BIKE TRIALS MAGAZINE

August/September 2002
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This issue Dave Lawson

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KOXX

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BTM

BIKE TRIALS MAGAZINE

A few words from your Editor

Welcome to BTM the brand new magazine dedicated to the sport of bike trials! It's taken a while to get here but I hope it's been worth the wait.
I have been pondering over the idea of creating a magazine exclusively for bike trials for about a year or so and now I have the support of Sarah (the other half, who happens to be a graphic designer) it seemed the right time to take the risk and go for it. My aim was to give the average trials rider the chance to catch up on what's going on in their favourite past time and I hope we're on the way to achieving it. Please ignore any minor glitches within our first issue we're new to producing a full on glossy magazine. However, we believe this is the start of something big for the bike trials scene!
As this magazine is based upon the people who enjoy the sport so much, your input is vital. If you have any contributions to make please contact us via the details below.
We hope you enjoy reading this issue and that you're looking forward to the next issue as much as we are.
Thanks for reading!
DanMackenzie

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BTM BIKE TRIALS MAGAZINE

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Thanks to:
Tom Hooper, Matt Tongue, Giles Wolfe and the MAD team, Dave and Danny Butler, Barbara Wright, Jane Rees, Dave Lawson, Mission Cycles, John at Middleburn, Dominique and Vincent Hermance, Brian Matthews. Sorry if we missed you out! Punch me in the head the next time you see me.

Subscriptions

Please remember, for the time being (at least for the next 4 or 5 issues), this magazine is only available on subscription using the form at the back. We would love to get this magazine into as many high street shops as possible so you can just pick up an issue when you feel like it but as it's a new publication we need people to subscribe to get us to this stage! So we are relying on you to make this magazine the 'Bike Trials Bible'.

BTM BIKE TRIALS MAGAZINE

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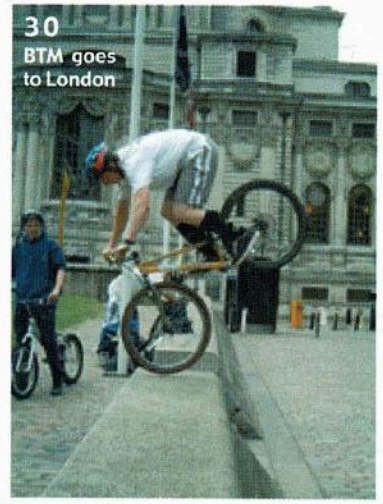

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Useful numbers and websites

Sunn	0845 6015359
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Cannondale	0031 541589898
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If you would like your site added to this list then email us the details to:
contact@biketrialsmagazine.co.uk

Trails News



A change for Kurt Brain?

While reporting at the 4th round of the British Championships in Derby we got a snap of Kurt riding a different bike than were used to seeing him on!
Allthough we don't know the full story behind this change we can only assume that Kurt was just testing the new frame or it may be a more permanent thing.
The Echo did'nt make an appearance the whole day so you decide.
We will keep you posted when we know more!

New website on its way

BTM has been informed of a new website that should be online by the end the year it's creator Jonny Jones, is currently hard at work on the site due to be named biketrials-uk.com.
All the usual features of a quality trials site will be there including videos, photos, competion results and possibly even it's on trials team!
If your interested in finding out more about biketrials-uk.com then call Jonny on 07941 662179.



section 7 .co.uk

Section 7 is the brain child of Chris Ratcliffe who as most of you will know has been writing for MBUK's hip hop section for the last 3 or 4 years. The Section 7 website contains all the latest info on the trials scene and is regularly updated with up to the minute trials news. So if you want to keep track on what's occurring in the world of our great sport then visit www.section7.co.uk. If you were wondering how good it is Chris tells me since the site went on line 2 months ago he's had over 10'000 hits! Not bad we reckon.
Chris has also arranged a trials comp to be held at Braken Rocks in Derby the home of the 4th round of the British Championships.
Unfortunately by the time this article goes to press the event will have already happened! Any way, well done to everyone who took part and we look forward to the next one!

BIU World BikeTrial Championship's coming up!

The BIU World BikeTrial Championship rounds kick off in Spain on the 27th & 28th of July. The event will be held at Castellvi de Rosanes.
If you would like to compete at this round and others then you will have to fill in a few forms before you do so.
If you don't currently hold a BIU licence then this is the first step.To get the BIU licence application form speak to Brian Matthews on **01277 210284** or in writing to; **2 Shenfield Crescent, Brentwood, Essex CM15 8BN**
The BIU World BikeTrial Championship application form is also obtainable through Brian Matthews so if you are applying for a BIU Licence form then also ask for the World Championship application form to be sent to you.
As there are only 40 spaces available over the 2 days (20 riders on each day) you will have to get your forms in pronto!

World BikeTrial Championship Dates

Round 1 Spain (Castellvi de Rosanes)	27th-28th July
Round 2 France (Buthiers)	3rd-4th August
Round 3 Czech Rep.(Kutna Hora)	10th-11th August
Round 4 Japan(Itadori)	24th-25th August

Good Luck to every one competing, BTM will be keeping you up to date with all the action from every round.

New bar and stem combo from X-Lite

The new DHR 50mm and DHR 75mm CNC machined stem were originally designed for downhill use, Steve Peat is using the DHR 75 this season which says a lot about it's strength. It goes with a new "Fatboy" riser bar which has a rather useful 31.8mm clamp diameter. They are lighter and stronger than previous risers due to the larger diameter in the critical areas which make them a tempting option for riders who like big drops. The combo will be available at the end of this month direct from X-Lite UK or from most bike outlets. Hopefully we'll get to test them next issue. www.x-liteuk.com

Frame worth checking out



The RC250T trials frame from Pace is worth having a look at if you're thinking of making a change from your current frame. Although this isn't a proper review, we still felt we could recommend this as a good choice because of the feedback we've had from rider's who have already put the frame through its Paces. Constructed from 6082 T6 series aluminium it weighs in at just 1.8kg and its reinforced gusseting makes it bomb proof, good for the slightly heavy landing rider! With detachable drop outs and a choice of v/disc brake mounts this is a frame to be considered. Although priced at the high end of the trials frame scale, worth every penny. Hopefully we'll get to do a proper review very soon. Available now from Pace.
Tel: 01751 432929 Price £599

British championships scoring explained

BikeTrial originally came from the sport of motorcycle trials, and whilst several rules are different, they are based on the same theories.

BikeTrial in the UK is currently under the umbrella of the ACU (Auto Cycle Union) and uses much of their organisation rules. Most of the BikeTrial organisers have a history of motorcycle trials, so inevitably the sports and organisation of them are very similar.

However, at the recent British Championship event in Derbyshire, the BikeTrial UK Committee got out the rule book to check some detail after a result was questioned and found a very big loophole between the two rule books!

What it's all about is how to break down who's won if riders in the same class come in with the same number of dabs.

It has always been done in the UK in the traditional motorcycle way as stated in the ACU handbook:-

Firstly the person with most "cleans" is the winner;
if the riders have the same number of cleans, then it's the person with the most "one's"; if the riders have the same number of one's, it's the person with the most "two's"; and similarly with "three's".

If all these are identical, you then go on to look at WHERE the person got the dabs:-
firstly, you look at the furthest "clean" from the start; if that's the same, you look at the furthest "one" from the start, and on through two's and three's until you find the winner. Finally, failing all this, it's the person who gets back to control in the shortest time.

Unfortunately, BikeTrial UK voted this year to operate to BIU (BikeTrial International Union) rules, with some amendments (such as not to enforce the "shoe rule") and no-one noticed the slight difference in this scoring.

According to BIU rules, there is no such thing as "furthest" in the scoring and they jump straight from "most" to the time you get back to control with your punchcard.

Obviously this will have to be sorted out - you could lose a lot of Championship points this way if you get stuck in a queue or have to go to the loo in the middle of a trial !
No doubt BikeTrial UK will sort it out at their next meeting.

www.cleanbikes.co.uk

Chris Wright, British BikeTrial Champion 2001 Senior Class, started up his own business in October 2001. Specialising in Monty - new and second hand bikes and parts via the internet. His Stand attends all TykeTrial events and most British Championship events. Sponsor of TykeTrial, their next sponsored event is 29th September at Addingham Moorside to celebrate the first business year. Constantly under construction, the businesses website includes pictures of Monty riders at events, and Chris, now having recovered from his knee injury which has stopped him entering the British Championships this year, new natural trials videos are starting to appear. Cleanbikes is currently bringing together its own sponsored team - watch out for the CB Monty riders on event results from September!

MISSION™
CYCLES AND COMPONENTS

TRIALS BIKES

26" MISSION REEFER



FRAME : 6061 Alloy with V brake pivots & 4 bolt Magura mounts

FORKS : Cro-moly straight rigid trials forks V brake & 4 bolt Magura mounts

CRANKS : Mission trials pro. Alloy 22T with stainless bash guard

PEDALS : Alloy body steel cage, Cro-moly axle

CHAIN : KMC Z-50

DERAILLEURS : Shimano 8 speed short arm

WHEELS : Alex DM-32 rear. DM-24 front

SADDLE : Mission Uni Trials and post combined

BARS : 6061 Alloy 720mm wide. 40mm rise

BRAKES : Tektro V brake front and rear



20" MISSION PRODIGY

FRAME : 6061 Alloy with V brake pivots & 4 bolt Magura mounts

FORKS : Cro-moly, V brake & 4 bolt Magura mounts

CRANKS : Alloy 24T with stainless bash guard

PEDALS : Alloy body steel cage

CHAIN : KMC Z610H C/P

WHEELS :
19" rear built on Alex DM-32 rims with 20x2.50 tyre, 14mm axle
20" front built on Alex DM-24 rims with 20x2.0 tyre

SADDLE : Mission Uni Trials and post combined

BARS : 6061 Alloy 680mm wide

STEM : Cro-moly 180mm

BRAKES : Tektro V brake front and rear

M.A.D®

Latest News
Practical Guide
Competition
Ask MAD

But first *who are MAD?*



The MAD team are Europes largest and most unique Mountainbike Stunt Team. Their Head Quarters are in Kent and the team have taken the popularity of Mountainbikes to new heights.

At the moment MAD consists of 7 riders, six men and one woman. Some solely concentrate on Competitive Trials Events, one rider ranked 2nd place in the World Chamionships.

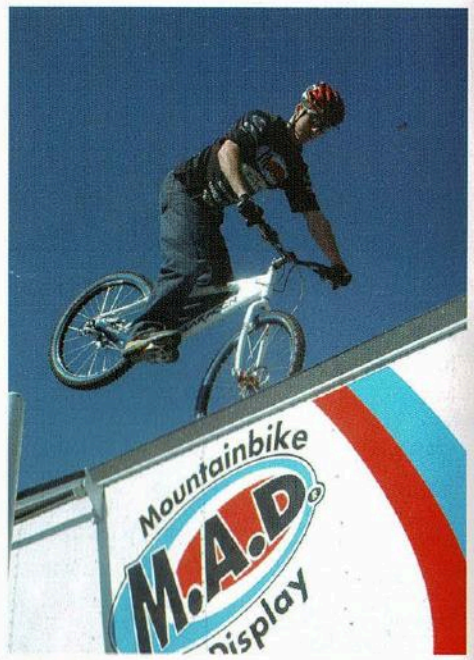
However, the majority of riders concentrate on publicity events, shop openings, demos, magazine photo-shoots, television appearances, coaching and public displays.
MAD also work alongside Councils and local authorities to promote safe cycling and the use of facilities and equipment for the growing marketplace.

M.A.D goings on @ bikehut stores



So what have the Team been doing over the past couple of months?
The season for the Demo Team kicked off with a tour of the UK dropping in to Halfords stores from Enfield to Dundee. Why you may ask?
Well, the guys did the very same thing last year and were called upon by the top honchos at Halfords head office to once again entertain the crowds and help launch the new Bikehut store layouts across the country. It started in April with a quick trip to Enfield then Luton with Chris Towes, Tom Newbold, Si Harvey and the guv'nor himself Giles Wolfe at the helm of the operations. The following weekend the guys were back on the road heading way up north to sunny Newcastle, where the demos went down a storm at the largest Bikehut store in the UK, after coming home via Manchester for a bit of filming with Blue Peter, the guys made their way back to HQ for a demo at a local fair, bit of a busy one that weekend!!
The following weekend and the team headed up to Dundee for the final of their Bikehut launches, what can we say about this one except, 1070miles in 3 days!!!!

So what's it like riding your bike in front of big crowds and getting paid for the pleasure?
Bloody long hours, tons of driving, the same hotel rooms and cheap beer in Beefeater restaurants, rain, sunshine, hail, kids wanting every single free sticker possible, and everything in sight, signing, entertaining traffic jams on the M1 with the Loud Hailer, silly games like hangman being played in the van when you get really bored, and various other stupid things that you do, what's it like?? Bloody marvellous!!! And the season has just started!!



Catch M.A.D at the NASS 2002

NATIONAL ADVENTURE SPORTS SHOW

If you want to see MAD in the flesh then pop along to the NASS 2002 at Shepton mallet on the 19, 20, 21st July.



Here are just a few resons why you should get yourself down there

1. MAD are building the biggest ever outdoor trials arena, and I mean **big!**

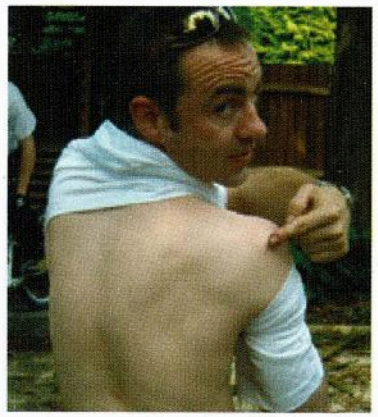
2. They will be running master classes throughout the event giving you all the top tips on riding from the pros.

3. There will be a trials freestyle competition with over £1500 worth of prizes to be given away

4. All the top UK riders will be there and a few foreign ones!

For more information or to book tickets call:
0207 4131772
Hope to see you there!

COMPETITION!



BTM has teamed together with MAD to give one artistic reader the chance to have their masterpiece tattooed on to the back of Giles Wolfe, MAD's 'Head Honcho'.
Yes this is your chance to showoff your artistic side and design a cartoon picture incorporating a **wolf riding a bike**. If you haven't worked it out then we'll explain. Giles's surname is Wolfe which is very similar to wolf, which are furry dog like creatures that hang around in forests and stuff!

The best entry will then be painstakingly etched onto to his back and be there for all to see for many years to come. If your design is chosen then along with the prestige of having a design tattooed on Giles Wolfe's back you will also receive the latest pair of baggies from MAD worth **£60**.



And the runner up receives the latest MAD hoodie in a fetching black colour worth **£50.**

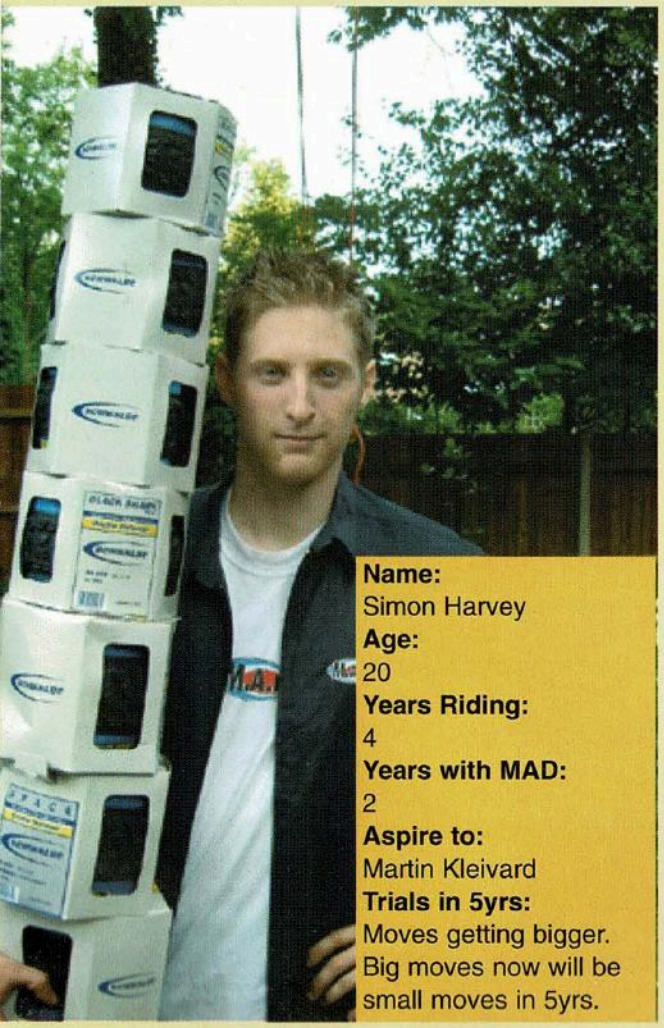


If you think you are the next Van Gogh then please send your entries to:
94 Commercial Rd, Paddock Wood, Kent , TN12 6DP
If we choose your design we will need to contact you so please don't forget to include you name, address, email and telephone number with your entry. Entries must be in by **August 30th**. Good luck!

P.S this competition is 100% genuine and Giles is 100% **MAD!**

M.A.D Tells You How
this month: back hops

Think the back hop looks easy? Most riders will tell you it is but if your just getting started in Trials it isn't as easy as it looks.
The whole move is about balance and is pretty much the basis for most trials moves.
If you can get this nailed then the progression to a whole new world of tricks will be a lot easier.
This month we asked **Simon Harvey** to take us through the move step by step.



Name:
Simon Harvey
Age:
20
Years Riding:
4
Years with MAD:
2
Aspire to:
Martin Kleivard
Trials in 5yrs:
Moves getting bigger. Big moves now will be small moves in 5yrs.

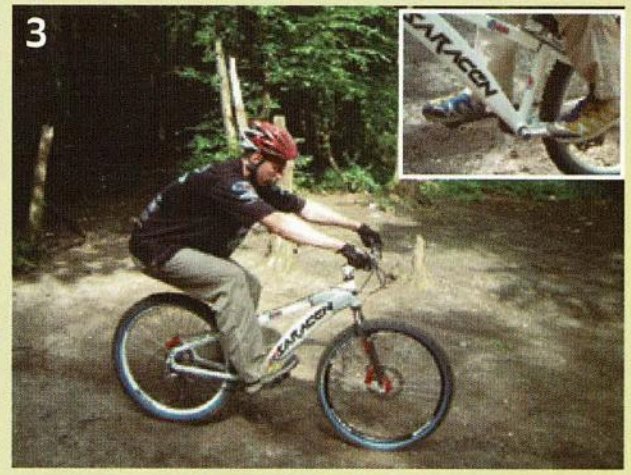


Before we get started the bike setup is essential to pull this move off with maximum ease.
Bars- a long bar with a good rise helps to pull the front end up.
Brakes- A decent set of brakes helps to lock those wheels up. Hydraulics are most peoples choice as they create more pressure from the pad to wheel with less strain on your fingers. Hydraulic rims are a good choice and a lot of riders opt for hydraulic discs, you decide!
Saddle- Keep that seat down as far as possible. It only gets in the way.
Gears- Choose a suitable gear, small ring up front and 3 or 4 on the back.



Tyre pressure- Ask riders what pressure they run and you will always get a different answer. For the rear go harder than softer. There's nothing worse than the sound of metal rim to hard ground when you're running too soft.

First up assume the track stand. This is a static balance, if you're not too good at balancing while stationary then practice this before you go any further!
Lock both brakes firmly. Single finger braking is best used here as you need as many fingers left on that grip as possible.



Keep your feet level on the cranks. Loading up, shift your weight to the back of the bike, your bum should be somewhere over the rear wheel and a few inches above it. Arms should be straight but still locking those wheels. This position sets you up for the main part of the move which combines two actions involving the arms and legs.

Both of these actions need to be simultaneous and smooth. Put pressure onto your good foot (the one you use to play football) and keep your weight as far back as possible.



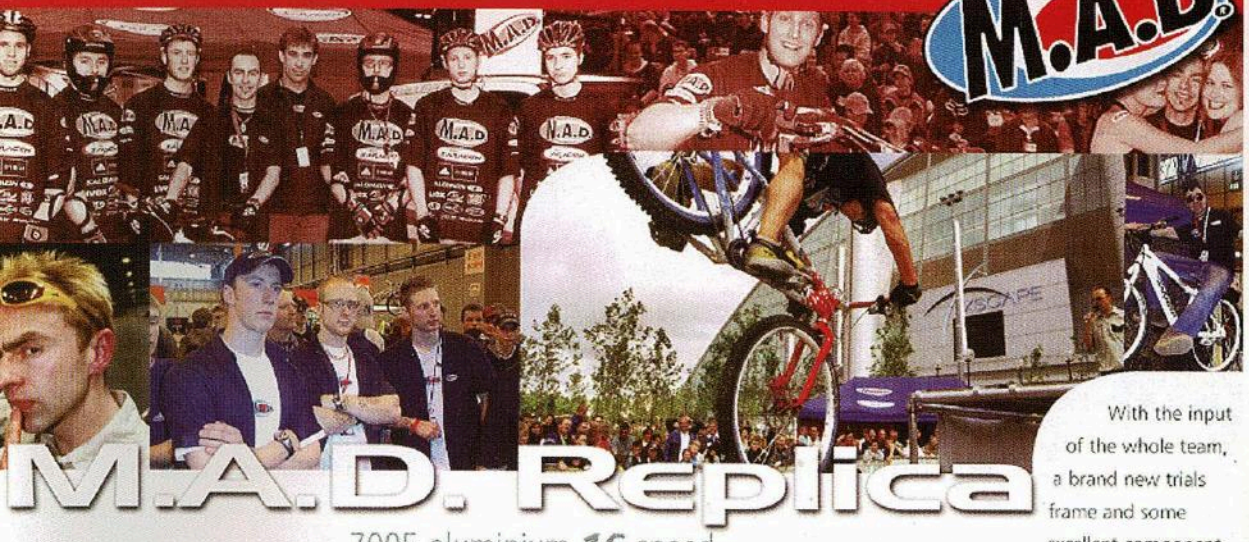
At this point gently release the rear brake. Apply a short but strong pedal stroke and pull the bars towards your body.
If all goes well the front end should come up nice and smooth and as soon as it does lock up that back brake to stop the bike from flipping from under you. If the bike didn't come up enough then you either apply more force on your pedal or pull a bit more on the bars.
If the bike comes up too fast and you fall off the back then apply less force to the pedal and don't pull the bars as much. Once up its just a case of keeping balance using small hops.



The general idea is that you hop in the direction that you think you are falling. If you're falling forward, hop forward and if you're falling backwards hop backwards. Remember to keep the weight central on the bike. This should minimise the amount of hopping needed to keep you balanced. Don't expect to get this nailed the first time you try it. Practice makes perfect as all good riders will tell you and as this move is the basis for most trails moves. It is essential you keep practising until you can hop on the back wheel all day long! Also it looks damn good when performed in front of your mates.



Next month we build on what you have just learned in this section by using pedal strokes to get you moving foward on the back wheel. So get this move sorted and you should be ready for the next stage!
GOOD LUCK!



M.A.D. Replica

7005 aluminium **16** speed

With the input of the whole team, a brand new trials frame and some excellent component specifications, Saracen and M.A.D. believe this to be the near perfect entry level Trials bike.

Colour & Size
☐ > White
Size > 14"

Frame
Alloy Trials Frame
with Reinforced Gussets

Fork
Alloy MAD Trials Fork
Headset >
Tioga Aheadset

Drivetrain
Chainset >
Truvativ Trials with Splined B.B. and Rock Guard
Pedals >
Tioga MX2

Gear System
F/R Derailleurs >
Shimano Sora **16** Speed
Shifters >
Shimano MC37 (L) MC41 (R)

Brake System
Brakes >
Magura HS33 Hydraulic System
Levers >
Magura alloy

Wheel Pack
Rims >
Mavic 521
Hubs >
Shimano Disc
Front Tyres >
Schwalbe Black Shark 2.1
Rear Tyres >
Space Double Defence 2.35

Bar & Seat
Bars >
Tioga Slalom
Stem >
Tioga Cube
Saddle >
MAD
Seat post >
Superlight Micro Adjust



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Ask M.A.D.

If you have any questions for the MAD Team please write to:

MAD Q&A
94 Commercial Road
Paddock Wood
Tonbridge
Kent
TN12 6DP

READER PROFILE

This Issue: David Lawson



Name
David Lawson

Age
15

Home Town
Cambridge

Club
EBCT (Essex Bike Trials Club)

Bike
Pashley

How long have you been riding?
9 months

Worst Result
2nd from last in an out of class 26" ebct competition (4th Novemebr 2001)

Best Result
Winning the out of class 26" a month later (2nd December 2001, 5th round of the ebct at Shamley Green.)

Best moment
Being asked to be a rider on www.markstrials.com

Other Hobbies:
Girls and Music

Favourite Move
180 gaps

Favourite venue
Codham Little Park Farm. Haven't been to many, but Codham had rocks so I was happy.

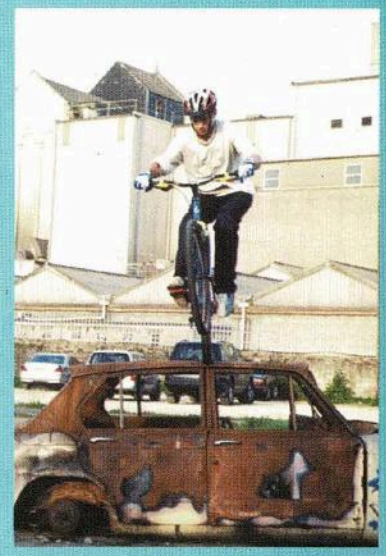
Where do you normally ride?
Cambridge. I sometimes go out to Histon (a small village on the outskirts of the city centre.)

Past Injuries
I sprained my wrist doing a 7ft drop. I guess that I have been lucky not to do worse.

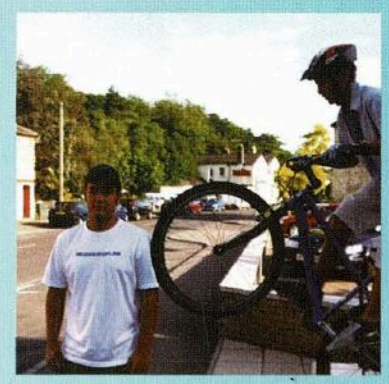
Favourite quote
"Your not getting away with that....."

Biggest Influence
Rich Knight. He's a really good Cambridge rider. He's also the person who took the photographs of me.

Shout out
Thanks to Rich Knight for teaching me lots of stuff, one day I will be better than you! Also thanks to Mark Howell for putting me on his website.

















British Championships

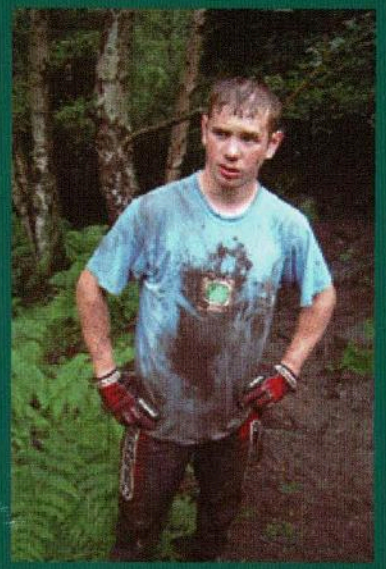
Four rounds of the championships already gone! Here are the latest roundups of the events

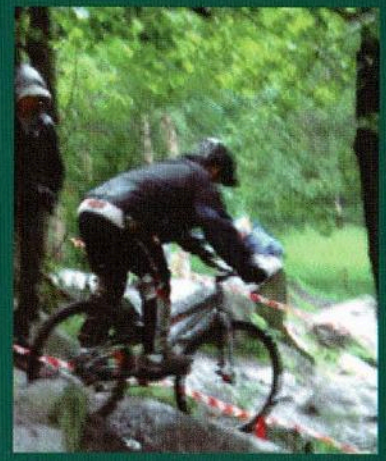
Round One — Bovey Tracey, Devon

Class	1st Place	2nd Place	3rd Place
Poussin	Thomas Hyland (14)	Ashley Butler (19)	Jack Savage (37)
Benjamin	Scott Wilson (9)	James Eades (23)	Griff Morgan (42)
Femina	Lois Morgan(37)	Kirsty Bienkinsop (80)	
Minime	Richard Coe (9)	Karl Donnelly (19)	Tom Savage (22)
Cadet	Chris Doney (14)	Marc Bienkinsop (43)	Robin Howar (61)
Senior	Stephen Thompson(8)	David Holmes (25)	Jordan Tagg (29)
Elite	Ben Savage (29)	James Hyland (36)	Steven Howes (48)
Support	Alex Rowland (2) T	om Hooper(3)	Matt Skirvin (8)
Expert	Kris Leeson(6)	Sturat Matthews (14)	Michael Graves (19)
Master	Kurt Brain(24)	Martyn Ashton(27)	Chris Akrigg (32)





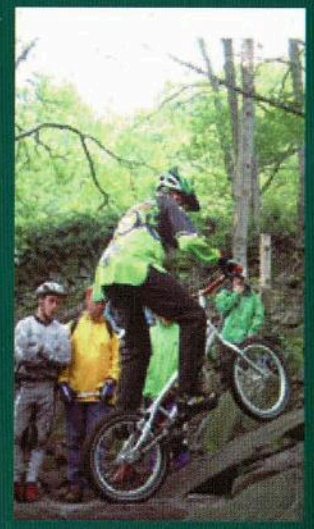






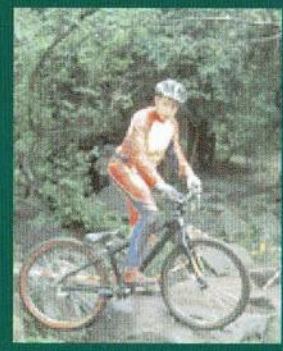
Round Two — Addingham Moorside, Yorkshire

Class	1st Place	2nd Place	3rd Place
Poussin	Thomas Hyland (6)	Ashley Butler (36)	Jack Savage (58)
Benjamin	James Eades (0)	Scoot Wilson (5)	Griff Morgan (29)
Femina	Lois Morgan(33)		
Minime	Richard Coe (4)	Ben Slinger (5)	Philip Armstrong (8)
Cadet	Chris Doney (24)	Robin Howard (59)	Duncan Shaw(61)
Senior	Stephen Thompson(13)	Peter Rew (26)	Jordan Tagg (51)
Elite	James Hyland (32)	ben Savage (34)	Steven Howes (34)
Support	Tom Hooper (0)	Ricki Kirton(3)	Dean Rowland (6)
Expert	Kris Leeson(10)	Sturat Matthews (14)	Michael Graves (17)
Master	Kriss Akrigg(13)	Martyn Ashton(15)	Daniel Holroyd (25)



Round Three — Wales

Class	1st Place	2nd Place	3rd Place
Poussin	Ashley Butler (46)	jack Savage (61)	
Benjamin	Scott Wilson (18)	James Eades (45)	John Graham (78)
Femina			
Minime	Philip Armstrong (35)	Tom Savage (50)	Ricky Griffiths (64)
Cadet	Chris Doney (31)	Craig Lee Scott (57)	Scott Robbens (59)
Senior	Stephen Thompson(34)	Peter Rew (53)	David Holmes (54)
Elite	Danny Butler (47)	Ben Savage (55)	
Support	Tom Hooper (37)	Matt Skiven (38)	Steven Hobson (44)
Expert	Barry Deeks (33)	Kris Leeson (37)	John Taylor (44)
Master	Kriss Akrigg (42)	Rick Eyre (51)	Kurt Brain (52)



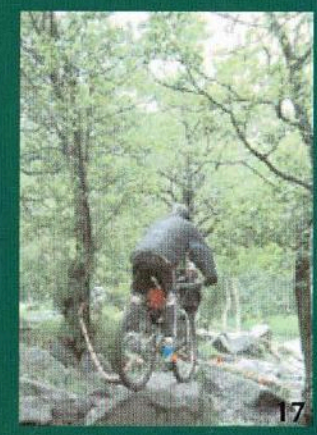






Round Four — Bracken Rock, Derby

Class	1st Place	2nd Place	3rd Place
Poussin	Ashley Butler (47)	Jack Savage (58)	
Benjamin	Scott Wilson (28)	James Eades (40)	Griff Morgan (56)
Femina	Lois Morgan(48)	R. Burdett (84)	
Minime	Tom Savage (69)	Ricky Griffiths (71)	K Donnelly (70)
Cadet	Chris Doney (69)	Craig Lee Scott (87)	K Donnelly (88)
Senior	Stephen Thompson(53)	Peter Rew (62)	L Saddler (72)
Elite	Ben Savage (68)	Danny Butler (79)	
Support	D Rowland (20)	Tom Hooper(18)	Alex Rowland (24)
Expert	Kris Leeson(46)	Stuart Matthews (61)	Barry Deaks (64)
Master	Martyn Ashton (30)	Kurt Brain (32)	Chris Akrigg (45)



Round Two

Superb- the weather
Stunning- the scenery
Superior- the riding

The above three s's sum up this event in; **superb** weather conditions, bright and sunny with **stunning** scenery on a real Yorkshire rocky outcrop over-looking the Aire Valley and **superior** riding by all the stars of trials riding.
Riding in the masters' category was M Hawyes, M Ashton, C Akrigg, D Holroyd, A Burns, K Brain and R Eyre. The Tyketrial club had set out some awesome sections for all classes on one of the highest rocky outcrops in the region, even Hawyes was sweating a bit getting himself and his machine over some of the rocks.
However, Akrigg upon his home ground (Yorkshire) rode two excellent laps, and won the masters. Only dropping 13 dabs on his first lap, and improving on his second lap!
In the elite class, James Hyland proved himself to be a great rider in the top class,he came 1st. He took the class by storm, overcoming his last section complication.
Overall, the standard of riding was brilliant!
Master rider, Kurt has suddenly returned to the trials scene, with strength!!

Round Three

The day started out nice and bright. We were expecting rain so everyone was ready to go around at high pace to get round before the courses became more difficult. As everyone started to go around the weather was getting hotter looking as though the pace could slow down, did it? No way, all the riders were still as egger to go as fast and hard at every section as they had planned at the start of the day. This should be a very exciting and spectacular comp.
The riding started off at a very high standard with every one giving a 110%. Some of the early courses caused a problem due to their sandy conditions, which was causing problems as all routes tried to hop up the hills. This didn't stop Chris Doney and Ben Savage from competing for top honours in elite. One of the observers had said that one of the riders had gone over the bars and had been injured. Brian Matthews later told me that it was Richard Coe who had a suspected broken shoulder and had been rushed to the hospital by his dad. As we started the second round the battle for top spot was getting hot with both riders on 3 dabs. As the comp progress' it seems that the new punch card system is working well with everyone moving around at a reasonable pace. Everyone had a great ride with some spectacular riding happening.
After the competition Dan Willis and Scott Robens were having a jam session competing with each other on side hop ups and gap jumps.
In all it was a great comp with everyone doing well and enjoying the day.





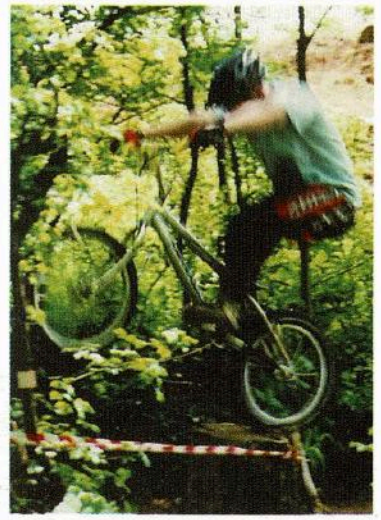




The Results So Far







"20" Classes:"

FEMINA CLASS			White route				
Bike	Rnd 1 Devon	Rnd 2 Yorkshire	Rnd 3 Wales	Rnd 4 Derbyshire	Rnd 5 Surrey	Total points	Position to date 2002
Lois Morgan Monty	20	20		20		60	1st
Kirsty Blenkinsop Grip		17				17	Jnt 2nd
Rachel Burdett Saracen					17	17	Jnt 2nd
POUSSIN CLASS			White route				
Ashley ButlerKoxx	17	17	20	20		74	1st
Jack Savage Megamo	15	15	17	17		64	2nd
Thomas Hyland Megamo		20	20			40	3rd
BENJAMIN CLASS			White/Blue route				
Scott Wilson Monty	20	17	20	20		77	1st
James Eades Monty		17	20	17	17	71	2nd
John Graham Monty		11	11	15	11	48	3rd
Griff Morgan Monty	15	15		15		45	4th
Sam Luscombe Monty		10	13		13	36	5th
Alec Harrison xxx		13				13	6th
MINIME CLASS			Blue route				
Tom Savage Megamo	15	13	17	20		65	1st
Karl DonnellyMonty	17	11	13	15		56	2nd
Ricky Griffiths Megamo		13	10	15	17	55	3rd
Richard Coe Onza	20	20				40	4th
Phillip Armstrong Monty			15	20		35	5th
Ben Slinger Monty		17				17	6th
CADET CLASS			Red route				
Chris Doney Monty	20	20	20	20		80	1st
Robin Howard Onza		15	17	9	11	52	2nd
Kieran Donnelly Monty		13	13	10	14	50	3rd
Craig Scott Monty		11	17	17		45	4th
Marc Blenkinsop Monty		17	8	13		38	5th
Matthew Scriven Megamo		11	10	11		32	6th
Duncan Shaw Megamo			15		9	24	7th
Nick Jones Onza		7	6	10		23	8th
Andrew PettyBrisa		9	8			17	9th
Scott Rowbbens Brisa				15		15	10th
S Robbins xxx				14		14	11th
Kieran Rule xxx	10					10	12th
Tom Rankin Monty			7			7	13th
SENIOR CLASS			Red route				
Stephen Thompson Monty		20	20	20	20	80	1st
Peter Rew Monty	13	17	17	17		64	2nd
David Holmes Megamo		17	13	15	13	58	3rd
Jordan Tagg Monty	15	15	11	11		52	4th
James Davis Megamo	9	10	10	10		39	5th
Lee Sadler TNT	10		13	15		38	6th
Adrian Burton Megamo		8	8	8	9	33	7th
Daryl McCall Monty	11	9	9			29	8th
Alastair Clarkson Monty			11			11	9th
David Marshall xxx		7				7	Jnt 10th
Adrian Phillipson Monty				7		7	Jnt 10th
ELITE CLASS			Yellow route				
Ben Savage Megamo	20	17	17	20		74	1st
Daniel Butler Koxx	13	11	20	17		61	2nd
James Hyland Monty		17	20			37	3rd
Steven Howes		15	15			30	4th

"26" Classes:"

SUPPORT CLASS			Blue route				
Bike	Rnd 1 Devon	Rnd 2 Yorkshire	Rnd 3 Wales	Rnd 4 Derbyshire	Rnd 5 Surrey	Total points	Position to date 2002
Tom Hooper Handsome Dog		17	20	20	17	74	1st
Matt Skirvin Megamo	15	11	17	13		56	2nd
Alex Rowland Pashley		20	13		15	48	Jnt 3rd
Dean Rowland Pashley		13	15		20	48	Jnt 3rd
Kyle Burleigh Monty		10	10	11		42	5th
Phil Howard Orange		9	13	9		40	6th
Adam Hunt Orange		7	9	7		29	7th
Tony Martin Custom			10	8		18	Jnt 8th
James Bouchard Pashley			8		10	18	Jnt 8th
Ricki Kirton Planet X		17				17	10th
Steven Hobson Norco				15		15	11th
Ian Johnstone Pashley			6	8		14	12th
Nick Vaughan xxx		11				11	13th
Daniel Smith xxx		8				8	14th
Stephen Bowler xxx		7				7	Jnt 15th
Tom New Black Mountain				7		7	Jnt 15th
Paul Whittall Cannondale			6			6	17th
James Tupman xxx		5				5	Jnt 18th
Sam Craig Card Whore		5				5	Jnt 18th
EXPERT CLASS			Red route				
Kris Leeson Leeson		20	17	20		77	1st
Barry Deeks Koxx		11	20	15		56	2nd
Michael Graves Echo		15	13	13	13	54	3rd
Stuart Matthews Megamo		17	17		17	51	4th
Jonathan Taylor Pashley		11		15	11	37	5th
Gary Winter Onza		8	8			31	6th
Gavin Bedford Echo		7	7	2	9	25	7th
Daniel Walters Muddy Fox			5	7	8	20	8th
Iain Powney Megamo			10			19	9th
Davy Ledgerwood Orange			9	9		18	Jnt 10th
Steven Petty Giant		8	5			18	Jnt 10th
Martin Walker Pace				6	10	16	12th
Andrei Burton Pashley		4		11		15	13th
Simon Harvey xxx		13				13	14th
Daniel Smith Echo		10				10	15th
John Shrewsbury Echo			1		7	8	Jnt 16th
Lee Huskinson Echo		2	6			8	Jnt 16th
Steve Lane Brisa		3	4			7	Jnt 18th
Ivor Saunders Megamo			2		5	7	Jnt 18th
Ben Coath Orange		6				6	Jnt 20th
M Lloyd xxx				6		6	Jnt 20th
John Evans Orange		3	1			4	Jnt 22nd
George Gori Planet X			4			4	Jnt 22nd
Adam Kito Orange			3			3	24th
Neil Rodway xxx		1				1	25th
MASTER CLASS			Yellow route				
Chris Akrigg Onza		15	20	20	15	70	1st
Kurt Brain Echo		20	10	15	17	62	2nd
Martyn Ashton		17	17		20	54	3rd
Richard Eyre Megamo		11	9	17	11	48	4th
Daniel Holroyd Pace		9	15	10	10	44	5th
Martin Hawyes Giant			13	13	13	39	6th
Adam Burns Pace		13	11			35	7th
Barry Huskinson xxx		10				10	8th

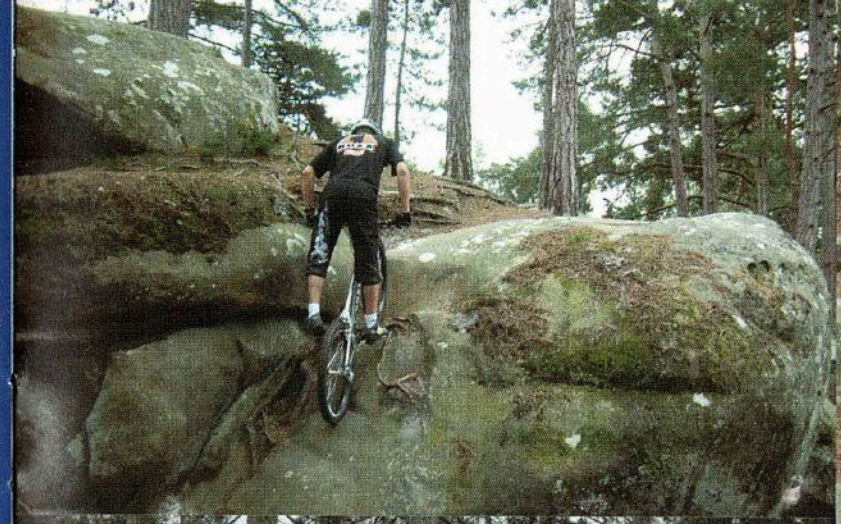
Parlez vous en francais?

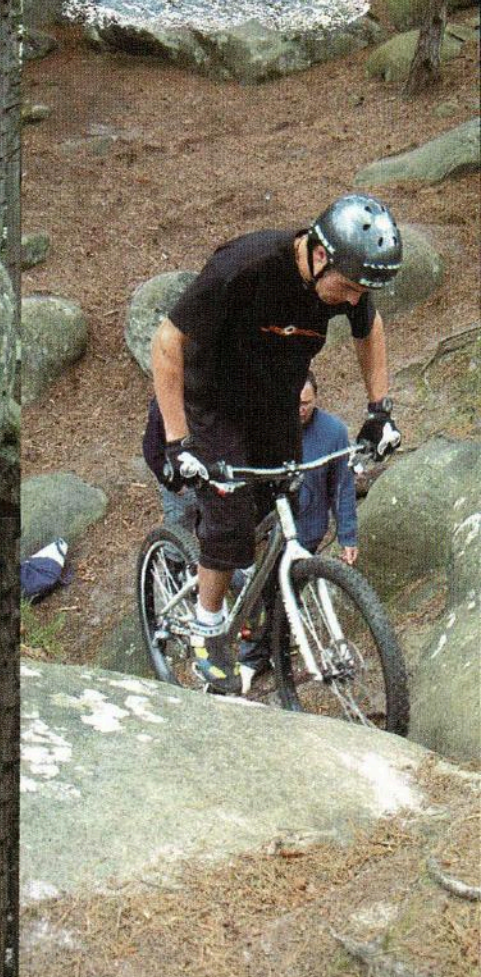
BTM Meets Koxx

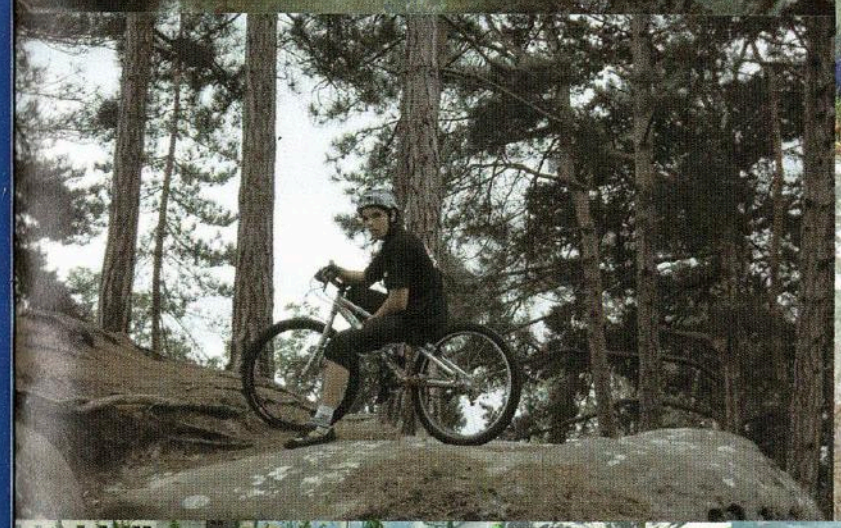
It all started with a phone call to Dave Butler, who is Koxx's main man in the UK. I was just looking for some inside information for our first magazine when Dave very kindly invites us over to France with him and his son. Danny Dave's son is one of Koxx's 20" riders. He was also British Cadet Champion last year and is one of the UK's up and coming riders. For the previous week Danny had been testing the latest lightweight prototype 20' Koxx, which was light!
(9 kilos to be exact!!).

They were going over the Channel to tell Koxx HQ how the bike fared.
Without hesitation I took Dave up on his offer and before you know it, the tickets were booked and we were ready to go. >>





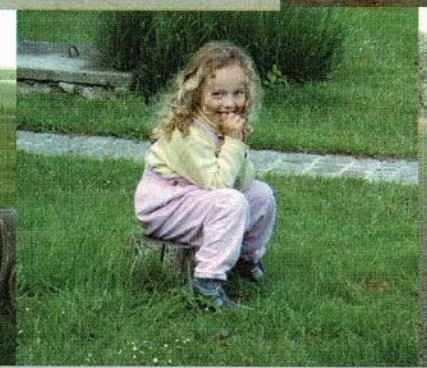


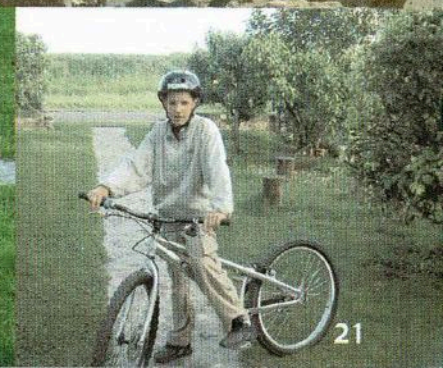












Dominique Hermance Personal Profile



How did Koxx come about?
When I created the company in 2000. I created KOXX because I considered that the equipment wasn't growing very much in the Trial and Street areas.

How do you see KOXX in five years time?
In five years' time the KOXX team will be structured as it is today, that is to say with at least half of the best pilots worldwide belonging to the Team. We just need to reinforce ourselves at 20" level. With the arrival of the LEVEL BOSS 20", I don't think this will be difficult.

Do you enjoy wha you do?
My work is an integral part of my life. It is my passion, all my activities revolve around KOXX, even my holidays are related to cycling.

What has been your best moment with KOXX?
The best moment with KOXX has been beyond all question the title of Champion of the World obtained in 2001 by Vincent in the USA. It was the victory of my son and of KOXX.

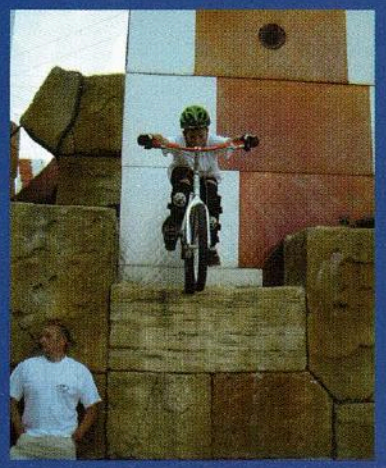
Have there been any disapointing moments?
There haven't been any disapointing moments; perhaps there never will be?

Are you looking for any new riders?
If I found good riders, motivated and passionate about the brand, I would certainly give them the maximum help. There are still places with KOXX...

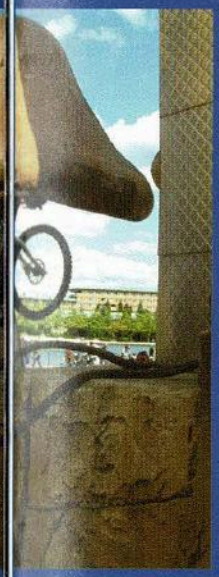


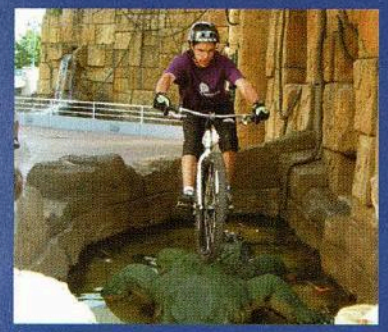


The night before we left Dave and Danny travelled the long trek down from Stoke on Trent to meet with us in Kent. Our Shuttle was at 5.00 am the next morning so we set off at the unearthly hour of 4:00 am. Bleary eyed we load up the BTM wagon and travel down to Folkestone to start our French Trials Escapade. Before you know it we're wide-awake and chatting away about life in general. Dave fills me in on some of the Koxx riders and says I will be amazed at what these guys can do! I have to admit that I didn't know much about the Koxx riders so I was a bit sceptical as to how good they actually were, I decided to keep an open mind.
As we arrive at Folkestone we have a few minutes to stock up on caffeine before it's time to head under the ocean. About half way on Le Shuttle, the curry I had the night before decided to rear its ugly head. And just my luck they had locked all the toilets except one. So I was left running through the train trying to find the one that was open. After that unpleasant moment we arrive safely at Calais. Still feeling high from our caffeine intake it was an hour into our journey before we stopped for our next re-fuelling stop, which was taken care of by our good friend Mr Ronald McDonald. We had a good two hours left of drivinguntil we were due to arrive at the Koxx residence. So Sarah and Danny fell asleep in the back, while Dave chatted away to keet me awake.
Just a few miles away from the Koxx head quarters Dave phones ahead to let them know we're on our way. After driving down a typical French country lane we pull up outside a traditional French farmhouse.
However, when you look twice it isn't ordinary house! The old barns have been converted into Koxx offices and the garden is full of tree stumps that are begging to be hopped. We were greeted with a very warm welcome from all the Hermance family and Danny got his dad to put the bike together straight away. The day before Dave and Danny had exchanged all their bolts with nice new shiny titanium jobbies. This knocks a few grams off the total weight of the bike, which is essential in trials, especially at Danny competition level. Once the Magura and HS'33s were adjusted to perfection Danny was keen to show me what he had up his sleeve. Starting with the tree stump section he deftly gapped to every one with ease, even pulling a 180 mid gap that landed facing the opposite way on the adjacent stump. It was very impressive!
Next it was Vincent's turn to impress me. It was clear to see how he has become France's Junior Trials Champion. No messing around, he goes straight for a pile of pallets. Danny says that these 5ft high pallets are his warm up and true enough rolling in at a steady pace he has a quick pull on the bars and the











back wheel lands on the top pallet with hardly any effort whatsoever on Vincent's behalf. 'See' Danny exclaims 'told you he was well good'. From that point on, any reservation I might have had about Vincent's capabilities as a rider were shot out the window. Just to prove that the first move wasn't a fluke, Vincent proceeds to pull the move a further two or three times each one smoother than the last. I had the feeling I was in the hands of a master trials rider.
Lunch was next on the agenda.
Dominique popped down to the local Patisserie and bought some enormous baguettes for us all and some delicious cakes. During our feast we discussed what we should do in the afternoon. After tossing a few ideas around it was decided that Euro Disney would make a good photo shoot. We polished off the food and a bottle of wine and then all piled in the Koxx van with bikes in the back and headed off for the 50 mile trip to Euro Disney.
We park just outside the park gates and unload the van. Danny and Vincent are kitted out in all the Koxx gear and are raring to go. As we walk down (or ride) to the park there is a white concrete block just begging to be hopped. Vincent is the first to attempt this. Rather than rolling into the back wheel, Vincent hoists the front end on top and sets himself for a static lift to the back wheel. With extreme concentration on his face he loads his legs and then explodes straight up on to his back wheel with perfect accuracy considering his landing area was no more than five inches, great stuff!
Next up is Danny, I wasn't convinced that he could pull this move off. But he proves me wrong as after two or three attempts he's clearing it with ease. Danny certainly learns to adapt quickly to shapes of objects he's attempting to hop.
Next we enter the park, after passing a gathering of security guards. I was sure we would be stopped but we simply passed them by without any hassle. Now we were ready for some great trials! Danny sets his eyes on the first ride, a very ambitious 12 foot or so high ledge. It didn't go quite as planned, even though it would have made some great footage for the magazine, I wanted Danny to stay in one piece. But not defeated he gets Dave to help him to the top so he can make the long hop down. With cameras at the ready Danny hops the edge and then drops without hesitation to a near perfect landing. It was like he does this sort of thing in his sleep. Again I was impressed along with the crowd that had gathered.
Next it was Vincent who showed us his stuff. Dominique suggests a ledge of the same group that Danny just rode. However, this was half the height. I thought surely he go the same or even bigger than Danny. Nevertheless what I didn't realise

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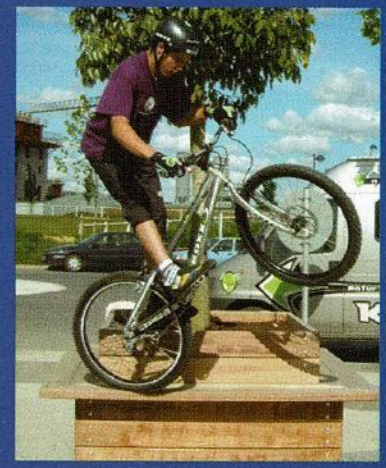


Vincent Hermance Personal Profile



D.O.B 1/8/84

Current Bike?
A Koxx Level Boss 1065 and a Koxx Street

Years riding?
I have been riding trials since the age of 12 but I also rode motorbike
Trials from the age 6

Why did you start riding Trials?
My father did motorbike trials and that made me want to do it

Which riders do you look up to?
Cedric Garcia, a French dual and downhill rider and Marc Vinco for his rebellious side!

What are your future goals!
My Goal is to become senior champion of the world!

How do you see Trials in the future?
I think that trials is a rapidly growing sport and needs to be made more spectacular and dynamic

What's been your worst Injury?
I have never injured myself!

Natural riding or Street?
I prefer riding Street at the present time



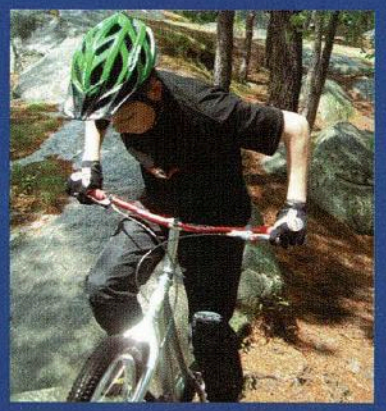
The Koxx Team







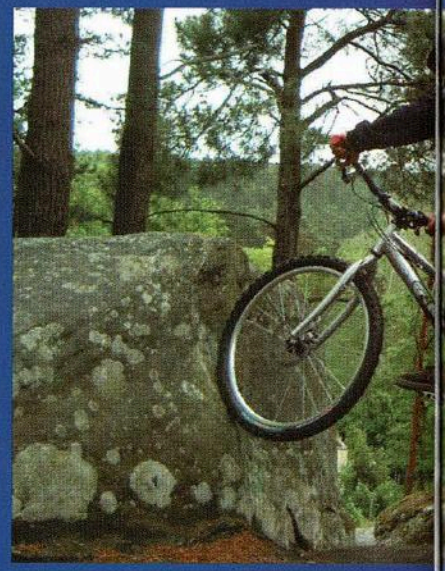






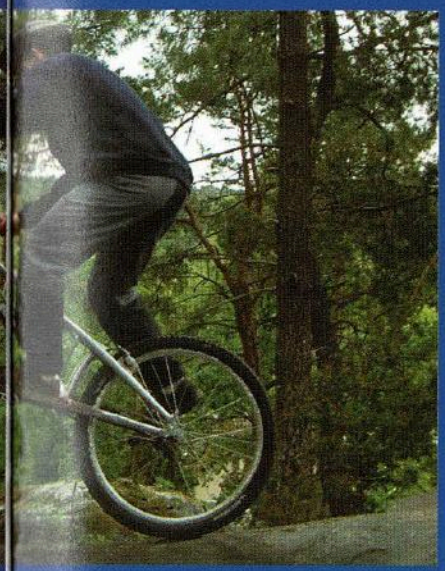
was that Vincent was about to go up not down. With a small run in he sets himself up to what seems a physically impossible hop up (about 6 foot high). A few pedal strokes and Vincent's away putting in an almighty kick up and forward, but on this attempt he gets to the bash plate and has to bail out to avoid serious injury. For his second attempt he rolls in the same speed as before but gives it more umph!! and before you know it he's straight up to the back wheel and the job is done. While we look for the next ride, Dominique shows us he hasn't lost his youth. He decides to have a ride in a kiddie's car, very childish but he seemed to enjoy it. By now Vincent is already on his next conquest, a mechanical crocodile in the middle of an enclosed pool! He hops to the surrounding wall and aims his front end towards the scary croc. A quick hop and he's on the crocs back and another kick and he's off to the adjacent wall. It was all done with ease and it gave us a laugh. However, these kinds of antics draw crowds and before we know it security have caught up with us. Some crossed words are passed in French and then we are hastily escorted to the entrance. It was disappointing to leave but we considered ourselves lucky to be allowed to ride at all. As that expedition was rather short lived we decided to see what the local shopping centre offered. Our first port of call was some benches outside the mall. Vincent was first up, he hopped up on to a four foot high wooden frame, which encircled a tree. He decides to show off with a 360 drop, which was pulled off with plenty of style. Not to be outdone Danny goes straight up the same object and pull a few front hops, a quick flip here and there and follows suit with a 360 drop, again pulled off with amazing ease. But not before long security is on our tail and they want us to move on. But all is not lost as there are some rocks over the road from a building site. Vincent and Danny set about hopping from rock to rock pulling more outrages stunts. After a while they were all hopped out and we set off back to Koxx's base.

When we arrived at HQ Danny and Vincent were raring to go again. This time it was logs that had been placed down the bottom of the Hermance's garden. While they were hopping around Dominique showed me around the workshop. He pointed out the very first Koxx that which



was made way back in 1999. It weighs a ton compared to the current frames. It's amazing how far they've come in only a few years. Upstairs holds the 'wares' of Koxx. These are the team strips, gloves, shorts, hoodies etc. You name it Koxx make it. They have a great range of clothing and very reasonably priced for ordering info check out www.koxx.fr. As evening fell once again we were treated to a lovely meal and few more bottles of wine, Sarah and I were overwhelmed by the Heramance's hospitality, and it left us wondering what tomorrow would bring.

Waking up in our small but comfortable hotel rooms, the venue of Boutiere was on the agenda. This is where the round up of the world championships were held and it's where Vincent and the rest of the Koxx team spend a lot of their time practicing and perfecting their techniques. After about a 30 minute drive we arrive at Boutiere just behind Dominique and Vincent. Boutier is an adventure park, similar to somewhere like Centre Parcs but all set outside. It's set in the heart of a large French forest and not the place you would expect to find for a trials world championship. But as you head into the forest you come across the most amazing rocks! I couldn't wait to see what Danny and Vincent were like in natural surroundings and I wasn't disapointed. Vincent knows these rocks like the back of his hand so he led us to where he practices the most. He sets about climbing the rock face by hopping from rock to



the next. Danny follows behind using a slightly different route but nevertheless still as technically demanding. They both made it to the top with relative ease. These guys make it look simple! Next Vincent takes us to another good practice area where there are rocks that provide varying amounts of difficulty. Danny found a rock, which he practiced on a couple of weeks earlier and was keen to see if his technique had improved. He starts off with David standing behind him he sets up the approach with a quick pull on the bars and a lot of upward motion then he gets the bike exactly where he wants it. David can't believe it when Danny pulls it off first time as it he didn't manage to do it last time. Paternal pride shines through once again. As it has a habit of doing in Britain rain also falls in France and rather heavily on the day we visited Boutiere. However, this doesn't put off Danny and Vincent and of course in a competition setting you can't give up just because it's raining. So they carry on hopping from rock to rock and Vincent especially pulls of some amazing stunts. Next thing we know one of Vincent's friends turns up. He rides a 26' Koxx, which happens to be Vincent's previous frame! This guy is also very impressive and has obviously spent a lot of time on these rocks.

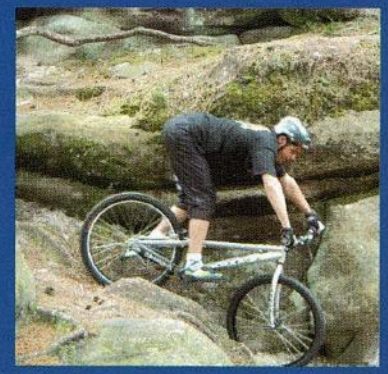
Danny finds a rock that he really wants to master. As it entailed several sections Dave told him to break each section down and then concentrate on each part until you have it mastered. This technique seemed to work along with the guidance of Vincent and after quite a few hardy attempts Danny makes it with a very red face from tremendous effort.

By this time everyone's getting a bit tired so we decided to call it a day and we had a long journey back to England to look forward to. Our trip home was very long and tiring as we got caught up in Paris traffic! But we eventually made it home and felt that we had witnessed a different style of riding more natural and ultra smooth. It's my opinion that many riders could learn alot from our European Koxx counterparts. Danny has obviously picked up a lot from Koxx's riders as his riding improves each time he returns from France. Vincent and the team put an enormous amount of effort into practicing and it certainly shows, I think we have great things to come from this team! ■











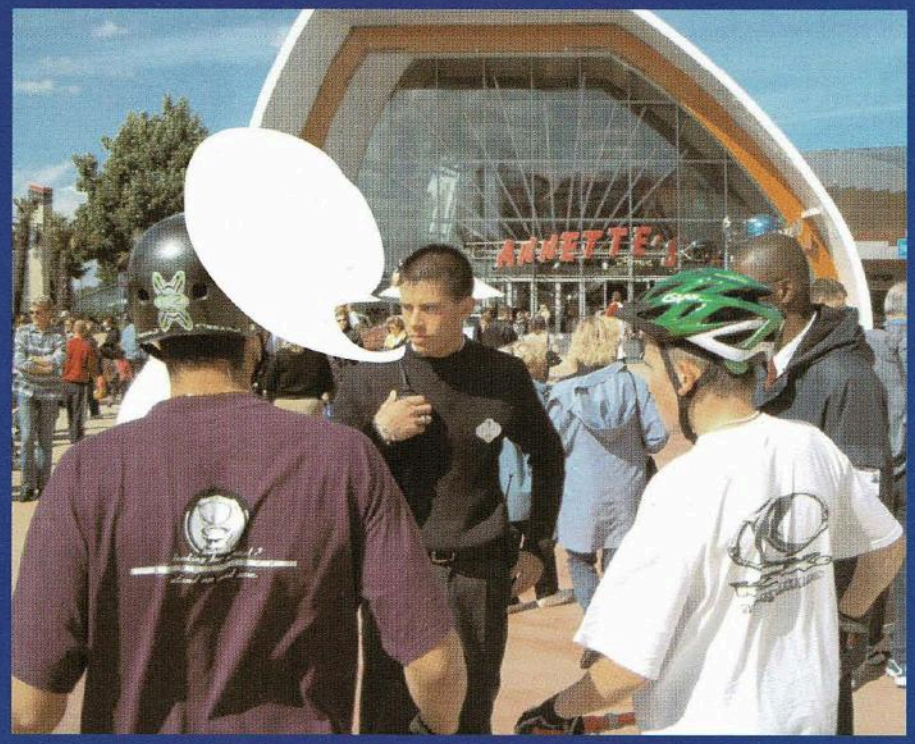




COMPETITION

BTM have teamed up with KOXX to give one lucky winner a limited edition Koxx team t-shirt signed by the whole of the Koxx team!

All you have to do is come up with a funny caption for the picture below.



This was the moment the security at Euro Disney realised what we were up to and decided to throw us out.
Basically, the funniest one wins!
Send all entries to; **94 Commercial Road, Paddock Wood, Kent TN12 6DP**
Don't forget to include a contact number!
Competition entries must be in by **Aug 15th 2002**
The winner will be contacted shortly after.

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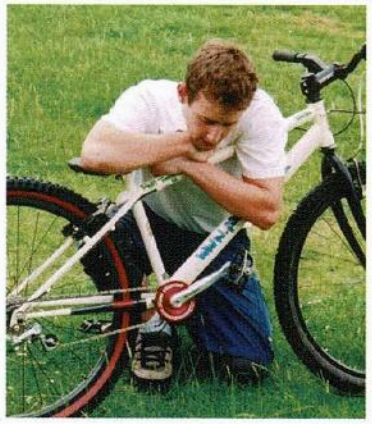
Product Test

This month Matt Tongue reviews Middleburn RS7 and Protrials Guard



Not so many years ago, trials-specific parts were very few and far between and it really was a big deal if a company took the time to address us lot with components to suit our needs. Middleburn were one of the first companies to acknowledge the growing trials market in the UK when they released the original bashguard for the RS7's. The success of that product, and the continuing boom in trials, led Middleburn to bring out the second generation trials cranks which are now wholly trials specific with a completely integrated spider / bashguard. The Protrials guard and the RS7 cranks are an awesome combination, weighing in at just 680g (including the chainring) they are amongst the lightest around. The Protrials guard is machined from one piece of aluminium whilst the cranks are drop forged from 7075 T6. Unlike many other bashguards, the Protrials guard is exactly the right size - just big enough to protect a 24T chainring but not so big that it makes the bike unstable when balancing on it. At 12mm wide the width is again just right, being much wider and more stable than anything else available.

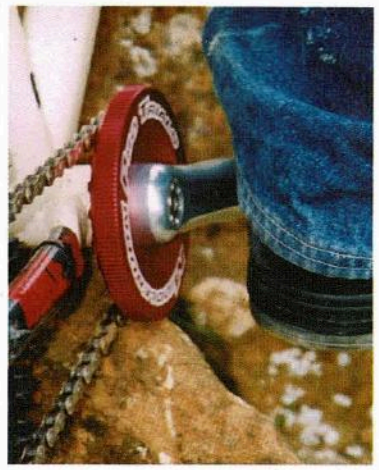


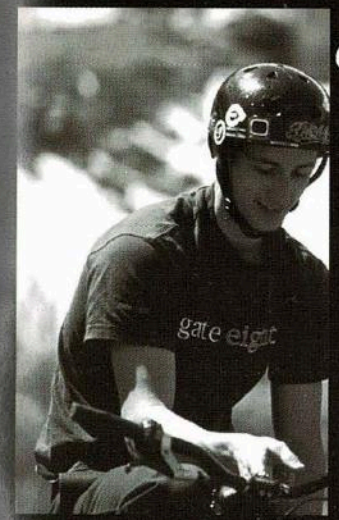
From my own experience of manufacturing bashguards I know that it is very easy to overcomplicate the design (and severely push the price up) with largely unnecessary and cosmetic machining around the outside edge. Fortunately,



Middleburn have simply opted for a 'V' pattern which worked just fine throughout the test. The external face of the Protrials guard sets it aside from its competitors,- looking very trick and obviously a custom trials component. The etched logo lets everyone know just what it is and it won't rub off over time.
The RS7 cranks are now almost legendary in their own right. Being forged they have a very good strength to weight ratio. I was surprised at how stiff the cranks were considering their weight, there was very little flexing even on big drops. They might not be as stiff as XTR or RaceFace but they do weigh in lighter. The cranks I tested were 165mm in length, although they are available in a range of sizes up to 180mm. The 165's give quite high gearing so if you're not sure which to get, go for the 170's.

I know from personal experience that these cranks are very strong and will stand the test of time. When Middleburn first brought out the bashguard for RS7s, over four years ago, Eddie and I were lucky enough to have the first two pairs. Although he used profiles for a while, Eddie has used the same pair of cranks for four years and still has them on his bike today. But don't take my word for it - these cranks come with a lifetime guarantee, even for trials. That's a big risk for any company to take so they must be supremely confident in their product, as am I - As an off the shelf trials component the RS7s and Protrials guard are the best around. Very few other companies even produce a complete trials crank-set and those that do just aren't in the same league as Middleburn. At £150 for the complete set you wont be disappointed.







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Keep Fit With BTM

BIKE TRIALS MAGAZINE

Every Issue our resident doctor, Jane Rees, will be giving advice on common injuries incurred during trials

This Issue: legs

Trial biking puts an enormous amount of pressure on the biker's legs. At particular risk of being injured are the biker's knees, shins and feet.

Knees



The knee is the largest joint in the human body and the most easily damaged. It has a hinge action between the lower end of the thighbone (femur) and the upper end of the shinbone (tibia).
The kneecap sits in front of the knee in a groove in the femur.

Two cartilages act as cushions between the bones. The joint is held together by a number of ligaments at the front, back and sides of the knee joint. The most important ligament is the anterior cruciate which holds the front of the knee stable.

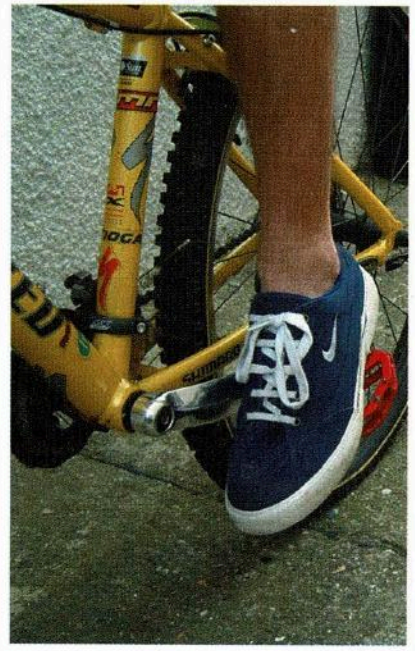
Common injuries to the knee include complete or partial tears to the ligaments or cartilages. The most usual way to do this is to land heavily on the knee or to change direction of the leg quickly. These actions are sometimes unavoidable in biking so keeping your knees strong is the only way to stop damaging yourself.

Shins



Scraped or torn skin on the shins is so common in trial biking as to be accepted as the norm. If you are healthy, breaks in the skin should soon heal as long as you are sensible. Clean yourself up as soon as you can after an injury that involves breaking the skin. Keep the injury covered with a sterile dressing and change it regularly. Most important, make sure your tetanus immunization is up to date. You'll have probably had an injection for tetanus at school but you need boosters every 10 years. Remember that several people die each year in the UK from tetanus and most of those are gardeners!
Blows to the shins or again landing heavily can cause stress fractures. These give you pain in the front of the lower legs and can be hard to diagnose without an Xray. If in doubt go to your GP or local casualty department.

Feet



The foot has 26 bones in it some of them quite small and easy to break. The largest joint in the foot is the ankle. This is made up of the heelbone (talus) and the ends of the two shinbones the tibia and the fibula. They are all held together by three ligaments and a series of muscles and ligaments move the foot and ankle.

The feet act as shock absorbers cushioning the thousands of pounds of pressure that go through your body when you do weight bearing exercise. Common injuries include sprained ankles, fractured or dislocated ankles and torn or overstretched ligaments.

Avoiding unnecessary joint problems





You can't stop all leg injuries but you can reduce the risk of them happening by keeping your self generally fit and strengthening your leg muscles. It is particularly important if you have had a week or two off biking lying on a beach somewhere that you make sure you warm up and don't overuse your muscles when you get back on your bike. Doing too much too soon can lead to inflammation of the tendons which attach muscles to bone (tendonitis) or even to stress fractures. Both of these conditions are very painful and will keep you off biking for weeks or months.

Exercises to get fit for biking include quadriceps and hamstring workouts. If you don't know how to do them ask at your local gym for advice and do them regularly gradually increasing the workload and the number of repetitions.

If you have any medical questions relating to trials please write to:
Dr Jane Rees
94
Commercial
Road
Paddock
Wood
Tonbridge
Kent
TN12 6DP

The London Massive



Rider: Stephen Morris
Age: 18
Bike: Barracuda (Leeson on it's way!)
Years Riding: 2
Lives: Leighton Buzzard



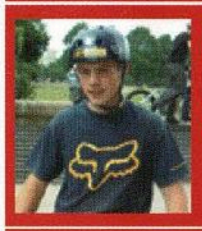
Rider: Stephen Bell
Age: 20
Bike: Echo
Years Riding: 2 and a half
Lives: Northern Ireland



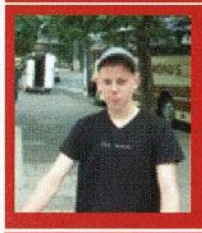
Rider: Luke Edwards
Age: 17
Bike: Heavy Tools (Curtis on the way)
Years Riding: 3
Lives: Liverpool uni



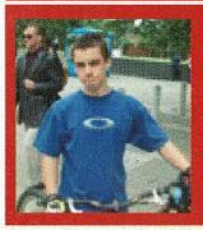
Rider: Stuart Ramsey
Age: 15
Bike: Brand-new Megamo Radical!
Years Riding: 1
Lives: Woking



Rider: Jonny Grimwade
Age: 16
Bike: Heavy Tools
Years Riding: 1
Lives: Weybridge



Rider: Dan Angell
Age: 17
Bike: Onza T-Rex
Years Riding:
Lives: Somewhere



Rider: Tim Rodriguez
Age: 17
Bike: Orange Zero
Years Riding: 2 and a bit
Lives: Hampton

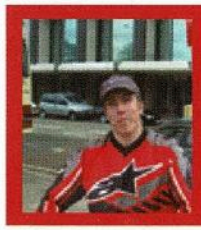
BTM was invited to London to check out the London Trials lads!

It all started about 18 months ago, 3 riders Stephen Morris, Tim Rodriguez and Luke Edwards decided that just the 3 of them riding the hot spots of London just wasn't enough, so to fix it they put an advert out on Biketrials.com's website to see if any other like minded riders wanted to join them. The result of this advert sees an average of 20-30 riders ripping up the streets of our capital city every Sunday.

If you fancy having a ride with the London lads then just get yourself to the **South Bank** in London at **11am** on any **Sunday**. Don't forget your bike!

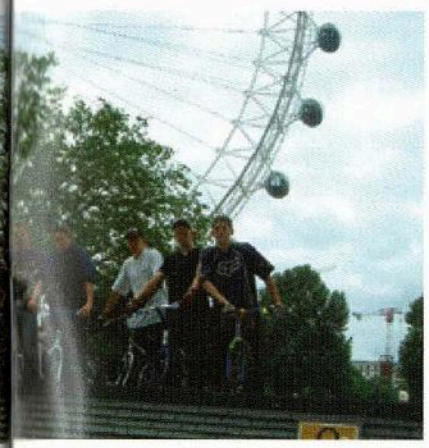
If you want any more info on what goes on check out **www.London-trials.co.uk**

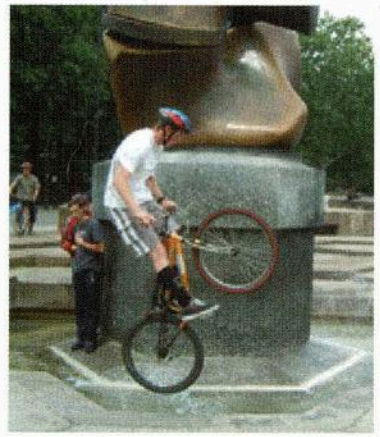
A big thanks goes out to everyone who took part and a special thanks to Stephen who very kindly invited us along in the first place!



Rider: Kevin Child
Age: 18
Bike: Saracen X-Tort
Years Riding: 8 months
Lives: London









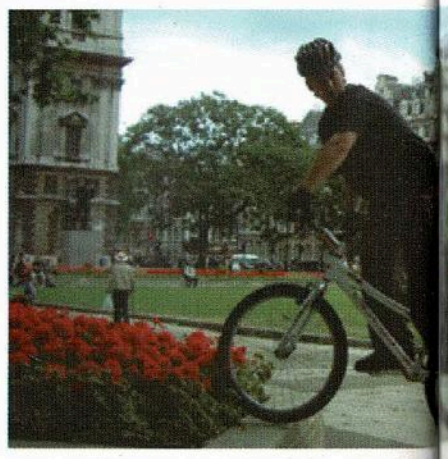




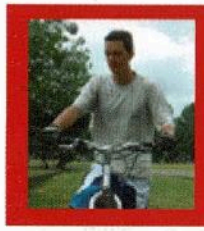












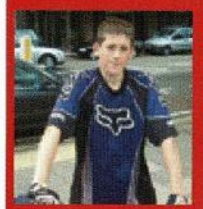
Rider: Ian Thornton
Age: 20
Bike: Vario Tibo
Years Riding: 2 and a half
Lives: Loughton



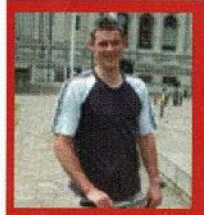
Rider: Grant Ely
Age: 15
Bike: Onza T-Pro
Years Riding: 8 months
Lives: Addlestone

Camera Shy

Rider: Matt Stopps
Age: 16
Bike: Megamo 20'
Years Riding: 1
Lives: Weybridge



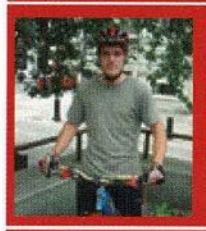
Rider: Glenn Carlos
Age: 15
Bike: DDG Shooter
Years Riding: 1
Lives: Walton



Rider: Damien Gillings
Age: 25
Bike: Onza T-Pro
Years Riding: 3
Lives: Sidney (Aussie)



Rider: James Hawkins
Age: 20
Bike: Guyzer
Years Riding: 6
Lives: Devon



Rider: Robin Child
Age: 18
Bike: Muddyfox Trials
Years Riding: 3
Lives: Bristol



Rider: Mark Tester
Age: 17
Bike: Jump Bike
Years riding: 4
Lives: London

Ed Tongue Interview



Full Name
Ed John Tongue

Age
21

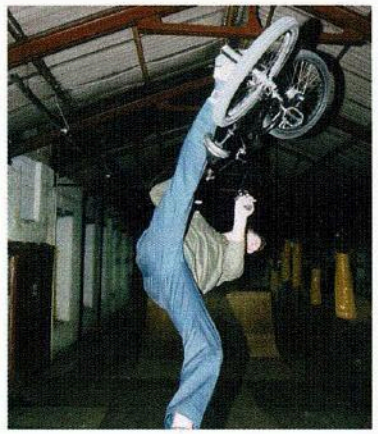
When did you first get into Biketrials?
I've been messing around with bikes all my life...we always used to have BMX's in the early days and then I got into motor bike trials when I was 10. Me and Matt were completely into that for years, I started out on a little Yamaha TY80 and moved onto a 125cc Gas Gas which was a Jordi Tarres Replica. Loads of the kids at the motorbike trials used to have 20" Monty bikes and we all used to ride them after the trial had finished, that's when it all started.

What do you enjoy most about riding trials?
The best feeling is when you spend weeks trying to pull a certain move, you get closer and closer to pulling it and one day you finally do it.
The most enjoyable times for me are when I'm just out riding with a small group of friends, just sessioning some rocks or ramps and there's no pressure or stress at all. When I'm out riding now I enjoy linking moves together in as many ways as I can.



What has been the best moment of your career?
I can't think of any single best moment....there's so many positive things that have come from riding. Becoming a Master at the world championships was a big deal at the time. I've also been able to travel to a lot of places and meet a load of cool riders. In February me and Chris Akrigg spent a week in Saudi Arabia, staying at the Dubai Hilton and doing shows for Mountain Dew, it was an unforgettable time and we both stopped to think about how trials had taken us to some cool places.

What has been the worst moment of your career?
No real bad moments, just some awkward ones - we did this demo in Brighton for Barcardi Breezer, the shows themselves were inside a nightclub and were great, but before the club the organisers wanted us to take part in a parade around the streets of Brighton. We eventually agreed but ended up getting hassled by flamenco dancing ladyboys who thought we were just some crazy kids gate-crashing their parade!



Have you had any bad injuries?
No - I've been lucky and not had any bad injuries, just some superficial scarring. All the worst riding scars are on the inside....

Who do you look up to in the world of trials?
I still look up to Martyn and Martin, not just as riders but because they've done so much for the sport and made so many more people aware of it. I also respect a lot of the people that I've ridden with since the early days like Chris Akrigg and Matt who've helped me get where I am and help me to still enjoy riding.

Why have you taken time out of riding?
I haven't taken any time out of riding, in fact I'm probably riding more now than I ever have done. The only thing I've taken time out of is the British rounds. The reason I'm having a year off is that it started getting a bit too serious and stressful, people were expecting me to do well and then I just didn't enjoy them like I used to.

How do you see the sport now compared to five years ago?
It's actually not that different, in the UK there are a few more people at the comps and the standard is harder but that's it. When you go to the world championships its amazing that it never changes at all; same venues, same people, same rules.....it needs a kick up the arse.

How do you see the sport in five years?
At the moment I can't see it changing much.

What are your goals for the future both in and out of trials?
I don't really set myself goals. I think that I will start doing trials comps again and hopefully enjoy them. At the moment I'm really into BMX and I'm just going to keep pushing myself there.
Will we see you at the world championships this year?
I'll definitely be doing the three European rounds of the World championships as long as I can get the money together.

Urban or natural?
I'd have to say natural. I still really enjoy riding on the big rocks like in quarries and stuff, there's always variation in what you're riding unlike street, which can be really repetitive. If I ride urban at the moment its usually on my BMX. I think too many people diss natural trials as looking crap or boring, and they're usually the kids who think they're rad because they can blunt a 3 foot wall all day.

Do you enjoy working for your sponsor Pashley?
Pashley are a cool company to work for because they understand my position - they let me work flexible hours so that I can ride when I want to. They're also cool about me mixing up the trials and BMX and don't put any pressure on me to ride one or the other.

Have you had any offers from other teams to sign you up in the last 12 months?
I've had a few offers, but I've been with Pashley so long and have such a good relationship with them that it would need something pretty special to make me leave.

Anything else:
Thanks to my family, friends and anyone that I ride with. Also, thanks to my sponsors: Pashley, Gate Eight, and DC



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My name is Adam Pickard, and I ride around the Gateshead area of the north east. If anyone knows a good spot to ride then please get in touch Adampickard76229 @aol.com

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