RALEIGH SPECIAL PRODUCTS
EMMA GUY - Professional Downhill Racer for Team Raleigh
welcome to
Team Raleigh 1999

Being the UK’s premier off-road squad in the country is something that we, Team Raleigh, are proud to shout about. And it’s without doubt that the results of our past provide us with the platform on which to stand and shout.

Results are imperative, but there’s a lot more to being Numero Uno. Mountain biking has style and glamour, which is a further measure of credibility amongst its followers. Thanks to a new racing strip for the ’99 season together with tricked out, sexy team bikes, we’re sure to score top points for style from now on.

Also new for ‘99 and thanks to a new sponsorship deal with Haynes Books, we now have this, our very own team magazine! Another first for Team Raleigh.

it’s all about
who we are,
what we’re on
and where we’re going.

Over the coming months there will be blood, sweat and tears for sure, and if the past is anything to go by, there will be joy to. Mountain biking is a tough sport.

Team Raleigh are a tough team; we’re ready to race, let’s do it!
**Emma**

**Date of Birth:** 3/5/70  
**Racing disciplines:** Downhill  
**Home:** Peebles, Scotland  
**Status:** Single  
**Interests:** Fashion, music, shopping, motorcycles  
**Joined Team Raleigh:** 1998  
**Famous For:** Her appearance on the cover of the Raleigh RSP magazine, and simply being one of the best female Differs in the country.

Emma is one of the most professional riders on the circuit, and has a great image to match. Always conscious to create PR angles and grab publicity for herself and her sponsors, Emma also has results – a great result in 1990. She started riding relatively late but wasted no time in getting to the top in 1995 and 96 she won the National Series Downhill Championship. In 1997, Emma really gave us a sample of what she can do when she finished inside the top 10 in both rounds of the '98 World Cup and then again at the World Championships. At home she bagged the hit World Circuit again in 1999 and is looking for top 10 results. As well as 'clearing up' at home. With-destination-by-the-truck loads, I can't see any reason why she won't mix it with the best around the globe.

**Three of her top three hits**

- 1996 Gold Medal – National Downhill Points Series, Overall
- 1996 Silver Medal – British National Downhill Championship
- 1996 Bronze Medal – National Points Series, Overall

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**Matt**

**Date of Birth:** 30/10/74

**Racing disciplines:** Downhill  
**Home:** Xi Towns, Shrewsbury  
**Status:** Single  
**Interests:** Sport, music  
**Joined Team Raleigh:** 1996  
**Famous For:** Taking his clothes off at Cheddar's, winning Malvern's dual Descender.

They call him 'Mad Matt', I wonder why? Matt's been with the team since 1995 and has won a big part in the development of the downhill bike. He's got a great ride that has already proved its worth to his credit. Victory over Steve Peat in the Malvern hills dual eliminator in 1995 were his first of the Four National Student Championship titles and Bronze medal. The '89 Nationals are of his best 1999 will see him go even faster for sure. He's put a lot of time into his training and perfecting the set-up of the bike in the winter and this together with becoming a full time racer since finishing university leaves me feeling confident there are some good times ahead for 'mad' Matt.

**Six of his best**

- 1995, '96 & '98 Gold Medal – National Student Downhill Championships
- 1995 & 96 Bronze Medal – National Downhill Championship

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**Barrie**

**Date of Birth:** 11/12/66

**Racing disciplines:** Cross County, Cyclo Cross, Road  
**Home:** Epsom, Surrey  
**Status:** Single  
**Interests:** Computer and photography  
**Joined Team Raleigh:** 1990  
**Famous For:** Taking his clothes off at Cheddar's, winning the King of the Mountains in the Milk Race back in...

Barrie's been with Raleigh for so long its hard to remember all his achievements. As the Manager of the team of the best memories were when he won the National Cyclo Cross and Cross Country Titles for the first time. Winning the Tour of Spain was another great achievement in his long list of achievements. With a relaxed laid back approach, Barrie always puts on with the job in hand and never gives less than 100%. He's always professional and just because he's been winning for some time doesn't mean that there isn't plenty more to come. He's the current National Champion and 1999 is the year for Olympic selection. He missed out on Atlanta, but aims to be in Sydney.

**Six podium-topping performances**

- 1995, '97 Gold Medal – National Cyclo Cross Championships
- 1995, '99 1st – Tour of Spain Mountain Bike Stage Race

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**Louise**

**Date of Birth:** 12/1/65

**Racing disciplines:** Cross Country, Cyclo Cross, Road  
**Home:** Mirfield, West Yorkshire  
**Status:** Single  
**Interests:** Outdoor Pursuits  
**Joined Team Raleigh:** 1995  
**Famous For:** Leaping to stardom by scoring three consecutive top 10 finishes in World Cup rounds in 1997.

Louise joined Team Raleigh after only one full season of mountain bike racing under her belt, but lost no time in getting noticed. A Silver medal in the Cyclo Cross Championships came in her first outing for the team. Internationally she made her mark in 1997 when she placed inside the top 10 on three consecutive weekends. Unfortunately almost all of 1998 was lost with a back injury, but with that now put right I see no reason why Louise can't get back to where she was in 1997. Like Clarke, she just missed out on the Atlanta Olympics, but claims she would surely see her competing in Sydney in 2000.

**Top 3 results**

- 1996 Silver Medal – National Mountain Bike Championships  
- 1997 Gold Medal – National Points Series, Overall  
- 1997 3rd – World Cup Series, Round Three

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**Isla**

**Date of Birth:** 13/4/69

**Racing disciplines:** MTB Cross Country, Cyclo Cross, Road, Track  
**Home:** Stourbridge, England  
**Status:** Single  
**Interests:** Motorbikes, Bicycle Design  
**Joined Team Raleigh:** 1995  
**Famous For:** Trailers (she designed and made them), and being the World Cyclo Cross Champion.

When Isla joined the team at the beginning of '95, not only did I gain one of the top off-road riders in the country, but Raleigh also gained a wealth of experience of cycling and bicycle design into the bargain. A Silver Medal in the National Mountain bike Championships in '97 was a clear indication that Isla had bags of potential on fat tyres as well as skinny. In '98 she was a top twenty finish in the World Cup which was 'one goal achieved' for the plucky rider from the Black Country, but disappointment came when she crashed out of the National Championships.

**Three of her best**

- 1997 Silver Medal – National MTB Cross Country Championships  
- 1997 Silver Medal – National Road Race Championships  
- 1999 Gold Medal – World Cyclo Cross Championships (30-35 yrs)
Elliot Barker

Date of Birth: 5/3/78  
Racing disciplines:  
Cross Country, Road Racing  
Home: Onchan, Isle of Man  
Status: Single  
Interests: Motorsport, Music  
Joined Team Raleigh: 1995  
Famous For: Winning everything as a Junior, knowing the words to every song written.  

Elliot had benefited from support of Raleigh prior to his joining Team Raleigh in 1995. Already a winner of the Junior National Series, he did it again in '95 and '96 - and he also got what he really really wanted - the coveted National Title. Moving into the senior ranks is not easy for any young rider, no matter how good they are, and Elliot has been serving his apprenticeship for the past two years. 1999 will be his final year as an apprentice though, and almost sure that he will begin his climb up that Elite ladder. The under 23 title is firmly on his mind, and he's already thinking about the Commonwealth Games in Manchester in 2002 - where cross country mountain biking makes it debut.

Elliot’s Top Three:  
1996 Gold Medal - National Junior Mountain Bike Championships  
1998 Silver Medal - National Junior Points Series - Overall  
1998 1st - Red Bull 24 hour team race

Carl Sturgeon

Date of Birth: 17/10/73  
Racing disciplines:  
Cross Country, Cyclo Cross, Road  
Home: Leicester, England  
Status: Single  
Interests: Motocross, Cars  
Joined Team Raleigh: 1996  
Famous For: Winning a Silver Medal in the Junior Worlds, and making a great comeback.  

After gaining a Silver Medal in the 1989 Junior World Championships, Carl took a break from the serious side of competition and concentrated on gaining a career qualification for the future. On his return to the sport he was soon up with the best, and I followed his progress with interest. In his second year back he gained a fine Silver Medal in the National Championships and it was clear that the future looked bright for the ex BMX racer. Joining Team Raleigh saw Carl venture further into Europe; but some bad luck hampered his results & he’ll be looking to put that right this year. As a froh he again placed on the podium on the National Championships - he’s aiming for the top spot this year.

Top 3 Results:  
1989 Silver Medal - World Junior Championships  
1997 Silver Medal - British National MTB Cross Country Championships  
1999 Bronze Medal - British National MTB Cross Country Championships

Ian Cooper

Date of Birth: 27/5/78  
Racing disciplines: Trials  
Home: Wallasey, Wirral  
Status: Single  
Interests: Music, his Girlfriend!  
Joined Team Raleigh: 1999  
Famous For: Being late for everything!  

After hearing about Ian’s tricks and trials abilities, I just had to meet up with him and see exactly what this young talent could do. In the Raleigh Factory at Nottingham Ian left us in no doubt exactly what he was capable of and indeed what an asset to Team Raleigh he could, and would be. That was in the summer of ’98 and Ian is well and truly a full team member for the ’99 season. Having ridden all disciplines of mountain biking, Ian found his force in trials riding. He won the Junior National Championships in ’95 and finished 11th in the Euro Championships in ’98. With such a number one aim is to become World Champion a.s.a.p! He has the Talent; that I am sure of.

Top 3 Results:  
1991 British National Junior Trials Championship  
1996 Gold Medal - British Senior National Championship  
1998 11th - European Championships

Gary Colman

Position: Team Manager  
Home: Melton Mowbray  
Status: Married with two daughters  
Interests: Golf, Running  
Joined Team Raleigh: 1991 (as a rider), Manager since ’95  

Having completed 20 years of racing, 1996 was the year of retirement from the competitive side of the sport. The management role began one year earlier in ’95 with Gary as the rider manager of a four man team. Prior to retirement from racing, Gary had made a name for himself as one of the country’s top all rounders, regularly switching between fat tyres and thin. His claim to fame is a series of National Titles including the inaugural British Downhill Championships (before the days of suspension!) The Kellogg’s Tour of Britain stage race saw Gary end his road racing career with a succession of top stage placings when he was battling it out with some Tour de France heroes.

Glenn Colman

Position: Technical Support Chief  
Home: Leicester, famous for hospitality  
Status: Single  
Interests: Motorbikes  
Joined Team Raleigh: 1995  

Before turning to the technical side of the sport, Glenn enjoyed a career of competitive cycling from an early age. At 13, when taking cycling as a subject at school, Glenn started to race Cyclo Cross/Cyclo Cross was where Glenn was to make his mark. By the time he was a junior, he was one of the country’s rising talents. He went on to ride for Great Britain as a junior and young senior before taking a break from the sport. On returning a few years later, Glenn was delighted to represent GB in Cross and enjoyed many trips to Europe. It was in 1996 that Mountain Bike Racing caught the interest of Glenn and in ’97 he made the switch to fat tyres. Always an arm with the technical side of the sport, it was a natural direction for Glenn to turn after finishing racing.

Paul Maddox

Position: Manager  
Home: Sherwood, famous for it’s biscuits  
Status: Engaged to Sandy  
Interests: Athletics, Light Literature & Beer  
Joined Team Raleigh: 1997  

Taking up racing as an under 16 year old, Paul was a member of the Mid-Shropshire Wheelers - who are again the promoting club of the National Mountain Bike Championships in ‘99. Working his way up the ladder. It wasn’t too long before he triumped in the Midlands Championships with track racing being his forte. As a Junior Paul went on to take the Midland Road Race Championship and then enjoyed various success as a young senior before moving into the support side of the sport. For over 10 years now Paul has worked as a masurer with numerous teams in both Cycling and Athletics and has attended most major Championships both at home and overseas. Paul was Masurer for the Great Britain team at the Barcelona Olympics when Chris Boardman won gold, and provided much needed support to three times World mountain bike Champion - Henrick Wernersson for over three years.

Nick Walling

Position: Technical Support  
Home: Leicester, famous for hospitality  
Status: Single  
Interests: Cars, Music  
Joined Team Raleigh: 1998  

Nick’s entrance into the two wheeled sport was through BMX. It was during the late 1970’s and early 1980’s that he became involved in the then booming side of our sport. Spending most of his youth at the BMX club and collecting numerous trophies before leaving school and joining the real world. It was in 1992 that Nick re-entered the sport and during the years of 1995 - 1997 competed on the BMX team with varying levels of success. Always one to offer support to team mates when he could. Nick had a real interest in the technical support side that he so important to a professional mountain bike racing team such as Team Raleigh. Joining the team for the 1999 season. Nick who switches between holding bikes at the weekend and houses mid-week, is an important asset to the team and works together with Glenn to ensure that the race bikes are always tuned to perfection. Oh, he can bunny-hop pretty well too!
One of the main features of 'SRAM CORPORATION' is its dedication to the ‘think globally and act locally’ philosophy. Which is clearly visible through our hands on approach to development and support.

SRAM’s entire product range has come about because of the requirements of the environment they operate in. Fundamental to this is the sponsorship and support programme we operate, as riders ourselves we see the need for better solutions to improve both comfort and performance.

The complimentary approach of real world testing and engineering skill have led to developments like the ESP transmission, taking a fresh approach to the age-old problem of dirt

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What they’re ON.

Based on the Special Products DH0 model, Matt & Emma's downhill race machine is designed and manufactured in the Nottingham factory and benefits from continuous feedback of both riders throughout training and racing.

Providing some 150 mm of travel at the front and an incredible 190 mm on the rear, this machine is not for the faint hearted!

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spotlight on our sponsors

**fi'zi:k**

Ref: physique; see also high performance; maximum comfort; ergonomic design; durable under pressure.

The fi'zi:k saddle brand uses durable light weight components and advanced technology to create high performance saddles for the cycling enthusiast, aiming to make your cycling experience even more enjoyable, more secure and more comfortable. Through innovation, thorough anatomic research and cooperation with professional riders, fi'zi:k have produced 4 saddle models; Pave, for road; Nisene for Mountain Bikes; Vitesse for women and Atlas for downhill. fi'zi:k's latest innovation Twin Tech is a padding system including a unique patented gel that relieves pressure and can help to avoid saddle numbness and soreness.

Come and see us:
http://www.fizik.it

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**MAGURA**

MAGURA is happy to team up again with Team Raleigh for the 1999 season.

Barrie Clarke and his teammates will rely on the brute stopping power of MAGURA Louise disc brakes and the bump eating performance of the featherlight Rond-MAGURA Quake Air suspension fork.

MAGURA, which was founded in 1893 by Gustav Magenwirth, is located in Bad Urach/South Germany. The company has its roots in the motorcycle business and has been over decades OE brake system supplier for companies like BMW, Suzuki, or KTM.

The company also produces high precision parts for the automotive and car industry.

You find more about their bike accessory program on their website:
contamination, using mechanical leverage to combat shifting degradation.

ESP is just one of our unique components amongst others like brakes, hubs, internal gears and proven chain technology leading the world, whether its in competition or down to the local shop.

TEAM RALEIGH is just one example of a winning approach to tough competition, our support and co-operation on the race circuit gives us front line feedback to develop components that are 'more than original'.

Take a look at one of the team bikes and you'll see SRAM's newest developments, currently the half pipe shifter and short cage ESP.

In conclusion one might say that the difference is YOU, your voice is leading SRAM's way, we aim to offer you the product you ask for, the quality you deserve and require, and above all the service you should expect.

What they're on.

The frameset to the team XC bike has carried off some four National Titles by Team Raleigh in the past four years.

Quite simply it's another winning frame from Nottingham that has benefited from the feedback received from team riders throughout its winning history.

Built for off-road speed, a pleasure to 'pilot'. It's one tough customer!

spotlight on our sponsors

ELITE

< ELITE is leader in the bicycle accessories and components market. ELITE in the past, has concentrated its product range on trainers, bottle cages and water bottles, nevertheless today the company offers a complete and articulated range.

Since 1979, the year of its foundation, ELITE has constantly pursued a determined way the evolution and innovation of these products which for years were produced and presented on the market in the same way, introducing alternative and original projects, doing constant research for new materials, operating with designs and industrialising working phases, ELITE has produced numerous "objects" that have become with time "archetypes".

Rigida

< The Rigida Group, the largest manufacturer of bicycle rims in the world, is proud to announce the launch of the revolutionary "Rigida Tubeless" concept for bicycles.

Since this concept eliminates all risk of snakebites, it can be used at a low pressure, without any risk of the tire blowing out of the rim.

Regardless of the type of bike you ride, you will experience the three principle benefits: reliability, comfort, safety.

Furthermore, Rigida offers a complete range of high end rims for racing, MTB, X-country downhill and freeride bikes with a special finish: Carbide Supersonic: an extreme hardness of the sidewalls which does not flake off. The danger of a breakage of the sidewalls is therefore almost inexistant.

TEAM RALEIGH >
The features which have always marked Diadora are the passion for sports and its ongoing search for technological innovations. In its Centre for Technological Research and Bio-engineering, Diadora cooperates with important medical centers and top level athletes in order to create and develop its top performance footwear.

Euro Pro, the new Diadora cycling model represents at the best the synthesis of Diadora studies and experience in designing and manufacturing cycling footwear standing out as an absolutely essential and practical equipment.

Reynolds have traditionally been associated with the supply of steel 531 and 753 Manganese Molybdenum tube for road and touring frames. With the advent of TIG welding Reynolds added 525 and 725 Chrome Molybdenum steel to their range. In 1998, an entirely new concept in steel tube was introduced, which has proved a success in both road and MTB frames - 853 & 631 AIR HARDENING STEEL. For 1999 Reynolds have added steel shaped tube, butted aluminium, butted titanium and Carbon Fiber Road Forks to the extensive product range.

New Michelin Wildgripers

Michelin has three new additions to its Wildgripper range of mountainbike tyres. The Hot S is designed for downhill/dual slalom competition, and for use on the latest Freeride bikes. For X-Country competition, the comp and comp S are directional tyres for medium/hardpack conditions. And finally, the Wildgripper Country offers the leisure cyclist, longevity, and all-weather performance. The complete range of Michelin Wildgripper mountainbike tyres offers all levels of rider, a tyre for all conditions.

Cycle into the new Millenium with Haynes

Haynes Publishing is world renowned for its Car Service and Repair Manuals, however did you know that Haynes has a range of cycling publications all of which use their expertise gained from producing practical manuals for cars and motorcycles? The Bike Book, now in its third edition, has sold 600,000 copies in twelve languages world wide and is the bible for anyone who wishes undertake bike maintenance, from the beginner to the more experienced.

Add to this Mountain Biking, The Racing Bike Book, The London Cycle Guide, My First Bike Book and a range of seven regional guides and you have a full picture of the commitment and importance Haynes places on cycling.

E-mail: rigida.france@wanadoo.fr
MAGURA Louise – the benchmark in disc brake technology!

No compromise function:
Like all MAGURA brakes Louise is fully hydraulically activated. This means no loss of transmission power either in the mudiest conditions or on full suspension frames, both of which often pose a lot of problems for cables.

100% no drag:
Tricky MAGURA Brakemeister technology with single piston fixed caliper mechanism ensuring a 100% drag-free function and ultra-easy pad wear adjustment. Slotted stainless steel rotor.

Virtually maintenance free:
Thanks to the use of biodegradable MAGURA brake oil. Does not contract water like DOT fluid. Regular bleeding is not necessary. Does not irritate your skin nor damage your frame paint like DOT fluid. In a nutshell: MAGURA brake oil is non-toxic, much nicer stuff to deal with. Save the planet!

No thermal lockup and dream modulation:
Because of the open hydraulic system and expansion chamber, Silver or Race-line yellow brake lever with grippy 2-finger compo site lever blade. Fully compatible with current STI and twist grip shifters.

Featherlight:
with its 422 grams per brake including rotor (without hub), Louise is the lightest disc brake available on the market. And this with its fully hydraulic features!

Compatibility:
Louise is compatible with all forks and frames with disc brake fitting systems in conformity with the international standard for disc brake installation. A front brake for Manitou ‘postmount’ mounting is available too.

UK distributors:

MAGURA brakes:
Venhill Engineering
Phone 01306-885111
Fax 01306-740525

Raleigh Parts & Accessories
Phone 0115-9955706
Fax 0115-9826144
www.raleigh.co.uk

GIANT UK Ltd.
Phone 0115-5386800
Fax 0115-4664844
e-mail: info@giants-co.uk
www.giant-bicycle.co.uk

ROND/MAGURA forks:
Jim Walker & Co.
Phone 01625-762400
Fax 01625-762455

Gustav Magenwirth GmbH & Co.
P.O. Box 1180
D-72562 Bad Urach
www.magenwirth.com

MAGURA Louise

ROND-MAGURA QUAKE.
Teamwork – made in Europe!

When it comes to suspension forks, there are heaps of them to be found on the market. Most of them, however, turn out to be insufficiently strong for use with powerful disc brakes like the MAGURA Louise.

Good to know then that MAGURA has teamed up with the former motocross Champion, Gerard Rond, yet another flying Dutchman, who is on the same wavelength when it comes to serious stuff. With the QUAKE suspension forks series, ROND/MAGURA is offering beefy one-piece magnesium sliders in which slide anodised 7075 aluminium stanchions built to last.

Steel coil springs, open oil bath damping technology, wide adjustment possibilities and a cool, super stiff design make possible a solid relationship between all QUAKE forks and Louise, or any other member of the MAGURA brake family.

ROND/MAGURA QUAKE forks.
From the hydraulic specialists. It's time to change to serious suspension technology.
getting under the skin of performance technology

In the first analysis the problems facing a bike company are elemental and immense - how to capture and release the human body's relatively minute and very finite power output in order to move man and machine over the one third of the Earth's crust that is not covered by water.

Like any company concerned with the production of performance enhancing equipment, Raleigh has a special corner in its factory dedicated to pushing forward the boundaries of convention. It breaks rules, experiments with new technologies, makes design dreams into reality and above all provides the inspiration that keeps every Raleigh performance product in front of its competitors.

Its name says exactly what it is - Raleigh Special Products.

Not confined to white coated boffins with stress and strain guages. This is a real place, where real craftsmen get dirt on their hands. Where exotic metals like titanium, super light steels and aircraft grade aluminium are fashioned into peak performance frames. Where professional Team riders break through their pain barriers to win, cry real tears but above all prove the products are worthy of the RSP mark.

It is simply impossible to build a better bike without understanding the nature of man's relatively limited power and how it can best be maximised. Whether you're sitting nervously at the startgate waiting for the last interminable seconds to move aside, or maybe up in the big hills contemplating the unimaginable, the issues are the same. In the big moments your bike must become invisible and Raleigh have spent a hundred years and millions of craftsman-hours refining their bikes so that the only contact point between you and your machine in extremis is intuition. Trust cannot be bought. It has to be learned.
ESP: THE ABILITY TO SENSE EVENTS BEFORE THEY OCCUR.
LIKE VICTORIES, FOR EXAMPLE.
Malvern Hills Classic
The Malvern Hills Classic is arguably the biggest weekend of Mountain Bike racing in the UK and takes place over the weekend of 16th - 18th July. 1998 saw its 10th anniversary and huge crowds witnessed Matt Farmer beating Steve Peat in the final of the Dual Eliminator. Racing kicks off on Friday with the Dual Eliminator. The Dual Slalom takes place on Saturday with Sunday being XC day.

Location: Eastnor Castle, nr. Ledbury, Worcestershire
Directions: From the town of Ledbury take the A449 north and then A438 south and look out for the signs.

Plymouth World Cup
Newham Park, nr. Plymouth hosts the fifth round of the UCI XC World Cup over the weekend of 15th and 16th May. 1998’s event was voted best European event of the series, and with Dual racing taking place, this years edition promises to be even better. Raleigh is the official bike sponsor of the event, so we'll be there in style, as will Team Raleigh riders.

Location: Newham Park, near Plymouth
Directions: From the A38 take the B3146 into Plympton. Take right turn in direction of Lee Moor and pick up the official signs.

Red Bull Mountain Mayhem
Following the success of the inaugural Red Bull 24 hour event in '98, the '99 edition promises to be bigger and better still. A move of venues sees it take place close to the city of Birmingham, and a record number of teams are expected to compete. Team Raleigh won in '98 and are back together with a couple of teams from the Nottingham Factory. Each team is made up of 4 or 5 riders and must relay each other into the race for the 24 hour duration - with the night time section adding that extra twist!

Location: Sandwell Park, close to J1 of M5
Directions: Leave M5 at J1 and follow signs for 'Sandwell Park' Classic '99

Cheddar Challenge
This traditional end of season classic grows in stature year on year. Previews of year 2000 product and a great end of season bash are two much appreciated additions to the great weekend’s racing. The event takes place over the weekend of 2nd and 3rd October.

Location: Broadway House Caravan Park, Cheddar, Somerset
Directions: From the M5, J 22, head north on A38, then east on A371 direction Cheddar. Race site is located just before village.

Events Diary '99

Music4 Series is a six race series featuring XC, DH and new for '99, Dual racing. It's the UK's National Series and is to be televised on Channel 4 later in the year, finally giving Mountain Biking the big-time coverage it deserves. The big events are the combined weekends of Ae Forest, Dumfries in Scotland - May 162; Builth Wells in Mid Wales - June 12613; Ludlow, Shropshire (Series finals) - August 24625.

In line with the Music4 Series, the National Championships return to the popular venue of
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<th>Dates</th>
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<td>20-21</td>
<td>National Series DH1, Cheddar, Somerset&lt;br&gt;Next Series XC, Margam Park, South Wales</td>
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<td></td>
<td>27-28</td>
<td>World Cup XC1, San Francisco&lt;br&gt;Midland Series DH Shropshire</td>
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<td>April</td>
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<td>National Series XC1, Thetford, Norfolk&lt;br&gt;Bike '93, NEC Birmingham&lt;br&gt;Midland Series DH, Hopton, Shropshire</td>
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<td>10-11</td>
<td>World Cup DH1, Les Gets, France&lt;br&gt;Midland Regional Championships, Midlands&lt;br&gt;Ladies National Criterium Championship (Road)</td>
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<td>May</td>
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<td>08-09</td>
<td>WORLD CUP XC5, PLYMOUTH&lt;br&gt;World Cup DH1, Les Gets, France&lt;br&gt;Midland Regional Championships, Midlands&lt;br&gt;International Criterium Championship (Road)</td>
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<td>22-23</td>
<td>World Cup DH2, Maribor, Slo&lt;br&gt;Prudential Ladies Criterium, Edinburg&lt;br&gt;Tour of the Kingdom 2-day Road Race</td>
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<td>June</td>
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<td>World Cup DH3, Newegal, Italy&lt;br&gt;Regional Road Race Championship&lt;br&gt;Next Series, Rhonda</td>
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<td>12-13</td>
<td>National Series XC3/DH4, Bath Wells&lt;br&gt;World Cup XC5, Georgia, USA&lt;br&gt;SMAS Series, Encombe, Dorset&lt;br&gt;Welsh Series XC4, Sirkhowy Park&lt;br&gt;Scottish Series DH3, Aulmore</td>
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<td>19-20</td>
<td>Red Bull Mountain Mayhem&lt;br&gt;UK Promo Sport Dual Descender&lt;br&gt;NAMBS Series, XC/DH2, Patley Bridge</td>
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<tr>
<td>July</td>
<td>03-04</td>
<td>European DH and Trials Championship, La Molina Spain&lt;br&gt;Planit Promotions Dual, Nantmwear, Shropshire&lt;br&gt;World Cup XC7, Canada&lt;br&gt;World Cup DH5, California&lt;br&gt;Malvern Hills Classics, Ledbury, Worts.</td>
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<td></td>
<td>10-11</td>
<td>National MTB Championship, Eastridge, Shropshire&lt;br&gt;World Cup DH6, Canada</td>
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<td>August</td>
<td>07-08</td>
<td>National Series XC4, Hamsterley, County Durham&lt;br&gt;World Cup DH7, Canada&lt;br&gt;World Cup DH8, Kaprun&lt;br&gt;European XC Championship, Portugal</td>
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<td>14-15</td>
<td>World Cup DH9, Kaprun&lt;br&gt;European XC Championship, Portugal</td>
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<td>21-22</td>
<td>National Series DH/XC5 (Finals), Ludlow, Shropshire</td>
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<td>September</td>
<td>04-05</td>
<td>World Cup XC8, Houffalize, Belgium&lt;br&gt;World Championship, Are, Sweden</td>
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<td>11-19</td>
<td>Cheddar Challenge, Cheddar, Somerset</td>
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<td>October</td>
<td>02-03</td>
<td>Cheddar Challenge, Cheddar, Somerset</td>
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Eastridge, in Shropshire after a two year break. Some great racing is in store over the weekend July 24/25th and you can count on it being fierce, as the coveted National Champions Jerseys are up for grabs.

**Location:** Eastridge, nr. Shrewsbury, Shropshire.

**Directions:** From the A5 take the A488 south to Pontesbury, where turn left for Habberley.

**NATIONAL TRIALS CHAMPIONSHIP SERIES**

Team Raleigh's Ian Cooper shall be competing in the National Trials Series which takes place over five rounds throughout the UK. The series kicks off in Devon on May 16th.

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<td>1</td>
<td>16th May</td>
<td>Lustleigh, Devon</td>
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For directions and further info on the trials events, see www.mntsauce.co.uk

TEAM RAILEIGH >13
As a budding journalist and ‘would-love-to-be’ Pro cyclist, I couldn’t pass up on the opportunity to travel with Team Raleigh for one weekend of the year and see exactly what it’s all about...

OK, so Team Raleigh is the premier off-road squad in the country. They’ve got a truck, a manager, two mechanics and a masseuse to look after the operations. Is all this really necessary to win races? I mean, I’ve done a bit of mountain biking for a while – an adjustable spanner in my pocket, spare inner tube and a rag and I’m sorted… but then I guess I’ve not won anything… yet. Let’s go and see.

A phone call from numero uno mechanic Glenn Colman (technical support is the preferred term Glenn informs me) sees me setting out on Thursday evening in the direction of the motorway where I was to meet Glenn with support mechanic Nick in the ‘Technical Support vehicle’.

Now, the racing takes place on Saturday and Sunday, so what’s all this about going on Thursday? “We need to be there sometime on Thursday so we can park the truck and set up as early as possible on Friday morning” Glenn informs me. “Matt and Emma will walk the DH course first thing Friday and then start practising – if we’re not set up fully by then we can’t give them all the support they need”. Hmmm, I usually get to the race a couple of hours before - lesson No 1.

Friday afternoon sees the arrival of Tony Barton – who slots into the trade area next to the team truck. Tony is there to provide tech support for Rond forks who are a new co-sponsor for ’99. He’s also there to service any rider with Rond products. Emma’s over to Tony asking for some minor adjustments to her forks – the conditions are dry and fast and the forks are taking some big hits. She gets a drink from the truck while the adjustment takes place and back onto her bike she’s away. The bikes are working fine with Glenn and Nick only really having to perform tyne changes. “Matt and Emma will try out all the different combinations of Michelin tyres – even when they are happy, sometimes they think they have the right combination but they’re not satisfied until they know for sure. That’s the difference between winning and loosing”.

I didn’t have the luxury of the team hotel where Matt and Emma were staying – no, I had the luxury of the team truck. There’s everything you need in it: Fridge (for the Beer!) microwave, TV, Video and beds. And the workshop at the back can hold bikes, tools and all. Impressive, Emma disappears to the hotel - Paul Maddox the team Massuer will be there and ready for work. “But you’re downhillers” I challenge Emma. “Yeah and looking...
after the body is really important. Massage makes a lot of difference after you've been up and down that hill all day.

Friday ends with Glenn and Nick washing the bikes one more time and prepping them for tomorrow's race.

What time do you call this? "Time to start work". I'm informed by Nick who seems to have so much energy that the generator on the truck is probably surplus to requirement. The keg's on and Nick's out to start setting everything up. It's early - 7.30 to be exact. There's always jobs to be done on this team. Thinking about it there are on any team - but these guys like to make sure that everything's sorted. There's loads of pride. The truck could do with a wash; Glenn shouts out as he can see Nick's going to explode with energy if he doesn't do something soon. No sooner said than done. As it's dry the truck's pretty clean otherwise we would have cleaned it yesterday - but it's good to give it a buffalo after all it's race day today! Glenn informs me while trying to work out the filter coffee machine.

Before I knew it, Matt and Emma were back and race time was here. Not before a couple of final practice runs though. Perfectionists, the pair of them. Matt explains that even though there's been no rain over night, a run or two is needed. "Things can change" with the riders going down the course this morning. New lines sometimes appear and the course beds down even more.

I had never really thought about diet before, well only when there's no ketchup...

Massurer Maddox turns up at the race site with Team Manager Gary Colman - brother of Glenn. Paul checks everything's ok with the DHers and venturing into the truck to make up bottles of High Five. I follow on behind. "But it's downhill today". "True" states Paul, "and Emma and Matt require a good store of energy. It may be only two or three minutes but it's bloody hard!" Well I can testify to that - but I had never really thought about diet before - well only when there's no ketchup...

As race time approaches I could have been forgiven for thinking that Emma was here for the XC race. She's been on the turbo for ages! "It's important to be warmed up and dialled in, after all it's my job you know". Well that's true - do you really have to do all this to get paid for it? Hrm. Where's my pen - journalism isn't so bad after all. TM Colman had been wandering around - "touching bases" with the sponsors, of the team and overseeing everything's in order.

I ask him about his job. "Before the team expanded I would be trying to do everything. But then I got Glenn in full-time and with Nick and Paul part time it's relieved me tremendously from the operations on the race weekend's". Gary explains that he has to be months ahead in his planning. "The end of season World Cups need planning - Raleigh are to be showing new models, so my job goes deeper than simply thinking of the team. Then there's next year's sponsorship. It's never too early to start thinking, and looking for extra backing. So I don't have to worry about weekends. I have a good team - they're more than capable". Well that's a pretty accurate statement from what I've seen so far.

It's interesting to see how much of a 'team' Team Raleigh really is. There's no 'them and us'...

Saturday afternoon and as the DHers dissipate up the hill, the XC guy's start to arrive. A cup of tea is first and foremost for the new arrivals. Barrie Clarke gives me a bit of advice: "Spending hours in a car can take more out of you than a race. It's good to relax a little and get the journey out of your system". I had never really thought of that! It's interesting to see how much of a 'team' Team Raleigh really is. There's no 'them and us' stuff between the DH and XC riders or indeed Ian Cooper the trials rider. Coops as he's known is not here this weekend. He's away at a round of the trials championships - he's lying third overall at present. I'm informed he's a star performer and will be champion soon! The TM interrupts. Well, I've actually seen him at Bike 98 and wouldn't argue with that!

Now the two mechanics are really starting to earn their dosh. The XC guys are changing tyres - unable to decide if it's going to be dry for the Wildgrippers or the Lite S's. Nick and Glenn just keep changing them until they're happy. The bikes need some adjustments - new cables and things like that and Glenn starts to make notes ... for after tea. Maddox has left bottles of High Five outside the truck and has disappeared back to the hotel to start work on the XCers.

Emma and Matt had done the business - both on the podium and I'm now getting an idea why they put so much in to their preparation. Gary's all of a sudden busy calculating the bonus payments - now he's thinking of budgets!

Sunday, and it's been another early start - which wasn't so easy after the alcohol consumed last night. Some celebrations took place after the DH results. Now that's more like the downhill scene I know (and love) "Yeah but you have to get the results first" Mad Matt whispers from under the pillow (the truck was easier to find than the hotel after a tough night!). I guess he's right if you want to be a pro.

Much to the pain of my eardrums the CD player's cranked up and Nick's outside positioning the
weekend

speakers. Work hard - party hard. These guys wrote the book!

Maddox is soon around again and goes back into the truck to make more bottles. Different strengths of High Five are required for each rider and their name is duly marked on each bottle. "I usually make up between four and six bottles per rider so there are more than 20 bottles." As the riders arrive the warm up cream is added and off they go to spin their legs and check out their bikes.

It's the last lap that finds out if you've taken the easy route on your training rides.

As the flag drops Gary explains that it's always a bit nervous at that time. "I'm always happier once I've seen them get off to a clean start". I turned around and Paul's gone - armed with tops from all the riders he's heading for the feed zone. I follow on as there always seems to be action there. Through at the end of the first lap and it's chaos. Bottles going everywhere. Gary is there as is Nick to assist. Always wondered why they had so many in the pits - there Raleigh's. Now I know! Getting bottles to three riders at the same time, going at about 25 mph, is not easy. "We don't want to miss any of them". Nick informs me "we can't risk that we get three of us here for lap one. After that it's easier as they spread out. The girls will be here soon". And they were. With both Hel and Louise to the fore.

Clarke captures the victory on this occasion. It was a tough fight all the way to the finish. Sturgeon was flying on the last lap and got third. "You may have good leads with a lap to go, but it ain't over 'til the fat lady sings" was Clarke's account of it. And that's true. He informs me that it's the last lap that finds out if you've taken the easy route on your training rides. OK, what's he trying to tell me? The girls come in. Both on the podium - so it's been another good day 'in the office' for Team Raleigh.

With the racing over, the days done. Wrong. For Glenn and Nick there's washing to be done. The jet washers rowing and the muck flies flying. Glenn tells me how they like to send the riders away with clean bikes. "They can polish them tomorrow - but at least they can get on with training and resting if they don't have to spend half a day getting the mud off their bikes". Pauls in the truck attending to some cuts and abrasions picked up during the race and Gary's over at the podium - making sure the riders' caps are straight.

After a quick chat with Gary about the next job - and it's not just a weekend job, with dealer visits, photoshoots and design feedback to be taken care of, they're gone. Mission accomplished. So it's time to go I guess? "Yeah" answers Glenn but there's a few things to put away first. Awnings, generators, tools... fancy giving us a hand?

Now I can see why the riders that win, win. They have to be bloody good in the first place. They're also dedicated and have the help of a dedicated support team behind them. Nothing is left to chance and quite frankly it all amounts to hard work. But the results are what's remembered and together with the design and tech feedback are what the sponsors are interested in. Team Raleigh provide just that.

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It's not only the top professionals that set their sights high. Aspiring riders have goals too. From Club Championships to National Championships, every determined rider out there is looking for success. Team Raleigh is one of their goals - the team to be with when they're ready to take on the World. Getting there can be tough, but we don't let these guys go unnoticed and without help. Raleigh Factory Racing is there to do just that - help. Looking great in their new kit that matches the Team Raleigh strip, together with the assistance of MTB Team Manager Phil Green to co-ordinate and offer race site support, they're every bit ready to climb the ladder of success.

Heading up the 'stars of the future' list are XC riders Guy Etherton (Elite), Tim Morley (under 23) and Ollie Cox (Junior) with Elite DH'er Petra Willsie. On skinny tyres, Carl Summerlin spits the gear on the road whilst World Masters Sprint Champion Geoff Cooke is going for a hattrick of titles in '99. Having already tasted success in some form these riders are firmly on their way up but will be chased hard by their fellow factory team-mates.

Also appearing on British soil throughout the year will be the Irish team. "Joe's Army" - Team Raleigh Ireland has been put together by Joe Downey in Dublin and among the talented line-up is National DH Champion John Lawlor.

There's no surprise in the fact that the Raleigh factory in Nottingham has some keen bike racers too - and they will be spotted shedding blood, sweat and tears in the colours of Raleigh Factory Racing. They competed in the Red Bull in '98; they'll be back for more punishment in '99!

Support from Raleigh doesn't stop at the guy's with the factory jersey on their shoulders, and it's not only Raleigh that invest in the technology driven race scene. Two top teams receive the backing of the Nottingham Company:

Terry Wright Road Racing Team
National Hill Climb Champion Jim Henderson heads up the six strong team from Deeping St James in the heart of Cambridgeshire. Competing in Premier Calendar events, the team is hopeful of some podium appearances as well as winning their Regional Championships.

A number of Team Raleigh's backers together with Raleigh Parts and Accessories suppliers' assist the Terry Wright squad to race throughout the UK. The team compete aboard the Raleigh 700R machine - a machine made for speed!

Peter Hargroves Team
Ex. International Cyclo Cross rider Peter Hargroves has put together a classy team that competes both on fat and thin tyres. From mountain bikes to triathlon the team has it all. Veteran Ladies National Cross Country Champion Lydia Gould and Junior Cyclo Cross medallist Ben Sanders lead the team who receive product support from Raleigh Parts and Accessories.
Emma Guy and Matt Farmer are Team Raleigh’s downhill superstars, part of the international mountain bike elite. Sitting side by side on the make-up sofa (they’re having their photographs taken for this article) they are quiet, relaxed.

Matt hugs a mug of tea in the freezing studio, getting all nostalgic about his sheep. Yes, really. The bleating, woolly species native to his Shropshire home. Emma gets straight into talking about fine art. 3D stuff, sculpture and video installation.

He graduated in rural land management at Harper Adams agricultural college, and is working towards charted surveying; she did fine art in Edinburgh and a scholarship year in Baltimore, USA.

It seems there’s more to these two than mud & bikes, after all.

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www.raleigh.co.uk

Distributed in the UK by Raleigh Parts and Accessories, Triumph Road, Nottingham, NG7 2DD
OK, Matt, what’s Emma really like?
MF: Quiet, reserved, very professional.
And Emma, what kind of person is Matt?
EG: Him? Oh - he's just a lad. A real Fig Roll lad.
Ed note: Fig Roll is NOT a sophisticated downhill manoeuvre. It relates to a certain off-piste incident which is best consigned to the memories of those concerned.

"Downhill is leading the technology at the moment, leading the sport. And it's changing the bikes on the market, too" Emma Guy

I see. So what do you do (besides the fig roll thing) when you're not riding bikes?
MF: Hmmm... relax?
EG: Ride motorbikes. I've just had my first bike (Yamaha LC250) done up and I've got a moto-cross bike now, too, which is great fun. And I'm doing up another bike at the moment, bit of a winter project.
MF: (Still struggling with the concept) Relax? No, 'relax' isn't the word for it. It's 'leaf'.
EG: He's got one too, you know. But I got mine first.
MF: Wassat? Oh, the motorbike. Yeah, it's a really good buzz.

What is it about bikes and motorbikes, then?
MF: Speed, the rush... Anything on two wheels, really. Or four. Or anything that lets you go really, really fast, but lazyly. Not too much effort.

Downhill racing is not exactly a lazy sport, is it?
EG: No, it's not. The thing about downhill is that the race is short and people don't realise how much goes into it. There's a lot of skill in it, it's very technical, and it depends a lot on the bike. Like anything, people at the top make it look really easy, but it's not.

You were stretchered off?
MF: Yes. I fell on my back. Got up, felt a bit weird, carried on, got off, and suddenly couldn't stand up. Something to do with the nerves. I was out of competition for a while. You've had your share, too, haven't you?
EG: I broke my collarbone. Now I've got a titanium plate pinned there.
MF: Go on, tell the story.
EG: I was out by myself. I'd parked the car at the top of the forest miles away when I came off.

Now there you are with a broken collarbone in the middle of nowhere having to get yourself and the bike back to civilisation...
EG: No bike! I just had to get myself out. After a while, two lads came by and helped get me to hospital. But I couldn't take any pain killers because I had to drive home. One-handed.
MF: She's sooo hard.

Are you competitive then?
EG: Extremely. I've always been competitive. About everything.

Competing against yourself?
EG: No... I just want to be better than everybody else. But I'm not a bad loser. And do you compete against each other?
MF: There was that timed run... (pause)... she beat me.
EG: (Consolingly) Oh come on, you weren't the only guy I beat.
MF: Ah, but she did it in the dry. When I went it was the monsoon.
EG: Hah.
MF: Well, a light drizzle.

At least he's not blaming his bike. How much say do you two have in developing the bikes themselves?
MF: This will be my fourth season, and it's been great having a say in what's being done, in what we want changing. That's what the purpose of our racing is - to alter the bikes, to make them ride better.
EG: Downhill is leading the technology at the moment, leading the sport. And it's changing the bikes on the market, too. Things like full suspension - how much nicer is that for everyday riding? (You can actually buy the DHO bikes these two ride, they're in the RSP catalogue - Ed)

But doesn't it take the fun out of it when your favourite pastime becomes work?
EG: No, it's a very social circuit. We ride all over the world, and meet the same people, and I've made some very good friends through the sport.
MF: It's great to find something you're good at and that you enjoy. The thing about being professional is having a laugh, but knowing when to stop. Not going too far.
EG: Hah! You mean like not taking your clothes off, climbing on a table...
MF: Well, I'd had a bad race...
EG: ... and dancing provocatively in the nude while claiming to be impersonating me.
Ed note: At this point, the interview goes - forgive me - completely downhill, and is best consigned to the tape recorders of those concerned.