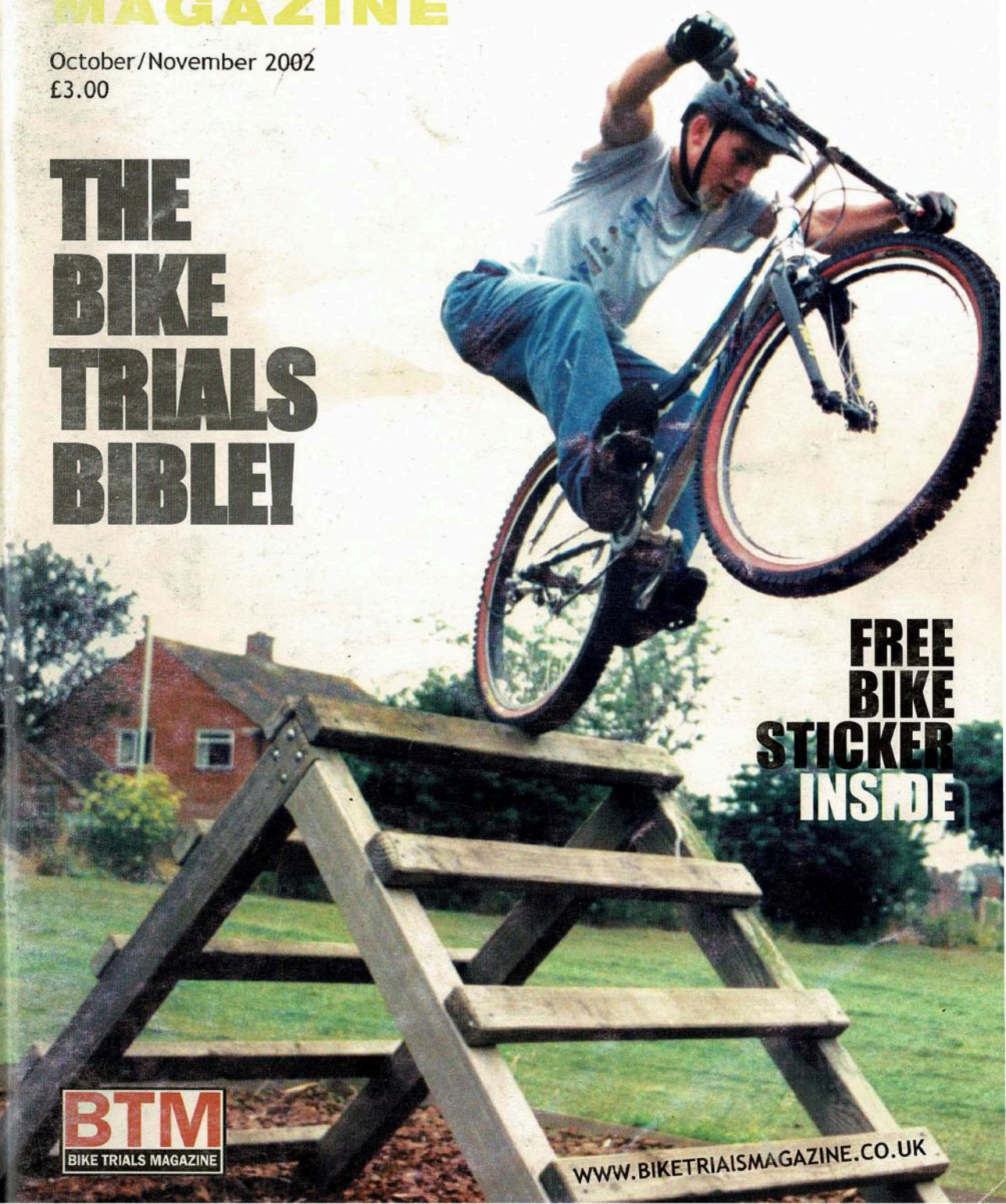
BIKE TRIALS MAGAZINE

October/November 2002
£3.00

THE BIKE TRIALS BIBLE!



FREE BIKE STICKER INSIDE

BTM
BIKE TRIALS MAGAZINE

WWW.BIKETRIALSMAGAZINE.CO.UK

The Team

Editor: Dan Mackenzie

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Printers: The Marketing Solution

Contributions

Thanks to: Matt Tongue, Jeff Lenofsky, Lance Trapp, Chris Ratcliffe, Mike and Chris Poyzer at Onza and all the lads, Team Teknik, the Trials Kings and Trials Rider UK, Brian Pearce our cartoonist, Pete Kyle, Andrei Burton, Dave Lawson, Ison Distribution, Leeson, and everyone who took part at the World champs. Sorry if I missed you out! It wasn't on purpose.

Picture Credits: Reed Merchat for Lenosky interview and back page, Dave Lawson and his mate (forgot your name but many thanks anyway) for Andrei Burton rider profile, and Chris and Mike Poyzer for most of the product first looks.

A few words from your Editor

I cant believe its almost winter!, British summers seem to be getting shorter and shorter these days, one minute your out with your mates riding till 10 at night the next minute you get back from work or school and it's dark within half an hour and way to cold to even think about going out for a ride, sounds familier doesn't it!

Anyway, just because the days are closing in doesn't mean less riding, it should mean more! You're never going to improve unless you ride all year round, so get those woolies on and ride a carpark thats well lit and then you've got no excuses.

As most of the European championships draw to a close for this crappy part of the year there is still loads happening in other (warmer) parts of the world, which BTM will be keeping you up dated on including Championship rounds in New Zealand, Aussie, South Africa and many more places you never thought Trials existed! We Hope you enjoy our second issue, it's a bit bigger than the first which meens bigger pictures and basically more stuff and don't forget, you can now buy BTM in bike shops across Britain but if you want to gaurantee your next copy then fill in the form on page 56. With your support we can get this mag as great if not better than MBUK! How cool would that be?

Contact: 94 Commercial Road, Paddock Wood, Kent, TN12 6DP
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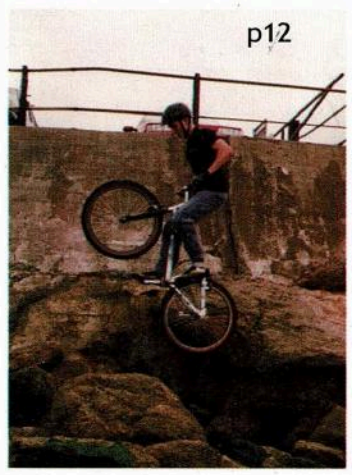
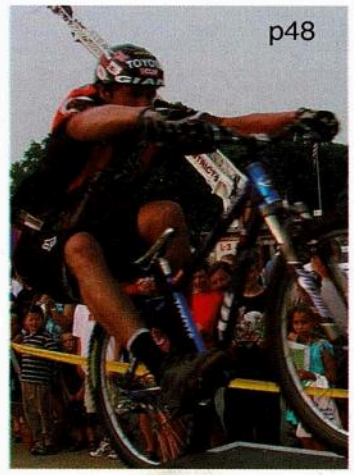
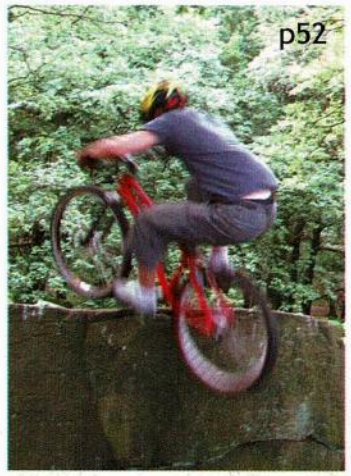






Trials News



OFFICIAL BRAIN

As most of you are probably aware Kurt Brain is now officially signed to Ashton Bikes. We spoke to Martyn and he was keen to point out that although he had signed Kurt the contract wasn't too heavy so he would be able to use his own bike set-up and be free to be connected to his current sponsors and generally go on as normal but obviously using the new frame. The new Ashton frame is available by phoning 07880 554907

WARRANTEE PROBLEMS

The problems manufacturers have when issuing warrantees for trials bikes has been made even worse with the news of a new law that orders them to give a full 2 year warrantee with every bike sold which demands a complete replacement of the broken part. Most manufacturers already offer either a 1 or 2 year warrantee and are happy to offer a replacement if the part that fails is due to a genuine production fault or weakness and even if they know that the part had probably had a heavy knock and that had caused it to break, they would still offer a replacement.

As everyone knows riding trials can be very harsh on the whole bike and the bits that make up the bike, more often than not, are bound to break at some point within the 2 year warrantee period. The main objection from manufacturers is that the intended use of a trials bike means that it will probably be dropped from 10 feet 20 times a day and generally take a damn good pounding, as opposed to a road bike that would probably have a quiet life clocking up smooth road miles and almost certainly not be used to gap jump or bunny hop! Is it fair for manufacturers to have to offer the same warrantee for a road bike as for a trials bike when there's a good bet that the parts on the trials bike are far more likely to break than compared to the parts of a road bike and the cost of replacing these parts could cost manufacturers dearly. It's a problem faced by the guys at Orange and they may even be pulling the Orange Zero out of the UK market unless the laws are relaxed but for the time being it is still available but for how long? Hopefully the powers that be will see this problem in time before you will no longer be able to purchase a trials bike in the UK.



UK BIKESCENE

BRAND NEW VIDEO

UK Bike Scene is a new release from a fairly unknown film company called Crank Films. Pete Kyle (the man behind Crank Films) produced a video last year following a couple of riders here in the UK which was shown on TV, so this video kind of stems from that. Although this isn't a pure Trials video like Contact or Evolve it has got some great action from the Bike Show earlier this year with riders such as Kurt Brain, Eddie Tongue, Chris Akrigg, Marc Vinco and world number 1 Marc Caisso doing what they do best on the Martin's designed Trials arena. Also there's some footage of the London Trials riders (who we featured last issue) pulling off some cool stuff in the capital and up and coming Onza rider Richard Coe riding street and natural.

The rest of the vid features pretty much every style of MTB including Down Hill, BSX and Jump, and the names are just as big with Steve Geall and Jim Davage on the trails and Will Longden and Greg Minnaar going 4x. The hard rocky sound track works well and the whole video seems well put together, although as mentioned before this isn't pure trials but if you like a bit of everything bike then this is definitely worth forking out for. UK Bike Scene is available by visiting www.crankfilms.co.uk or alternatively send a cheque for £17 to Crank Films, Fitches Lane, Aldringham, Suffolk IP16 4QQ add £2 for p&p. BTM are giving away 3 copies. Send in your funny trials pics to BTM and the best 3 win!

crankfilms



WIN A SKUD SUSPENSION SCOOTER

Very kindly donated to us by Super Cycles of Nottingham is the latest micro scooter but with a few added features that set it apart from most others. It has a 'SERS' system which stands for 'Skud-Energy-Return-System' this basically means it has a suspension coil running along the length of the board that soaks up large bumps and gives you a softer landing if your doing huge drops. The whole thing seems very solid and all of the components have been beefed up to take the abuse that this scooter is destined to have. At the rear of the board is a nice shiny knob which when stamped on activates a breaking system which pushes a plate onto the back wheel and it does the job very effectivley which is handy when your hammering it down a hill. All in all it's a great bit of fun and due to the over sized wheels you can take it vertually anyware you want and give it the thrashing of its life and it will still probably last a life time! Buy one! Available from Super Cycles (see ad for phone number)

Almost forgot, we are giving one of these babies away so if you want one, write to us telling us why you think you should have one! Send entries to: BTM, 94 Commercial Road, Padock Wood, Kent TN12 6DP.

Trials News

WELL DONE MATT



Congratulations go out to Matt Tongue who has recently completed his degree in engineering and design with flying colours. As you may know, Matt has been involved in the trials scene for some time now but as every rider will tell you it's not all fun and games and at some point you have to realise that you're not always going to become rich by riding, so it's always a sensible idea to get down to some study and get some qualifications behind you, so when your career takes a nose dive through injury you'll have something to fall back on!

The great thing about Matt's degree means that he now has all the skills needed to get designing and producing top bits for bikes and that's exactly what he's up to, so check out his advert in this very mag to see what he's been up to!

NEW BIKE TRIAL UNIFORMS



The new British bike trial kit is now available for any British competitors to purchase.

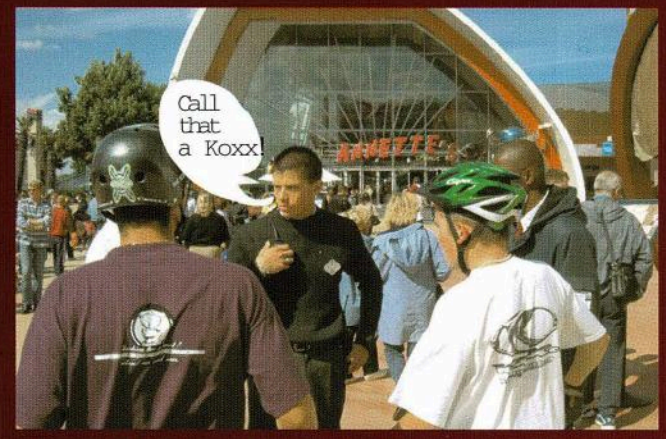
Consisting of a T-shirt, joggers and topped off with a cap, all embroidered with the bike trial logo. It's possible that non-competitors may have a chance to purchase the set but at the moment it is restricted to riders who are taking part in competitions. The set willcost you £30 and is available by contacting Barbara Wright (TykeTrials organiser) on; 07730 369474, or in writing to; 27 Midland Terrace, Hellifield, Skipton, Nyorks, BD23 4HJ.

SEPARATE BODY FOR REFS?

During the French round of the World championships, there was a general unease throughout the competition about the way the scoring was being done by the French refs. A lot of riders we spoke to felt that they had been harshly scored and that the French competitors were being given a home advantage. If this is the case then would it be wise to bring in a new body of refs that were in no way connected to the event or have a gain from the outcome? As most people know who take part at competition level, there isn't a lot of cash within the sport at the moment to pay for a new body but to avoid future arguments, should the BIU committee be putting some by? It's definitely a problem that needs some serious thought from the members of the BIU. If you have suffered from what you thought was harsh or unnecessary scoring then we would love to hear your comments, or if you have any ideas about how we can prevent any controversial scoring then we'd love you to tell us about them as well. Write to; BTM, 94 Commercial Road, Paddock Wood, Kent, TN12 6DP. Or e-mail us at;

info@biketrialsmagazine.co.uk

KOXX COMPETITION WINNER



Congratulations Miles Corruthers who came up with the winning caption. The T-shirt signed by all the Koxx team is on its way.

MIDDLEBURN WORKING ON NEW REAR CASSETTE

Latest word has that Middleburn are working on a new trials specific rear cassette.

We don't know much more than that but you can expect the quality will be up to usual Middleburn standards.

LOOKING FOR NEW RIDERS

Are you over 16 and have at least 2 years trials experience. If so then you could be a new rider for M.A.D. If you're interested send a well presented CV along with a video to: **M.A.D HQ, Autumn cottage, 1 New Barn Road, New Barn, Kent, DA3 7LQ**

ALL CHANGE

Thiabould Marriaux moves from long term sponsor Diamond Back to Volvo Cannondale to fill the void left by Martyn Ashton

APEX INDOOR CLOSED

The recently opened Apex indoor trials arena has unexpectedly closed its doors to wanna go trials riders because they say that safety was not being taken seriously by the riders using the specially designed trials course. When we asked them when they would re-open they said "we will only re-open if people abide by the rules and wear the correct safety kit, we are reviewing our safety policy at the moment and we will be making a decision soon as to when and if we open our doors to the public again"

UCI CHAMPIONSHIPS

RESULT ROUND UP

20" Junior

1 COUSTELLIER, Giacomo
FRANCE

2 COUSTELLIER, Gilles
FRANCE

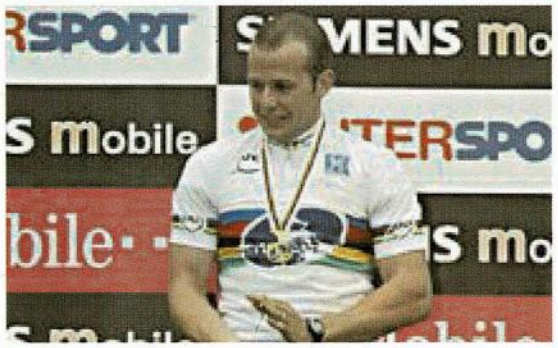
3 SOULAS, Marc
FRANCE

20" Men

1 H÷SEL, Marco
GERMANY

2 LINARES MOYA, Juan Antonio
SPAIN

3 BARTIK, Peter
SLOVAKIA









26" Men

1 BELAY, Kenny
BELGIUM

2 VINCO, Marc
FRANCE

3 CAISSO, Marc
FRANCE

Women

1 MOOR, Karin
SWITZERLAND

2 MIRAMOND, Lucie
FRANCE

3 COMBE, Floriane
FRANCE

TEAM AIRE VALLEY

The best Trials complex in Yorkshire!



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

Here at Aire Valley cycles our trials bike range has increased dramatically, since the sponsorship change of Chris Akrigg from Pace to Onza. We have really backed the Onza brand and upto x-mas last year sold 130+ Onza bikes,but with up and coming brands such as Base, will the Onza range still be the bike to have this x-mas?

Onza t-bird
£269.99



Onza t-mag
£499.99
hs33 brakes,
t-master frame!



Onza t-pro
£329.99
upgrade £399.99
hs33 brakes



Onza t-master
£699.99
3 piece cranks



Onza t-raptor
£399.99
£499.99 upgraded t-raptor wheels, cranks, forks sora short cage mech



Onza t-rex
£499.99
£699.99 upgraded t-rex wheels, alloy forks, 3 piece cranks, sora short cagemech



Frame & fork options available:

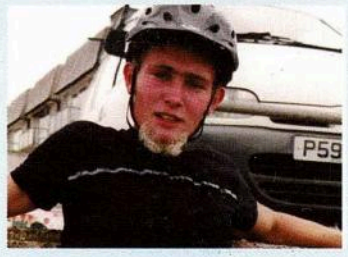
Onza t-rex £300.00 with steel fork
Onza t-raptor £200.00 with steel fork
Onza t-rex £340.00 with alloy fork
Onza t-raptor £240.00 with alloy for

We are also stockist of Pace trials frames, Pashley trials frames, Planet- x frames, the one only Norco trials frame left in the country, DDG Shooter frames, Ashton Bikes (coming soon) and our custom frames.
NEW for 2003 Aire Valley will be releasing their own designed frame with custom geometry!! designed and tested in house!!

www.airevalleycycles.com Tel:01535 610839

READER PROFILE

This issue: Andrei Burton



Name: Andrei T J Burton

Age: 16

Home Town: Exmouth, but may be moving soon.

Club: EBTC

Bike: Mission prototype, the new Reefer.

Sponsors: Mission, RipCurl,Knobblies, Tad shop, S & p Cycles, Mud-Dock

Biggest drop: 12ft
Biggest gap: 11ft

Website:
Soon to be www.tadshop.com, but give me a chance

Favourite Quote:
Any excuse for not making something is good enough.

How long have you been riding?
About 3 years

What has been your best result so far?
5th in expert in the nationals, soon to be beaten in the final round, hopefully.

And the worst?
11th in the first round on my home turf in Devon, I was pissed.

Where do you ride?
Anywhere I can but I train as much as I can on rocks, usually on remote beaches where I can concentrate and there is nobody around to distract say, and say "hey, look what he's doing!"

Do you base your style on any particular riders?
Comp riders, but I try and mix my riding up to develop my own style, some street styles can be useful on natural stuff too.

Favorite move?
Loads, mainly power moves.

Any bad injuries?
I've had a few broken bones and stuff but nothing too serious. At NASS I nearly broke my back the week before I flew to Spain for the worlds.

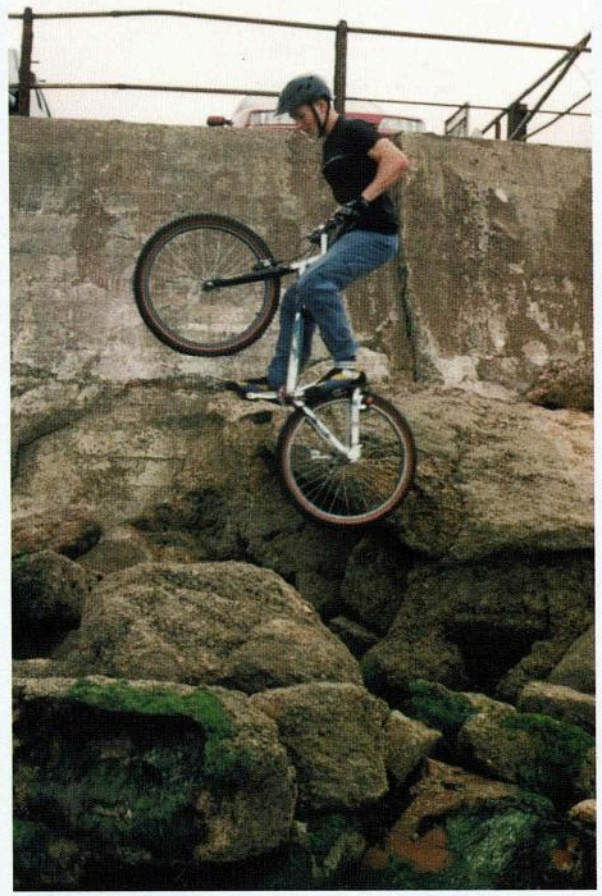
What do you do when you're not riding?
spend time with women or my reptiles, and probably too much time in clubs.

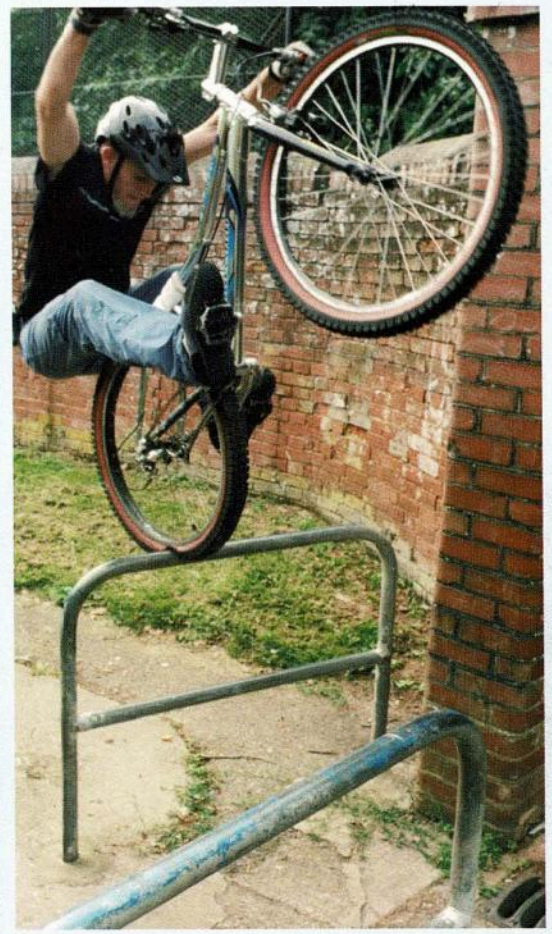
How would you describe your style of riding?
Hopefully individual, I try to combine power with precision and control (also continuously improving)

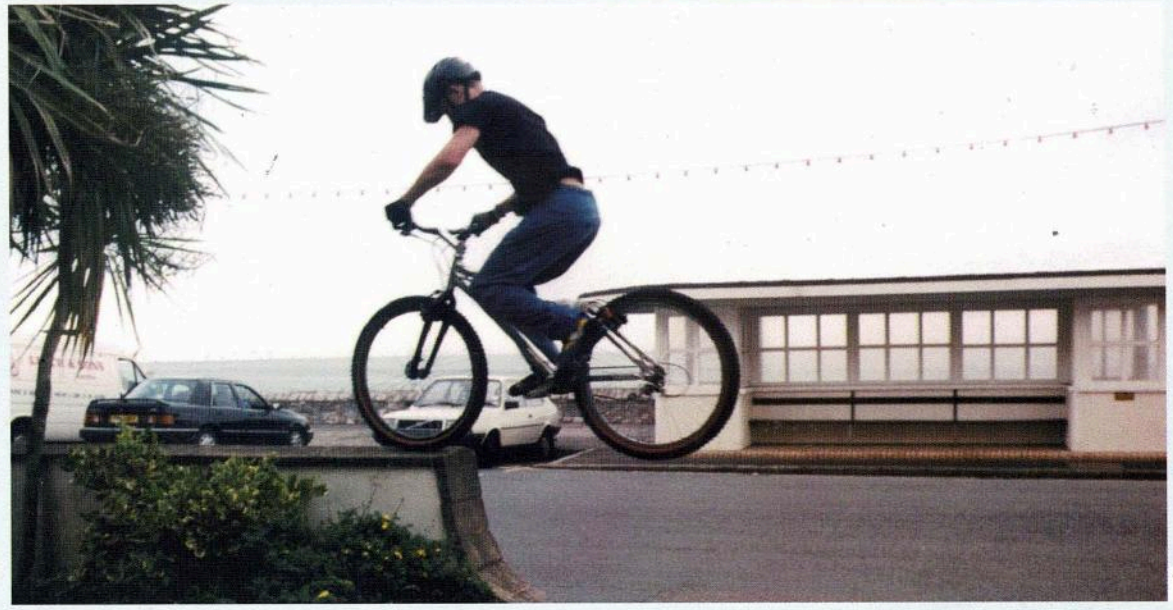
What are your plans for the future both on and off the bike? I want to give the European riders something to worry about in the future and the Japanese, because I think that they take the piss out of us a bit. Off the bike, hopefully I won't have time to do anything.

Any Shout outs?
Yeah, thanks to my sponsors, especially Tidas from Tad shop, 'cos without him helping me go to the worlds last year I might not be riding now. And of course my fellow riders.

■







ON THE PHONE WITH LANCE TRAPPE



Lance Trappe is an American display rider with Volvo/ Cannondale. We had a chat with him on the phone to find out out what he's up to at the moment.

Age: 25
Years Riding: 7

Years with Volvo/Cannondale: 4

So, what have you been up to then?
I've just finished a month and a half of touring the US doing demos and comps with Chris Smith, Jeff Lenosky and Ryan Leech.

What kind of Demos?
We did the Gravity Games, which was a great laugh and I competed in the World Cups in Vale Colorado.

What are you doing at the moment?
I'm doing some maintenance on my car (a Volvo V70)
and getting ready for Interbike in Las Vegas where we are doing a demo with the Volvo/Cannondale display rig.
We are also trying out the new V/C trials frame!

What new Trials frame?
I can't say too much at the moment but there are a few tweaks here and there over the old frame and we are looking at using a Cannondale Head Shock or Lefty and new discs front
and rear.

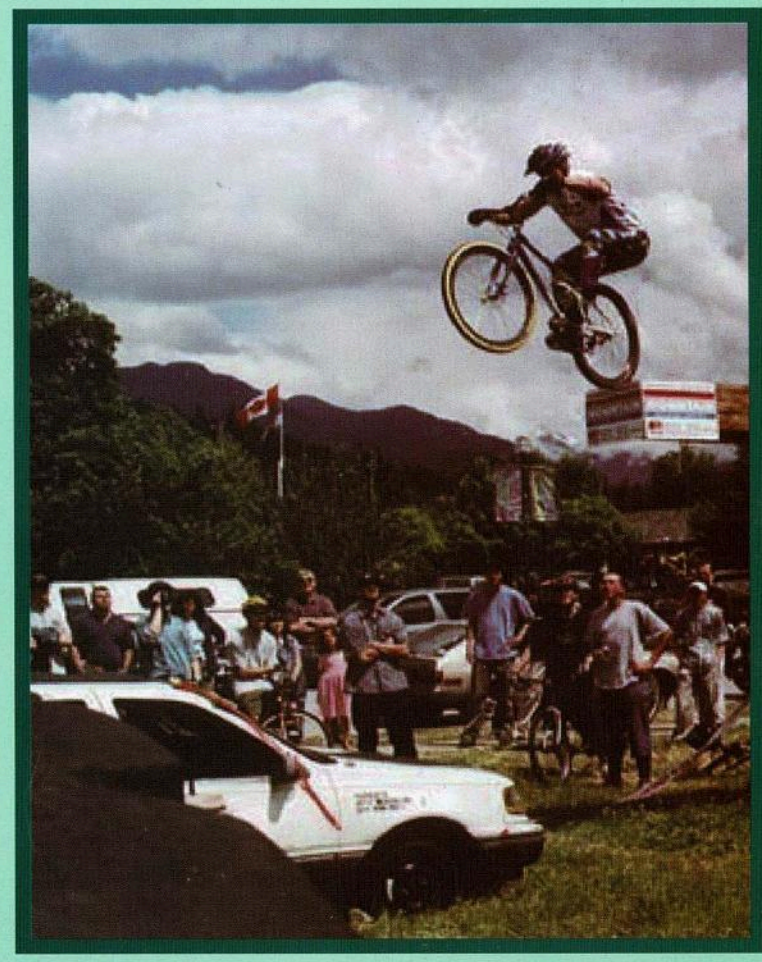
When are they planning to release it?
I think it's out next Spring, but don't quote me on that!
Although the bike that will be available to the public will be slightly tamer than the one I ride, for example the angles won't be as sharp and it will probably have a more affordable set of kit.

What is V/C's demo rig like?
It's pretty much like most other rigs, heavy duty scaffolding and hard wood floors, with various beams and ramps attached to it, that kind of thing.

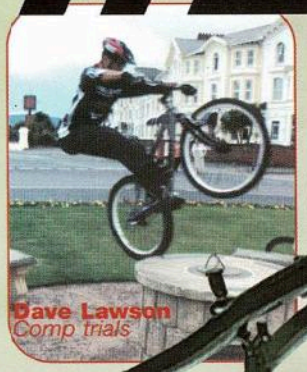
What's the trials scene like in the US at the moment?
It's good although it can always be improved, in fact, we're trying to get some form of trials into the X-games this year or next.

What sort of trials?
Probably some kind of speed or dual trials event as the whole pace of it is much more engaging for the audience and the competition between the 2 riders is intense and always gets the crowds going, and the fact that most people who are unaware of what is involved in trials will be amazed that the guys can get over the objects let alone at a break neck speed!

What do you think of the scene in the US compared to Europe?
There isn't a great deal of difference but the American style is bigger is better where as in Europe smoothness and style count for a lot. The crowds in America demand a more extreme form of riding involving huge drops and large gaps, in Europe it's more of a style thing.
Thanks for your time Lance.
Thank you, don't forget to send me the next copy!
No Probs.
■



THE JUDGE



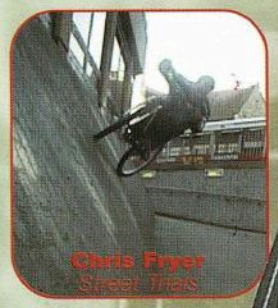
Dave Lawson
Comp trials

Street Trials.
Based on the immensely strong Dr Jekyll Dual frame. The Judge can take a lot of stick, but still only weighs in at 2.34Kg
(5.15lbs)

features:

CNC machined headtube.
73 degree head angle.
Super short 400mm chainstays.
26" V or Magura pivots.
Forged Yoke at BB.
Box section rear stays.
Replaceable gear hanger.

Available in;
Black, White or Concrete colours.
RRP £225 including seat post & clamp.



Chris Fryer
Street Trials

Gusset Bikes

Jury Forks.
Awesome strength ovalised Cr-Mo welded crown. Tapered Cr-Mo legs with cast dropouts. These forks will not let you down. 1.6Kg

Designed & Tested extensively by Chris Fryer.

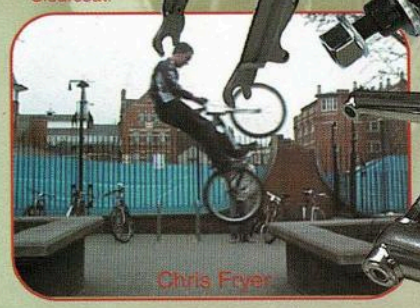
Black, White or Clearcoat.

Jury Hub.
Oversize 12mm solid Cr-Mo axle with 4 bearings. 10mm machined flats to fit std frames. 36 & 48H

HALO

Combat Rims
Legendary strength
36mm Double wall rims.
Available in 32,36 & 48H

Also available are 23mm Halo Excite rims in 32 & 36H - used by Dave & Ian as front rims.



Chris Fryer

Pigmy Cranks.
Oversize 36T multi spline Cr-Mo axle with 4 bearing NEW IASC bottom bracket system.

Lifetime warranty on arms & axle.

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

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TEAM RELISYS
A Brand Name of TECO

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Dealers contact Ison on 01223 213800.

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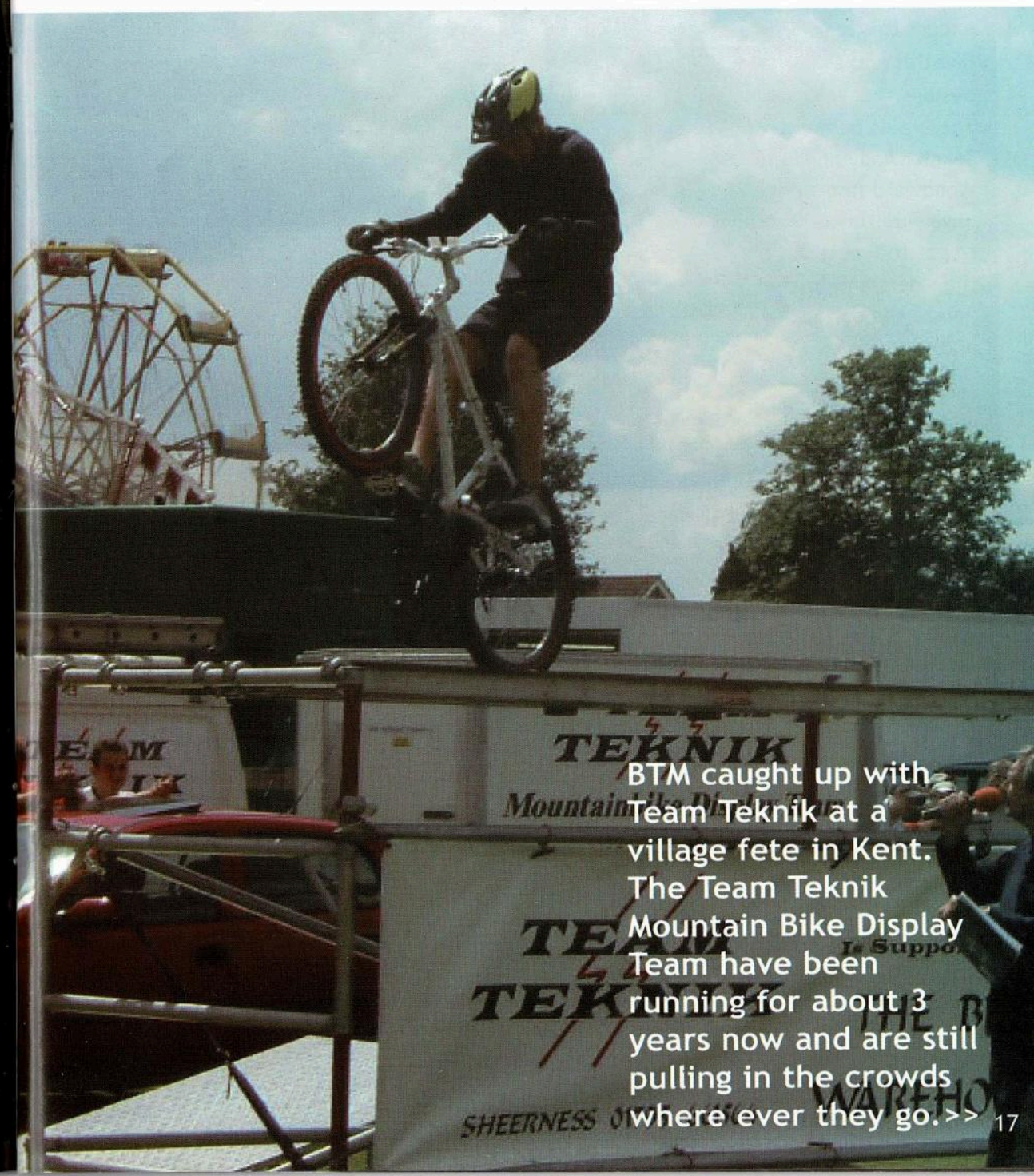
TEAM TEKNIK

MOUNTAINBIKE DISPLAY TEAM



BTM caught up with Team Teknik at a village fete in Kent. The Team Teknik Mountain Bike Display Team have been running for about 3 years now and are still pulling in the crowds where ever they go.>>

Team Teknik

have a well thought out routine which involves gap jumps, flatland, big drops and just about anything you would expect to see at a show like this and a lot more besides.
The brains behind Team Teknik, Andy and Terri Woodward (married), have fine-tuned this show to get the most out of the riders and to stun and amaze the on looking audience.

The rig

As with any display team its useful to have your own stage to perform your routines on and Team Teknik's is about as good as it gets! The main rig consists of a scaffold construction with wooden floors, it has 3 tiers, 1 at 1m, 1at 1.5m and 1 at 2m. They also have 2 spine ramps for performing a varied range of jumps on and a bunny hop bar with adjustable height which they set at its lowest point and gradually move up until they're clearing at least 1m which the crowd love!
>>







Going up?, Jack pulling off the moves!

The riders

At present the team consists of 3 riders, Simon Woodward (son of Andy and Terri), Jack Barnes and Craig Skembury. All 3 riders usually perform the show at the same time but due to other commitments Craig was unable to make it but the remaining riders made it seem as though they only ever had 2 riders!

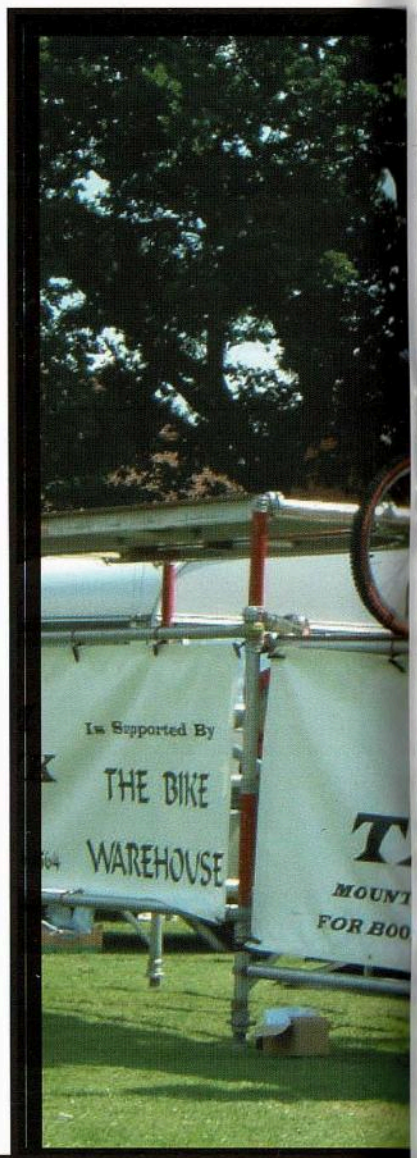
Funny business

As it was Simon's birthday last week, for a bit of a laugh the rest of the team decided to make a few alterations to his bike and make him ride the demo that day in front of a crowd of hundreds. Apparently they just happened to find the blow up doll! We believe you.

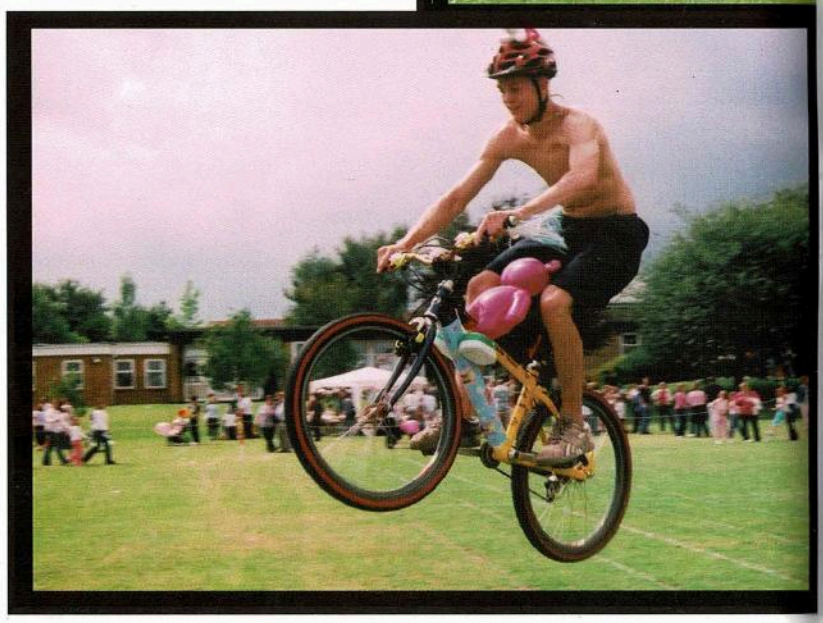
The whole day seemed to go off really well and the crowd were clearly very impressed with what they had seen and the guys even stuck around to answer any questions the audience threw at them. Team Teknik are a complete package, and seem to grab the attention of any audience young or old and make them want more.

Looking for riders

Team Teknik are currently looking for a few riders to join their team so if you think you have what it takes to perform in front of large crowds at venues all over the country and possibly the world then give Andy or Terri a call on: 01622 765065 and it could be you! Many thanks to Team Teknik who were very hospitable and certainly knew how to have a good time and hopefully we will keeping in touch with them and bringing you updates throughout the year. ■











Name: Simon Woodward
Age: 17
Years riding: 3
Bike: Giant Martin Hawyes
How did you get started in Trials? "Just watching videos of the 2 Marts and stuff like that really, then going out and riding with mates".
Any bad injuries?
"Loads! Broken ankle, twisted spine, slipped disc, major skin loss etc, etc" that's enough.



Name: Jack Barnes
Age: 17
Years riding: 4
Bike: Norco Trials Ryan Leech Sig
How long have you been riding with Team Teknik?
"Only since Christmas but it's been great so far!"
Any bad injuries?
"Last Thursday I went for a huge gap, mid way through the jump the spider went on the crank and I ended up face first on the deck injuring my neck and shoulder in the process and taking off a load of skin, it hurt". The pictures prove it!

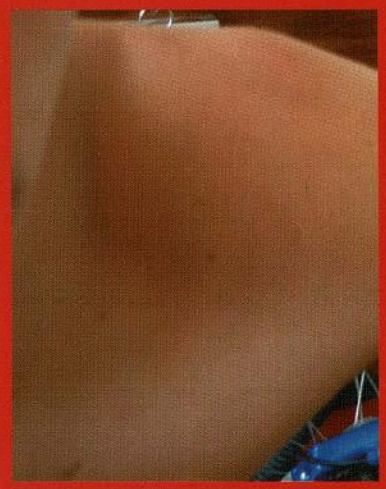
KEEP FIT WITH BTM BIKE TRIALS MAGAZINE

This issue Shoulder and upper limb Injuries

A few years ago my brother had a biking accident. He came off his ordinary mountain bike, over the handlebars and on to the tarmac road. At the local hospital they were more concerned about his brain than anything else, but did X-ray his shoulder. "You're OK" they said, so he went home to recover. Unfortunately, the shoulder didn't mend and months later a serious injury to the joint between the shoulder and the collarbone (the achromio-clavicular joint) was diagnosed. Now he cannot either lift anything above 90% or carry heavy objects with his left arm. More importantly, he hasn't been on his bike since. If he'd been treated properly at the time maybe things would have turned out better.

The point of this tale of woe is to warn you that shoulder injuries are common to bikers, especially those who put a lot of strain on their upper arms through jumping and heavy landings. Here are some the most common injuries.

A fractured collarbone or clavicle.



This small bone sits at the top of the chest between the shoulder and the breastbone. It is usually broken either by falling onto an outstretched hand or directly on to the shoulder. Symptoms include pain directly over the break, bruising, difficulty moving the arm and the bone looking out of shape. Treatment involves separating the broken ends of the bone to keep them in the correct position to mend. Either a sling or a 'figure-of-eight' bandage will do this. You can expect to be strapped up for 6 - 8 weeks and off biking for at least that length of time. The only serious complication would be the broken ends of the clavicle puncturing a lung, leading to shortness of breath and serious illness if not treated promptly. You'll soon know if this happens to you.

A fractured shoulder-blade or scapula.



This is an uncommon injury except by a direct fall on to the shoulder, usually from a height. Symptoms include severe pain when you move the arm and maybe some swelling or bruising around the back of the shoulder. It's important to have an X-ray and discover the amount of damage if this injury is suspected as failure to heal can lead to chronic shoulder pain and weakness.

Ligament injuries to the shoulder joint.

This joint consists of a ball and socket arrangement held together by strong ligament and muscles inserted into the bones. The most severe form of injury is the complete dislocation of the shoulder. When this happens the pain is extreme and you need the dislocation reduced as soon as possible to relieve pain and prevent damage to important nerves and blood vessels. Don't try this yourself unless you are stranded on a desert island away from all medical help. Putting the shoulder back into place should only be done by a strong, skilled casualty officer, who will X-ray your shoulder afterwards and check for damage to vital structures. After a dislocation it is important to keep the arm in a sling and rest it for several weeks. Up to 70% of young people who have had a dislocated shoulder end up with an unstable joint liable to come out of place again, sometimes with minimal force.

A lesser ligament injury but important, as my brother discovered, is the dislocation of the achromioclavicular joint between the collarbone and the shoulder. This is painful but not the extreme pain of a full dislocation. The arm hurts to move and the shoulder joint may look out of shape. Get an X-ray and immobilise the arm until the ligaments have had time to heal.

Dislocation of the elbow

A fracture, after a fall on to the arm or possibly from putting your hand out to save yourself in a fall is fairly common in children and young people. As with other broken bones, it hurts a lot and the elbow is usually very misshapen. Correct treatment is essential to make sure you have a fully functioning elbow and don't get arthritis later in life.



Prevention

Here are some things you can do to prevent arm and shoulder injuries:

Keep your arm and shoulder muscles strong by working out at the gym. Particularly important are the biceps, triceps and deltoid muscles of the shoulder and upper arm. Also worth working on is lattissimus dorsi, the big muscle at the back of the shoulder blade. However, be sensible, and don't overdo working the muscle groups. You are after strength and stamina, not the 'Mr Universe' look!

Take any injuries seriously, get medical help and follow the advice you are given even if this means being off your bike for weeks.

Wear gloves to prevent injuries to the skin, muscles and small bones of your hand.

First aid for shoulder and arm injuries includes keeping the arm in a sling or preventing movement in some other way. This is important to stop any more damage being done.

For minor injury, rest, ice and elevation will prevent too much bruising and help minimise trauma to soft tissues.

If possible, ask to see a physiotherapist or sports injury specialist after a serious problem such as a dislocated shoulder. He or she will be able to give you advice on how to get back to fitness for biking

PRODUCT REVIEWS

This issue Matt Tongue reviews the Leeson 'Clear 660', Gussett stem, jury hub, jury forks, cranks and Identity judge trials frame.

Leeson 'Clear 660'



Go on any internet trials forum these days and just about every other post seems to be '....what's the best bike I can buy with my money?' - and the replies are usually just as predictable: Orange, Pace, Koxx and Curtis are usually all there, but if there's one name which crops up more than any other it's Leeson.

So what's the story? Why do Leeson have such avid supporters in the trials community? To answer that you need to look closely at, and understand, the design of their bikes, and to do that you need to know a bit about the people behind the brand.

It's fair to say that, despite making a pretty big impact on the UK trials scene, Leeson are a cottage industry in every sense of the term. The two-man team behind it all are Clive Leeson and his son Kris. 'Leeson Bikes' as we know them have been on the scene for around 6 years now, but for Clive it all started a long time ago. The first Leeson national title came in the seventies when Clive won the British Kart championship in his own home made machine. In the nineties he switched to two wheels and won the British Classic Motorcycle championship on a 125cc Leeson/Yamaha. When Kris started Biketrials Clive turned his manufacturing skills to the relatively simple world of bicycles. This wasn't because he believed that the bikes available weren't up to the job, on the contrary, Clive thought Kris's 20" Monty was a good bike, he just thought that he could build one that bit better.

Over the years Kris Leeson has become a great rider in his own right. With two national titles to his name (and another on the way in a couple of weeks), he is often described as one of the smoothest riders you're likely to see. Working with his dad they are the ultimate design and development team, over the years the pair have ridden and tested their way through countless prototypes until they reached the current design. By working so closely Clive has been able to push the limits of bicycle design in the search for the perfect trials bike. More often than not these 'experiments' will never make it past the gates at the front of their house (one prototype frame was ridden for just 5 minutes before being scrapped), but occasionally they pay off and another unique design feature is achieved. Four years of experimenting, tweaking and honing have gone into the frame that Kris rides today and it really shows. Recently, the frame has started to receive a lot of attention at competitions and on the net, Clive found that he was getting lots of positive feed back and requests from trials riders who appreciated his work. Encouraged by this response Clive has decided to make the frame available to the public, so here it is, the Leeson Clear 660:



Starting with the basics: The frame is made from Reynolds 725 steel tubing, not the most common choice of material for a trials frames these days, but a decision which Clive believes in strongly. According to Clive Steel is the only option for a trials frame. It is naturally springy and forgiving when subjected to extreme loads (which happens quite a bit in trials!) and will always flex rather than fail.

It is also important to note that all the tubes are Nickel Bronzed together which is very similar, but superior to, brazing. Steel frames are nearly always TIG welded together, but Clive maintains that this cuts into the steel and weakens the metal in the areas where the frame needs to be strongest because the joints are the areas in which all the loads must change directions. Clive says that the Nickel Bronze is the same strength as the tube it is joining and by building up the Nickel Bronze around the joints a thick and strong bond is created without weakening the tubes in the process. This method of frame building is usually associated with high quality road frames but is usually thought too expensive by the majority of bike companies as it takes more time and skill than conventional welding, two things which Clive has to his advantage over larger scale manufacturers.

The first thing you notice about the frame is that there are some pretty strange things going on in the rear triangle.....importantly, there are no curved tubes anywhere on the frame, including the seat and chain-stays. This concept is known as 'Straight Torque Stays' and the idea behind it is that when a tube is bent, it is weakened, so by constructing the rear end from straight tubes the frame is stronger, more rigid, and better at transmitting the power into the rear wheel. To make this possible the Bottom bracket shell is much wider than normal allowing the chain-stays to join the drop outs without bending and where there should be a bend in the seat stays there is simply a mitred junction of two straight tubes:

Possibly the most noticeable feature of the Leeson Clear 660 are the rear dropouts. Born out of Clive's ingenuity and dissatisfaction of current design they are known as '360 degree dropouts':



The inner faces of each drop out feature a horizontal slot up to the centre point of the drop out which allows the wheel to slide into position from the rear. Then an aluminium insert machined to fit exactly inside the drop out sits in place around the hubs axle. A hole running through the insert allows



6mm bolts or a skewer to lock the hub into the frame. This system means that once the skewer is in place the wheel is locked into the frame and cannot possibly move around in the drop out. It is a simple and surprisingly effective concept.

The Mech hanger is also custom made - it is hand filed and is joined to the frame via a special mount, hence it is replaceable should it get damaged. The Mech is deliberately positioned further forward than you would find on any other bike having the effect of wrapping the chain further around the cassette, spreading the load over more teeth.

Like any trials bike manufacturer Leeson know the importance of a short rear triangle - it's the first rule in trials bike design: the shorter the rear end the more balanced and responsive the bike is on the back wheel. It's easy to say but hard to achieve in reality because of the limited space available for the frame between the tyre and chainring. If, like many manufacturers, you are using aluminium then no problem - simply CNC a yoke to what ever shape you want to join the Bottom bracket shell to the chain-stays. Unfortunately steel isn't as simple, convention says that the only way to get a tight back end with steel is to bend the chain-stay at a sharp angle to get it around the tyre.....and as I explained Clive doesn't like bent tubes....or convention. Instead, Clive tried a new method. The result is some of the finest hand crafted frame building you will ever see:

Unable to use a machined yoke, Clive has been able to achieve a similar (and equally effective) junction by Nickel Bronzing up a box section, literally comprising >>

PRODUCT REVIEWS

of 4 steel plates, each hand cut, bent and filed into shape. With a recess set perfectly in place for a bashguard and an extended lower plate to protect the underside of the chain-stay, it's a unique piece of frame design.



There are several options available to any potential customers. Firstly, either 4 bolt Magura mounts are available or standard disc mounts. Paint is available in any colour you want and the standard XT bottom bracket which comes with every frame is upgradeable. There is a standard geometry which Kris uses, although the length of the top tube can be tailored to suit the customer. The standard price for the Leeson Clear



660 is £400, this also includes a fixed Velo saddle (no seat post to reduce weight) and the fitted bottom bracket.

This is a very special trials frame, to ride it feels light, stiff and responsive..... its no surprise that Leeson have many satisfied customers.....but there's more to it than that. Actually purchasing a Leeson bike is a pretty unique experience as well. Clive is quick to point out that he has never actively tried to sell his bikes....there's no marketing strategy, business plan or salesmen at Leeson bikes, they have always strongly maintained that they aren't in it for the money, as long as they make enough from the frames to fund Kris's riding they're happy.

For Clive the rewards aren't financial, he genuinely enjoys frame building and puts unbelievable care and attention into every thing that he puts the Leeson name to. It's a cliche but he describes every frame that he makes as his baby, as a result Clive has a unique approach to any potential customers - he will only sell to you if he really thinks that you want a Leeson frame and will treat it with respect. In the Leeson clear 660 Clive has set out to build the ultimate performance trials frame, although he says that whilst the frame is very unique, it is different for a reason - to improve on current design and be better than its competitors rather than just for the sake of being different as many other frames are. Whilst the frame really is of the highest calibre I believe it is the attitude and service Leeson offer which has earnt them such respect in such a short space of time.

So whats the downside? No frame is perfect....right? Well to be fair the Leeson isn't far off. The only negative aspect of having such a specialised frame is fitting replacement bottom brackets. Clive machines the threads off each bottom bracket so that they become a 'push fit' into the shell (where it is held in place with a cir clip).As a result any replacements would also have to be machined by Clive before they can be fitted. Tyre clearance isn't as good as some frames and might prohibit the use of some of the fattest tyres. But these are pretty minor points, the only real problem Leeson have to deal with these days is keeping up with demand. Currently Clive juggles his day job with Leeson bikes, which is only going to get harder as the orders increase. The difficult decisions facing Leeson bikes will come about as they feel the need to expand whilst still trying to maintain the level of design, manufacturing, commitment and service for which they have become renown.

Ultimately, though, the Leeson Clear 660 is a classic example of traditional British ingenuity and manufacturing which, fortunately for us, has taken the form of a trials frame. Make the most of it - I've already put my money where my mouth is..... ■

Gusset stem review



The Gusset stem works well with the rest of the components and as a package they set the bike up with the correct geometry. The stem performed well throughout the test and once tightened didn't let us down. The only criticism of this stem is that it might not be as strong as the other components in this range. Whilst everything else seems to be orientated around sheer ruggedness this stem would not be out of place on a competition bike, the two bolt handlebar clamp would be four bolt if it were in keeping with the rest of the bike. ■



Gusset 'Jury' hub review

N.B. Hub is Reviewed but not test ridden.



In keeping with the other offerings from Gusset the Jury hub is aimed right at the street market. What Gusset have done with this hub is take the best attributes of a BMX hub and combined it with a Mountain bike hub. The result should perfectly please those who ride their mountain bike like a BMX. An interesting feature of the hub is the 14mm axle (strong enough to take pretty much anything), which also has machined flats on either side to allow it to fit into a mountain bike frame. With international disc mounts as well this hub has been well specified for its market. ■

Gusset Jury forks review



The Gusset Jury forks are some of the toughest forks around and will take pretty much anything you throw at them, which inspires a lot of confidence on the more heavy duty moves. Unfortunately there's always the price to pay as these weighed in at around 1.5kg....which is also heavy duty. Even though the tapered straight blade forks are butted they are still very heavy for a trials fork. Having said that during the test the bike didn't feel noticeably heavy at the front and I was surprised at how well they performed. Like the frame the welding on these forks is excellent and the overall quality can't be faulted. The solid design of the forks means they feel really robust confident, especially on the front wheel. A disc mount also gives you that choice. In all the Jury forks are a no nonsense street fork which you know won't let you down. ■



PRODUCT REVIEWS

Gusset cranks review



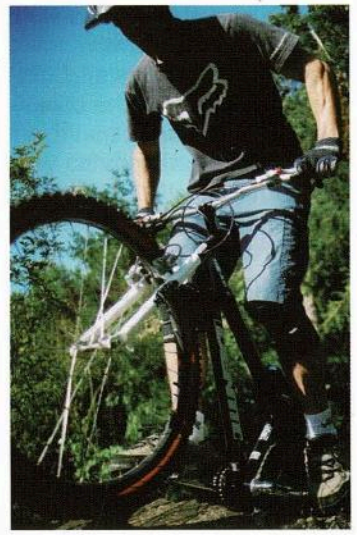
The Gusset cranks on test here are very similar to the hugely popular Profile 3 piece crank sets. Whilst competition riders might shy away from BMX cranks the street-trials market can't get enough of them, helped recently by the fact that there are several companies now making bashguards specifically designed for these cranks. The gusset cranks were surprisingly easy to fit to the test bike and the large supply of spacers meant getting the cranks and bashguard positioned correctly was easy. The splined axle has a larger diameter in the centre as it passes through the bearings and is narrower to fit into the cranks. The inner spacer which sits between the two bearing units comprised of two parts, one of which was tapered which has the effect of centralising the spacer on the bearings. Another useful feature are the self extracting crank bolts which always saves a lot of time and hassle. ■

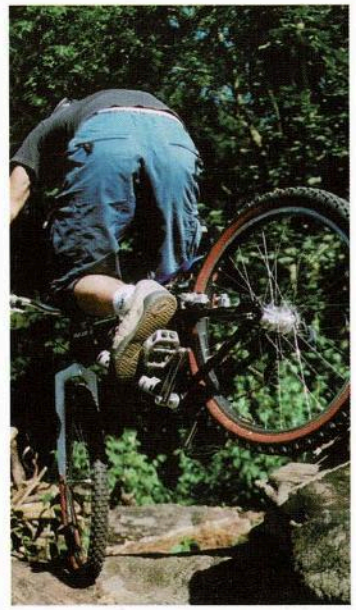
Identiti 'Judge' trials frame review



The Identiti Judge frame is aimed predominantly at the street market. I say this not only because of its appearance but also because of how it rides. We built up this test rig using the Judge as a starting point, then adding the full range of Gusset components now available from Ison. The build quality of the Judge is excellent, the welds and finish can not be faulted in any way. The build up went smoothly which is always a good sign of a quality frame . Good tyre clearance and a relatively short back end are usually difficult to achieve but they've done a good job here. The rest of the T6 7075 frame is packed with features, replaceable rear-mech hanger, disc mount, and a down tube mud guard mount are all present. The head tube junction is always a potential source of problems so this frame has been beefed up with gussets and increased tubing diameter. To ride the frame felt stable and very stiff, as you would expect with a reinforced aluminium frame such as the Judge. In my opinion the geometry is satisfactory, with the bottom bracket being a bit too low for the pure trials rider. However, as a rugged street frame this is hard to beat. ■







WHITEHURST



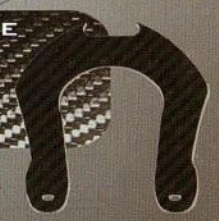
MODEL - MTB STANDARD
FITS - UP TO 2.25"
WEIGHT - 17G
PRICE - £25

MODEL - 20" STANDARD
FITS - UP TO 3.0"
WEIGHT - 19G
PRICE - £27

MODEL - MTB DEVIL
FITS - UP TO 2.25"
WEIGHT - 17G
PRICE - £25

MODEL - 20" DEVIL
FITS - UP TO 3.0"
WEIGHT - 20G
PRICE - £27

ALSO AVAILABLE FOR V BRAKES £32



EMAIL: matttongue@hotmail.com TEL: 07747 022 815

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COMING SOON - CARBON FIBRE CASSETTE

THE WORLD CHAMPIONSHIPS

BTM went to the second round of the World Championships in France to catch up on some the latest Trials gossip!

HAWSIE SHOULDER SCARE

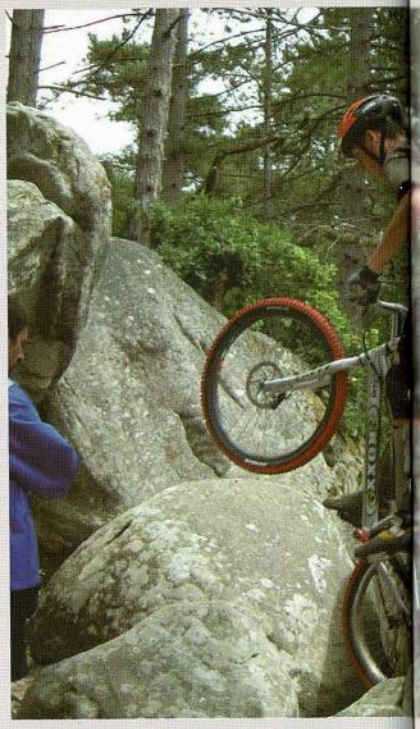


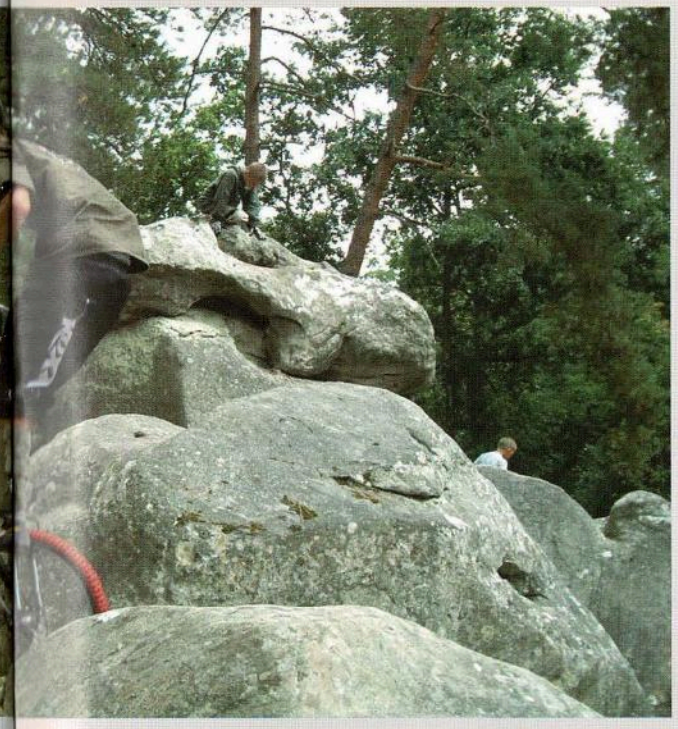
While competing at the 2nd round of the BIU champs in France Martin Hawyes picked up a shoulder injury but not due to a fall on the sections! In fact he suffered the knock while messing around with fellow English riders Martyn Ashton, Ed Tongue and Chris Akrigg. He was taken to the local hospital by Brian Matthews (BIU delegate) with a suspected break but after tests it was revealed that is was nothing more than heavy bruising. After catching up with Mr Hawyes soon after the incident we were hoping for some more information to the actual cause of the accident but he was dosed up on pain killers and was in no state to tell us although Martyn Ashton gave us his version of what REALLY happened. "He slipped on a unfortunately placed banana skin! Honest" We believe you Martyn.

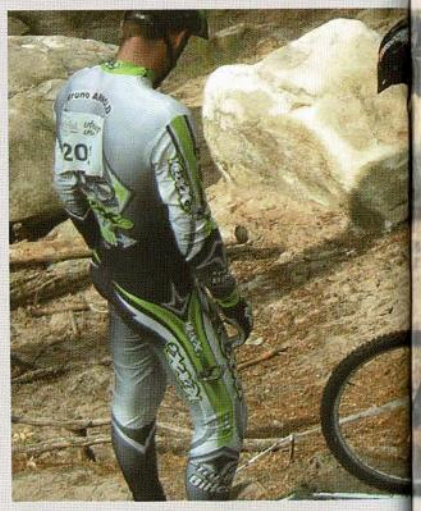
The Japanese team a long way from home!

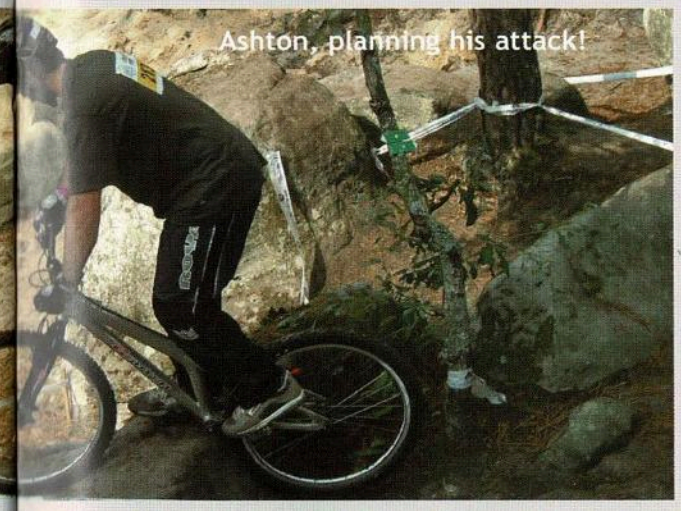
In no particular order, Daisuke Morikami, Yoritaka Maeda, Keita Miyaoka, Yoshimasa Nagaya, Masashi Ishiguro and finally Keigoh Arizono.



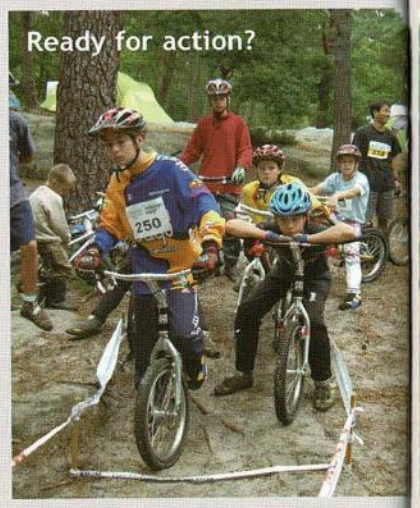




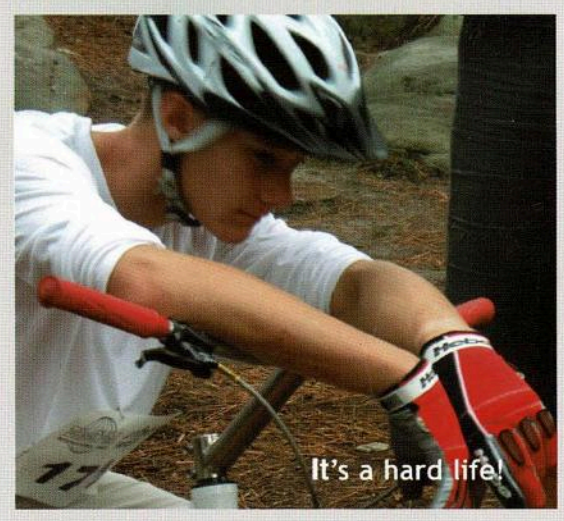




Ashton, planning his attack!



Ready for action?



It's a hard life!

NEW ROTOR 20'

14-year-old Martin Ericsson, part of team Sweden, turned up with a new prototype 20' bike, which has been built by Radsport in his hometown of Sweden. Having a quick look at the bike it didn't look like anything special but taking a closer look it was obvious that this bike was a cut above most other 20'ers. The frame itself is fairly run of the mill being made from aluminium but it's the finer details that set this apart. Starting with the rear drop outs which have been designed to keep the same chain tension when you remove and replace the wheel thus cutting down on set-up time, unique carbon fibre seat, one off reinforced bars, gear and break cables tucked away inside the frame to eliminate the chance of catching them on nasty objects and a carbon fibre head set and spacers. The use of carbon fibre has brought the weight down to a very respectable 8.7Kg for the whole bike, which is great news if you need to get up big rocks. Radsport have only made two of these at the moment but they may be building a few more if all goes well. If you want to know a bit more about the Rotor or what goes on at Radsport then you can visit their website at; www.radsport.com



KOXX'S NEW MAN

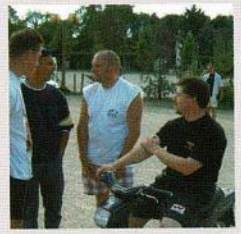


Name? "I'm Kenny Belaey"
How many years have you been riding?
"About 10 years"
What bike are you riding at the moment?
"I'm riding the Levelboss 20'"
Where do you live when your not taking part in comps?
"I'm from Belgium"
Any wins in your career so far?
"I was UCI world junior 4 times, BIU '99 world cadet champ and '01 UCI elite champ"
Best moments?
"My victory in Czech in 2000, it was my first year of competition and I was up against Marc Vinco and Danni Comas in the elite category. I was only 17 at the time"
Worst Moments?
"Only got 7th place in the BIU 2001 elite because I was ill for most of the year, but a year later I won the worlds!"

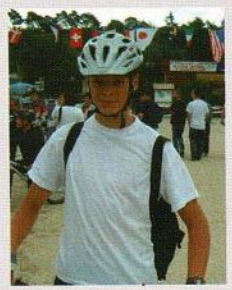
BUTLER ROW



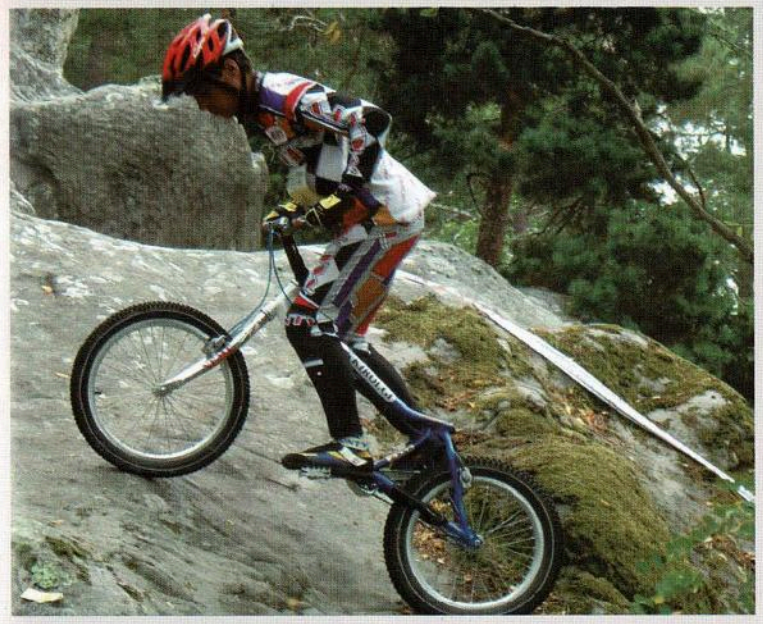
During the Spanish round of the BIU champs, Koxx importer, Dave Butler and his son Danny had a bit of a set to with BIU delegate of 20 years, Brian Matthews, over the butlers decision to pull out of the Czech round of the BIU but instead to compete at the UCI round in Pra Loup, France. Brian's argument was that Danny had entered for the Czech round and he was committed to attend and compete and if he didn't it would be unfair on other riders who had wanted to compete at the round but were unable to because there were no spaces left. Dave on the other hand believed there was no law specifying that what they were doing was against bike trial regulations and that they could pull out if they chose to do so. The argument seemed to spiral as neither side wanted to back down until the news came that Brian had handed in his resignation as BIU delegate for the UK. As it turned out Danny and Dave did attend the Czech round and also found time to attend the UCI round in Pra Loup. Up to the point of this magazine going print, we don't know if Brian is still on the Board but we hope to keep you informed when we find out more.



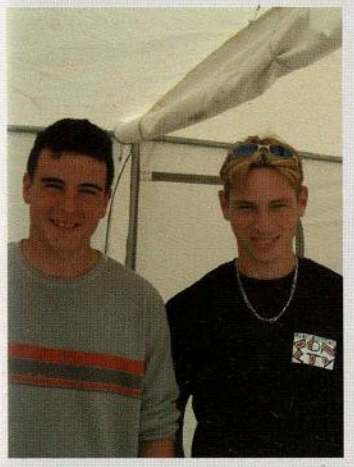
WHO ARE YOU?

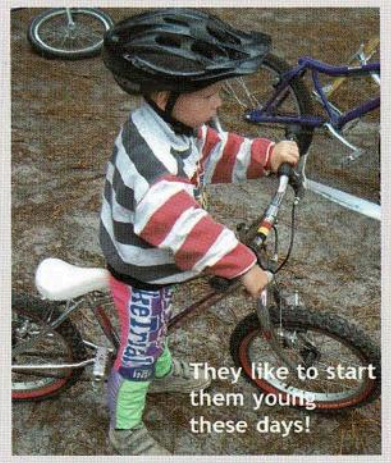


Name: Marco Thoma
Age: 14 **Lives:** Sweden
Years Riding: 5
So, what do you think of the venue? "It's a good venue but the sections are a little too easy"
Are you competing? "Yes"
Doing Well? "I won the first round in my class in Spain"
Not bad! **Anything else we should know about?**
"In training on Thursday I had a small crash off a cliff, which hurt"
Any goals for the future? "I want to be world champion"
Good Luck!









THE US REPS



Name: JJ Gregorwicz
Age: 20
Lives: Pennsylvania
Bike: Capriola titanium prototype
Sponsor: Cosmo
Riding for: 10 years
What do you think of the comp so far?: "Sections are good if a bit easy, but the judging sucks"
Fact: "I flew in to New York on the morning of Semptember 11th , it's also my birthday!"
Anything planned for the future? "I'm bringing out a video when I get round to buying a camera"



Name: Lloyd Bayley
Age: 25
Riding for: 5 years
Fact: The only black rider in the worlds and only his fourth comp riding 26" after changing from 20". Reason for changing? "JJ told me to"

WORLDS RESULTS ROUND UP

July 28th 2002Trial 1: Spain

Elite 20":
1. Cesar Canas
2. Benito Ros
3. Kenny Belaey

Senior 20":
1. Yoritaka Maeda
2. Eric Hernandez
3. Roman Chvojka

Cadet 20":
1. Gilles Coustellier
2. Ben Savage
3. Pavel Cep
13. Chris Doney

Benjamin 20":
1. Erik Eriksson
2. Abel Mustielles
3. Vaclav Kolar
4. Scott Wilson
14. Griff Morgan

Femina:
1. Karin Moor
2. Janka Kolenicova
3. Floraine Gurilon
6. Lois Morgan

Master 26":
1. Bruno Arnold
2. Alberto Gomez
3. Vincent Hermance
4. Ot Pi
10. JJ Gregorowicz
11. Chris Akrigg
14. Martin Hawyes
x. Eddie Tongue

Expert 26":
1. Giacomo Coustellier
2. Thomas Francisco
3. Serge Sanchez
5. Kurt Brain



August 4th 2002Trial 2: France

Cadet
1. Gilles Coustellier
2. Pavel Cep
3. Bjorn Levin
17. Robin Howard

Expert
1. Marc Vinco
2. Giacomo Coustellier
3. Thomas Francisco

Senior
1. Masashi Ishiguro,
2. Jan Svoboda
3. Yoritaka Maeda
15. Gerardo Garcia
16. Victor Colomer
19. Xavi Casas
32. Rob Poyser

Master
1 Vincent Hermance
2. BruOno Arnold
3. Ot Pi
6. Chris Akrigg

August 26th Trial4: Japan

Elite 20":
1. Yoshihiro Mizutani
2. Iker Lezeta
3. Yoshimasa Nagaya

Senior 20":
1. Stephane Jugand
2. Yoritaka Maeda
3. Akihiro Suzuki

Cadet 20":
1. Ben Savage
2. Pavel Cep
3. Yuki Takagi
11. Chris Doney

Minimet 20":
1. Atomu Mino
2. Yasutaka Shibata
3. Takumi Yamaguchi

Benjamin 20":
1. Steve Baia
2. Vaclav Kolar
3. Yu Yokozeki

Femina:
1. Masumi Ohshiro
2. Shoko Inoue
3. Audrey Remy

Master 26":
1. Bruno Arnold
2. Alberto Gomez
3. Ot Pi

Expert 26":
1. Achim Steinert
2. Kiminori Koshio
3. Damjan Siriski

August 10th 2002
Trial 3: Chzech Republic

Elite 20":
1. Cesar Canas
2. Benito Ros
3. Iker Lezeta

Senior 20":
1. Frantise Sadilek
2. Roman Chvojka
3. Peter Muziga

Cadet 20":
1. Gilles Coustellier
2. Bjorn Levin
3. Ben Savage
9. Danny Butler
11. Chris Doney

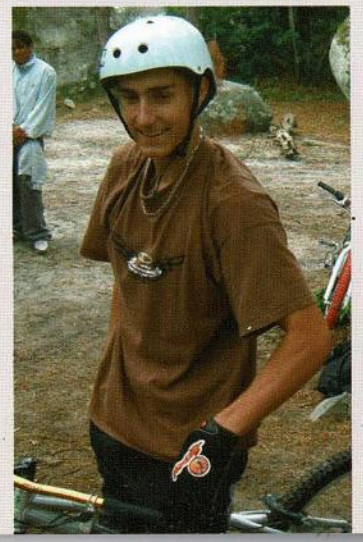
Minimet 20":
1. Marco Thoma
2. Martin Eriksson
3. Ben Slinger

Benjamin 20":
1. Vaclav Kolar
2. Abel Mustielles
3. Scott Wilson
x. Griff Morgan

Femina:
1. Janka Kolenicova
2. Floraine Gurilon
3. Lubica Janoskova
7. Lois Morgan

Master 26":
1. Josef Dressler
2. Ot Pi
3. Vincent Hermance
7. Chris Akrigg
8. Bruno Arnold

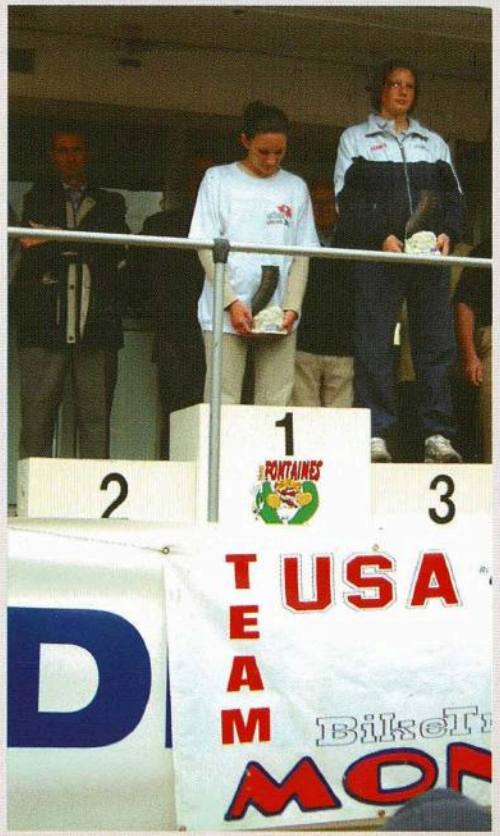
Expert 26":
1. Giacomo Coustellier
2. Peter Javorek
3. Kurt Brain

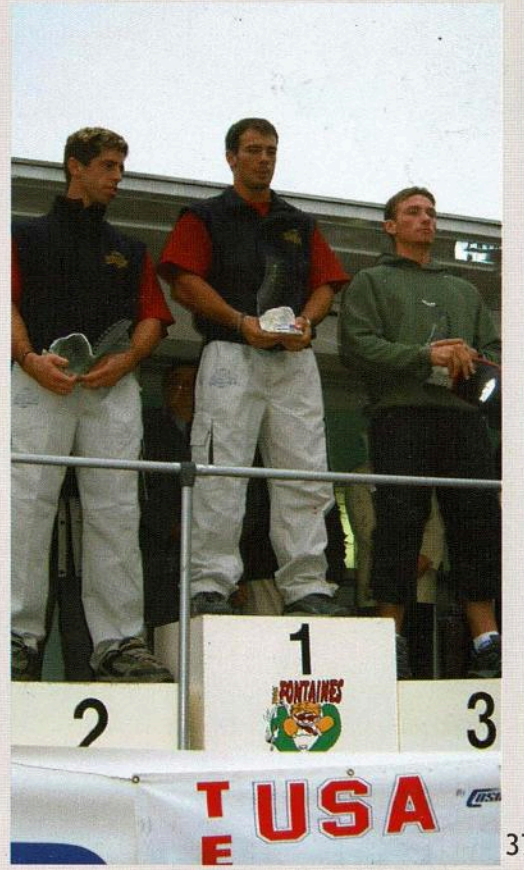








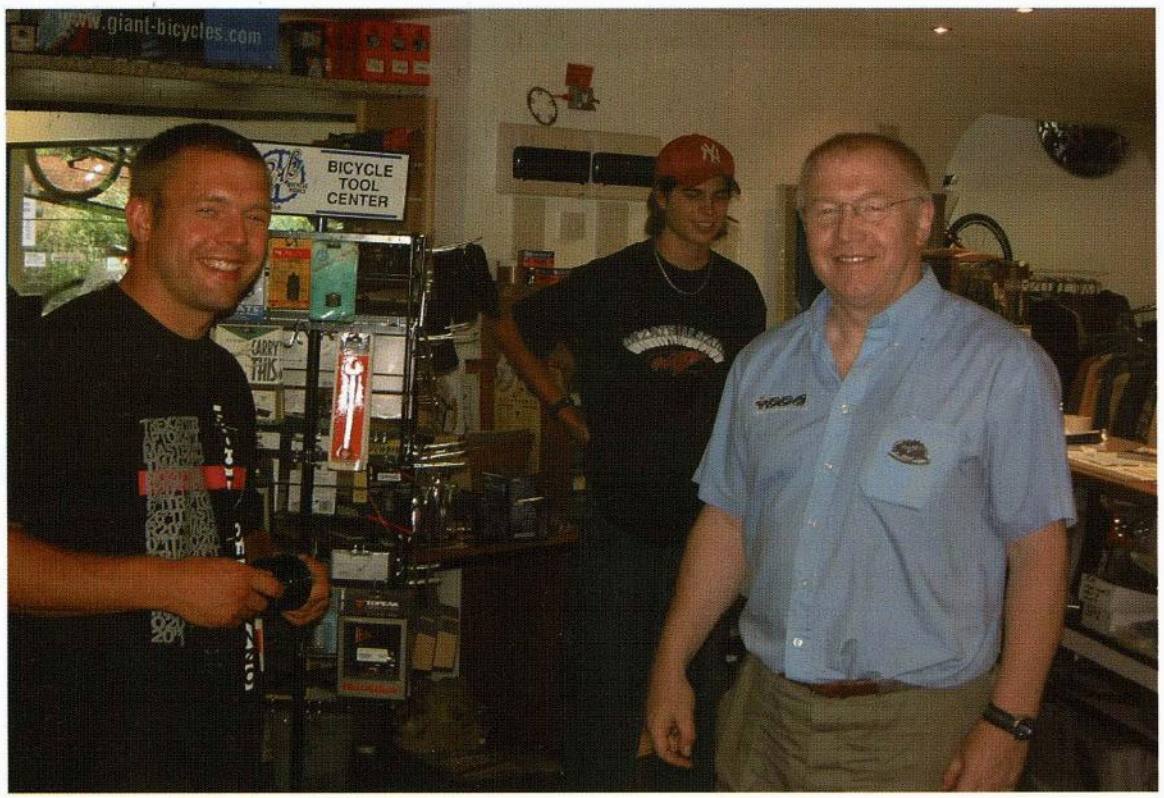




BTM
BIKE TRIALS MAGAZINE

MEETS ONZA

The name Onza and DDG are now well known brands within trials but who are the people behind them? BTM took a look behind the scenes.>>



Deep in the city of Nottingham lies a shop called Super Cycles which from the outside looks fairly modest but within is over 20'000 square feet of lovely spanking new bikes and behind it probably one of the biggest bike workshops and warehouse you're ever likely to see, but it hasn't always been like that.

Way back in 1977 a young man called Mike Poyzer opened his first bike shop selling what ever the craze was at the time, probably iron bikes with wicker baskets! As the company grew into the early 80's BMX was just taking hold of the UK and Mike got in on the craze and the company went from strength to strength. By the 90's the company was well established but Mike wanted to broaden his market so Super Cycles for the first time went mail order. Since then Mike has never looked back and in '96 Chris Poyser (Mikes son) joined the team after completing a joinery apprentaship and became head of marketing and promotion and now shares the company with his dad.

Super Cycles haven't always sold trials bikes, it was only 5 years ago that they first launched the DDG range. Originally the DDG Shooter was designed for slalom or dual riding but gradually it transformed into a pure trials ride with owners asking for small chain rings and longer bars to customise their steeds.

As more and more people got into trials, Mike and Chris realised that this was a fad that wasn't going away so the decision was made to create a new breed of trials specific bike and after many hours behind the drawing board Onza was born. Many tests later they had created their first 20" trials bike that got the approval of all the locals and more experienced riders besides. 14'000 thousand bikes later it has proved to be their biggest seller since Super Cycles first opened its doors.

Team Onza obviously having a great selling bike means that you have to have a team to go with it and Chris was on the hunt for his first rider for team Onza. Richard Coe was first to sign up after Andy Coe (Richard's dad) invited Chris over to check out Richards's style and what he saw was enough to confirm a place on the team.

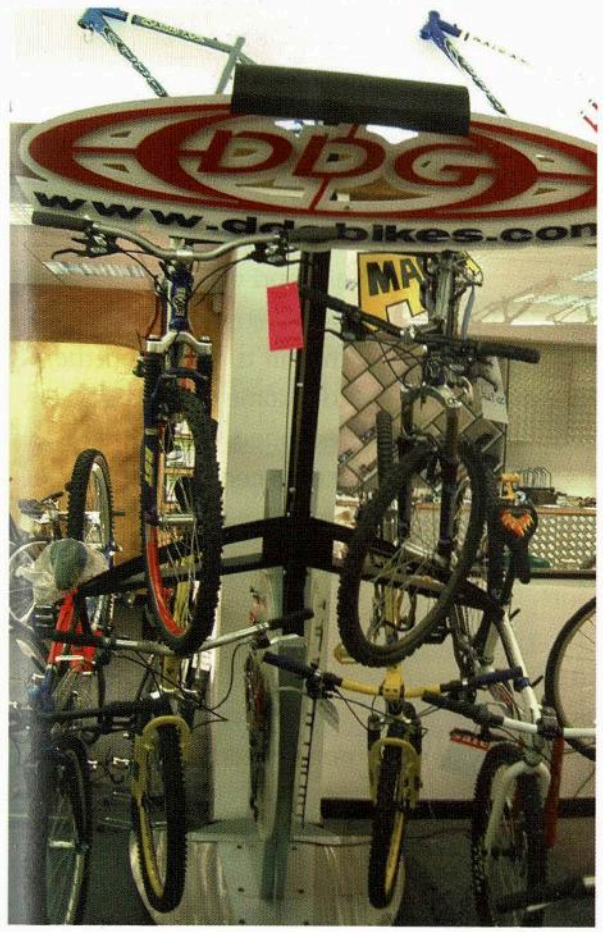
Robin Howard was the second confirmed rider after being scouted out, and then Xavi followed after a visit from Barcelona, which impressed Chris enough to get his signature on the contract.

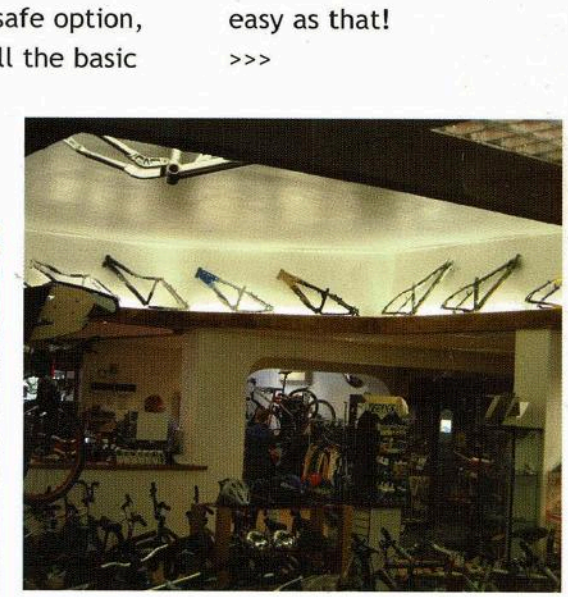
The rest of the team signed up shortly after, and that became Team Onza.

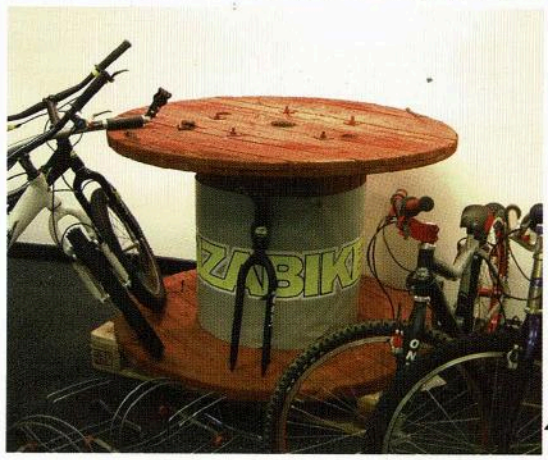
(check out the full team over the page)

As most trials riders know buying your first bike off the shelf is a safe option, it's gets you all the basic kit that works best for riding trials, but, when your riding improves so does the need to individualise your ride so that's why Super Cycles are more than happy to build you your own bike to your own specifications. Pop in to the shop in the morning, choose the frame you want then tell Chris and the guys exactly what kit you want bolted on to it, then pop in before closing and pick up your new customised ride, easy as that!

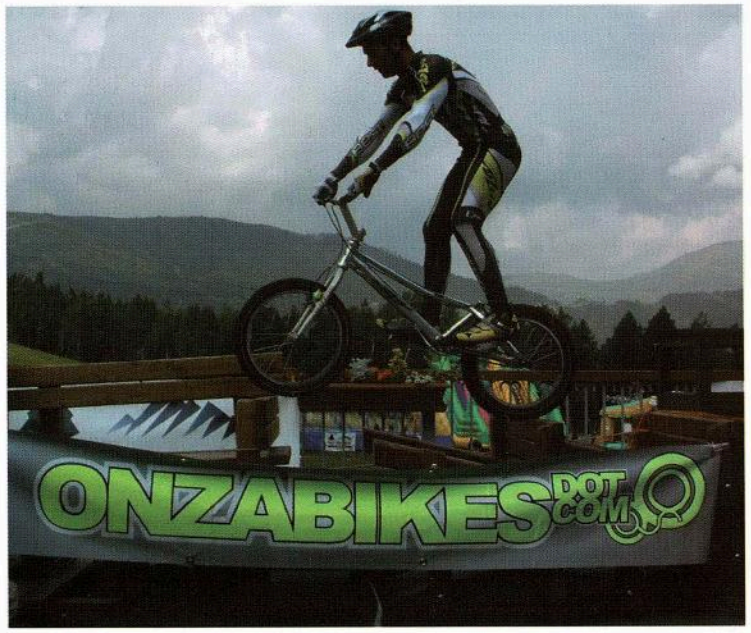
>>>





















BIG warehouse

If you're planning on building 14'000 bikes then you'll need vast amounts of space to store all the parts needed to build them and that's exactly what Super Cycles has. The warehouse was once a fabric factory and it was built to house large numbers of workers and store shed loads of machinery so as you imagine it's pretty damn huge.There are stairs and lifts all over the place which lead to more and more stock rooms and each room has shelves which touch the ceiling and are stacked out with brakes, frames, wheels, basically everything you need to build a bike. This sight would make many a trialster wee their pants with excitement!

Here to stay?

Bike shops come and go all the time but what seems to make Super Cycles different from the rest is that they have listened to their customers and produced a brand of trials bike that riders enjoy riding and that in turn has led them tobecome a force to be reckoned with within the trials scene. With Chris and Mike constantly working on new ideas for their trials range and the fact that they genuinely listen to their customers ideas is enough evidence for me to believe that Super Cycles, DDG and Onza will be names that will last as long as trials itself does. ■

THE ONZA TEAM

Name: Gerardo Garcia
Age: 23
Lives: Seville
Years Riding: 10
Bike: Onza Master 20'



Results: '93 Spanish champion, 2nd in the world in '96,
Fact: Jordi is a very powerful rider and can pull some stupidly big moves. If he went to Japan in '96 he would have taken the championship from Martyn Ashton but unfortunately had to pull out due to injury.

Name: Xcavi Casas
Age: 23
Lives: Ordino, Andorra
Years Riding: 10 (92-93 Moto)
Bike: Signature Onza 20' (Competition Set-up)



Results: '92 Spanish Champion, '93 Worlds; 4th Andorra, 2nd Poland, 3rd Japan, '02 Catalonian Champion. Currently 9th In BIU
Thoughts on the French round: "it is a very easy course and there isn't going to be a lot between the scores at the top of the table. I can also do better here if I have 2 or 3 years more practice on these rocks"
Favourite food: Pasta and PSP (high energy drink)

Name: Chris Akrigg
Age: 25
Lives: Skipton, North Yorkshire
Bike: T-Raptor
Years Riding: 10



Results: 4 times British Champ, Expert World win in Czech 97'
Injuries: Broken Collarbone, Ankle damage
Hobbies: Photography, BMX, Women and drinking
Food: Bangers and Mash

Name: Jordi Rubio
Age: 27
Lives: Barcelona
Years Riding: 8
Bike: Onza Raptor



Results: Spanish champion 3 times, 2nd in the world 3 times, 3rd in masters in '01
Fact: A broken wrist put him out for 2 months during the worlds last year at the time when he was level on points with Ot Pi.

Name: Robin Howard
Age: 16
Lives: Lemington, Hampshire
Bike: T-Master
Years Riding: 4



Results: 2000' 3rd cadet Nationals, 2001 2nd EBTC,
Injuries: Mainly shin scrapes, a few stitches here and there
Hobbies: Listening to punk rock
Food: Pizza

Name: Rob Poyser
Age: 18
Lives: Stoke On Trent
Bike: Onza prototype (coming out next year)
Years Riding: 2



Results: 3rd 2001 nationals
Injuries: Bad car crash put him out for 3 months but now getting back into form
Hobbies: None

Name: Richard Coe
Age: 13
Lives: St. Martin, Felixstow
Bike: Onza T-Mag 20"
Years Riding: 4



Results: Top 3 in EBTC and Nationals this year
Injuries: Broken collarbone
Hobbies: Skateboarding, BMX

ONZABIKES DOT COM

ONZABIKES TEAM>> CHRIS AKRIGG / RICHARD COE / XAVI CASAS / ROBIN HOWARD / ROB POYSER / PAUL AVERILL / JORDI RUBIO / GERARDO GARCIA

T-MASTER



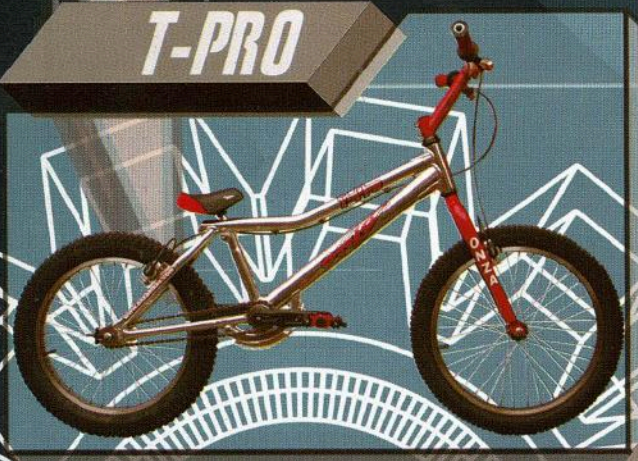
T-MASTER<< ONZA MONOCOQUE FRAME. 3-PIECE CROMO TUBULAR CRANKSET, WITH EXCLUSIVE FRONT FREEWHEEL ADAPTOR. MAGURA HS33 BRAKES. GLOSS BLACK. £699.

T-MAG



T-MAG>> ONZA MONOCOQUE FRAMESET, FRONT FREEWHEEL. MAGURA HS33 BRAKES. PEARL WHITE OR RACELINE YELLOW. £499

T-PRO



T-PRO>> FRONT FREEWHEEL SYSTEM. AVID AD3 V-BRAKES. £329. ALSO: T-PRO UPGRADE>> AS T-PRO, BUT WITH MAGURA HS33 UPGRADE. £399. SILVER + BLUE OR SILVER + RED.

T-BIRD LE



NEW! T-BIRD LIMITED EDITION>> FEATURES MAGURA HS11 HYDRO RIM BRAKES, ONLY £299! AVAILABLE IN GUNMETAL GREY + GREEN ALSO AVAILABLE - T-BIRD REGULAR EDITION - AVID AD3 V-BRAKES. GUNMETAL GREY + BLUE OR GUNMETAL GREY + RED. £269

BUY! BUY! BUY! BUY! BUY! BUY!

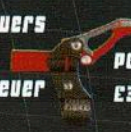
STOP PRESS>> NEW FRAMES AND CYCLES ARRIVING EARLY 2003. T-LITE 20" COMPETITION - FRAME WEIGHT APPROX 1.5 KILOS. T-COMP - LIGHT VERSION OF T-MAG. T-STREET 20" - 4130 CROMO, DESIGNED FOR URBAN AND STREET TRIALS. CHECK THE WEBSITE FOR FURTHER DETAILS.

ALSO AVAILABLE>

UNEX HYDRAULIC FITTINGS FOR PROFESSIONALS

UK SUPPLIER OF PAZZAZ TRIALS COMPONENTS

RB LEVERS £63 PER LEVER



PEOLA BOOSTER £31 EACH



T-RAPTOR

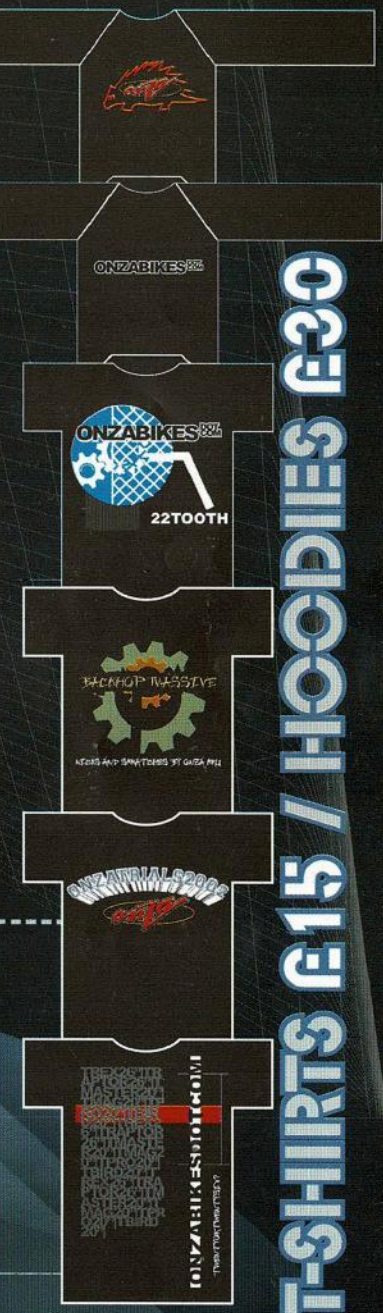


T-RAPTOR^^ 7005 SERIES ALLOY FRAMESET. MAGURA HS33 BRAKES. BLACK + GREY OR BLUE + SILVER. £399 OR £499.

T-REX



T-REX^^ 7005 SERIES ALLOY FRAMESET. MAGURA HS33 BRAKES. BLUE + SILVER. £499 OR £699.



T-SHIRTS £15 / HOODIES £30

CONTACT>> ONZABIKES, 45-47 CARLTON ROAD, NOTTINGHAM, NG3 2DL. TEL: 0115 9411133. WWW.SUPERCYCLES.CO.UK

WWW.ONZABIKES.COM

NEW PRODUCTS

Carbon Bars from Pazzaz
Currently being used by none other than Mr. Hawyes
very light, very strong
£59



R&B Design carbon brake lever and brake booster
As you would expect a brake lever to be but made of carbon so it's stronger and lighter
Same goes for the booster, does what it's supposed to do but stronger.....



Magura Marta SL
As good as the standard Marta but now sporting a rather nice carbon lever which is stronger and.....
Also revised disc gives more stopping power over current model due to its new pattern
£169



Unex Braded hosing with plastic coating
Quality braded hosing but with a thick plastic coating to protect your precious paint work.
£TBA



New set of 26' Onza forks beefed up in all the right areas for more strength
Available very soon.



T-Street 20" bike designed to take more abuse from street use
Available later this year.

Onza's new Magura brake booster with a hole at the top for tube guide.

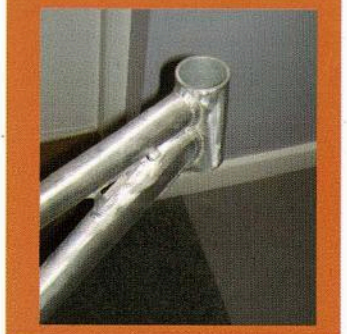
T-Mag SE (special edition) all the usuals of the standard bike but a Ti frame and higher spec components.



New Onza 20" tyres in a range of sizes
Coming next Spring.

Onza Ti frame on trial at the moment but needs a bit more tweaking before being released
Expected early next year.

Prototype Shooter frame with oversized head tube (1 and a half inches)
Available soon.

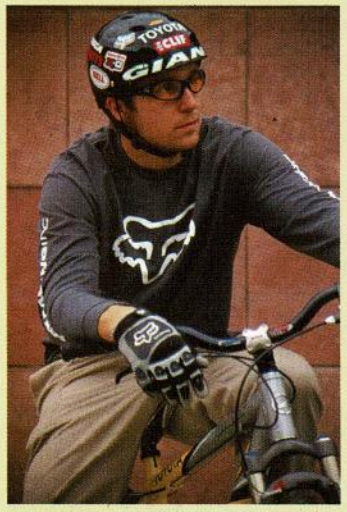


New T-Pro frame replacing existing model will be available with different top tube lengths
Available before Christmas.



If you have any products you would like us to mention in further issues then you can contact **BTM** at the usual address on page 2.

JEFF LENOSKY INTERVIEW



Full name?
Jeff Lenosky
Age?
31
Any Family?
Wife Amy, Son Jack

Current bikes?
Custom Giant XTC Trials Bike, Custom Giant XTC Dirt Jump/Street Bike
Trials Bike:
Custom Giant XTC Frame
Fox Forx 80mm Float RLC
FSA FR200 Stem
FSA DH440 Bars 27.5 inches wide
FSA Orbit Z Headset
SRAM 9.0 SL Brakes and Levers
SRAM X.0 Derailleur and Shifter
Tioga Saddle and post
FSA V-Drive Bash Cranks 170mm
Tioga MX Pro Pedals
Sram PC 91 Chain
Sram R9 Cassette 12-23
Sram 9.0 Hubs
Tioga DH Rims
Tioga Factory XC 2.1 Front
Factory DH Rear 2.3

Titles held?
1999 and 2000 North American Trials Champion, 9 x Overall Medal Winner NORBA National Series, Bunnyhop World Record Holder 45.5 Inches

How did you get started in trials/street?
I grew up riding BMX and Skateboarding, When Mountain Biking got popular in the early 90's I got one to cruise around on. I ended up always trying to ride over and off of stuff. After I had my bike about a year I met a guy who rode trials, and I figured it was pretty close to what I was doing so I started to learn more about it and got hooked.

What do you think about trials in the USA at the present time?
It's pretty good, but I think to move forward it needs to change. I've been riding trials for over 10 years, it was always about going bigger and bigger. The past few years trials has gone from big moves to smaller moves with no run up or take off. I enjoy riding trials a lot, but I totally understand that the static, hoppy moves aren't appealing to new riders. I think if trials had more flow and more riding a lot more people would give it try.
What comps/demos do you have coming up this year?
Well Lance Trappe, Chris Clark and myself did demos at the Winter Olympics, and Ryan Leech and I just finished the Jeep World Outside Festival. It was a 6 week 23 city sports and music festival with Kaykers, Aerial Skiers, Mountain Bike Trials combined with bands like Sheryl Crow, Train and Ziggy Marley. It really was fun. I've also competed in a bunch of different comps this year. I entered the first North American Trials Series Comp of the year after being sidelined for two months with a broken ankle and got 3rd. I finished second in the speed trials competition at the Sea Otter Classic. In June I did an Urban Freeride Comp and got third and just last week I did a 26" skatepark comp and got second. I didn't win anything this year yet, but I think getting on the Podium in 4 different types of events is a pretty good accomplishment.

How was the move from Schwinn to Giant?
Well, I honestly thought I would ride for Schwinn until I retired, but unfortunately it didn't turn out that way. 2001 was really tough, I started out the year thinking I was going to get a signature bike, and it ended in September with a terminated contract. That's not a good situation to be in when I ride a bike to support my family. I rode for Schwinn for six and a half years, it really sucked to





see all of the Schwinn and Gt riders and employees lose their jobs when Pacific Cycles purchased the company. The new deal I put together is awesome, I get to run my own deal, and I work with the best sponsors out there, I feel so lucky to have been able to put together such a good thing. Giant is my title sponsor, but I also worked out deals with SRAM, Toyota, Tioga, Smith Sport Optics, Clif Bar, Full Speed Ahead, Fox Racing Shox, Bell Helmets, Fox Motocross, Kicker Car Audio and Caravan Canopies

Did/do you style your riding on anyone?

I like to RIDE stuff, so I think I've always had a unique style in the sport of hoppers, I usually try to roll up or down whatever I can. When I first started I loved to watch Libor Karas, so I guess he influenced me back in those days, I also watch every BMX tape I can get my hand on and I love it, so that rubs off a bit too. I just want to ride the big stuff, but flow as much as possible.

Is it tough being at the top of your profession?

It's pretty cool. It's tough to be competitive year in and year out, but I love riding, and that's why I do it, not to try and be the best. I spread myself thin riding so many different styles, but I don't burn out that way. The problem is riding against guys who only focus on one discipline, it's easier for them to excel. Recently I've been interested in becoming respected for being able to ride all kinds of stuff and getting some good video parts. People will hopefully remember that stuff long after my last competition.

Street or Natural?

For Practising it will always be natural. That is where you develop your skill, but for videos it will always be Urban. The bottom line is that it's impossible to show the true difficulty of any style of technical riding in a video, at least with Urban, people can relate to stairs, rails, cars etc.....

20" or 26"?

26" definitely! 20"'s are for BMX!! No seriously, I'm 6 ft 4 so a 20" is out of the question.

What would you be doing if you weren't riding?

Working, I've gone to college, and I have a family, so I can't afford to be a slacker. I couldn't imagine not riding though, I think I'll always ride, just not as a profession. I'd like to work in marketing and help other riders, I know the value of trials, and would like to help out my buddies.

What are your plans for the near future?

I'd like to keep riding for a while, I feel as long as I can contribute something to the sport as far as progressing the level of riding I'll stick with it. I definitely think (and hope) that when I'm not moving forward I'll just stop. I feel privileged to get paid to ride, and there aren't a ton of opportunities out there. I don't ever want to be a slacker and get in the way of someone who's giving it 100%.

Suspension forks or Rigid for trials?

I've always used a suspension fork, but for a rider looking to ride pure trials, a rigid fork is best. My bike is set up so I can ride anything, anytime. Trials, dirt jump, street, skate park, my bike can do it all.

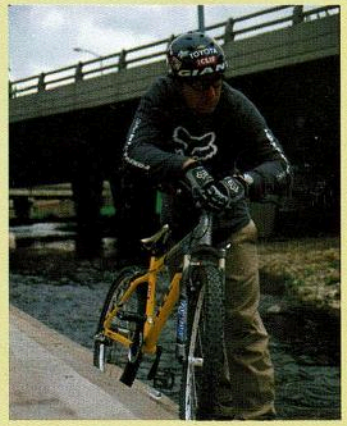
Any bike set up tips we should know about?

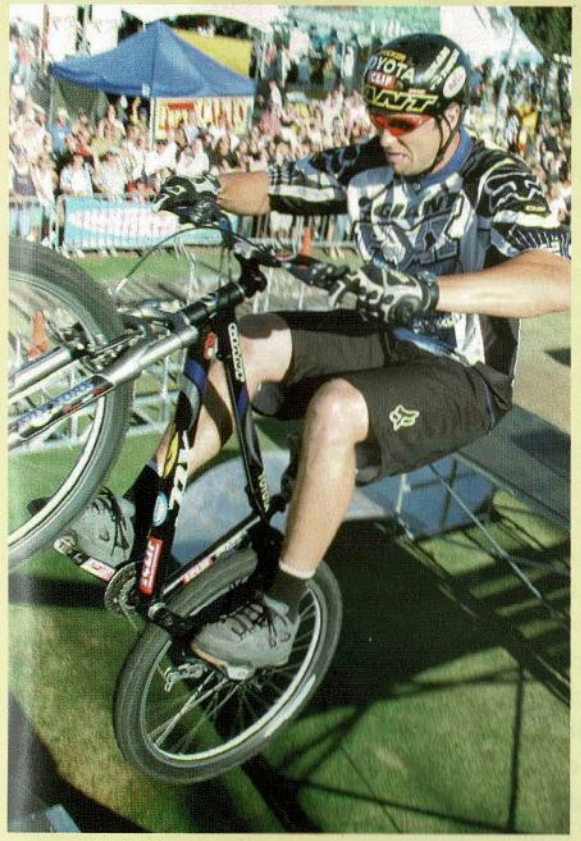
Well my bike's really versatile, I can trials it, jump it, street ride it, anything I like. It's definitely not as good as some bikes for pure trials, but considering what I can do with it I think it's worth it.

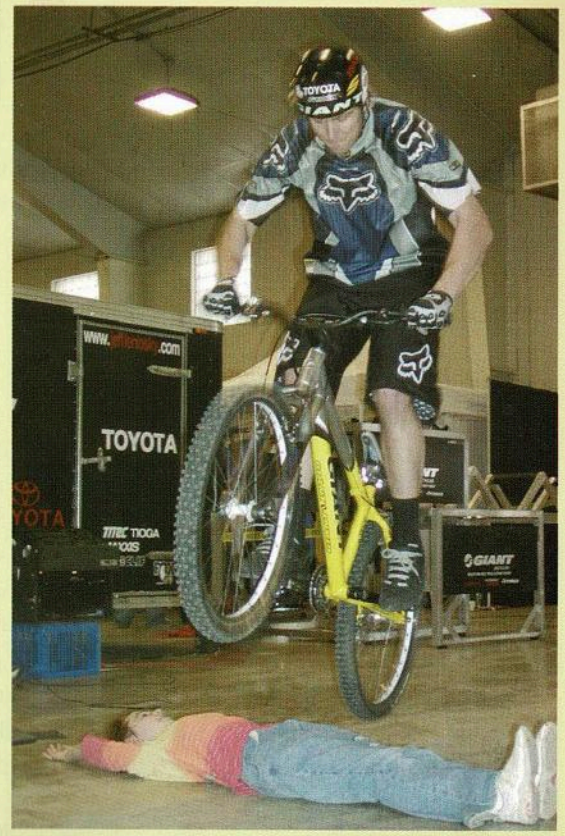
Finally, does junk food really make you a better rider?

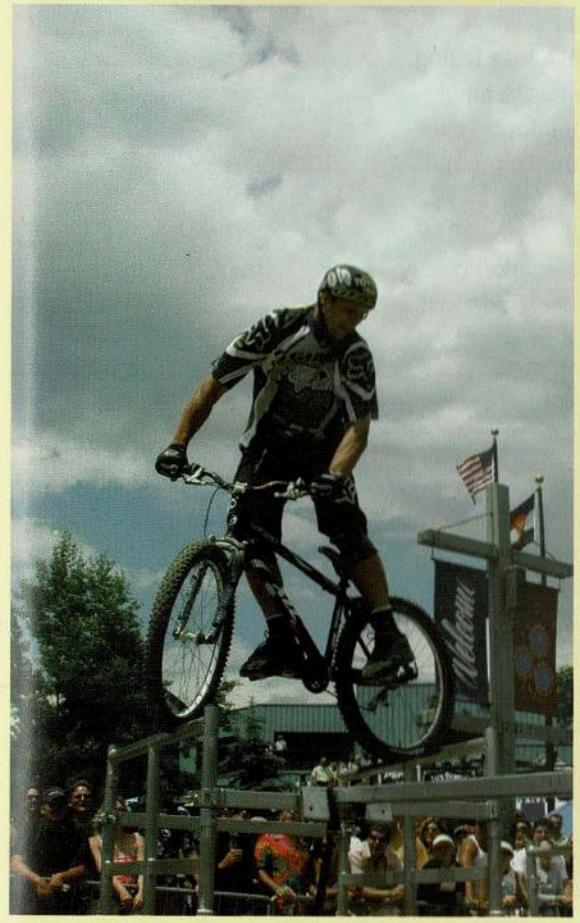
No, don't believe everything you see! I have a sarcastic sense of humor, so that bit in Contact was me just me goofing around.

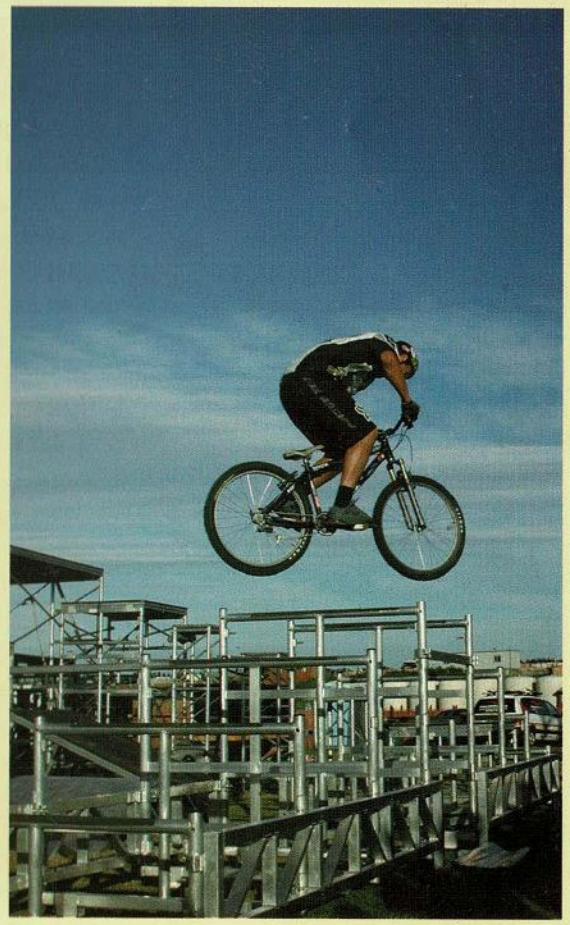
■











The Keighley Crew

It was supposed to be a photo shoot with the infamous Trials Kings but turned into a free for all with the boys of Trials Rider UK and a few other riders thrown in for good measure.

The Trials Kings have had quite a lot of coverage over the last few years with features in MBUK and news of their riders getting a mention on many an internet site across the globe, so if you haven't heard of them then where have you been?

The Kings are all from the West Yorkshire area and apply their trade anywhere there's a decent ride i.e. car parks, large rocks and high street corners and it so happens that the town of Keighley has all of these features.

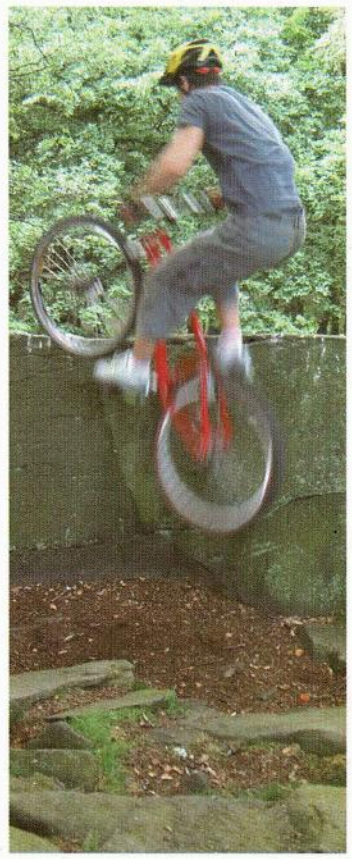
The first stop was Aire Valley bike shop(in Keighley)which is the hang out for most of the riders in the area and if you know Bernie(the owner)it's also a good place to blag free gear (so we were told!) and a certain Mr Akrigg is their very own bike mechanic.

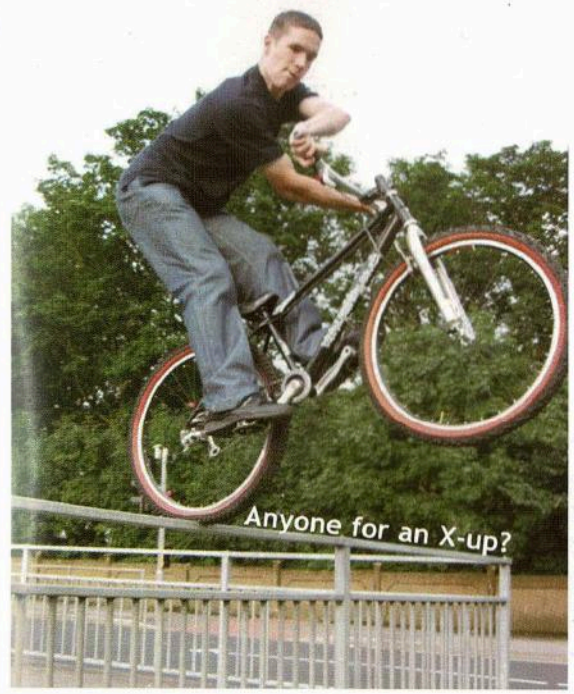
As mentioned before, Keighley has its fair share of big rocks and that was our first stop, to catch a glimpse of some smooth rock hopping. The venue was only a couple of minutes drive away and was directly behind a pub(which is handy when you fancy a quick drink)and was set at the side of a valley.

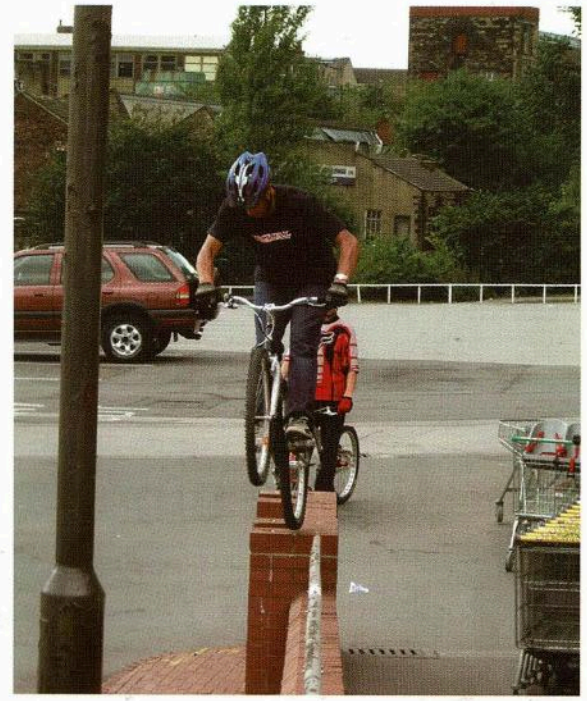
After a couple of hours of taking in the action the group had grown 2 fold and I had started to wonder where everyone had come from but it was clear that this was a training ground for a lot of riders both local and not so local. There was a good range of rocks that seemed to cater for every level of riding, you just pick your rock and keep hacking at it until you get it nailed. Some of the more experienced riders were eyeing up some pretty massive stuff while the less experienced stuck with something a little less taxing but nether the less a bit of careful thought into the plan of attack and they too got it nailed.

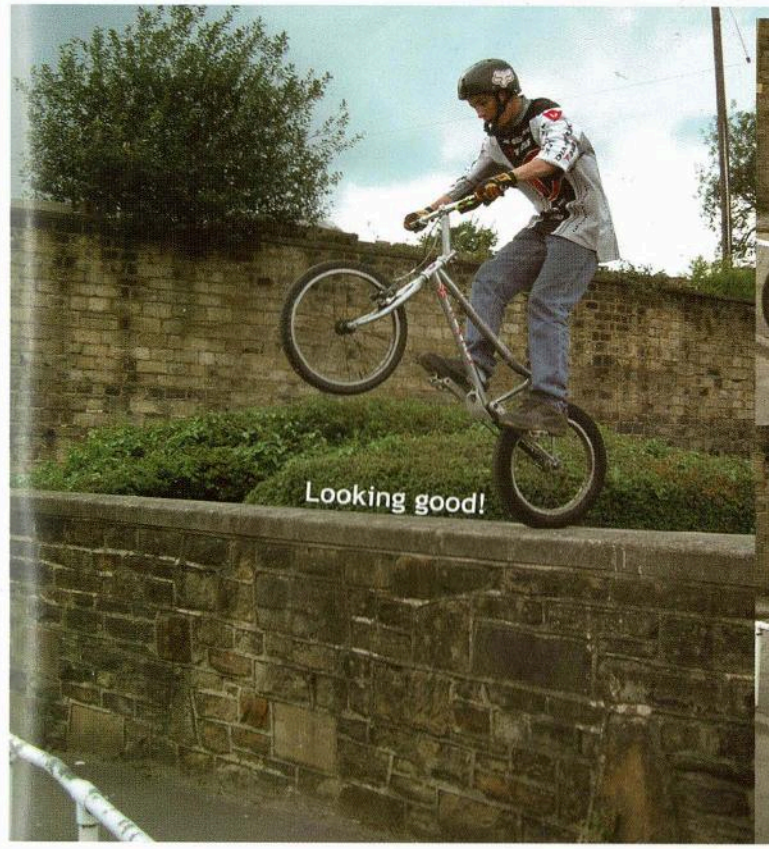
Next up was everyone's favourite, Supermarket car parks! All the usual rideable stuff was there, benches, rails, gates, you name it, it was there. This too is a popular venue for local riders and it was quite clear that most of these riders had ridden this car park more than was healthy for them! I just decided to sit back and catch the action on my camera, and here are the results. A very talented bunch of riders, and I hope they have many more years of happy riding. ■

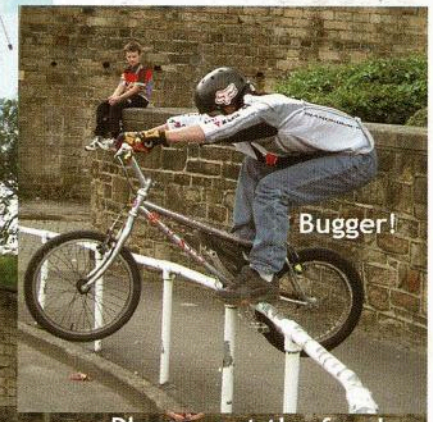


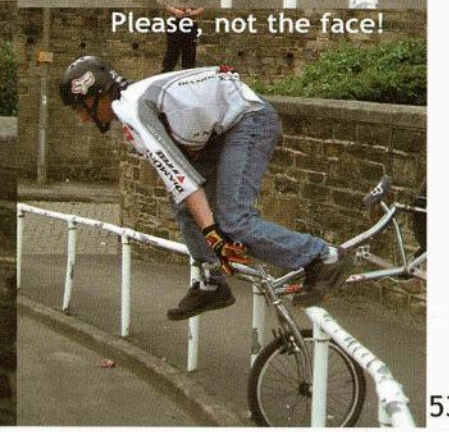












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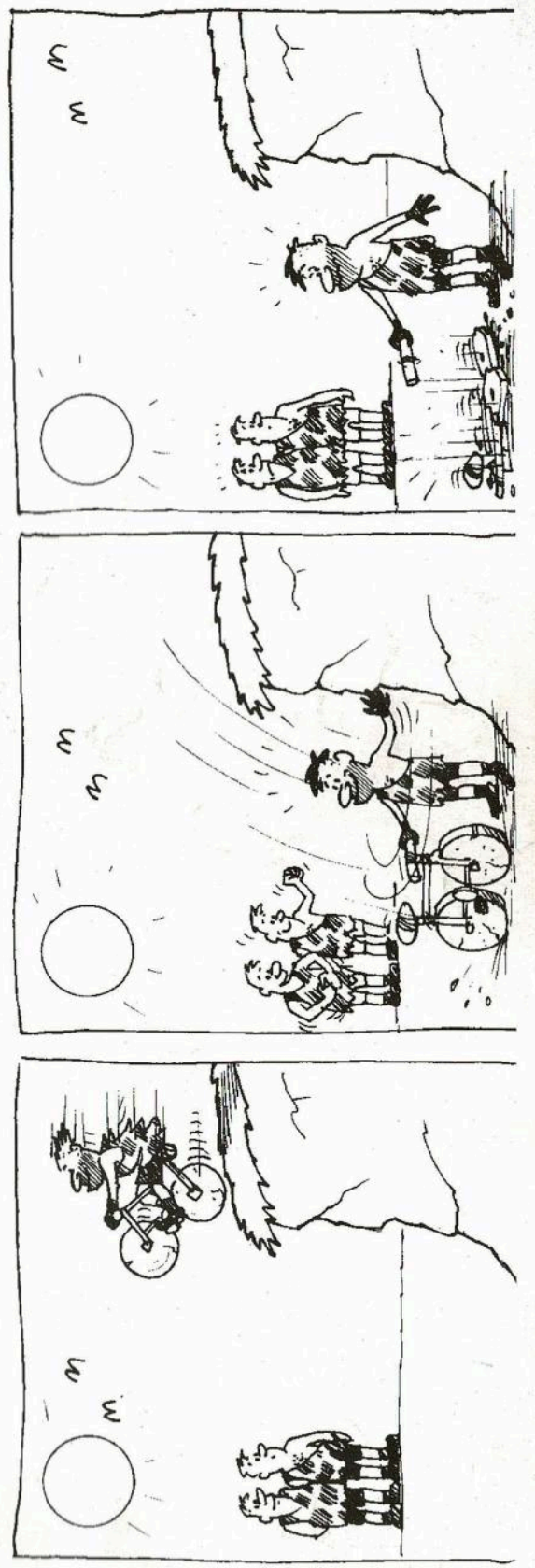


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