted rider. It's never in a offensive way, infact, it's very funny to watch, a bit like a comedy duo, Cannon and Ball perhaps? As long as you're not the centre of their piss ripping you can just sit back and laugh. I actually remember thinking to myself "they're really are a funny pair, even when there not filming for tricks and stunts 2". As the warm up progressed I just darted around trying to get into uncomfortable positions to get the next cover shot for Sports Illustrated. I overheard 'horsifer' talking Martyn over a section he had spotted and which route would take him to the end with minimum fuss. It was a tricky combination starting with a few small back wheel hops from the sea wall to some rather small and spiky looking rocks jutting out from the beach, it wasn't just a case of hopping to any rock near it, this was a direct attempt to land on each hand picked rock one by one. The second section of this treacherous and seemingly impossible path was a side hop of about 4 feet up to a ledge that sat just below the main road and then from what I could gather he would ride forward a couple of feet on the same ledge before side hopping back down but not just anywhere, the landing point would be a rock no more than 5 inches across and as round as a football, if that sounds like a tough feat of skill then the best is yet to come. Once perched on the football shaped stone with the back wheel he would have to hold the balance to bring in another direct side hop back up to the original ledge but at this point the ledge was about a foot higher because of the short ride forward before the first drop down.

It all seemed to make sense to me but i had to see this combination with my own eyes to see if a, it was in anyway possible and b, if it was in the skill level of Hawsie himself. Camera poised and with Kurt and Martyn looking on the gauntlet was laid. Hawsie' pops the front end up and with small kicks positions the bike a couple of feet in front of his first selected rock. a lunge forward sees him spot the rock bang on, don't forget this rock is no bigger than your fist, Martyn shouts his approval and Hawsie gives a grunt of recognition because it's hard to speak when your mid move and the concentration doesn't allow you to get a proper word from your vocal chords. with a few more small hops Hawsie finds himself lining up for the first 'big' move of the selected section, the ledge he is looking at stands at 4 feet and the top of it sure ain't smooth so any attempt at reaching the top and staying there will mean he'll have to really lift that bike to get both wheels up and over any unseen jagged bits that may catch him unawares. it's easily done, you can keep your eye on the front wheel and have a good idea of how high your going to need to lift it but it's what the back wheel does that catches most riders out, because you have no view of what is happening back there, the best you can do is get those legs tucked up to your chest to give you maximum height and give you the best chance of getting that wheel over any slightly edgy rocks.

Hawsie, eyes up this more than tricky hop-up, working out exactly where he wants to land his wheels, his mind is clearly made up when those legs load and his weight shifts back and slightly to his left and boom, front wheel up, back wheel up, it's damn close but everything seems to be where it should be and the move is complete, it's amazing how quickly the whole move takes place, like a well oiled motor, kind of.

At this point Kurt and Martyn seem to be enjoying this one man show and giving vocal support such as "fluke" and "crap" which seemed if anything to encourage Hawsie to get the job done. the next part of the jigsaw is the roll forward about 5 feet to the planned side hop down. Negotiating the uneven surface of the ledge hawsie positions himself to within inches of the edge and whips out the back end and lets the bike fall all the time keeping an eye on his intended landing spot. inch perfect and firm on the rock.

This is the tricky part keeping enough balance and momentum for the hop back up, but Hawsie having been in the game for 20 years seems to see the move before he's even done it. still on the back wheel weight back, a kick of the pedals and it's back up and a solid landing on the ledge once more.

Applause ruptures and some more words of encouragement are thrown in for good measure, "lucky git" was one of them.

So, Hawsie showing us how it's done the gauntlet is well and truly down, what happens next is an hour session of exactly the same combo but this time Kurt and Martyn take it in turns to get it nailed but varying rock points and heights of the ledge every time.

CLOSING SCENE

the film really finishes when my camera dies on me due to lack of charge it had the night before. but the action still carried on at the bus shelter, new lines, new tricks being performed by each rider and then bettered by the next. more of a game than a film, a game of 'out do your co-stars' but this seems to be the way to improve and push your riding to new limits. you try something out, someone else try's the same thing and succeeds, that's enough to push yourself to dial that same move again and again until you feel happy you've got it sorted.

if i had to sum up today's shoot, i would use 4 words, try and try again, that's the way to make progress in trials and the 2 Mart's and Kurt use that same theory.

film ends

CREDITS

Thanks to the 2 Mart's and kurt brain for giving up their busy schedules to come out and play.



kurt and martyn seem to be enjoying this one man show and giving vocal support such as "fluke" and "crap"









THE LONDON MASSIVE PART TWO

If you were lucky enough to read our 1st issue you'll know we did a wee shoot in London with a 20 strong group of riders who we called 'The London Massive'. And their at it again, after the word went out on various forums on the web that this time everyone was invited, i don't know if organiser luke realised just how many people would turn up for a piece of the action!
I hope these pictures sum up the hugness of this event, imagine 70 plus riders hopping and gapping every land mark in sight, it almost took the city to a stand still.
If you want to get involved in the next meeting then keep your eyes pealed for announcements on these top trials forums.

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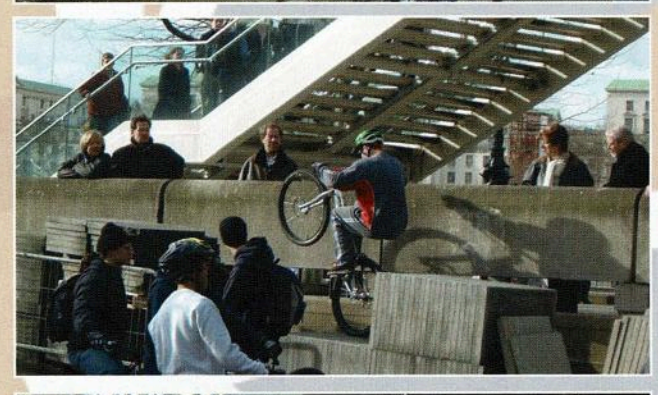

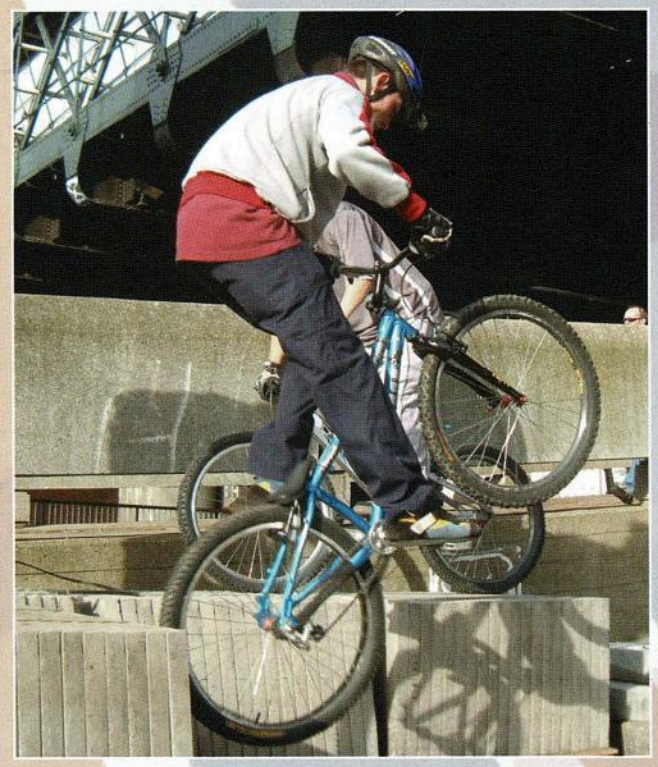



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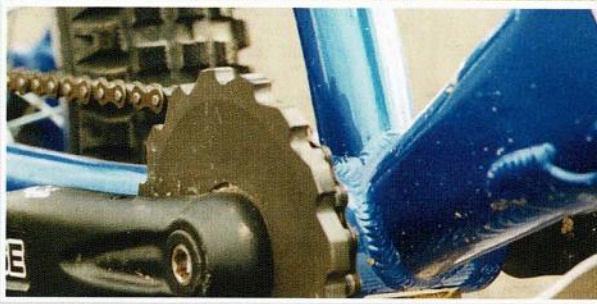

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THE EARLY YEARS

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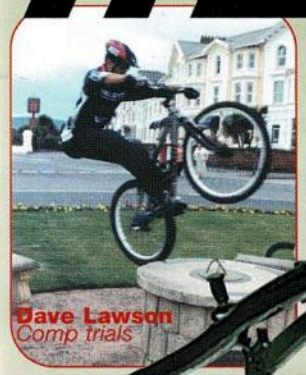
THE JUDGE



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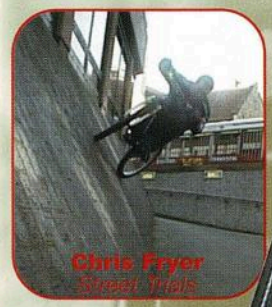

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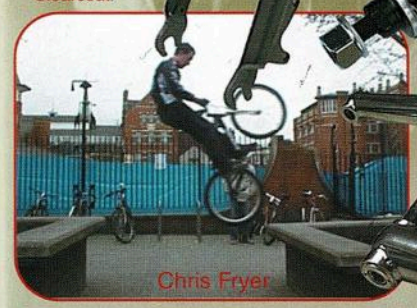

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Gusset Bikes

Background shot; Ian Cooper, Cycle & Leisure show. NEC 2001



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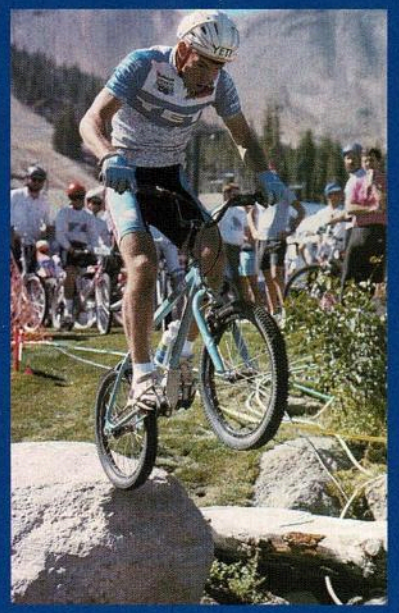


TRIALS HISTORY

Think you know your trials history?
We took a trip down memory lane and delved deep into the archives to give the modern day trialster a glimpse of what is was like being a pioneer of trials as we know it.

THE BIRTH OF 'TRIALSIN'

It all started in sunny Spain, a motortrials rider known as Pedro Pi was dominating the World series through out the 60's and into the early 70's. His son Ot Pi would be the inspiration behind bicycle trials as we know it!

As a 4 year old boy, Ot was inspired by his fathers past time and desparately wanted to follow in his father's footsteps but at just 4 years old it was decided that bikes with engines were out of a young lads range, so that's the point when Pedro had the idea of riding moto trials on a normal bicycle. And so Pedro went to work finding a manufacturer who could build a bicycle with the same attributes as a proper trials bike.

After some digging around it became clear that no-one was willing to spend time or research to build a trials bicycle so Pedro decided that if they would'nt do it he would.

Fortunatly Pedro worked for Montesa who at the time were the leaders in making Moto trials bikes, he set to work on this engineless bike giving it all the proper geometry of a moto trials bike but with pedal power instead. The Montesa T-05 was born, and Ot Pi was the owner of the very first Trials specific bicycle. Ot spent many an hour trying out his new toy in the families back garden and it soon became apparent that a new sport was being born. Pedro, who was so amazed at the progress his son was making, took some snaps of Ot clearing an 18" step up and sent them to the boss of Montesa. Mr Permanyer was very interested but said that he couldnt dedicate his workers time to the design of the bike but would pay for the materials and said that Pedro could build them in his factory.

As the T-05 was designed around a 4 year old boy it wasnt suitable for anyone over 4 foot tall so Pedro would have to make a new bike for an adult to ride.

This would be known as the T-10, built on 20" wheels. Pedro decided to get the bike tested by the someone it had been designed to be ridden by named a top Dessert rider, Carlos Mas. Little did he know it but he was one of the first people to ever ride a 20" trials bike.

After Carlos was happy with the prototypr T-10 it went into production at the Montesa factory on a limited run of 50 or so bikes. One of these bikes was lent to Andreu Codina who at the time was known to have dabbled with the idea of bicycle trials and wanted to become part of the Montesa bike team, which he was, the very first member!

FACT: The 'Sin' in 'Trialsin' means 'Without' in spanish. i.e sin motor, sin noise, sin smoke.

THE RULES

While the Montesa team was taking shape with Ot and Andreu Cordina polishing their new skills, Pedro set to work writing some new rules adapted to fit this new form of riding. He sent them to the Spanish Cyclist Federation to see if the new sport would belong under the moto trials banner or if it should have it's own identity.

After about a year the decision was made that bicycle trials would be recognised as it's own sport.

Although this was a great thing, the Spanish Cyclists Federation saw the sport second to mototrials and so it was'nt getting the attention it needed.

After a meeting between the 13 delegates of the newly appointed sport and Pedro at a championship in Andorra, they decide to create their own union which would concentrate purely on bicycle trials or 'trialsin' this would be called the Biketrial International Union or B.I.U. for short.

EARLY MONTY'S

Monty built on the sucsess of their T-10 and produced a number of other bikes in the T range. We dug this review out from BMX Action magazine in 1985. It features the Montesa T-19 Aero, Which in the mid eighties was the bike that really put bicycle trials on the BMX map. Back then componentry was very similar to that you would find on a BMX but there were a few major differences. The chain ring was alot smaller than standard, just 22-24 teeth, which was alot smaller than a BMX chain ring, and the double crown forks which were straight from a mototrials bike. The whole bike weighed in at just 25lbs which compared witha BMX was very light.

THE WAY FOWARD

As Monty got bigger and better, So did bicycle trials. Spain and France were becoming world leaders in Biketrial producing names like Valenti Fontsere, Joan Pons and Eduard Roura, all top riders, winning numerous championships across Europe.

But the Spanish and French wouldn't have it all their own way, not if Hans Rey had anything to do with it!

Born Hansjord Rey in Switzerland, Hans was boughtup in Germany and won his first German trials title in 1982, he backed it up with wins in 5 succesive years both in Germany and Switzerland. Even then Hans was seen as a pioneer as after his wins in Europe he moved to America and took trials to a bigger audiance. After settling in California, he was one of the biggest names on the circuit and helped with arranging the NOBRA series. Amongst his challengers when Hans was competing in Europe were Jordi Tarres, Ot Pi and many other world class riders. Hans was and still is someone who pushed trials in the right direction.

The bike that got it all started for Hans was a Schwinn Stingray which at the time was the closest thing to trials geometry that was available and it actually won him the German title in 1982. GT's relationship with Hans in the early days of trials saw them produce some of the best bikes of their time as you can see by these colourful pics.

MODERN DAY HEROS

It wasn't until the early 90's that the names Martyn Ashton, Martyn Hawyes and Will Cogger were becoming household names within the trials fraternaty. Both Martyn and Martin started riding trials in much the same as their predesesors Pedro Pi and Jordi Tarres. Both rode moto trials in the late 80's until they swithced to the bicycle form in about 92'. At the point the Marts both took up this new form of riding was about the time when the boom was about to happen. Will Cogger went straight into trials from general MTB'ing at about the same time as the 2 Mart's, and in the following years all 3 riders won various championships up and down the counrty and in 95' Martyn clinched the World title. MBUK were also pioneers to a certain extent as they helped to bring the sport to the general public and riders in other areas of MTB through their extensive coverage of the 2 mart's and Will amoungst others.

This constant coverage has brought trials in the UK to where it is now, thats not to say that the British championships haven't had anything to do with it, but if you're reading this magazine then no doubt you got your inspiration from the pages of MBUK.

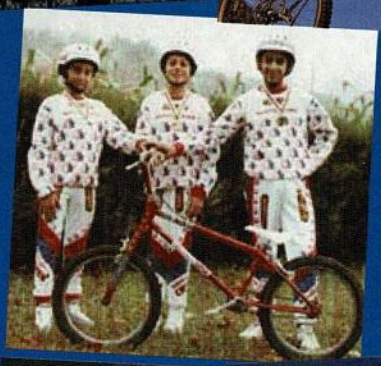
As we head into the 21st century trials has become almost as popular as BMX was in the 80's. With the British championships and local championships still over subscribed and other clubs popping up across the country, bicycle trials has never looked better!

it's always good to remember your roots.

A big thankyou goes out to Richard Key of On 2 Wheels Cyclerey for donating some very old clippings for our research use.









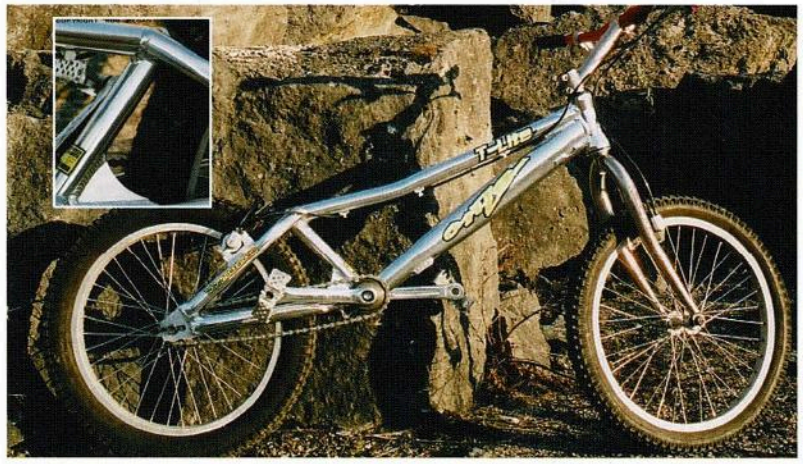






MATT TONGUE REVIEWS
ONZA T-LITE

Pics: Kris Leeson







Last month BTM reviewed the Onza T Raptor, one of the positive points which came out of the review were how Onza have developed their brand and learnt over time exactly what this specialist trials market requires from their products. With that said we find this months test machine to be equally well prepared for advanced trials riding. This month BTM are reviewing the brand new Onza T Lite 20" trials frame.

For this test I had to do a custom build with the components from my old 20" Megamo....only problem was that the test frame did not come with the bash plate so for the purposes of the test the riding was very much UCI! Apart from that the bike was set up as a high end 20" build.

Firstly, this frame lives up to its name - it is LIGHT! The 7005 aluminium is surprisingly well put together to make what must be one of the lightest bicycle frames I have ever felt. Style wise the T Lite looks a bit like the T Master, only with a slightly more conventional top tube. Like most other top level 20" bikes the T Lite has no seat but instead a kinked top tube.

The frame has lost a lot of weight from the original Onzas, mainly by cutting down on the size of the gussets and machined mounts. The dropouts are conventional horizontal types, which are possibly still a bit too large. The T Lite still has gussets in vulnerable places like the plate between the chain-stays and seat tube which actually looks really neat. There are also gussets around the head tube junction. Another excellent feature of this frame is the reinforcing that has been added to the underside of the chain-stays. I know a lot of people really mash their chain-stays up, especially if they do a lot of side hops to their pedal. In some cases I've seen frames written off because the damage is so bad. The reinforcing is simply an extra layer of metal; another piece of tubing welded on top.

One important aspect of the design is the integrated headset, which is becoming more common on all bicycle frames. For me personally they are not the positive progression they are meant to be. There are many many reasons given for their superiority, none of which hold true in the bigger picture. I wont go into it here but if you are interested go to www.chrisking.com and read the paper they have written specifically about the integrated headset systems. Time will tell if they are up to the job.

The overall appearance of the T Lite is much better than any other Onza before it and hopefully will shed the old cheap image of the brand. Lots of people have ridden this test bike since I built it up and the response to it has been incredible. The chainstays are short for a 20" (which makes it so stable on the back wheel) and the ride really inspires confidence. Everyone loved this frame and so far and I also don't have a bad word to say about it. Budget trials is reaching new levels.

Pros: **Light, Good geometry, Well reinforced**

Cons: **Integrated headset**



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MATT TONGUE REVIEWS

Giant Team Trials

Pics: Kris Leeson







You don't have to go back many years to reach the time when purpose built trials bikes were limited to the usual Spanish outfits, then when the boom started the likes of Pashley were amongst the first to produce a specific frame, and Giant weren't far behind. Thanks to the enthusiasm and expertise of Martin Hawyes Giant took the sometimes risky step to go into the trials market with their own trials frame. That was five years ago (from the prototypes) and the design has remained pretty much unchanged since then. This month we've been sent the latest release of this now well established frame.

Giant have also supplied us with their new trials fork which accompanies the frame. Both the frame and fork are 7005 series aluminium which is tried and tested for trials. The trademark box section down-tube is unchanged and is still the most distinctive part of the frame, it has also proved to be very strong and effective at reducing the damage from impacts. As with all Giants the build quality is excellent, even in tricky areas like the fork dropouts, which are a mitred junction of fork blade and bent drop out plate. This looks a little strange initially but actually grew on me. This distinctive fork was light-weight and pretty much my ideal geometry. With a disk mount as well they could become a popular piece of trials hardware in their own right.

Since the early days and the first purpose built trials bikes things have changed quite a bit. Back then trials frames seemed to be more of a generic hard tail affair with slightly tweaked geometry. If there is a criticism of the giant then it is that it has not evolved with the times and become even more trials specific. Giant aren't the only company to be quick on to the scene only to rest on their back sides whilst other companies catch them up and over take them. Fortunately the geometry of the Giant is spot on and feels great to ride, it's a perfect balance of many other frames I've ridden. The chain-stays are just short enough and the head angle not too steep. Giant are right to leave this unchanged, what could have evolved is 4 bolt Magura mounts, lower top tube and smaller diameter seat tube.

The frame itself features some nice details such as the rear drop outs, head tube gussets and the seat stays, which are a single bent tube joined to the seat tube by a formed plate. The colour is a noticeable change, moving from the yellow to a matt black which I think is really an improvement. The frame also features a quality chain-stay protector which has a glossy finish.

In all the Giant was and still is a quality trials frame, even if it is due a little more than a facelift.

Pros: Good geometry, Improved appearance, Strong build quality, Versatile.

Cons: Dated Design, High Top tube.



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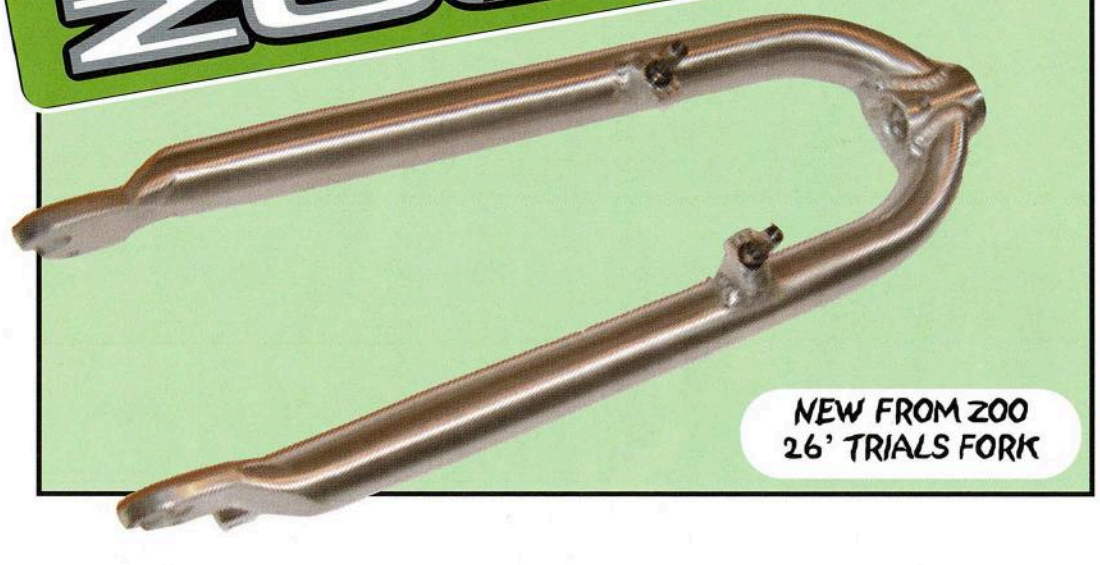

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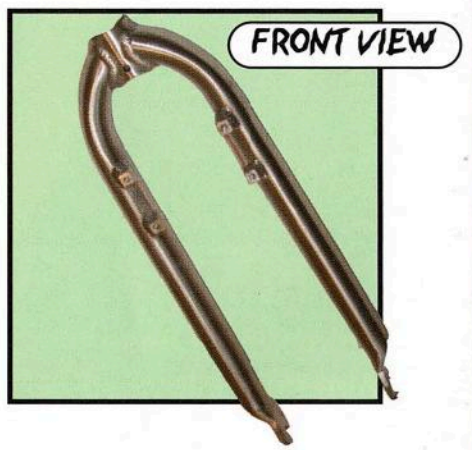

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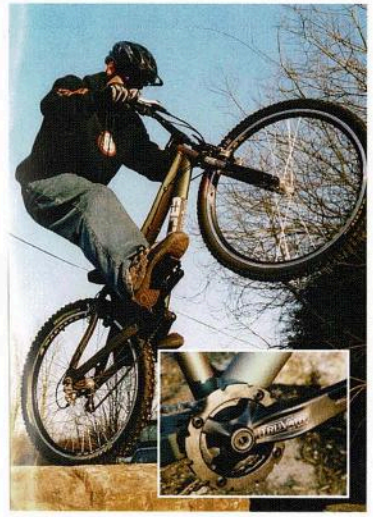
DBR T1

Pics: Rob Regan









Diamond Back have been on the scene for a few years now and in their TIBO frame had one of the best kept secrets in trials. Virtually all those who rode it loved the Frenchman's signature frame and its quality was well known, even if they never sold in huge numbers.

But Tibo is long gone now and his signature frame seems to have gone with him (lucky Planet X!). Diamond Back could have been forgiven for bailing out the UK trials market altogether but instead they have just released a brand new 20" and 26" complete build bikes. This month BTM has taken out the 26" T1 for a test ride to see how it compares to other complete bikes and also the legacy of its predecessor.

Got to start with that top tube really, eye catching isn't it! To be honest I'm not sure what the merits of a 4" wide top tube are but it is certainly different, which ain't necessarily a bad thing. You only really notice it as you stand over it and it does take a bit of getting used to. Personally I think they could have made more use of such a striking design feature by not bothering with the seat but instead use the wide top tube as a seat itself.

Before even riding the bike a striking feature of the bike's geometry is the rear triangle. It is one of the longest rear ends we have seen on a trials bike and unfortunately this is apparent when you ride it. Despite not handling great on the back wheel the advantage of all the space between the tyre and bottom bracket is good tyre clearance.

We think Diamond back are aiming this bike not at hardcore competition trials riders but more at the casual trials rider who might also want to ride dual or trails with a single speed, hence these horizontal (BMX style) drop outs. Built into the drop outs, like all aluminium mountain bikes, is a replaceable mech hanger. Because the drop outs are horizontal the hanger has to mount actually around the slot.

Componentry on the T1 is on the whole good. Again we see companies wising up to the popular parts used by most trials riders, such as the short cage mech, the small ratio cassette, and the straight blade forks. Possibly the best components on the bike are the Truvativ cranks and bottom bracket which are now making use of the ISIS splined system. Complete with trials bashguard these cranks will take most abuse.

The braking comes courtesy of Maguraís HS11, which are very similar in appearance to the more common HS33 but unfortunately are not as powerful or strong due to their plastic construction. It's noticeable that money has been saved on the brakes and to be honest the loss in performance probably isn't worth the saving in this case.

The integrated headset seems to be becoming more of a standard now on these eastern frames, despite all the misgivings of many knowledgeable companies. They're really not that suited for trials bikes, which put unrivalled forces through the head tube.

The bars and stem are obviously aiming to give the bike a street feel. The stem is very short (way too short for me) and has a 4 bolt front clamp. The bars are BMX in style with loads of rise and a built in bridge. Definitely different to a lot of the straight bars we are seeing today but in keeping with the rest of the bike's style.

The wheels are pretty conventional, Formula hubs on Warhead rims. This rim is fine on the front but might be a little thin on the back. The hub is what you would expect from a cheap hub, does the job but with poor pick up. The problems of slow pick up hubs have been well documented by us in these reviews so we don't need to go into it again, just bear in mind that it aint great and you will need to upgrade if you are into serious trials. The tyres performed well. They're not the lightest but they do have a huge spaced out tread, which really helps to make up for the narrow rim.

In conclusion the T1 is another of the not quite so specialist trials bikes, which will undoubtedly be labelled street or dual convertible. At £450, and with a lifetime guarantee on the frame for manufacturing defects, it is another example of a load of machinery for a small price. Again, some parts could do with upgrading but if this bike suits your style then it is reasonable value for money.

Pros:

Truvativ Cranks and BB
Crazy top tube
Tyres

Cons:

Long rear triangle
Integrated head set
Narrow rear rim
Short stem

6/10 VERDICT

RESULTS AND FIXTURES 2003

UCI Fixtures 2003

12-Apr	Super VTT Trial International du Val de Ceze	20"/26"	Cornillon-Gard	FRA
13-Apr	Super VTT Trial International du Val de Ceze	20"/26"	Cornillon-Gard	FRA
22-Apr	Indoor Trials	20"	Zawiercie	POL
14-Jun	UCI Trials World Cup	20"/26"	Stryszow	POL
15-Jun	UCI Trials World Cup	20"/26"	Stryszow	POL
21-Jun	Trials European Cup	20"/26"	Wels	AUT
08-Aug	UCI Trials World Cup	20"/26"	Melsungen	GER
09-Aug	UCI Trials Youth Games	20"/26"	Melsungen	GER
10-Aug	UCI Trials World Cup	20"/26"	Melsungen	GER
16-Aug	European Trials Championships	20"/26"	Graz	AUT
06-Sep	UCI Trials World Championships	20"/26"	Lugano	SUI
07-Sep	UCI Trials World Championships	20"/26"	Lugano	SUI
27-Sep	Puchar Tatr	20"/26"	Zakopane	POL
27-Sep	UCI Trials World Cup	20"/26"	TBC	
28-Sep	UCI Trials World Cup	20"/26"	TBC	
28-Sep	Open International VTT de Grenoble	26"	Grenoble-St Nizier	FRA
08-Nov	Puchar Niepodleglosci Indoor Trials	20"/26"	Oswiecim - Brzeszcze	POL
06-Dec	European Cup Indoor Trials	20"/26"	Stryszow	POL

Hampshire Bike Trial Club Results 2002

Expert 26"
1st Michael Graves
2nd Iain Powney
3rd Tom Sleight

Expert 20"
1st Chris Doney
2nd David Marshall
3rd Robin Howard

Intermediate
1st Daniel Smith
2nd Andrew Pontine
3rd Richard Windust

Novice
1st Richard Garret
2nd Howard Jones
3rd James Cantle

BIU Fixtures 2003

Round 1
April 13th
Devon

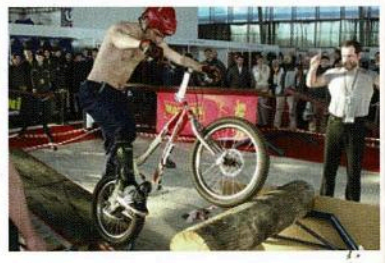
Round 2
June 22nd
Yorkshire

Round 3
July 13th
Lancashire

Final Round
September 14th
Hook Wood
Surrey

Russian Cup Results 2002

1. Banderov Evgeny (Kazan, Russia)
2. Khromov Vyacheslav (Moskow, Russia, team ATOM)
3. Leonidov (Moskow, Russia, Stark team)



RESULTS AND FIXTURES 2003

YMSA Fixtures 2003

April 13th
Burycliffe Quarry

June 29th
Knabb Quarry

July 13th
Dudwood Farm

September14th
Bracken Rocks

October 19th
Knabb Quarry

EBTC Fixtures 2003

Round 1 23rd February
Thriftwood, Essex

Round 2 23rd March
Ockendon, Essex

Round 3 4 th May
TBA

Round 4 8th June
Raydon, Suffolk

Round 5 6th July
Darsham, Suffolk

Round 6 19th October
TBA

Round 7 16th November
Penshurst, Kent

Round 8 14th December
Thriftwood, Essex











ACTION FROM MOSCOW

THE ULTIMATE BIKE?

What happens when you take the finest components money can buy and bolt them all together????????

That's what we did!

This bike is worth over £2000! and guess what? We are giving it away!

Get yourselves along to the Bike Show 2003 in Birmingham and see the bike in all

It's glory and find out how you could be riding away with it!



Chris King Classic rear hub (trials specific)

If your looking for out right quality look no further than Chris King's trials specific rear hub. It differs slightly from the original Classic hub in that it features stainless steel inserts instead of alloy ones and the internals are hand picked to suit the heavy riding style that comes with riding trials. The best thing about this hub is the Ring Drive System, it consists of 72 pin points which gives an almost instantaneous engagement from the pedals which is very useful when you need that extra bit of accuracy when gapping. Casting your eyes over this piece cf art it's clear to see no shortcuts have been taken in the respect of the finish and assembly. The cartridge bearings are of top quality and are removable for cleaning and adjusting purposes and the steel shell and axle are hugely strong and robust, well up for taking day to day abuse. It comes in a million different colours and a disc version is also available. With a 10 year Warranty attached it would be harder to find a better hub than this.

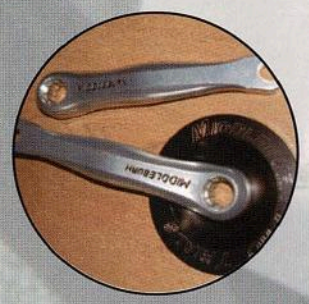
Verdict The ultimate addition to our ultimate bike!
Weight 340g
Price Check £341.99

Hope XC front hub

Although not a trials specific hub, the Hope XC is probably one of the best choices when looking for a light weight dependable front hub. We toyed with the idea of using the Big'un hub in the Hope collection but to keep the front end weight down to a minimum we opted for the lighter XC. It's an aluminum one piece affair which uses high quality sealed cartridge bearings though out. Comes in a range of different colours and is available in disc form. Hope really know what their doing when it comes to making top spec components and the Hope XC Should be seriously considered when building your own wheel set!

Verdict Light, strong, cant go wrong.
Weight 115g
Price Check £37.99





Middleburn RS/7 Cranks with Pro Trials Bash Guard

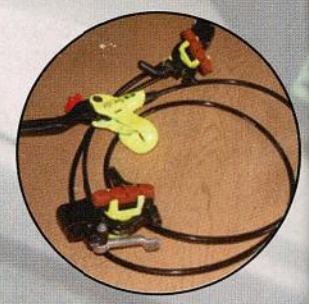
The obvious choice! Anyone who knows their trials knows that the RS/7 from Middleburn is probably the best trials crank available today. Although not as light as offerings from Race Face, this crank was designed from scratch with trials use top of the agenda. The cranks themselves go through a gruelling process to get maximum strength without compromising their looks. Cold forged 4 times as 7075 T6 billet and then CNC'd to shape give this crank incredible rigidity and strength, perfect for trials use. We shod our cranks with the pro Trials guard and 22 tooth chain ring to gain the ultimate crank combo. The guard itself is made from 13mm thick heat treated alloy with a smart and clean knurled finish with neat laser etched writing on the circumference. The chain ring is also of top quality and bolts directly to the guard with no need for a separate spider. The cranks come in various sizes from 165mm upwards and the guard comes in various colours.

Verdict A trials bike wouldn't be complete without a set of these!
Weight 650g (165mm)
Price Check £165 (cranks, guard, chain ring)

Magura HS'33 with Kool Stop Pads

Rim brake or disc brake? it's a tough call. Both have their pro's and con's but as i'm building this bike i choose the tried and tested HS 33 rim brake set from Magura I know i don't need to say much about this brake considering that about 80% of trials riders are already running them, i think i'll just outline the reasons for my choice. Firstly once you get these things set up they will offer you months of maintenance free hassle secondly they offer great modulation and great feel through the lever thirdly their bombproof construction and simple design will give you years of hard braking power. Is that enough reasons for you? The pads are fully adjustable from the lever via a star shaped screw and are easily replaceable with a good range of hard to soft compound replacements. They are known to be a bit tricky to initially set up but when you get them right these brakes are hard to beat. They come in various colours to match your bikes colour scheme and include front and rear booster's to reduce flex in the fork and chain stays.

Verdict It had to be the HS 33
Weight 750g
Price Check £99.99





DMR V12 Magnesium pedals

We opted for platform's for this bike as caged pedals can remove large quantities of skin when you get it wrong! The V12's base is made from high purity magnesium which is ultra light and compares favourably to the strengths of steel. Grip levels can be changed with help from the adjustable grub screws with a sealed cartridge bearing and teflon bush taking care of the internals. As far as platform pedals go, DMR are definiteley on top of their game. Many colours available and also the option of a ti spindle!

Verdict The best platforms money can buy!
Weight 440g
Price Check £49.99

Hope Ti Skewers

Another donation from Hope comes in the form of these flashy Titanium rod skewers. Identical to their steel based skewer but replacing steel with Titanium! Most top riders are using these gems and it ain't hard to see why. Taking a close look reveals the workmanship that has gone into them. The mechanism is fluid and integral parts that make it up are all finely machined for a great overall feel. The weight difference between the steel and Ti versions is minimal but at least we can say we have Titanium somewhere on our bike!

Verdict A great looking and reliable QR system that will last a life time
Weight 116g (pair)
Price Check £22 (each)





Hutchinson Jumbo Team Tyres
Rear 2.45 Front 2.25

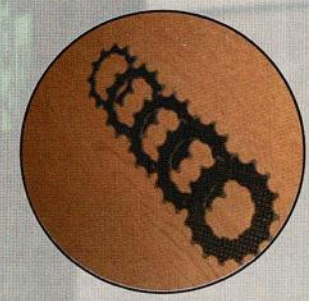
There are plenty of good tyres saturating the market at the moment but we chose the Hutchinson Jumbo tyre in our wheel build. Having owned a pair of these myself I was confident in their performance when it came to getting good grip on slippery bars. When choosing a set of tyres I believe it's always a good bet to go deep tread for the rear and a medium depth tread for the front, and that's exactly what you get when you buy a pair of these. Although they are not particularly light, the quality and compound of the rubber more than makes up for the hike in weight. In downhill terms, as they were meant for, they are actually a relatively light tyre. They feature thick steel beaded side walls which help prevent pinch flats. The rear tread pattern definitely lends itself to trials because of the central knobbles being very deep and well spaced to get solid grip on slippery rocks to park benches.

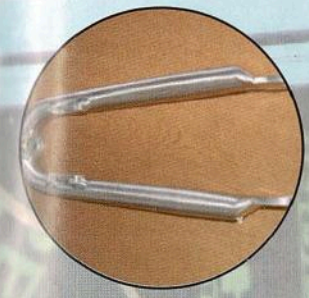
Verdict An Excellent quality tyre that lends itself favourably to the sport of trials
Weight 2.45: 1125g 2.25:805g
Price Check £27.99 (each)

WhiteHurst Carbon Cassette

No high end bike would be complete without a bit of carbon thrown in, that's why we opted for WhiteHurst's carbon cassette. Owned by Matt Tongue, Whitehurst specialise in producing very trick carbon gizmos to give you that extra bit of street cred. The rear cassette comes as 5 hand milled cogs which await spacers and a 17 tooth steel cog as the driver. Carbon isn't really ideal for the composition of a rear cassette due to the amount of stress created by the chain but most people invariably don't use all 6 gears anyway so having just one steel cog as the driver does the trick, saving you a few grams in weight. These are ideal in competition riding as the rules state that you must have at least 6 working gears, the carbon cogs will please the officials as working and moving parts, we just wouldn't recommend using them during the comp itself.

Verdict Trick carbon bits
Weight 16.7g
Price Check £75





Zoo Forks

As we have just reviewed these forks we thought why not add them to our ultimate bike. Light weight, great looks and tough, read the review in this very issue for more info.

Verdict must have forks
Weight 650g
Price £90

Face Face Deus Stem

Once again, check out the full review in this very issue. If you can't be arsed then here's a very quick round up. light weight, top class finish, opposing steerer clamp bolts, bar clamp lips.

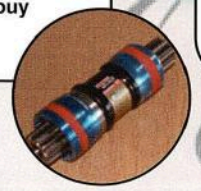
Verdict Nice piece of kit!
Weight 160g
Price Check £64.95



Race Face Signature Series Ti Bottom Bracket

As used by the 2 Mart's, This is the ultimate BB. Labelled by Race Face for XC use, this BB complements trials use perfectly. The build quality is second to none and the Ti axle keeps the weight down to a measly 199g. All parts are removable and easily serviced and the bearings are as smooth as silk.

Verdict The best BB money can buy
Weight 199g
Price Check £115



Shimano Dura Ace Rear Mech

As with most trials suitable mechs their original application was for use on a racer. The Dura Ace is no exception. It's short cage and light weight make it ideal for riding trials. It Features sealed bearings in the pullies and has a nice smooth and accurate movement. But as with all mechs, one bad landing and you can kiss it goodbye! We could have chosen pretty much any racer style mech but this one leads the way.

Verdict Shimano's top class mech.
Weight 195g
Price Check £64.95



Race Face Thermo SP Headset

Another high end product from Race Face comes in the shape of the Thermo SP.
Not their most expensive but for trials use this headset fits the bill. It's not amazingly light but you need something solid to keep the forks in check especially if you are a heavy lander. Once again the quality and finish of every part of this head set begs for you to look at them in fine detail. Silky bearings, expertly crafted.

Verdict Definiteley earns it's place on our ultimate bike.
Weight 144g
Price Check £99.95



Shimano XT shifter (9sp)

For out and out reliability we choose the XT shifter. Not amazingly light but a tough build and hard wearing materials made this the obvious choice. Already proven for it's accuracy and sweet shifting we couldn't go far wrong with the XT.

Verdict Why not?
Weight 142g
Price Check £45



FRAME??????????????

We are keeping that one a secret.
You'll have to get along to the Bike Show to find out!



RB Designs Hydraulic Brake Lever

We didn't want to settle for our standard HS 33 levers, instead we opted for RB's Ergo 1F carbon levers. Some may say they are a bit over the top for brake levers but who cares, this is supposed to be the ultimate bike!
A carbon clamp houses a fully adjustable piston and single digit lever. The lever is made from light weight but strong alloy and is cleverly designed with a scoop like shape at the end for ultimate one finger braking. The adjustment screw has lots of usable movement and is simple in its construction and is fully visible so you know what's going on internally. The piston is all ready to go to power your Hs 33, just connect the tubes and you're off. The whole thing has a feel of quality and looks like someone has spent a lot of time in its design and construction.

Verdict Maybe over the top but still a masterpiece
Weight 78g (each)
Price Check £63 (each)







Middleburn **01420 520227**
DMR (Upgrade) **01903 816333**
Zoo (NSE) **07000 442232**
Chris King (Evolution) **0208 2900807**
Hutchinson (Extra) **01933 672170**
Whitehurst **07747 022815**

RB Design (Super Cycles) **0115 9411133**
Shimano (Madison) **0208 3853443**
Magura **01580 837195**
Race Face (Silverfish) **01752 313253**
Hope **01282 851200**

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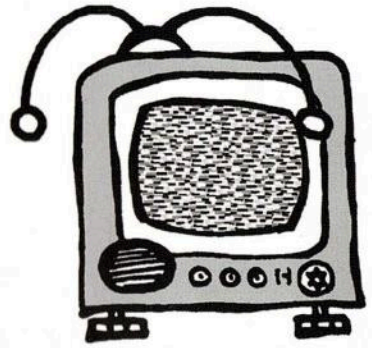



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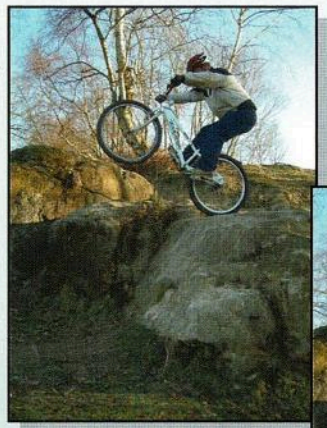
TELLS YOU HOW *THE DROP OFF*

If you wanna learn trials you gotta learn the drop off, its that simple!

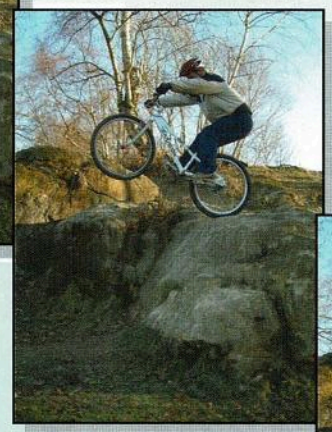
This technique is used when the drop is too high to roll down to the front wheel safely.
To get started you will need to find something like a curb or a very low wall, i know it ain't high but its the safest place to make your first attempt.



Before you begin this essential trials move you will need to be fairly confident on the back wheel, by this we mean being able to keep the back wheel where you want it to be.



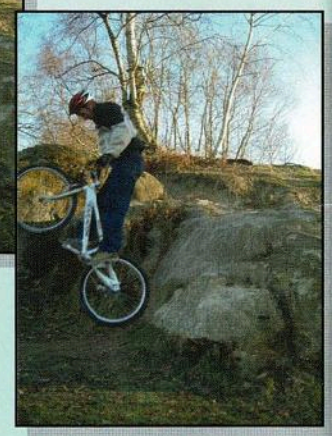
1. roll to the edge and get onto the back wheel. Make small hops forward to get right to edge, don't over do it!



2. once safely at the edge of the drop, keep your good foot forward and lower the front of the bike towards the drop.



3. As your front wheel becomes level with the back wheel, release the rear brake slightly and put in a small pedal stroke.



4. As you start to drop you need to extend your legs ready for ground impact, as soon as your rear wheel touches terra firma bend your legs and arms to soak up the impact.

As mentioned before, don't get gung ho! and try and impress your mates by dropping from huge heights on your first go, you will damage yourself! keep it small, just to get the technique and the feel right then you can go higher as your confidence grows.
Oh yeah, always wear a crack hat!

NEWS

Who's going MAD!



VIDEO

Well it looks like the MAD products are going on hold for the Bike show, but what will be available is frames and forks at very favourable prices, as well as the chance to buy the new MAD video direct from the BTM stand. Book your tickets now!
0870 902 0444

MAD have resigned a deal with MET helmets, and the guys will be receiving the first new batch of 2003 Anaxagore direct from the factory in Italy, MAD will be the first Team to use the redesigned helmet which features a lower neck moulded construction for better protection to the back of the head.

BLOC are new for MAD and are coming on board with a range of stylish glasses for the guys, some for riding and some for just posing, full report in this mag at a later date. Schwalbe tyres, are keeping on board with MAD for 03, and all of the team are currently putting the new soft compound Space through its paces. The guys are also running Little Albert soft compounds on the front, great grip and great value!

TAYA Chains have been a keen supporter of the Team for a year now, and no change to that for 03, except the Team get to play with a nice selection of goodies, including the lightweight Pro Super 92 S/S.

SPONSORS FOR 2003



Now that Giles and the webmaster have finally got their monthly meetings sorted out (thanks to the Five Bells PH!) the website is now updated on a monthly basis, that's the place to go for news of upcoming MAD events and shows.
www.m-a-d.co.uk

RIDER *NEWS*

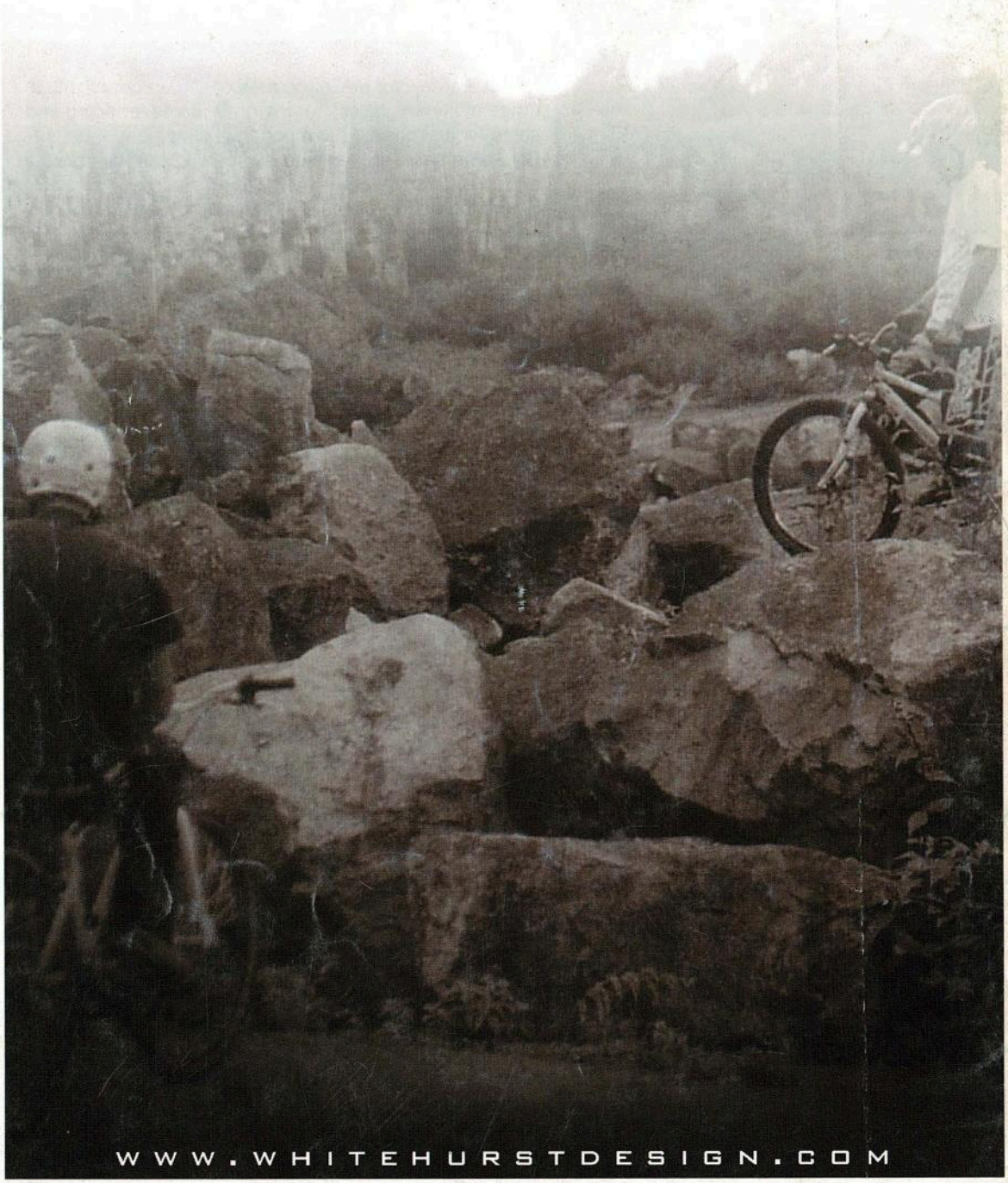
One of the not so well known riders on the Team Jim Faulkes has just come back from a photo shoot with Tom for MBUK over in Val-Des Air in France, Jim got of to a flying start on the slopes, mixing it with one of the top French stunt skier's, check out Jim's hair burning antics in the MAD vid!
The rest of the line up so far for 2003 looks like this

Tom Newbold- Demo rider and the odd comp.
Chris Towes- Demo rider and a few comps
Simon Harvey- Compo rider with the odd demo!
Jim Faulkes- Demo rider and main jump operative.
??- a rider selected from the final of Hop Idol at the Bike Show, exclusively for Demo riding.
??- another rider from the Show, to be used mostly for comp riding.
??- One place still up for grabs as a demo rider, Giles is busy sifting CV's and watching rider videos as you read this. Think you got what it takes to make it on a pro Team, drop your CV and vid to MAD HQ then!

DON'T FORGET TO CATCH MAD AT THE BIKE SHOW

Take a trials masterclass or just mill around with the rest of the MAD team

WHITEHURST



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