



# american freestyler

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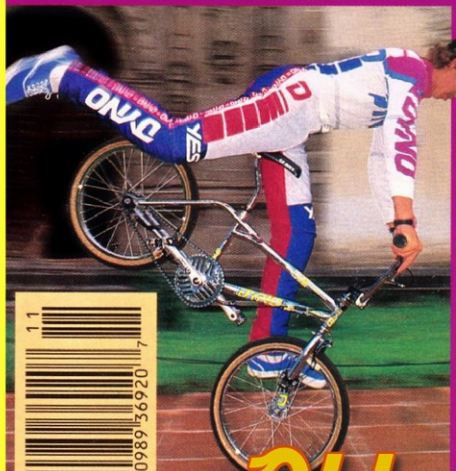
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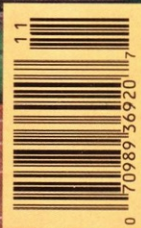


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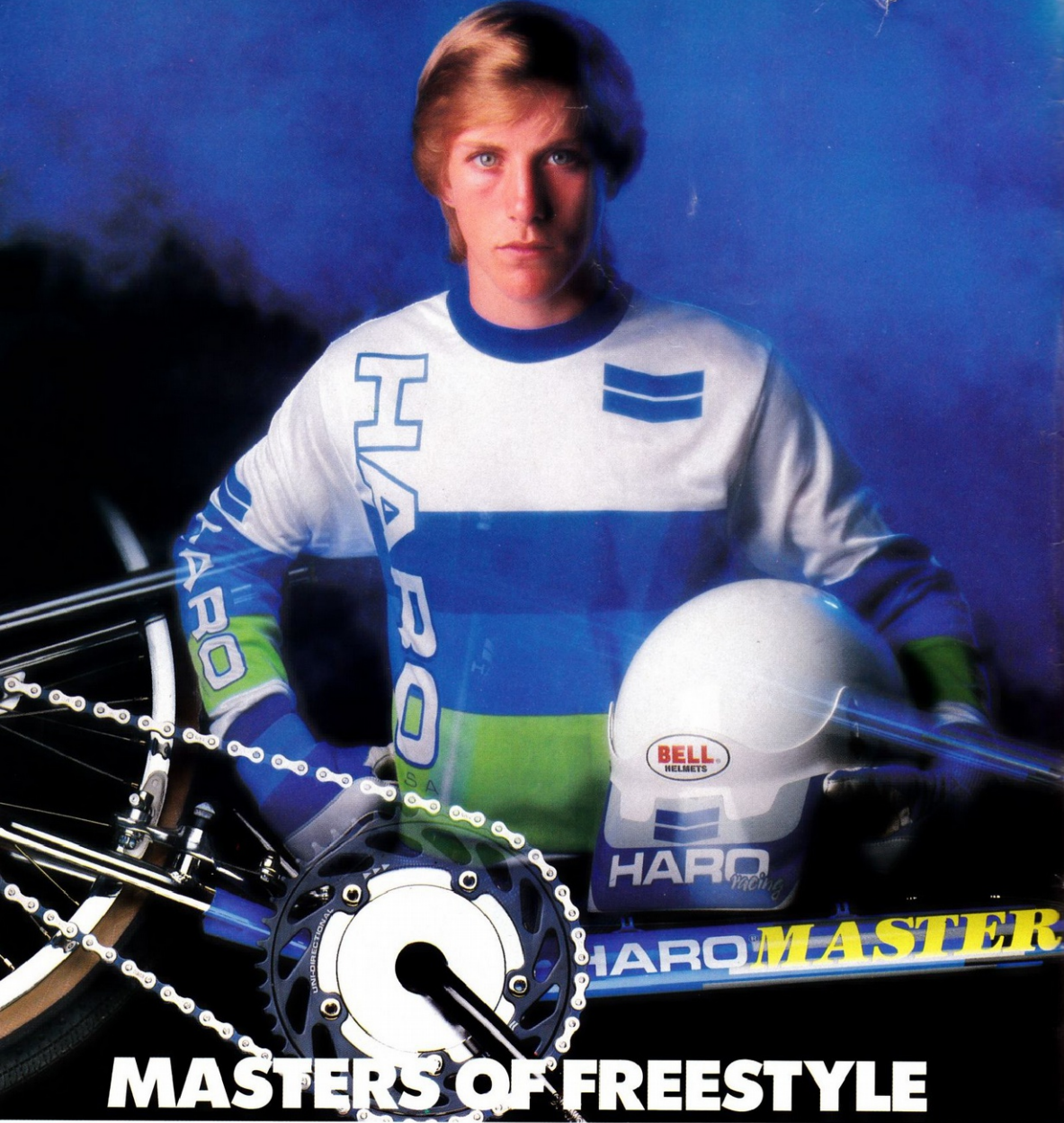
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# american freestyler

NOVEMBER 1987

VOLUME 2, NO. 7

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Entering the ring



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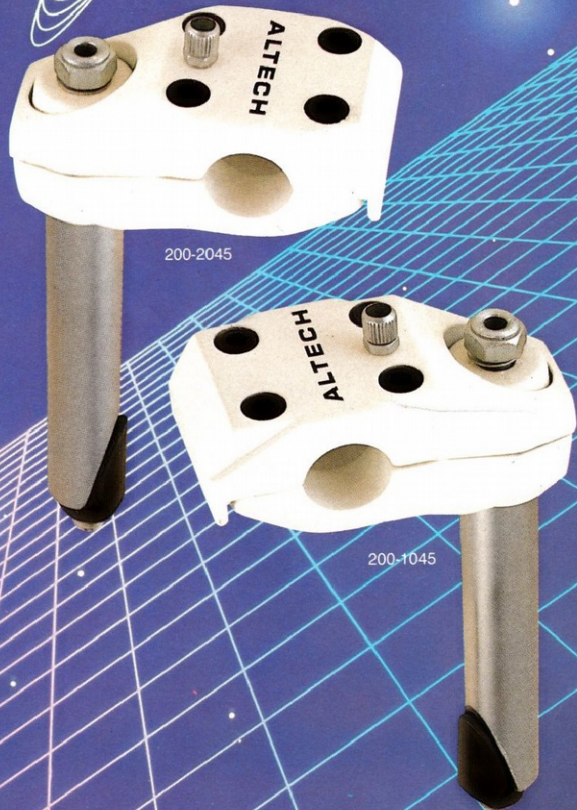
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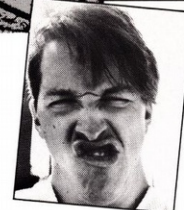
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# FACTS & RUMORS



By  
Scott Towne



After talking to CW, then Hutch and then CW again, Chris Potts finally signed with Hutch. This was taken at the Colorado Springs 2-Hip contest—which you'll see in an upcoming issue.

### SAME BAT TIME, SAME BAT CHANNEL

Next month in this mag you'll be seeing, besides the normal stuff, the "1988 Guide to Coolness," which features all the latest bikes, parts, casual wear and, in general, cool ways to spend the coming year. Besides that, we'll have the full scoop on the Colorado Springs, Colorado, King of Vert ramp jam. Without giving everything away, we'll merely say that the guys who won (Expert and Pro) both ride for the same team, are totally smooth and have the initials J.J. and B.B.—and they aren't Jim Jones and Buffalo Bill. Recent ramp rager Josh White didn't win (and wasn't even there), due to his healing collarbone, which he broke while practicing for this month's American Freestyler interview. Other injuries this month include General's Todd Anderson, who slammed on a 540 while on tour, and broke his wrist. It healed fast, though, and he was riding again in a matter of days. While Todd was out, ringleader R.L. Osborn, never one to let down the crowd, took Todd's place in the air. If you recall, R.L. is semi-officially retired from ramp riding. Also on the quick-healers' list is Joe Johnson, who broke his thumb. Before he even had a chance to relax, though, he was back to his favorite activity again—blasting unbelievable airs.

### McCOY, WILKERSON, ITSON AND... ARCHIE?

That hero of comic-book heroes, Archie, once again broke out his freestyle

freshness (for the second time in the past year). By the looks of the cover, **Jughead** doesn't seem too impressed, but Veronica and Betty are stoked with the big A's "stunts." What we want to know is, will Archie's freestyle career be shattered by his poor grades in grammar, or will he find a ride and go on to stardom?



Archie and the gang are on the loose again.

### G.P.V., H.P.V. OR B.V.D.?

No, not underwear. You know what a G.P.V. is, right? A gravity-powered vehicle—a downhill coasting bike. The problem with a G.P.V. is, you need a deserted mountain road to ride one, and deserted mountain roads aren't easy to come by. Mountain roads with cars are easier to find (and a lot more dangerous). People in Iowa or Ohio, however, are just plain out of luck. Enter the H.P.V.—human-powered vehicle. These machines are supposed to look like cafe/roadracer motorcycles. They have lowered bars, a low center of gravity and a crouched and streamlined rider position. They are powered by pedals, not motors, of course. The first one we heard of was a Dan Hanebrink-designed, Kawasaki Ninja-looking Hutch, but after a little backtracking, we figured that some mystery bikes Diamond Back and Haro have been talking about might be the same type. Sure enough, a call from Al Stonehouse at D.B. verified it. The new bikes are similar in design, and the D.B., Haro and Hutch bikes will feature Shimano SIS six-speed transmissions and Bio-pace gears, as well as the cafe design. We haven't seen any of them yet, but the Haro and D.B. are being debuted soon, and we'll have the full scoop next issue. What we want to know is, was it coincidence that Hutch came out with its H.P.V. at almost the exact same time as the other two? According to Hutch, Dan Hanebrink had an H.P.V. two years ago. Is



Spy photo of the 1988 Haro Master. Look for the full test in an upcoming issue.

# FACTS & RUMORS

espionage involved? Are there double agents within the bicycle industry? Does anybody care?

Back on the G.P.V. scene, Hutch will also be selling a production downhill bike. Master gravity defier Hanebrink has been testing it for several months and has hit **100 mph** on this full-fairing disc wheel, suicide mobile! Scary.

## DEATH, DESTRUCTION . . . AND HAPPINESS

Those of you who've been around a couple of years know that the **Del Mar Skate Ranch** near San Diego, California, was one of the hottest skateparks in the world, hosting several King of the Skateparks contests, and having some of the hottest skateparkers (i.e. **Tony Murray, Donovan Ritter, Brian Deam** and **Jon Peterson**) as its frequent attendants. Unfortunately, Del Mar has recently fallen prey to the wrath of insurance problems that closed almost all the other parks. It is closed—and plowed. Only skateboards, not bikes, have been allowed in the park for the last two years or so, but the thought that it's completely gone is sad—like when your goldfish dies.

Also gone forever is **Doug Ranzazzo's** famed Camarillo ramp, home to **Todd Anderson, Dino DeLuca, Steve Broderson, Robert** and **Richard Smart, Danny Lupold, Josh White** (who recently moved to Camarillo) and Doug R. himself. As mentioned last issue, a new ramp will be built at Doug's grandma's house, but it won't be 40 feet wide as we said—the new ramp is going to be **60 feet wide!** Sponsors and financial aid are currently being sought. Anybody have a spare grand?

## THE ARIZONA UNDERDOGS

The new **ABA Freestyle** sanction is coming onto the scene in a big way. Besides having its first contest (this issue), they held a press/manufacture's meeting at the LAX Hilton. Being members of the



Del Mar Skate Ranch—Doom's Day.



George Harroquin landed a spot on the new Air-Uni team.

press, we were there, as was Haro's **Bill Hawkins**, Awesome's **Jeff Cotter** and T.M. **Robert Cardoza**, CW's **Mike Miranda, Ron Haro** of Skyway, **Craig Harley** and **Howie Cohen** of **Kuwahara, Shawn Buckley** from GT, **Dick Cotter** (Jeff's dad), **Allen Brown** and his Air-Uni contingent.

**Brad Fanshaw, Denny Griffiths** and ABA prez **Clayton John** explained the rules, regulations and plans for the ABA and said they are trying to make freestyle "a family show." They are going to be promoting contests at the grass-roots level, as well as nationally. Sounds good to us, we hope they can put it all together. If you want to check out a major ABA contest, **Vision** is sponsoring the **Global Freestyle Championships** in Oklahoma City, Oklahoma, this Thanksgiving. We'll be there.

## MISCELLANEOUS RUMORS, RUMBLINGS, ETC.

Most of the summer freestyle tours are ending, but some are still in progress. Diamond Back's entourage of **Mike Dominguez, Woody Itson** and **Tony Murray** will be on the road for about another month. In case you don't know, Mike was never a big fan of being away from home for so long, but according to Al Stonehouse, he is admittedly enjoying himself on tour. Amazing.

As the General "Cruisin' the States Tour" (with **Fred Blood, Chris Rothrock, Phil Finkle, Mark Roland** and **Mark Koetz**) was winding down, the team's mega-buck Chevy Suburban cruiser wasted a drive shaft. A new one was bought but the wait to have it installed would be so long they'd miss the next show if they didn't leave right away. Fred "I can do anything" Blood installed the new shaft himself, and the show went on.

**Vision** didn't have a bike tour this year, but may in '88. Promo guy **Jeff Bottema** says they are currently organizing a full-on team (as well as cosponsoring riders on other teams). SoCal ground grinder **Nathan Shimizu** will probably be one of the first riders on it, with more to come.

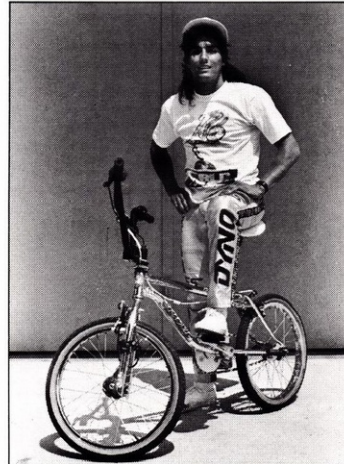
**Reebok** shoes is also in the process of starting a team and designing a freestyle shoe, according to spokesperson **Noreen Austin**. Reebok is rumored to be talking to some very big names.

**Air-Uni's** much-advertised bike is finally out and looks hot. The team picked

up Vista, California, local **George Horroquin** and is talking to others—super-hot Oregonian **Monte Hill** is rumored to be one of them.

While at the L.A. International Airport recently, Scott Towne met **Tina Louise**, a.k.a. **Ginger Grant** of the '60s TV show *Gilligan's Island*. He was so stoked after talking to her that he's considering a "Freestyle on Gilligan's Island" feature story for *American Freestyler*. Now where's **Jedd Clampett**?

**QUOTES**  
 "I'm glad I did it, but I'm glad it's over."—Mike Miranda on his first freestyle tour.  
 "I hate the nervous part of freestyle."—Matt Hoffman.



Eddie Fiola is off GT and talking to Hutch, Reebok, Air Uni and General.

## FIOLA—GT= HUTCH?

The biggest shocker in freestyle history is that long-time **GT** superstar/emperor of vertical/King of their Skateparks, **Eddie Fiola**, is off GT! His contract expired, and he said "goodbye." Ed is entertaining offers from **General, Reebok, Hutch** and **Air Uni**, but he hasn't signed with anyone. Eddie wants to go to General and says, "I think **R.L.** and I would make a good team," but nothing's been signed. Hutch, on the other hand, has been talking to Eddie and **Rick Allison**. Hutch has acquired the talents of sizzling-hot up-and-comer **Chris Potts** from the **Awsome** Shoes team (he'll still be wearing their shoes) who was talking to CW. Joining Chris on Hutch's full-factory squad is Maryland's junior ripper **Greg MacComber. Kenneth Evans** and **Mitch Collins** are both off the team. Although Eddie's still doing shows with **Gale Webb**, he was recently spotted at a multi-media bash at **Life's A Beach**, blazing the halfpipe which was constructed especially for the party. Also in attendance were **Scott Towne** and his fiancée **Robin Rel.** ■

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# READER'S RAP

Computer-generated scooter fun from Jason Crowley of Springfield, Vermont.



## WHERE'S THE PARTS?

Dear American Freestyler,  
Your mag rips! I especially liked "Project Eurobike." Say, how about doing a bike that's all blue or yellow or red or green or purple or um . . . brown?

**Ryan Johnson**  
Champlin, MN  
P.S. Or pink!

What about chrome or black or gray or zebra-striped or camouflage or rust or clear or splattered or chocolate-dipped or all stickers? These are only a few of the many suggestions we receive almost daily. Purple is a new suggestion, but, could you be more specific about which parts on which frame you have in mind?

## THE THINK TANK

Dear American Freestyler,  
I like your mag! I like everything you do with it. I especially like your bike projects and have an idea for one. How about going out and looking at people's bikes as they ride around and then taking the most popular kind of part off each one and putting the whole thing together?

**Gary Exum**  
Niles, MI  
Cool idea — as long as you don't mean for us to REALLY take each part. It's hard to write a mag from jail!

## DON'T GIVE UP!

Dudes,  
I have a real problem. I live in this dinky little town in which this other dude and I are the only ones who ride. Now he has started skating (yuk!) and quit biking altogether. It's no fun to ride by myself. The only other person I know who rides lives a two-hour drive away. I need some suggestions!

**Chris Frye**  
Radford, VA  
P.S. Is it true Dominguez pulled off a 900? Most of us were in similar situations at one time or another. Some of us still are! This includes several top riders, as well as a large majority of our readers. Things will eventually turn out. Keep riding, even if it's with skaters. They may teach you something.

P.S. Mike says he has. We've seen him come awfully close, so we believe him.

## HE DOES WHAT?!

Dear American Freestyler,  
First off, I'd like to say your mag shreds my brain! I hope my grandma gets me a

two-year subscription, but if she doesn't, I'll rustle up the cash myself.

We have some hot locals up here in Santa Clara, California, such as the "Ground Crew," who specialize in flatland, and another team whose name I don't know, but who rip hard! One guy on this team can do quadruple hand glider boomerangs and (get this) triple boomerangs! I'm having trouble doing one! Another guy on a Haro Master can do griz airs eight-ten feet out! And his specialty is the nightmare air—it's like a nightmare, because if you bail, you die. What he does is speed up the ramp, let his legs go over the top tube like a no-footed cancan, grab onto the seatpost with his left hand, let go with the right, and then he reverses it all and goes back in! It's insane! He can also do double top guns! How about that for locals?!

**Andy Johnson**  
Santa Clara, CA  
Send photos, videos, holograms—whatever you can—right now!

## COMPELLING COMMENTS

Dear American Freestyler,  
I read with great interest the "Freestyle Forum" article in your August 1987 issue. As a freestyle promoter, I felt compelled to make some comments.

I believe the pros made some very intelligent observations. I listen to the riders, because they usually give excellent input. I must take issue with McGoo's comment: "If you haven't ridden a bike, you aren't qualified to judge." I have been on almost every judging panel at AFA Masters events for the past two years. While I don't freestyle, I have managed a freestyle team for two years, I've managed a factory team tour, and I've run an Explorer Post whose specialty is freestyle. I've also held contests for over three years. Most of the judges have similar qualifications. If the riders think we don't know what we're doing because we don't ride, that's lame!

I might further add that back in the early days of freestyle contests, I watched pros chosen for the judging panels thumbing through magazines and talking to people

during riders' runs. They ride bikes, but they sure weren't paying attention. A concerted effort has been made to make the judging as fair as possible, but riders will always complain. After all, everyone would like to win.

Eddie's comment about the judges not knowing what is difficult also is another controversial statement. A trick is difficult if you can't pull it off. Certainly, the difficulty of tricks is comparative, at best. If you don't believe me, ask some of the riders which tricks are difficult. They will always name the ones they can't easily pull off. One guy will tell you that a certain trick is difficult; another will tell you it is easy.

My biggest complaint about the sport right now is the fact that the magazines pretty much ignore the promoters of the sport. Certainly, it's more interesting to hear about the riders, but it wouldn't hurt to give credit where credit is due. I personally spent months helping to prepare for the Palm Beach Masters, making hundreds of phone calls and numerous 90-mile trips to the facility, not to mention the hours of sleep lost worrying about whether the contest would go well. I might as well have been dead when the magazine coverage came out.

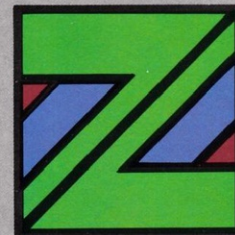
I also must take issue with the ramp practice complaints. In Palm Beach we scheduled practice the day before the contest, necessitating getting up early and setting up the ramps. A four-hour practice was scheduled, and the riders were notified. Many didn't bother to come. They are probably the same ones who complain about not having enough time to practice. I know the Dothan Masters had practice scheduled the night before the contest, also.

The safety of the riders is a big concern for all of us. I can't recall a contest where there wasn't a paramedic on the premises. Perhaps, since they are often stationed in an office in the contest facility, they aren't noticed.

Safety for the spectators and the image of the sport are also big concerns for the promoters. While I am very much in favor of having fun, I do get annoyed when team managers ignore our requests not to create dangerous situations for the spectators by ignoring our requests not to do sticker tosses and have kids hanging over balconies to get freebies. The coverage of the Texas ramp contest very smoothly ignored the fact that the cause of the injury to one of the judges was a sticker toss. A spectator in Austin lost an entire fingernail in a sticker toss. When some kid's parent institutes a lawsuit because of one of these incidents, and we are unable to hold contests, then perhaps someone will take us seriously.

The riders also need to take a look at their behavior at contests. We are rapidly running out of hotels willing to host events. I can't blame them when you look at the amount of damage done by the

(continued on page 71)



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# ENVIRONMENTAL ASSAULT

No ramp?  
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Barrier for many, object of enjoyment for others. One of the others, Jon Peterson, enjoying a gnarly bank-to-wall carve at speed. ▶

▶ No footer garage-door plant. Environmental King Eddie Roman die Roman making use of a six-inch bank to reach unreal height.

Our fave wallriding spot. Mike Moore (a local San Diego ramp rager and excited walling for the first time this particular night. Pretty bio! ▶

■ Life in the city. Oh yeah! The buildings, the people, the smog, the noise and the busy streets. This is an environment with many possibilities for the aware and skillful rider. Look around, talk to others and be creative in your never-ending search for fun and radness. Join us as we continue to look behind fences, around corners, down alleys and across town.



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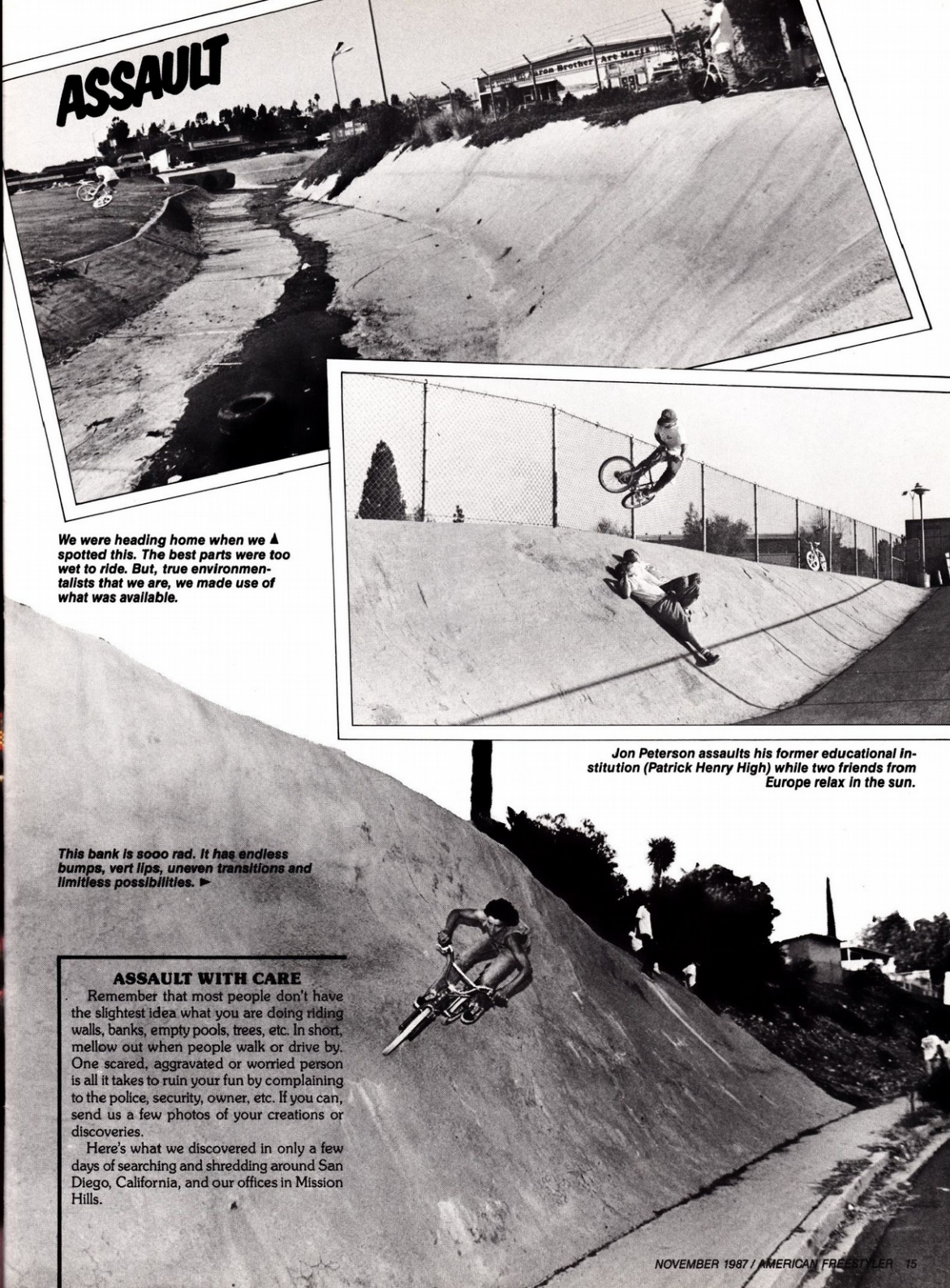
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# ASSAULT

*We were heading home when we spotted this. The best parts were too wet to ride. But, true environmentalists that we are, we made use of what was available.*



*Jon Peterson assaults his former educational institution (Patrick Henry High) while two friends from Europe relax in the sun.*

*This bank is sooo rad. It has endless bumps, vert lips, uneven transitions and limitless possibilities. ▶*

### ASSAULT WITH CARE

Remember that most people don't have the slightest idea what you are doing riding walls, banks, empty pools, trees, etc. In short, mellow out when people walk or drive by. One scared, aggravated or worried person is all it takes to ruin your fun by complaining to the police, security, owner, etc. If you can, send us a few photos of your creations or discoveries.

Here's what we discovered in only a few days of searching and shredding around San Diego, California, and our offices in Mission Hills.

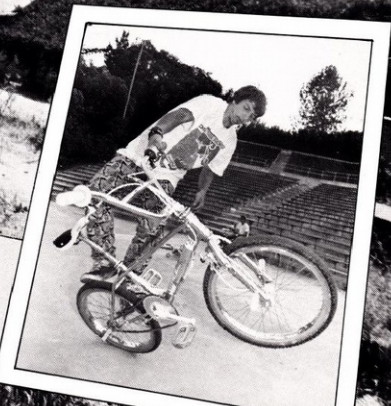




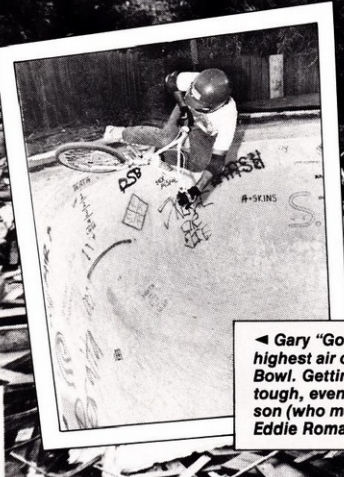


This environmental playland was discovered at a local San Diego golf course.

Create your own environment. Our other European companion, Craig, performs a lawn-mower to no-handed pedal picker for thousands of fans. ▶



The "Destruction" Bowl. Eight feet deep, less than three feet of transition and five feet of sometimes overly vert gnarliness. ■



◀ Gary "Gonzo" Gonzales with the highest air of the day at the "Destruction" Bowl. Getting close to the top was tough, even for Tony Murray, Jon Peterson (who managed a smooth roll-in) and Eddie Roman.

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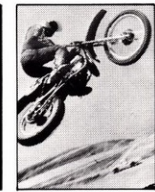
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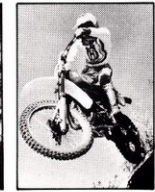
1. MARK "THE BOMBER" BARNETT



2. SOARING CLARK "KENT" JONES



3. MARTY MOATES AND CHUCK SUN



4. DICK BURLESON ON THE ROCKS



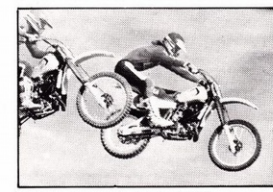
5. BOB HANNAH AT UNADILLA GP



6. DUNES-RIDING ON AN ATC250



7. JOHNNY O'MARA ON A 125 MUGEN



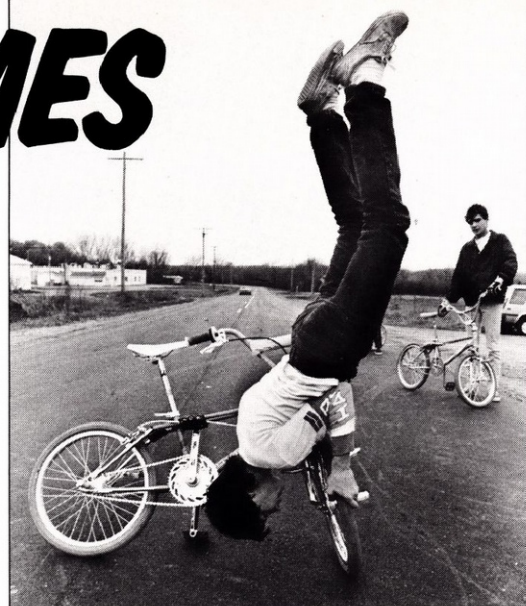
8. FLYIN' FOUR-SIXTY-FIVES

# FUN & GAMES

It sure beats checkers

■ How would you like to make a living at freestyle? Sounds great, doesn't it? Signing autographs, making big bucks, having your picture in *American Freestyler*, checking out the chicks, training. What? Training? Sure, you've got to take the bad with the good. But in this case, you can make the training part fun. To avoid "bicycle burnout," many of the top riders in freestyle play games on their bikes. Not only does this help their bicycle skills, which in turn makes them better freestylers, but it's fun, too!

Here are a few of the more popular bike games you and your friends can try. Don't worry if you're not a great freestyler; that doesn't mean you won't be any good. Mastering these games will be a great steppingstone to becoming a better rider. Try them out and see if you agree (we're sure you will).



**Bicycle H.O.R.S.E.**  
Played like the basketball game, except you use freestyle tricks instead of shooting baskets. Curtis Meyer goes for the Nourie handstand while Kurt Schmidt awaits his turn. ▶

## BIKE TAG

This is one of the most grueling of all bike games. To start, get a pop can or a ball and a bunch of friends (or enemies) to divide into two teams. Set up two goals at opposite ends of a parking lot (an empty parking lot), driveway or whatever. The only rules are that you must stay on your bike and only your bike can touch the can or ball. Direct the can (ball) by doing kickouts to hit it and by hitting it with your front wheel. It sounds easy, but it really takes some getting used to. It also takes a lot out of you.

## BIKE TAG

The object is simple; one guy is "it" and chases the other riders trying to "tag" them. To do this, touch the other rider by crashing into him, T-boning him (a popular race move), kicking out into him or whatever it takes—as long as you're "it."

A slightly different version, "Rag Tag," is basically the same, except the rider who's "it" carries a sock that's rolled into a ball and

throws it at another rider to tag him. If he hits the other rider, that rider becomes "it." Either way, both games are a blast!

## H.O.R.S.E.

No, you don't freestyle on a horse. This game is a version of the basketball game, except you use tricks instead of a ball and hoop. The first rider does a trick, and then the next rider tries the same trick. If he (or she) fails, they get an "H." The loser is the first one to spell horse (or whatever else you may want to spell). The longer the word and the more players you have, the longer the game lasts. This is especially great for dialing in your routine for an upcoming contest.

## ADD A TRICK

This game can get real hard, quickly. For example, the first rider does a boomerang, and then the second rider has to do that plus another trick. The next rider has to do those two and a trick of his own. You're eliminated when you don't pull off a trick. The winner is whoever can pull off the most consecutive tricks.

## THE NUMBERS GAME

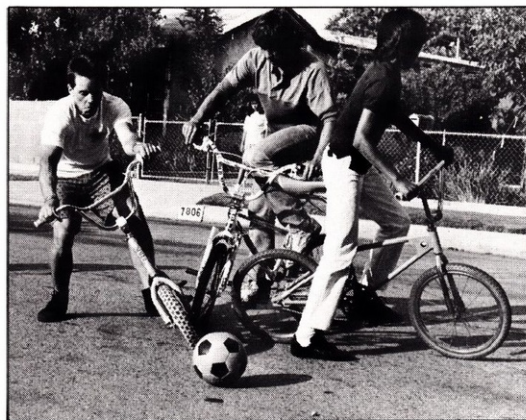
No, it's not a game show. In the numbers game, you see who can consecutively do the same trick the most times. For example, who can do the most fork hops, pinky squeaks, decades, etc. The *numero uno* guy is the one who does the most. You can also see who can do the farthest backwards nose wheelies, side glides, etc.

## THE ONLY LIMIT IS YOUR IMAGINATION

There are a lot of other games you and your friends can play and even more waiting to be invented. Some of these tricks can apply to the plywood pilots (ramp riders) of the freestyle world, too! Whatever game or games you play, be sure to look out for traffic, pedestrians (also known as people), dogs and various other freestyle hazards lurking in the shadows. ■



Swingset freestyle? Yep, this is one of the more zany games you can try out on your bike. Unfortunately, it's also one of the most dangerous.



◀ Scott "Pete" Towne goes for the block while trying to gain control of the ball in a friendly game of bicycle soccer.

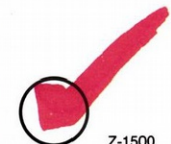
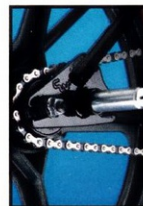
# CHOOSE ONE.



CALIFORNIA BOULEVARD



SHAKER



Z-1500

(We knew it wouldn't be easy.)



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# GENERAL

## FRED BLOOD

Freestyle thrills for under 2 bills

■ A perfect bike would be cheap, light, strong, good looking, have all the necessary platforms, good brakes and great handling. So far, such a bicycle doesn't exist. Sure, there are bikes that almost fit the description, but they usually lack the first characteristic: a small price tag. There are plenty of cheap bikes around, too; you can go to your neighborhood Kmart and pick up a "freestyling BMX" for under 100 bucks. Any kid fresh off the cabbage truck can tell you that those are totally bogus for any kind of serious shreddin', though. So what's a guy on a tight budget supposed to do, take up croquet?

### NOT HARDLY

Frugal freestylers may be in luck. General's low-end Fred Blood model goes for about \$175. (In case you've been saving, there's also a Blood Pro Series that goes for \$350.) It even has a genuine ACS Rotor and screw-in fork pegs! Now, before you start buggin' your parents for \$175, you'd better let us take a look at the bike to see if it's any good.

### LOOKS THAT KILL

The bike looks great with its bright paint and graphics. Some of you may even dig the wheel covers—they're totally useless but add a streamlined look and are a great place to

*Except for the windsailing wheel covers and slight weight problem, the General is a stable flier. Chris Rothrock X-up action.*

◀ *Whether a bike costs \$175 or \$575, you don't tweak turndowns on it if you don't trust it. Obviously, Chris Rothrock trusts the General Fred Blood. By the way, it sells for \$175.*

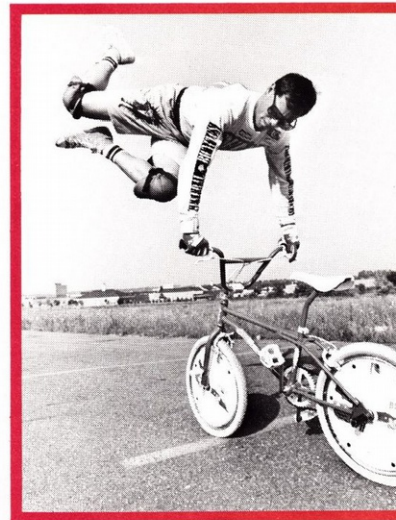
put stickers. The looks and price alone will sell tons of these bikes to the street-cruisin' set.

The Rotor and fork pegs we told you about, but the rest of the components aren't exactly famous brand names. That's not necessarily bad, though. The frame, forks, bars, seatpost, wheels and cranks are all mild steel. Mild steel is much less expensive than chromoly and aluminum (remember that price tag), but it's heavier than aluminum and weaker than chromoly, so more material is necessary to get the same strength. The end result is a difference of about six pounds and \$200 from a pro-model bike.

The rest of the Blood is a stew of generic Taiwanese componentry, as any bike in this price range would be. Formos alloy calipers, a Hutch-type stem and imitation Mushroom grips are prime examples.

### BELIEVE IT OR NOT

Believe it or not, this bike rides amazingly well. It looks an awful lot like an '86 GT Performer and shares similar geometry. The semi-mellow 72-degree head angle gives greenhorn stylers a controllable ride, but it



**Captain Fred Blood on the General Fred Blood. ▶**

Scott Towne

# STREET WISE



"In the world of freestyle, you can't buy a bike more choice."

**Scott Freeman**  
AFA 14-15 Expert Flatland.



"When it comes to freestyle, I wouldn't trust any other bike. Skyway's the best."

**Matt Hoffman**  
AFA 14-15 Expert Ramp Champion

If you're ready to crank it up and hit the streets, we've got the bikes that'll change your attitude about freestyle. Just check out our Street Beat and Street Styler. Tricked out with Skyway's patented Spinmaster II, and E-Z Pro Bars, you can really get down to some serious stunts with these pups. And when you're out there, trust Skyway to dominate the action with the highest quality components from Dia-Compe, Suntour, Odyssey, and Viscount. With

100% Chrome-Moly tubing, and heat treated dropouts, you know Skyway built these bikes to be street wise. And you know they built them to last. Street Beat available in blue/grey and red/white. Street Styler available in blue, grey or white. Want to get street wise? Get Skyway.

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4451 Caterpillar Road Redding, California 96003

Specifications subject to change without notice.  
C.P.S.C. equipment included but not shown.  
RIDE SAFE - Always wear a helmet and proper safety equipment.

© 1987 Skyway Recreation Products

## GENERAL FRED BLOOD

isn't chopperish enough to hinder harsh stunts. The low profile and roomy front triangle will accommodate almost any sized rider (with proper bar/seat adjustments) in the five-to six-foot range.

You'll probably want to add rear frame standers or axle pegs (we bolted on Odyssey Bullets for the test), and maybe take off the wheel covers (you can sell 'em to your cousin or brother or someone) or keep them if you wish, but other than that, this bike is ready to ride. For lawn mowers, tail whips, front/back wheel hops and similar basic moves, the General performs perfectly. The top tube platform is small enough to stay out of your way, and it gives your feet plenty of room for one-footed backwards-bar-spinner frame-stands or whatever. It works fine for standard-issue framestands, too.

The bars and seatpost do their job and keep your body in fine form. There isn't a whole lot to say about the forks, but the pegs are in the right place and are a good size.

### BELIEVE IT OR NOT, PART II

This bike even handles on ramps. It's comfortable, stable and controllable. The weight limits how much you can throw it around, but that'll keep beginning ramp raggers from sketchin' out as badly as they might on a super-light bike. One-handers, one-footers, combinations of the two, X-ups and even lookdowns were pulled off during our plywood punishment session.



**Rotor? Great. Screw-in fork pegs? Perfect. Kenda tires? Cheap-o's but they work. GT-Inspired frame design? Blatant but functional. Steel rims? Cheap and weak. Wheel covers? A fine place for the Hustler stickers, but useless and sketchy in wind.**

**With a set of rear pegs or platforms bolted on, the Blood is ready to rage. Backyard by the guy who could sweet-talk Eskimos into buying automatic ice makers. ►**

### IT ALMOST HELD UP

The only failure we had with the General was that the front wheel bent during some I-hops (not to be confused with the pancake restaurant of a similar name). We bent it back to usable condition by jumping on it with our feet, but that made us even more doubtful about the strength of the steel rims. Surpris-



### SPECIFICATIONS

#### GENERAL FRED BLOOD

##### I. FRAME AND FORK

**Type:** Freestyle, age range 10 & over.  
**Frame design:** Single top tube with platform at seatmast, curved, GT-type down tube.  
**Frame construction:** Mild steel.  
**Diameter of top tube:** 1-1/8" O.D.  
**Diameter of down tube:** 1-1/4" O.D.  
**Diameter of stays:** 5/8"

**Fork construction and design:** Tubular, leading-axle design.

##### II. GEOMETRY

**Wheelbase:** 36" to 37".  
**Steering head angle:** 72°.  
**Seat tube angle:** 73°

**Bottom bracket height:** 11" (center of B.B. to ground).

##### III. DRIVE TRAIN

**Pedals:** Victor VP-767,

nylon body, chromoly shaft.

**Cranks:** Steel, one-piece, 165mm.

**Front sprocket:** Steel, 41T.

**Bottom bracket:** Steel, retainer ball.

**Chain:** KMC, 1/2" x 1/8".

**Freewheel:** Standard, 16T.

##### IV. WHEELS

**Rims:** Jin Lin, steel.

**Hubs:** Joy Yu, steel.

**Tires:** Kenda, 20" x 1.75".

##### V. STEERING

**Grips:** Mushroom II type, plastic.

**Handlebars:** Steel, 27" wide by 8" high, knurled crossbars.

**Stem:** Hutch-type, alloy clamp, steel shaft.

**Headset:** Steel, retainer ball.

##### VI. SEATING

**Seat:** Viscount

**Dominator.**



**Seatpost:** Steel, laidback.

**Seatpost clamp:** Steel.

##### VII. BRAKES

**Calipers:** Formos, alloy, front and rear.

**Levers:** Formos, Tech 4 style.

##### VIII. ACCESSORIES

**Platforms:** Screw-in fork pegs, top tube platform.

**Detangler:** ACS Rotor.

##### C.P.S.C. equipment:

Yes.

**Others:** Plastic wheel covers.

##### IX. WEIGHT

31-1/2 lbs.

**X. PRICE**

\$175.

##### XI. COUNTRY OF ORIGIN

Taiwan.

##### XII. ADDITIONAL INFORMATION

General Bicycles  
50 Oak St.  
E. Rutherford, NJ 07450





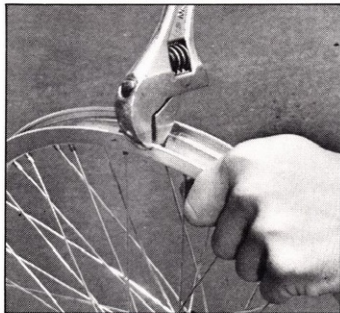
# HOW TO TRUE YOUR WHEELS

Straight & simple

◀ Tricks like this Miami wedge can be hazardous to your wheels' health. Here's how to keep 'em alive.

■ If you've been reading every issue of *American Freestyler* lately, you're becoming more aware of your bike's mechanical operation. You know how to adjust brakes, grease a headset and even apply new frame stickers. This month we go for the wheels. Yup, those wobbly, brake-rubbing, tweaked and thrashed alloys you've been ragin' on forever. Hopefully, it's not too late!

It takes about as long to true the average pair of wheels as it takes to wash a large car. Confucius says, "sketchee washee, sketchee lookee." In other words, take the time to do it right. You may want to read all five steps before trying something this delicate. As with freestyling, practice is essential. Find an old junk wheel (if possible) and experiment on it first. Good luck!



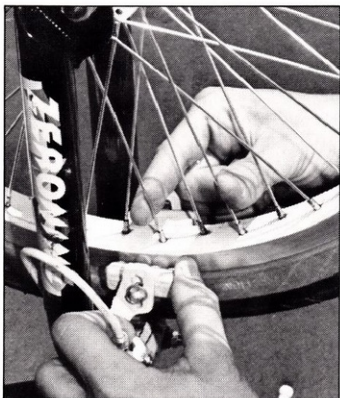
**STEP ONE: REMOVE ANY LARGE DINGS.** Big (ramp hang-up) dings can sometimes be taken out with an adjustable wrench, a bench vise or (in extreme desperation) a hammer. Slip the wrench onto the rim, tighten until snug and then gently bend out the ding, checking progress as you go. Work back and forth along the ding, instead of starting at the center of it.



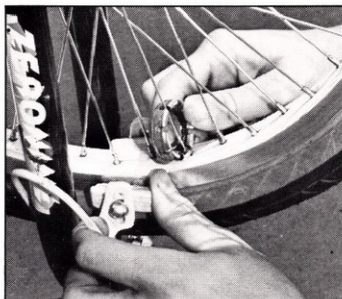
**STEP TWO: CLEAN AND LUBRICATE EACH SPOKE AND NIPPLE.** Wipe spokes clean with a rag or paper towel. Then drip a penetrating lubricant (Tri-Flow, WD-40, etc.) into and around each spoke nipple. Note: Excessive rust may prevent turning of the nipple. After cleaning and lubrication, try turning a few different nipples using a spoke wrench (available at most bike shops). If movement requires excessive force (i.e. stripping of wrench or nipple), you may not be able to continue with this procedure. Try more or different oil, continue riding your wheels the way they are, or consider buying new wheels.



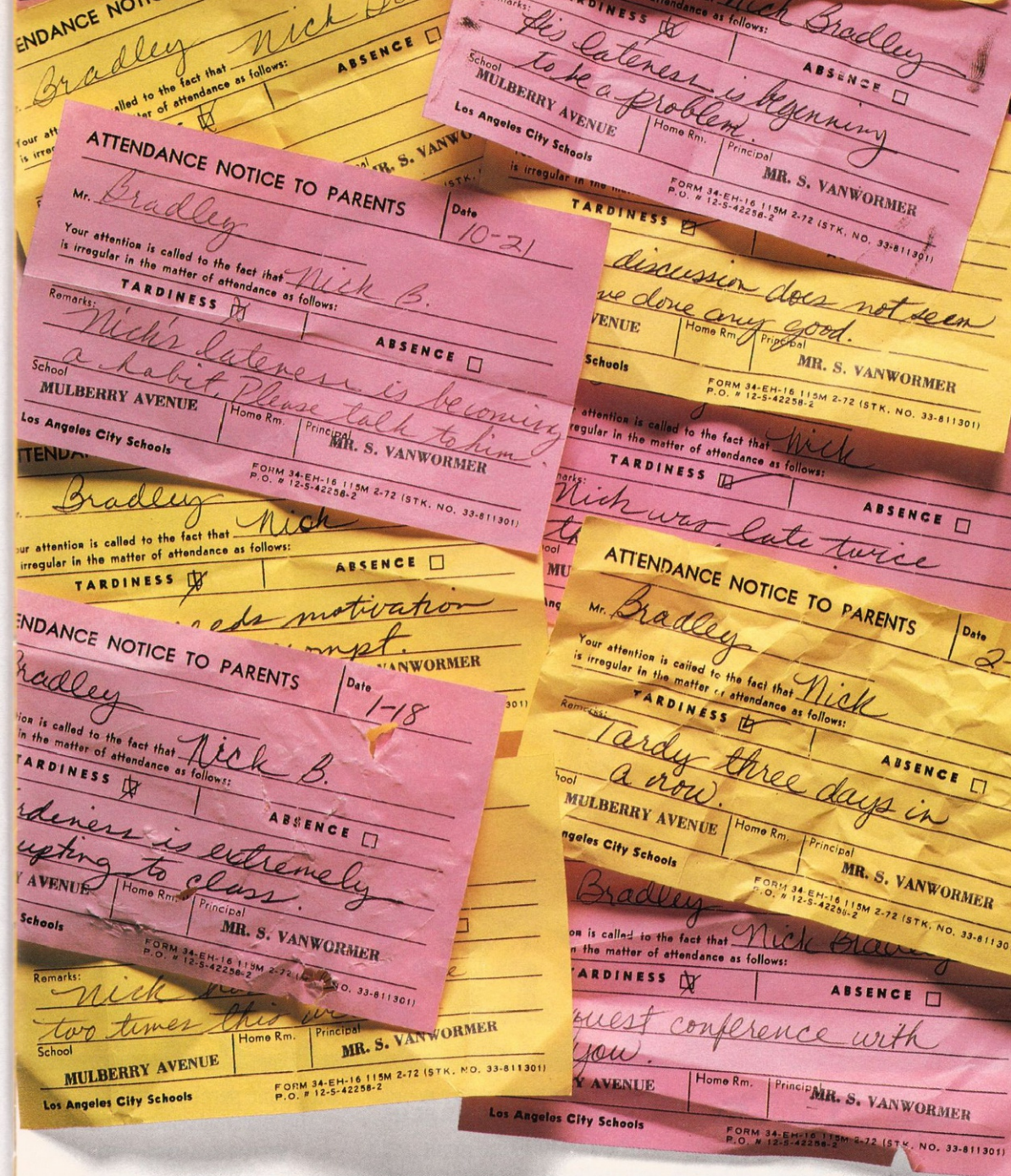
**STEP THREE: USE YOUR THUMB OR FOREFINGER AS A GUIDE:** Spin the wheel slowly in either direction while feeling for any side-to-side motion (where the rim moves outward, brushing against your finger as it's held against the frame, fork, or a brake shoe) by moving your finger toward or away from the side/brake surface of the rim. Make a mental note of anything major and then repeat this on the other side of the rim. Determine which side has the most outward movement (bend, warp, tweakage, etc.) and then slowly roll the wheel back and forth while looking and feeling for the exact start and finish of this (the biggest one first) bend.



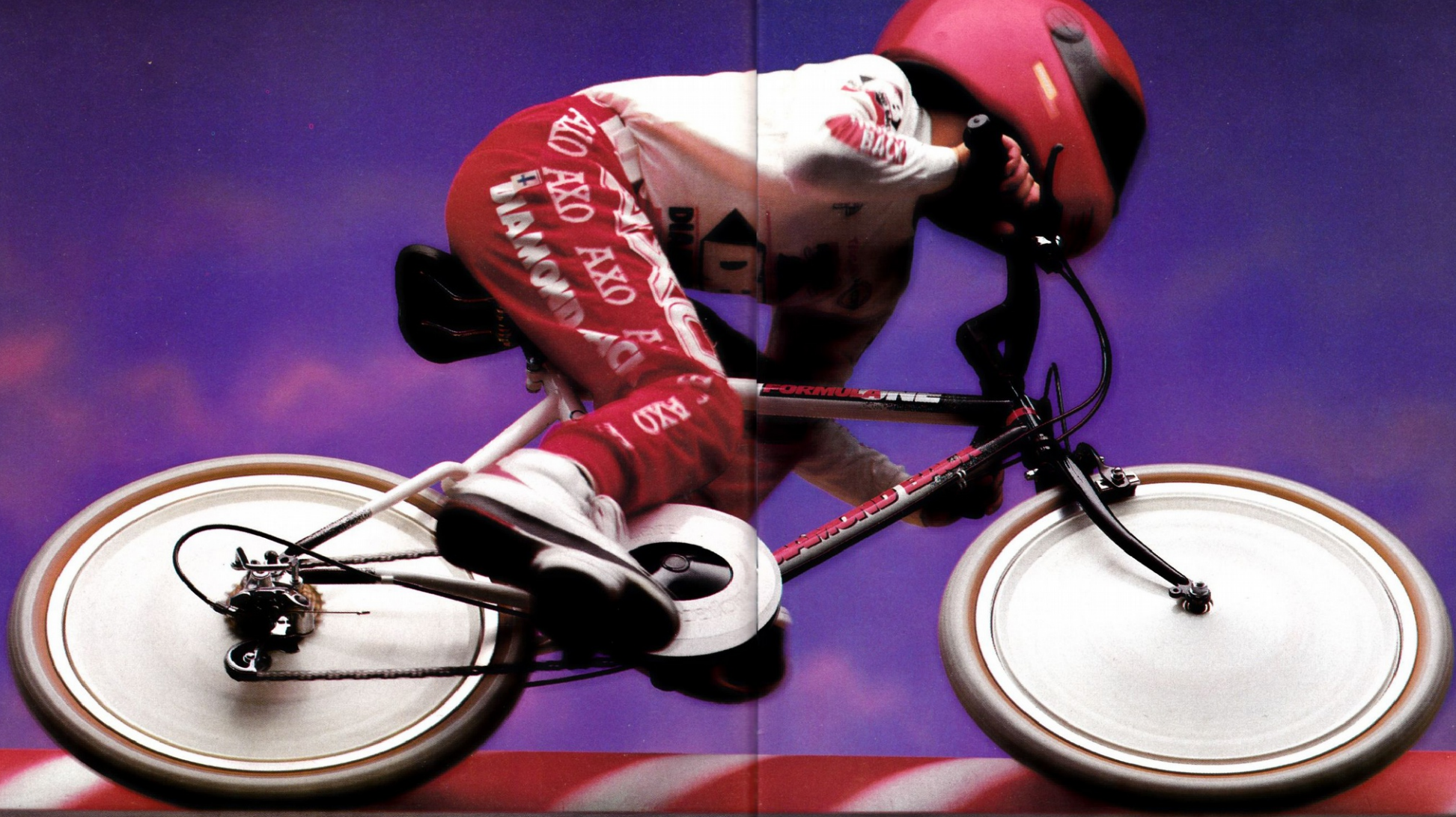
**STEP FOUR: ISOLATE THE AREA.** Grasp the spoke or spokes that are opposite the outward bend and that also line up with the beginning and end of this bend. These are the spokes you will be tightening to pull the rim into its proper shape. This is normally two-to-four spokes for each bend.



**STEP FIVE: TIGHTEN THE APPROPRIATE SPOKE/SPOKES.** Use your spoke wrench to tighten these spokes one-quarter turn each (clockwise). Constantly check progress by repeating steps three and four. Use one-quarter wrench turns only, to avoid over-adjusting or creating new problems. Average adjustment requires one-to-two complete wrench rotations, depending on the original tightness of the wheel. Take your time, be patient and read these instructions over again before starting. ■



# EXCUSES, EXCUSES.



# NO MORE EXCUSES.



The Formula One.  
Available in red or white.

**IF FERRARI BUILT A BICYCLE, THIS WOULD BE IT.**

The Formula One is one serious bullet of a bike.

In keeping with our philosophy of building race ready BMX machines and high flying aerial beasts, we decided to make a road machine that would

warp time permanently. And that's what we've done.

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We know that being totally fast also means being completely aerodynamic.

That's why we've slanted the frame geometry to wind tunnel

proportions, and covered the wheels for minimum wind resistance.

**SHIFT INTO THE FUTURE WITH BIONIC FORCE.**

The first thing you'll notice when you put a foot on the pedal is the torque of the F-1 Biopace Chainring. It's the

same advantage we've been using on serious mountain bikes, to make blasting by your buddies a total breeze.

And, for you racing fanatics, we've even added 6-speed shifting! A simple flick of your finger and you automatically shift into power mode.

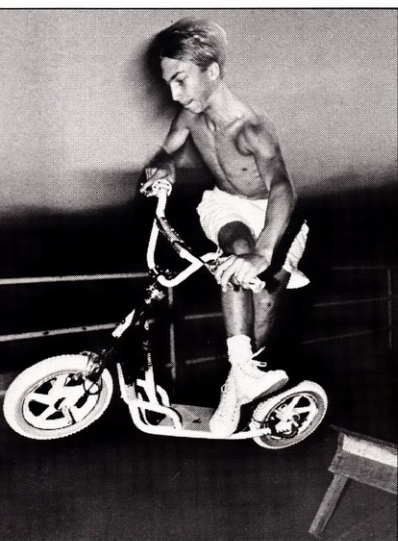
So, now that you're up to speed, make tracks to your Diamond Back Dealer and see the F-1 equipped Formula One before your friends do.

No excuses!

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**DIAMOND BACK**  
RATTLE THE COMPETITION

# SCOOTER TEST: PEREGRINE PERFECTIONIST



Expect the Perfectionist to handle many launch ramp sessions with no flexing or bending. If you want to stop after you land, you better put some real brakes on right away. Twilight flight by Kenny Birmingham of Vista, California.

■ We could start by comparing this scooter with others we've tested. Then again, why waste time? This is the strongest, biggest and heaviest scooter we've ever seen!

## BUT IS IT PERFECT?

Nothing is ever totally perfect. But two major changes would bring this scooter closer. First, the Lee Chi freestyle brakes are almost useless. The flex common to their design drastically cuts down on performance. We've been able to get reasonable performance on alloy wheels and other lightweight scooters, but for someone demanding perfect braking, another kind of brakes is mandatory. Second, the mag wheels are standard Taiwan issue. The front wheel worked satisfactorily, but the rear took a big dive. The rear wheel has bolt-on hub extenders to compensate for the wider frame design. This caused more

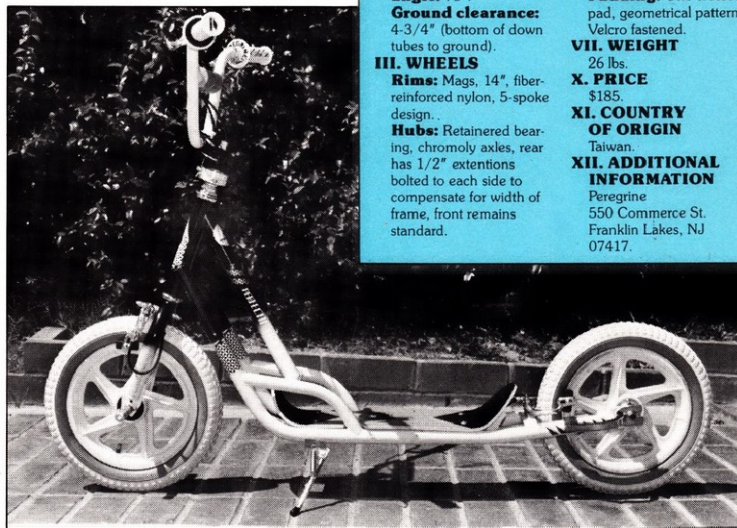
## The Strongest & Heaviest

flex, which eventually made the entire wheel wobble from side to side, further eroding brake operation.

After replacing the rear wheel with a used Skyway and readjusting the brakes, we continued putting the Perfectionist through the usual jumping, grinding, ramp riding and all-around thrashing that every test scooter receives.

The wider deck, along with the trick frame bracing, creates overall stability and strength superior to any other scooter we've seen. The design would be better if it allowed parallel foot positioning between the braces. We added grip tape to the trailing edges of these braces for more traction during airs.

(continued on page 71)



No, this isn't an egghead, it's just the moon-man helmet he's wearing. But you don't have to be an egghead to figure out that the Peregrine Perfectionist is one of the strongest scooters on the scene. Wilkerson's ramp being put to good use. ►

## SPECIFICATIONS

### PEREGRINE PERFECTIONIST

#### I. FRAME AND FORK

**Type:** Freestyle, 14"

**Frame design:**

1-1/8" O.D. oval top tube, dual 1-1/8" O.D. down tubes with dual 1-1/8" O.D. reinforcing tubes connected by a 1-1/4" O.D. oval cross member connecting to the top tube.

**Deck design:**

Fiberglass, 6-1/4" wide by 19" long, 45° kicktail at rear, 3" curve at front, textured surface and P-shaped grip tape for traction.

**Frame construction:** Chromoly with mild-steel bracing.

**Fork construction and design:** Tubular, mild steel, in-line axle, 1-1/8" O.D. tubing

#### II. GEOMETRY

**Wheelbase:** 39" to 40"

**Steering head angle:** 73°

**Ground clearance:** 4-3/4" (bottom of down tubes to ground).

#### III. WHEELS

**Rims:** Mags, 14", fiber-reinforced nylon, 5-spoke design.

**Hubs:** Retainer bearing, chromoly axles, rear has 1/2" extensions bolted to each side to compensate for width of frame, front remains standard.

**Tires:** Cheng Shin, snake belly gumwalls, 14" x 2.125" front and rear.

#### IV. STEERING

**Grips:** Peregrine Wings, plastic/rubber

**Handlebars:** Mild steel, GT-type, lowered crossbar, 27" wide by 8" tall.

**Stem:** Forklifter type, alloy clamp, chromoly shaft, hollow Potts bolt, ACS Rotor 1.

**Headset:** Steel, quick-adjust, retained ball.

#### V. BRAKES

**Calipers:** Lee Chi freestyle, alloy, front and rear.

**Lever:** Lee Chi, Tech-5-type, alloy.

#### VI. ACCESSORIES

**Bolt-on platforms:** One pair of alloy screw-in axle pegs, one pair of frame standers with foam/rubber inlay.

**Padding:** One crossbar pad, geometrical pattern, Velcro fastened.

#### VII. WEIGHT

26 lbs.

#### X. PRICE

\$185.

#### XI. COUNTRY OF ORIGIN

Taiwan.

#### XII. ADDITIONAL INFORMATION

Peregrine  
550 Commerce St.  
Franklin Lakes, NJ  
07417.



John Peterson

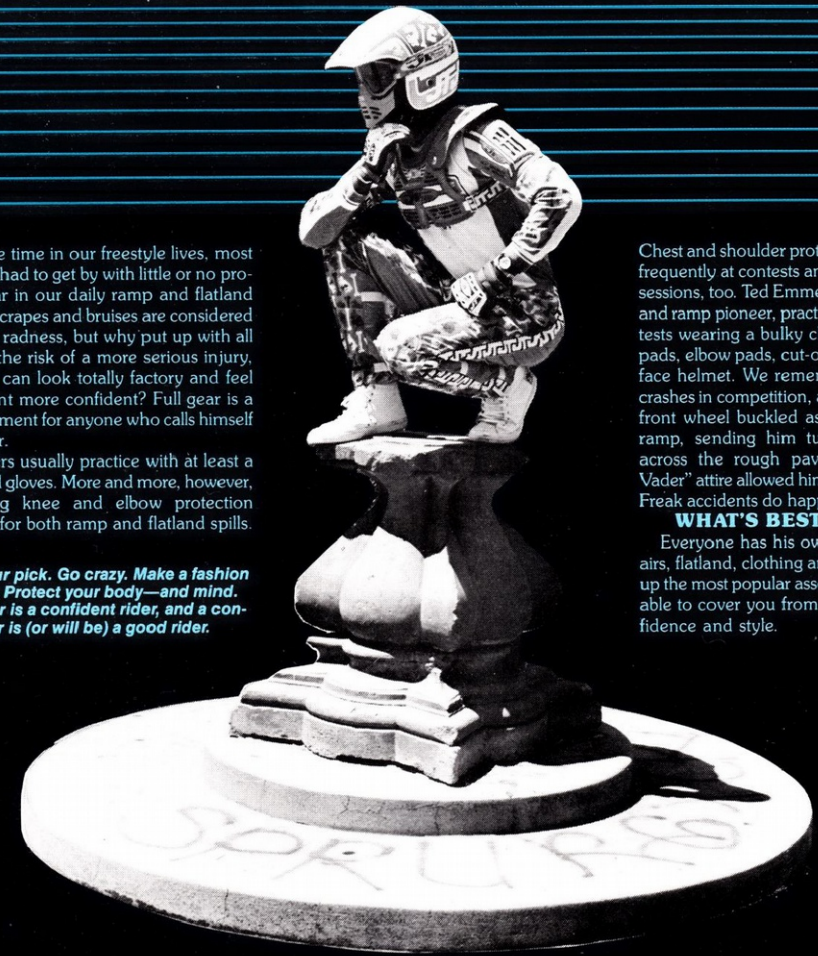




■ At some time in our freestyle lives, most of us have had to get by with little or no protective gear in our daily ramp and flatland sessions. Scrapes and bruises are considered part of the radness, but why put up with all that, plus the risk of a more serious injury, when you can look totally factory and feel 100 percent more confident? Full gear is a wise investment for anyone who calls himself a freestyler.

Top riders usually practice with at least a helmet and gloves. More and more, however, are finding knee and elbow protection necessary for both ramp and flatland spills.

◀ **Take your pick. Go crazy. Make a fashion statement. Protect your body—and mind. A safe rider is a confident rider, and a confident rider is (or will be) a good rider.**



Serious equipment for serious riding

Chest and shoulder protectors are seen more frequently at contests and hard-core practice sessions, too. Ted Emmer, an early skatepark and ramp pioneer, practiced and rode in contests wearing a bulky chest protector, knee pads, elbow pads, cut-off leathers and a full-face helmet. We remember one of his few crashes in competition, and it was gnarly! His front wheel buckled as he rode down the ramp, sending him tumbling and sliding across the rough pavement. His "Darth Vader" attire allowed him to go home unharmed. Freak accidents do happen, so be prepared.

**WHAT'S BEST FOR YOU?**

Everyone has his own particular style in air, flatland, clothing and hair. We rounded up the most popular assortment of gear available to cover you from head to toe in confidence and style.

# Freestyle Fashion

# Freestyle Fashion



**JT Bones uniform.**    **SE/Aero uniform.**    **Answer Products uniform.**    **AXO Sport uniform.**    **Shadow uniform.**    **GA Racing uniform.**    **GT/Dyno uniform.**    **Zeronine pants (they didn't send a jersey).**    **Haro uniform.**    **CW uniform.**



**Sweet treats for your feet:** (Top from left) Life's A Beach flame high-tops, Airwalk low-tops, Airwalk Blaze, Airwalk Ramps. (Bottom from left) Life's A Beach skull high high-tops, suede Vision Street Wear, Dyno lows, Adidas leathers and Airwalk canvas.



**Grip-grabbin' hand protection:** (Top from left) Legal Action, Haro, Zeronine, Dyno (all four are half-finger cotton/spandex), Legal Action, Zeronine, Haro, JT and Dyno (full cotton/spandex models). (Bottom from left) Haro Skate Tech, Haro originals, Haro Tech Series, JT Half-Breed, JT Flexon, Answer, Zeronine Wrist-Wraps, AXO and Sinisalo.



**Things to make your helmet cooler and protect yo' face:** (Top from left) JT goggles and Half-Stream mask, Haro mouthguard, Zeronine Euro visor, Shoei mouthguard, Zeronine Velcro-on visor, Answer mouthguard, Dyno visor, JT Mouthtrap and JT Bones goggles and Full-Stream mask.



**Noggin protectors (a.k.a. helmets):** (Top from left) Bell Pro Plus full-face, Shoei open-face, Protec open-face. (Row two from left) Answer (with removable face mask) and Dyno's full-face. (Third row from left) Protec full-face, Dyno open-face and JT Bones open-face. (Bottom row from left) Shoei full-face and the Bell Pro Plus open-face.



**Posh pads to protect your parts:** Rector Aggressor knee pads (the big, burly ones), Haro Skate pads (with plastic cups), Rector Protector knee and elbow pads, Haro Tech Series and standard elbow pads, Sinisalo elbow pads, Rector shinguards and JT's shoulder armor. □

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**RUNNING TIME: 30 minutes**

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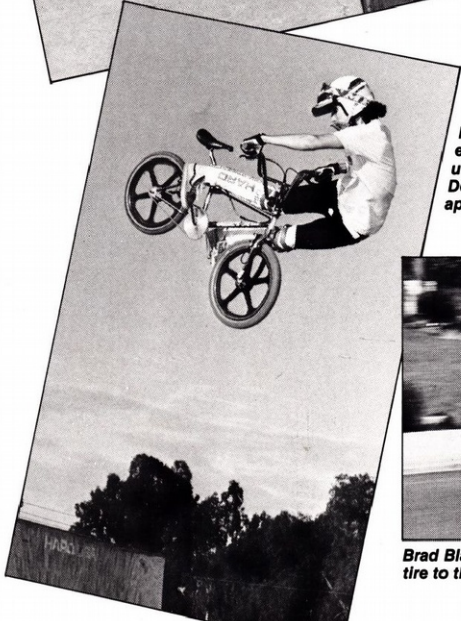
Please allow three to four weeks delivery.

**TIRE COOKOFF**

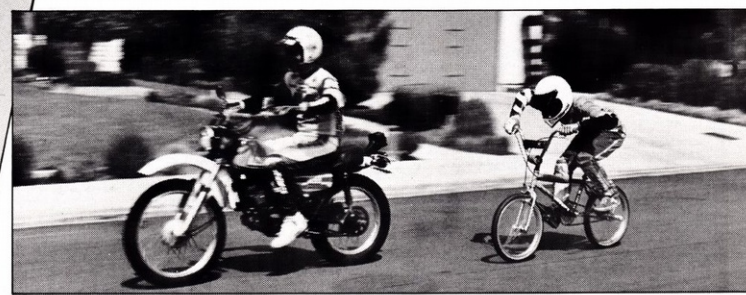
*Who's got the winning recipe?*



The smell of burning rubber: We grabbed the top 12 freestyle tires and put them through the torture tests to find out which are the hottest.



← Tony Adams helped during the long, difficult day of testing. Don't ever ask him to change a tire unless you like the taste of rubber. Designated wrencher and self-appointed ramp tester.



Brad Blanchard is crazy! He did the skid/wear test at 43-plus mph and wore nearly every tire to the lining.



1. Hutch Freestyle.

2. Peregrine high pressure.

3. Panaracer knobby (just for fun).

4. Tioga Comp pool.

5. Tioga Comp ramp.

6. Tioga Comp ST.



7. Avocet freestyler.

8. New CW.

9. Original Haro (three new models soon).

10. Cheng Shin Snakebelly.

11. Cheng Shin freestyle.

12. New GT.

## SPECS AND PERFORMANCE RATINGS

\*\*\*\*Great, \*\*\*Good, \*\*Average, \*Below Average

TIRE	GENERAL INFORMATION			TRACTION				OVERALL PERFORMANCE		
	COLOR	SIZE	ORIGIN	WEAR	ASPHALT	CEMENT	SHOES	RAMPS	FLATLAND	ALL-AROUND
AVOCET FREESTYLE	Blk	1.75	Japan	****	****	****	*	*	*	**
HUTCH	Blu	1.75	Japan	**	***	**	***	***	***	***
PANARACER KNOBBY	Bik	1.75	Japan	**	***	**	****	*	*	*
PEREGRINE HIGH PRESSURE	Bik	1.75	Japan	***	***	**	***	****	****	****
OLD GT	Bik	1.75	Japan	***	**	**	***	***	***	***
NEW GT	Bik	1.75	Taiwan	**	***	***	***	***	****	****
CHENG SHIN SNAKEBELLY	Wht	1.75	Taiwan	***	**	**	****	**	**	**
CHENG SHIN FREESTYLE	Wht	1.75	Taiwan	*	**	*	***	*	**	**
ORIGINAL HARO	Bik	1.75	Japan	**	***	***	***	**	***	***
NEW CW	Bik	1.90	Taiwan	***	****	****	***	****	****	****
TIOGA COMP ST	Bik	1.75	Japan	**	****	****	****	****	****	****
TIOGA COMP RAMP	Bik	1.75	Japan	***	****	***	*	****	**	***
TIOGA COMP POOL	Bik	1.75	Japan	****	****	****	*	*	*	**

## TIRE COOKOFF

and shallow-grooved tread design is the norm in today's freestyle tire.

### THE ROASTING

We started by putting each set of tires through a brief flatland session on both pavement and smooth cement. We used Skyway mags and Peregrine 48s with 50 psi, and then 100 psi. Two ramps (a killer 10' x 16' halfpipe and Tony Adams' ramp) were used to get in a wide variety of vertical plywood riding on every tire. We then tested each tire for wear (this was fun) by towing the designated maniac to a speed of 43 mph and then having him skid to a complete stop. Each tire was inspected and then compared with the others.

### WHAT DID WE LEARN?

That the smell of burning rubber stinks! That two axles and three axle nuts are on their way to the dump. That, when properly mounted on straight wheels, 100 psi is possible with no blowouts. That Tony Adams hates changing tires! That bald is not beautiful but does grip like crazy. That a taste test



Scott Ewing testing the ramp performance of the Peregrine HP at a secret funland in San Diego.

would've been okay, but we had already eaten. And last of all, that it is really up to each individual rider to pick which tire he likes best, based on looks, name, our chart and whatever is available at the bike shop when he's ready to buy. ■

**MENU RECOMMENDATIONS FOR THE GOURMET**  
 (In no particular order)  
**FOR THE RAMP RIDER**  
 Peregrine HP  
 CW  
 Tioga Comp ST  
 Tioga Comp Ramp  
**FOR THE FLATLANDER**  
 CW  
 New GT  
 Tioga Comp ST  
 Peregrine HP  
**FOR ALL-AROUND DO-IT-ALL**  
 Tioga Comp ST  
 Peregrine HP  
 Tioga Comp ST

# THE LIFE & TIMES OF JOSH WHITE

Dr. Air tells all



Josh White is the master of throwing one's self out of control and pulling back in—usually. He was trying this recently when he slammed and broke his collarbone.

■ In early 1985, Josh White exploded into the freestyle world at the Venice Beach contest in California. Everyone there was blown away by his amazing 540s and colossal aeriels. Shortly afterward, Josh was picked up by GT—a relationship that has continued to the present. Throughout 1985 and '86, Josh proved himself to be one of freestyle's elite plywood performers, introducing the no-footed one-handed cancan, the griz air and his outrageously high 540s. He wanted to turn pro in '86, but because of AFA rules, had to finish in the top five of his Expert class before he could. He accomplished that easily, winning the '86 Expert Ramps title for his class.

◀ You know who he is, what he does and where he does it. Now it's time to find out more about the magical man beneath the GT garb.

John Ker

After some mediocre finishes in early '87, Josh started winning. He won the Michigan King of Vert, the Palm Springs Aerial Tram Way Jam and the AFA Velodrome contest. He won't win any contests for the next couple of months, however; he broke his collarbone practicing for the photo session that was to accompany this interview. Don't worry, though, since Josh is such an incredible rider, we have more than enough photos to last until Josh is back in action. In the meantime, read on and learn about Josh White.

**AF:** In 20 words or less, describe Josh White.

**Josh:** Oh, Jeez. Uh... fun-loving, lazy, hard-working...



Besides winning everything in sight lately, Josh has also been seeing the world. This was shot in the Orient a few months ago, and after that he went to France—not bad for a kid from the woods of Oregon.

**AF:** How can you be both lazy and hard-working?

**Josh:** I'm both—I have my moods. I'm very individualistic, carefree most of the time. My main goal in life is to try to make a good living and have a good time—always combine fun with work, and freestyle is the start of it.

**AF:** If you were someone else, what would you think of someone like Josh White?

**Josh:** This guy's hot! (laughs). No, if I were the average kid in the crowd, I'd think, This guy's pretty dedicated to what he's doing. He's taking chances. He's been doing it for awhile. He's taking a sport that's basically new and exploring it, finding out what's possible and what's not. I'd have some respect and admiration for him. I want to ride for kids and show them that it's fun to do this and that they should try it too. That's what helped me. I looked at the early riders, and that made me want to go out and try it. I want to be a role model.

## IN THE BEGINNING

**AF:** When did you start defying gravity on a bike?

**Josh:** In junior high I found a jump and kept jumping off it. I liked being in the air and twisting around and doing tricks. I'd go to the race track and end up showing off on the jumps; I liked it more than racing. I kept breaking bike parts, and that got expensive. I saw a quarterpipe and figured a way to get air and still land smoothly. So, I quit racing, built a quarterpipe and went from there.

**AF:** What pushed you to get so insanely radical?

**Josh:** This natural energy I have; I had to release it somehow. I wasn't very good at school sports and didn't have any interest in them. I had to have some kind of outlet. On my bike I could release aggression.

**AF:** What pushes you now?

**Josh:** Competition. Sometimes I forget I'm a freestyler and think about other things. But when I'm in front of a crowd or around other riders, that adrenalin gets goin', and I feel like going crazy.

**AF:** Would you still ride if you didn't get paid?

**Josh:** Yes. I might not ride as much, because I'd have to have a job, but I'd still ride.

**AF:** What gets you stoked, makes you happy, makes you jump up and down?

**Josh:** When I pull off a trick. To me one of the best aspects about freestyle, is when doing a trick, something insane—a high 540 or a no-footed one-handed cancan or something, almost out of control, almost where I'm gonna wreck, and I pull it off. Especially in a contest. When I do that in a contest, it's the most energetic feeling, because I've gone beyond the limits and come back. It's like dying and coming back to life. It's incredible.

**AF:** Do you like contests?

**Josh:** I have to be honest, I like halfpipe contests. I like Ron's King of Vert contests a lot more than Masters contests, because I love riding halfpipes. I like Masters contests, but it's more natural for me to ride a halfpipe. I'm an aerial variation rider and can do that better on a halfpipe. I'm limited on a quarterpipe.

**AF:** Did you like contests before you started winning?

**Josh:** I hated contests when I first tried them. I got so nervous I couldn't ride, but I knew that was the only way to gain fame. A company sees a rider doing well in a contest and handling a lot of pressure in front of a crowd and judges, and that's the best thing they can see. A rider who can do well in a contest can obviously do well in shows.

**AF:** What's your favorite aspect of freestyle: shows, contests, touring, riding with friends or what?

**Josh:** Touring—mostly overseas. Seeing different lands, different customs and different people. You make friends, ride with foreign riders—it's an experience you couldn't have with any other job.

## OUT OF COMMISSION

**AF:** How'd you break your collarbone?

**Josh:** I was practicing for the photo session we were going to have today! I had ridden a different style of GT when I was in France last week and gotten used to that bike. When I came home and got on my old bike, it felt strange. It took me a full 20 minutes to get comfortable on it again, but I started getting higher and higher and was practicing my no-footed one-handed inverts. One of them floated away from me, and I couldn't pull it and landed on my collarbone and broke it.

**AF:** Has this made you think about your future at all?

**Josh:** I always thought I was invincible and that I'd never break a bone. I figured you had to fall so hard to break a bone, because I've fallen really hard and never broken anything. My brother recently broke his collarbone, too.

**AF:** You have a younger brother who rides, don't you?

**Josh:** Yeah, Jeremy. He gets some good air, too. He came to Camarillo and got six feet out on his third air.

**AF:** Does he live in Oregon?

**Josh:** Yeah.

**AF:** What does the future hold for Josh White?

**Josh:** I want to see how far I can go with freestyle, first... see how much money I can make and where it can take me. I also want to explore the possibility of having my own bike company and getting into some aspects of clothing design—beach-style graphic design and other kinds of design. I've always been interested in that. I'll see where it takes me.

**AF:** When was your first attempt at a ramp aerial and what happened?

**Josh:** My first attempt at an aerial wasn't even on a quarterpipe; it was on a dirt ramp about six feet high with a little lip on it. We didn't have a ramp, so we used that and were getting about two feet out. It was fun. I finally built a ramp, and ramp aeriels came super easy to me after having practiced on the dirt. The first couple aeriels I did on a quarterpipe were two feet out. By the second or third day, I was getting four feet. That was on a six-foot ramp. I know people won't believe this, but I've gotten up to nine-and-a-half feet out on a six-foot ramp.

**AF:** How do you think of new variations?

**Josh:** I just look in a magazine at a trick someone's doing (this is what I did when I was back home in Oregon). I look at a one-footer and a helicopter and say, "Why don't I combine those tricks?" I'd look at a cancan and a one-hander and combine them. It's simply combining tricks, mostly. It's the same with ground; I combine tricks to make new tricks.

**AF:** Do you like ground, or do you ride it merely to win the overall?

**Josh:** This is a touchy subject for me. I don't particularly like ground. I used to like it, but I don't enjoy myself as much when I ride ground. I really love riding ramps. When I ride ground, I don't have a good time anymore. GT insists that I ride ground for the overall. It's not my choice but they insist I do—I don't know if you should print that or not. It is nice to be an overall rider, since there's just Dennis, Ron and I who are competitive right now. I suppose I should take it more seriously and practice my ground, but it's hard for me to do it; I don't know why. The reason I joined GT was to be a ramp rider. I still consider myself a ramp rider. It was a joke when that freestyle magazine said, "I consider myself a ground rider." People took it seriously, but I was only a novice ground rider then.

**AF:** What do you think of Matt Hoffman?

**Josh:** The guy has incredible potential; he's nuts. I think he's better in shows than contests, though. In contests he seems to tense up. Once he gets his head dialed and



Extended and inverted beyond extremity at Dominguez's ramp.

## JOSH WHITE

### PERSONAL DATA FILE

• **FULL NAME:** Joshua Elijah White  
**BIRTHDATE/PLACE:** April 23, 1967/Fullerton, California. "We moved to Oregon when I was five."  
**CURRENT RESIDENCE:** Camarillo, California, with Dino DeLuca and Jeff Byers (the owner of Open Air Schwinn).  
**CURRENT SPONSOR:** GT Bicycles.  
**FAVORITE RAMP:** "My favorite quarterpipe is the Camarillo Ramp, and my favorite halfpipe is probably Ron Wilkerson's or the one in Flint, Michigan."  
**THE WORST RAMP:** "In Makow, China. It was a small, six-foot ramp, about five feet wide and steel-framed with bumps every step of the way. It was the worst. I couldn't even get out of the top. But Eddie was rippin' on it; he even did a 540."  
**FAVORITE FOODS:** Stirfry foods. "I love Oriental and Italian."  
**FAVORITE MUSIC:** Heavy metal. Metallica and Led Zeppelin.  
**WORST SLAM:** "The one in which I broke my collarbone, and the one in Omaha, Nebraska. I was rumored to have broken my neck, but there was really no injury. It was a bad slam, though—I landed on my head."  
**COOLEST TRICK EVER PULLED:** "The no-footed, one-handed cancan in Flint, Michigan—I was all the way off the bike, and I landed it. It was the best aerial I've ever done."  
**BROTHERS AND SISTERS:** Jeremy, 17.  
**BIKE SETUP:** "Completely stock GT, except for Shimano DX pedals and A'ME mountain bike grips."  
**DUMBEST THING EVER DONE:** "After a show, I was running back to the motor home when someone flashed his camera. I tripped over a dock and fell into a lake. I pretended I did it on purpose because I was so hot."  
**NON-FREESTYLE HOBBIES:** Surfing, kickboxing, going to the beach, playing hacky sack, working num-chucks, thinking about the future and collecting Swatches. "I trade stuff for them on tour."  
**PLACES HE'S BEEN:** Japan, China, Hawaii, France, Australia, Canada and Mexico.  
**FAVORITE COUNTRY:** "Japan—and France is a close second. Japan is like a different world." •

# JOSH

is a little older, he'll be unstoppable.

### LIFE WITHOUT FREESTYLE

**AF:** What do you think you'd be doing now if freestyle hadn't come into your life?

**Josh:** That's a hard question. I honestly don't know. I might be going to college somewhere. I've thought about that a lot and can't find an answer. I always wanted to be a freestyler, so I never thought about anything else. In school I always said, "I have nothing to worry about because when I get out of school I'm gonna be freestylin' in California." It seemed like a dream at the time, but that's what I thought.

**AF:** What about when you were really young?

**Josh:** In eighth grade I did a career report, and it was on being a professional freestyler.

**AF:** Are you the ladykiller rumors say you are? (His girlfriend, Krystie, who's with us, gives him the evil eye.)

**Josh:** Those rumors are false, whatever you hear.

**AF:** What are you going to do now while you're out of commission?

**Josh:** I'm going to get an incredible tan, read a lot of books. . .

**AF:** What kind of books?

**Josh:** Books on everything—sports, kickboxing, business, books on general things. I'm going to do a lot of cooking. I'm going to try to stretch out every day. I'll keep myself busy, I'm going to design some things.

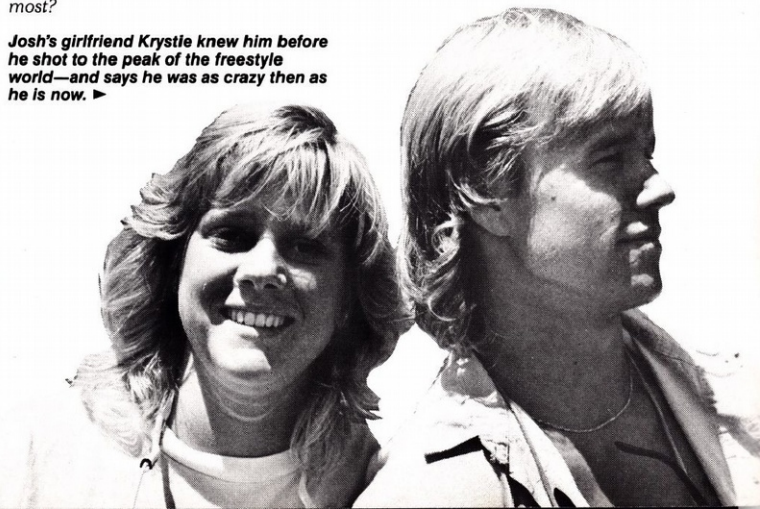
**AF:** How do you feel about world affairs?

**Josh:** The Iran/Contra hearings, AIDS? I hear about it on the radio and TV, but I don't comment on it too much. I watch the world as it happens. I take it all in and see what happens. I watch the news and read the newspaper—it's so fascinating.

### COMPETITION

**AF:** Which freestyle rider do you respect most?

**Josh's girlfriend Krystie knew him before he shot to the peak of the freestyle world—and says he was as crazy then as he is now. ▶**



**Josh:** I can't pick one. I respect R.L. a lot for his professionalism and dedication. I respect Martin for his style and dedication. Dennis McCoy for his extreme dedication and for showing how far you can take a bicycle. I think Dennis practices more than anybody else in the sport—I respect him for that. Mostly, I respect anyone who has the guts to get out there and ride and explore new moves.

**AF:** Who is and who will be your most serious competition?

**Josh:** In the Masters competitions it's going to be Dennis McCoy and Ron Wilkerson, for sure. In the King of Vert, it'll always be Brian Blyther—me and Brian. And Michael, if he's ever feeling good. Todd, too; if he ever puts in a run which is up to his capabilities, he'll win. He has to get his head dialed, but I'm going to help him.

**Krystie:** So he can beat you?

**Josh:** Yeah, I want him to ride well.

**AF:** How long do you think you'll stay on top? After your collarbone heals, that is.

**Josh:** I think I'll come back stronger than ever. I'll stay as long as I see it's worth it to keep going—as long as I'm not wasting my time with the sport, the money and every aspect of it, and however long my body can stand it. I'll stay on top as long as the hunger's there. When that stops, it's time to move on.

**Krystie:** What if you start falling back and you're not the best anymore?

**AF:** Like the Eddie Fiola syndrome.

**Josh:** The reason Eddie's fallen back is because of an injury. There's no way I would ride if I was Eddie. If I had an injury like Eddie's, I'd have moved on a long time ago.

**Krystie:** What if it wasn't an injury? What if it was in your head?

**Josh:** I'd get out. You can't have your head not in the sport and be competitive.

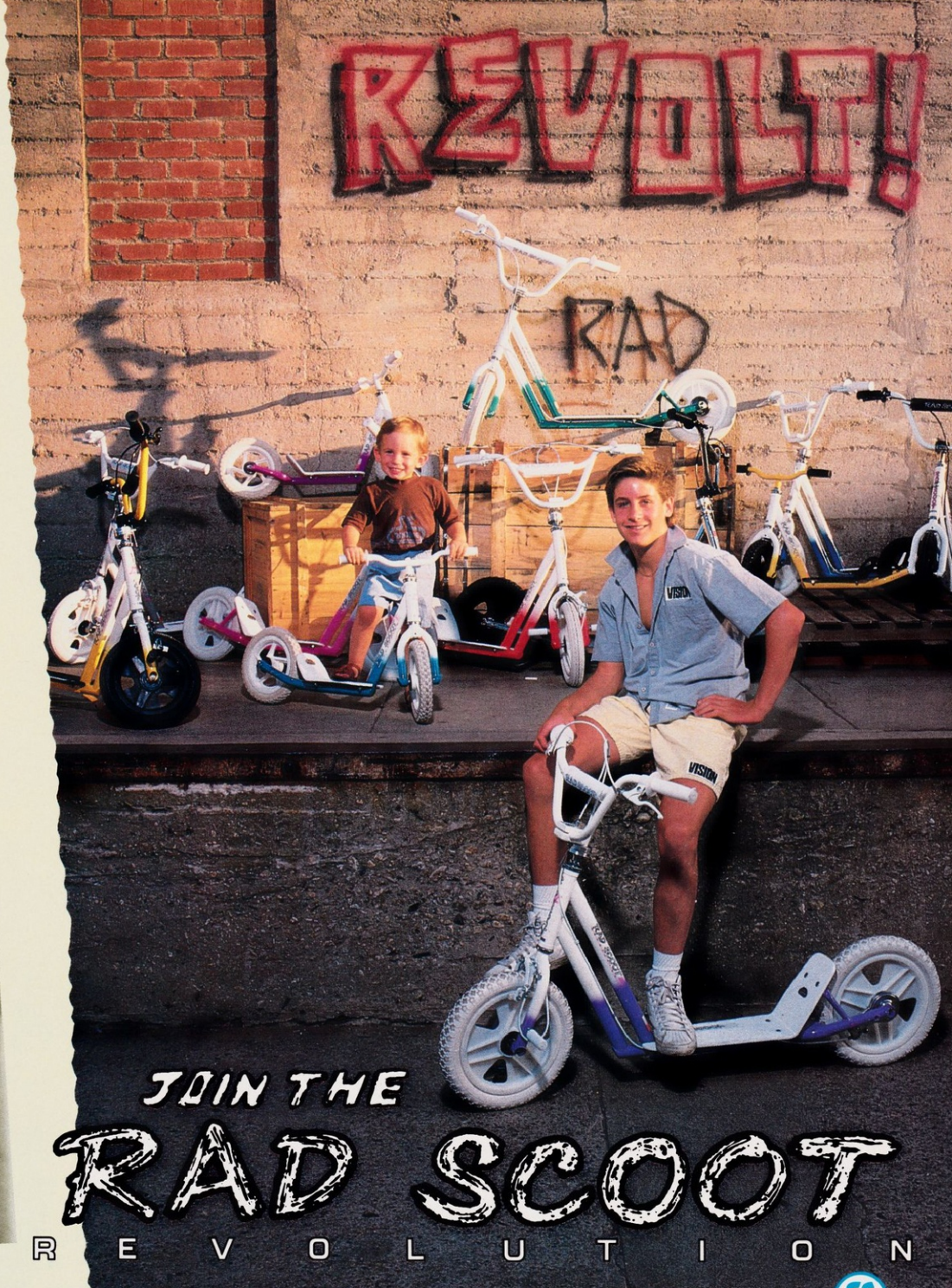
**Krystie:** What if people were simply better than you?

**Josh:** There are people better than me. (continued on page 73)





1951



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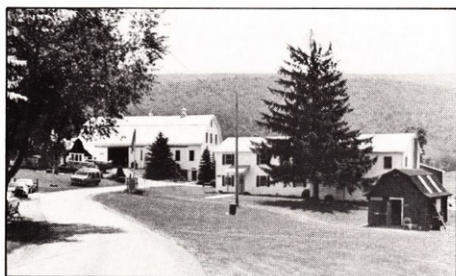
By Scott Towne & Jammin' Dan

Dear Lamont,

What's up, Holmes? In case your brain short-circuited again, I'll remind you that I'm at the Woodward Training Camp in Woodward, Pennsylvania. Woodward might not be in your atlas, but it's about 20 miles from State College, in the center of Pennsylvania. It's weird here, compared with the city. There are Amish people, who, because of their religious beliefs, live basically in the 19th century—they don't have electricity, television or modern appliances, and they don't drive cars! They tool around in horse-drawn buggies. It's strange seeing them, but it's kind of cool, too. They probably have a lot less worries than the average American.

Anyway, the camp is so killer! I'm learning a lot about freestyle, and having fun at the same time. It costs \$315 for a week, but shoveling all that snow and then mowing my uncle's yard all spring was fully worth it. Besides, that money pays for meals, a place to stay, showers and everything I need—pretty much. I did need some extra cash for laundry, snacks and a new brake cable (they have a bike shop at the camp!), but my mom flowed me the cash. I'm going to talk her into letting me stay for a couple more weeks, because each additional week is only \$275, and I can't get enough of this place in one week, no way.

The instructors and staff are helpful and great to be around. Dave Masterson is the



head of the BMX/freestyle branch of the camp, and he's totally cool, helps everyone stay organized and gets riders on the right track. The freestyle instructors since I've been here have been Rick Allison, Robert Peterson, Fred Blood, Chris Rothrock, Joe Grutola, Brian Belcher, Mark Roldan, Phil Finkle, Mark Koetz and Kryss Dauchy. Race instructors are Matt Guinn, Mat Harris, Richie Anderson and Eddie King. Mike King helps out, too. For the basic courses and most of the general fitness stuff, all the instructors are there. They're cool, but the racers tend to work us harder during exercises and the morning ride. I didn't tell you about the morning ride yet, did I? Every morning, after we clean our cabins, make our beds, take showers and eat breakfast, the BMX racers and freestylers go on a four-mile ride on the roads around the camp. It's great fun, and at the risk of sounding like a total comball, the scenery is beautiful—plush green grass, rolling hills,

shady trees and old-fashioned Amish homes which we pass on the way. At the halfway point of the ride, we park our bikes on the side of the road and the instructors have us do exercises—which most of us like doing. A couple of the baby-whiners complained the whole time, but anyone who doesn't put out a full effort has to do extra push-ups. Richie Anderson leads the exercises, and he's like a drill sergeant in the U.S. Marines. If you goof off or talk while he's talking, he makes you do push-ups in front of everyone. In fact, last night when we were all asleep in our cabins, Richie had everyone in his cabins (each instructor has a set of cabins that he watches over) outside doing push-ups because they were being rowdy. Most of us

**Woodward Camp is a place for learning, living and freestyle fun. Chris Rothrock rocket reestablishment during a General show for the happy campers. ▶**



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Scott Towne



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## WOODWARD



Krys Dauchy is the only girl (out of 200 girl campers) who takes freestyle seriously, but a few are wising up and trying it.

think Richie's cool, but a couple of sissies think he works them too hard (coincidentally, those are the same guys who are always doing push-ups).

After the morning ride, we have a freestyle session in which the instructors teach us different things. Today the session was about making up a routine. Yesterday it was about bike setup. It's different every day. When the instructors are done, we can continue practicing for about a half an hour or kick back or whatever. After that, it's lunch time. All the campers eat together—freestylers, BMXers and the gymnasts. Oh, that's right! I forgot to tell you about the gymnasts. The Woodward camp is also a gymnastics camp (the largest in the country), and they have a complete gym with trampolines, balance beams, parallel bars and all the other gymnastics equipment you see in the Olympics. They allow us to goof around on the trampolines sometimes (with the gymnastics instructors), and it's fun, but the best part about the gym-



Yes, Woodward has ramps, too. Kevin Hamilton lofts an air with hopes of future stardom.



Gymnastics training adapted to freestyle. Captain Fred doin' a handstand—the easy way.



High-flyin' Fred "Kung Fu" Blood uncoils on the trampolines.



Roll call! Attendance is one thing you definitely learn at Woodward. Director Dave Masterson makes sure everyone's on the scene to learn about sponsorships.

nastics camp is that about 200 of the 250 gymnasts are girls! With 50 boy gymnasts, 50 BMXers and 50 freestylers, that's a good ratio! Most of the girls are between 12 and 16 years old, too, so they're about the same age as most of us BMX guys. None of the chicks are in the freestyle camp, but a couple were trying freestyle tricks during their free time.

Back to reality, we have an hour and 45 minutes for lunch, and after waiting in line, eating and talking, we usually have some time to ride. After lunch, all the racers and freestylers have a no-bikes clinic. Today we talked about sponsorships. Other days we've discussed topics such as bike maintenance, nutrition, drugs and alcohol and mental preparation. On Friday we have an open clinic where we ask the pros whatever we want. At first I thought it was going to be like school, but the clinics are so interesting, and you learn a lot. When the clinic is over, we

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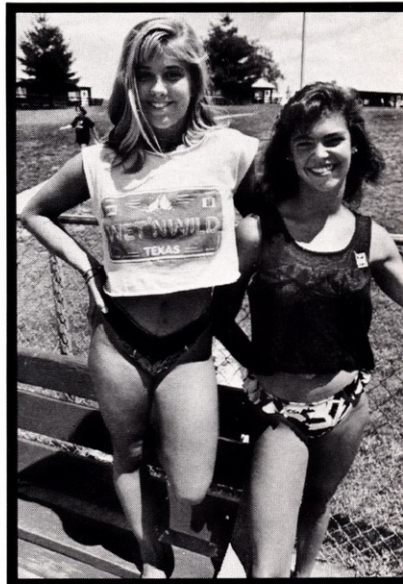
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**WOODWARD**



Two more reasons to go to Woodward.

have another free riding session, and on Saturdays we can go to the Woodward Cave if we want. After that, we break into two groups for one-on-one instruction on tricks and riding.

Dinner comes next. The food here is decent, but it reminds me of school food. At least it's filling, and we can buy candy bars, pop and stuff at the canteen with our own money.

After we finish eating and put our dishes away (we have to scrape and rinse them) we have another freestyle session. We can ride either in a big, empty barn that has a smooth floor, or down by the quarterpipes on the asphalt. I ride both places. The ramps are plexiglass/steel and fairly rideable, but they are noisy. When I first arrived here on Sunday, I couldn't even pull off an aerial, but after the instructors and some of the better riders gave me a few hints, I could get about one foot out of the top, and I'm working on one-footers and footplants. Most of the guys here only ride ground, though—I don't know why. There are also two kickturn ramps that are fun. Almost everyone goes for the Dizz Hicks-imitation kickturns on them.

After sessioning, we have an hour of free time when we can go swimming in the huge pool, play video games or ride our bikes. I usually go swimming, because that's where all the girls are. After that, we have the evening activity. The whole camp gets together and has lip-sync contests and other stuff like that. I hate to admit it, but it's totally fun. Last night, Rick Allison did a routine, by himself, to a funky disco tune. It was hilarious, and



We don't know who these people are, but they all wanted their picture taken, and were pretty enthusiastic about it, so...

he probably would have won, but staff members can't win.

When the fun dies down at about 11 o'clock, it's time to hit the sack.

That's what we do on a normal day, but sometimes we have special events. Yesterday, the General team, Kryz Dauchy and all the freestyle instructors put on a big show for the whole camp. It was great. One dude on the General team, Mark Koetz, was a camper at the beginning of summer, but he was such a good rider and so great at teaching that General picked him up for their team, and Woodward hired him as an instructor. He was so stoked! I talked to him about it, and he was really cool.

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AF11-7

# WOODWARD



**Tuckin' into the slipstream on the morning ride. Nothing beats the fresh air and scenery of Woodward.**

**Haro's Joe Gruttola teams up with his New York buddy David Fox for some one-on-one front-yard instruction, but who's teaching who?**

This camp is the ultimate place to spend the summer. A couple of the better riders complained because they had to do all the exercises and stuff, but they were babies. I feel so much stronger, both mentally and physically, after being here for not even a week—not to mention how much my riding has improved and that I got to meet some freestyle pros and all the girls that are here and the fun stuff there is to do and... I could go on forever. You have to save up and come here next summer, but make sure you make your reservations early, because they sell out fast. Well, I'll see you in a couple weeks, but I won't be happy when I leave here, so don't expect to see me smiling.

Later,  
Jammin' Dan, the Freestyle Man ■

## GENERAL INFO

### ENROLL NOW!

- The Woodward Camp is owned and operated by Gary Ream and Ed and Beeg Isabelle. The BMX program was started in 1982, with racing instruction only. In the past two years, interest in freestyle has grown so much that 50 percent of the BMX enrollment is now freestylers. For 1988, Woodward plans to build a complete freestyle facility with new ramps and a better flatland area.

The first week-long session of the summer starts in the second week of June, and there is a session every week until Labor Day in September. You can sign up for one session (\$315) and for as many sessions as you want over the rest of the summer (\$275 each week). Try to enroll before April to ensure a

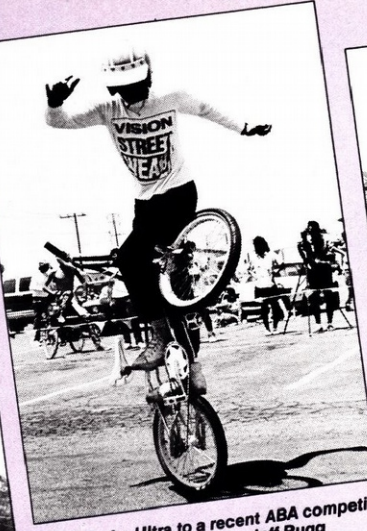
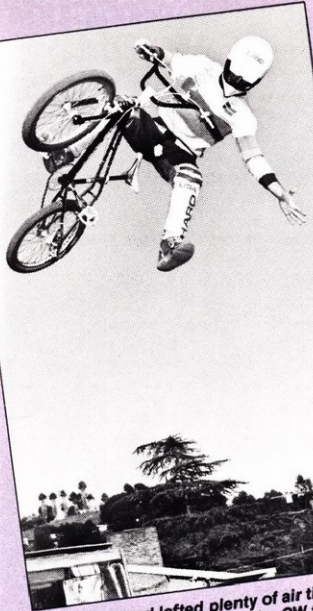
spot in the land of happy campers. You need to have your own bike, but if yours breaks, there are loaners at the camp. If you are interested in both racing and freestyle, you can sign up for both (two different weeks), or even gymnastics for a week if you want. Or, you can split your time on the different areas while you're there. The only age requirement is that you are over seven years old. They also have a weight room, and horseback riding is available for an additional fee. There is a nurse at the camp in case you slam. For more info contact Woodward BMX Training Center, Box 93, Rte. 45, Woodward, PA 16882; (800)247-1134 (Pennsylvania) or (800)USA-FLIP (outside Pennsylvania). •

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Brad Blanchard lofted plenty of air time as did several others. All liked the CW tires, the rad graphics, the bars, the handling and the way the rear platforms stayed out of the way.

We took the Ultra to a recent ABA competition for part of the testing. Jeff Rugg (shown cherrypick twisting) had to drop down to the 16 intermediate class due to the lack of experts. We gave him the bike moments before his run. Results? Fourth place with a loose stem!

To some, this is what you feel like when riding the Ultra because of the steep head angle and straight forks. To Derek and many others, this is rad!

# TESTING THE ZERONINE ULTRA

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■ We were sitting in our office early one day, thinking about this issue and which bike we could test. Suddenly, the silence was broken: "I wonder if Zeronine has that new bike we heard about."

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### READY OR NOT

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◀ You can't use rear axle pegs, and it doesn't have fork pegs, but the stock rear standers are hot, and fork pegs cost very little. Besides, stock, the Zeronine Ultra is a ramp terror. Clicked lookback.

products over the years. Trick designs and great-looking graphics are what has made Zeronine successful.

Design, graphics and components usually make or break a bike when you take that first look in the local shop. You will definitely walk over and take a closer look if there's a Zeronine Ultra in town! Those famous Zeronine graphics jump out and grab you with their striking color and style. After drooling over the black-and-white paint and shiny chrome, you'll be drawn to the rear chain stay platforms. Looking sorta like a blend of Haro and Red Line, they wind up being quite unique upon closer examination.

The dropouts wrap out and around the main chain stay tube, giving the bike a different look and, quite possibly, adding more strength to the entire area. We later found that screw-on pegs are impossible to attach, because the rear axle lines up almost even with the chain stay tube. Due to their size and structure, these platforms should work well for almost everyone, especially after the famous "do it yourself grip-tape job. Another interesting but not necessarily grim discovery

The officials at the ABA event allowed us to use their ramp following the contest. Mark Nunley, the Zeronine Ultra, and high airs prevailed the rest of the afternoon.

resulted when we tried to take off the rear wheel. The dropouts' outward curve prevents removing the wheel without first taking the axle nuts completely off.

Overall, the Ultra's unique rear section is strong, efficient, out of the way and functional. As for the two axle peculiarities, you be the judge. Safe or stupid?

The rest of the frame and fork looks nor-

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# ZERONINE ULTRA

mal, with twin top tubes and steep head/seat tube angles. Absent are fork platforms and axle pegs, which are a definite must for the serious freestyler.

## WHAT ABOUT COMPONENTS?

The Odyssey braking system performed well for all our ramp and flatland riders. High praise went to the CW tires, Zeronine bars, Victor beartrap pedals and borrowed Mushroom grips (the bike was shipped without grips). The KMC chain, SunTour 16T freewheel, one-piece chromoly cranks, alloy-disc chain wheel and standard bearing sets all performed error-free.

Two problems were encountered during the time spent assembling and riding the Ultra. We found that one needs to disconnect the front brake cable and use a closed-end wrench to properly tighten the Potts bolt.

Once tightened, the Altech stem held amazingly well. The other problem was discovered when someone hung up big-time and put a large ding in the rear wheel. This would have happened to nearly any other wheel, so we weren't disappointed with it at all.

## HOW DID IT PERFORM?

All our flatland testers liked the steep head angle and the short front end. A few thought the forks might need more rake for a bit slower handling. Most felt the rear platforms would be sufficient after adding grip tape, although a few still wanted axle pegs, especially for backyards. The seat seemed to feel flat but was uncomfortable to only a few riders. This flatness was well liked by those doing surfers.

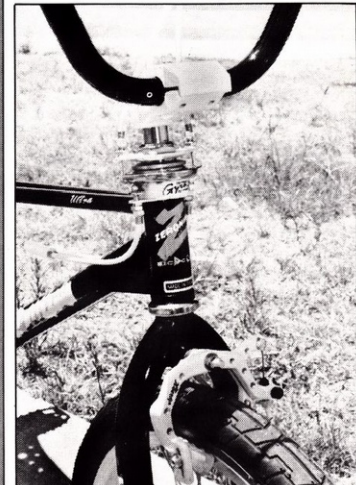
We let quite a few ramp riders take turns sampling the Ultra's design and handling characteristics. Everyone liked the feel in the air, even after mentioning the shortness of (continued on page 71)



Jeff rode past the judges at the end of his run to give them all one more look at our test bike. They obviously like what they see because most of them are smiling. Even the promoter and announcer look impressed.



Zeronine added a few items to make this medium-priced trickster compare with some top-of-the-line models. Check the chrome top-tube knurling, clean welds, cable guides and stamped-in Zeronine logo.



The bars, brakes and stem (properly tightened) worked great throughout the test.



Rear platforms don't get much trickier than this. Too bad you can't add axle pegs.

## SPECIFICATIONS:



## ZERONINE ULTRA

### I. FRAME AND FORK

**Type:** Freestyle, 20"  
**Frame design:** Twin top tubes, single down tube.  
**Frame construction:** 100% chromoly.  
**Diameter of top tubes:** 5/8" O.D.  
**Diameter of down tube:** 1-3/8" O.D.  
**Diameter of chain stays:** 5/8" O.D.  
**Fork Construction:** Tubular, 100% chromoly  
**Diameter of fork blades:** 1-1/8" O.D.

### II. GEOMETRY

**Wheelbase:** 36-1/2 to 37-1/2".  
**Steering head angle:** 75°.  
**Seat tube angle:** 68°.  
**Bottom bracket height:** 12-3/4".

### III. DRIVE TRAIN

**Pedals:** Victor VP-707, alloy with chromoly shaft.  
**Cranks:** Chromoly, 170mm.

### IV. WHEELS

**Front sprocket:** Alloy 43T.  
**Bottom bracket:** Tioga quick-adjust, steel, retainered ball.  
**Chain:** KMC, 1/2" x 1/8".  
**Freewheel:** SunTour, 16T.  
**Rims:** Generic, alloy, 48-spoke.  
**Hubs:** Generic, alloy, low-flange loose ball bearings.  
**Tires:** CW, 20" x 1.90", freestyle tread.

### V. STEERING

**Grips:** N/A.  
**Handlebars:** Zeronine, freestyle, chromoly, 28" wide by 8" high.  
**Stem:** Altech/Zeronine/CW, alloy clamp, chromoly shaft, hollow Potts bolt, adjuster for rotor.  
**Headset:** Tioga bear-trap, retainered ball.

### VI. SEATING

**Seat:** Velo/Zeronine, freestyle, finger grip under front.  
**Seatpost:** Chromoly, straight.  
**Seatpost clamp:** Generic, SR-type, alloy.

### VII. BRAKES

**Front:** Odyssey 2000, RX3 locking lever, alloy.  
**Rear:** Odyssey 2000, RX3 locking lever, alloy.  
**Bolt-on platforms:** None.

### VIII. ACCESSORIES

**Cable detangler:** Odyssey Gyro.

### IX. WEIGHT

29 lbs.

### X. PRICE

Under \$300.

### XI. COUNTRY OF ORIGIN

Taiwan.

### XII. ADDITIONAL INFORMATION

Zeronine International  
2160 Stonington Ave.  
Hoffman Estates, IL 60195

At PEREGRINE when it comes to building scooters we're not monkeying around, so we introduced both the 16" RANG-A-TANG and the 14" PERFECTIONIST. Both scoots are newly designed for aggressive riding performance, and the 12" standard street scoot just for swinging in the concrete jungle.

PEREGRINE PEREGRINE PEREGRINE



# THE CHALLENGERS

ABA/Underground, Anaheim, California

By Scott Towne

Take the "F" out of the AFA, insert a "B", and you have the newest freestyle-sanctioning body: the ABA (American Bicycle Association). If you know anything about BMX, you've probably heard of it. The ABA has been sanctioning races for over ten years, and doing a good job of it.

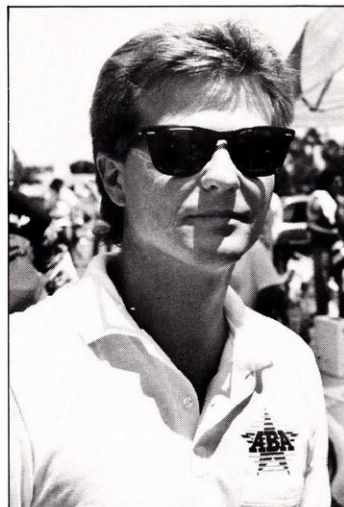
In early 1985, the ABA was planning to hold freestyle events in conjunction with its races and was going to open ramp parks across the country. For one reason or another—we're not sure why—neither the contests nor the parks ever became reality. Until now, that is. The ABA doesn't have any immediate plans for the ramp parks, but is planning major contests to be run with some of its big races, and on their own. In fact, it has already held the first contest—in Anaheim, California (yes, the home of Disneyland), in the parking lot of a dance club known as Sensations.

The contest was symbolic, but not in the fact that it was the biggest contest ever—far

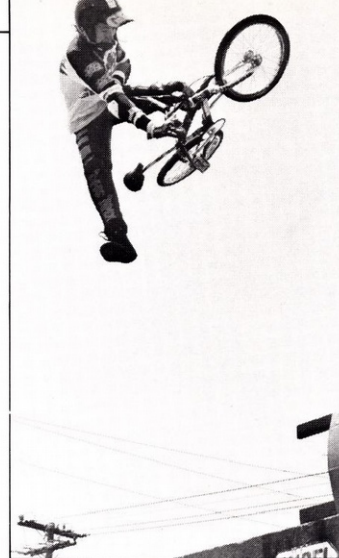
from it. There were only about 30 sign-ups. And it's not that the pro turnout was the most competitive—there were no pros in attendance. And it's not that it was the worst-run contest ever—it was far from that, too. The ABA and the Underground Freestyl Authority aren't strangers to putting on a smoothly run, efficient, exciting event, and indeed, it was that. The contest started at five minutes after noon (five minutes late), and was finished in about two hours. There was no lack of good riders, either. Some of the hottest up-and-comers of the SoCal scene were on hand, along with Joel Alamo a ramp rager from Texas, and a decent mixture of novices, intermediates and even one girl.

In order to ride an ABA event, you first have to buy a membership, which, like membership in the AFA, costs 25 bucks. If you already have an ABA racing membership, you can get the freestyle membership for only \$10 (not for free as we said in the September issue). After that's taken care of,

George Smoot boned two ways (bone air and bone pants).



New ABA Freestyle president, Brad Fanshaw. What does the future hold?



Erik Burdick raged despite a mega-ball—first place after his rerun.



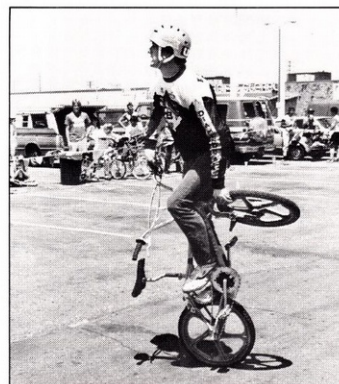
Texan Joel Alamo busted lookdowns and more with ragged-edge style.



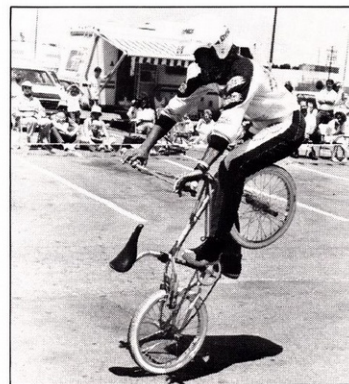
The grand jury and the announcer: Judges Chuck and Joe Johnson, Scot O.M. Breithaupt, Matt McCain, Dick Cotter, and on the mike, Mike Carruth.



"Tiny" Tim Cotter must take lessons from his bro Jeff, because he's gnarly, too. First in the sub-thirteen class. Also check out the numbered arm band that tells otherwise-clueless photographers who's who.



Proof that you don't need a stylish uniform to be stylish. Aggressive cherrypicker with hopes of crowd appeal.



Larry "Mondello" Manayan droppin' out of a pedalpicker at a place where practice pays off.



At first glance this looks like a sketchy one-footer, but check out Erik's right pedal—or lack of one! It broke off when he hit the ramp, and the results weren't pretty. He still won.



## CHALLENGERS



Small-ramp radness helps impress the judges and gives a routine more variety—as this guy will tell you.

« Jeff "Welcome Back" Cotter: AMERICAN FREESTYLER test rider and one stylish cat—he ripped. He and his family supplied the ramps, his dad judged and his brother won—all in the freestyle family.

you're thinking of), Dick Cotter, Matt McCain and SE owner Scot Breithaupt. Various other crew members handled the tasks of sign-ups and running the clock.

Ramps were run first, from youngest to oldest. We won't go into great detail about it, but will fill you in on a few highlights. Joel Alamo from the big state of Texas, pulled off some impressive moves: cancons, fakies, no-some impressive moves: cancons, fakies, no-control footers and more, in a not-always-in-control style. Joel has recently picked up support from Mongoose. Erik Burdick raged with high airs and cool style, but he also survived the gnarliest crash of the day. He was cranking on the ramp at full speed, and just as he hit the base of the ramp... snap! His pedal broke off! He lofted about four feet above the lip in a top-tube-tango position and—worse yet—was above the railing at the back of the platform! He saved his skin by pushing away his bike, which pushed him back toward the ramp. He landed in a heap on top of the ramp, but it was better than falling off the back

of the flat-bed truck that had been used to haul the ramps. It was gnarly! Camarillo crazies Doug Randazzo and Danny Lupold were also rippin' on the ramps.

On the ground, Larry Manayan, Chad Johnston, Nathan Shimizu, Jeff and Tim Cotter and Danny Lupold also stood out. Check the photos and results to see how they did. The talent displayed by all these guys was amazing. Backyards, bar rides, multiple boomerangs and countless other variations were pulled off with style and proved how dedicated these guys really are.

Once the killer trophies were handed out and everyone had dispersed to their vehicles, another day of freestyle-contest craziness was over. If the rest of the ABA contests are as well run as this one was, and if they can get a bigger turnout, the AFA might have some stiff competition. Hopefully, instead of feuding and working against each other, the two organizations will work together, and the riders will benefit in the end. The AFA has been doing a good job, but with somebody pushing it to do better, the result will be better contests and a better organized sport. ■

### RESULTS: ABA/UNDERGROUND Anaheim, California

#### 18 & OVER EXPERT FLATLAND

Nathan Shimizu  
Larry Manayan  
Ron Camero

#### 18 & OVER EXPERT RAMPS

Doug Randazzo  
Ron McCoy

#### 16-17 EXPERT FLATLAND

Chad Johnston  
Jeff Cotter  
Phred Ulmann

#### 14-15 EXPERT FLATLAND

Danny Lupold  
Stephan Scholz  
Jeff Rugg

#### 16-17 EXPERT RAMPS

Erik Burdick  
George Smoot  
Jeff Cotter

#### 14-15 EXPERT RAMPS

Joel Alamo  
Danny Lupold

#### 16-17 INTERMEDIATE FLATLAND

Steve Daly  
Steve Goates  
Pax Rolfe

#### 14-15 INTERMEDIATE FLATLAND

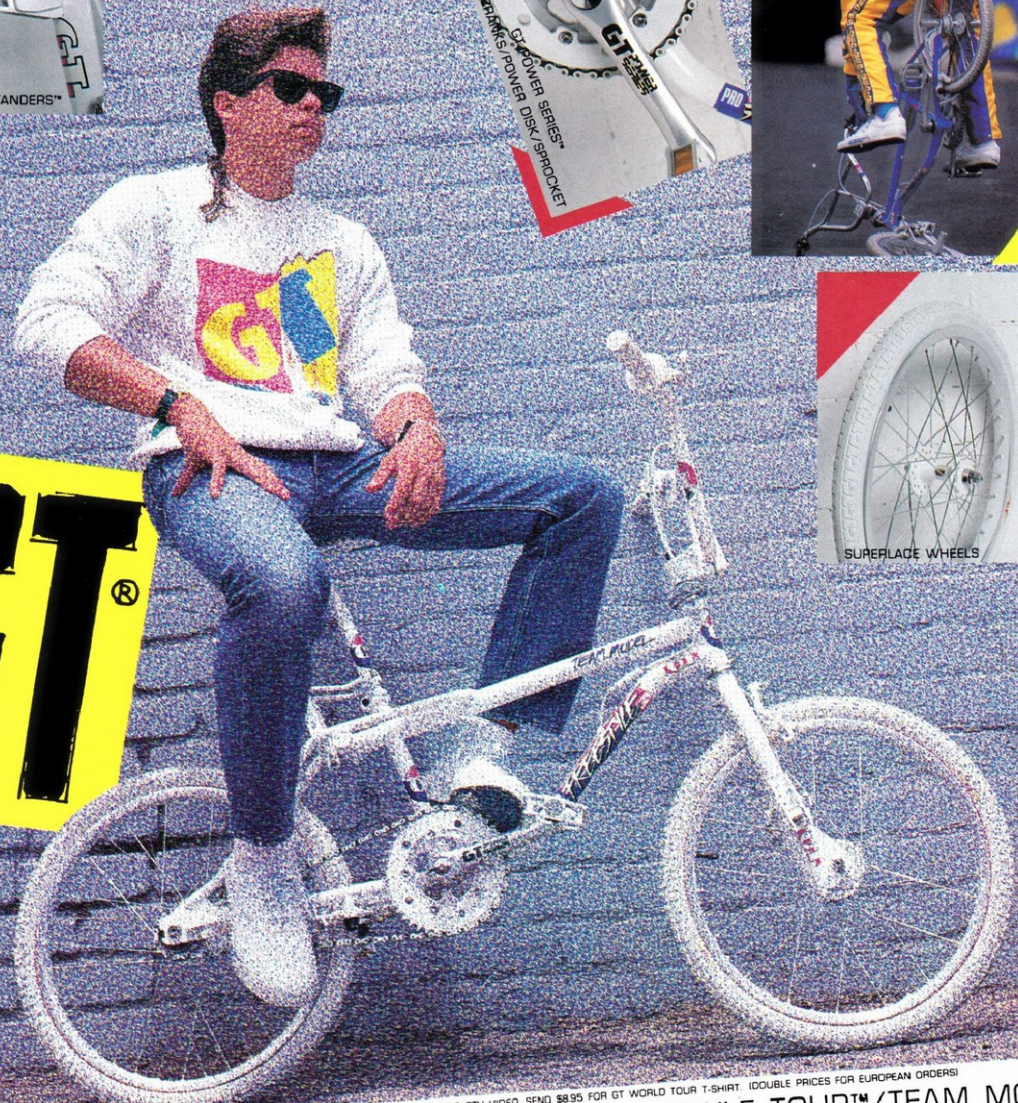
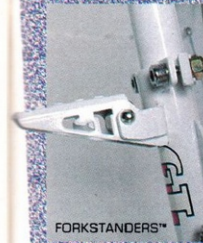
Manual DeleCruz  
Jason Wong  
Jacob Stonebreaker

#### 13 & UNDER FLATLAND

Tim Cotter  
Jon Rugg  
Nathan Clarity

# FREESTYLE IS A WAY OF LIFE

LIFE



MARTIN THE CHAIRMAN - APARILLO

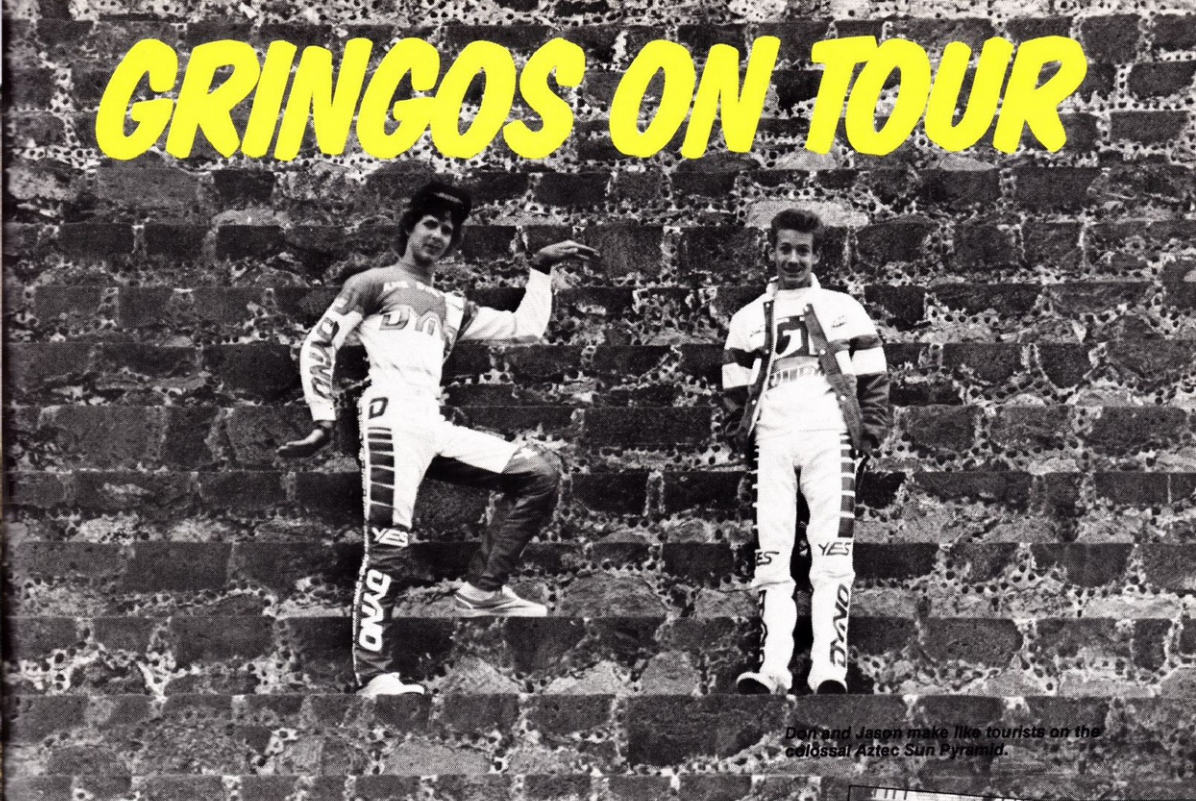
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# GRINGOS ON TOUR



Dan and Jason make like tourists on the colossal Aztec Sun Pyramid.

Shawn Buckley

## Way south of the border

Story & photos by Scott Towne

■ Ring . . . ring . . . ring . . . "Hello, American Freestyler."

"Hey, Scott, this is McGoo."

"What's up, jive cat?"

"Well, the GT distributor in Mexico wants us to do a show in Mexico City, and we want to know if you would be interested in going there to cover it—you know, lots of cultural artifacts and statues and stuff. Can you go?"

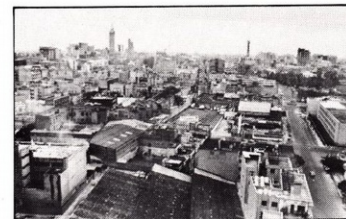
"To Mexico City? There was an earthquake there last year that killed 20,000 people. I don't speak Spanish. I don't want to end up in some Mexican prison, but . . . well, it would be cool to visit a foreign country and see some of those artifacts. We could get some cool shots with . . ."

"Good, your ticket should be there tomorrow. Talk to ya later."

"Well, I didn't say . . ."

Click.

◀ When this colossal cathedral was built, who would've thought that two gringos would be bustin' loose with freestyle bikes 400 years later? It makes you wonder what will be going on 400 years from now, doesn't it?

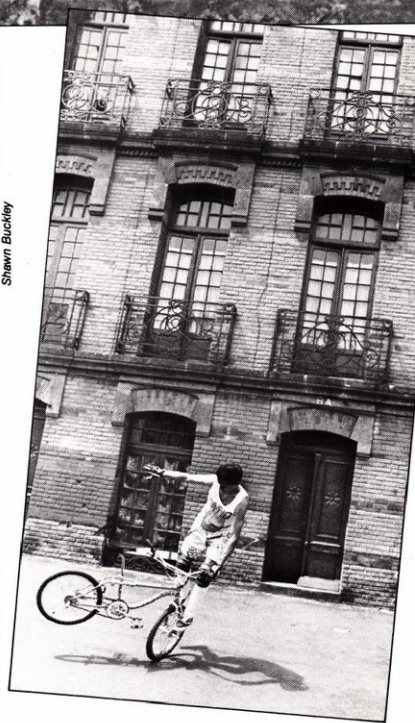


Shawn Buckley

Mexico City, Mexico, a place 20 million people call home.

Maybe it didn't happen exactly like that, but we (myself, GT's Shawn Buckley, fresh GT recruit and Martin A. protege Jason Geoffrey, and new Dyno dude Don Cook) did go to Mexico City, Mexico, and do a show at a big BMX race. It was an interesting weekend, to say the least.

Instead of going into a lot of long, boring details on how Mexicana Airlines overbooked our original flight and we had to wait four hours at LAX for the next flight—a three-stop journey on Aero Mexico—we'll just say that when we finally got there, it was obvious that we were in another world. The most apparent difference was the fact that everyone spoke Spanish—everyone, that is, except us. Speaking of languages and communication, trying to place a telephone call to the United States was a hopeless cause. Luckily, our



Gringo Jason Geoffrey rippin' a typical Mexico City street.



# We wouldn't have signed 'em unless we designed 'em.

There's a lot riding on a name. Especially when it's R.L. Osborn or Fred Blood. They've put their names on some great bikes they've designed for General. As they say "we wouldn't put our good names on anything less."

Here's R.L. doing the "rubber ride". He makes it look easy on his Osborn Pro from General - nobody does it any better. R.L. designed the bike for General, to his specifications: chromoly frame, fork and bars, Peregrine 48s, tubular 3-piece cranks, Dia-Compe 990 brake system - and priced around \$550. The Osborn Pro is also available in frame and fork separately for under \$200.

R.L. hasn't forgotten you guys on tighter budgets, either. He and General built the R.L. Signature Hustler Pro, with you in mind. It's got chromoly main tubes and crank, ACS rotor and Dia-Compe alloy brakes. You know R.L. believes in it - he's put his signature on it. Retail for around \$265.

Here's Fred Blood gettin' rad! He has his own ideas when it comes to designing a bike with his name on it! He calls his bike the Blood Pro. Its got a chromoly fork, frame and crank and Dia-Compe 990 brake system and priced around \$375.

Check out your General dealer's lineup of Blood and Osborn signature bikes.

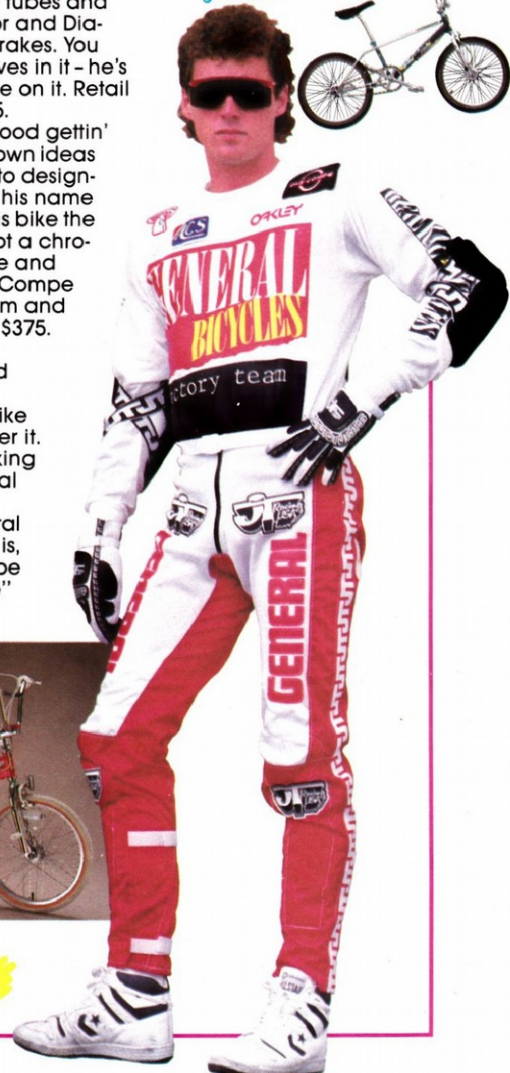
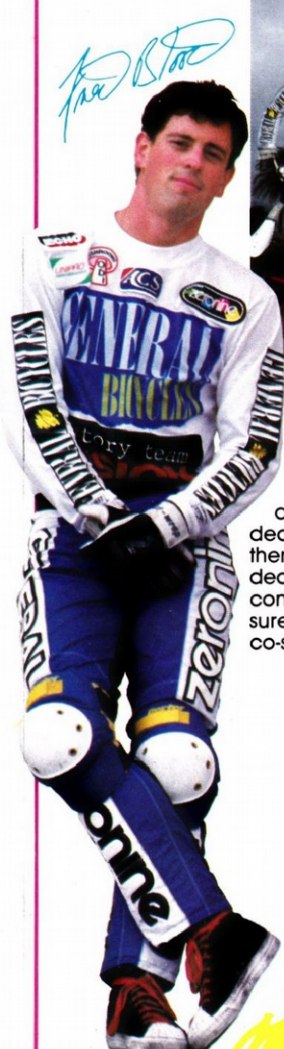
Chances are you'll find a bike there with your name all over it. Do you want Fred and R.L. looking aggro in your room? Your General dealer has a free 18" x 24" poster of them, for you. See your nearest General dealer - if you don't know where he is, contact us and we'll tell you - and, be sure to ask him about our "free style" co-sponsorship program.



R.L. Signature Hustler Pro

# GENERAL

General Bicycle and Moped Company, Inc., 50 Oak Street, East Rutherford, NJ 07073 (201) 935-1140



# GRINGOS



Many of the downtown buildings are still in renovation stages following last year's major earthquake that killed 20,000. That's Don workin' his flatland magic in front of one such building.

hosts, Victor and Rose Morales and Vic's parents, Pedro and Aixa Espinoza, and a guy named Chava or Sal or Chavinski (we never did get his real name) speak Spanish and English. They own and run Baja California Cycle, a San Diego-based distributorship that sells GT bikes to shops throughout Mexico. Whenever they were around, we could get along fairly well. Unfortunately, they weren't around when our flight arrived in Mexico City seven hours late and we were trying to find our hotel. Eventually, we made it to the Crowne Plaza Hotel (one of the nicest buildings in the gigantic city) via a 90-mph taxi ride, and bedded down for the night. The first of two shows was the next day, or so we'd been told. We'll get to that later.

## MUCHO GENTE

In Spanish, *mucho gente* means "many people," and in case you don't know, Mexico City is the second largest city in the world. It has a population of 20 million people, most of whom are very poor. Dilapidated cars, noisy, smokey buses, old bicycles and even burros are the most common means of transportation. Houses and buildings (even some of the large, modern buildings) appear thrown together and sloppily built. Most of the lower-income families live in unbelievably small (one-car-garage-sized) houses with no windows, electricity or modern furnishings of any kind. The minimum-wage worker makes about ten dollars a day.



Post-show chaos. The locals went crazy for stickers, fliers, posters or anything else they could get from the gringos, including Don's tool bag, which somebody heisted.



This is how the ramp looked when we arrived. It seemed a miracle that it was completed by the next day—until Don tried to ride it.

Besides being one of the largest cities, it also has to be one of the dirtiest. The smoggy air makes the Los Angeles atmosphere seem as clear as the Montana mountain skyline. Our eyes were red for most of the trip.

Good food wasn't easy to find, either. An English-speaking Mexican man on the plane warned of the meat and the water, but we were skeptical of many unidentifiable menu items and ate all our meals at the hotel.

## MAÑANA

*Mañana* means tomorrow, and according to the locals, many Mexicans tend to put off work until *mañana*. We found this to be true when we arrived at the BMX track where we were supposed to do the shows. Construction of the halfpipe Don was to blast his airs on was barely started, and the guys working on it didn't seem too enthused about the job. The show was supposed to start in an hour, and without a ramp and no place (besides the soft dirt track and narrow, steep mountain road) for Jason to do his ground routine, things looked grim. The race promoter told us the show wasn't until *mañana*. What the

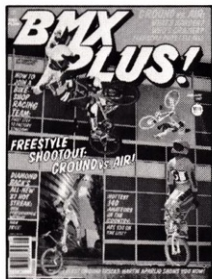


Mixing the old with the new. Jason busts a trick of the present amidst architecture of the past.

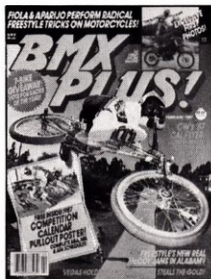


# BMX PLUS! BACK ISSUES

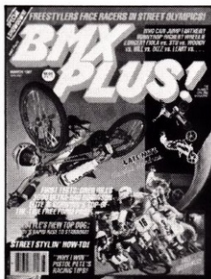
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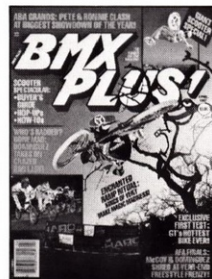
**JANUARY '87**  
Diamond Back Hot Streak, Free Agent Racer, Ground vs. air, hot new amateurs, Aparijo interview, AFA Long Island event



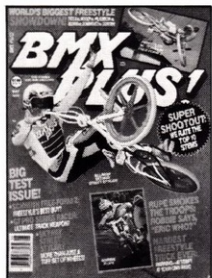
**FEBRUARY '87**  
CW California Flyer, Cycle-Craft XL Racer, ABA Gold Cup, AFA Masters/Alabama, Building the ultimate halfpipe, Ramp how-to's



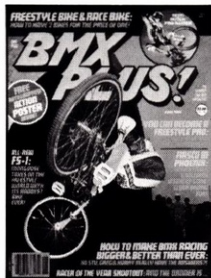
**MARCH '87**  
Schwinn Free Form Pro, Robinson Elite, ABA Fall Nationals, King of Vert contest, Street style how-to, Dennis McCoy interview, Race tips



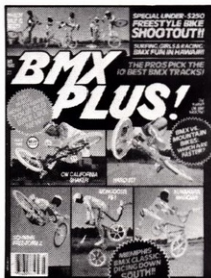
**APRIL '87**  
GT Pro Series, Dyno D-Tour, ABA Grands, AFA Finals, How to table-top, Ultimate Halfpipe Part II, Wilkerson ramp jam, Scooters



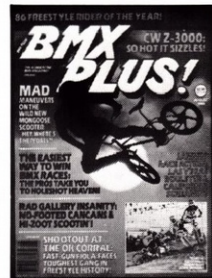
**MAY '86**  
Skyway Street Styler, GT Pro Series, Schwinn Free-Form Z, Backwards infinity-roll how-to



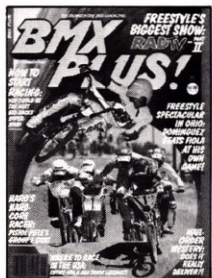
**JUNE '86**  
Hutch Pro Raider, Mongoose FS-1, Freestyle- and racing-bike conversions, FREE ROY poster



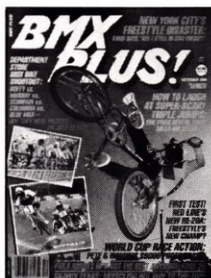
**JULY '86**  
Top 5 freestyle-bike shootout, 10 best tracks in U.S., Rad Gallery, revamp old bikes



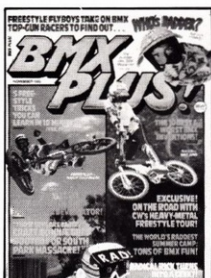
**AUGUST '86**  
CW Z-3000, SE Trickmaster, Mongoose Mini Scoot, FREE Freestyler of the Year poster



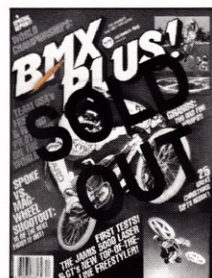
**SEPTEMBER '86**  
Hanter Attack, Haro Group 1 RS-1, How to start racing, How to mail order parts, How to Randy Roll



**OCTOBER '86**  
Bargain-bike shootout, Red Line RL-20A, Freestyle's hot new tricksters, Bike-size tips, Double jumps



**NOVEMBER '86**  
Diamond Back Strike Zone, Kuwahara Nova Tittles, CW Tour tales, BMX training camp



**DECEMBER '86**  
Jamis Laser 5000 Terminator, GT Pro Freestyle Tour, Wheel shootout, Life on the Road II

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## READER'S RAP

(continued from page 10)  
riders to hotel property. I see nothing amusing about riders throwing firecrackers into restaurants, intentionally breaking beds and fixtures in motel rooms, riding on top of cars in parking lots, destroying shopping carts in shopping centers, and doing a few other things too disgusting to mention. I know for a fact that all the things I listed happened. This does nothing for the image of the sport, but some team managers seem to find these things amusing. How sad. The owners of the factories should be concerned about this, as it does nothing to enhance the sport.

As a promoter, my main interest is holding quality contests for the riders. Freestylers are my favorite people. Most of the riders are polite, friendly and offer constructive suggestions for improvement of contests. We are always open to suggestion, but we'd appreciate being given the same treatment when we make requests of riders and team managers. All of us want the sport to advance. If we work together we can make that happen.

### Lynn Swoope

2331 Riviera Dr.  
Miramar, FL 33023

We'd say something Lynn, but you've pretty much said it all. If any one has any comments or suggestions, write to Lynn at the above address, or to us at the magazine. ■

## TESTING THE ZERONINE ULTRA

(continued from page 57)  
the frame and the steep head angle. In addition, the CW tires, Victor Beartrap pedals and the handlebars were well liked by all. We thought the rear platforms were going to get in the way, but they were never a problem.

### SUMMARY

The Ultra's great looks, handling and functional design, along with its low-cost but good-performing components, make it a surprisingly good bike. It's a little short but still works well as an overall (ramp/flatland) bike for a beginner to intermediate-level rider. It could be more useful for flatland with the addition of bolt-on fork platforms or front axle pegs. The fact that you cannot install rear axle pegs might bother some riders. With grip tape, however, the larger-than-normal chain stay platforms should work fine.

We feel Zeronine has made an excellent debut in the freestyle scene. ■

## COMMENTS ON THE ZERONINE ULTRA

"Those pedals really grip!"  
"It's short."  
"Can I have those tires?"  
"I like the stem now that it's tight."  
"Whoa... this is killer."  
"I can't believe I took fourth with these bars loose!"  
"Can I try it?"  
"That's rad. Where'd you get it?"  
"This seat feels like a board!"

## PEREGRINE

(continued from page 30)

### SUMMARY

There are a few other features that make the Peregrine Perfectionist different from the rest of the scooters on the market.

The steep kicktail on other scooters is almost useless. The Perfectionist's kicktail is great—slightly longer and at less of an angle than most other decks. In addition, the front of the deck goes under the oval top-tube brace and curves upward. Both ends are useful in foot positioning and overall control.

The Peregrine "wing" grips fell apart. The GT-type bars and forkfliter-type stem worked great. The frame is a little on the heavy

side, but if you plan to leap tall buildings, jump herds of elephants or simply be the best all-around thrasher, the Perfectionist (with better wheels and brakes) can fit your needs. It's not perfect, but it's darned close. ■

## COMMENTS ON THE PERFECTIONIST

"The axle pegs hurt my feet, but the rear standers make up for it."  
"No way! This is cool!"  
"The grip tape just came off!"  
"Head bangers will like these decals."  
"Take off these brakes, and I'll go even higher."

## An Interview with R.L. Osborn

**Q.** "What's the most important part of your bike?"

**R.L.** "The brakes and levers."

**Q.** "Why?"

**R.L.** "Because I make my living doing Squeakers, Nose Wheelies, Front Wheel 720s, and 2nd Generations. And I like my face the way it is."



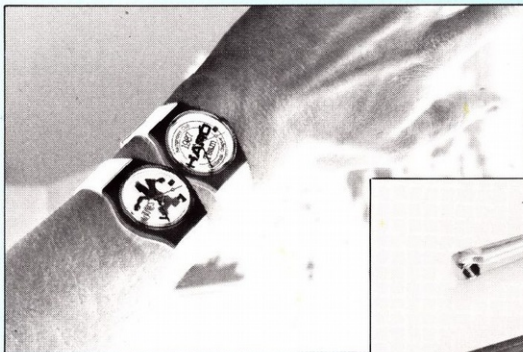
**DIA-COMPE** . . Stay Pretty

# PRODUCT PROGRESSION



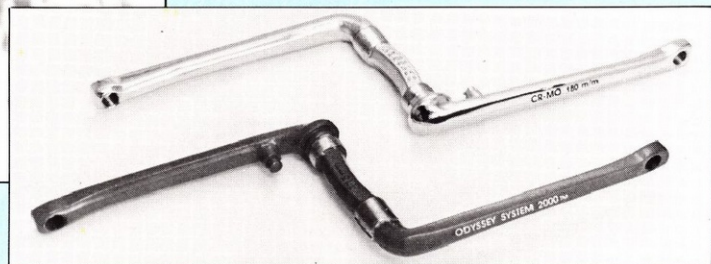
## ACS 860 BRAKES

The next sentences are dedicated to telling you about the new ACS brakes. They feature an exclusive 8mm flex-free bolt (which may require redrilling your frame or fork to a size larger) that's recessed in the front, Teflon spring slides and all-new compound brake pads with swivel washers for easy adjustment. If you need to know more about 'em, contact ACS, 245 S. 8th Ave., City of Industry, CA 91746.



## HARO WATCHES

Keep time in style with Haro's new Motives Man and Rampriders Club watches. They're water resistant up to 100 feet, so that means they're safe for lake jumping or taking a dive in your neighbor's pool (or your own if you're lucky enough to have one). For a measly \$29.95 you can strap one of these cool watches on your wrist, ankle or handlebars. Pick one up at any authorized Haro Dealer or write to Haro, 6060 Corte del Cedro, Carlsbad, CA 92009.



## ODYSSEY SYSTEM 2000 CRANKS

If you're looking for new cranks, Odyssey's System 2000 cranks may mean the end of your search. Instead of being a basic round crank, the System 2000s feature seven sides of highly polished chromoly. Definitely some

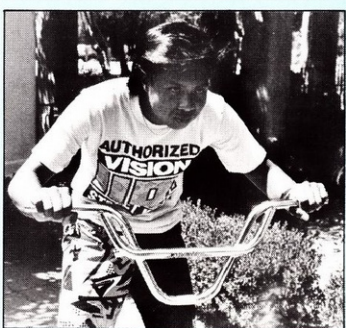
of the best looking one-piece cranks on the market. Suggested retail price is \$20.95. They're available in 175mm or 180mm lengths. Contact Odyssey, 17101 S. Central Ave., #6, Carson, CA 90746.



## BOSS PRO FREESTYLER KIT

The Boss boys' new entry into the freestyle market—the Boss Pro Freestyler frame, fork and bar kit. The forks have brazed-on cable guides for a Pott's mod, and four-threaded holes for the fork pegs (which are included in the kit). The bars sport an added brace for strength, looks or a standing platform (you decide). The frame is 100-percent chromoly

(as are the forks and bars) and has a huge standing platform on the top tube for big-footed freestylers. Definitely a great effort for their first freestyle bike. If you must be the first on your block to have one, jet down to the nearest bike shop or call the boys at Panda. Panda Bike Co., 1035 Shary Court, Concord, CA 94518; (800) 232-9900. ■



## DYNO BARS

Though not necessarily new, the Dyno bars are definitely worth mentioning. The unique crossbar extends up near the brake levers for flex-free flying (say that ten times fast), and with all-chromoly tubing and a design like this, you know they've got to be strong. If they weren't all-chromoly, Dino DeLuca, Dave Voelker and Brett Hernandez wouldn't use them! For more information contact Dyno, 15552 Container Lane, Huntington Beach, CA 92647.

# JOSH

## JOSH WHITE

(continued from page 42)

**AF:** Yeah, what if some kid comes down from Oregon and does no-handed 540 bar spinners?

**Josh:** It's the same thing. It's like Eddie. He started out doing one-handed one-footers and was leading the sport. I idolized Eddie when I was getting into freestyle. I took his variations and made my own. Of course, there will be new generations of freestylers all the way down the line. If there's a new generation after me, that's fine. I'll take it as it comes—I'm not going to fight change. That's the way of the world.

## 540 MASTER

**AF:** When did you go for your first 540 and what happened?

**Josh:** I was reading an article on Andy Patterson. He was a really good racer, and it said he was a freestyler on the side. I read that he was doing a 360 on a quarterpipe. I said, "No way!" I kept trying it and trying it, and couldn't do it because I couldn't land backwards. I knew it'd be easier if I landed forward. So I tried it, spinning a little harder. Surprisingly, it took me only about five tries to pull one off, because I'd been trying 360s for so long.

**AF:** So, as far as you know, you were the first to do a 540?

**Josh:** As far as I know, yes. However, you can never really claim a trick, because someone else could have been trying it in some other part of the world at the same time.

**AF:** When was that?

**Josh:** The end of '84.

**AF:** When was your first contest, and how'd you do?

**Josh:** Venice Beach, in early '85. I took second place behind Todd Anderson. It was also the first time I rode an eight-foot ramp; I'd only ridden six-foot ramps before. So I was sketchy.

**AF:** What do your parents think of all this?

**Josh:** They think it's great, but they expected it, because I was always talking about it. They wanted me to get a normal job, though, and get my act together. So they were happy when I finally did it.

**AF:** Who do you like to ride with?

**Josh:** I like to ride with Todd, Dino, Gavin Battie and Monte Hill (in Oregon). I like to ride with Martin and Brian and Michael.

**AF:** What do you tell a kid who asks you how to ride ramps and how you got to be so good?

**Josh:** First, I tell them I didn't get this good overnight; you have to practice. I tell them not to rush it. Some kids who get into freestyle try to be good too fast. I learned on dirt by jumping and thrashing. Learn slowly and find someone who can already ride. Then watch him.

**AF:** What do you think of the job the

magazines are doing?

**Josh:** If an editor or someone who works for the mag goes to a contest, he gets a different perspective than the hard-core rider, but the truth still comes out. The magazines do an excellent job of keeping kids interested and in contact with the sport. That's what kept me going—solely. I'd look at the mags, and it would get me pumped. Every issue would get me going. I'd see new tricks and go out and try them the same day.

**AF:** What do you think of the AFA?

**Josh:** The AFA is helping the sport a lot. Competition is important. It gives kids something to practice for. It gives them a purpose and goals. Contests keep the new moves coming out. I think Bob Morales is doing a great job. He's been a pioneer. It's easy to criticize the only person out there trying. There have been others who tried, and

they all failed. Bob is doing the best he can, and his heart's in the right place.

**AF:** What is your message to the world?

**Josh:** Love your brother (laughs), don't drink and drive, say no to drugs and stay dedicated to whatever you choose to do, because you make your own life. Don't rely on anyone else to do it for you; your mom isn't always going to be there. Stay dedicated and you'll go far. Keep a good attitude, take your vitamins and brush your teeth. That's an essay question. I rang my bell so hard the other day that I'm not thinking right.

**AF:** Any final words?

**Josh:** I'm pretty easygoing. If I don't have money, that's okay; if I have money, that's great, too. I'm not a materialistic person. I love to have things, but if I don't, it doesn't bother me. My mind is drained; I can't think of anything else to say. ■

## An Interview with Dennis McCoy

**Q.** "What's the most important part of your bike?"

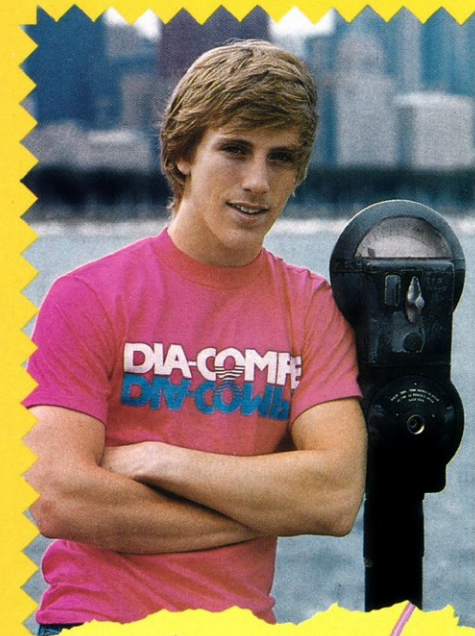
**Dennis:** "Me." (laughing)

**Q.** "Okay... how about components?"

**Dennis:** "I'd say brakes and levers, definitely."

**Q.** "You're the number one freestyler in the country. You could pick any component you want as a sponsor. Why Dia-Compe?"

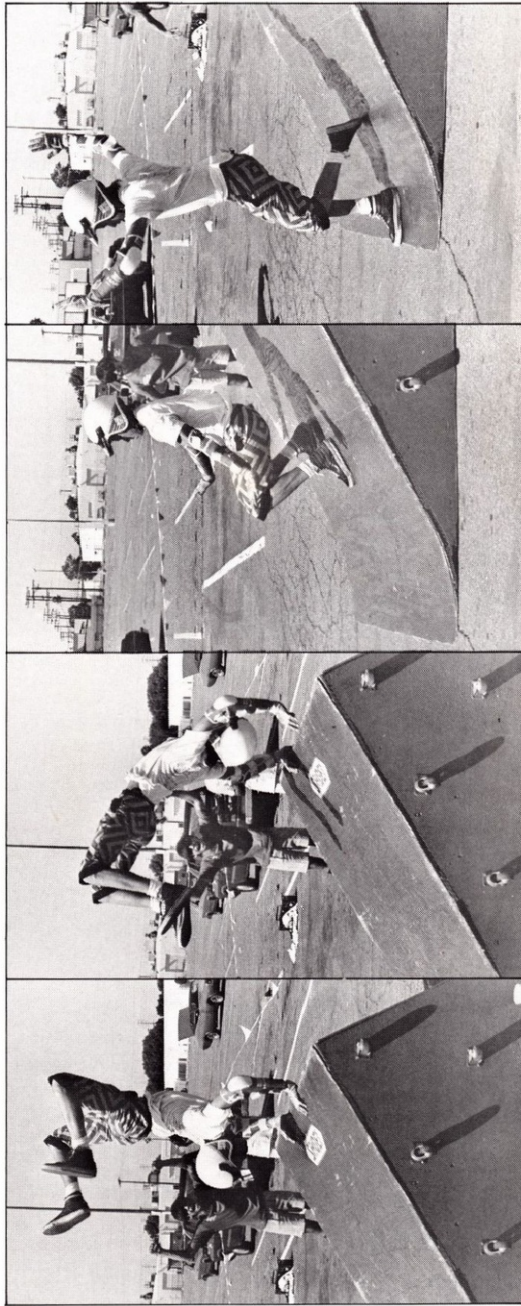
**Dennis:** "Very simple. Quality. Dia-Compe's what I've always used. No reason to change. You guys make the best stuff out there."



**DIA-COMPE.** . The real McCoy

Dia-Compe, Inc. Cane Creek Rd. Fletcher, NC 28732

# FRAME 37



Environmental en-  
counters of the  
creative kind. Jason  
Wong unleashes a  
bar-ride-into-a-hand-  
spring flip at the ABA  
contest in Anaheim,  
California. The gym-  
nasts at Woodward  
would love film.

# FREESTYLE LIFE IS A WAY OF

JOSH "DR. AIR" WHITE

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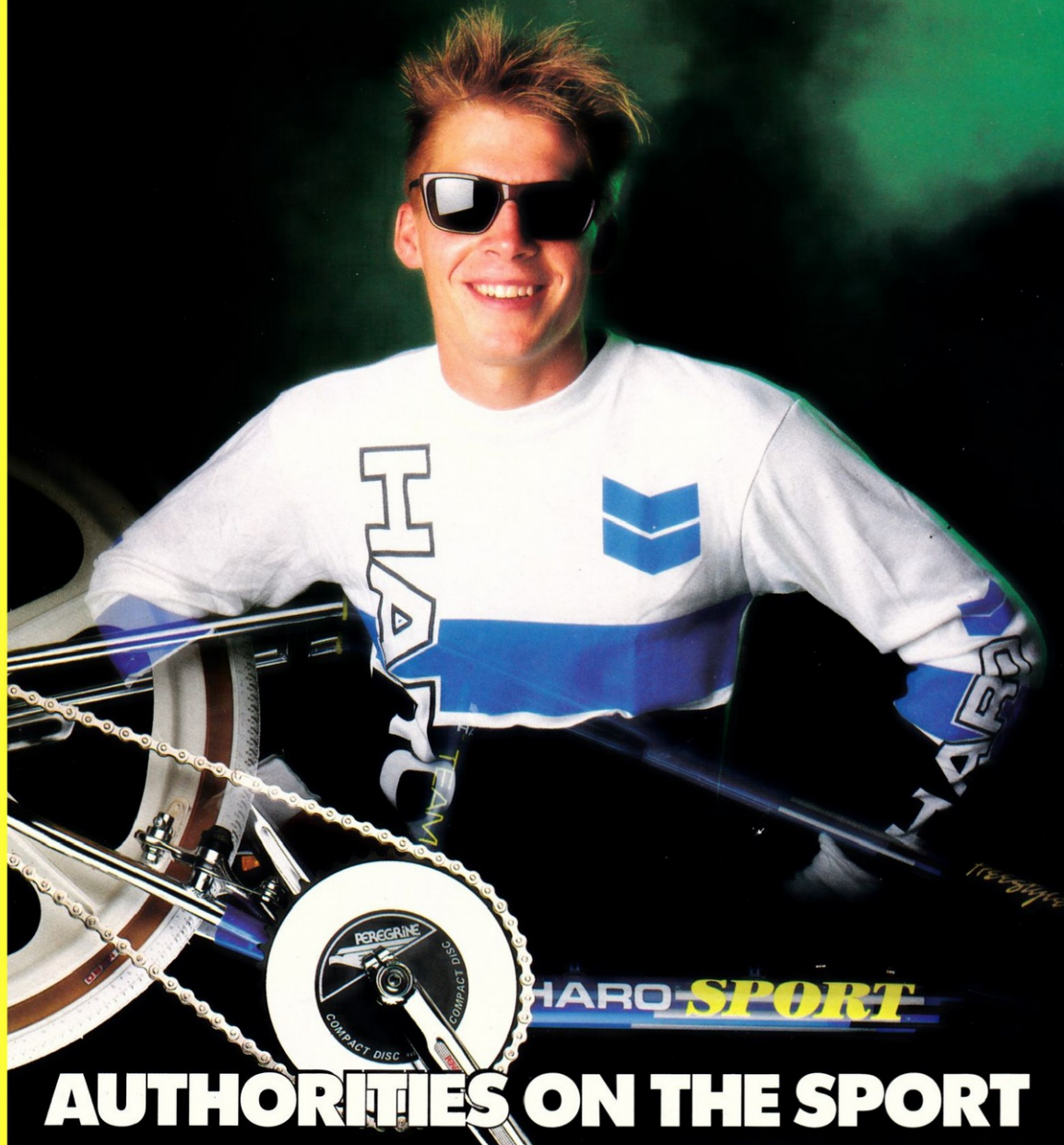
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## AUTHORITIES ON THE SPORT

# WILKERSON AND HARO

When it comes to the sport of freestyle, Haro is the leading authority. After all, we invented it. And then we designed the Haro Sport. The bike Ron Wilkerson rode to the 1985 AFA Masters Series Championship in Flatland, Ramps and Overall. This year Ron's on a new Sport, and halfway through the season he's leading the AFA

Masters Series in Ramps and is second overall.

Ron believes competition is good for the Sport. Both of them. And it's obvious he practices what he preaches. See the results at your local authorities. Authorized Haro dealers everywhere.

*first in freestyle*

