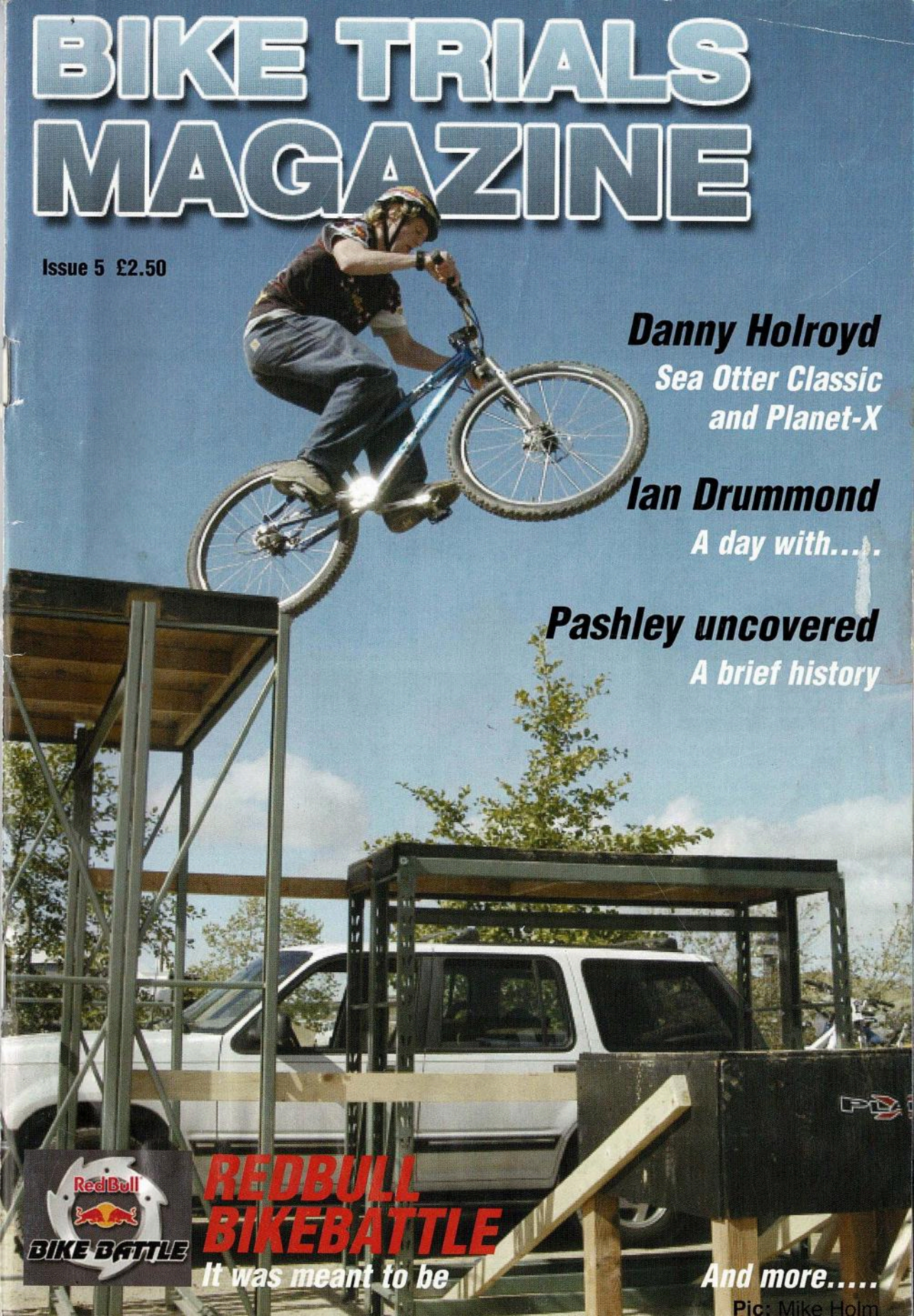
BIKE TRIALS MAGAZINE

Issue 5 £2.50



Danny Holroyd
Sea Otter Classic and Planet-X

Ian Drummond
A day with.....

Pashley uncovered
A brief history

REDBULL BIKEBATTLE
It was meant to be

And more.....

Pic: Mike Holm

BRITAIN'S ONLY DEDICATED BIKE TRIALS MAGAZINE

What's inside... Issue 5



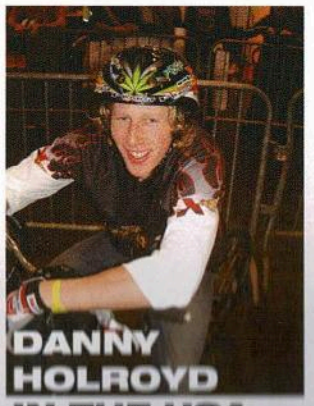
TESTS



PASHLEY UNCOVERED

REDBULL BIKE BATTLE



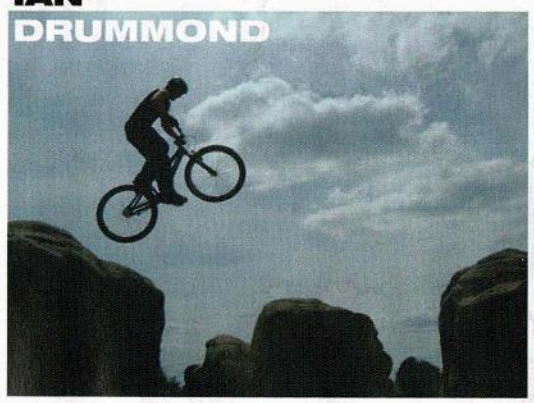


DANNY HOLROYD IN THE USA



FIX IT

IAN DRUMMOND





READER PROFILE DAVID SPROAT



NEW LOOK

WORDS FROM THE ED

Issue five has a new look! We've done away with all the small stuff and we're giving you more of what you really want, **BIGGER** pictures and **MORE** action!
In this issue we caught up with Danny Holroyd to find out what he thought of his recent trip to the USA while Diamond Back rider Ian Drummond takes us on a trip of his own. The Redbull Bike Battle finally gets it's day and all the action is right here in these pages. You will also find the usual stuff, How To, Fix It, MAD, Product Tests, all in their new and beautiful guise. I guess we should apologise for being slightly late again? Although it wasn't entirely my fault, computers have a lot to answer for! They're amazing things when they want to be but they can really piss you off the rest of the time. The fact is your reading this so we must be getting something right!
Christmas is almost here so don't forget you can subscribe to us for a measely £15 for a year and have your copy delivered direct to your door. Saves you having to waste time riding to your nearest bike shop and have more time riding trials.

FAIRLY USEFUL NUMBERS

Saracen	01926 437700	Animal	01929 556500
Silverfish	01752 313253	Upgrade	01903 816333
Curtis Bikes	01225 759222	Fox	01914876100
Brisa Bikes	001 2485600199	Freeborn	01403252566
Bikedock	0845 0625500	Hope	01282 851200
Oakley	01462 475493	Howies	01239 614122
Fisher Outdoor Leisure	01727 798345	Raw Experience	0131 4402010
Planet X, on-one	0796 7673709	Leeson Bikes	07966 529057
Black Diamond	02072404071	Madison	0208 385 3385
NSE	07000 442232	Magura Brakes	01530 837195
Giant Cycles	0115 9775900	Middleburn	01420520227
HotWheels	01202 424945	Pace	01751 432929
Cyclesport	01476 574268	Pashley Cycles	01789 292263
Chilli Video	01624 640013	Sunn	0845 6015359
Evolution	02082900807	Team Teknik	01622 765065
Windwave	02392 521912	Tyke Trials	01729 850453
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ISON	01223 213800	Extra UK	02074316443
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Mission Cycles	01732 849666	Mavic	01908 526660
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NEWS

Brisa Faith

Starting from August 1st Brisa Bikes are changing their warranty policy on several of their newer products.
As a sign of faith, they are putting their money where their mouth is and offering the following warranty extensions....
Two Years on 2004 model B26D and B20D Frames, two Years on the Elite Fork, five Years on the Evo Carbon Bar, a Lifetime guarntee on the Elite Bar
and Stem and five years on the Pro Stem.
If anyone ever doubted Brisa's commitment to customer satisfaction before, this should put 'em straight!

Official Results Site

From the beginning of July www.biketrialuk.co.uk will be the official web page to get all the latest results from the British Championship rounds. It will also give details on how to set up your own trials club and if you want to check out the rules for any reason they're up there too as will be news and pictures of the world championship rounds. A full list of contacts will also be available.

BIU round cancelled

The Japanese round of the worlds will not go ahead due to the SARS virus. After long talks it was decided that it was too risky to hold the final round.Preparations are being made to arrange a new venue as we speak.

New T models from Base

After a breif quite spell British born Base Bikes are back with two new models, the T19 and T20. As their names suggest the T19 has a 19' competion rear wheel and the T20 is a pure 20'bike. The geomotry stays the same as their TA model but the down tube is now round instead of square to reduce excess weight. Both bikes will be specced with much the same build as before with the exception of an ISIS Truative BB. The T19 will be available in brushed metal and black and the T20 in pearl white and gunmetal grey. The release date is likely to be sometime in October but they are taking orders now so if you want one before christmas i suggest you get dialling Base 01723 507332

Fort William Trials event cancelled

Due to a lack of rider entries the British Cycling Trials Trophy that was due to take place at Fort William along side the UCI's World Cup Down Hill was scrapped in the hope that next year they will have more time to promote this brand new trials event. This is the first time the British Cycling Federation have been directly involved with trials and they've no intention of giving up because of this setback!
So keep an eye out for possible trials events being planned by British Cycling next year.
www.britishcycling.co.uk

BRITISH CYCLING



Serious about trials

Cycles UK have just announced a newcomer to their cycle range in the form of French owned Koxx Bikes. Cycles UK are one of the largest chains of cycle stores in Europe and have made the bold decision to get serious about trials. They will be stocking the entire range of Koxx throughout their stores, you could even nip into Harrods and pick one up! (They have a store there too!)

They also stock - Cannondale, Muddy fox, Marin, Kona, GT, Dawes, ClaudButler, Hoffman, Mongoose, Haro, Shogan, Fox Clothing, Animal and Go-Ped.

You can get 0% finance on loads of stuff and they offer a price matching service so you get the best deal possible. They also have a wheel building service that's second to none and are members of the ACT so you know you can trust 'em.



Hans Rey on film

The legend that is Hans 'no way' Rey is due to release a one hour vid covering his amazing career riding bikes.
You can guarantee there will be plenty of trials on there and probably some of his worldwide trips. Hans told me he was trying to get Peter Fonda, from the film Easy Rider, to narrate the film.... Sounds interesting! It should be out this summer. Check out www.hansrey.com for the latest news.
He also let slip that his long term sponsor GT will be releasing a couple of new 20' mods at the end of the year.

Ashton/Hawsie Mania

You think that 2 of Britain's most famous riders are popular over here? In Japan, they are treated as celebrities. Martyn Ashton and Martin Hawyes have become house hold names in the land of the small people and are regularly confronted by blubbing Japanese girls who just can't get enough of that good ol' English humour and those well worn looks (they obviously like their riding too!)
Martin has been given an invite to the Tokyo Bike Show with an all expenses paid trip staying in a plush hotel for 10 days and all the Sushi him and his girlfried can eat. It's a hard life being a trials rider!



Magura go their own way

From July 1st Magura will be known as 'Magura Bike Parts UK Ltd'
after taking the decision to lose all its currrent distributors and sell direct to Bike shops. The reason? A spokesman for the company told us. "We took this decision because we felt we were losing control of who we were selling to and our backup service was being affected, now we can keep a closer eye on the market and give our customers the back up service they deserve"
They also told us about their aims to attend more bike events in the future and increase the development in their bicycle parts sector.
So look out for big things from Magura Bike Parts UK Ltd in the coming years!
More info www.magura.co.uk

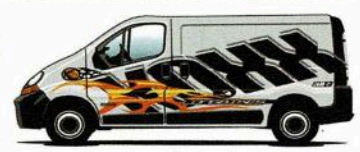
MAGURA

New Wheels for Koxx

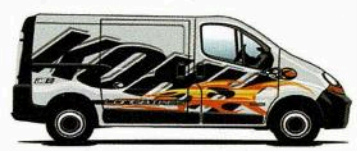
Koxx, known for their 'out there' image have just taken delivery of their
brand new Renault team van. Their head designer Pedje always manages to come up with goods when it comes to making Koxx look like something a bit different from the rest, and this work of art is no exception.
You can expect to see this mobile graffiti wall at all the world rounds
this year as Dominique and his boys continue their dominance at the top of the leader board.
Let's hope they don't scratch it eh?!











NEWS

Sneek peeks at Monty line up

We got hold of these pictures of the new Monty range being tested at a comp in Poland.
Trials' oldest bike manufacturer will be releasing two new Hydra models and a couple of new Ali models later this year. You may also remember that Monty produced tar in a can? Well, due to popular demand it's now back in the shops after production ceased because of problems with tar bunging up the spray nozzle.
For more info www.monty.es



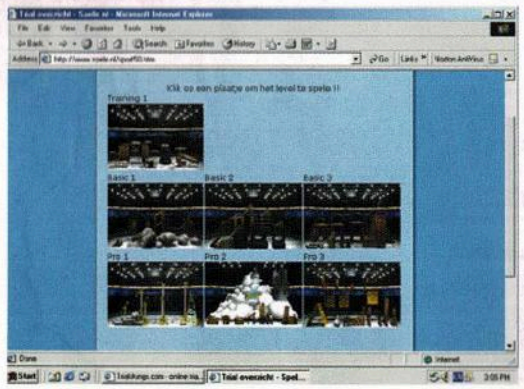
TIBO Ti

Planet-X rider Thibault Marriaux has been testing out a new limited edition Ti frame. Although this prototype will be under the banner of On-One, the frame and fork combo will have a definite comp edge to them to suit the riding style of 'Tibo'.
They are only expecting to make a short run when they go into production and with a price tag of £799 you're unlikely to see many of these roaming the streets.
All the same this is a bold step for owner Brant Richards, showing his commitment to investing into all forms of trials.
Check out www.on-one-bikes.com



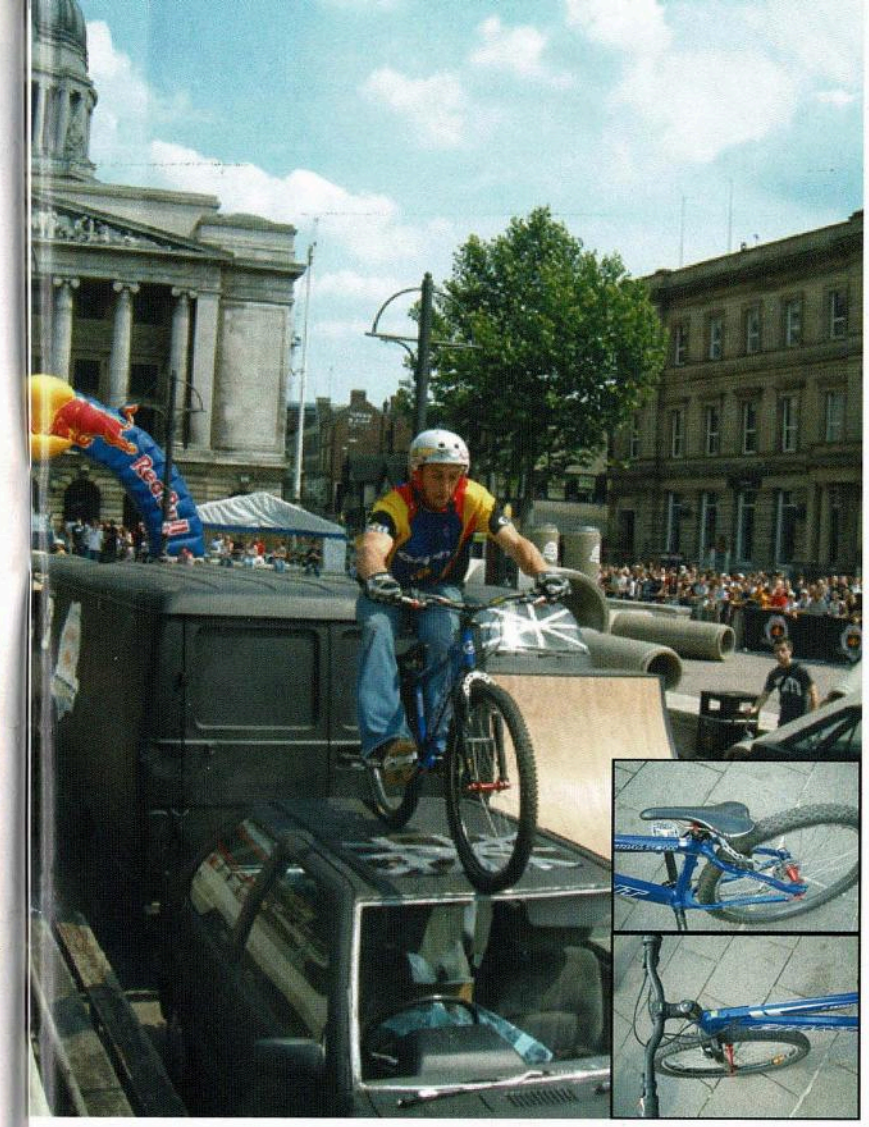
Changes at Middleburn

It's all change at top engineers Middleburn, Andy Mcdowell moves on and in comes Matt Starey to take the helm. If you were'nt aware, the Middleburn factory not only produced lovely bike parts but also boring stuff relating to guns and stuff. But now they have dedicated half of the machines to just knock out bike bits.
With Matt's arrival comes a new looking website which is www.middleburn.co.uk
Matt let us in on his latest project which comes in the form of a Titanium bashguard! His words "The ultimate trials guard, tough, light, everyone will want one"
We will hopefully be getting some more info when it becomes available, if you can't wait then just check out the site for updates.



New levels

In our last issue we told you about a smart trials game downloadable from the net. That version only had the one level that was free and the rest you had to pay for. We thought that was harsh so we looked a bit deeper and found all the extra levels totaly downloadable and totaly free from a different site. Visit www.spele.nl/sport33.htm go to the sports column and click on trial to get every single level for nowt.
There are 3 basic levels, 3 pro levels and a right bastad level that will take you ages to get your head round. Worth every penny!



What's Hawsie up to?

If you were at Fort William back in May you may have seen Martin filling in for Martyn Ashton on the Animal demo rig. As Ashton's back goes through the recovery process after his heavy fall earlier this year, Hawsie very kindly took over the duties of show boating in front of the massive crowds. "Martyn felt that his back was still a bit risky so he asked if I would fill in for him, I obviously said yes, he would do the same for me"

The SARS virus is also causing havoc with the development of Martin's new signature frame. "Most of Giant's manufacturing is done in the Far East, and the SARS bug has slowed down the whole process due to the tight control of all shipping goods going in an out of the country. This means we are expecting a release date of around September instead of in the summer as first estimated.

Martin also told us about a new video that he, Edd Tongue, Kurt Brain and Martyn Ashton have been working on for the past few years. To be called 'Archive One' it will feature road trips, competition rounds and just general arsing around. It should be in the stores around Christmas.

Fresno gig cancelled

Due to a lack of sponsorship, the final round of the UCI has been cancelled.
The event organiser of the round that was to be held in Fresno, USA, told us that because of
the current financial position in the US, they had no choice but to pull out.
Although all is not lost, the event organisers may plan to return to Pra Loup, France, to hold it there instead.

New Video

DannyHolroyd is currently putting together a vid of himself, Adam Burns and Dave Finney. Luckily, Danny knows a few people in business who have agreed to help him out in the design and make-up departments.
You will soon be able to log on to the video's very own website giving you the chance to see previews and ordering info. Danny also has some musical friends so expect a very personalised sound track. The vid should be out sometime in November and the site will be up early September. As yet it is nameless but I'm sure we'll hear something soon.



NEW SPANISH METAL

221 X-Lite 'Ti'
Two of Monty's new line up for 2004 have been released somewhat before their official release date. The 221 Ti X-Lite and Monty Urban have somehow made their way to shops ahead of the rest of the new range.
The 221 Ti 20' mod is a pure comp bike and is currently being used by Monty's world cup team. The unique thing about this bike is that it uses their new 'SSS' system (Stop Steering System), which is incorporated into the head tube to stop the bars spinning past a certain point and snapping the brake tubes. The frame itself features a new look
curved top tube and down tube which they claim act like a Shock Absorber when making big drops.
Monty have also integrated a rear booster and designed a CNC brake lever for better response and
feel from the Magura's.The 'Ti' version comes with one off Titanium spokes and assortment of weight saving bolts. The emphasis on this build is definitely keeping weight to a minimum and at 8.5Kg this has
world winner written all over it.
The expected retail price will be around £1500.





Monty Urban
The Urban 26' is Monty's first real attempt at hitting the street market. The frame takes the same shape as the new 221 but has extra gusseting at all the main stress points. It's made from 7005 T6 Aluminium and comes in various finishes. Monty have also produced an Urban stem and Fork to go with it. The fork is from 6061 and has a much beefier look about it as does the stem. They have put a very reasonable £143 price tag on the frame but the fork comes in at a rather pricey £116 and the stem at £25

For more info 01423 772885

DONEY'S NEW RIDE





Revell break into trials
You will probably have heard of Revell Bikes from the BMX/BSX scene. Anthony Revell the owner and former top bod in downhill has teamed up with Robert Doney and son Chris to produce their first ever 20' trials bike. The connection of this unlikely pairing came about after Chris's mate who rides Motor cross, put Chris and his dad in touch with Yamaha's co-sponsor Revell Bikes and suggested they build Chris the very first 20' Mod bike for him to ride in his busy competition schedule.
The result is now a complete bike that Chris is currently testing at the world rounds to iron out any gliches before it goes into production properly (although they can be built to order at the moment)Revell are fully backing Chris and Robert and have become the successors to his former team Megamo. The bike is a very sweet looking thing. With a definite Megamo look and feel but customized to suit Chris's riding style.The frame weighs in at a mere 3.3lbs and has 'straight from the jig' welding which gives it a look of Curtis quality.The back end has been hacked down and the BB lowered to give it even more of a comp setup over Chris's previous Megamo.There's also news that when Chris and Robert return from the champs they plan to get their heads down and whip up 26' and 24' versions to really get the trials world talking.



Durgen Fork
Little known UK based fork and frame builders Durgen Designs are busy finishing their latest fork to be named the 010 to follow on from the 090. Most of this fork has been under the CNC which gives it a very distinctive look. We don't know much more about it than that other than it looks like it was made in another space age.
More info www.durgendesigns.com

FIRST

We caught up with Brisa President Roger Rodriguez at the bike show and he filled us in on what's happening at camp Brisa

What can we expect from Brisa for 2004?
Our 2004 line of products is better than ever. We are working extremely hard to make the very best products to withstand the extreme bikers out there. Products that demand strength and performance. It's not about points to us, It's about quality, safety and let's not forget style. We have our own style and we know it shows in everything we make. We'll always try to be not only different, but better than our respected competitors, just like our professional riders. It's hard for me to go into detail on all of our '04 products, but one thing I can say is that we will have it all spilled out in our website as soon as all the pieces of our product line come together.
At this moment we are more determind than ever to prove to the world that we have come along way from when we started. Brisa Bikes and products today can't even be compared to Brisa Bike products from two years ago. No way! We Travelled the world to find the best manufacturers to produce our stuff and just this month as a sign of faith we have dramatically extended our warranties on every single Brisa product. We are nearly reaching perfection and with warranties like lifetime on Elite handebars and stems everyone will know that we are not messing around! That is only the beginning to our aggressive marketing strategy...

What's the real hot news?
We are developing a Jumping/Street/Part frame that will be called the B26J and will be Made in the USA. It will come with a two year warranty and sell for around $600.00 in the US. Our Jumping frame will have very specific geometry suited for parks/street and jumps. We will later come out with a riser bar and stubby stem to go with it. We love Trials and all sorts of Extreme biking so we feel this new frame is a good move on our behalf. Plus the MTB market is huge and many Trials riders are riding street nowadays.

The word is that you have some things going on in the UK in the near future, what are you planning?
We've said many times before that we love the UK scene and the UK is very important to us all. All indications showthat we'll have a second Brisa Dealer in England and one that deals only in trials and shares the same passion as we do. If everything works out between both of us, we'll have a better supply of products in the UK, an additional place to buy from and offer sponsorship support to a few talented riders out there. That is what we've been missing all this time. But there is a right time for everything and our current dealer Bike Dock has always been there for us through the good times and the bad. We have deep respect for Bike Dock and we'll always want to do business with them but it was time to find a passionate pure trials company to boost Brisa in the UK like we do here in the USA.>>

How's Brisa's UK team shaping up?!
Everything will depend on this new UK importer we are talking to. They already sponsor several top riders and we know for a fact that a couple of them want to ride our bikes. So time will tell who will officially ride Brisa in the British rounds and perhaps world's. Dan Peppin is a talented expert rider turning pro that has always been a huge fan of ours, and we'll definitely do everything we can to support him through our new dealer if it all goes down like we're hoping!



POLISH PLEASURE

RAVen 4
Hot off the Polish press is this rather tasty looking frame called the RAVen 4, named after its designer and builder 'RAV' who incidently is a part of the Polish Bike Trials Association.

From first looks it does have an air of Koxx but looking a little closer it has a grooved plate welded on the under side of the down tube, pressumably to minimise damage from heavy knocks. The rear drop outs also look at bit different from the norm with a simple square design.This build comes with disc mounts and canties but is also available with 4-bolt mounts.
Spec....
Wheelbase: 1040mm
Chainstays: 380 mm
BB: 5mm rise
Head Angle: 72
Weight: 2000 g
Material: ALU 7005 T6

Rav told us that he has found a distributor for the UK but can't disclose who it is at the moment, but the frame is expected to be out in about 2 months time. There are a load more pictures if you visit www.bt.1000lecie.pl/images/topics/sklep/raven40/index.html
or if you want to know more on ordering or prices you can email Rav rav@extremesport.pl





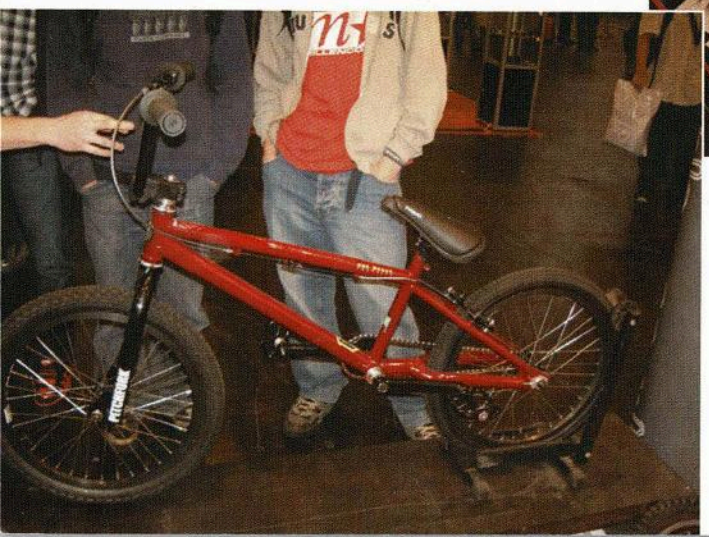
FIRST

PASHLEY PANACHE

Pashley 26Ghz
The 26GHz is set to be Pashley's replacement for the legendary long serving 26 MHz frame. To say it's got a lot to live up to is an understatement - for four years the Pashley has been one of the most popular frames around. With the old design looking distinctly dated compared to the new breed of frames, Pashley have set out to prove that they can still produce cutting edge trials frames. The new frame was on display at the show kitted out in a full Pro-build featuring XTR and Chris Kings all round. The frame itself features a unique dual seat tube configuration and a BB yoke assembled from laser cut plates. The old nasty canti bosses have gone and have been updated with the much more suitable 4 bolt mounts.
Pashley are keen to point out that this is still a prototype and that the frame is still in development. Once a second set of prototypes have been tested the frame should be available by late summer. Expect a full review when this baby hits production.







Pashley BMX
Also hot from Pashley is the Kye Forte Signature BMX. Being tested by team rider Kye at the moment and due to be in the shops by November with a price tag of around £349 for frame only.

WEB

In the land of www dot, it's amazing what people get up to.....
This was a recent conversation on the legendary trials-forum.

FORUMS FINEST

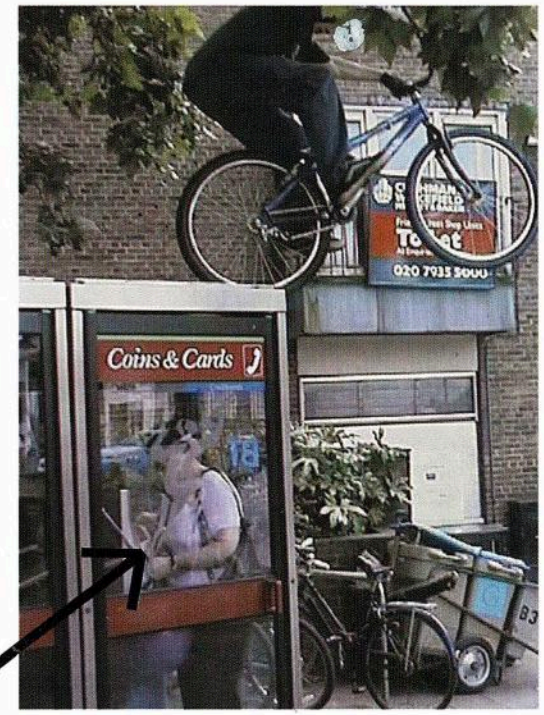
Planet-x street
Er yea, on the recent Guildford ride I dropped off a phonebox with a woman inside it!!! She went crazy afterwards and soon after that the pigs turned up.

Gapking
she don't look that bothered.

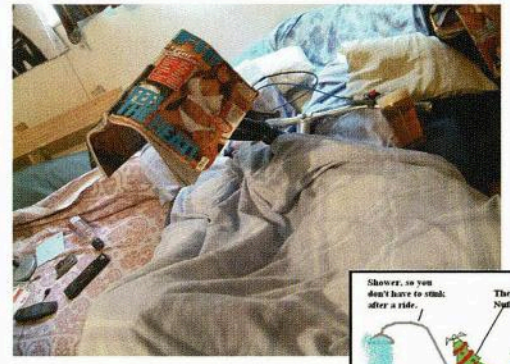
Planet-x steet
Well she seemed to be after a few mins! She got out of the phonebox all flustered, then suddenly started shouting!!!

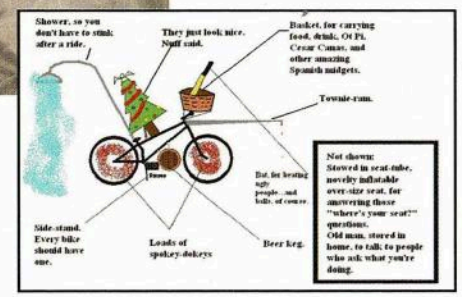
Zebdi trials
haha nice one!

Tox
Hahahahaha , that's class !!!



Picture chat
Not content with just cyber chat? We also found this little comp running on the Trials-Forum.
Basically the guys behind this well used chat site hit the 1000 member mark and celebrated by letting people enter a picture comp to win un-named prizes.
To enter you had to dress up your bike and set it up in a stupid scene. These were a few of the entrants. All copyright goes to those who submitted these fine works of art (sorry we don't know your names)





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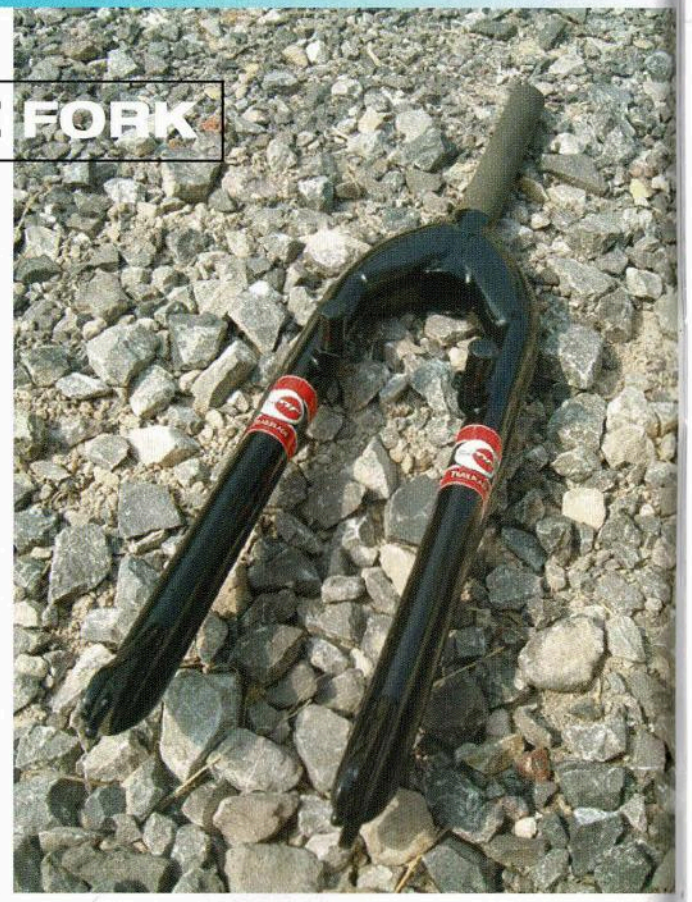
DMR TRAILBLADE FORK



Say goodbye to the Sidekick and hello to the Trailblade. This is DMR's successor to their classic rigid that will be their new flag ship trials/jump fork for 2003/4. There is very strong BMX influence in the design and build of this ultra stiff fork. It's made from super tough 4130 Cro-mo and features a one piece machined steerer tube. Disc mounts come as standard with the option of having canti bosses. 6mm thick drop outs and external ridges that run down the length of each blade make this one of the toughest forks on planet earth.

There are also huge gussets at the crown to add to the strength. The Sidekick was a fairly popular fork amongst trials riders due to its robust feel, but with that robustness comes some serious weight issues. Most riders prefer a light front end but opted for the Sidekick because they new they weren't going to break it in their lifetime.

TheTrailblade will most certainly be bought for the same reasons, lastability before performance. It weighs in at roughly the same 1.6kg but costs £20 more. We guess this is because of the reinforcement ridges but will potential buyers be happy with this price hike? Either way, it's an amazingly tough piece of kit that I defy anyone to break. Fitted, it does feel rather on the heavy side but once you get used to this extra weight things aren't so bad, and you know you've got a fork for life (or until someone pinches it!)

Verdict:
Stupidly rigid and bloody heavy but once you try one you'll be the best of friends.
Worth the price hike? only you can decide.

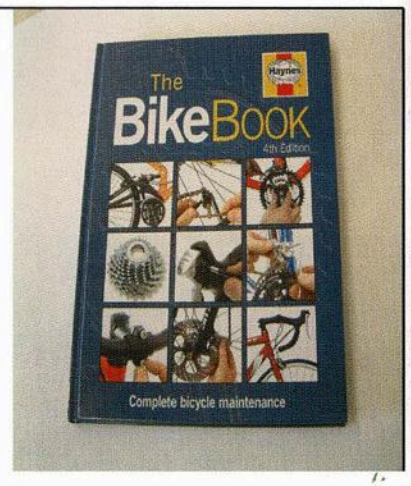
Available from Upgrade 01903 816333
Priced at £79.99

Haynes bike maintenance manual

If you struggle to keep your bike up to scratch then the Haynes maintenance manual will probably come in useful. More commonly associated with things with engines, Haynes have sprouted into things without. It's fairly in-depth and does cover most common bike ailments and it does so in an easy to understand format. Ok for the amateur but a bit simple for the semi experienced, but then again, there isn't that much to a push bike is there?

Verdict:
If your crap at fixing a broken bike then this is the kiddie, otherwise just ask a mate to fix it.

Available from all good Cycle and book shops



ARMOURDILLO DOWN TUBE PROTECTOR





Gone are the days of wrapping an old inner tube around your precious frame, Armourdillo is the good-looking remedy every trialster was looking for!

Every trials rider knows how easy it is to land heavy on a down tube and if the landing happens to be a rock or similarly hard place then your frame could well be heading to an early grave. This is where the Armourdillo comes to the rescue.

This simple device wraps snugly around your down tube and soaks up those badly timed landings (or stacks). The main body of the Armourdillo is made from the same material they use in wet suits which I am informed is called neoprene, it's very stretchy and hard wearing and it grips well on smooth surfaces. The Armourdillo's main defence from the hard stuff comes from the 6 replaceable high impact plastic rods inserted down the length of its under side, which is protected again on the outside by a nylon weave to keep the rods firmly in their place.

The whole package is securely fastened to your down tube using Velcro strips, which wrap over the top of the tube.

We got sent one of these a month or so ago and couldn't wait to go out and give it some stick, my only real concern at the time was how well the nylon weave would hold up to being pounded on sharp rocks and such like, and after 5 solid days of use and hundreds of deliberately bad timed drops the nylon was beginning to show signs of wear and did expose some of the rods beneath. On the plus side the rods themselves stood up well and had no sign of any bends or cracks.

I was also amazed at how well the neoprene grips to your frame, as there was no hint of movement even when it was being pounded from within an inch of its life. I spoke to the creator of the Armourdillo, Robert Lawson, and he told me he was aware of the weakness in the nylon weave "It is only in a prototype stage at the moment, my test riders have spotted this problem and the nylon will be replaced with a much harder wearing material when it goes into production"

Verdict:
Overall, the design and application of the Armourdillo is superb, and when the nylon weave is sorted I could see this being a trials riders best friend.

Priced at £22
For more info and ordering visit
www.armourdilloproducts.co.uk or 07763 739915



Michelin Hot S tyre

Michelin certainly know how to produce a good set of rubber and the Michelin Hot S is no exception. As with most tyres, they are aimed to cope with the more popular types of riding i.e downhill, cross country etc. The Hot S falls somewhere in between the two as it gives excellent grip but at a cross country weight. It also has real beefy side walls and great shock absorbtion to reduce nasty pinch flats. The tread pattern is pretty class too. Self sharpening central blocks keep the grip constant even after some lengthly use and the front end also benefits from the extra grip which you can really feel compared to some other tyres. I don't know if Michelin were thinking 'Trials' when they produced this blinder but it fits very nicely into the 'trials' catagory.

Verdict:
Michelin's new 'Trials' tyre. If you're serious about trials, this should be your next purchase.

Priced at £35
Contact www.michelin.co.uk for nearest stockist

ON TEST



Met Anaxagore 2 Helmet

Another favourite of the MAD team is the Anaxagore helmet from Met. You can't be to careful when choosing a crack hat and Met are always a wise choice if you want to keep the grey matter from taking knocks. The Anaxagore takes its name from an anciet Turkish Philosophist, I'm not entirely sure why but it has something to do with the invention of the wheel! This helmet features Met's Safe-T evolution fitting system which comprises of 3 tension points, 2 at the sides and 1 on top. A simple adjustment at the back and the points tighten around your bonce giving an amazingly snug fit. A couple of well placed pads at the front keep the sweaty stuff away from your head and for the style concious rider it comes with a removable peak for that aerodynamic look. The construction of this helmet is, according to Met, slimmer and lighter but with increased reistance. Light it is at just 270 grams you hardly know it's there, as for stength only time will tell but on first impressions it feels like it could take some heavy knocks.

Verdict:
A light weight lifesaver that feels like you ain't wearing it.

Available from MAD
01322 660660
Priced at £54.95



Gusset stem

Another offering from ISON that got put at the bottom of our test pile is this fancy tubular stem. With 15 degrees of rise and 90mm in length this is in trials geometry territory. With a no thrills label this is at the budget end of the scale as far as stems go but has got beef in the right places to make it trials worthy. The clamp steerer bolts aren't opposing like some newer stems on the market but are thickly machined to maintain good clamping pressure. The bar clamp is a 2 bolt affair which seems to grip the bar well enough but there are no interlocking lips to gain a snugger fit but as I said, this a no thrills stem. A nice shiney lacquered finishes it all off.

Verdict:
A good, no thrills stem that works for trials.

Available from ISON 01223 213800
Priced at £34.99

ZOO FORK

Relative new comers Zoo have just sent us these new trial forks. The best way to describe them is light! At 650g they are super light, almost in a different league to anything else. The only forks of similar weight are the Steinbachs from Germany, and they have never really been proven for trials.
Most of the weight is saved by having an aluminium steerer tube and carefully selected fork legs. Often aluminium steerers are just bonded in which can lead to horror stories of them pulling straight out or twisting under force. Fortunately these are welded all the way around the base of the steerer.
They come in either 4 bolt Magura mount or V brake bosses (seen here). The dropouts are pretty standard and this version also had a smart looking disc mount.
Overall these are a sweet fork, but should only really be ridden by light riders and mainly for competition. They will not take years of abuse on street. Strength and weight are always a trade-off, you can't have both. Don't expect these to be as strong as say the Identiti Jury fork, which is almost three times the weight.

Verdict: Immensely light but don't expect it to withstand street punishment

Available from www.eztrials.com
Priced at £89.99

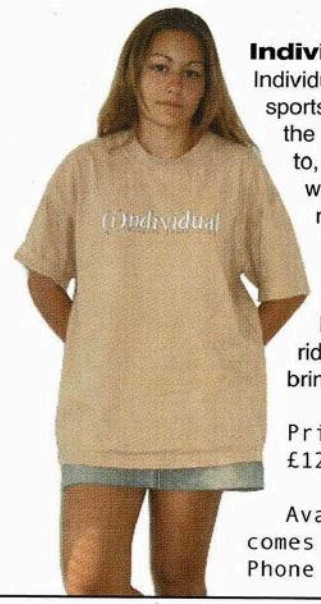
Troy Lee Design gloves XC

Hot off the shelf from Troy Lee Designs are these sweet cross country gloves as used by the MAD team. The palms are well padded and use a tough abrasive material for longer wear time and there are some neat little gripper dots on the fore fingers for improved braking grip. For the real sweaty gits out there, the gloves feature an absorbent pad on the back of the thumb to soak up that furrowed brow. They mould to your hand nicely, are very breatheable and look the business.

Verdict:
If the MAD team swear by them then I'm sure you will

Contact MAD 01322 660660 to order
£29.99





Individual T-shirt

Individual are fairly new to the trials scene but have been supporting other sportsmen and women for a while now. With routes in kick boxing and kung fu, the two wheeled side is something they would like to give some more support to, and sponsoring some top riders like Andre Burton and recent Hop Idol winner Tim Pratt, it seems they know which side their bread's buttered. 'Trials needs to gain a cool image' is their reasoning behing their new range of trials ware.

We got to check out a sandy coloured number. The first thing we noticed was the quality, nice and thick and 100% cotton. The Logo is original and looks the part. All in all a nice piece of kit that would look good on any trials rider. It's also comforting to know companies like these are putting effort into bringing trials to a new level.

Price
£12.50 plus P&P

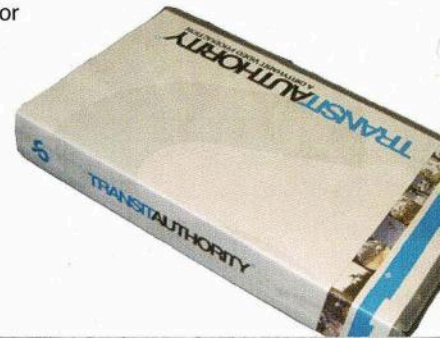
Available in Medium, Large and Extra-large
comes in Black, Navy blue, Khaki, Sand and Zinc
Phone 01628-440983 to order

Transit Authority Video/DVD from Dirty Habit

Dirty Habit's first delve in to the movie market brings us Transit Authority. Rider owned DH whose main line is in streetware have put together a nice compilation of riding. Not specifically trials but there are a few minutes within if you look hard enough. It is predominantly dirt and trail but what there is is good quality stuff and runs along to a funky sound track. If you want a pure trials video then this ain't for you but if you quite fancy a bit of the other then it's definitly worth a view.

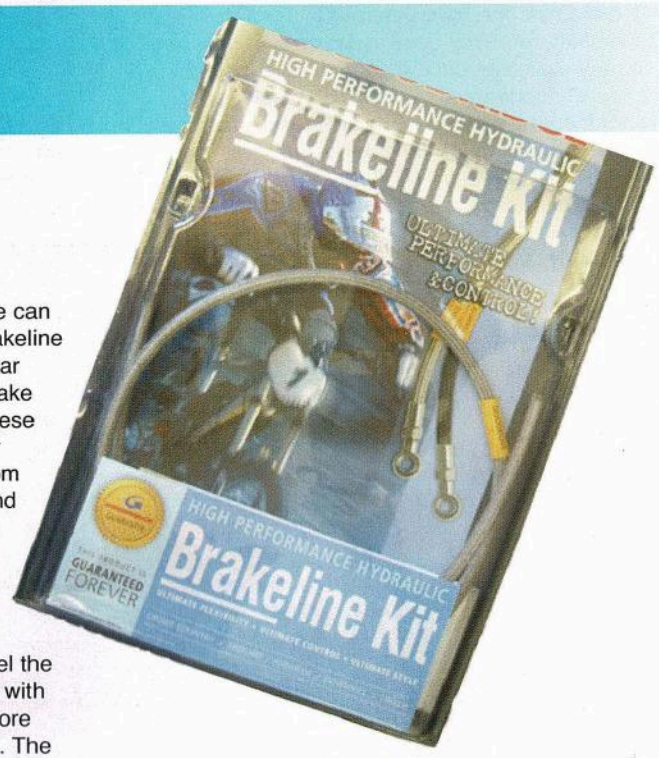
Verdict:
Not pure trials but if you have a softspot for our close friends then check it out

Available from Upgrade 01903 816 333
Priced at £14.95



ON TEST

Goodridge brake hoses



After 30 years in the braking business, if anyone can make a great hose, it's Goodridge. The new Brakeline Kit is basically ripped from a formula one race car and adapted to fit a whole range of hydraulic brake systems. Most of the downhill guys are using these already and they are gradually filtering down for use in the trials sector. They are constructed from a PTFE inner with a stainless steel overbraid and a tough wearing plastic coating to stop the tube scuffing on the frame. Goodridge claim that the main advantage over standard plastic hoses is increased braking power and better feed back from the brake lever. We set a pair up on some Magura Hs33's and straight away you could feel the difference. The levers didn't feel as spongey as with the standard hoses and modulation was also more controllable because of the improved feed back. The stainless steel fitting system is also very trick as it's easy to set up and adjust and looks the business. All in all, these hoses look great and give increased performance over the standard plasic hoses, and with Goodridge's lifetime guarantee this will probably be the only brake hose you will ever need.

Verdict:
The solution for every trials rider's braking needs,comes with a lifetime guarantee

For info and stockists www.goodridge.net
Priced at £19.95 (per hose)



Gusset Pedals

From ISON, makers of the Identiti range, come these not so new caged pedals. We've been sitting on these for a while, without realising it! (hiding under my desk) so we thought we'd give them the once over as they looked pretty useful. Most definitley aimed at the natural/dirt rider because of their gnarly spiked grip but probably just as adaptable to street if you wear shin pads. They seemed to be put well together and had a good solid feel. The main body is cast from steel so they ain't that light compared to some other caged pedals but I guess, aimed at trials and jump use, they weren't designed to be. The only suspect thing is the slightly grindy axle, which is probably down to the low quality bearing but this didn't seem to affect the performance at all. These are stong and well priced pedals so you can probably overlook the slighty disconcerting noise they make.

Verdict:
Good solid pedal, crappy bearing but for the price, not too bad.

Available from ISON 01223 213800
Priced at £29.95

Mission 42 spoke wheel build>>

Mission definitley know what they're doing when it comes to producing bullet proof trials gear and these wheels are no exception. The chunky Maxxis tyres are wrapped round Sumo Coma rims, in either MX15 or the wider MX55 sizes, and then bolted to a 42 hole mission hub, with or without disc compatibility. Mission were certainly thinking rock solid when they put this wheel combo together as the 42 spoke set up gives more lateral strength over the more common 32-36 spoke set up and the Maxxis tyres are verging on the DH side. The hub itself isn't too bad, although the pick up is fairly slack it has still proven a popular choice for alot of trials riders because of it's indestructability quality. To me, rims are much of a muchness, as long as they're strong and can handle the rigours of trials abuse then they're a good buy. The Sumo Coma rims fall nicely into this category. Having a tough as houses wheel build does however come at a price, because they ain't the lightest thing on the market. But if you want strength over looks then these really should take a second look.

Verdict:
Once again, Mission prove they know what they're talking about when it comes to what a trials rider wants from his/her bike.



Available from Mission 01732 849666
Using MX 15 rim - Non-disc £100, Disc £130 (Pair)
Using MX 55 rim - Non-disc £130, Disc £150 (Pair)

PACE RC32 EXPERT TRIALS FORK



Pace have been keeping us waiting on this one and to look at them you can see why.This fork reeks of style and the attention to detail tells you someone has been working their socks off to get this second generation fork geared more for trials use.The first thing that hits you are the reverse brake mounts, in layman's terms the brakes sit behind the fork and not in their usual frontal position. This is something Pace have always done as they believe there is more stopping power available over the standard front brake mounted forks. The steerer tube is in one piece and the fork legs are neatly welded on at an angle so as to maximise the contact between the top of the fork leg and the steerer tube itself.The 8mm thick drop outs look like they're up for the job with an added recess for the safety conscious among us.The choice of 7000 series alloy seems to be spot on, as cosmetically they look like they could be a bit on the heavy side but when you pick them up its amazing how light they actually are.The 4 bolt mount option that we were given comes in a matt bronzey colour with some tasteful decals and the canti mount option comes in matt black. Both come with disc mounts as standard. Before we put these on, everyone was gagging to know if we would get the performance hike that Pace put their belief in, and from squeezing the lever for the first time it felt instantly more responsive and the power showed an increase. It did feel a bit weird at first but when you get used to it, it felt like this was how all brakes should have been mounted in the first place! The theory behind it is fairly simple to understand, rather than the brakes being pulled away from the fork when in contact with the rim, they are actually being forced against it so all your finger effort isn't lost by the brake dragging away. I think that's fairly simple to understand? The length of the fork seemed to be on the longer side but that suits a lot of riders these days and they felt rigid and very confident on high drops. In the weight stakes they fare well, just heavy enough to make you feel you can drop from 50 foot without snapping them and just light enough to think you could ride a comp day at the world's. All in all these forks come up trumps on all levels, smart looks, better braking power (believe me!), robust feel and a sensible weight for a bit of both worlds. They are by no means the cheapest forks on the market but for the money you pay you get a serious fork from a well respected company that knows what it's on about.

Verdict:
If you're looking for something a bit different, this could be for you.
Available from Pace 01751 432929 priced at £89.99

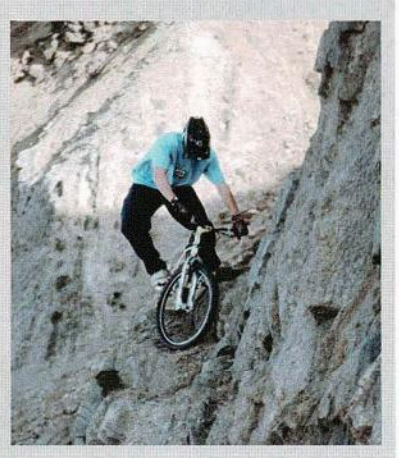
BIG **BIG TEST**

MIDDLEBURN SUPER PRO TRIALS GUARD





Tests you can rely on
Our chief tester Matt Tongue has loads of experience in putting trials products through their paces. Having been a pro rider with Pashley for ages and getting heavily involved in organising trials events, if anyone knows a good or bad peice of kit then Matt's the man.That's why he's with us!



Over the past four years Middleburn's RS7s with trials bashguard have become arguably the best selling trials crankset in the country, and the main reason is that they're good. They're a nice bit of kit, well machined, look good and are right for the market. If there's one criticism you can aim at them it's that they are a bit on the heavy side for the top-level weight conscious riders. Middleburn have obviously been thinking about how they can lighten up their bashguard and simplify the whole arrangement, and this is the result, an integrated sprocket and guard.

At just 16 teeth it must be the smallest front sprocket around. The outer ring diameter is just 85mm which is as small as they get. If I run 16 up front it means I have to pick the 13 tooth cog on the rear cassette to match my current gearing. I guess by going smaller you reduce the weight of lots of different things, such as : smaller chainring, smaller bash guard, smaller rear sprocket, less chain, no chainring bolts and it all adds up.

The way it works is very simple, it just mounts onto the usual RS7 splines and is held there with a normal lockring. Some might say that one drawback is that once the chainring is worn (as aluminium ones do quite often) you have to replace the whole unit including the guard, unlike a conventional system. However, by the relatively simple look of the unit it would imply that manufacture is relatively simple and therefore cheap, so chances are replacing it will not cost that much more than a chainring anyway. One thing I don't like is the width of the actual guard, at 4.5mm it is the complete opposite of the usual Middleburns (11mm). I think this might be too narrow for all but the lightest riders and could quickly wear away.

But on the whole this is a really good idea and shows that trials manufacturers are actually thinking about ways to move forward with their existing designs.

Pros:
Very light-weight system
Hand machined in UK
Fits on your existing RS7s

Cons:
Maybe too thin
Have to change guard with ring
9 / 10

Buy what you see

Middleburn	01420 520227
MAD	01322 660660
Onza	0115 9411133
Echo	www.echobike.com

SARACEN MAD TEAM REPLICA



The MAD/Saracen crew have been one of the most influential teams in trials over the past five years. They've gained a huge amount of press coverage and exhibited trials to the uninitiated at shows the length and breadth of the country. Whatever your views on MAD you have to admit that they've helped to get a lot of people started in the sport. It's therefore no surprise that they've released a replica team bike - what better way to take the first step into the sport than actually buy an affordable replica of the bike you've just seen your heroes doing crazy moves on. It's a winning concept, but what is the bike actually like? We tested a MAD Replica to find out.

This isn't the first MAD Team Replica to be released. Its predecessor, which has been around for a few years now, had similar graphics and paint job...but that's as similar as it gets. This MAD bike is pretty much a whole new build.The most striking difference is the frame. The top tube has been lowered a huge amount and gives the bike a completely different feel. Whereas the older bike felt more like a converted dual frame the new one is more like the new breed of super low trials frames e.g. Koxx, Echo etc. Although the bikes come with maguras the frame also features a heavily reinforced disc mount. Saracen have also thought ahead and specced the hubs as disc compatible also, which makes things nice and simple if you want to upgrade. The only down side with the frame is the rear end. Whilst everything else seems spot on the rear triangle is just too long for the really technical back wheel moves. It's not a major negative at all, a good rider will still be a good rider when riding this bike, its just not the advantage you get with some frames.The frame comes with a 20" style bash plate, which is a really nice addition for the many street riders - just remember it's not comp legal in the mountain bike classes though.As with most complete bikes in this category, they are usually only as good as their components. At £599 you can't expect a huge amount, but the MAD doesn't disappoint. First off you get red Magura HS33s - can't go wrong. The wheels are pretty solid - D521s on Deore hubs are up to the job (even if the deore is a little slack on the take up). The cranks are sturdy Truvativs and they are mounted on an ISIS bottom bracket for maximum toughness. The bar and stem are a welcome addition too. The new version features the straight style bars with the oversize bulge in the central clamping zone. They're not to everyone's taste but will suit a huge number of people who already opt for the wide feel.The only downside on the componentry is the saddle - it looks out of place on such a low frame and is hindered by the fact that the seat post is so long that you can't put the seat down to its minimum. Still - nothing a hacksaw can't fix.In all The MAD replica is another great value trials bike with all the right kit at an affordable budget. Sort the seat out and you're laughing.

Pros:
Brakes
ISIS BB
Low frame
Straight bars
Disc compatible
D521 rims
Bash plate and bash guard

Cons:
Narrow tyres
Large seat
Long seat post
Long rear end
8/10

BIG

ON TEST

ECHO URBAN FRAME

Echo are starting to become one of the most established brands in trials today and their new Urban frame should help to reinforce this. As the name suggests this frame has been heavily marketed as a street frame, although by the looks of it you could happily use it for natural riding.

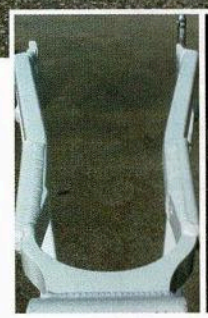
First impressions of this frame are real good. The graphics are clean and look cool on the white frame. A slight kink in the top tube gives the frame a small feel with a low stand over height. The down tube is the increasingly popular tear-drop cross section, which seems to be proving its worth on many trials frames right now. The head -tube features some nice machining which allows extra material at either end for the cups, but which also only removes material at the front of the head-tube and not the rear, which needs the extra material for the top-tube and down-tube junction.

The 73mm wide Bottom Bracket shell is a good idea as it increases the distance between the bearings making the BB more robust, it also allows for a bigger yoke joint. As you'd expect with any street orientated frame the Urban features a number of gussets. At the head-tube there are the usual two wrap gussets on the top and down tube. These are also then joined by a plate gusset either side for maximum strength. At the seat-stay / seat-tube junction there are plates which sandwich the seat-stays, which act as a bridge between the two.

A nice touch on the chain-stays are two reinforcing plates welded to the underside, which protect the ultra-vulnerable area that often takes a beating from side hops.

Some intricate dropouts with replaceable hanger add to the look. These include disc mounts, which Echo say are some of the strongest around, helped by the fact that there is a massive plate gusset in the rear triangle.







The frame is finished off with dedicated 4 bolt Magura mounts and a rather cool Echo 'E' logo machined into the head-tube gusset.

When the frame was built up it rode extremely well. The short back end always helps trials frames and the top-tube is a good length to suit most riders. It's fair to say that Echo don't have the best reputation for strong frames.

Previous models have had weak points. With the Urban, Echo have addressed most of these issues. By sacrificing a little on the weight the Urban should have a much better life expectancy.

Pros:	Cons:
Good graphics	None to speak
Disc and 4 bolt compatible	of...Lastability?
Chainstay reinforcement	9/10
Many gussets	
73mm BB shell	
Good Geometry	
Lots of gussets but still only 4.5lbs	



As well as the T Lite we also happened to come by one of the new Onza T Bird's this month and thought we would do a quick test on it. Since the early days of Onza trials bikes the T Bird has been tagged as the cheaper beginner bike, which offers maximum value for money. I think the first T Birds had some quality problems but in a way they were still great value for money, you never expected them to be a fantastic ride. So this is the new T Bird. It's pretty much a new bike, and better for it. The new colour scheme is a lot more thought out, a grey frame with touches of red throughout the components and the stem, pedals, brakes, forks, grips and even the treads on the tyres! (might be taking it a bit too far). The aluminium frame looks very tidy with head tube gussets and the increasingly common internal seat-post clamp under the top tube. The only feature which looks out of place is the sump plate. It doesn't really look like it is integrated into the frame, more like it has just been bolted on, with little thought of style or weight. But on the whole the bike looks good. To be fair the frame isn't too important on a budget beginner bike as its only going to ride as good as its components, which fortunately happen to be very good. As on many budget bikes the wheels are simply borrowed from BMX, whilst this doesn't help the weight it makes for a pretty bombproof system. I'm a bit weary of the standard BMX chain tensioners on the T Bird as they are really vulnerable when trials riding and probably won't last all that long. I think the geometry of the bike is spot on, definitely better than any other budget 20' bike I have ridden, helped by the forks and stem which set the bike up well. In fact the bars and stem are what you might expect to find on a much more expensive bike.

Braking comes from the standard magura HS33, which is good to see on a budget bike as some companies will try and cut costs on the brakes.

In all, another great value for money bike from Onza which rode like a much more expensive bike.

Keep an eye out for the 2004 Onza T-Bird due to hit the shops around Christmas.





Pros:
Great components
Good brakes
Good freewheel
Perfect geometry

Cons:
Heavy wheels
Ugly sump guard
Vulnerable chain tensioners
9/10

ONZA T-BIRD



COMPITION

BIU World Championship

Round 1
Miengo, Spain

Elite1
1 Josef Dressler Czech Rep
2 Ot PÌ spain
3 Stefan Pcola Yugoslavia
4 Chris Akrigg England

Master
1 Benito Ros Spain
2 CÈsar CaÒas Spain
3 Dani Comas Spain
11 Martin Ashton England
12 Eddie Tongue England

Expert
1 Jan Sidlik Yugoslavia
2 JosÈ Fco. Alcacer Spain
3 Florian Tournier France
8 Andrei Burton England

Senior
1 Vincent Hermance France
2 Juan A. Linares Spain
3 Pawel Reczek Poland

Cadet
1 Ben Savage England
2 Karol Serwin Poland
3 Jiri Hollmann Czech Rep
7 Ben Slinger England

Round 2
Santillana Del Mar, Spain

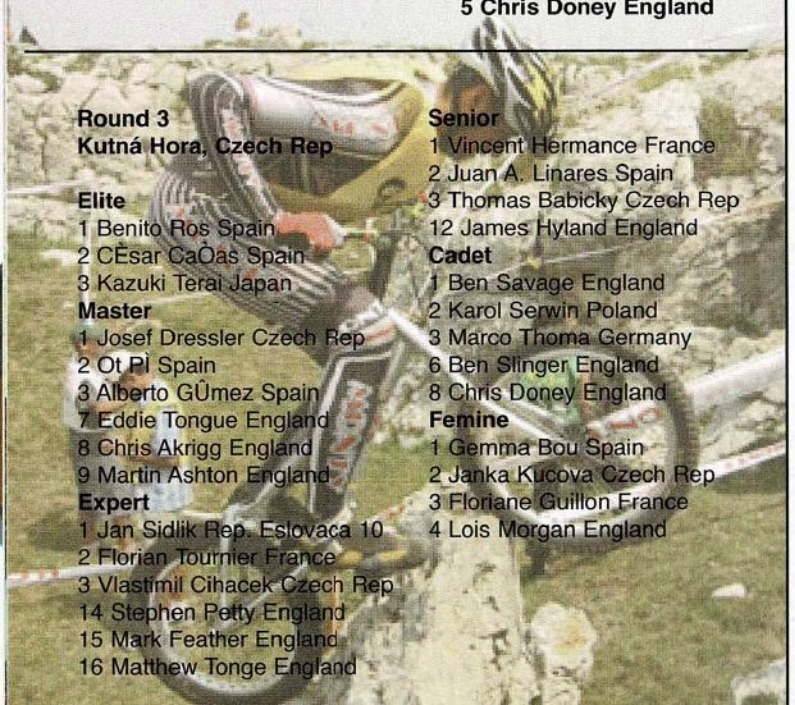
Elite
1 Kenny Belaey Belgium
2 Benito Ros Spain
3 CÈsar CaÒas Spain

Master
1 Ot PÌ Spain
2 Josef Dressler Czech Rep
3 Jordi Rubio Spain
8 Chriss Akrigg England

Expert
1 Jan Sidlik Czech Rep
2 JosÈ Fco. Alcacer Spain
3 Ivo Husinecky Czech Rep
13 Barry Huskinson England
14 Andrei Burton England

Senior
1 Vincent Hermance France
2 Peter Muziga Czech Rep
3 Juan A. Linares Spain
14 James Hyland England

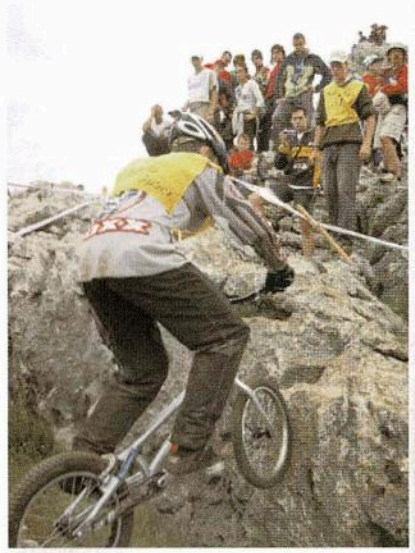
Cadet
1 Ben Savage England
2 Karol Serwin Poland
3 Jiri Hollmann Czech Rep
4 Ben Slinger England
5 Chris Doney England



Round 3
Kutná Hora, Czech Rep

Elite
1 Benito Ros Spain
2 CÈsar CaÒas Spain
3 Kazuki Terai Japan
Master
1 Josef Dressler Czech Rep
2 Ot PÌ Spain
3 Alberto GÛmez Spain
7 Eddie Tongue England
8 Chris Akrigg England
9 Martin Ashton England
Expert
1 Jan Sidlik Rep. Eslovaca 10
2 Florian Tournier France
3 Vlastimil Cihacek Czech Rep
14 Stephen Petty England
15 Mark Feather England
16 Matthew Tonge England

Senior
1 Vincent Hermance France
2 Juan A. Linares Spain
3 Thomas Babicky Czech Rep
12 James Hyland England
Cadet
1 Ben Savage England
2 Karol Serwin Poland
3 Marco Thoma Germany
6 Ben Slinger England
8 Chris Doney England
Femine
1 Gemma Bou Spain
2 Janka Kucova Czech Rep
3 Floriane Guillon France
4 Lois Morgan England



Tyketrial

Tyke Trial (Yorksire Tikes)

Round 4
Back Cowm Quarry
8th June

Elite
Ben Slinger
Ben Savage
James Hyland

Expert
Mark Feather
Gary Winfer
Adam Wilson

Intermediate
Jonathan Taylor
Joseph Bradley

Novice
Stephen Whitten
Stephen Randall

UCI Chamipionship

Round 1
Austria, Graz

1 Vincent Hermance
2 Kenny Belaey
3 Marco Hoesel
4 Rafal Kumorowski
5 Cedric Calvin



Essex Bike Trial Club (EBTC)

Round 3
4th May
Braintree

Elite
Scott Robbens
Chris Doney
Danny Butler

Expert
Tim Rankin
Richard Coe
Daniel Smith

Intermediate
Llyod Piper
Sean Russell
Hugh Barker

Novice
James Buthcher
Andy Tomlinson
Gary Salmon

Round 4
Raydon
8th June

Elite
Chris Doney
Scott Scott Robenns
Tom Rankin

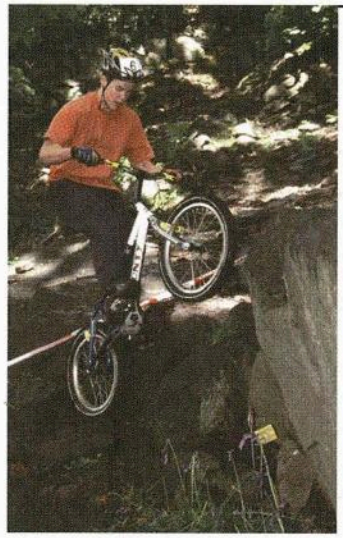
Expert
Tim Pratt
Daniel Smith
Chris Light

Intermediate
Sean Russell
Robert Clark
Stuart Buckmaster

Novice
Andy Thomlinson
Gary Salmon
Liam Rodgers

results koxx days 2003
1. Kenny Belaey
2. Vincent Hermance
3. Rafal Kumorowski





YMSA

Round 3
Dudwood Farm

Elite
Rick Eyre
Matt Tongue
Craig Scott

Expert 26'
Chris New
Dean Rowlamd
Mike Fox

Expert 20'
Karl Donnelly
Jon Raynor
Richard North

British Championships

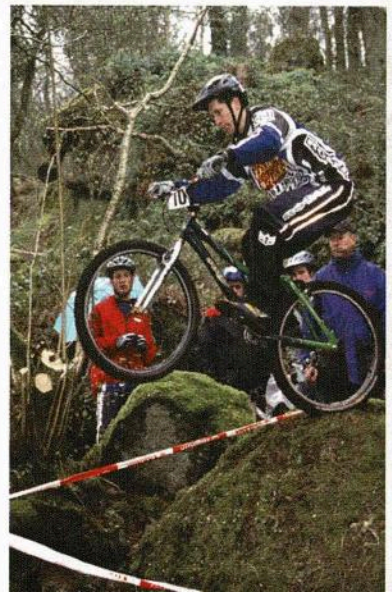
After 3 rounds

Master 26'
Bary Huskinson
Martin Hawyes
Richard Eyre

Elite 20'
Ben Savage
James Hyland
Chris Doney

Expert
Steven Petty
Daniel Smith
Stuart Matthews

Senior
Peter Rew
Matt Scriven
Craig Scott



READER PROFILE

David Sproat

Age 19
Years riding 5

How did you get into Trials?
Through a magazine that was made in my school's "Mini Enterprise", where students set up a business for a day, the mag described how to bunny hop and as soon as I could get up a Kurb I started looking for bigger better things to ride over and now I'm here!

Who are your inspirations?
At first it was a buzz if I could do the basic tricks, but as soon as I saw chain spotting I knew that I had to achieve a higher level of riding.

What's your favourite move?
I like to do gaps, rails and hopping on to high objects because when you get an audience it gets the best reactions and I ride better for it.

How would you describe your style of riding?
When I start to get into a ride I go for quick bursts of precision riding and trying to maintain as much momentum as possible to carry on to the next trick or movement.

Any bad injuries?
The worst was when I was going through a dirt bike stage and a set of forks snapped and the legs gave me a nice gash across my eyebrow, which turned into a hospital job. Other than that I've got off quite lightly apart from the usual shin damage.

How often do you get out and ride?
At the moment I only get out about twice a week at best.

What's your view on sponsorship within trials?
I think it's good. It lets riders perform in ways that you wouldn't think were possible, when without the sponsorship it would hold back their potential.

Have you or are you looking to do any comps in the near future?
I haven't yet, mainly because it puts you under a lot more pressure to perform. I prefer to do things at my own pace but one day I might.

What's been your biggest drop and gap?
My biggest drop was done in Pompy off a boat launch that had been pulled out of the water, and that was 10-11 foot. The biggest gap flat to flat is probably in the region of 7 foot.

Do you prefer riding in large groups or just with a couple of mates?
I prefer riding with just a couple of mates 'cos you get more runs and you're not in the way of all the other guys and it's a lot easier to organise.

What tip would you give to anyone getting started in trials?
The first is that you don't need to have the best components to be a good rider. The second is that if you want to improve set yourself smaller targets rather than going from kick hopping a kurb and then thinking about gapping rails.

Where do you see trials heading in the future?
World domination!

What do you think makes a great trials rider?
When you can do a trick or a line that other people didn't think about and to be as original as possible.



"At first it was a buzz if I could do the basic tricks, but as soon as I saw chain spotting I knew that I had to achieve a higher level of riding"





DANNY HOLROYD DOES THE USA

Dannys been a busy boy lately. Since signing for Planet-X he's becoming a global star. We got a few words with him after his trip to the Sea Otter Classic.
Pics: Mike Holm

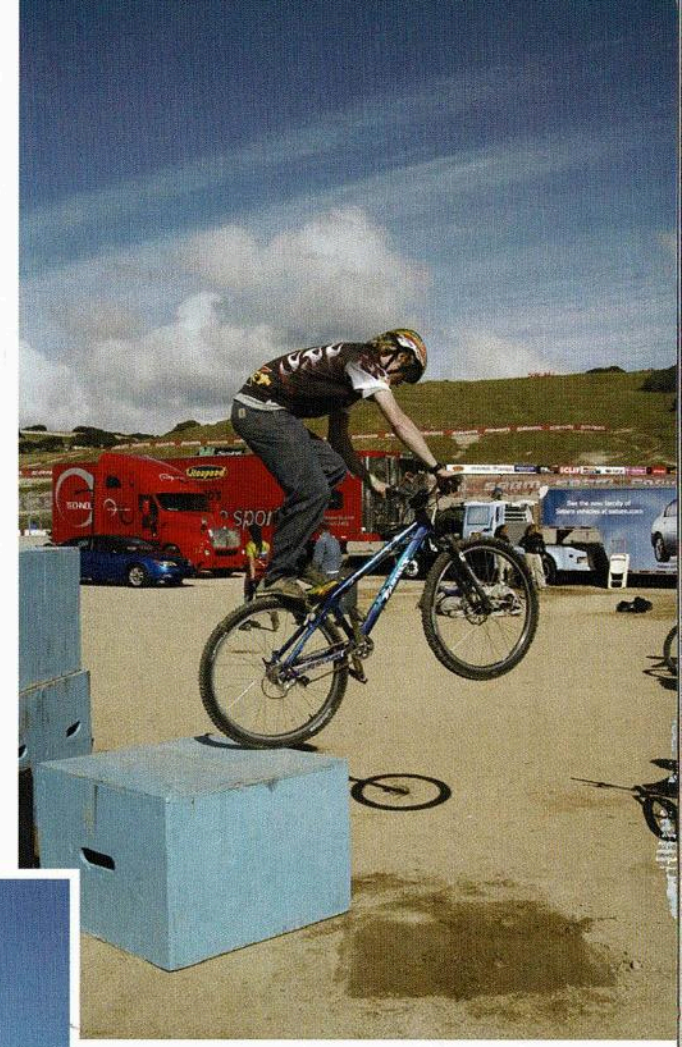


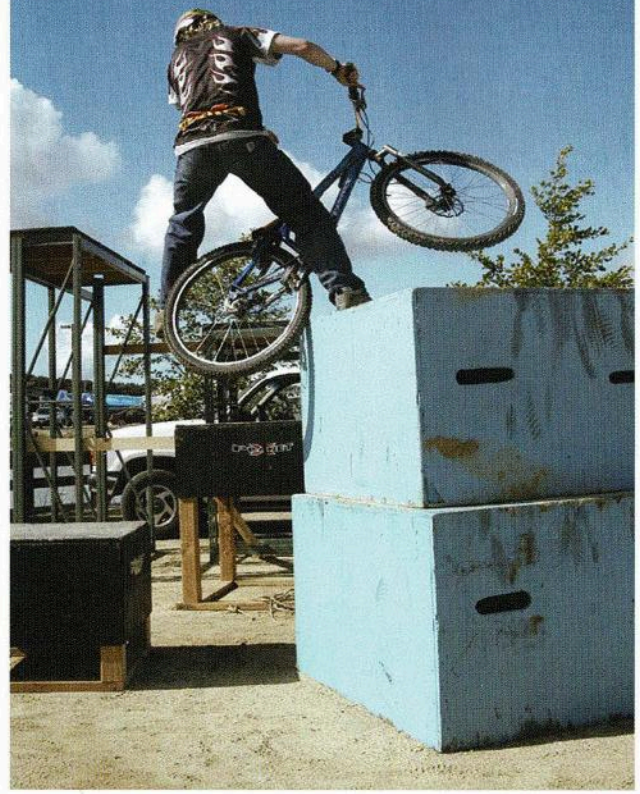
Nick name: Holpond, barnet, surfer to name a few
Age: 21
Sponsors: planet x, assault pedals, race face, globe shoes, optimum gloves, dragon
Years riding: nearly 5
Influences: Akrigg, Eddie, Martins, bmx vids

What made you decide to take a trip to the US?
Brant offered us the chance to go and do demos for the US Planet-X team. We discussed the trip and decided it would be worthwhile to get some coverage out there and do some filming too. Try to get as much exposure from the trip as possible.

Where in the US did you go?
We landed in San Fransisco in the state of California. We stayed there for a few days with Peter (Planet-X US distributor) then we headed off to Laguna Seca race track for Sea Otter Classic (some may know it from Gran Turismo on the Playstation)

Do the yanks take trials as seriously as we do?
I think the sport in general is a lot bigger over here. There are probably a lot more riders over here too. As for the riders they seem to be pretty much as relaxed as we are about the whole thing. There's one thing that's clear, the yanky public definitely appreciate it alot more. There's none of this "get off that". everye where we went they were well into it.





What were you hoping to achieve whilst you were out there?
We wanted to get a bit more exposure over there. We aimed to get a lot of video footage for the web site but due to weather we didn't get too much done as Adam forgot the tape and we only managed to get one in the later part of our trip. We were hoping to get coverage in magazines and sites etc. The guy from biketrials came all the way from LA to visit us. He was a really cool guy and did some filming. He also did an article on the site. We also got to meet some film makers and did a little filming for them. They were the creators of the Down videos. They are coming over again to do some filming here so it was a fairly productive trip.

How did the demos go?
The demos went really good although they were very tiring as we had to do at leat 5 shows a day. The set up we had was pretty cool but did get a bit limited as the week went on. We managed to do some pretty good moves and got a really good response from the crowds, we even had some drunk yank trying stuff on his bmx and trying to ruin the show. It was a bit of mid-demo entertainment.

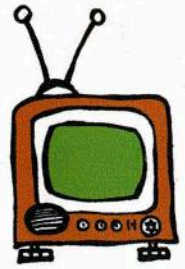
Do you think your urban styles surprised anyone?
I'm not sure really. We didn't really get to show our style in the demo area. We went for a street ride with a few of the US riders and got to show them more of our style, big bunny hops etc. They seemed impressed enough. I also had the privilege of riding with Ryan Leech which was really cool. That guy is amazing. I don't know what he thought to my riding but we had a pretty cool sesh in the practice area.

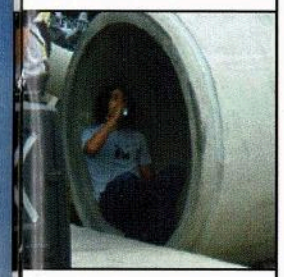
How do you think they took to you?
We got on really well with all the guys. They are really inviting and made us feel really welcome. It was good to meet people who I had talked to on the net too. None of them seem to have this competitive attitude that people have over here. Everyone just rides and has a joke with each other, it's really cool!

Are you planning to take your riding anywhere else in the world?
We are planning to go to France to do some photo shoots with Tibo in the near future, also hopefully the MBUK trip again if im lucky and i'm sure Brant will have some other ideas lined up in the future. I would like to do a road trip this summer and make a sweet vid out of it. We will have to see what happens.

Did you get any of the trip paid for?
Yeah, Planet-X paid for our flight out there, we really only had to pay for our food. It didnt really cost much at all. Thanks to Planet-X for that and for Peter for putting up with us over there.

Would you go back?
Definitely. I would love to go back. I want to go to New York for sure. I would prefer to go ride street and just ride all the cities. Ryan offered us to go stay in the summer and ride Vancouver etc. I would love to do that but let's see how funding goes.







Pashley - Past, Present, and Future

Pics: Matt Tongue

Bike 2003 was, as always, a great spectacle for trials and cycling in general. One of the many highlights at this year's show had to be the new Pashley trials frame. It came a bit out of the blue to most of us, a welcome surprise if you like. It's fair to say that there are few companies that have had as big an impact on trials as Pashley. We decided to speak to them to find out about their new frames, how the brand has developed, and where it goes from here.

The brand known to us as TV Series all started back in 1996, Matt Tongue had been doing work experience at the factory and whilst there demonstrated his trials skills to his workmates in the car park. The MD happened to observe this from his window and asked what it was all about. Matt mentioned that nobody was making strong, reliable trials frames. At the time trials was a much smaller market than it is now but Pashley were keen to look at new ideas which suited their capability. Matt put on a demo using his Fiat Uno to ride over. The rest is history. Matt's brother Eddie joined the team from day one and together started a year long frame development program.

Before long Pashley had redefined the trials market. With Matt and Eddie starting to get all sorts of exposure the brand started to develop. At the heart of it was Nick Larsen who worked hard to create a team and image unlike anything else of the time. The whole Pashley feel was captured perfectly in the quirky, loveable, old yet new, Television logo. Instantly recognisable the world over the TV is one of the strongest brands in the industry....and amazingly it was created from a spontaneous freehand sketch.

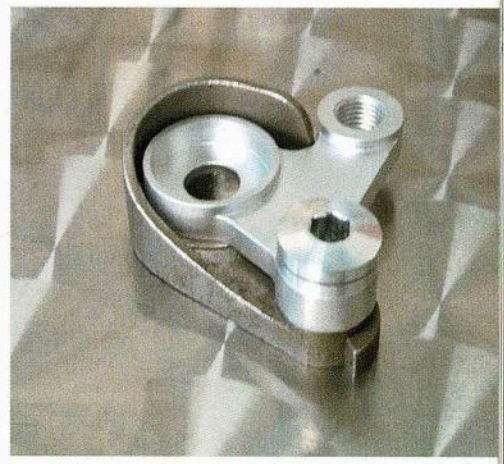
So what started as a trials frame grew into a team of BMX and dual riders and became a truly all-encompassing brand which would cover many markets. TV Series was firmly established, its popularity was unrivalled and the team were flying.

Nick left the company in 2001 and about this time Pashley's major customer, the Royal Mail, suddenly reduced demand, so it was hard for TVSeries to keep up the momentum and unfortunately things seemed to go a bit quiet. Some of the team moved on, including Matt (to concentrate on University) and Eddie (to join his good friend Martyn Ashton's new team).

So that could have been it. Pashley could well be forgiven for just packing it in, but that just isn't the way Pashley do things. Ever since Adrian Williams took over the company it has almost been their policy to buck trends, defy convention and just do things in their own style. And that's where we're at now.
It's sink or swim, and Pashley are back swimming.

After months of new design Pashley were able to go to the bike show in April and show the world that they still had what it took. The first frame to be released is the signature BMX frame designed and developed by team rider Kye Forte. Packed with a load of innovative features it has already caught the attention of the BMX world.

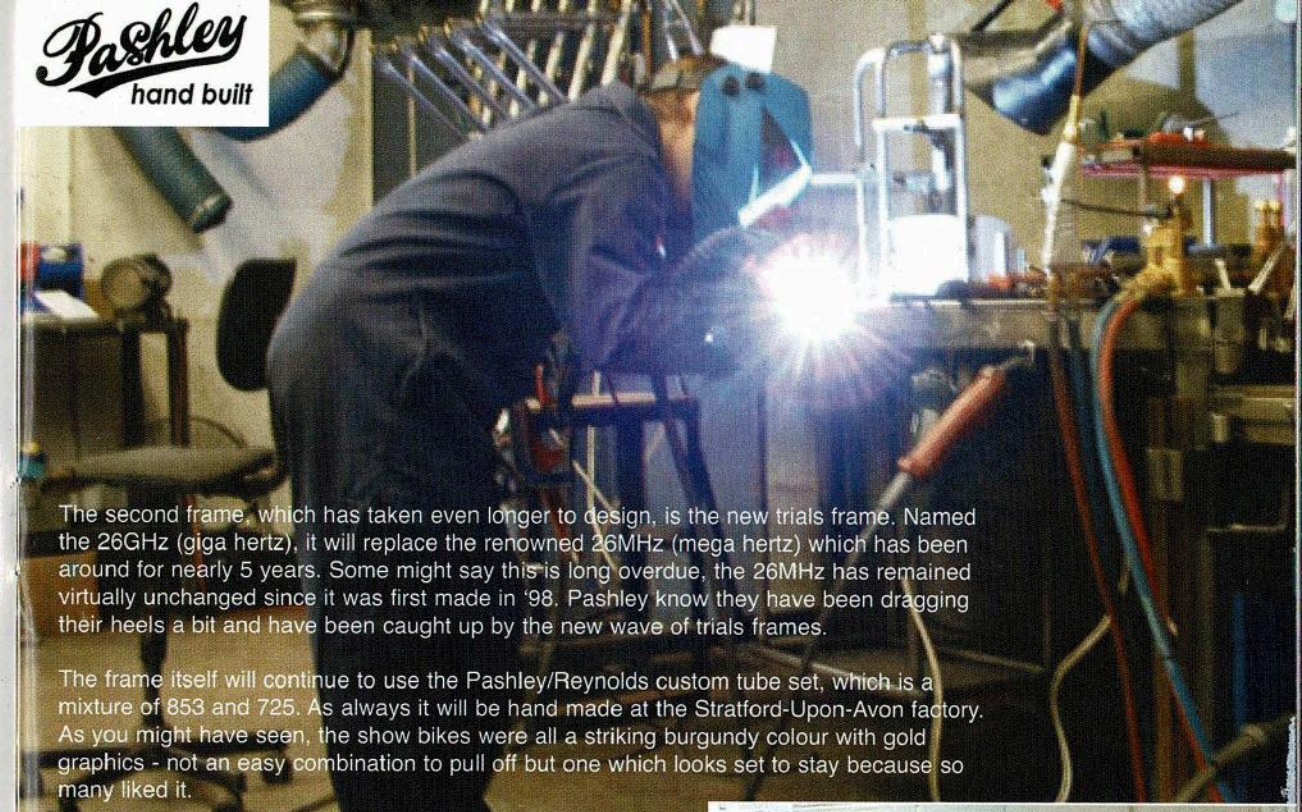






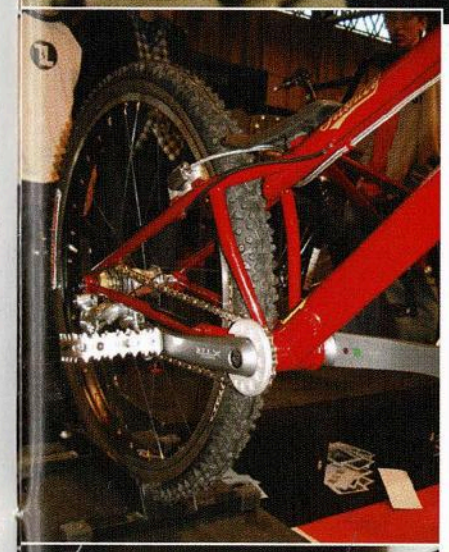
Before long Pashley had redefined the trials market. With Matt and Eddie starting to get all sorts of exposure the brand started to develop.

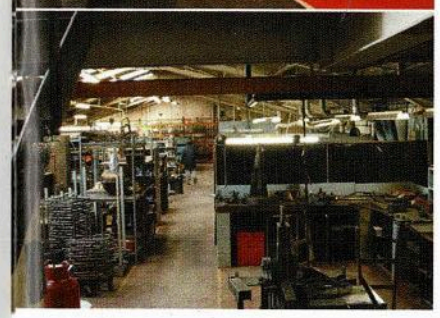
Pashley hand built

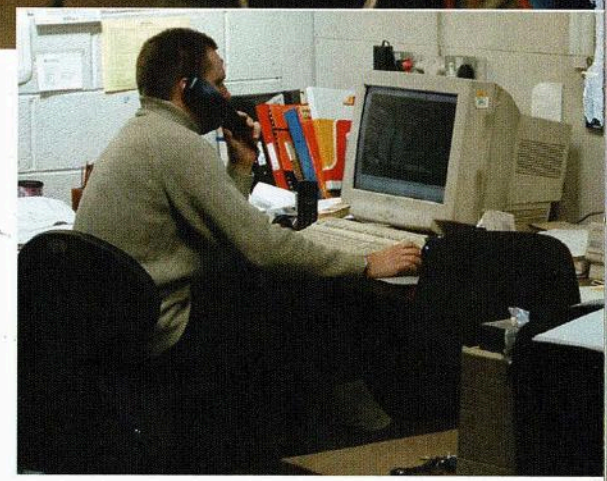


The second frame, which has taken even longer to design, is the new trials frame. Named the 26GHz (giga hertz), it will replace the renowned 26MHz (mega hertz) which has been around for nearly 5 years. Some might say this is long overdue, the 26MHz has remained virtually unchanged since it was first made in '98. Pashley know they have been dragging their heels a bit and have been caught up by the new wave of trials frames.

The frame itself will continue to use the Pashley/Reynolds custom tube set, which is a mixture of 853 and 725. As always it will be hand made at the Stratford-Upon-Avon factory. As you might have seen, the show bikes were all a striking burgundy colour with gold graphics - not an easy combination to pull off but one which looks set to stay because so many liked it.





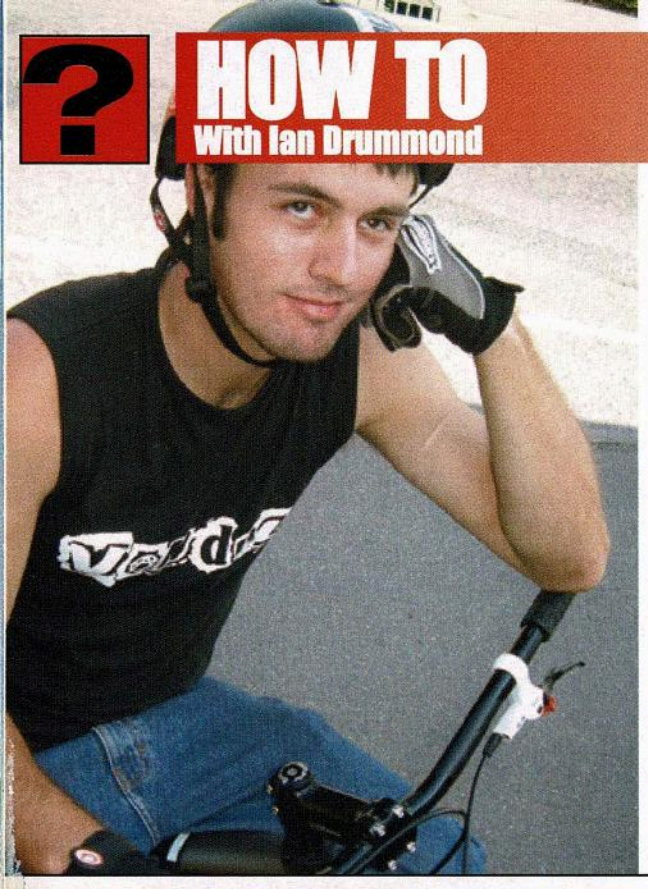


Pashley are keen to point out that the show bike was still in the prototype stages. It was a great opportunity for Pashley to try several new design features and test them against public opinion. Two months on and the design has been further developed with feedback from the show to the point where three frames (very similar to the final design) are currently being tested. If all goes well production should begin by late summer.

So who will pilot this fine new machine? Apparently Pashley have been inundated with rider's CVs since Eddie left last year, but Pashley point out that Eddie's shoes are very hard to fill and so far they have chosen to take their time and not rush into anything. It is likely that Pashley will not sponsor a single rider completely, but will instead spread a lower level of sponsorship over several riders.

So stay tuned, things look set to get very interesting over the coming months as Pashley develop their frame as well as their team.

HOW TO
With Ian Drummond



Back side 360 drop

Not an easy move to pull off straight away but once you get it sorted it's a definite playground pleaser!

This trick is best learned on the flat, over a marked line or off a kurb, whatever you do don't try it in the wet, the initial hop relies on your back tyre pushing away from the wall which requires a fair bit of grip

Top Tip
Don't cock the bars in the opposing direction to the spin before take off - this is how you land a regular 360 inline with the take off, so you would land on the wall instead of dropping off the side!



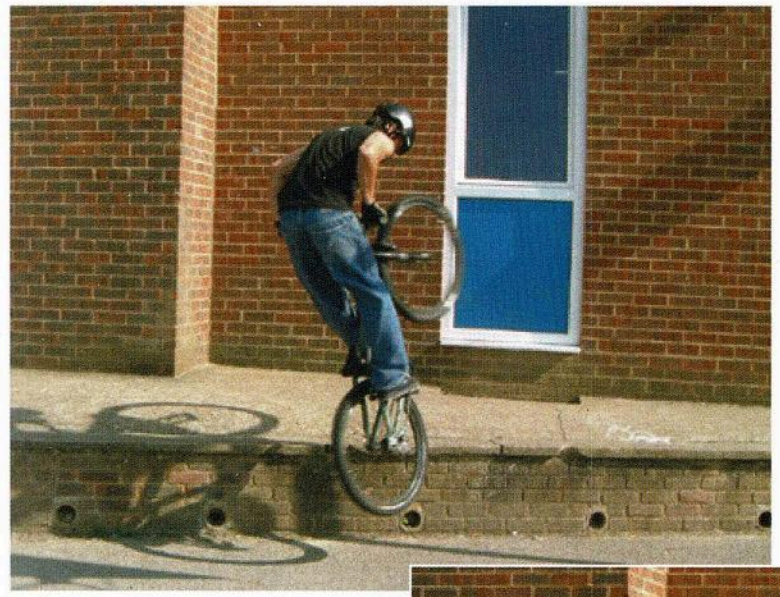
2

With a small hop into the drop, look over your shoulder towards your landing spot and using your whole body weight pull the bars up and round.



Start balanced at the edge of the wall with your cranks horizontal and lock both brakes.

1



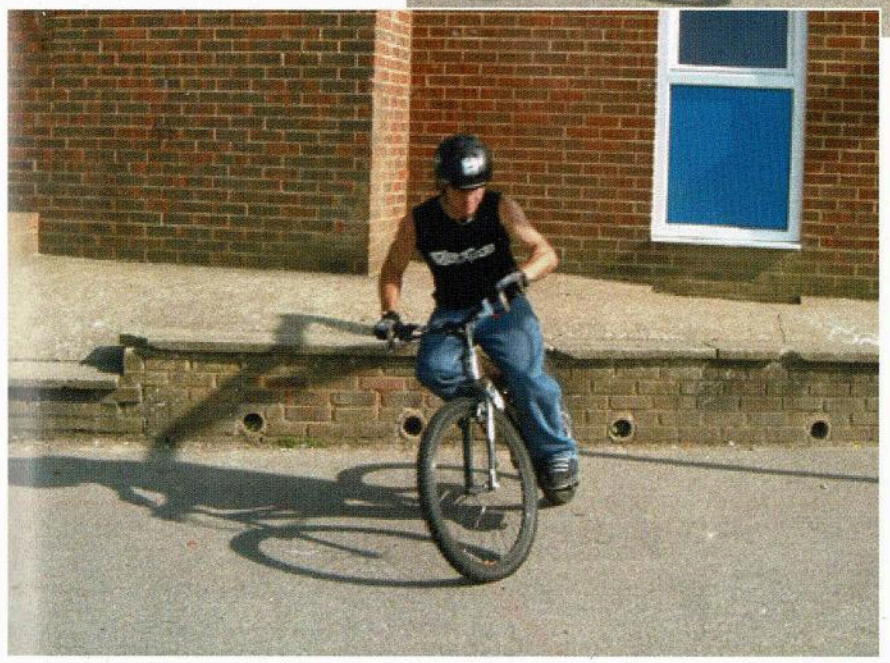
3

Using your feet, push the back end of the bike towards the ground

4

When your rear wheel lands move your weight over the back of the bike to finish the spin and absorb the impact.





5

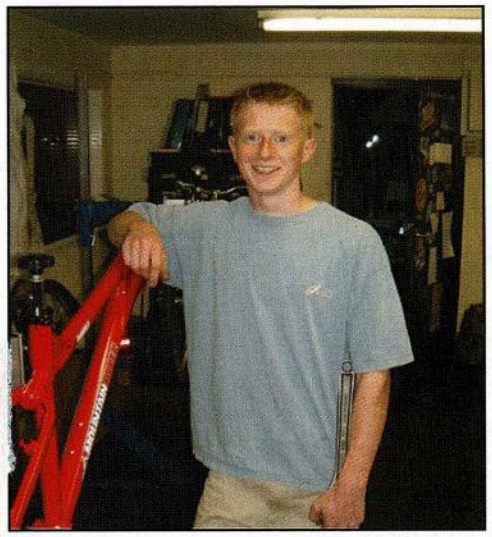
Then ride away, your done!

FIX IT



Fitting a bottom bracket

With David Sproat



Choosing Bottom your Bracket

There are loads of BB's on the market at the moment ranging from £20 right up to £150 for a titanium jobbie.

Most if not all trials frames are deisigned to take a size BB which falls into the down hill sized catagory, obviously with the forces that a trials rider puts into a BB you need something to withstand it.

ISIS or Splined?

Spined BB's have been around for yonks but the ISIS system seems to be the way foward for most riders. The ISIS drive is alot stonger than the splined unit as it has more contacrt points with the crank arm compared to the 4 sided and dated Splind version.

Obviousl when choosing between ISIS and Splined variations make sure you have compatable cranks!

Truative make some competitavly priced BB's both in ISIS form and Splined, prices start at £20 and run to about £60. This gives you more than enough for your money, but if you want to go a bit wild you could look at the Race Face range. With prices starting from £50 going way up to £150 they offer some seriously good quality items. The main advantages with spending more than £80 for a BB are the weight reductions and quality of bearings. At the end of the day the choice is yours, just remember, when it's fitted no one will see it so don't spend loads if you just want to brag!

Tools for the job



Grease



Spanner/Ratchet



Bottom Bracket Tool

Step 1
Preparation

Make sure your bike is at a good height and gripped firmly to avoid any movement during the fitting.

Using your finger, run around the thread and check for any burrs or deformations that might hamper the fitting. If you find something use a fine file to take them out. If the thread is deformed i.e the grooves aren't consistent, then get your local mechanic to check it out, they may be able to re-tap it for you.

Grease up both sides of the BB tube making sure you get grease deep into the thread and along the whole length.

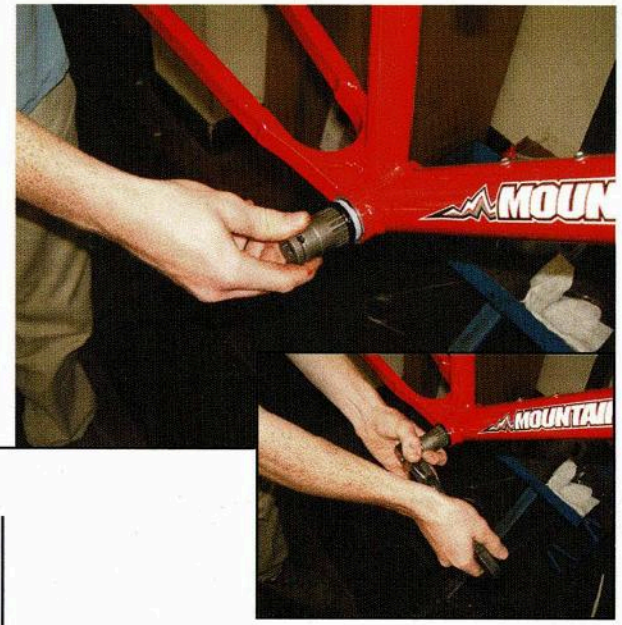


Step 2
Inserting drive side

The BB comes in 2 parts, the main drive spindle and an offside cup to lock the whole thing in place. Take the main drive spindle and insert it into the drive side of the bike (the side that your chain ring sits on).

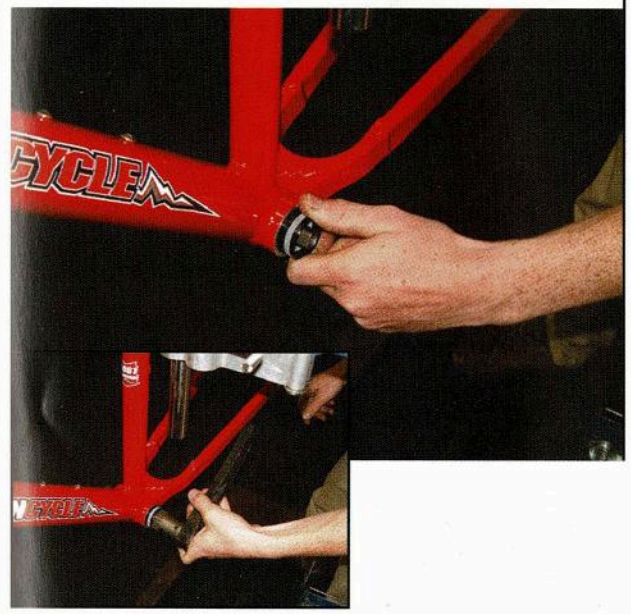
Using your fingers at first twist the BB until you feel it locking into place. Using the BB tool keep turning it making sure there is no resistance, if there is it's likely that it's off centre and you risk stripping the thread. If you do, stop straight away and turn it the other way until comes back out, then try again.

Using the rachet or spanner, keep turning the BB until the outer ring sits flush with the edge of the BB tube.



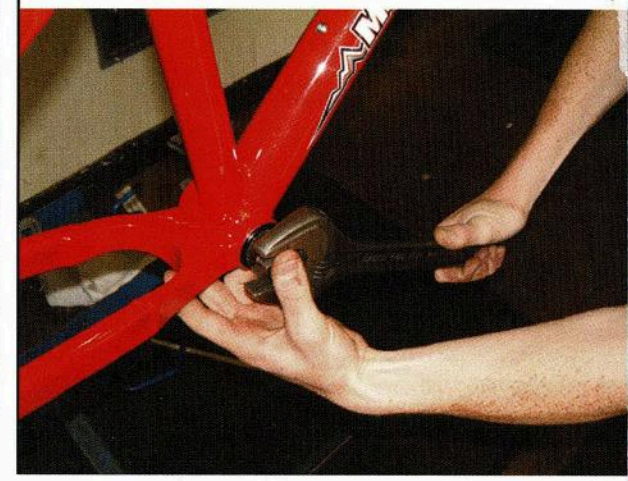
Step 3
Fitting off side ring

This is a repeat of step 2. Find the biteing point with your fingers then use the BB tool and ratchet or spanner to screw the ring in. As the ring reaches the end of its travel it will tighten itself against the main spindle, when you feel this, just apply a small amount of pressure to the ring so it locks up.



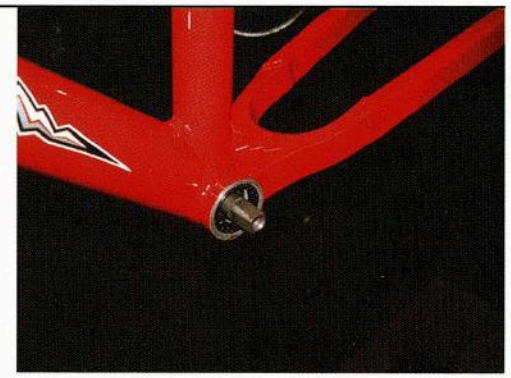
Step 4
Tightening up

Move back round to the drive side and using the BB tool and spanner give the main drive spindle a good tighten until there is no movement at all.



Step 5
Check it works

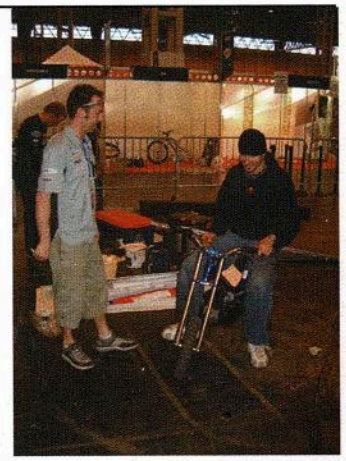
Attach a crank to the BB and turn it in both directions, if there is any stiffness or grinding then there's a good chance that the BB is fitted incorrectly. This will probably be due to the angle at which either the drive side spindle of offside rings were fitted. Remove the offside ring and then the Main Drive Spindle and check both parts have clean threads. Check the thread inside the BB tube as well. If there is no obviouse damage then repeat the steps being careful to get both sides in straight. If there is sign of damage then speak to your local mechanic.



'Fix it' is sponsored by 01892 527069

Toys 'r' us

Every big boy has to have his big toy and Giles is no exception. After eyeing up a mini scrambler stool at the show, Giles just had to have one.
It's kind of like a monkey bike but even smaller and more suited to off road, and with a 50cc engine the bugger really does fly. As well as buying one he agreed to be a distributor for them at his new shop. The model Giles bought will set you back a measely £400 but there are other models that cost a bit more. If you fancy a bit of cheap monkey action then call 01322 660660 and have a chat with Giles.

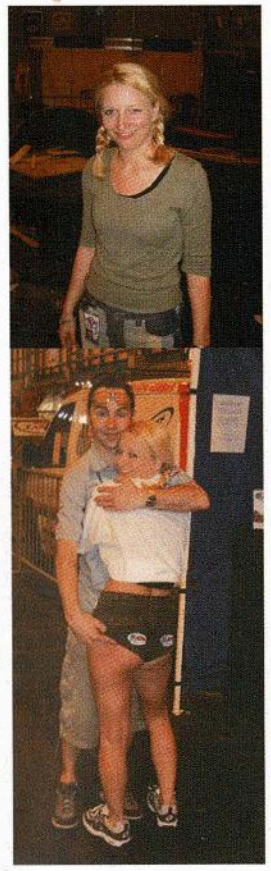






MAD Babe

Meet Naomi, the other half of Giles Wolfe. She was strutting her well toned behind at the bikeshow so we caught a snap to show you guys just how lucky Giles is! I also promised Giles I wouldn't print this but what the hey, it makes the page look prettier.



New MAD shop

The UK's premier trials display team have just opened up to the public with their brand new shop in Swanley, Kent. "It has been on the cards for some time" said MAD's main man Giles Wolfe. "We can now sell the MAD brand direct to the public and give them all the backup they need". "All of the normal operations of MAD have been moved to the office at the back of the shop so we can keep all of MAD under one roof".
The shop will be selling a whole host of trials and non trials gear, including MAD's team frames and complete builds to your spec, and most of the Saracen range. You can also get your hands on Bloc, Met, Middleburn, Mission, Schwalbe.... Basically, if they don't stock what you want just ask and they can get it! The best bit about MAD's new venture is the fact that you can test before you buy using their ready made trials park. This will also be available to riders to come down and practise on during one of MAD's Jam Sessions. "We're hoping to arrange some 'Sam Sessions' for anyone to come down and have a ride. We may even get some top pros down to liven things up and throw in a BBQ to get people in the mood, and just hang out with the MAD crew, it should be a wicked day out"
Giles has also got a fully kitted out work shop so you can bring them your battered bike and get it fixed, and there's nothing the MAD mechs haven't seen before.
The shop is open Tuesday to Saturday from 9-30 till 6-00 so pop along and say hello, you may even get a cup of tea! No.1 Manse Parade, London Road, Swanley, Kent. 01322 660660

GILES TAKES TIME OUT

BTM: Giles, how do you think the Bike Show went?

GW: The view from most of the exhibitorswas that it wasn't as busy as previous years, which is bollocks because it was busier. Because they put it in a larger hall, it looked like there was less going on, but there was more space for people to move around. But actually the exhibitors did find at the end of the day they were as busy, the retail had gone up. People expect quite a lot from the Bike Show now because it has been going for so many years, and I think that the Bike Show organisers, Haymarket, are getting it right now, because they have such a big group behind them. It means that you have a better exhibition organising crew, as opposed to when Future did it, which was Future/MBUK, organising the Bike Show, although they made a good job of it,I think Haymarket have taken the Bull by the horns, and it is getting better and better for everyone.

BTM: How do you think the Hop Idol thing went down with the Punters?

GW: I think the Punters were pretty impressed with it actually, just by looking at the amount of people that were watching it. When we did it two years ago, when it was called 'Search for a Star', we got to the final and there was about half the auditorium packed in the seats. This year I looked around when I went to do the judging and every seat was filled and that is a good example of how popular it was. We have just got back from Milton Keynes, doing NASS, and there were probably about 50 trials riders who'd turned up just to see Hop Idol winner Tim Pratt, and it went down really well. What I learnt basically was to get across to people from the outset, what's involved with the team. I need more time to spend interviewing riders, and spend a little time getting their background. It pays to look at their riding skills.

BTM: So you think that your choice of riders for Hop Idol was spot on?

GW: To be honest it could have been better. But that was my own fault, it was down to me and the magazine. What I didn't get across to people from the outset was that 'this is what is involved in being MAD' which we are going to change next year, because we are going to do it again. It wasn't a problem, it just meant that we had some mis understanings with Tim afterwards, but that got sorted out, and now he's come up trumps. But overall, the final went brilliantly. We need to format it a bit differently, there needs to be more information. At one point everyone thought that it had finished and everyone one buggared off! No disrespect to Chris who did the commentary all weekend, because it is a hard job, but you do need to formulise a bit more on a show like this. I'm not unhappy with it at all, I'm just always thinking, how can I make it better next time. I'll think about it after I get back from my holiday!

BTM: So, where are you going?

GW: Las Vegas, with my girlfriend. We are going to go to Interbike in October. I'm going to check it out and do a business/holiday trip, because Vegas is just wicked for everything and anything to do with Bikes. I'll do an Interbike report for you if you want.

BTM: That would be useful

GW: Yeah, you could pay for half the airfare to Vegas, and I'll go for a gamble!

MAD Calendar

If you want to catch up with MAD's antics then you could catch them at these fine venues

24th-25th August
BBC Wales Cardiff Festival

August 31st
Weston Park Show

September 20th-21th
Environmental Transport Show, Milton Keynes

October 4th-5th
Cheddar Challenge



Officially MAD

Right hand man 'Big Rob' has declared his devotion to MAD by having the logo pain stakingly applied to his back.
Rob has been with the team way to long and probably didn't know what he was doing until it was too late.
It does look rather fetching so good on ya Rob!



Hop Idol reaches a climax

After months of auditions for Hop Idol in MBUK the man to join the team and recieve tons of MAD stuff is Tim Pratt, who tried out in the Penhurst round. After a thrilling climax, Tim was hailed the out-right winner beating off the likes of Andrei Burton, Alan Bell, Aaron Clarke, Wayne Walton and Lee McCall. Tim walked away with a year's contract riding for MAD, a 2003 Team replica bike and all the team kit. Well done son.

Hot News.

As we went to press we heard the news that Mad's new man Tim Pratt came a cropper while demoing at Basingstoke on the Mad rig. After a mis-timed move, Tim landed heavily on his face and suffered a broken nose and heavy bruising aroung his eyes. Luckily the ambulance crew were close by and managed to rush him off for some instant treatment. It's every trials rider's worst nightmare but these things do happen from time to time, and we wish Tim a speedy recovery.

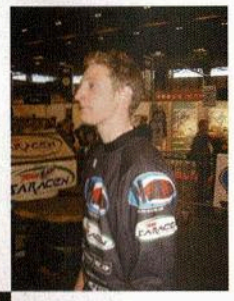
McCall call up

Runner up Lee Mccall was also hot property after his blinding performance in the main arena but failed to make the cut. But Giles had his eye on the young fella from Worthing after a recent shoot in MBUK, and when a position became open in the team he snapped him up. Lee's new role will be flying the MAD flag at comps up and down the country.

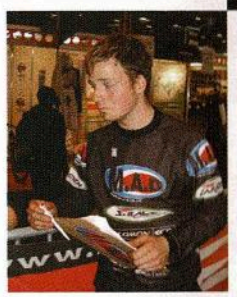


A Trials masterclass

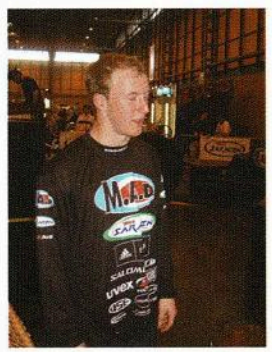
Mad have been very busy recently and the Bike Show was one of the highlights of their calendar. Now in their fifth year, MAD's presence was bigger than ever. Over the 3 days the team put on demos and gave up their vast trials knowledge to hundreds of queing wannabe's in their 'Trials Masterclass' sessions. It's always useful getting hints and tips from some of the UK's top display riders and MAD's Masterclass is designed to do exactly that. Riders of all abilities can learn something even if it's about what tricks to pull to get the crowd excited. For MAD it's all about putting something back into the sport they love,Trials! Throughout the show there were hoards of punters ready to show off their skills and if necessary pick up a few pointers along the way.
It's not easy being a tutor (big 'ead), you have to be patient with your students. Give them encouragement and loving. Maybe don't go that far but it is rewarding work when you teach someone how to do something they've been dying to get dialled for some time.



Simon Harvey or 'Sarvey'
"I get immense satisfaction from helping these kids out, it's better than being on the street"



John Joel or 'Teaboy'
"I'm not too keen on the idea, I think they should just go home"

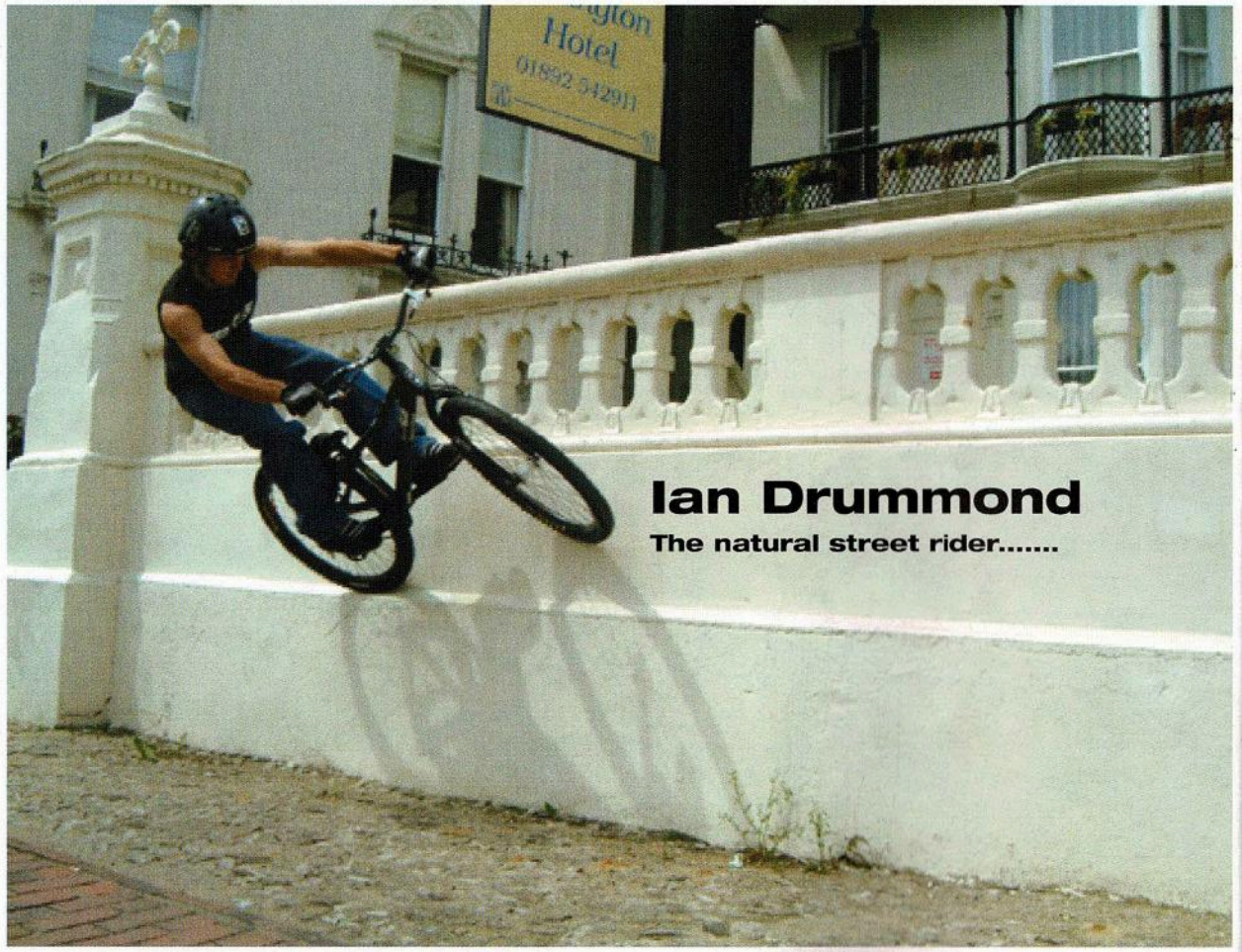


Tom Newbold or 'Doormouse'
"It is a nice feeling helping out people less fortunate than you, after all that does cover most people"



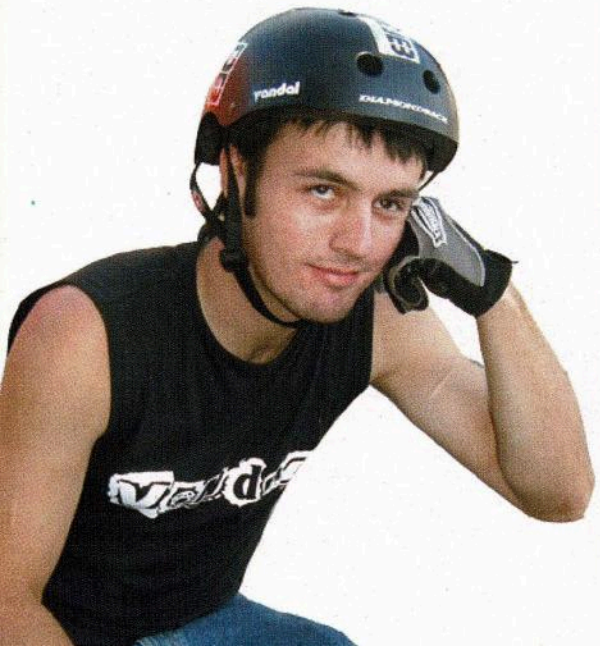
Rob Weaver or 'weavel'
"I like putting something back into the community, but I don't think I've helped anyone!"





Ian Drummond

The natural street rider.....



Over the last few years i'd heard good things about Ian Drummond. I'd always liked his style of riding, very laid back but aggressive when he needed to be. We had met at the Bike Show earlier this year and arranged to get him down for a shoot.

My first sickie off work in the whole year and Ian chose that day to join us! Typical. A few Paracetamols later and things didn't look so bad. We chose the bustling town of Tunbridge Wells in the hope that there was enough rideable stuff for Ian to get stuck into. I'd seen Ian ride a number of times before and street carving was definitley his thing although he could quite happily keep up with the Vincent Hermances of this world. We arrive on a very humid day in the centre of town, unfortunatley It's lunch time so all the local workers are taking their breaks which squanders the chance of us ripping up the pedestrian precinct. We head out of town and towards some old sand stone rocks, Ian tells me that he's not too keen on natural stuff but I say give it a go, it might be fun? On route we keep our eyes peeled for possible grinds or wall rides, as luck would have it there was a nice wall that was begging to be abused. Ian decideds to try a wall ride, with a steady run in he picks the bike up and plants both wheels against the wall with good height. I'm impressed but Ian wanted to go higher so he has another go. Another steady run in and a harder yank on the bars gives him another 6 inches of height, not alot you might think but enough to satify Ian. He wasn't finished either, hoisting his bike to the top he pulled off a succession of 360 offs all landed with smoothness and ease.

Ian was snapped up by Diamond Back after MAD's head>>



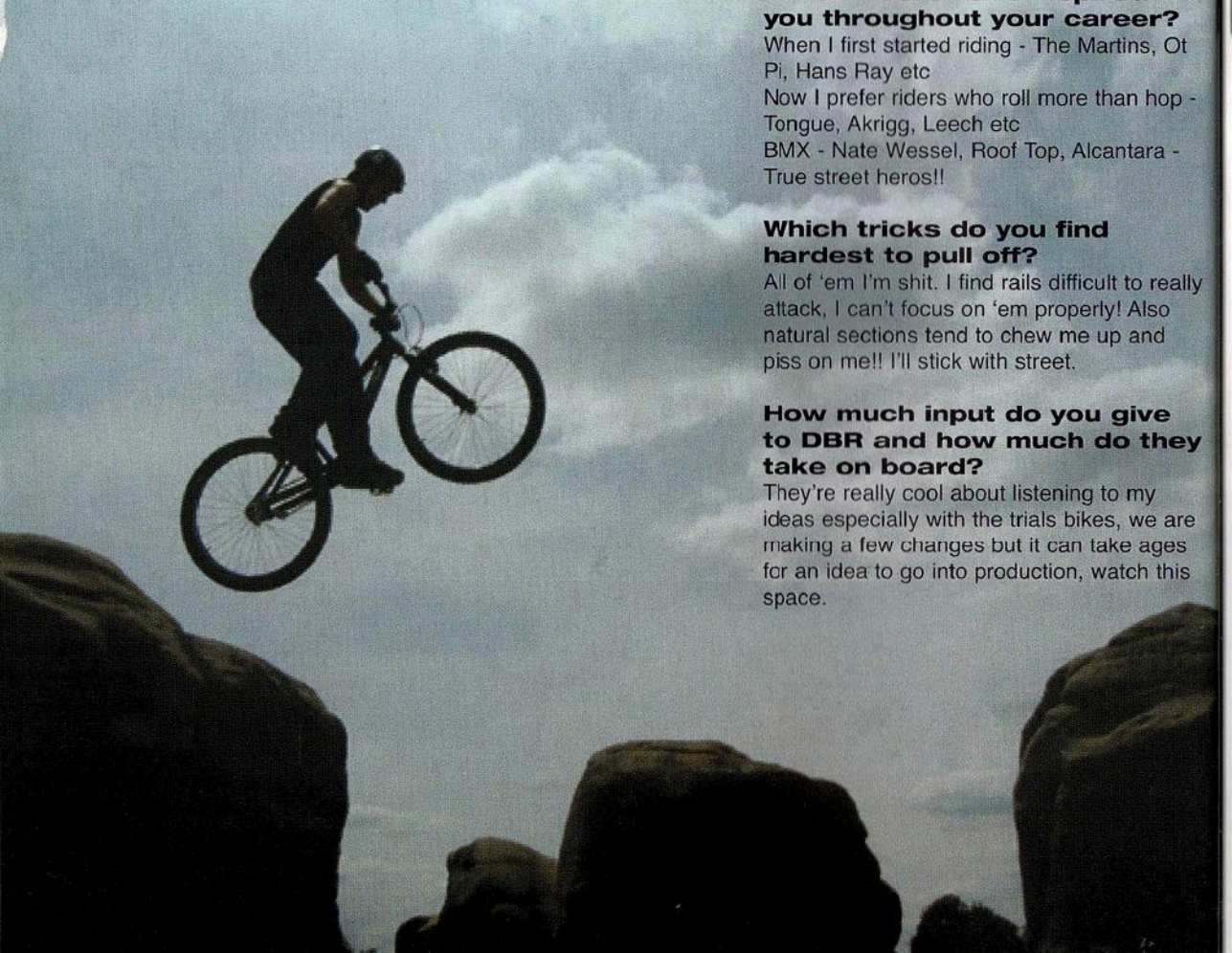
man Giles Wolfe put him in touch. DB were afer a rider to demo for them at Cycle '02 and Ian managed to convince them he was the man for the job. He also managed to get a sponsorship deal with Clothing company vandal which took care of his attire but something was still missing... a rig!

Extreme sports UK built him a rig from the ground up complete with trailer, the pro deal was now complete. With all the basics taken care of, Ian has every thing needed to be a fully functional demo rider running on his own steam. We finally arrive at the sand stone rocks, they cover about half an acre and have some amazing gap combo's. Ian has already made it clear that rocks ain't normally his thing but I persuade him that it would look good for his sponsors if he dabbled in the natural arena.

He looks around for some inspiration and eyes up a nice 6 foot gap, but in natural riding you don't get many straight edges to hop from and to ,there's a lot more unevenness to deal with, and this gap was no exception. Reaching the take off spot we realise it is in fact a long way down to the ground below, this makes completing the jump more important. I get into position under the gap and give Ian the Signal to go for it. He hops cautiously to the edge and puts in a pedal stroke, he comes up a bit short on the other side and as his weight is at the back of the bike he comes crashing down on top of me! Not to be beaten by it he gets back up and gives it another go. This time he nails it. There's no keeping this man down.

The next mission was one that I pointed out, it consited of 3 spikey rocks all about 6 or so feet off the ground, the idea being to hop them in succession. I had expected Ian to laugh at my idea seeing as natural was'nt his trade mark, but he went for it. He hoisted his bike up to the first rock and worked out his route across, the tops of the rocks were very lumpy and could catch you out if you mis placed a back wheel so accuracy was everything. Picking up the front wheel and feathering the pedals to get into the ideal take off point, he puts in a good lunge and sails across the gap and plants the wheel neatly onto the second rock. >>

As soon as he regains balance it's another quick pedal kick and throwing all of his weight forward to get up to the third rock and the finish line. This was a move that would have had most pure street riders in a bit of a pickle but Ian manages to use his early natural up-bringing to good effect. There aren't a lot of riders that can do that.
I was beginning to see that Ian's versatility with a bike allowed him to attack pretty much any thing that stood in his way. From negotiating tricky lines to pulling off gnarly urban moves, everything seemed possible.
We headed back to HQ for a breather before we decided to take a visit to the local school playground. I knew there were plenty of steps, walls and benches for the trials supremo to try out.
He started off by describing a move to me which I didn't really understand the concept of so I just told him to give it a go. Riding in at the top of a set of steps leading to the playgroung, he swings the bike 180. The bike is now in mid air going backwards towards the bottom of the steps. The rear wheel touches the concrete and he manages to ride out fakie.
You wouldn't have thought that move was do-able until you saw it with your own eyes. Very sweet.
He wasn't done yet, this was a place where Ian could put his Street moves to good use.
Using the same set of steps, this time Ian would attempt to gap them from side to side.



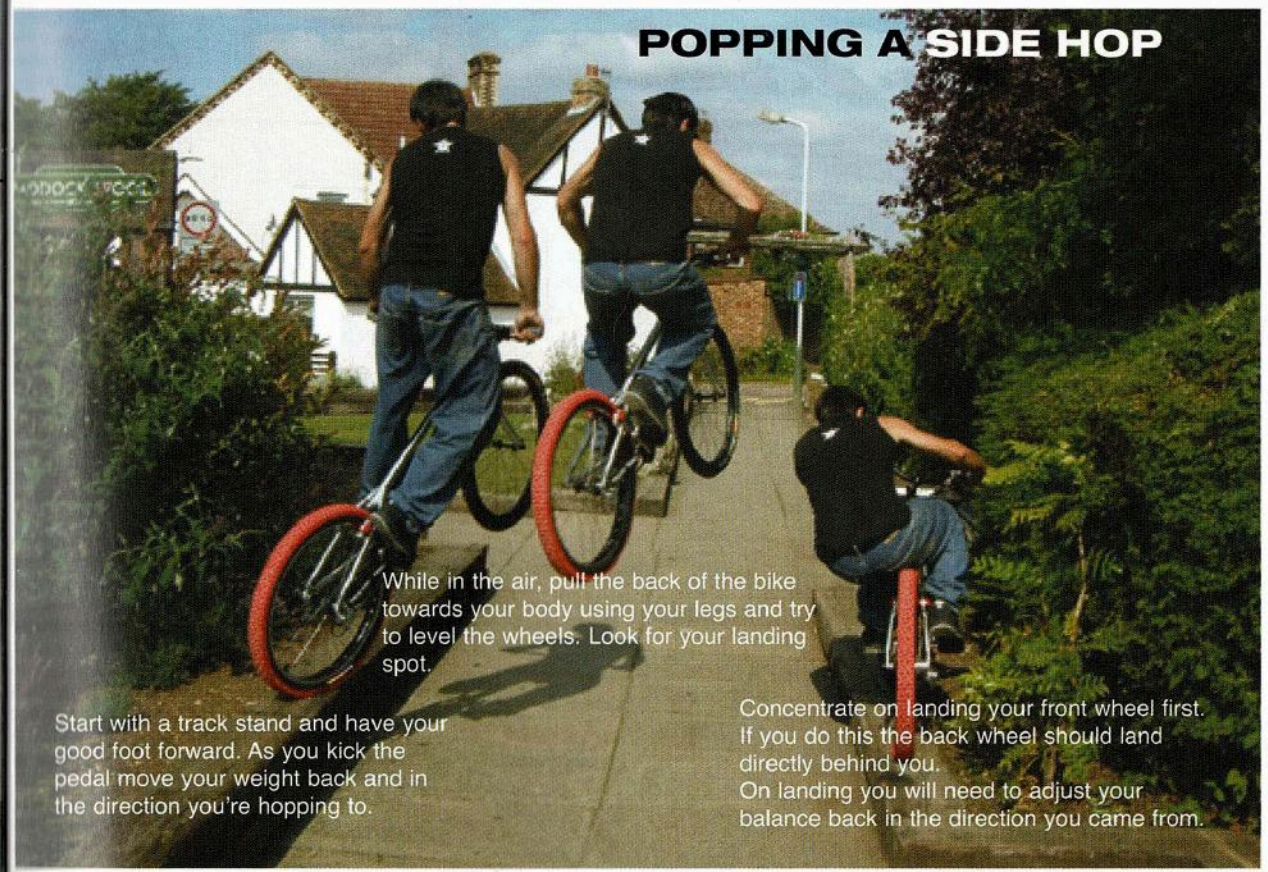
How did bikes come into your life?
I've had a bike since I was a nipper, I used to love XC riding - I would ride with my cousin and a bunch of local riders. Aged 14 I entered my 1st race where Martin Hawyes did a few demos which blew me away. Later that year my XC bike (a Diamond Back Response!) had morphed into a trials rig and I was doing my best to demolish every wall I came across.

Have you always based your riding on the street style?
No I rode like a pure comp rider for ages, but once I had learned all the moves it all started to get a bit stale. That's when the street style started to appeal to me - loads of new moves to learn - all faster and more aggressive, street moves really got my motivation going again.

Which riders have inspired you throughout your career?
When I first started riding - The Martins, Ot Pi, Hans Ray etc
Now I prefer riders who roll more than hop - Tongue, Akrigg, Leech etc
BMX - Nate Wessel, Roof Top, Alcantara - True street heros!!

Which tricks do you find hardest to pull off?
All of 'em I'm shit. I find rails difficult to really attack, I can't focus on 'em properly! Also natural sections tend to chew me up and piss on me!! I'll stick with street.

How much input do you give to DBR and how much do they take on board?
They're really cool about listening to my ideas especially with the trials bikes, we are making a few changes but it can take ages for an idea to go into production, watch this space.



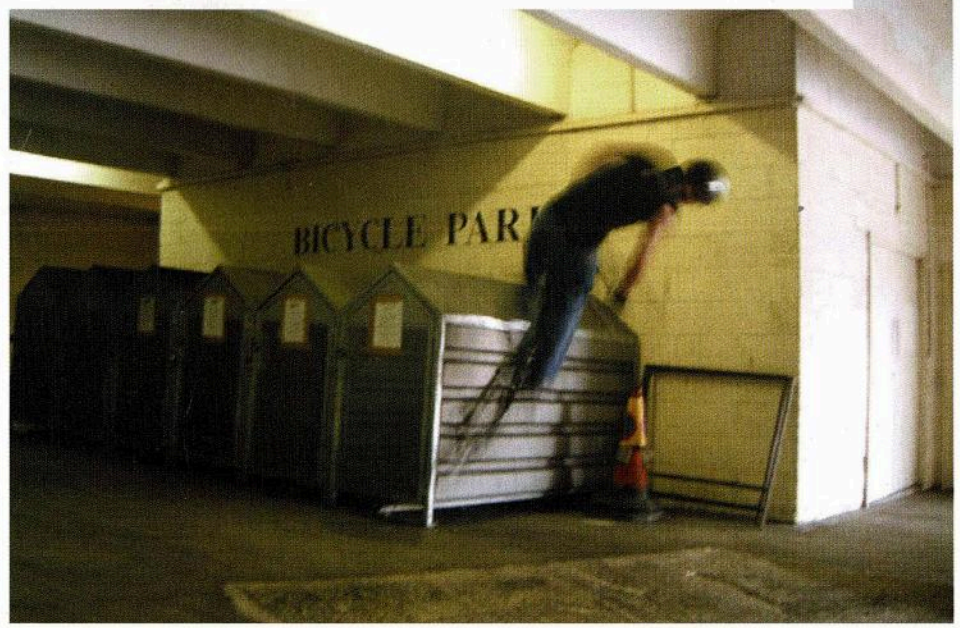
POPPING A SIDE HOP

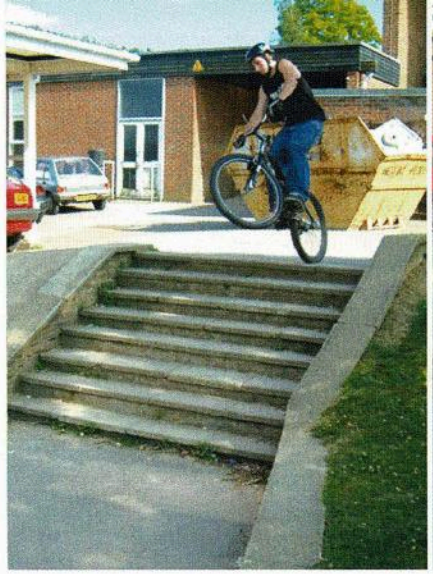
Start with a track stand and have your good foot forward. As you kick the pedal move your weight back and in the direction you're hopping to.

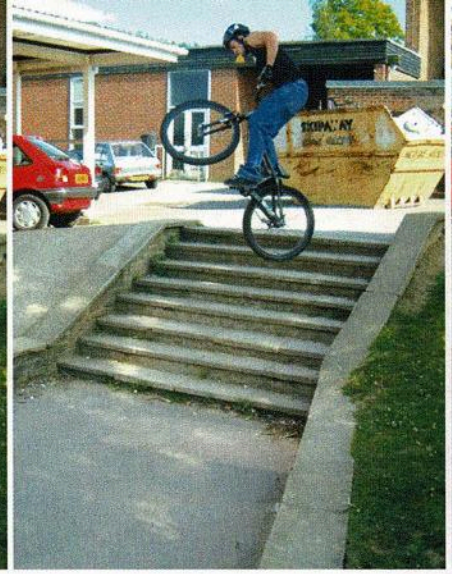
While in the air, pull the back of the bike towards your body using your legs and try to level the wheels. Look for your landing spot.

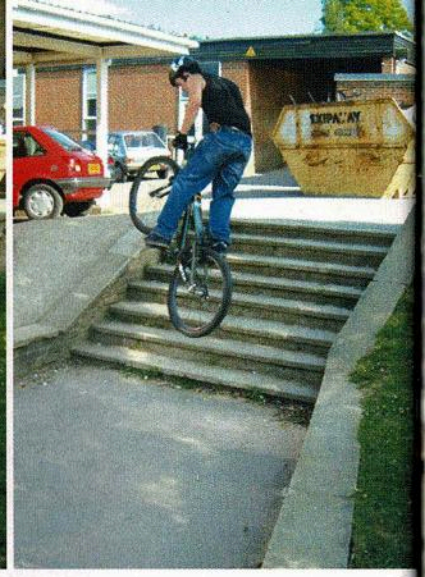
Concentrate on landing your front wheel first. If you do this the back wheel should land directly behind you.
On landing you will need to adjust your balance back in the direction you came from.

Using the playground as a run up he pops up on to a ledge at the side of the steps and carves in towards his take off spot. With a sharp tug on the bars he throws all his weight forwards to clear the gap.
At his first few attempts he comes up short, by his third he has gauged just how much momentum he needs to get his rear wheel clear. Coming in at a quicker pace this time he hops to the ledge and turns in towards the steps, another tug on the bars and he clears it with minimum fuss.
This wasn't one of those moves that are easy to spot. It takes a well tuned mind to pick out a line like that, and when done properly it does look the bollocks.
Our time was up when an off duty teacher told us to go on our way. I'd got all the evidence I needed to reassure me that this style of riding gave Ian the edge of a lot of other riders.

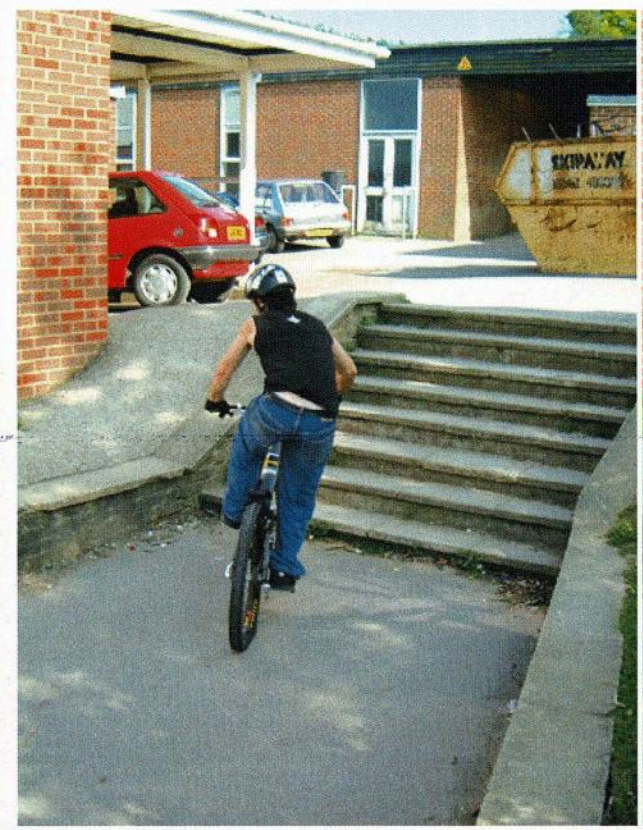


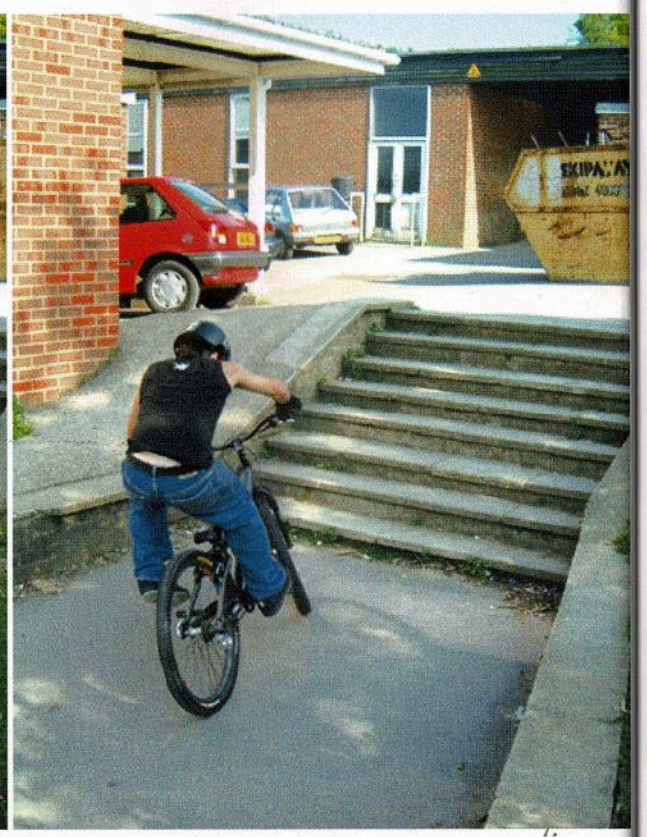






180 spin Riding in at the top of a set of steps leading to the playgroung, he swings the bike 180. The bike is now in mid air going backwards towards the bottom of the steps. The rear wheel touches the concrete and he manages to ride out fakie.





Nottingham Bike Battle

"Red Bull have been excellent, money seems to be no object. That's why this course is so amazing, I just told them what I wanted and they said OK!" -Matt Tongue

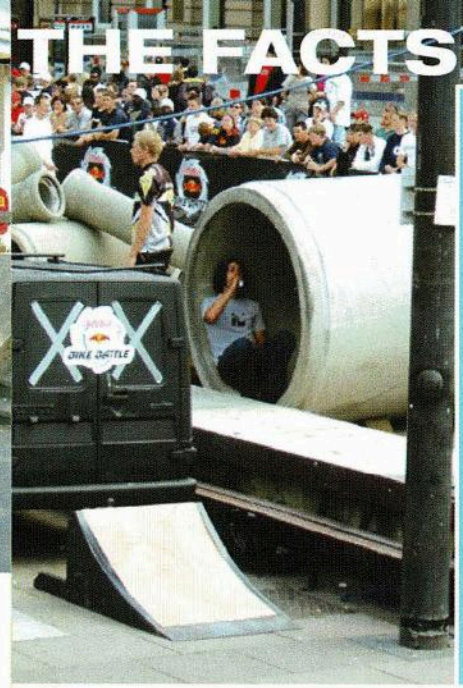


It doesn't happen often, but in America it seems happens all the time! At last a proper street event right here in England. Described as a "Bike Battle" but most definietly a triumph to trials. This event was open to the best of the best which included every style of rider under the sun. From Edd Tongue's BMX feel to Martin Kleivard's natural upbringing. The line up had all the ingredients to produce England's first "points for style" based comp.
After the sucsess of the Redbull sponsored event over in Boston, USA, Matt Tongue was left with the daunting duty to create the ultimate show ground for the selected riders to do their "thing".

The Course

With a budget of £12'000 and 6 months preparation time, for Matt, Christmas had come early!
As the title "Bike Battle" suggests this wasn't to be a purely "trials" event even though you could class all of the riders in this catagory. Redbull's main aim with this comp was to cover all aspects of "street" riding, and street to me means Trials, BMX and just about any other form of throwing your bike at an object with style.
Matt had obviously been listening closely to Redbull's honchos because what he came up with was possibly the most diverse collection of objects I'd ever seen in one arena!
You had your standard format trials stuff like cotton reels, Cement tubing, pallets and logs but to keep the "Bike Battle" theme there were vans, cars, a JCB digger and forklift truck. The BMX element consisted of a spine ramp and a 1/4 pipe which sat below a three tiered rig. The whole course fitted very neatly inside the square, it was almost as if it was meant to be there!
It took Matt and his ground crew three solid days to get the job done, and to look at Matt's sun burnt face you could tell.

THE FACTS



Planning for RBBB started a year and a half ago
The course build started on Thursday at 4pm
It took 10 people to build it
They worked to 10pm each night
3 lorries were needed to bring in 60 tons of concrete pipes
T C Harrison JCB supplied a brand new 533 telescopic loader and 4x4 teletruck
A 25 ton crane was needed to lift the 4 skips into place
The step up was the biggest man made trials obstacle ever in the UK
Its top level was 4.2m above the ground
It cost £3000 to build
Chris Akrigg was the only rider to get up it
Vincent hermance was the only rider to come down it
There were 3 large and 3 small launch ramps
4 security guards had to watch the fences all night
A total of 10 people tried to breech security
30 hotel rooms were booked, everyone stayed in the same hotel
No rooms got trashed
10 paving slabs had to be replaced
The square was back to normal by Monday morning

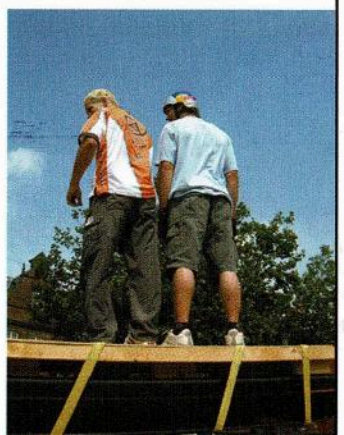
Up for grabs

As Redbull are probably the biggest Sport's promoter in the business, the prize pot was bound to be more than just a pat on the back and a goldfish in a bag.
The winner would walk away with £1000 cash and a plane ticket plus entry to next year's Bike Battle in Boston, USA. Not bad.
Coming in second nets you £500 and the trip to the America.
Third place is a respectable £250 in your pocket.
As most of these riders have, at one time or another, competed at natural comp events, anything more than a tenner was good going. But above all, the pride of winning would be more than enough??

The Riders

Although all of the line up could be classed as "trials" riders, deep down they are in fact very different. Edd Tongue brings a BMX/street style, Adam Burns brings a rough and brutal hop and drop style and Martin Kleivard brings a pure and smooth comp style. These riders weren't just picked from a hat, someone has obviously spent a lot of time in rounding up an amazing spectrum of riders, all of them together would definitley bring the "Bike" to Bike Battle.

Vincent Hermance
Martin Hawyes
Adam Burns
Martin Kleivard
Chris Leeson
Jaromir Spesny
Chriss Akrigg
Michael Matys
Danny Holroyd
Petr Kraus
Martyn Ashton
Ben Savage
Eddie Tongue
Jon Taylor





The Judging

Rather than going down the Natural Comp alley, judges scored the riders on skill, fluidity and their variety of tricks. Putting a foot down or taking "a dab" wouldn't lose them any points, it was all a matter of going big and and pulling the stops out and with an arena like this anyone could have been the victor. There was a definite BMX feel to the scoring, but as this had never been done before it was new territory for everyone, including the judges!

The Format

15 riders start and 3 riders walk away with the prizes, here's how it works. Every rider is timed for 2 minutes, in this allotment they have full use of the course and must turn on the style using as many of the objects as possable to gain maximum points. They get 2 attempts at this before their best score is carried to the final. The top 5 high scorers go through to 2 extra rounds, again, both 2 minutes. The best score from the two rounds is added to their previous round's score and the rider with the most points wins.
Last year Edd took a very respectable second place in Boston, could he do one better on home soil?



The action

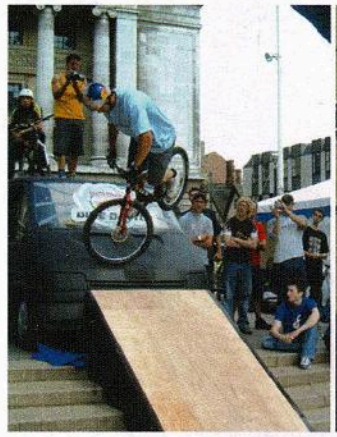
To give the riders a nice rolling start into the course, a van was neatly placed at the start line. To start the proceedings was Frenchman Vincent Hermance. Known for his amazing power and technical ability at the world rounds, this run was sure to see Vincent making full use of the high cement tubes and tricky pallet combos. As I had guessed, he went staight in for the kill, heading towards the two towering logs and hopping deftly between them, this had the crowd in instant amazement. I don't think this is quite what they expected! Seemingly on cruise control the course's "trials" element seemed to be a walk in the park for Vincent's talent, but as the riders were being marked on their variety of tricks and not just their skill, you couldn't help but think that he was loosing out on points.
With the first competitor finished, Matt Tongue calls up Martin Hawyes, the timing between one rider finishing and another one starting had to be split second.

Martin, taking his new Giant out into public for the first time looked very concentrated and determined to impress, and with his hoppy/street style he had every chance to get the judges on side. Martin made a move straight to the JCB crane, working his way around the base then finally using his control and balance to ride along the main beam before hopping over to the fork lift truck and down to terra firma. This was what it was all about, how often do you get to ride over a crane and get marked for how you did it? Towards the end of the run Martin came a cropper on a drop to a van, in a moment of frustration he planted his foot through one of the windows, it was already smashed so I don't think anyone got upset (apart from Martin!). Overall, not a bad run.

The first of the Planet-X riders, Adam Burns, got into position, a siren sounds and he's off. A course like this I think suits Adam to the ground, loads of urban concrete and big drops, I think it reminded him of his Trials Kings day's! Adam went at everything hard, showing the judges his "balls out" style. All was good until a slightly heavy landing blew out his front wheel, as he was only a minute into his run it seemed silly to end it there, instead with bike and wheel in hand he hoisted himself onto the the second tier of the rig and set up on the back wheel and gapped the third tier and ended up metres from the judges canopy. That's the second great thing about a comp like this, freedom to perform even when you broke your bike!

So far the crowd were really getting into it, cheering at the right moments and going "oooo" when a rider stacked. I took a gander through the crowds to gauge the interest in what they were seeing. It turned out that there was a huge following for Edd Tongue who was quietly waiting in the wings, nearly every obsessed spectator I spoke to had come to see him perform.
Martin Kleivard was up next to maximise his 2 minutes, riding his sweet looking Bianchi with doubley sweet saddle! Another accomplished comp rider, would he supply more than Vincent in the street stakes? He did play with a few ground level moves but as Vincent had done before him, the variation theme just wasn't happening. The run was smooth and fairly imaginative but nil point for variety. This particular day was the hottest of the year so the riders were taking it fairly easy in between runs, none of this tom foolery, it was just too damn hot for it, even the two Marts seemed to be on their best behaviour! As the first round of runs progressed, things seemed to be going swimmingly. Matt Tongue was still running around like a blue arsed fly trying to keep everthing on time and running as smooth as poss.

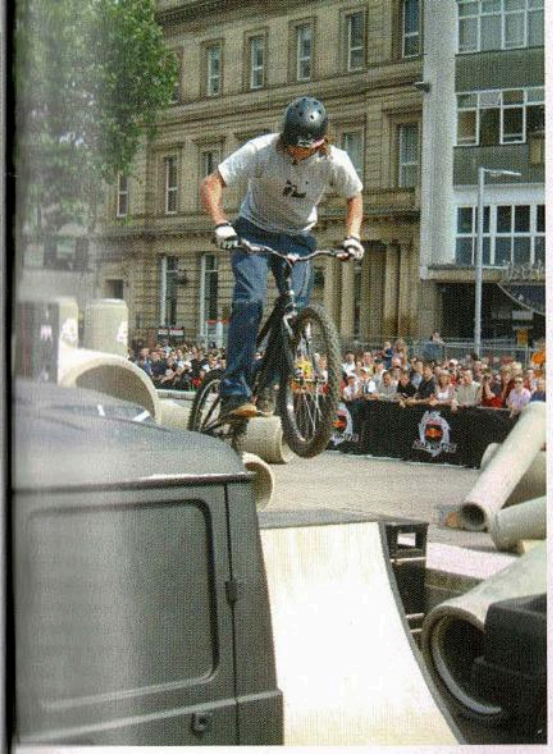




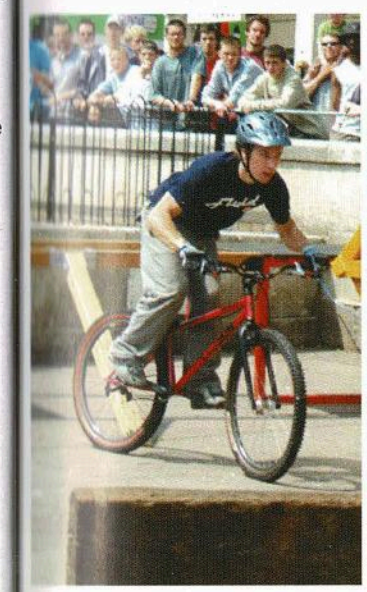


To keep an event like this running to time takes a lot of patience as Matt will tell you if you ask him.
Ben Savage was another rider I was keeping my eye on. He was understood to be well chuffed with his call up to this event, so I wanted to see if the pressure of performing in front of huge crowds would deter him. He also has a very strong connection to natural riding so I wanted to see how well he adapted to this new playground. He didn't disappoint, it was almost as if he'd done this kind of thing before, every move was as cool and controlled as the next. The best part of his run was the show boating on top of one of the tall concrete Tubes, he had it on the back wheel and turned a full 360, not the toughest of tricks but looks good when done infront of a largely ignorant crowd. Genius! The first round ends and within six minutes the second round has started. Edd Tongue is looking good in second place with Chriss Akrigg taking the early top spot. It's all out for the rest of the riders if they want to get into the top five available spaces, they have to make this next run count. In the very brief interval the commentators keep the crowds going by handing out loads of free goodies and cracking poor jokes.

The riders went out in the same sequence as they did in the first round, by now they knew when they were up which took the pressure somewhat off of Matt. Vincent was up first, with the knowledge that he was already lying in the top 5, this doesn't seem to have registered. There's one thing you can say about this man, anything is possible! Mid way through his run he eyes up the second tier of the rig. With a fast run in he launches himself up the 1/4 pipe and lands the back wheel cleanly and firmly on the deck. As if this was'nt enough he then hops over the first tier and onto the side wall of the rig and then down onto the brick perimeter wall right in front of the judging tent almost taking out commentator Chris Ratcliffe in the process. This is one of those moves only accurate riders can take on, anyone with a slightly naff accuracy problem could have got themselves in trouble.After that performance, my money was firly on Vincent to finish in the top 5. The Czechs had been having a good run, Petr Kraus hovering around fifth position from the first round but Jaromir Spesny had put in a fairly average performace so needed to up his game.

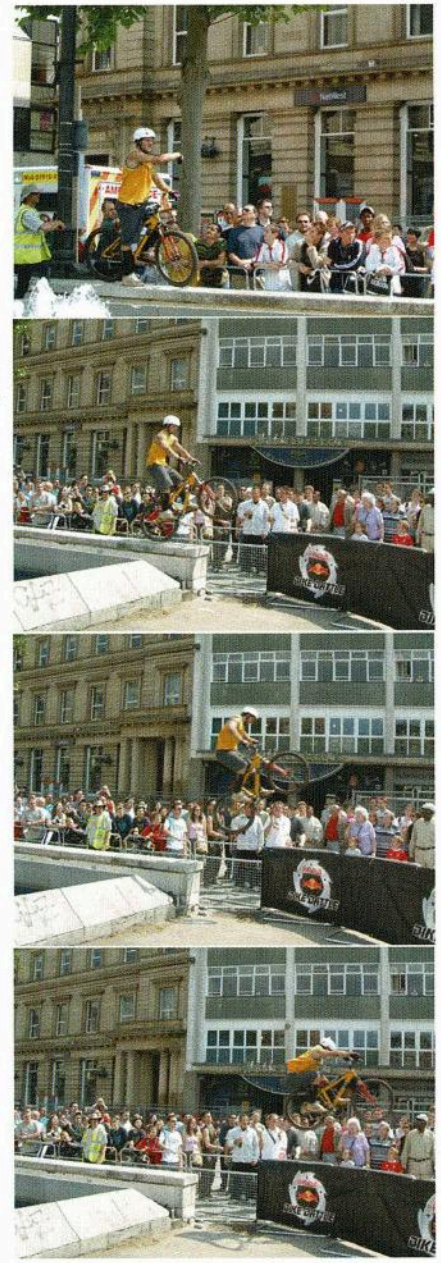


eemed to work well on the course and he made good use of the ramps, which lot of other riders didn't. Edd's BMX background had also helped him win over he judges as he was pulling ramp and van combos with ease, it was a eautiful blend of riding styles.
hris's second run came before Edd's, and he had to up the stakes if he anted to stay in contention. He didn't disappoint, making use of the whole ourse and mixing back to back tricks was enough to take him to provisional rst place.
dd had obviously seen this run and knew the ball was in his court to match hris's run and better it if he could.
anyone could show variation to impress the judges it would be Edd. Once gain he made full use of the ramps and threw in some classic BMX tricks to ring his points to 89.4, just 2 points more than Chris's 87.4!
he first 2 places were pretty much set in stone, the remaining riders battled it ut for the 3 remaining spaces.
turned out to be the Czech, Petr Kraus and the Koxx riders, Vincent and Ben ho took them.





A minute in on his second run and he seemed to be running out of inspiration, what happend next was a definite attempt at audience participation! Standing on the the perimeter wall he appeared to be waving to the crowd but infact he was planning to go out with a bang. When everyone realised what he was up to I wondered if health and safety would allow such a move. He kept waving the crowds to part to set up his next move, as they cleared he let rip, accelerating hard to the end of the wall, pulling up at the last minute, clearing the metal fence and straight out of the arena. Showman's stuff, and I don't think anyone was hurt! Was this mental move good enough to impress the judges? Apparently not quite, this final point grabber just wasn't enough to get him near the top spots.
The favourite of the afternoon, Edd Tongue, had put in a good first round and sat in top spot going in to his second run. But Edd wasn't going to have it his own way, hot on his heels was Onza rider Chris Akrigg who had also impressed the judges with his first run. Chris's gritty style





Edd Tongue

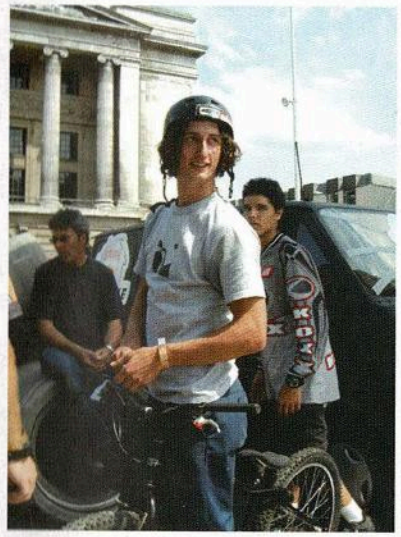
What do you think of the competition so far?
ET: It's been really good, a really good event. I've really enjoyed it. The crowd seem to have liked it. Its been all right.

So you're in the final? Are you expecting to win?
ET: I'm not to be honest, I'm not expecting anything, I'll just see what happens.

Is this the way that trials should be going?
ET: I don't think thats it's anything new, just something different. Trials is still trials at the end of the day. It's good fun and everybody seems to enjoy it.

So, do you think that your BMX influence helps you in this competition?
ET: Yeah, I reckon it probably does. I haven't been doing much trials recently, mainly BMX, so its gotta help on some stuff. I'm a bit rusty on some of the old trials moves, it's all swings and roundabouts really!

What can you tell us about the new 24' Ashton frame?
ET: It's good, the geometry was a bit out but we've rectified that. It rides real nice, everyone who's ridden it has said it's real nice anyway. It's a bit of an in between and something different.
Why 24'?
ET: Because it's good on natural and street and it suits small kids that can't ride 26' bikes.





Adam Burns

How do you think it went today for you?
AB: My first run was nice as I had walked around the course, and I had figured out where I was going to go and I got myself all psyched up, and I was all ready to go and it came off quite good. A nice run in the bag, just to steady it down and get it in the groove.

Then the second run...?
AB: I went fairly big in the second run, that was a totally different kettle of fish. I was just up on the tranny ready to go, and I was like Ohh..shit, I'm supposed to be going next, and I didn't have a clue where to go, 'cos I hadn't planned my second run, which was a bit naive on my part. So I got up there and I had a vague idea, but things just didn't come off. And I was just a little bit "woohoo".

What happened with the wheel?
AB: Oh in the first run?, I don't even know! It seems to be happening to me and Danny loads lately. The wheels were exploding for no reason. So yeah, I took it out and had a go at a few things!

But you've enjoyed it anyway?
AB: Oh yeah, it's been brilliant. I mean the weather's been great and I was a bit scared in case it started raining. But the sun's come out and its been just great.

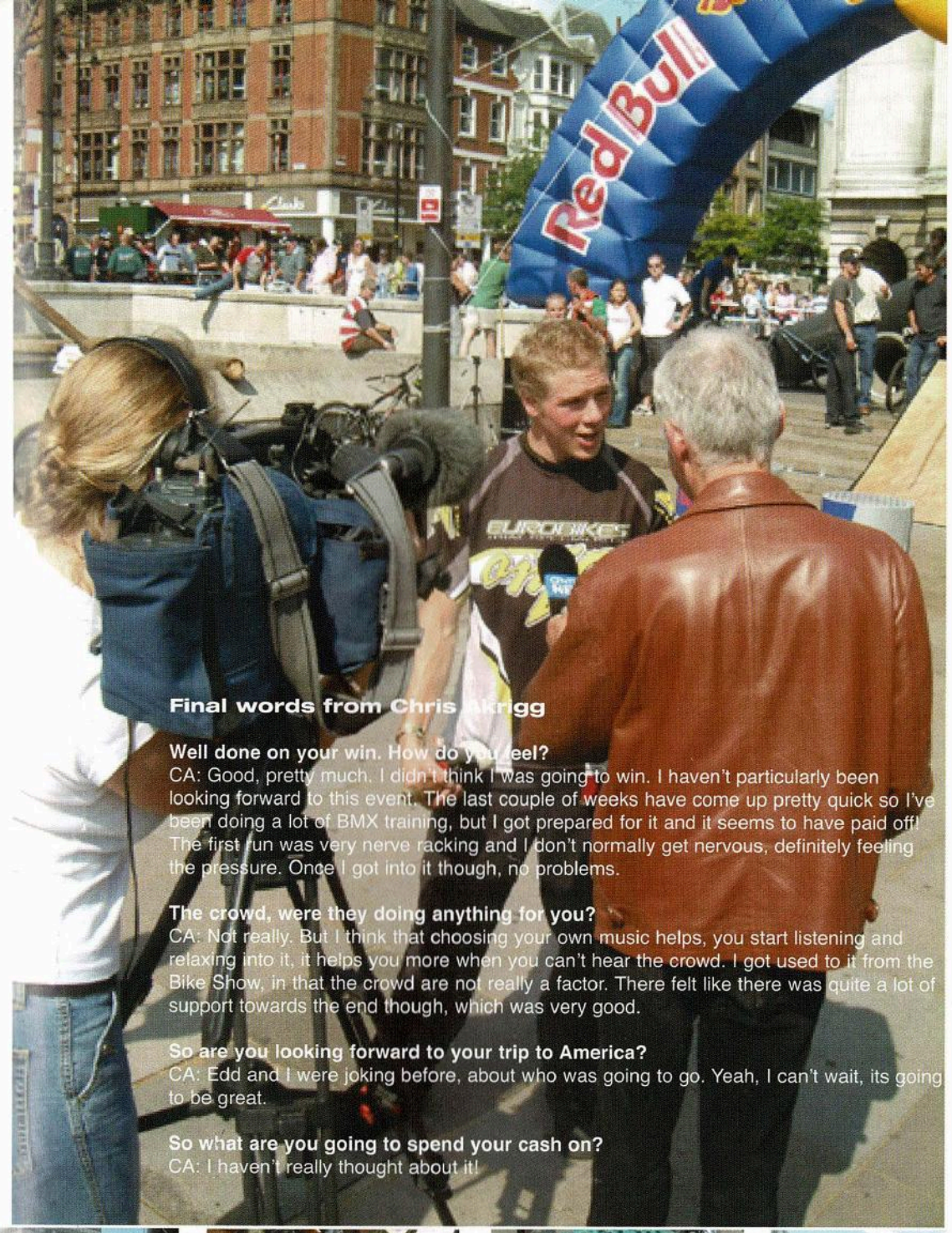
So is this the way you see trials going?
AB: I don't want it to to BMXey, but they've done all right here, they've got the space and the ramps and everything, so the rest of it is good street trials, natural. Great for spectators. Just the thing!

Do you think that this course suites BMX riders more than pure trials riders?
AB: I think that there is enough variance to keep everybody happy. Umm, but yeah it does suit a more flowing style of riding, a more street style of riding.

Changing the subject completely, can we talk about Planet X bikes. How are things going with it? Are you still happy with your progress?
AB: Yeah, Planet-X is really cool. They look after us really well, it's not all about them and what they get from us, they wanna get us to the top. They do a lot of work for us behind the scenes as well, you know, sorting out deals, like Adidas eye wear. They sorted that out. They just look after us. I think they are making a special 24inch frame for Danny. They are just sound guys really. After all that the other week with Section 7, with all that big rant, but...

Is that all water under the bridge now?
AB: Yeah, we sorted that out. It's cool





Final words from Chris Akrigg

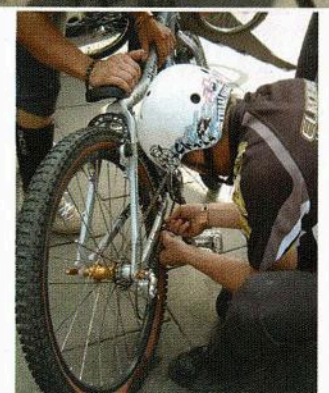
Well done on your win. How do you feel?
CA: Good, pretty much. I didn't think I was going to win. I haven't particularly been looking forward to this event. The last couple of weeks have come up pretty quick so I've been doing a lot of BMX training, but I got prepared for it and it seems to have paid off! The first run was very nerve racking and I don't normally get nervous, definitely feeling the pressure. Once I got into it though, no problems.

The crowd, were they doing anything for you?
CA: Not really. But I think that choosing your own music helps, you start listening and relaxing into it, it helps you more when you can't hear the crowd. I got used to it from the Bike Show, in that the crowd are not really a factor. There felt like there was quite a lot of support towards the end though, which was very good.

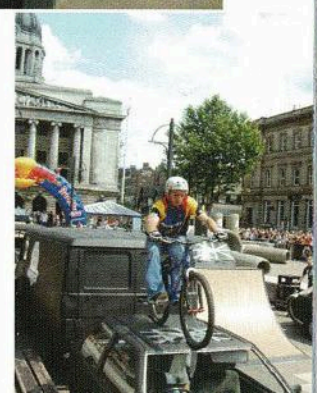
So are you looking forward to your trip to America?
CA: Edd and I were joking before, about who was going to go. Yeah, I can't wait, its going to be great.

So what are you going to spend your cash on?
CA: I haven't really thought about it!





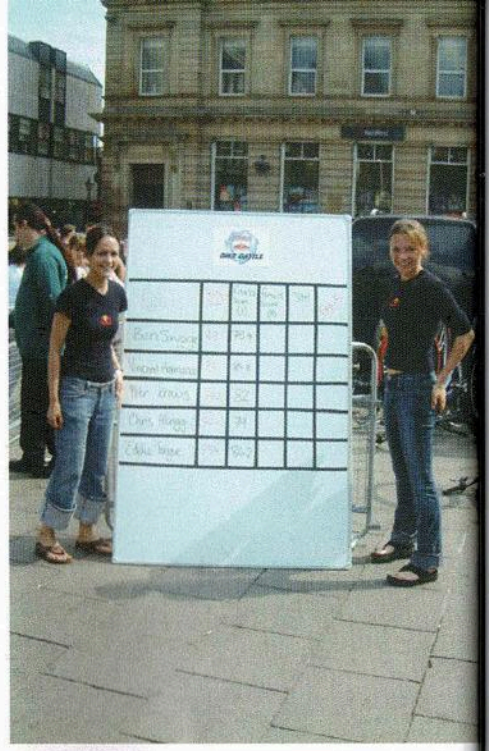


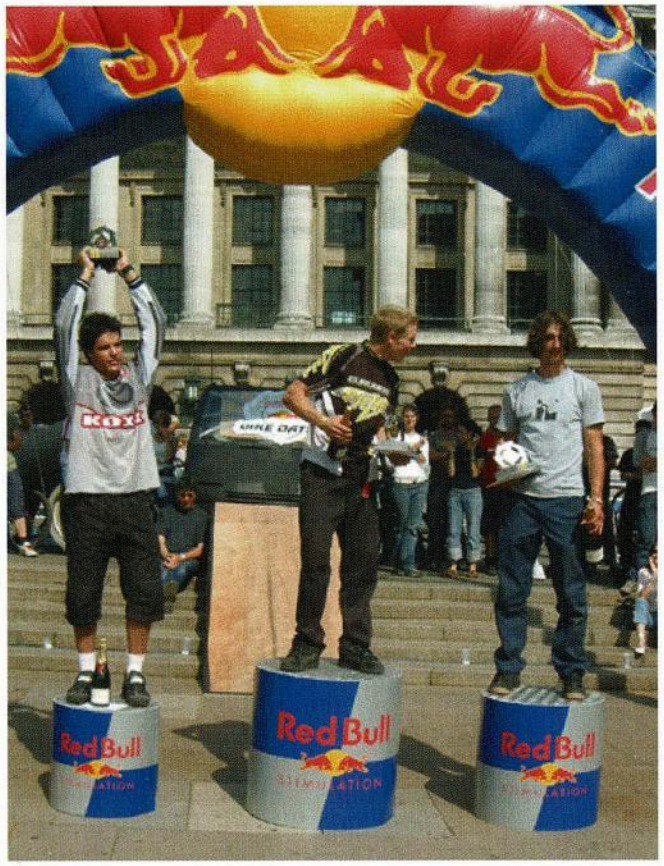


The final showdown

With the top 5 riders in position, it looked like it would be an interesting finale. The Koxx pair with their out an out comp style, Petr Kraus and Chris Akrigg with their comp/street style and Edd with his BMX style.

First to go was fifth placed Ben Savage, he needed to put a good round to stand any chance of winning as he was 6.4 points off top spot. Coming into the final he was actually starting with the same 83 point score line as his team mate Vincent, could he surpass his buddy? Ben's first final run wasn't quite as varied as his previous two but he nailed everything he went at. Vincent on the other hand blew the course away, taking the hardest lines and even negotiating the thin planks crossing the fountain pool, he scored an impressive 86.8! Peter Kraus also put in a good first run, scoring 83.4. Edd and Chris both put in high scoring runs and after the first round of finals Edd was out in front with a total of 176.6. The next round would be the decider. Every rider would have to go for broke if they wanted to pick up the top spots. After Edd's impressive performance minutes before it was Chris who would be the closest contender. He would need at least a score of 90 to clinch it. Vincent would make do with his score of 86.8 and Petr and Ben were resigned to forth and fifth places.





This was the moment of truth, Chris was up before Edd and his run was easily the best of the day. Nailing everything in sight, going big with no holds barred, this was a man that wanted to win! Edd was up next, he was currently lying in first so he was fairly safe but Chris's run before did put some doubt into his mind. Another very smooth run from Edd, again using the ramps to his advantage, from the crowd,s and riders' point of view this was a very close thing. Now that all the riders had finished it was down to the judges to announce the victor. The jury was split down the middle as to who would take first place, would it be Edd or did Chris do enough to take the glory? The judges made their decision and it would be Chris to take the winnings. As you can imagine, the crowds went mad and the riders seemed to appreciate the judges' choice. Chris had just won himself £1000 cash and a trip to Boston, very nice. Edd came in second and Vincent held on to 3rd place only beating Petr by 0.2. Everyone who came to watch or performed had witnessed history, possibly the best trials' ish event yet. **BTM**

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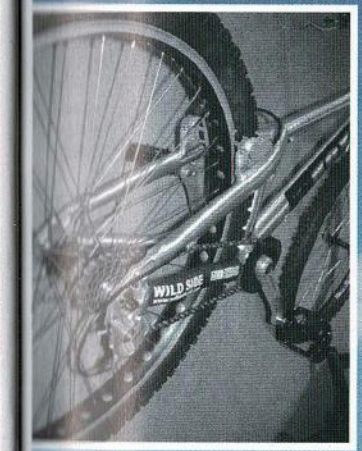



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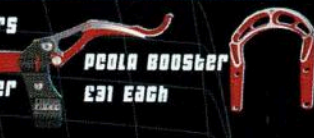

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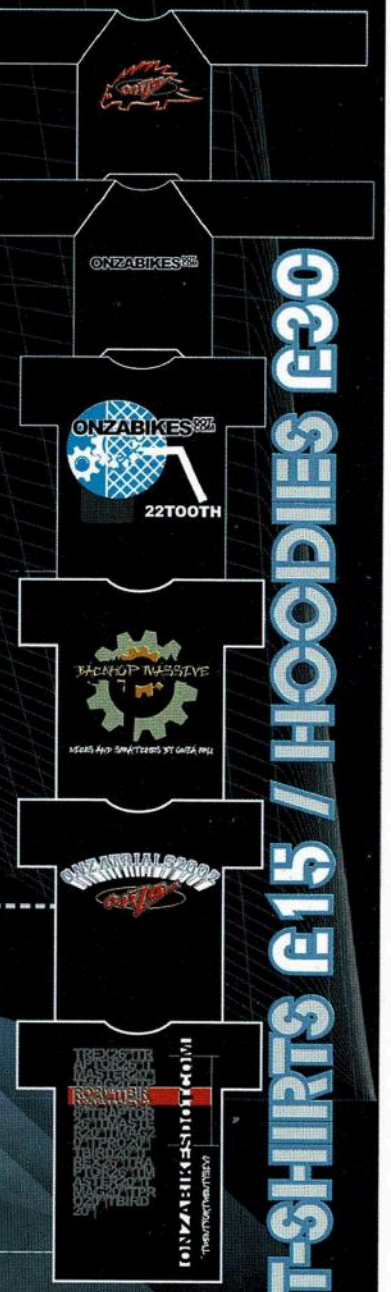

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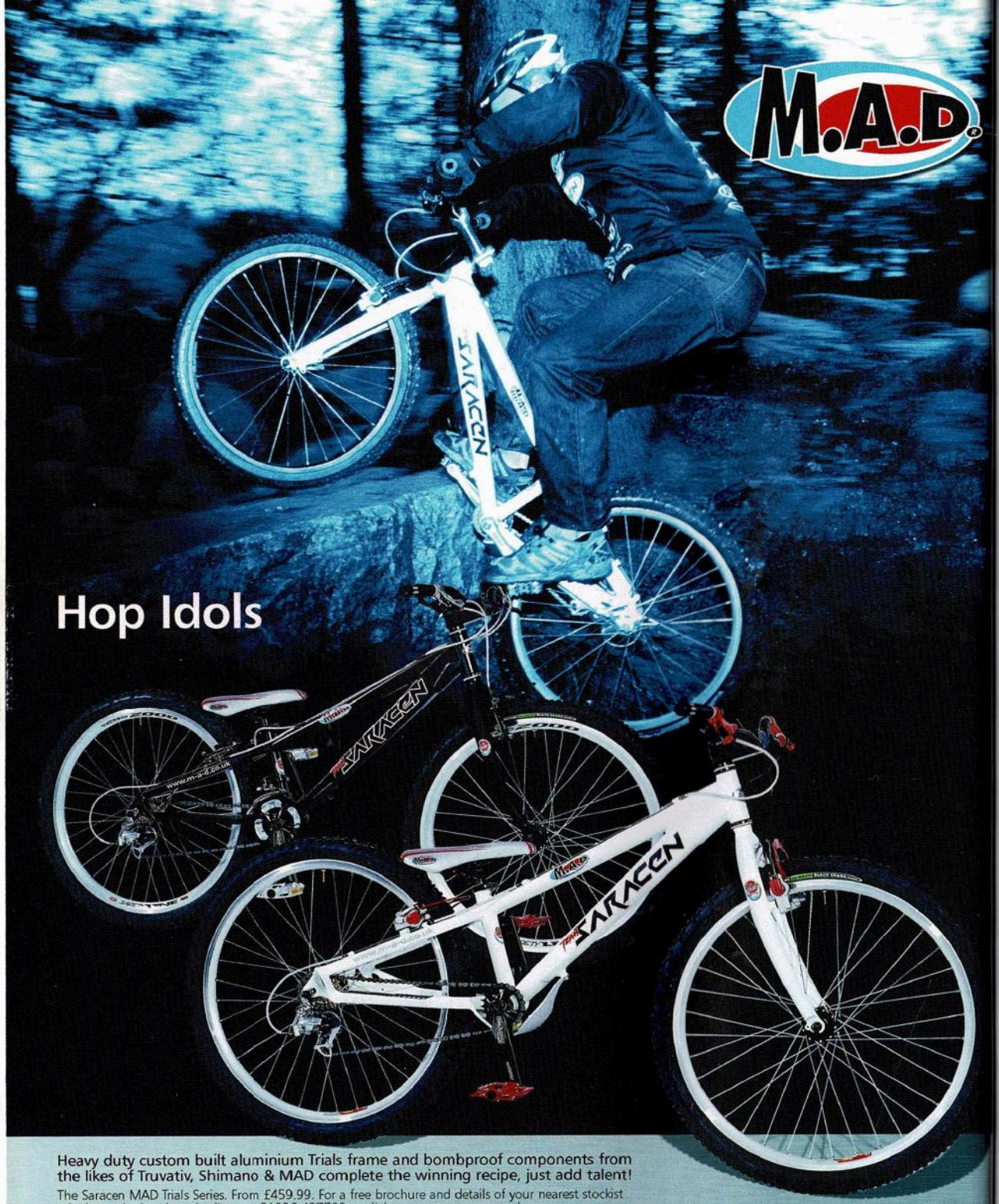

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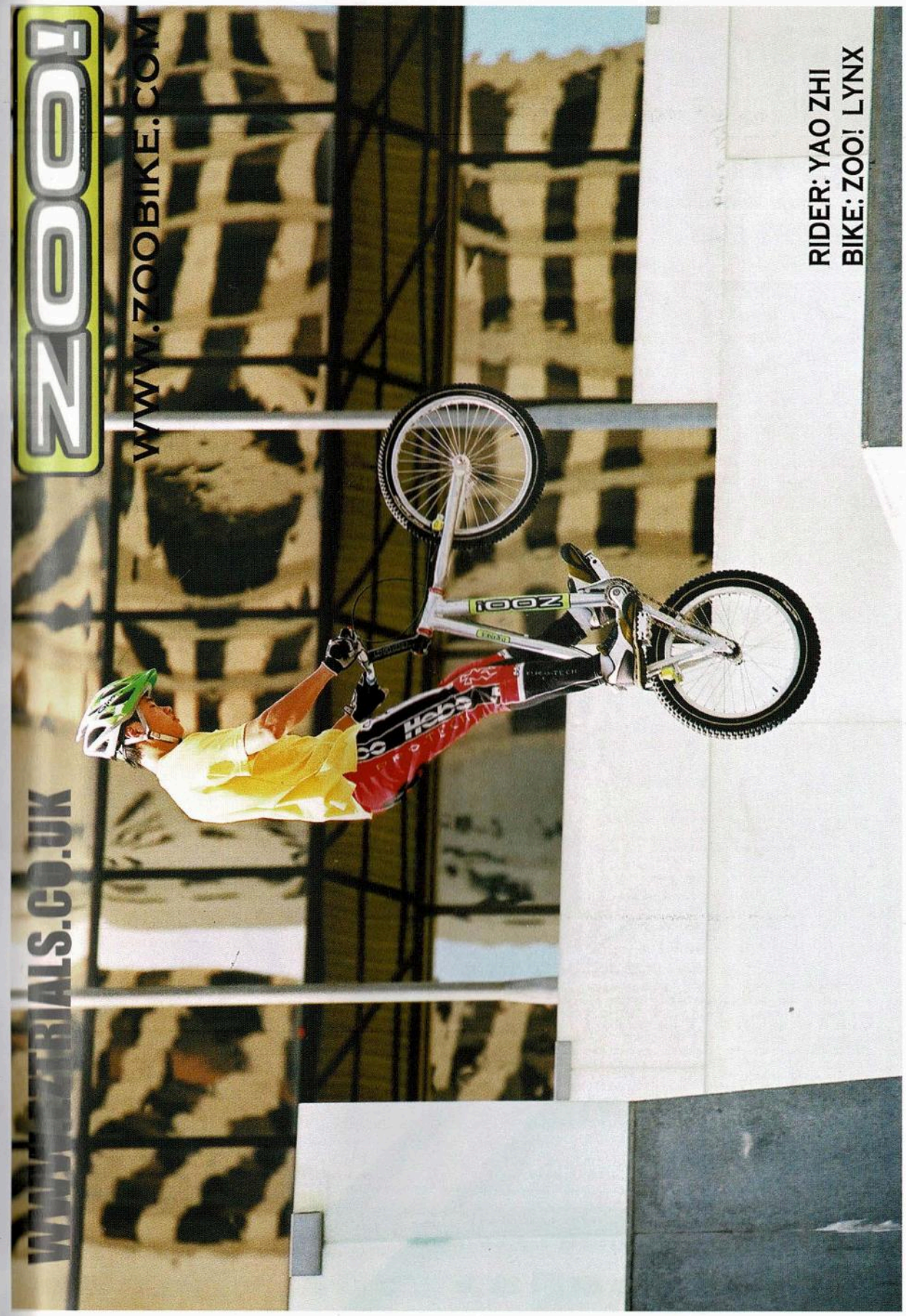

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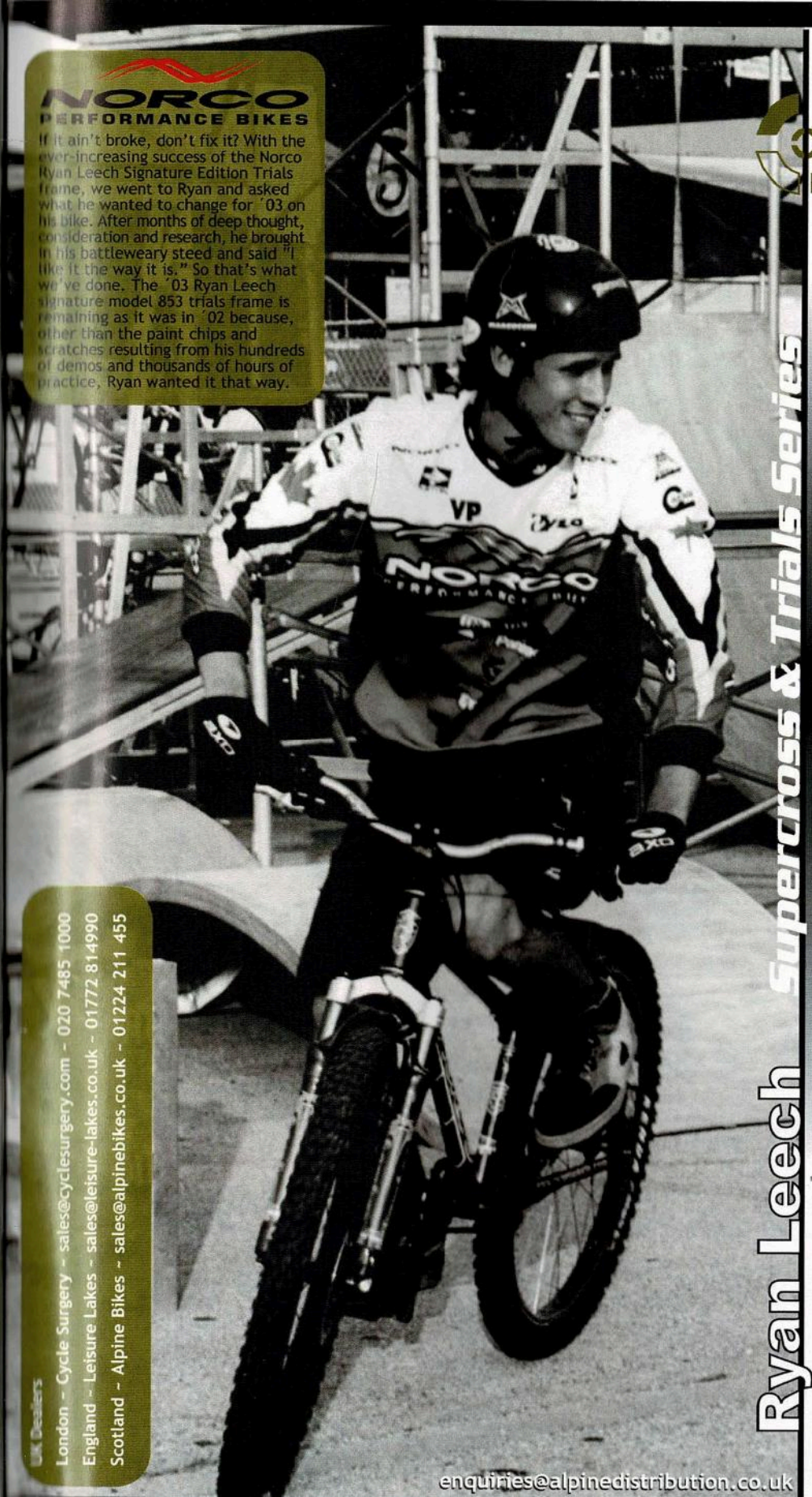

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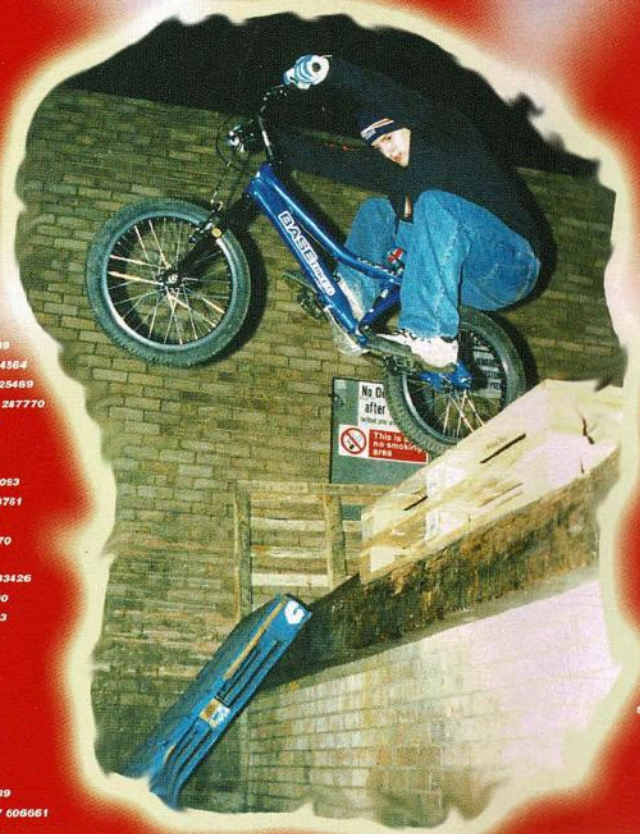

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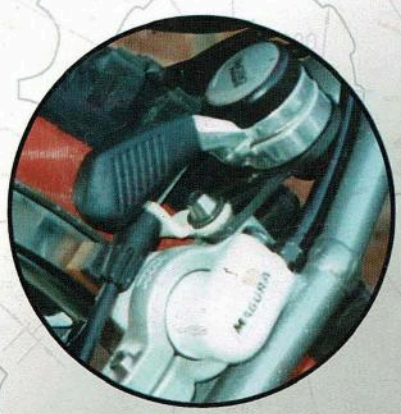



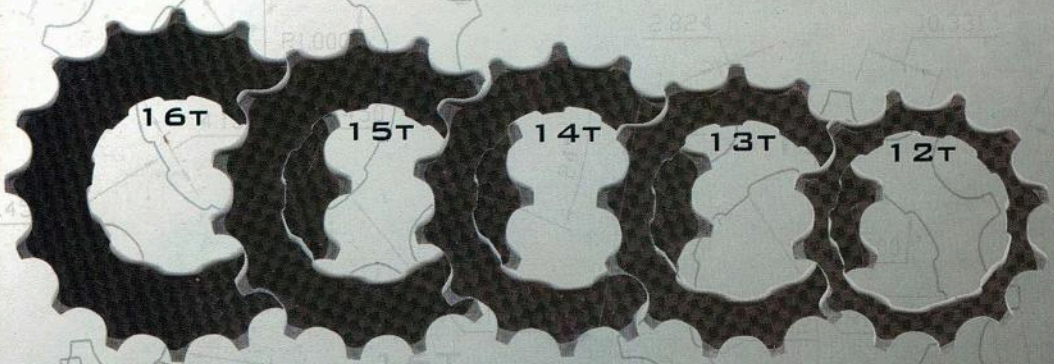

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