# BIKE TRIALS MAG

£2.50



## R.I.P. 'DJ'

14.05.04

onza

@ cycle2004

September 24th - 26th

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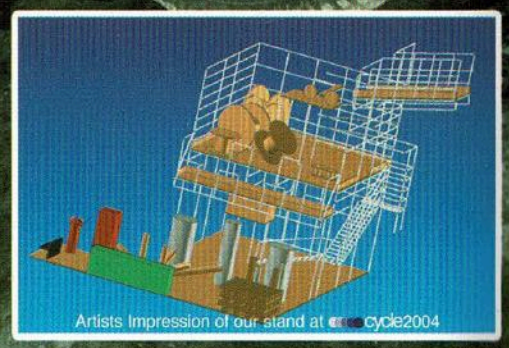
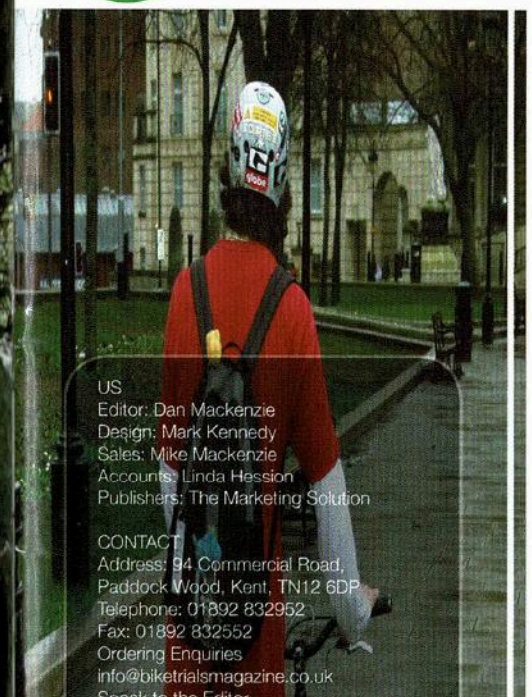



WWW.ONZA.COM

# BIKE TRIALS MAG



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THANKS
Aaron Chase, Blazing Squad, Roy@Base Bikes, Jo Parsons, Chris Ratcliffe, Wildside, Ade Pepin, Dave & Danny Butler, Jack & Jill Coustellier, Gary Woodhouse, Deng@Echo Bikes, Mike Cotty@Cannondale

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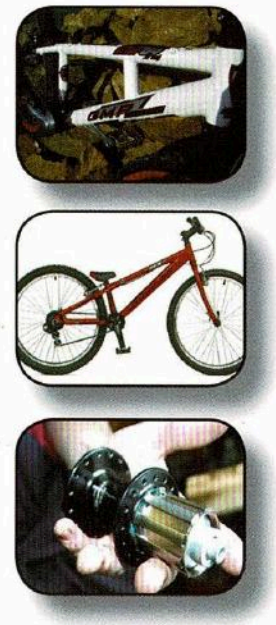
i know, i know...
we re crap, we can t get an issue out on time, we want our money back blah blah....
in the space of time since our last issue we have done some negotiating with bods in the trials/publishing industry and come up with this slightly different looking thing. we booted out most of the gimps here and employed some half talented peeps to work behind the scenes to keep our readers (you) happy. we really hope you enjoy this mag and keep coming back to have a flick. cheers.
Dan

## A FEW THINGS IN THIS MAG



grossman 26'
matt berridge
technique '04
new stuff
echo pure
news
fix it
K9 20'
not in that order

Saracen 01926 437700
Silverfish 01752 313253
Curtis Bikes 01225 759222
Bikedock 0845 0625500
Fisher 01727 798345
Planet-X 0796 7673709
NSE 07000 442232
Giant Cycles 0115 9775900
HotWheels 01202 424945
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Evolution 0208 2900807
Windwave 02392 521912
Hotlines 01208 821775
ISON 01223 213800
Gate Eight 01373 836580
Mission Cycles 01732 849666
Monty 01423 772885
Ritchey 01925 570916
Coustellier 07831 167522
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Hope 01282 851200
Raw Experience 0131 4402010
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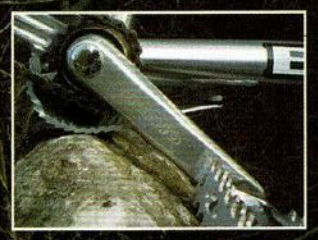
Madison 0208 3853385
Magura Brakes 01530 837195
Middleburn 01420 520223
Pace 01751 432929
Pashley Cycles 01789 292263
Tony Wilkinson 01299 400008
Extra UK 0207 4316443
2 Wheel Trading 01527 507801
X-lite 01202 767400
Mavic 01908 526660
Norco 0131 2253286
MAD 01223 660660

# ECHO TEAM






A few years ago buying a 20" frame on its own was almost impossible. Nowadays there is quite a good little selection to pick from. One of the better ones is this 'Team' frame from Echo. It is a good sign that the sport is growing and developing that you can now custom build a 20" frame.

20" frames tend to be designed with a long wheel-base or a shorter wheel-base, the Team is definitely in the longer camp. This extra length helps in serious competition conditions as the rider has more options in terms of bike position. The other obvious feature on the bike is the seriously low standover height, which has become so common on trials bikes now. The Aluminium frame is very well put together and the welds are more than satisfactory. Machined chainstay plates help to give good chainring / tyre clearance and will also be less likely to bend under repeated impacts from sidehops.

The dropouts feature a tapped hole for a grub screw, which can then be used with the traditional snail cams to tension the chain - always a nice way to avoid BMX style tensioners. The 4 bolt magura mounts come as standard and the frame is protected by a standard sump guard. In all an excellent 20" frame for the money which can't let you down.

9

contact: www.x-st.co.uk
wallet: £800-1000
(complete bike)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|---|---|
| HALO 24/26" | £150 |
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| ONZA 20/26" | F£45 R£55 |
| KOXX build upps | £ASK |
| KOXX drilled rims | £40each |

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| Poola BOOSTER | £28 |
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| TRACTOR HUB DISC | £95 |
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| TRACTOR REAR HUB | £160 |

FRAMES

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|---|---|
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| ONZA T PRO 03 | £150 |
| ONZA T PRO 04 | £169 |
| ONZA T MAG | £190 |
| ONZA T COMP | £239 |
| ONZA T LITE | £279 |
| ONZA T REX | £259 |
| ONZA T RAPTOR | £169 |
| KOXX LEVEL BOSS | £395 |
| KOXX CHEAT CODE | £325 |
| KOXX 96 | £325 |
| SARACEN MAD | £129 |
| BASE TA20 | £149 |
| GIANT TRIALS TEAM | £349 |
| GIANT ACID | £269 |
| ATOM Z | £399 |
| BRISA | £PHONE |
| MONTY | £149 |
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| 26" D JINN | £1250 |
| 26" CHEAT CODE | £750 |
| 26" XTP | £1650 |
| 20" TRICK | £575 |

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| 20" ALP | £295/395 |
| 20" HYDRA | £595/615 |
| 20" XL | £615/1150 |
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| 26" XL | £1400 |

MEGAMO
PHONE FOR DETAILS

ONZA

| | |
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| T RAPTOR LE | £399 |
| T RAPTOR | £399/499 |
| T REX | £499/599 |
| WOODSTOCK | £TBA |
| T VEE | £249 |
| T BIRD | £299 |
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| T MAG | £499 |
| T COMP | £599 |
| T LITE | £699 |

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| ONZA T BIRD | £30 |
| ONZA ARMSTRONG | £44 |
| ONZA ORBITA | £65 |
| ONZA TENSILE | £109 |
| MIDDLEBURN RS7 TRIALS | £139 |
| MIDDLEBURN RS7 TRIALS 'ISS | £164 |

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# GMP TRIAL-04

contact: grossman.com
wallet £350 (frame only)





Those of you with long memories will remember Oliver Grossman from the early Bikeshows (1998?) where he was billed as a trials / bunnyhop specialist. Since then the German has been busy setting up a Bike company. One of their latest releases is this MTB trials frame.

The seat-less bike is obviously aimed at the competition scene (you wouldn't want to ride around town on it), yet it still has a relatively high crossbar. The look won't suit everyone but then the bike does benefit in the weight department. It's surprising that even though the downtube is oversize, how little the frame alone actually weighs. The frame even features an extra top tube and tube to act as a support between the top tube and downtube (similar to the Pace frame). Whilst it might not look everyone's cup of tea it will undoubtedly take some of the stress off the welds on the headtube.

Geometry wise the frame has a reasonably short rear end and a short front end. Unlike the majority of trials frames we see today, which feature ever longer wheel bases, the Grossman has gone for a more traditional feel - its more of an all round trials bike.

Where the Grossman scores highly is finish. The welds and dropouts are excellent, as are the graphics and paint. Its a shame that they'll probably get scratched to hell once the bike is ridden in anger.

# ABUSED




## PUNCTURESEAL

contact: puncturesseal.com
wallet: £8-10

We weren't to sure what to expect when we tried this out, i'll start now by saying that the manufacturers didn't make any claims that it worked for pinch flats but we thought 'heck' let's try it anyway!

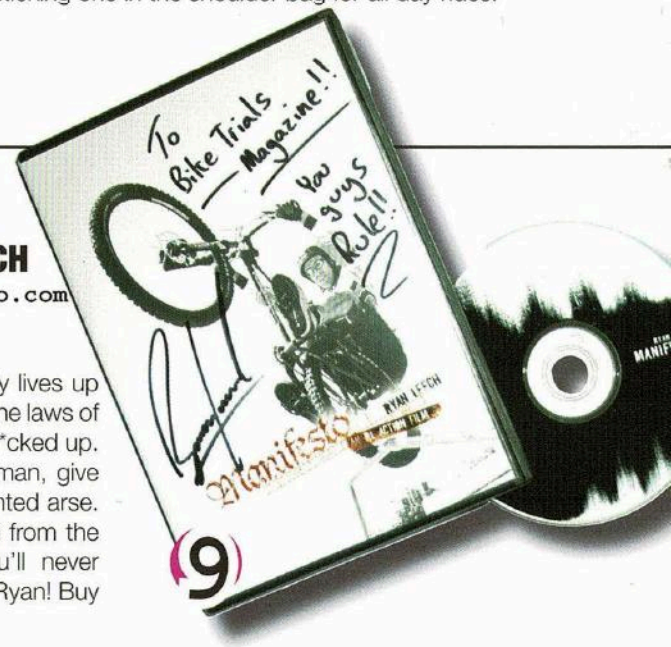
Take one fresh tube, ride on silly low pressure and wait for a pinch flat (snakebite). We shoved a load of this in and waited for a few minutes before pumping her back up, and guess what? it worked!

The pinches were fairly narrow so I guess there's potential failure if your dealing with a huge gash but for our pinch it worked fine and is still holding in the air to this very day. The only downish side is that the application isn't that straight forward but if you've got a bit of nonce then you'll do fine. Worth sticking one in the shoulder bag for all day rides.

## MANIFESTO, RYAN LEECH

contact: www.chillivideo.com
wallet: £25

wow! Ryan's first solo DVD really lives up to the ledge. Some moves defiy the laws of trials physics and some are just f*cked up. If you get half as good as this man, give us a call and we'll kiss your talented arse. If ever there was a trick to learn from the tv, there all on here, but I bet you'll never make it look as easy as the boy Ryan! Buy this now.







## DR SLUDGE INNER TUBE

contact: www.weldtite.co.uk
wallet: £5-7

Much the same as the puncture seal except the tube is pre-filled with 'sludge' so when you kop a flatty, the 'sludge' instantly fills the hole. The box says that side walls will not repair and anything over 3mm is not guaranteed to seal properly. So, again we thought 'heck' lets try it anyway.We forced a pinch flat and as the bx indicated, the 'sludge could'nt quite get an air tight fit so alas the tyre refused to re-inflate.

We felt a bit harsh putting it through a test it never claimed to perform in so we got a trusty pin and stabbed it up real good, and watched the magic work, and it easily managed a few sissy holes.

To sum up then, no good for pinch flats, tops for small pricks. Worth buying if you suffer from small pricks but otherwise leave it for the market it was intended for, i.e. cross country lycra folk.




9

## MIDDLEBURN PRO TRIALS GUARD (lightweight)

contact: www.middleburn.co.uk
wallet: £50

I know what most of you are thinking... I've already got one of those, why are you reviewing it again?!
Take a closer look though, this latest version has lost a bit of un-needed weight, bringing it from 225g down to 174g That's a saving of 51g's which in a world of slimmers ain't bad.
The weight saving was achievable by taking away some of the thickness from the centre outwards but without compromisng strength. It's a very simple touch but well spotted by the guys at Middleburn. The rest of the Ring is unchanged but when it comes to production there will be some changes to the chainring fittings which will allow you to run a thicker KMC chain, lucky you.

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## MONKEY STYLE DVD

contact: www.chillivideo.com
wallet: £19.99

This Recent release from the IDUN. TV crew is a nice blend of street, trials and a touch of downhill. With household names like Ryan Leech, Dylan Tremblay, and Josh Stratt on the credits your pretty much guaranteed quality riding and Monkey Style captures plenty of it. You will notice that this DVD points mostly towards street and the trials theme takes a back seat but for pure quality of riding you would have to give this full marks. Ryan's scene is brief but takes a good slice of his repertois and sets in stone his tag of mr impossible. It flows well and there's no silly fill in bits that make up time, it's all good, pure, solid riding, which is what a bike vid is all about isn't it?

# ABUSED

MIDDLEBURN
The New
Pro Trials Guard


www.middleburn.co.uk
available at all excellent bike shops

## CLARK'S MECHANICAL DISC BRAKE

**contact: www.fisheroutdoor.co.uk**
**wallet: £39.99**

It's funny how some people turn down a product because they think it won't be able to do a certain job, Clark's Cable disc brake definitely falls into this catagory. Put your hand up if you think Cabled disc brakes are only good for a £100 Appollo from Halfords...You'd be wrong....It seems that the old cable has found a new dedicated following amoung even the hardest of trialsters. Everyone knows the negatives of a cable system compared to a hydraulic system but it seems that reliability has topped the lists of many riders' preferences. Hydraulics have a nasty habit of leaking when you least need it and when your 100 miles from home it isn't all that easy to re-bleed and set-up again, cables on the other hand , are a piece of piss, no fluids, no fiddely set up, just replace cable and go! Our choice for you is the Clark's Cable Disc which has been on the market for a few years now but is the don of it's kind. Easy pad adjustment is done via turning the red knob and the cable is easily tightened/slackened using a 8mm allen key. The build quality is nice and solid and the rotor just about handles the job although you might want to upgrade to a saw tooth for extra grip. One of the main downfalls of the cable system over the years was the amount of cable stretch under pressure but that's mainly down to crap quality cable. Using Climb8 Cable will reduce stretch by a mile, and you'll be left with a nice modulated feel as a result. So if your pissed off with Hydraulics and want something less anoying then give these ago, you may just find you like them a lot, like I did!



# BASE BIKES T19,T19FD, T20

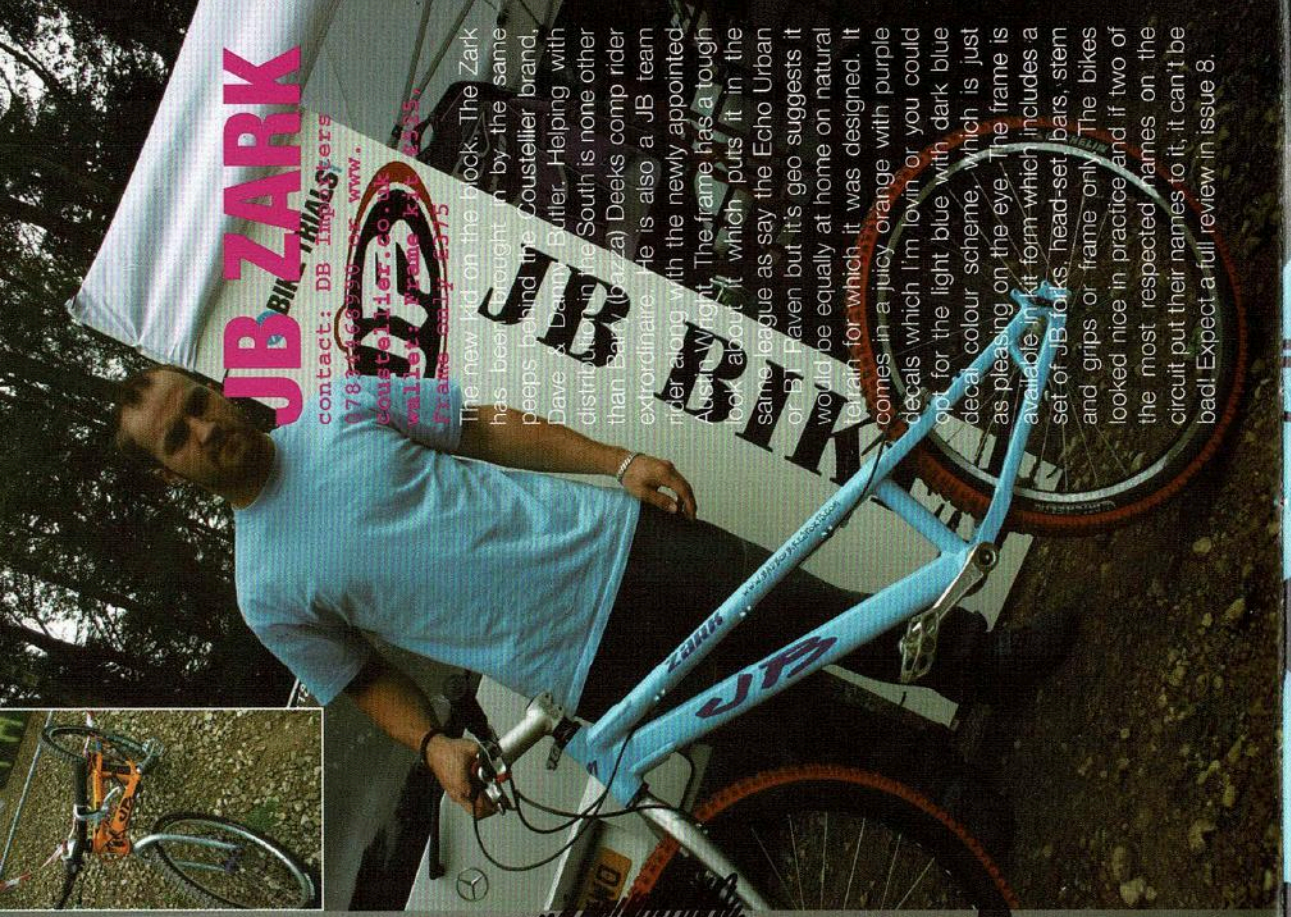
**contact: email bike-it@btconnect.com**
**wallet: T19 £319, T19FD £389, T20 £379**

Base have been on a roll ever since they released the re-vamped TA26, T20 and T19 a year ago, and they're at it again with the release of their 2005 range. All the bikes have been tweaked in some important areas, oversized downtube, thinner seat post, double cage VP alloy pedals, larger bashguard with rubber block over the old plastic one and new drop dead gorgeous colour schemes. The new edition to the range is the T19FD which specs a Tektro Gemini Hydraulic front disc with 165mm rotor and comes in one-off red paint work. The T19 and T20 have also been given a cosmetic face lift, the T19 comes in black or Scotchbrite and the T20 in blue or champagne (my favourite). The whole range is now available in stores up and down the country.






NEW STUFF



# JB ZARK

contact: DB Importers
783[illegible] or www.
coustellier.co.uk
wallet: Frame kit £[illegible]
Frame only £375

The new kid on the block. The Zark has been brought in by the same peeps behind the Coustellier brand, Dave & Danny Butler. Helping with distribution in the South is none other than Barry (Bazza) Deeks comp rider extrordinaire. He is also a JB team rider along with the newly appointed Austin Wright. The frame has a tough look about it which puts it in the same league as say the Echo Urban or BT Raven but it's geo suggests it would be equally at home on natural terrain for which it was designed. It comes in a juicy orange with purple decals which I'm lovin or you could opt for the light blue with dark blue decal colour scheme, which is just as pleasing on the eye. The frame is available in kit form which includes a set of JB forks, head-set, bars, stem and grips or frame only. The bikes looked nice in practice and if two of the most respected names on the circuit put their names to it, it can't be bad! Expect a full review in issue 8.

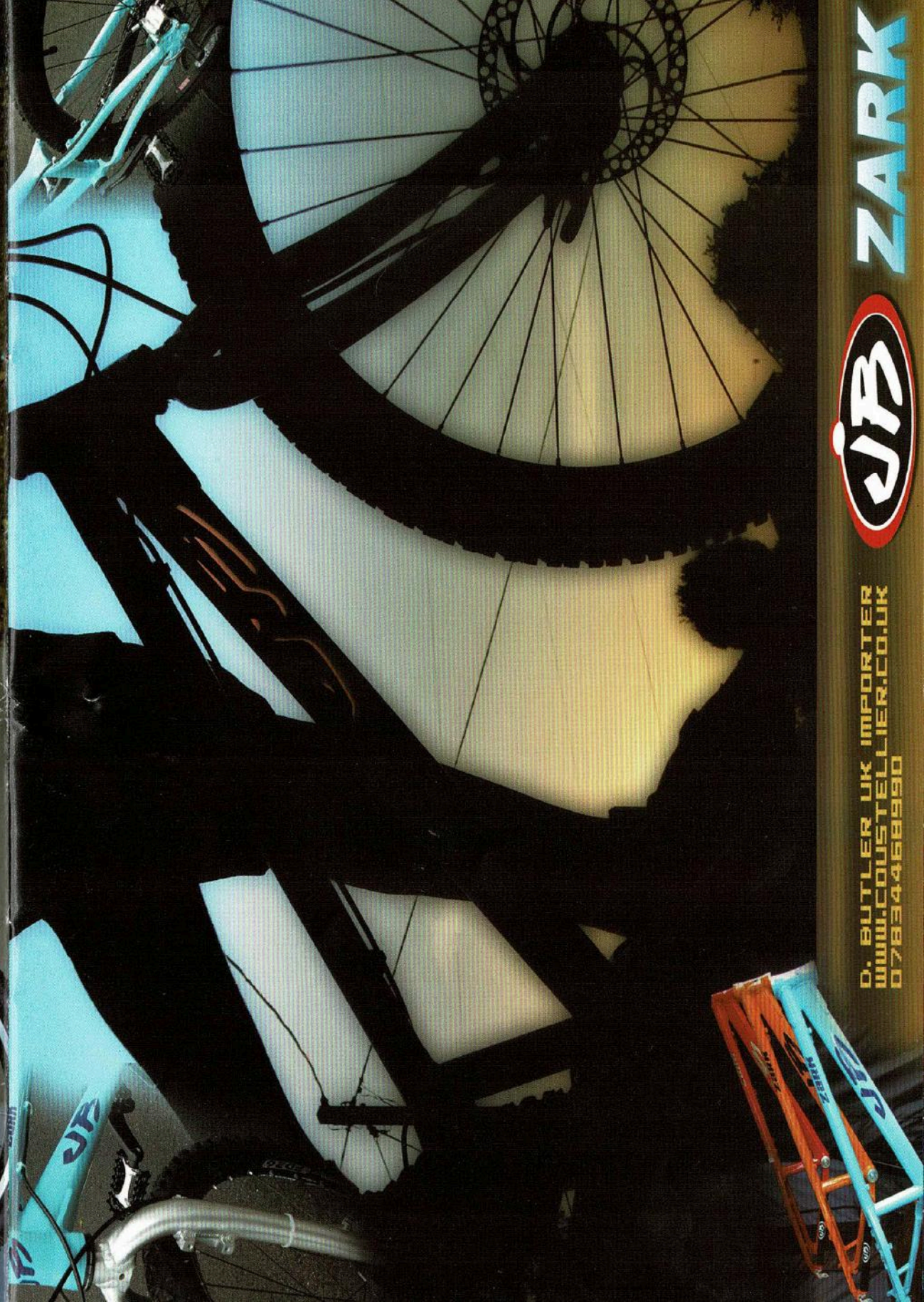
# NEW STUFF



# ONZA T-REX

Contact: Super Cycles 0115 9411[illegible]
Wallet: Full bike £499-699 Frame only £[illegible]

Yes it does doesn't it? It looks like a Pitbull....it looks like an Ashton...it looks like a Coustellier...so what. It proves a point if manufacturers are making frames with this now common design it works! The famous Onza T-Rex has been given a major facelift for 2004/5 and what some say is a dubious paint scheme, I quite like it. It comes specced with Light Guy forks, Hi-Tensile cranks, Onza bar & stem a full set of Hs33's and other Onza branded goodies. The forums are rife with peoples opinions on this particular Onza model some good some bad but I suspect that this offering is up there with similar frame makers and at very sensible money like only Onza can. It's out now.



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# MORE NEW STUFF




## SARACEN MAD 2six, 2sixH & Team Issue

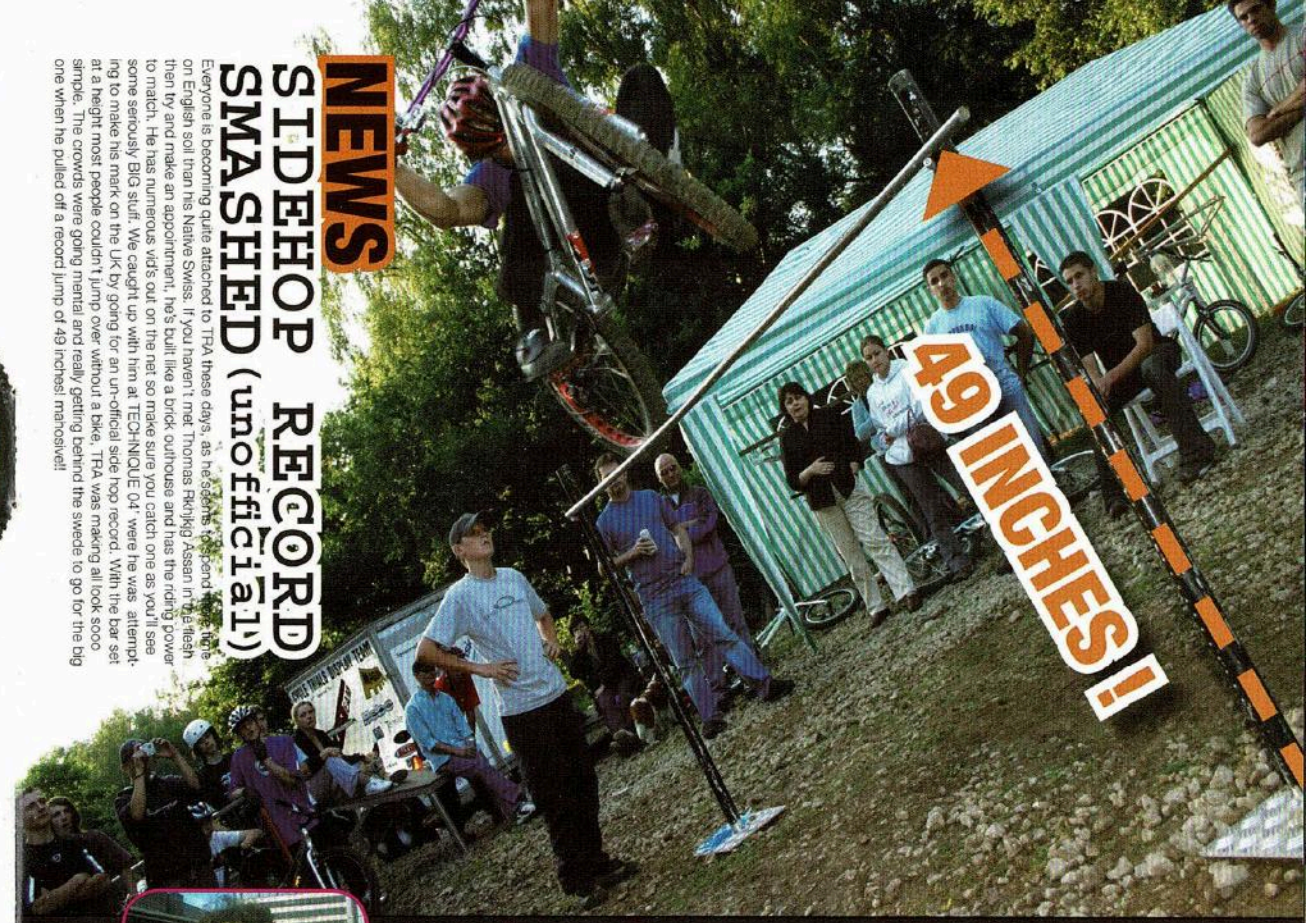
**contact: Saracen 01926 437700 or MAD 01223 660660**
**wallet: 2six £499, 2sixH £599, Team Issue £699**

For 2005 Saracen's MAD replica bike has 2 new additions, the 2six and the 2sixH, the H standing for Hydraulic i.e. specced with Hs33's. The frame stays much the same as last year's with the exception of the obvious new colours. The cheapest 2six comes with a Tektronic V-brake set-up and Husselfelt cranks, the 2sixH comes with Maggies and the top spec Team Issue is fitted with an uprated drive chain. The new range won't be available until early next year and I'm sure them messer's on the MAD team will be getting their hands on them before anyone else does!

NEWS

## SIDEHOP RECORD SMASHED (unofficial)

Everyone is becoming quite attached to TRA these days, as he seems to spend more time on English soil than his Native Swiss. If you haven't met Thomas Rekjkig-Assan in the flesh then try and make an appointment, he's built like a brick outhouse and has the riding power to match. He has numerous vid's out on the net so make sure you catch one as you'll see some seriously BIG stuff. We caught up with him at TECHNIQUE 04 were he was attempting to make his mark on the UK by going for an un-official side hop record. With the bar set at a height most people couldn't jump over without a bike, TRA was making all look sooo simple. The crowds were going mental and really getting behind the swede to go for the big one when he pulled off a record jump of 49 inches! manosive!!






# GOODBYE TO "DJ"

David "DJ" Jones was taken from us on the 14th May 2004, after being involved in a collision with a "hit and run joy rider". Following his death the drivers of two separate vehicles have been charged with "causing death by dangerous driving" and numerous other related charges and crown court proceedings are ongoing.

17 year old David was an immensely popular young man both within his local community and worldwide in the "trials community".

It has been incredible to have seen over 500 floral tributes and mementoes laid on the roadside at the scene, and over 600 people crammed into the church for his funeral. Also the messages left on the trial forum (www.trialsforum.co.uk/thoughts) almost 1.000 now.

Police closed the town centre roads as over 100 trials riders from all over the UK, came to Abingdon to ride behind DJ on his last journey, and a great ride was set up after the service at Abingdon United F. C. and it is hoped to have a memorial ride again next year.

His passion for trials riding was unquestionable, and his successes (and failures) have been shared thanks to his ability to make and post videos.

David was very much looking forward to riding as part of the Base Bikes Team, and was very proud to have been chosen, his life was really looking up, he was due to be engaged to his lovely girlfriend Em, who he clearly loved very much, and had just been offered a full time job with Halfords.

He leaves behind Sue and Charlie (Mum and Dad) and two younger brothers Adam and Sam, girlfriend Em, and countless other great friends.

**R.I.P. (ride in peace)**
**David "DJ" Alexander Jones.**

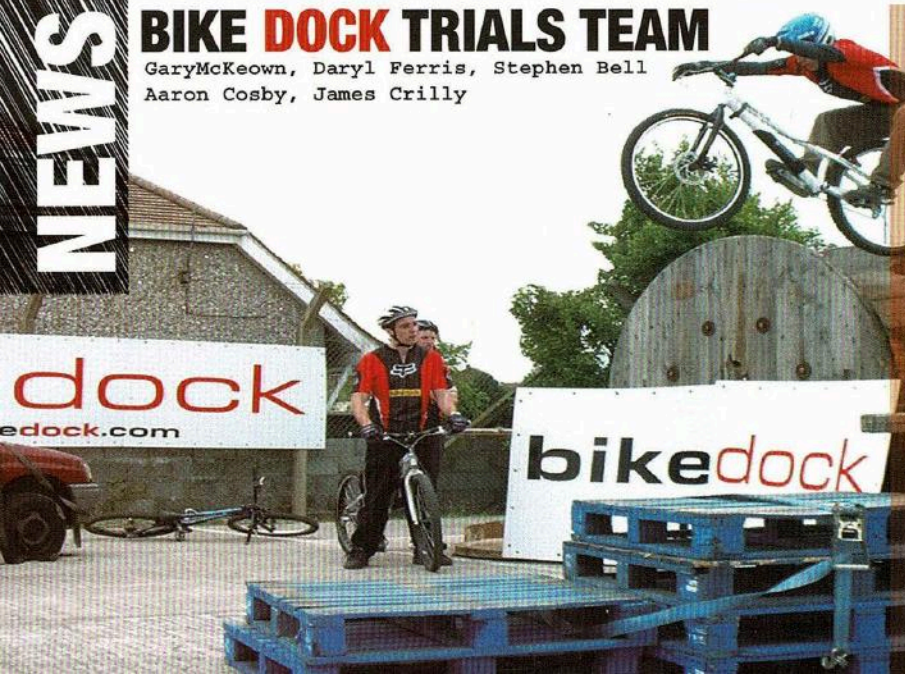


fluffybunnymovement.

NEWS

## BIKE DOCK TRIALS TEAM

GaryMcKeown, Daryl Ferris, Stephen Bell
Aaron Cosby, James Crilly




"The trials team is made up from local guys instead of paid professionals as this helps fuel the local scene all of which are talented riders but being that there is no official trials rounds here it is hard to get sponsors anyway. Hopfully these demos will help us start a club series etc and trials can really take of here. maybe a national round in the future we have had Ian cooper here and the savages and butler when he was riding megamo/koxx for a demo also last year so there is interest on the mainland. The work is all put in by the local riders and volunteers I oversee the final course layout but when riding with trialstar motorcycle trials team they set the course up for motorcycles and we adapt to the course. All demos have been done free of charge (bar advertising) again showing that bikedoock want to "promote the sport not just make money" Gary

# NEW STUFF

## ONZA woodstock 26'

**contact: Super Cycles 0115 9411133**
**wallet: Full bike £1050  Frame only £349**



Onza have really done it this time, the culmination of years of research and testing by some of the most well known riders in trials, Chris Akrigg, Rob Poyser to name just two.... has produced the high end bike that you see before you. The Woodstock has been built from the ground up with 'universal' in mind as it's main objective is to ride sweetly for every angle of trials riding, be it street, natural, or a mix of the two. There was no holds barred when it came to speccing this beast, Hi-Tensile cranks, CK rear hub, Louise freeride 04 disc, 04 hs33 rear rim, Ground Hog drilled 47mm rear rim, Hog rim front, Onza Carbon bars.... you get the picture.

The frame has been tweeked a million times to get the feel just right and the geometry and tube sizing suggests strength will be the key to it's success.






# NEW 2004 MODELS NOW IN!

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Onza Porcs classic folding tyres £24.95

Visit www.supercycles.co.uk




## onza T-Pro

Brand new competition model with hard anodised frame. This model is set to take the 20" trials bike market by storm and we are still holding last years price for the complete bike.

## onza T-Bird

New colours and facelift for 2004 plus the standard spec. has Magura HS II brakes. Rear wheel is now 20"(19") x 2.50 and sticky fingers tyres as standard.

## onza T-RAPTOR

Improved standard model for 2004 comes with new colours, wider rims and wide straight handlebars and armstrong cranks. Deluxe model has new Reggie & Ronnie sealed wheels with sticky fingers tyres, new orbita cranks with stainless steel bash guard and 31.8" straight bars with TIG welded stem.

## New Shooter

The new stealth slalom shooter has a matt black frame with RockShox Judy TT. Truvativ cranks and cruise chain device. Stunning looks and still only £399.00

DDG

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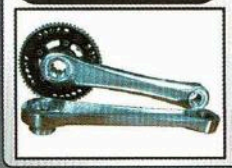
**GLYDE** £55
**GLYDE SUPER** £65
**VECTOR PRO** £135



## Tensile

DDG DUAL COMPOUD GRIPS Red/Black Blue/Grey **£5.95**



**Tensile cranks with screw-on dual bashguard £109**
Tensile cranks with splined spider £109
**Tensile cranks with cromoly bottom bracket £129**
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## RB Design

Brake Booster with titanium bolts.
weight = 92grams



AMERICAN CLASSIC

GINGS £9 - £12

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|---|---|---|
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| 120 Front SUS Hub | 120 Grams | £23.80 |
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| Disk140 FR Disc | 140 Grams | £41.50 |
| Disk240 R Disc | 250 Grams | £96.50 |
| Skewer Set | 115 Grams | £25.50 |
| ISIS B/B inc Tool | 155 Grams | £42.50 |
| Headset - Ultralite Sealed Bearing | 112grams | £39.95 |
| Q/R Titanium Skewers | 90grams(pair) | £19.95 |



## GUESS PRISM

Carbon Fibre seat with T164 Titanium/ Carbon fibre laminated rails. Suede style pad top cover. Weight = 172grams

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**Wise Guy**
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NEW NEW



**New Summer 2004 Model £219.00 also available in 24"**

**TRIALS UNI**
Tubular Cromo Cranks on splined Cromo Axle. Full 4130 Cromo. Onza 20v2.5" Tyre Black only

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onza DDG

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Ultra Staight Alloy Bars £24.95
Alloy Oversize Riser Bars £24.95
T-Raptor Stem £24.95
T-Master Oversize Stem £24.95
Mini Saddle Kevlar Edged, with rails £12.95
Mini Saddle Kevlar Edged, Integrated Post £17.95
DDG Dual Compound Grips only £5.95 (Red & Black, Blue & Grey)
DDG Driver - 4130 Cromo 3 Piece C/Set, Sealed B/B + Spider £99.95
DDG Buzzbars £19.95
DDG M1 Stem 1 1/8" Ahead only, available in 40mm, 80mm, 110mm @ 10° Rise
DDG Roulette 2 Headset £24.95
DDG HardCase Ring 32,34 CD | 36ATB £14.95, 42, 44, 46CD £19.95
DDG Hubs £35 Pair
DDG Disc Hubs £79 Pair
£35 Front, £45 Rear 20mm Bolt through Add £10
DDG Strad Saddle Cromo £ 14.95
DDG Slalom Saddle £24.95
DDG Orbita Crankset with new design bashguard and removable 22T Stainless Steel chainring £69
Guess hollow cro-mo rail saddle £14.95
Selle Sucess XP saddle £29.95
Selle Angel Saddle £32.95









### brakes

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AD3 V Brakes - £20 pair
SD5 V Brakes £30 pair
SD7 V Brake Levers £17 pair
AR50 Arch Rival Brakes £45 pair
2001 Mag Levers £35 pair
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AVID Disc Brake Now £55 (Disc & Caliper Only)










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# QUICK & EASY MAINTENANCE OF A HOPE BULB REAR HUB

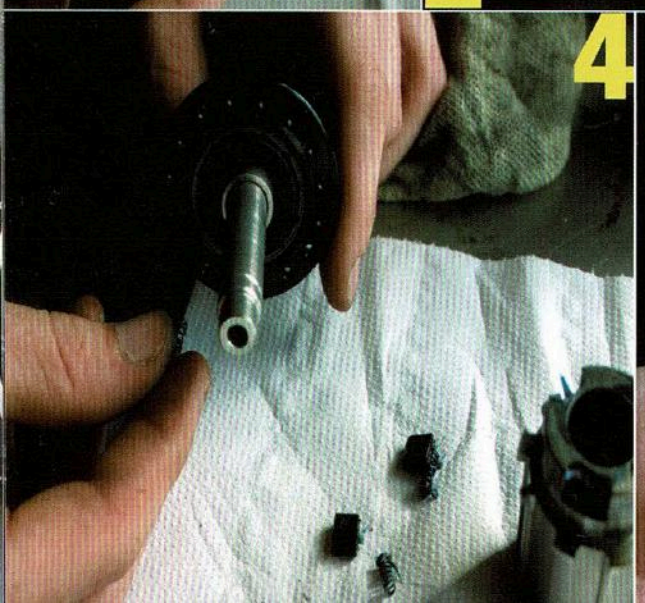


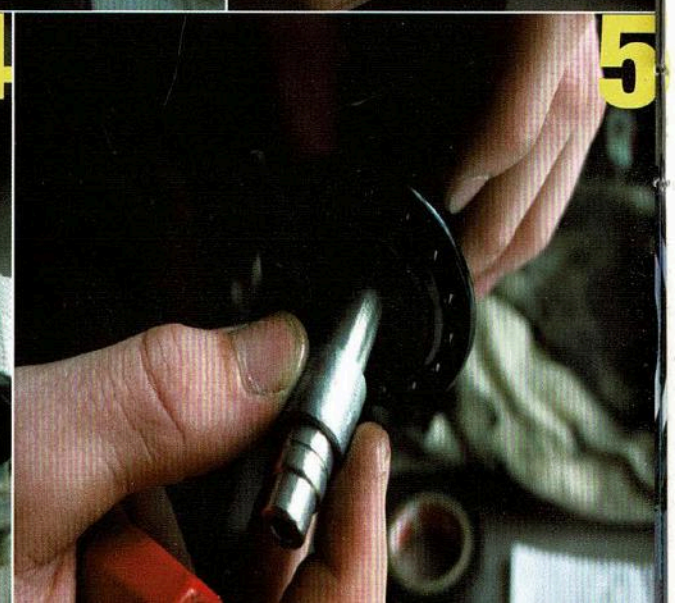





















**1** Wrap some gaffer tape aroung the nib of your screw driver to avoid scraping the shit out of your hub's paint work.

**2** Pry off the end cap (cone) with the screw driver

**3** Remove the freehub body slowly otherwise the pawls and springs will fly everywhere

**4** Remove all the springs and pawls and put them on something white so you don't lose sight of them

**5** Remove the bearing spacer from the spindle

**6** Using the screwdriver, carefully remove the lip seal, make sure you don't damage it!

**7** Squeeze a ring of silicon grease on top of the bearing that's visible in the hub body

**8** Set the springs and pawls back into the freehub body and slide the bearing spacer back down the spindle

**9** Ease the freehub body into the hub body using your fingers to keep the pawls flush, replace the end cap, done

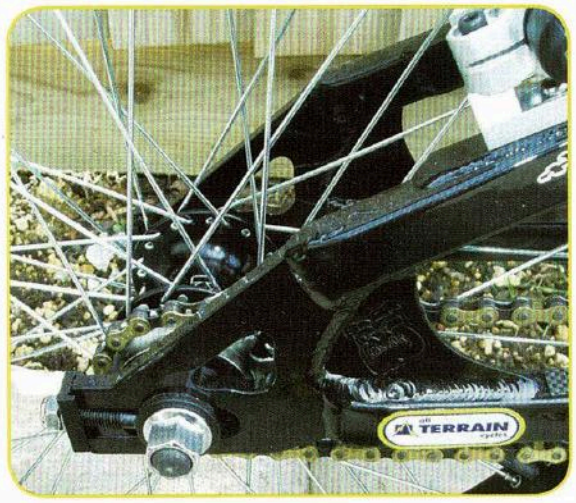
**JOB TIME 5 MINS**



contact: All Terrain Cycles 01535 632173
wallet: £429, £569, £729

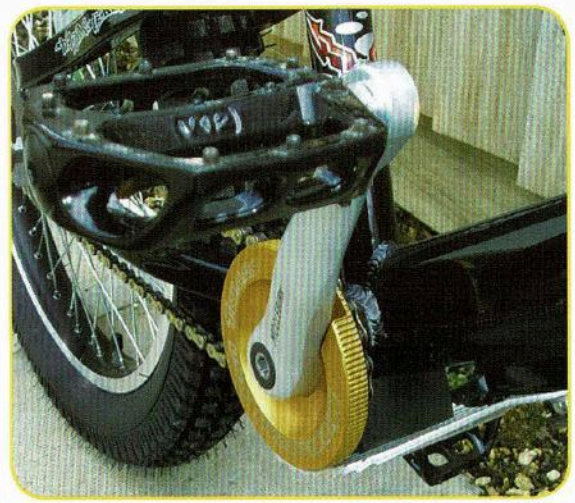
It seems like the Handsome Dog brand has been around forever. Best known for supplying the trials world with their affordable frames and componentry their newest release is a range of complete build 20" trials bikes. In recent years 20" trials bikes have become surprisingly popular as an excellent and cheap way to get into the sport of trials. Where Onza once dominated the market there are now a few other options available if you are looking at an affordable bike. The range of new 20" bikes go under the K9 name and feature one common frame built into three different models with varying componentry. The bike we've tested here is the top of the range (as you'd expect from the parts on it). Handsome Dog have put a lot effort into the design and development of this new frame with the aim of making a frame that is super compatible, i.e. can be built up in a number of ways, or alternatively, can be upgraded in a number of ways once the initial bike has been purchased.

# HANDSOME DOG K9 20'











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You can see this clearly with the brake mounts. Some clever engineering means that either V brakes or 4-bolt Magura mounts can be used via an adapter unit. The same unit allows for either 20" or 19" (trials specific) wheels. Another unique feature is the hidden bolt mount for the bash plate. Regular 20" riders will know that the front bash plate mount can become worn and unusable. The K9 eliminates this problem by having the thread outside the frame in the form of a simple (and easily replaceable) nut. The three builds come in at £429 (with V brakes), £569 (same as before but with Magura brakes), and £729 for the top spec which includes the special edition 'Olympic' Magura brakes, Hope headset, Middleburn cranks, Hope seat clamp, DMR V12 pedals and Hope bar end plugs. At £729 there's a lot of type flight componentry for your money and enough gold shiny bits to keep the blingiest of riders happy. If there's one criticism of the pro build it's the Middleburn cranks – excellent in the right place but with a built in bash plate already the machined rock ring is probably a bit overkill. That said there's not a lot else to fault. Well worth a look if you want to buy cheap for getting into trials which will then give you options for upgrading.

K9 Ninja

THE LATEST ADDITION FROM...

HANDSOME DOG

THE K9 OFFERS A SUPER STRONG 20" TRIALS FRAME.

IT FEATURES A UNIQUE K9 BRAKING SYTEM, PATENT PENDING, THAT ALLOWS YOU TO SET THIS BIKE UP WITH A FULL RANGE OF COMPONENTS AS THE BRAKE MOUNT POSTS CAN BE MOVED TO ALLOW SET UP IN ANY POSITION.



| K9 20" V BRAKE... | K9 20" MAGURA... | K9 20" PRO... |
|---|---|---|
| WITH LONG ARM V BRAKES, TRIALS CRANK, CRMO TRIALS FORKS, SEALED BEARING 14MM TRIALS WHEELSET. 19 X 2.5 REAR TYRE, 20 X 2.0 FRONT TYRE, K9 FLAT PLATFORM PEDALS. | WITH MAGURA HS33 HYDRAULIC BRAKES, TRIALS CRANK , CRMO TRIALS FORKS, SEALED BEARING 14MM TRIALS WHEELSET. 19 X 2.5 REAR TYRE, 20 X 2.0 FRONT TYRE, K9 FLAT PLATFORM PEDALS. | WITH MAGURA HS33 HYDRAULIC RIM BRAKES, MIDDLEBURN PRO TRIALS CRANK, CRMO TRIALS FORKS, SEALED BEARING 14MM TRIALS WHEELSET. 19 X 2.5 REAR TYRE, 20 X 2.0 FRONT TYRE, DMR V12 SEALED FLAT PLATFORM PEDALS, HOPE SEAT CLAMP. |
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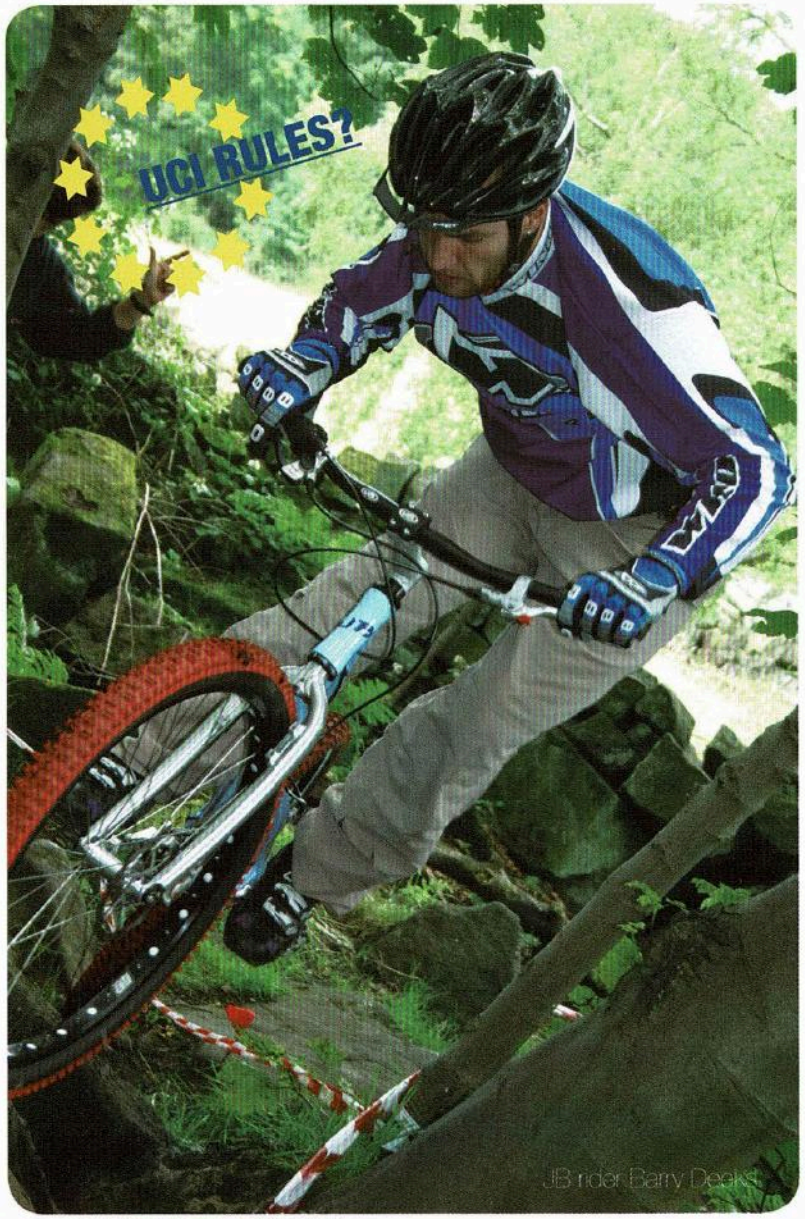
## UCI RULES?

THE FUTURE OF TRIALS TECHNIQUE 04

**It would seem that the British rider is split over which rules make for a better comp, good ol' BIU or the european alternative UCI. Dave Butler believes that UCI rules and was willing to put his reputation on the line to prove what he already knows! Welcome to 'Technique 04'**




JB rider Barry Deeks

## JUST A TASTER

If you wanted to prove that one style of riding was superior to another, how would you go about it? just keep on ranting that style 'a' is way better than style 'b' 'til everyone of your mates is telling you to shut the f*ck up, or going on and on about it on a web forum till people across the world are telling you to shut the f*ck up?

Most would choose the following but Dave Butler wanted to put this debate to bed once and for all.

And so was born 'Technique o4'.

If you haven't got a clue who Dave Butler is then i'll fill you in, father of UCI junior world champ Danny Butler, trials mad, committed to the point of psychotic, very funny bloke. That's Dave.

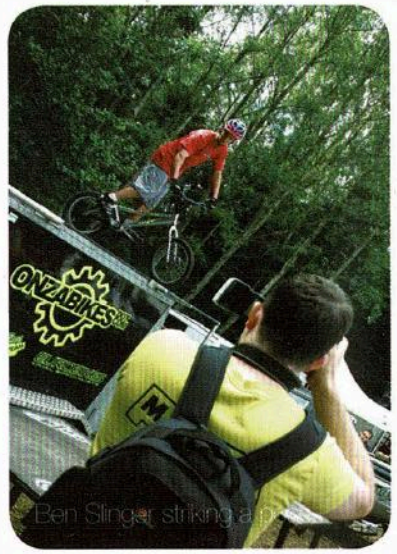
Ever since Danny tasted a bit of UCI style riding when he was under the wing of Vincent Hermance the future was set for the Butlers. It was UCI ruling all the way.

## LESS 'CLONK'

For all intents and purposes BIU and UCI aren't all that different to look at but there is one underlying difference...No use of bash rings in UCI...none. Which makes for quicker flowing sections and extra smooth riding as you don't have to listen to 'clonk' 'clonk' all day as bash ring after bash get pounded into rocks and trees. It's amazing just how much of a difference it makes to the riders outlook of a given section, where once they may have planned a bash ring here a bash ring there to get them through, you'd be out if you tried it today!



Random rider having fun




Ben Slinger striking a pose




## SMUG

The event was aimed at showing people what they were missing out on and Dave Butler grabbing some smug time! Onza, JB and a handful of other traders were planted in the car parking area to add some depth to the weekend and essentially offer their support to what is the first collaboration of a natural trials event open to anyone even without a licence.

## "SHIT HOT"

It was a slow start on Saturday which was a pure practice day but it soon picked up as the day wore on and eager wannagoes started to flow through he Brakken Rock gates until there was an estimated 250 riders on site. It was great to see some of the pure street riders having a pop at natural and finding it a bit tougher than had imagined, just as interesting was the banter about "why haven't I tried UCI before, It's shit hot" coming from a seasoned BIU rider. I popped the question about which style they preferred and as I had guessed the answers were pretty much unanimous in saying "lovin it!".

## SIDE HOPPY

The side hop contest was held on Saturday as a bit of a crowd pleaser and everyone new that one man was gonna make everyone else look feeble, that man TRA or Thomas rhgfjhfj Assan as his family know him. won with a height of 49 inches with a close 2nd going to Ben Slinger on a 20'. In the evening the good atmosphere continued until the wee hours under the heavy influence of alcohol which I'm sure some riders regret!

The Comp started for real on Sunday as the Novves made their way out at silly o'clock in the morning. 3 rounds of 7 sections was the order of the day and it was tough draw for all the riders taking part. Some found the UCI scoring was harsh and unforgiving as they were fived for crossing an 'invisible boundary' or scuffing the bash ring on a root, but soon got into the flow and made sure they didn't make the same mistake again.

Coming into the final round the going was tough and you could see the physical drain on the rider's faces but there were 3 riders for me who really stole the show, Danny B, TRA and Ben Slinger, all had made the course look like a walk in the park which is hardly surprising for Danny as this is what he does best.

## IN A NUTSHELL

TECHNIQUE 04 was a brave event to pull off, and I truly believe that Dave Butler has opened the eyes to the stubborn views of even the most diehard BIU rider. I think there will be a few riders that came away from this comp with a mission to get themselves off to the UCI champs.



COUSTUK

Coustellier.co.uk
Tel: 07834468990

SPOT LIGHT

# MATT BERRIDGE
# BRISTOL



## MATT WHO?

**FULL NAME:** Matthew Berridge

**HOME TOWN:** Bristol

**AGE:** 23

**SPONSORS:** Curtis Bikes, Howies

**YEARS RIDING:** 6

**RIDING STYLE:** Street/Trials

**FAVOURITE MOVE:** Mean wall ride

**PINK**

Probably the most well known trialster of the West Country scene would have to be Mr Berridge. His obsession with pink and his fluffy bonnet have made sure of this. He has made it to A-list on the celebrity circuit through his features with MBUK and being a regular fixture at the Bike Show. He can also be found travelling the length and breadth of the country hooking up with other groups of like-minded riders. One factor that has kept Matt in the lime light is his sponsorship with Curtis. Gary Woodhouse at Curtis has put a lot of time into keeping his only trials rider on top of the game by investing effort and design on Matt's signature frame, and making sure he represents at every bike event.

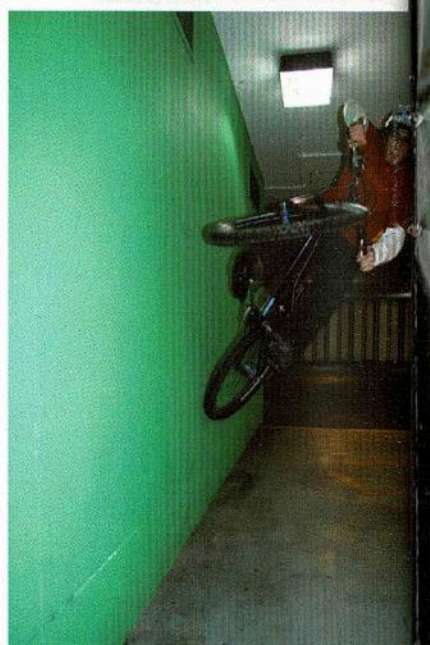
**TYPICAL WEATHER**

I caught up with Matt in his home town of Bristol to find out what he was up to. For my money, Bristol has the highest density of trials riders anywhere on earth. I don't know why, it's just a fact of life! But it's not because of the weather that's for sure. When we met up it was pissing down...not the greatest start for a shoot. It soon eases off, so we get down to business. Matt took me to an eight foot wall which was spilt by an alleyway which led into a multi-storey car park. With no messing about he scaled the wall with his bike and took a track stand position. He eyed up the impending gap over the footpath, which was at least 5 feet wide, and the take off and landing was no more than eighteen inches wide. If he'd cocked it up, he would have known about it! For some reason I knew that Matt was capable of attempting this madness. The option of bailing was not in his train of thought. He measures it up and puts on the power, no hesitation, throwing himself over the chasm and landing the back wheel firmly on the other side, making the gap look incredibly easy. This could almost give anyone watching the courage to attempt this move, but I wouldn't recommend it.

**GREEN WALL RIDING**

The standard had now been set, and I knew that Matt wasn't just a face with no talent; he had the calibre to go with it. As the heavens opened again, we took it inside to the basement of the multistorey car park, where Matt eyed up a green painted wall. I wasn't sure what he had planned, but all became evident when he lunged his bike at it and cleared a healthy 4 feet from the ground via a wall ride. The great thing was that where the rubber connected with the wall it left a nice track, so we could gage the height the first mark set. This laid down the gauntlet for Matt to improve on. He lined up again and sprinted towards the wall for a second time. This attempt put him a few inches higher and once again raised the stakes. Three or four more stabs and he had peaked at around five feet. That is very impressive stuff in the book of trials. Matt's riding style was beginning to tell me that crash bang was more his thing. The 'trials' tag he had should have been more of a 'street' tag, but Matt never claims he is a devout trails rider.



**ELECTRICAL**

I am not sure where Matt's obsession with pink comes from. But it spread from his body to his bike as Matt owns the only pink decal Curtis in the world, and he seems very proud of it. We dished the dry comfort of the car park, and made our way over to the cinema complex across town. Here Matt takes me to the services area which is clearly marked 'Strictly Prohibited', Matt must have missed it! At the end of the alley stood an electricity box standing at about three feet high. A wooden pallet is promptly propped up against it in a ramp style. At this point I've got no idea of what he intends to do, as behind the electricity box is a concrete post so he can't jump it, so I watched uncertainly. He clears a running space and makes a fast pace towards the set up, hits the ramp and swings the back of the bike out whilst placing the front tire on the box and stalls for what seems like eternity. Then pops the wheel out to the ramp and rides out in the opposite direction. The whole manoeuvre was actually very smooth which ruined the new 'street' tag I had given him! I deduced that Matt used his rough-tough style when it was needed and a smoothly does it approach for the finer moves. Essentially he has the characteristics of an accomplished all round rider. On route back to base camp we pasted a skip filled up with tat, that had 'ride-me' written on it! Matt quickly pops his back wheel straight up to the side, puts a kick-in to take him smoothly to the over side and down. It was only a very swift combo, but just proves he has also mastered the silky art of improvised riding. Shooting Matt was an insight into what a trials rider should really be 'in my opinion'. He is controlled in whatever he does, be it slamming, or technical flowing, it's an all round style that puts him in a different league to all other riders. Not to say any better, just different.

**"The standard had now been set, and I knew that Matt wasn't just a face with no talent, he had the calibre to go with it."**




SPOT LIGHT

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