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SUMMER 1984

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FREESTYLIN'

B M X M A G A Z I N E

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COVER: Ron Wilkerson, 2-Hip at Golden Gate. Photo by Bob Osborn.

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SUMMER 1984

EDITORIAL

"Is Andy Jenkins there?"
"Hi Andy, how's it goin'? This is Bob Osborn at Wizard Publications. Hey, listen, we're startin' up a new magazine called FREESTYLIN'. I'll get right to the point. I was wonderin' if you might be interested in being the Editor? I want you to think about it..."



"YOU WANT ME TO WHAT?"

BY ANDY JENKINS

No thought needed here, I was on the road the next day. No more snow for this kid. Wyoming has seen the last of Andrew C. Jenkins... except when I go back to see my folks, of course.

Well, here's how it all happened. I had sent a thank you letter to Mighty BMXA to let 'em know I appreciated the bike they sent me for winning the drawing contest last November. I threw one of my resumes in along with it. "What the heck?" I thought. "Couldn't hurt."

I never even came CLOSE to imagining how that move would affect my life. All those years of racin' BMX and drawin' funny pictures were finally gonna pay off.

BMX and FREESTYLE. Take a look at those two words and what comes to mind? Let's analyze.

BMX. One of the most radically fluid sports on two wheels. Raw power. Intense concentration.

FREESTYLE. Free and style, that tells you a lot right there. It's a way of life. Freedom to express your style. Be it on the streets with a rockwalk or on a ramp with an aerial.

Combine the two and you've got a sport with almost endless possibilities that can be done just about anywhere by anyone. But best of all, freestyle is just plain fun.

You're probably asking yourself, "So what's this magazine gonna be like anyway?" Well we're takin' FREESTYLIN' to the streets, to the parks, to the competitions... wherever the primo freestylers are. Wherever the action is hot.

We're also makin' it informative. You'll see the latest and raddest tricks broken down in how-to articles. The latest in freestyle technological advances; the bikes, the equipment, the accessories. You'll hear the latest rumors and gossip in the world of freestyle, PLUS we'll be pushin' interviews and profiles of the sport's celebs at ya (and there are a lot of you out there yet to be discovered). Phew, we're talkin' heavy duty here, spuds.

Hold on to your britches or this magazine is gonna blow 'em off. Read on, radsters. ●

FREESTYLIN'

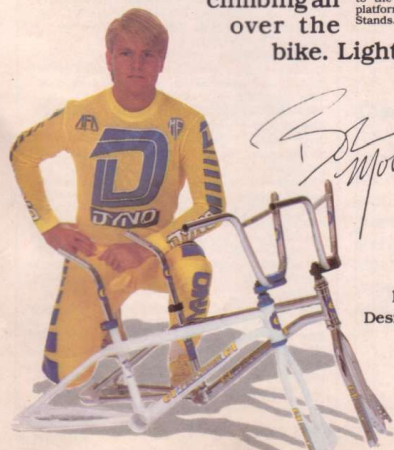
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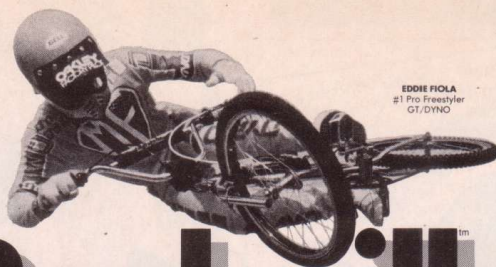
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Eddie Fiola

FREESTYLIN'

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Where's the Seat?

Our Mini-Seat is actually the Turbo Seat with the part you don't sit on cut away. It's all the seat you need for a 40-second motol! And the less your racing machine weighs, the faster you'll go! Many races are won... or lost by less than half a wheel. That's about 1/100 of a second! Cutting big ounces with a Mini or Mini-Pro makes sense! Go Mini and be a winner!

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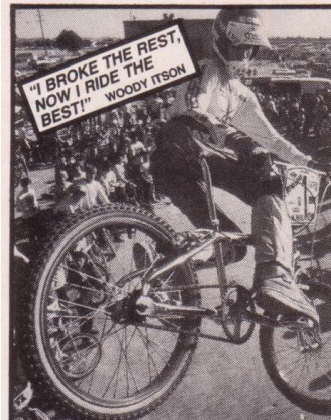
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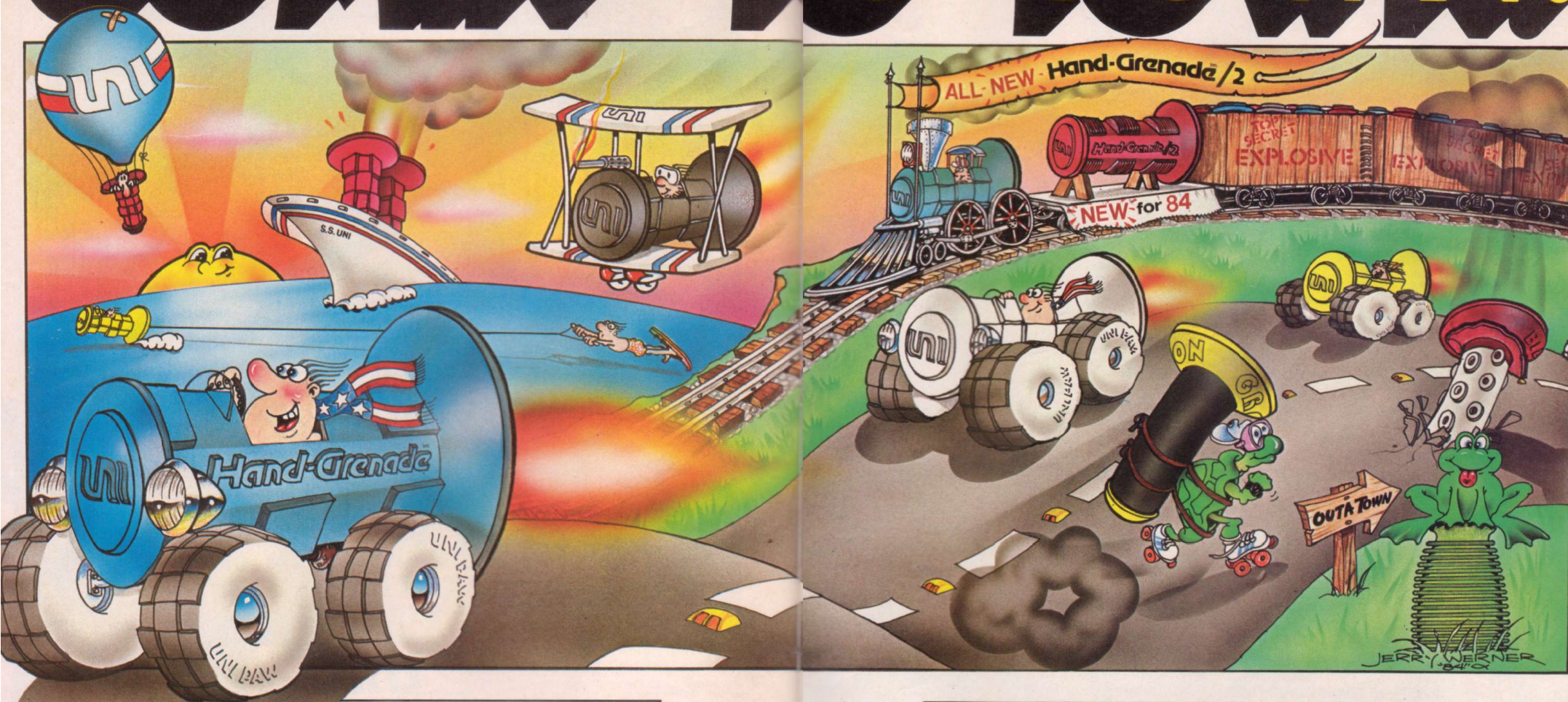
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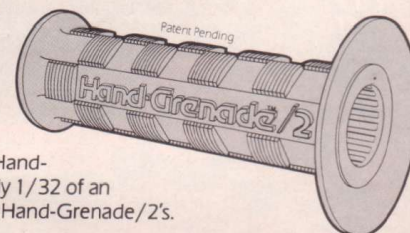
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WHERE'S THE LETTERS?

WHERE'S THE LEAD?
Being a new magazine and all, we haven't gotten any assorted drivels from you, the reader, as of yet. So start gettin' all your questions, suggestions, remarks, rumors, and killer photos ready for us.
Starting with the next issue of *Rolling Stone*, there will be a reader's page. **TALK**

Start getting your suggestions, remarks, rumormongers, photos ready for us.

Starting with the next issue of **FREESTYLIN'** there will be a readers' section entitled, **STREET TALK**. It's also **POSSIBLE** we might run a readers' photo section if you guys send in enough high zoot pictures.

Don't forget, only the best of the best get in, so make 'em good and start floatin' your words of wisdom and photos in to us.

Address your letters to:
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The Duke modelin' the new Oakley sun specs.

Wow . . . check it out. Oakley's at it again! The Duke brought these puppies by Wizard Headquarters and EVERYONE's brains fell out! One of the hot features is the wrap-around lense that keeps the sun's rays from creepin' in on the sides. There will be a choice of about four different lenses. There are a couple of different ear pieces you can get for 'em that are interchangeable. Like one that will wrap around your ear so that the trick specs don't fall off your face during a heavy free-stylin' session. And get this . . . the frames will come in red, blue, black, grey, or white, with the Oakley logo on 'em, of course.

The BMX ACTION trick team has been runnin' their butts off! They had just gotten back from a tour of Canada when they left for Amsterdam, Holland to hit the RAI Two Wheeler show that went from March 2 to March 10 doing, get this, 4 shows a day. These guys were pullin' in 4000 spectators at their strongest shows!

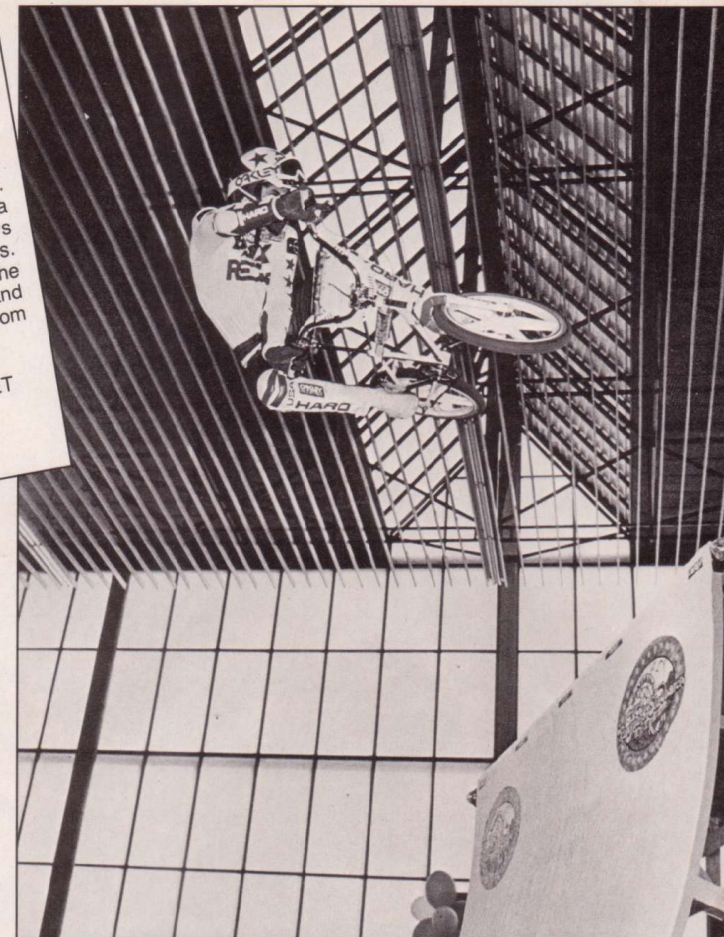
R.L. reported that the ramp they used at the show was excellent. "It's better than ours! On our ramp practicing consistently and really hard, I can get out of it 5 maybe 5 1/2 feet."

On this ramp, after about three days of practice, I was out 6, 6 1/2 feet!" The quarter pipe was 8 feet wide, 10 feet high, with about 1 1/2 feet of vert. If you look real close at the ramp in the photo you can see the tail lights on the top corners of it. The thing was its own trailer, attached wheels and all.

Buff and R.L. relayed to us that it was **TOTALLY** solid, not a bit of movement when you hit it.

From the looks of things, freestyle is REALLY big in Holland. Some reports say that it's even bigger than BMX!

PHOTO BY HANS DE JONG



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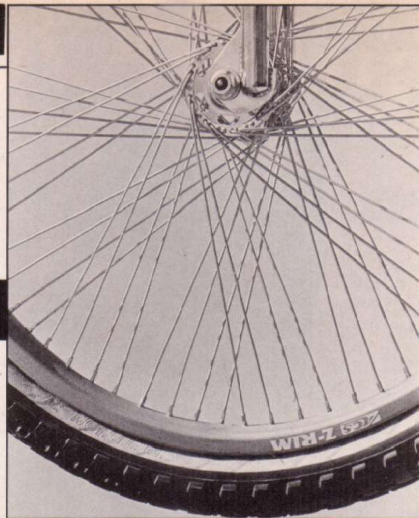
SUMMER 1984

FREESTYLE WHEEL AND BRAKE UPDATE

● This guy obviously is serious about keepin' his wheels in one piece. Ted Emmer had these killers made up for his 2X4, that he, believe it or not, uses in skateparks!

The wheels were built by Craig Kundig at RRS. They have twice as many spokes as your normal, every day BMX wheel. 71 to be exact (it would of been 72 but you can't put one where the valve stem is)! The rims and hubs are ACS.

● The semi-European mechanics at the Bicycle Source have been doin' some trickery to freestyle



Holy spokes, Batman!

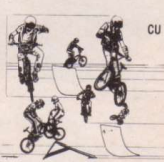
wheels too. They have been tearing down, rebuilding, and blue printing coaster brake hubs. These rebuilt coasters work WAY better for freestylin'.

● Robert Peterson, killer freestyletist from San Francisco, has invented a coaster brake hub that is

aluminum, or at least part aluminum, and has sealed bearings. Robert has applied for a patent and has been talkin' to some manufacturers. Pretty bitchen. It's about time somebody started doing something about coaster brakes for freestyling fanatics.

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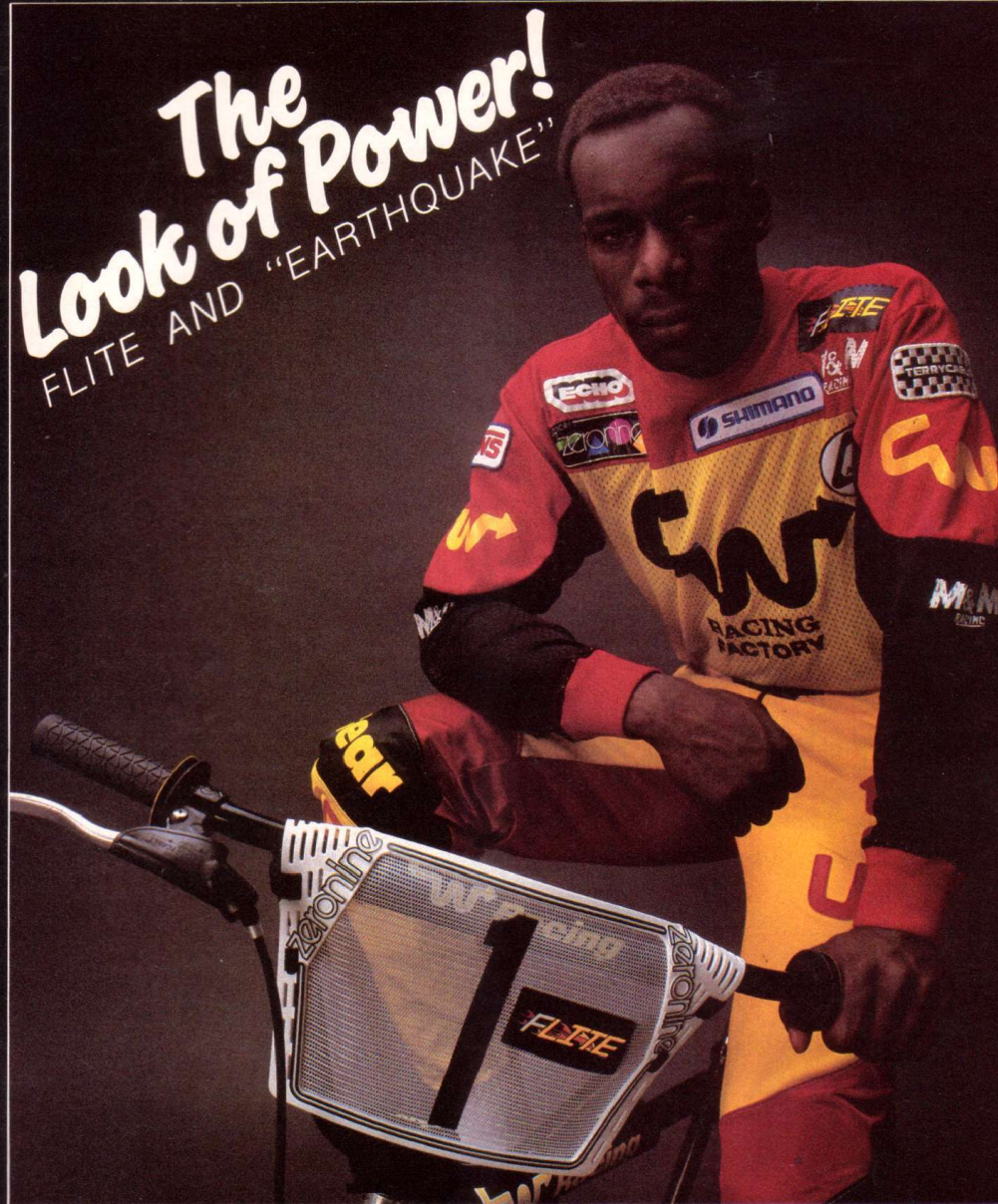
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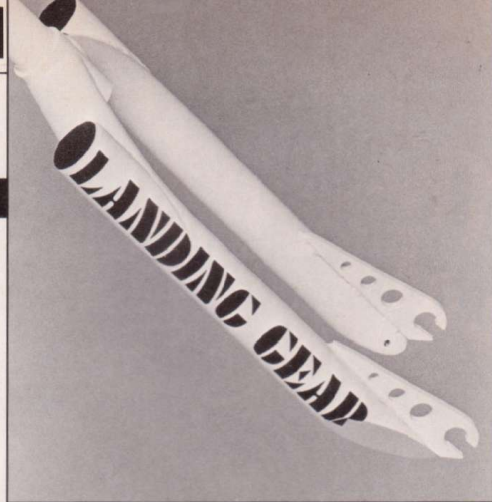
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GRAFFITI

SE "STANDING GEAR?"

It was late. We were ready to knock off work, when . . . tap, tap, tap. There was a barely audible knock at the back door. The knob began to turn, the door opened slightly and through the small crack that had appeared slipped Mike Devitt of SE Racing. He was heavily guarding something under his arm. After we had all entered the top secret conference room and locked the door tightly behind us, Devitt revealed a pair of gleaming white freestyle forks.

We'd heard rumors that SE was gonna put out some freestyle goodies (don't tell anybody though, that's classified info), and if these prototype forks are any indication of what we can expect, WATCH OUT, 'cause these babies are tee-rick. The standing platforms are the major feature,



Will standing platforms on forks become standard equipment for freestylers everywhere?

and yes, that is grip tape on the top of 'em. You can count on some totally new moves being invented when tricksters start gettin' the hang of these devices. The dropouts are extra beefy, twice the thickness of SE's

BMX Landing Gear, and the fork stem has been thickened up. Those features are for you curb killers and front wheel hoppers out there. Don't worry, Mike says the production models will be drilled for front brakes. Remember, these are PROTOTYPES, so don't go buggin' the bike shop guys. Yet.

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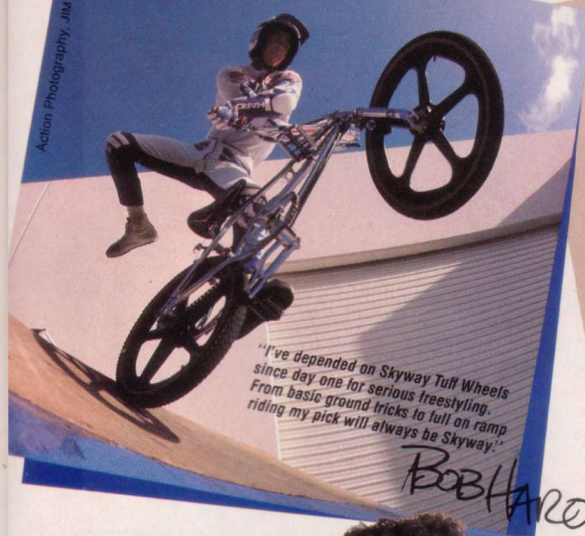
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Action Photography, JIM CASSINUS



"I've depended on Skyway Tuff Wheels since day one for serious freestyling. From basic ground tricks to full on ramp riding my pick will always be Skyway."

Bob Haro



"There is only one wheel for freestyle riding, Skyway Tuff Wheels."

R.L. Osborn

Tuff Wheels are now available in 16," 20" and 24" sizes in white, red, blue, yellow and black. All with the famous Skyway one-year warranty.

T/A Frame and Fork sets are 100% 4130 chrome-moly with a super light yet strong heat treated fork. Now available in both white and chrome. (Tubing by TRUE TEMPER U.S.A.)

Skyway also has lightweight Tuff Pedals for "traction plus," Tuff Pads for stop-on-a-dime results, and stylish frame and bar safety pads—just like the ones used by Skyway's factory team.



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4451 CATERPILLAR ROAD, REDDING, CALIFORNIA 96003.



Photo by Bob Osborn, BMXA Magazine

STEM TRICKERY FROM ACS

Just slip one of these new stem kits by ACS onto your scooter and your front-cable-hitting-the-down-tube problems during crossed-up tricks are over. It has a beefed up stem bolt that's drilled out to accommodate your brake cable, a la the Potts Modification (May '84 BMX ACTION). The difference is that you can slip the cable AND the housing down through this one.

The stem can be bought as a unit with the bolt which will run you about five frogskins more than the normal ACS stem which is around 25 bucks. Or, you can buy the bolt separately for your existing stem for just under ten bucks.

If you go the bolt direction you'll have to drill your stem bolt hole out to 1/2 inch diameter (these things are thick!), but that'll be a real hassle and probably cost you more than



This'll give you an idea of how your cable should be routed. Make sure it's long enough so it doesn't kink.

it would to buy the whole stem kit. It's up to you.

Either way you go, you'll have to move the cable hanger to the other side of the calipers and put the barrel adjuster on upside down to accommodate the cable comin' from underneath. Check the photo for the caliper set up and cable routing.

This looks like the hot front stopper set-up for flatland freestylers. You should be able to get your hands on the stuff by the time you read this.



The ACS Potts Modification.

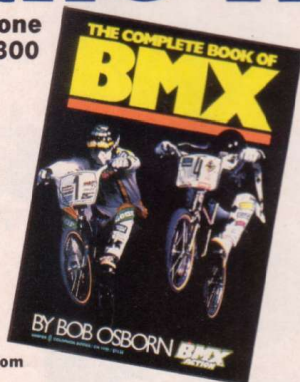
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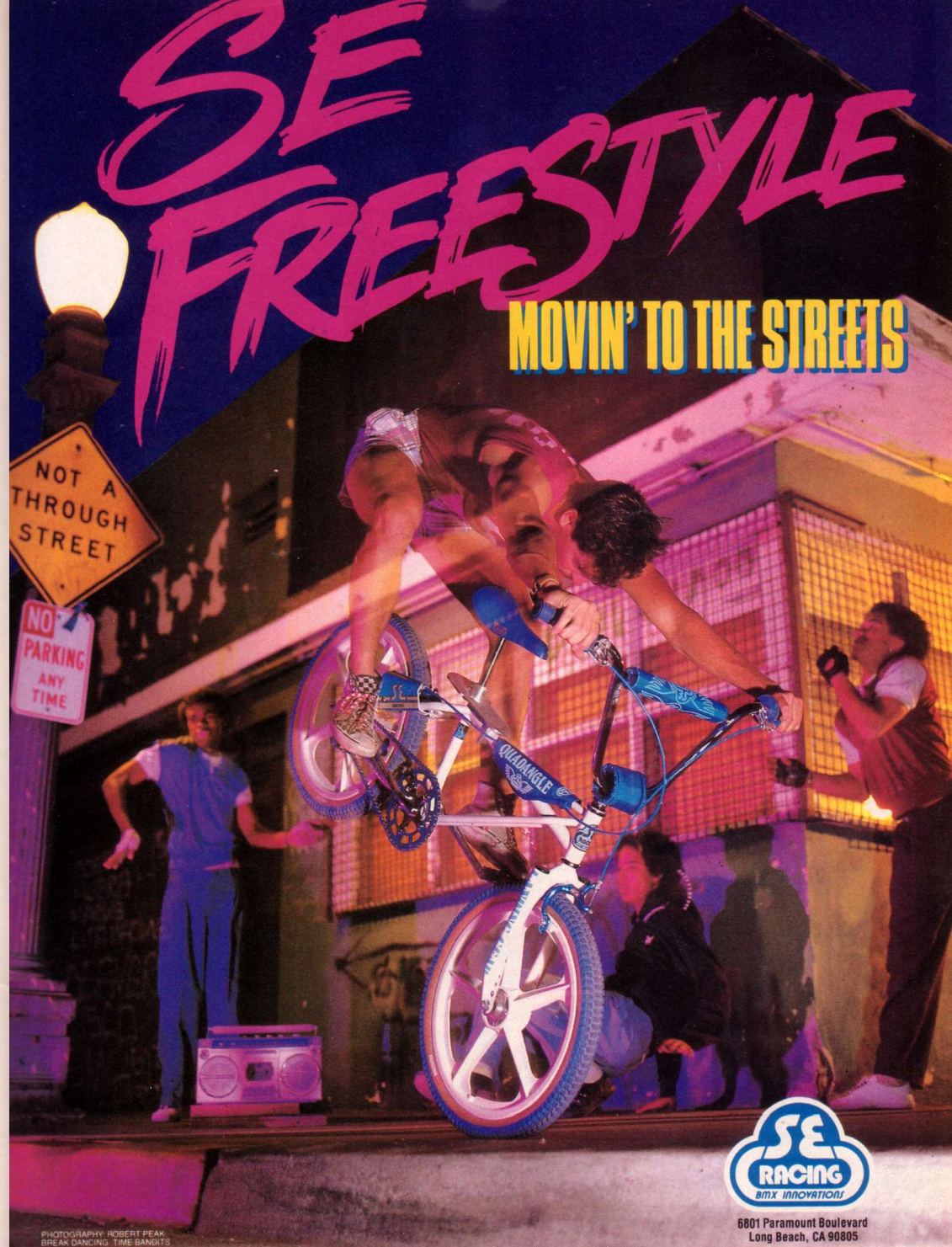
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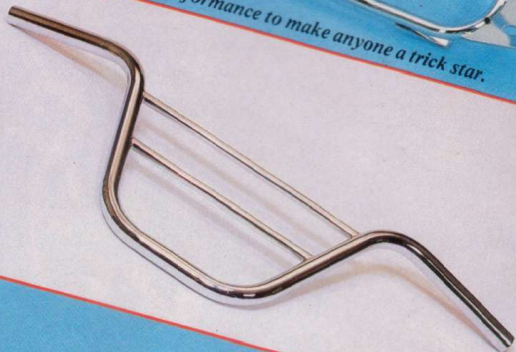
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GRAFFITI



Fiola. Also in Europe.

FIOLA SHIPPED OVERSEAS

The BMX ACTION hombres aren't the only American freestylers in Europe. Eddie Fiola was sent over by GT, for a couple of weeks in March to do some shows for the locals in Holland, Switzerland, and Sweden. Which caused him to miss the skatepark competition at the Ranch in this issue.

HARO'S MOTIVES

Freestyle legend, Bob Haro, is on the move again. This time in a little bit different direction. Haro is starting his own clothing line. It's called, Motives. We had a look at some of his samples and they are TOO HIP. T-shirts with freestyle designs on 'em, logo sweatshirts, Bermuda shorts, surf trunks, and hats. All cool.

NOTABLE QUOTABLES

"These kids are gonna grow up, have kids of their own, and all have pools in their backyards... with no water!"

Bob Hadley
Huffy Team Manager

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**STREET
SCENE** San Francisco's
Golden Gate Park



Take a look at the size of the crowd!
Vanderspek showin' off.
PHOTO BY BOB OSBORN

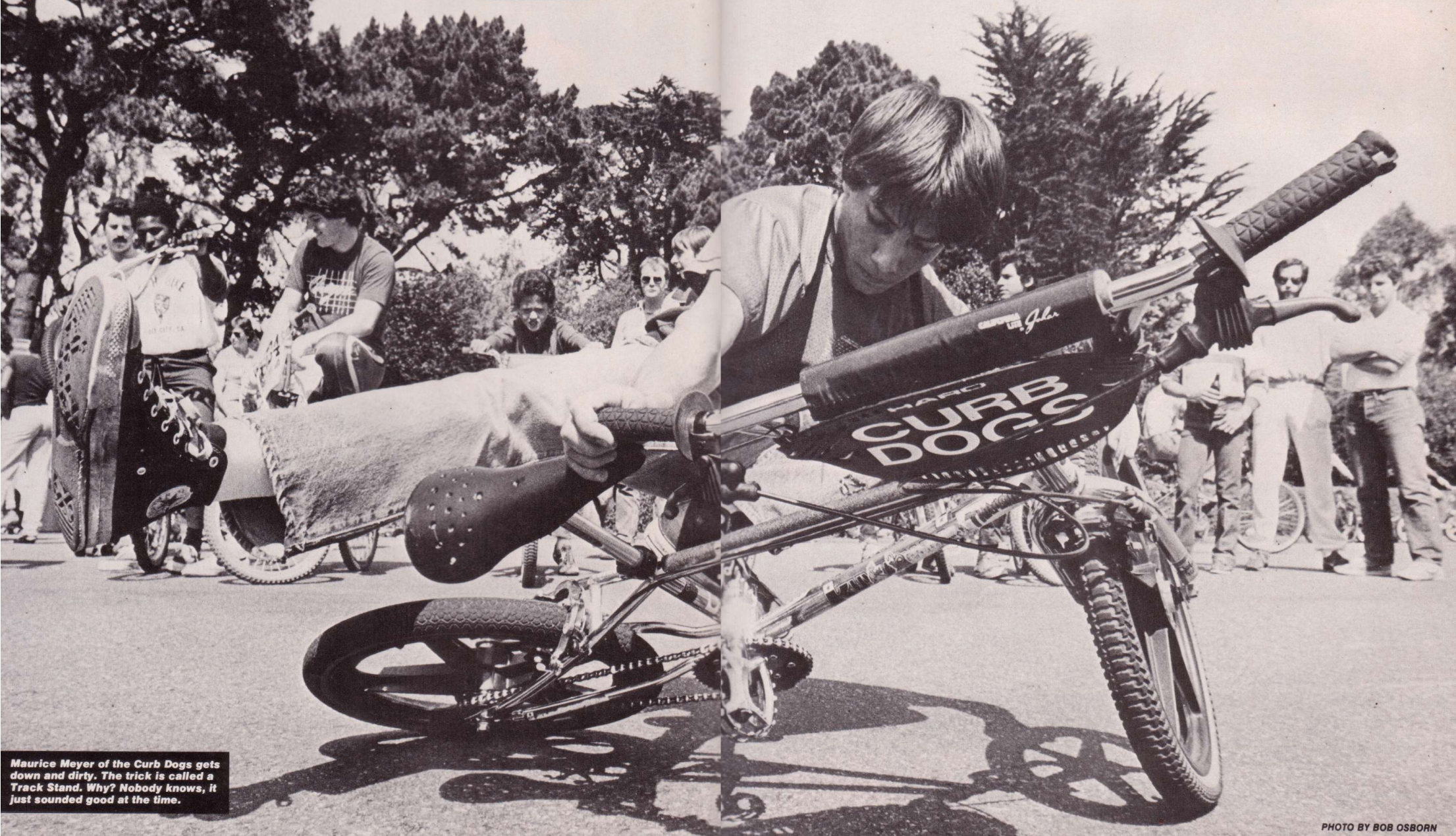
San Francisco's Golden Gate Park

On weekends at Golden Gate Park in San Francisco they close off the streets and let the freestylers go wild. Be they BMX freestylers, skateboarders, skaters, break dancers, jugglers . . . you name it.

We'd been hearin' rumors about

a crew of hot BMX freestylers in the San Francisco area. But, like we do sometimes, we filed it away in the ol' rumors drawer and kinda forgot about it . . . until Oz ran across Rick Allison at the King of the Skateparks competition in Upland last February. Allison confirmed the rumor and things started cookin'.

Rick went back home and started rounding people up. A couple of weeks later, Oz cruised up to Golden Gate Park to shoot these radsters from Northern California, and came back rantin' and ravin'. Check out the photos and you'll understand why. These guys are GOOD.

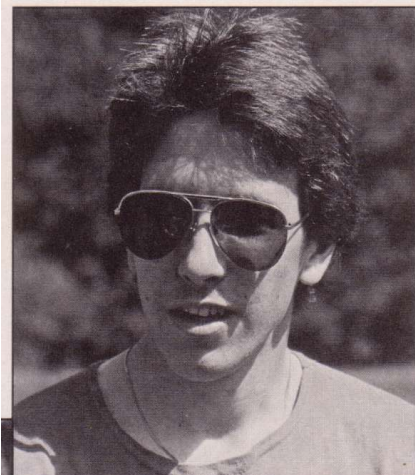
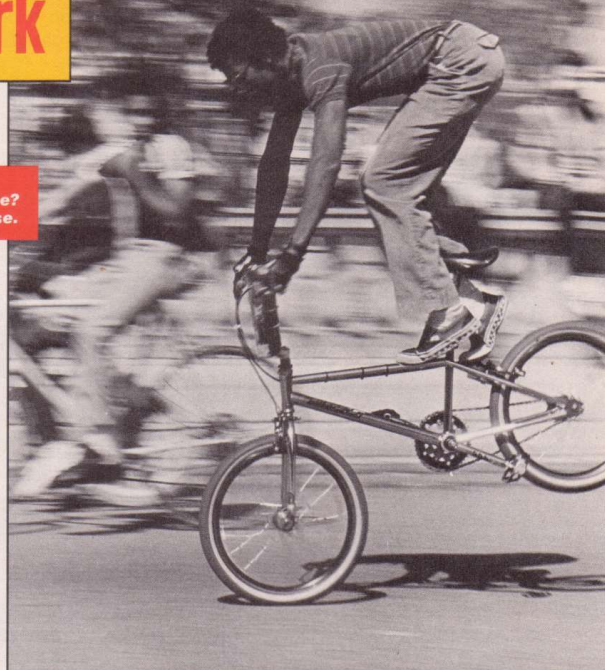


Maurice Meyer of the Curb Dogs gets down and dirty. The trick is called a Track Stand. Why? Nobody knows, it just sounded good at the time.

PHOTO BY BOB OSBORN

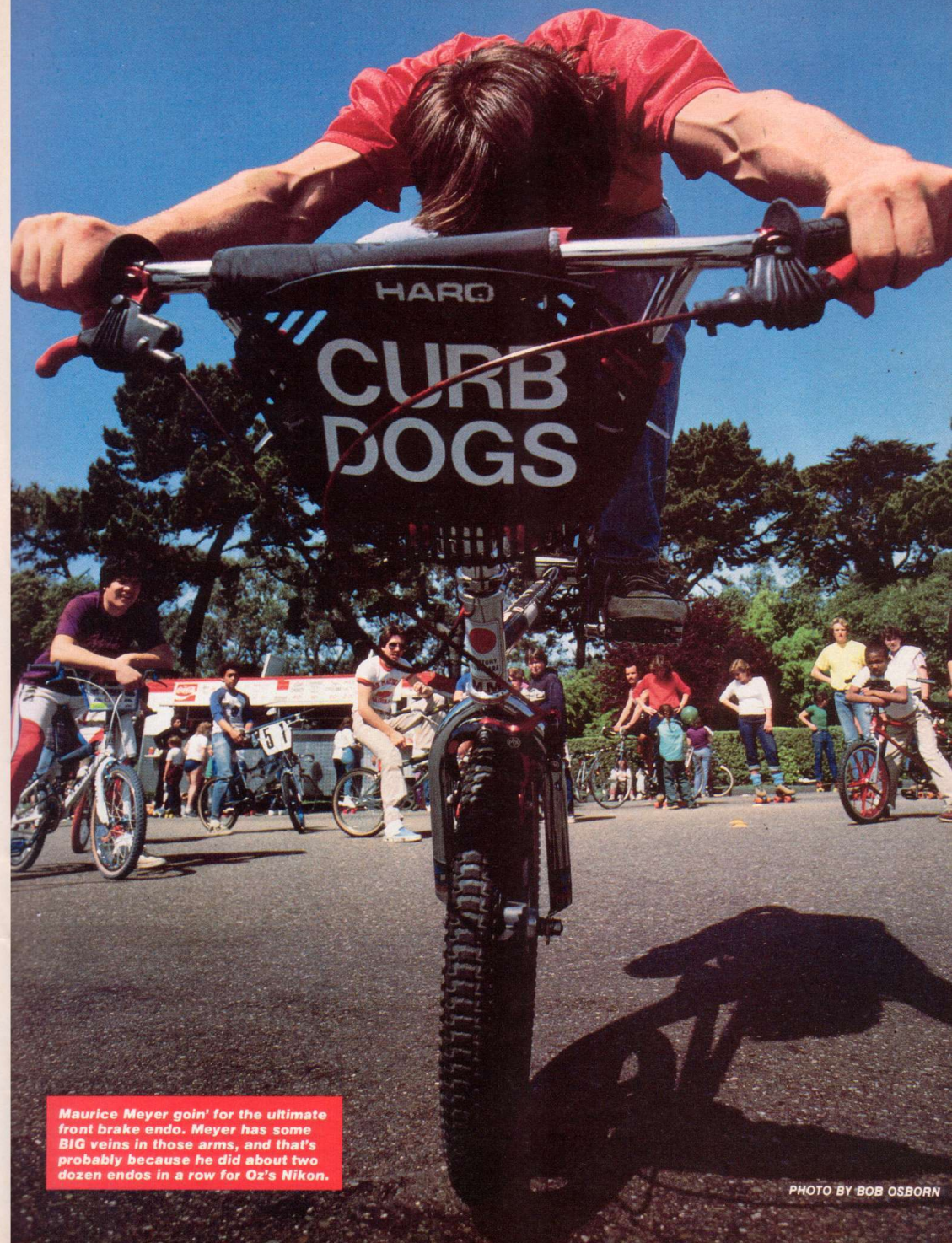
San Francisco's Golden Gate Park

How about a high speed, nose wheelie, frame stand to go, please? Kerry Clayton risking life and nose.



Rick Allison, workin' on a freestyle sponsorship.

Somebody tied Rick Allison's shoelaces to the bars when he wasn't lookin'.

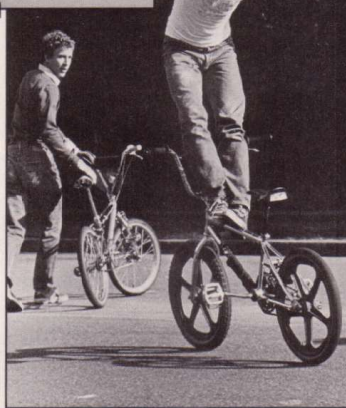


Maurice Meyer goin' for the ultimate front brake endo. Meyer has some BIG veins in those arms, and that's probably because he did about two dozen endos in a row for Oz's Nikon.

PHOTO BY BOB OSBORN

San Francisco's Golden Gate Park

Marc Babus, Curb Dog, glidin' backwards. That's Peterson scootin' out of his way.



Trickster and all around good guy, Robert Peterson. This guy is definitely one of the top four stylers in the area.



The Master of Balance. They say that Robert Peterson balances better than he walks. We believe 'em. Check out the Mickey Mouse bell on his bars.



Another Golden Gate local gettin' critical. He's somewhere in the middle of a front wheel 180.

Ron Wilkerson is the business man of the Northern California freestylers. Wilkerson's the team manager and one of the tricksters for the 2-Hip Trick Team along with Rich Avella, who's not too shabby himself. Both of 'em are factory GT mounted.



PERSONAL FOCUS

DAMON FROST

ALL of the riders at Golden Gate consider Damon Frost to be THE premier freestyler of the area. When Oz was shooting for this story, Damon was still hurtin' from a broken wrist, attained six months earlier after bailin' on a patch of gravel doing 63 MILES AN HOUR on a downhill road racing bicycle. Pretty gnarly. So, we didn't get any photos of him stylin', but Oz did get some interesting verbal stuff. Like, would you believe that he break dances for the San Francisco Ballet?

Damon: "Yeah, we do encore performances for some shows like on opening night. Sometimes we'll do television appearances with the ballet. I got into breaking after I broke my wrist."

Oz: "How did you get to be the acknowledged top freestyler in Northern California?"

Damon: "Every day of my life I've been eating, sleeping, and breathing freestyle. Even at midnight, me and Dave Vanderspek go out in underground garages with smooth floors and just ride. At least eight hours



Damon Frost is the freestyler's freestyler. He's THE heavy in Northern California. The top dog. Damon LIVES freestyle.

a day on my bike, for about the last five or six years."

Oz: "I understand that both the Curb Dogs and the 2-Hip trick teams are after you. Are you gonna go with one or the other?"

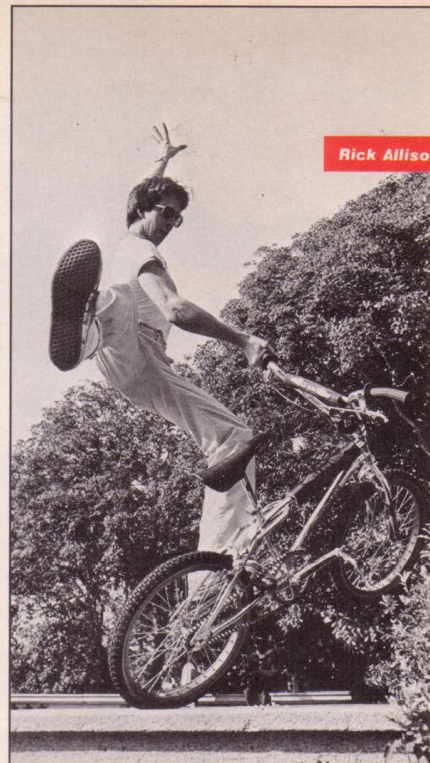
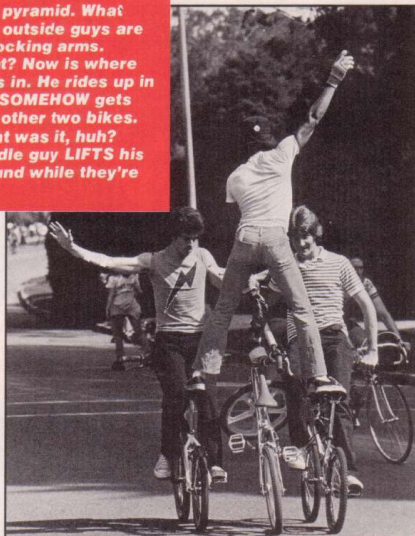
Damon: "Yeah, I'm gonna stay with the Curb Dogs 'cause I practice here at Golden Gate Park and they're all my friends. 2-Hip has more to offer, but I'm not doing this for fame or anything right now. I just want to be a better freestyler." ●



Babus again. This time he's glidin' backwards AND is practically upside down.

San Francisco's Golden Gate Park

This one's called a pyramid. What happens is the two outside guys are riding backwards locking arms. Simple enough right? Now is where the third guy comes in. He rides up in between them and **SOMEHOW** gets on the seats of the other two bikes. Bet you thought that was it, huh? Nope. Now the middle guy **LIFTS** his bike up off the ground while they're moving. Jeez.



Rick Allison.



Big dude, Kerry Clayton. This guy looks like a macho Michael Jackson.



One of the heavies, Dave Vanderspek. Dave takes freestyle **VERY** seriously. He's trying to organize some freestyle events in the Northern California area.

FREESTYLIN'

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For BMX and Freestyle riding, Red Line strongly recommends the use of proper safety gear. RL-20 specifications and components are subject to change without notice. C.P.S.C. equipment included — not shown. Above action photo courtesy Bob Osborn, BMX Action.

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HOW TO DO A 180 ROLLBACK



1 Make your approach for the 180 at a moderate speed, standing, with your pedals level.

2 Begin to lean into your bars to unweight the rear end. Start a slow turn in whichever direction you feel comfortable with.

3 Lift the back end while keeping your weight forward. Now start to swing the rear of the scooter in an arc around the front wheel.

4 When you complete the 180, set the rear end down and keep your arms straight with your legs locked on the seat. Your momentum will send you backwards now. Remember, concentrate on your front wheel to maintain your balance and hold a straight line.

DEMO BY R.L. OSBORN

There are a TON of tricks out there and a lot of them require a little bit of backward thinking, so to speak. This is where the roll-

5 Keep your weight positioned over the rear wheel. This will unweight your front end and make the rollback much easier to control. Be cool and don't make any drastic moves.

6 Keep your legs stationary so that you don't activate the coaster brake and you've got it!

7 Now to correct while rolling backwards, steer away from the direction you start to lean. In other words, steer the back end under your lean to save your balance.

back comes in. Rollbacks can be considered a necessary freestyle move. The fact that they are used as an exiting trick, or as a connecting link for a BUNCH of major moves proves that point.

The trick can be done on its own, but we thought it would be cool to show it along with a basic 180 as an intro.

Before you even attempt a rollback you've got to get used to the

idea of going backwards and not being able to see where you are headed. Everything will be reversed.

Here is a tip to make it a little easier on you guys: When you start rolling back, concentrate on going straight while keeping your eye on the front wheel. Keeping a straight line is easier than making corrections while you're movin' backwards.

Be sure you practice this in a safe area. NOT where there are cars. You can't see where you're goin' when you're headin' backwards. And wear your safety gear while you're learnin' this one. ●



1



2

SKYIN' AT THE RANCH

AFA KING OF THE SKATEPARKS ROUND TWO — DEL MAR SKATE RANCH

BY LEN WEED

Vertical virtuosos gettin' satellite height. Not just big air, scarifyin' air. We're talkin' stratospheric. Totally baaad, boss, and bionic. Round two drew every formidable freestyle flyer, every puck-erless pilot of reknown above ground — except defending champion Eddie Fiola. The King was over in Holland, flashin' some trans-Atlantic tricks. That left an eager trio of pros, primed for robust thrusts into the



3

It was Hugo's second run and he knew he was trailin' for the money. Big decision time for Hugo Gonzalez. You can see by the photos what his decision was. This was a TOTAL surprise to everybody, and the crowd went NUTS. (Check how our photographer, Jim Cassimus, tracked Hugo right over the fence.)

PHOTO BY JIM CASSIMUS



4



5

SKYIN' AT THE RANCH

Spiderman Rich Sigur. A little faded lately.

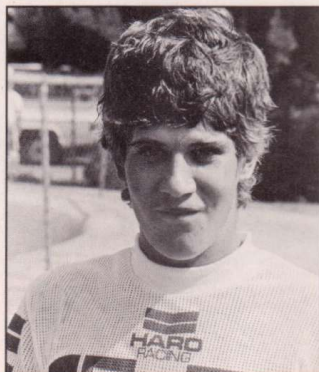


PERSONAL FOCUS

DONOVAN RITTER

AGE: 15.
HOME TURF: Vista, California
GOT INTO FREESTYLE: Summer, 1983. "I was just a dirt thrasher on a Mongoose I got for Christmas. I saw somebody do a trick show, getting air off a ramp, at a speedway race at San Bernardino. I decided I wanted to do it. My father's a carpenter. He built me some ramps. I got good on the ramps and went to the Upland Finals last November and got second in 16 Under Novice, my first competition. So my dad bought me a Haro Freestyler. I started getting six feet of air after two weeks of riding. I kept on riding everyday and here I am."

SPONSOR: "Haro is my co-sponsor. I put this bike together this morning. Bob wants me to go for freestyle and skateparks. He's going to Australia this summer and if I get good enough I might be able to go with him."



PRACTICE: "I have two ramps now, one portable for trick shows and the other permanently cemented in the back yard."

GOALS: "Beat Mike Dominguez."

ozone. Eddie's no-show dropped him out of the lead, but left him with a chance to regain his crown at a later date.

Present, but grounded, was Brian Blyther, 16 Under Expert winner at the opener. Brian crunched a wrist two days earlier. "I got squirrely at the bottom, hit my front wheel on top, and went over the bars. The doctor said I can take the top part of the cast off in a couple of weeks and start riding. I'll definitely be ready for the next one."

Motorcycle Supercross announcer, Hal Sanguinetti, handled the announcing chores while a panel of pro stars rated the fearless feats of the riders. Judges included Martin Aparijo (Vans), Woody Itson (Vans), R.L. Osborn (BMX ACTION), Bob Haro (Haro), and Fred Blood (formerly Vans).

Francis Fred, the Captain of Crazy-ness on roller skates, is currently concentrating on car racing — Formula Russell, a notch above the Formula Fords he raced last year, a notch below full blown Indy cars. "I'm trying to keep a hand in BMX freestyling, judging, and announcing. Right now I can't afford to get hurt riding or skating because of the car racing."

Both Ron Wilton (Haro) and Leap-in' Charlie Litsky filled in as judges during amateur competition. Charlie, a former BMX racer, financed a degree in Broadcast Journalism by writing for BMX magazines and flapping his lips as an announcer. He's set to host 13 BMX shows. "It looks like a major cable company will be purchasing it. The series is produced by the same company that's doing a movie with the NBL called LET ME TRY, about a deaf kid who gets into BMX."

Both novice winners from Round One decided to move up to expert at Del Mar: Marc McGlynn (16 Under) and Steve Peralta (17 Over). And 17 Over Expert winner Hugo Gonzalez decided to go pro.

Practice produced a couple of mishaps. Michael Dominguez miscalculated on a fence foot plant and finished up straddling steel while avoiding a sudden sopranoing.

Ted Emmer, '83 17 Over Novice champion, exploded a front tube. He survived the crash, but had trubs locating a spare 24-inch tube for his cruiser, the only bigwheeler in the contest. Ted's attire also tends to set him apart. It's sorta Team Skin. His

only clothing was a pair of Dyno shorts, knee socks, and tennies — plus safety equipment — a motorcycle motocross flack jacket, pads and a helmet.

Robert Aguilar carved his first win of the year in 16 Under Novice. And Dale Perez, after a fourth in the opener, won 17 Over Novice as his sidehack partner, Frank Lopez, took second.

After a lengthy practice, the experts and pros began at noon. Local rider Marc McGlynn, 14, extended his career winning streak to four. Marc's first win came just two months after he started freestyling. "I used to watch races, but I never raced. THEN, I saw people riding pools and here I am."

Despite his perfect record, sponsorship is still on the lean side for Marc. "Oakley helps me; the Duke gives me stuff. No one else has asked me yet." That will probably change real soon. Marc's win tied him with Brian Blyther and Donovan Ritter for the series lead.

McGlynn's practice partner, Jon Peterson, topped 17 Over Expert. Jon missed the first event when he injured his back falling off Donovan Ritter's ramp. His Del Mar win vaulted him to the top of the class.

Jon's repertoire included foot plant pivots on the coping plus one-hander stall landings on the pool ledge. He also flashed a classy 180 spinner exit move at the end of one of his runs.

Three riders — Deam, Gonzalez, and Dominguez — wanted the winner's half of the \$500.00 purse. Deam's routine included a majorly awesome one-hander fence foot plant.

Hugo Gonzalez included some 180 foot plants and an innovative buns landing on the coping to set up a drop in. He saved his show-stopper for the end of his final run. Like the radio guys say: over and out. Hugo turbo-cracked the length of the half-pipe, shot up the end wall, and flew over the fence, landing halfway down a mild bowl on the other side. He wobbled, washed out, and slid to the bottom, unhurt. Talking about his flight, a first for the park as far as anyone knew, Hugo said: "I did it once during the week so I knew I could do it. The first time was pretty wild."

Michael Dominguez, the favorite with Fiola gone, delivered massive air. Hanging one footers. Artful foot-

BRIAN DEAM

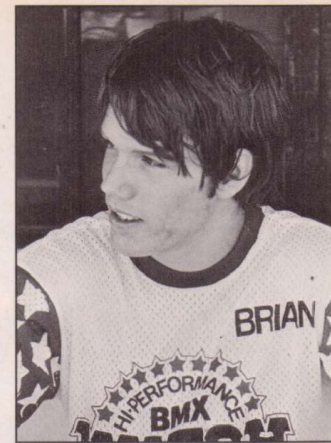
AGE: 18

HOME TURF: San Bernardino, California

GOT INTO FREESTYLE: "About two years ago. I hadn't ridden a bike for a long time and then I saw guys riding bowls in the magazines and it looked fun so I tried it. I used to ride The Ranch at Colton until they plowed it under."

SPONSOR: "Hutch."

PRACTICE: "I do some ground stuff, not much. I don't ride much at all. I don't have a ramp or anything. I'd like to practice more but I'm working construction full time. I'm going to ride more now, with Mike. I used to be into it heavily last year and I'm getting back in."



Pretty sneaky! Skateboarders were in abundance at the Ranch. One of 'em crashed the party by sneaking into the Max Air Contest. Kinda cool. Tony Hawk at the controls.

SKYIN' AT THE RANCH

plants. Gigantuuous aerals. Amazing Alley Oops. And real clickers. When he cranked the bars, everybody in the park heard it.

Looking ahead to the next contest and Fiola's return, Michael said: "I'll be ready. I'll be riding every day almost. I have some new tricks no one will know about. I'm going to

keep them secret."

Michael dug the park. "I think it's great, but the moves are limited here. You can't make up tricks out of the blue in this park."

Dominguez picked up another hundred smackers by edging Donovan Ritter and three other aeronauts in the Max Air Contest.



16 Under Expert dominator, Marc McGlynn. This was Marc's first time out as an expert and he blew doors. (Brian Blyther was out with a broken wrist.)



Paul Nolan put in enough good moves to nab a 2nd in 17 Over Expert.

A BRIEF EXPLANATION OF KING OF THE SKATEPARK COMPETITIONS

SANCTION: American Freestyle Association.

PERFORMANCES: Two 60 second runs.

SCORING: Five judges evaluating originality, smoothness, use of the bowl, use of time (high and low scores thrown out, middle three used).

SERIES POINTS: 1st — 100; 2nd — 50; 3rd — 25; 4th — 10.

CLASSES: Pro, 17 Over Expert, 16 Under Expert, 17 Over Novice, 16 Under Novice.

ENTRY FEE: Novices and Experts — \$10; Pros — \$50.

PRO PURSE: \$500. 1st — \$250.

MAX AIR CONTEST: 1st — \$100.

REMAINING EVENTS: Round Three — May 6, Upland. Round Four (finals) — September 16, Upland.

OTHER AFA EVENTS: Summer Freestyle — June 24, Venice Beach, California. OP Pro Classic Exhibition — September 1, Huntington Beach, California.



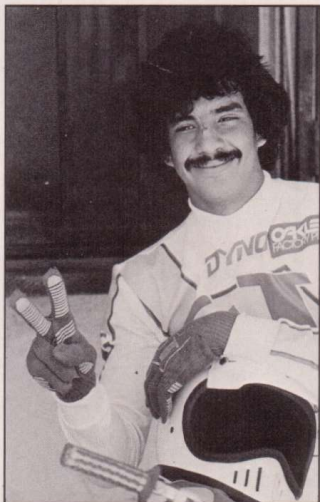
With Fiola gone, Dominguez was having a heyday. Michael awes the crowd. (P.S. The dude is only 15.)

PHOTO BY JIM CASSIMUS

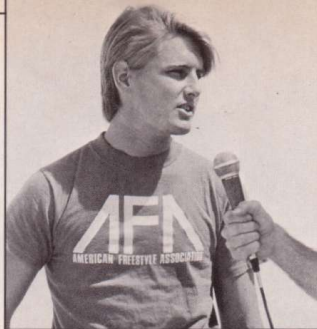
SKYIN' AT THE RANCH



Jon Peterson pulls off another one of his patented foot plants.



Hugo Gonzalez, first time in the bowls as a pro.



THE AFA'S BOB MORALES

Bob Morales, 20, polevaulted from teenage sticker seller to corporate mogul before his twenty-first birthday. Bob's company, BME, manufactures Dyno products.

"Dyno is my baby, I do the design and the promotion. It's my main nine-hour-a-day job. I started my first company at 13, selling stickers. It kinda snowballed into a manufacturing business — number plates, brake guards, helmet visors, jerseys, pants. Working with sponsors like Haro, Max, and others, I had a few ideas I wanted to pursue on my own."

Bob once rode for the Haro Trick Team. "I started racing back in about '76 and was getting pretty heavy into it, racing with R.L. a lot and hanging out with him and Haro. I started riding skateparks with R.L. We used to sneak into Skateboard World in Torrance. I rode the Runway with Perry Kramer and Scot Breithaupt. My favorite thing was to ride my bike in that bowl. It was in between skateboarding and BMX, which were my two favorite things at the time."

Then I moved to Orange County. In 1980 I heard about a contest in Colton. It really wasn't a skatepark contest like we do now, it was a bike skill contest: slaloms through cones and competing for time through the bowls. It was sponsored by Moo's, and their rider, Jeff Watson, was the big guy then. I got third in expert and Eddie Fiola entered novice and won. I saw Haro there. We went over old times and rode together."

"About a month later I got a call from Bob saying he was going on tour across the country and did I want to go. This was just after he split with the BMX ACTION Trick Team. So we did the tour in the summer of 1981. A great experience. That did more for me than anything."

"I talked Bob into signing Eddie to the team and we started doing shows without Bob because his business was

booming so much he didn't have time to ride."

"Eddie and I finally decided to go our own way. We felt we were limited, always being referred to as the Haro team rather than as ourselves. That was in 1982. The King of the Skateparks event I put on in 1982 was the last thing we did for Bob."

"Eddie and I became a team. We rode for Kuwahara for six months and then I went to GT to consult with them about freestyling and they signed Eddie too."

"I had to cut back my riding when Dyno got rolling in '83. I still do photo sessions and shows and ride skateparks some with the guys, but I have to spend more time on business now."

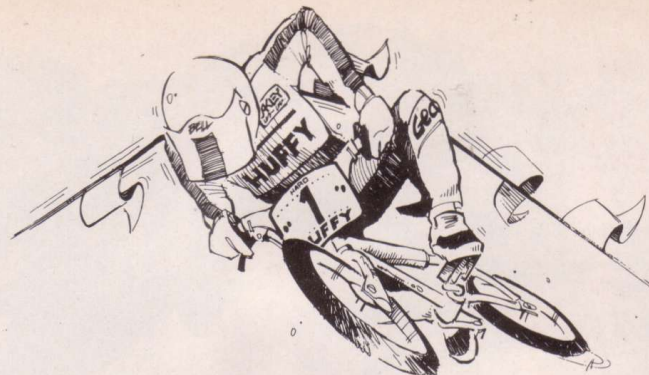
Dyno keeps Morales cruising in the fast lane. The AFA is a separate venture, one that so far has been a losing proposition. "Sponsorship is tight. These past two years have come out of my own pocket. We're putting on events now that are totally clean, take about 2 1/2 hours, and everybody has a great time. We rent the parks, provide security, hire the announcer, pay the judges and scorekeepers, and buy the trophies. It all costs money, but we have to earn our spurs."

"Like this year. We weren't able to get purse money for the new Pro class, but we did it anyway. That came out of our own pocket. I wanted to do it. The guys work their butts off and train and it's incentive. They would do it for nothing, but I think they deserve something besides trophies. I don't know if the purses will ever get radical. It won't happen until we can get the other costs of the contest paid for."

"Video coverage is the only way we're going to break even and eventually make money. Video cassettes of the '83 Final and the first two King of the Skateparks this year will be marketed. They're really exciting. And coverage is already being syndicated on cable TV."

That coverage, by Group W, was lined up by AFA Competition Director Don Hoffman, owner of the Upland Skatepark. "Don really is my main connection with video. If it wasn't for him I wouldn't even consider it. He also does a lot of leg work getting things squared away. I really rely on him a lot."

Looking to the future, Bob says, "Freestyle is here and it's going to go. It's just a matter of letting the world know about it. We're trying to make it known we're doing it now and struggling so that when the time comes that everyone's jumping into it, they'll remember us." ●



This guy is a few bricks short . . . Ted Emmer rides a 2X4 in the competitions! Check GRAFFITI for more info on those wheels.

So it's all shaping up for the final two rounds. McGlynn, Blyther, and Ritter dead even for 16 Under Expert. Peterson looking to hang onto 17 Over Expert. Fiola and Dominguez streaking flewly with Deam and Gonzalez laying out some class moves behind 'em. Next stop, the Pipeline for Round Three of the King of the Skateparks series. ●

RESULTS

KING OF THE SKATEPARKS ROUND TWO — DEL MAR

PRO

Michael Dominguez
Hugo Gonzalez
Brian Deam

17 OVER EXPERT

Jon Peterson
Paul Nolan
Ted Emmer

16 UNDER EXPERT

Marc McGlynn
Donovan Ritter
Rich Sigur

17 OVER NOVICE

Dale Perez
Frank Lopez
Tom Lovell

Bobby Terrio

16 UNDER NOVICE

Robert Aguilar
Tony Murray
Frank Garrido
Troy Donaldson
Larry Hull

Blyther at Home

WRITING BY HAROLD "McGOO" McGRUTHER
AND ANDY JENKINS

Brian Blyther is one of THE premiere skatepark competitors today. He's not shabby at flatland freestyling either. This guy is on the verge of givin' the heavy skatepark hombres some INTENSE competition. He's been riding the parks for about a year now (Brian was picked up by Huff in Decem-


ber of '83), and doesn't plan on quittin'. You can bet he'll be a force to be reckoned with.

Read on.

FREESTYLIN': "Who's the toughest competition for you out there, Brian?"

Brian: "Donovan Ritter."

Interview on page 44



Mothers of America, look out. If you have a teenage boy, this is what your backyard is going to look like within one year. This particular wooden whale resides in the Blyther backyard.

PHOTO BY BOB OSBORN

Blyther at Home

HOW TO DO A 360 TAILSPIN

RIDING BY BRIAN BLYTHER

If you're like most closet freestylers, your trick bike does double duty as your racer on weekends. And unless you're a graduate of the Harry Leary School for Front Brake Users, you

probably don't have the extra set of stoppers on your motoscooter. This situation leaves you out in the cold when it comes to REALLY rad tricks like front wheel hops and front wheel 360's. That is, until now.

Enter the 360 tailspin. For this trick it's ALMOST a necessity that you DON'T have a front caliper. Unless, of course, you have one of the new-generation freestyle bikes with a modified down tube that is designed for the brakes to clear (and a long enough brake cable). The infamous Pott's Modification also works killer in this instance (BMX Action, May '84).

Brian Blyther should probably get full credit for coming up with this trick 'cause we saw him do it first at last year's ESPN/Jag World Championships. But at the time, it

happened so fast no one knew what he'd done!

Like you should always do when you're learning a trick for the first time, wear protective gear. With this trick it's also a good idea if you wear a good pair of tennies — it tends to be a little rough on your right foot if you don't do it correctly.

Preparing your bike for the tailspin is simple: other than correcting your front brake situation, just make sure your handlebars don't hit the nose of the seat when you spin your scoot all the way around. A lay-back seat post helps a whole lot in this department.

● The approach speed should be a little faster than for a curb endo. Your cranks should be in the six-and-12 position with your left pedal down. While supporting your weight evenly

on the handlebars and left pedal, step over the top tube with your right foot and position it behind the fork crown and on the top of the front tire.

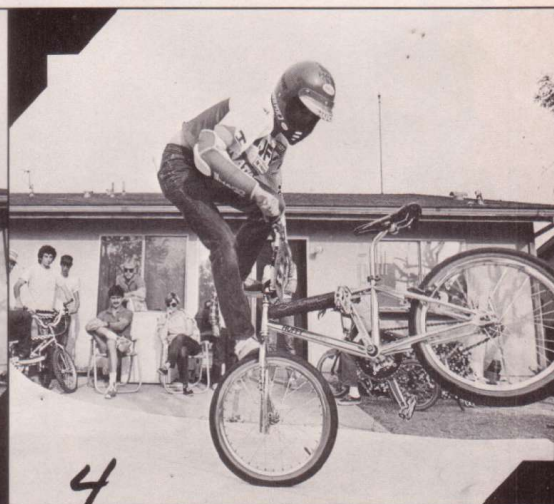
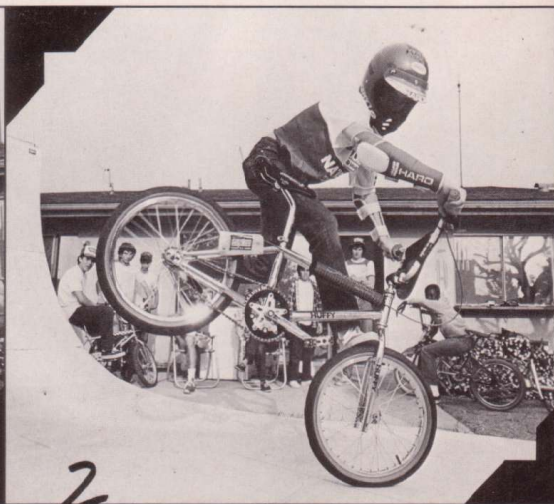
● In this position you must do three things at once: first, stop your forward motion by forcing your right foot against the top of the front tire and the back of the fork crown; second, lift the rear wheel off the ground by shifting your body weight forward; and finally, slightly lift your foot off the left pedal and use it to push the tail of the bike to the right, around the pivot point of the headset.

● If you did everything in the second step correctly, all of your weight should be balanced on your front wheel using the support of your arms and your right foot (check Brian's left leg hangin' out there for counter

balance). The kick that your left foot gave the tail end of your bike should have sent it into orbit around your forks.

● When the rear end of your bike reaches three-fourths of the way through its revolution, bring your left leg back in and set your foot on the top tube to stop the rotation. At this point your bike is gonna' be at about the 360 mark, so you'll want to shift your weight back to set the rear wheel down.

● When the rear end stops rotating move your feet back onto the pedals. You'll want to drop your left foot down from the top tube and roll your right foot off the front tire. Set 'em both on the pedals and there you have it, buckos, you've just completed the 360 tailspin! ●



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continued from page 41

FREESTYLIN': "Where did he come from? He seemed as if he came outta nowhere."

Brian: "Well, he's been riding for a while and entering most of the contests. He's gotten WAY better since the first one at Pipeline."

FREESTYLIN': "Anybody else out there you worry about?"

Brian: "If I ever go pro I'll start worrying about Mike and Eddie."

FREESTYLIN': "Do you plan on turning pro soon?"

Brian: "No, I don't think I'll do it for a while because if I turn pro in the middle of the season I lose all of my points and I wouldn't have nothin' in expert."

FREESTYLIN': "Maybe next year?"

Brian: "Hopefully."

FREESTYLIN': "How long have you been working at serious competition? What made you want to go for it?"

Brian: "It looked fun. I was racing BMX for a while and a friend of mine, Dave Breed, sorta got me into freestyle. He got me a bunch of parts and took me to the contests and stuff and got me started."

FREESTYLIN': "Was the Pipeline last year your first serious event? What happened?"

Brian: "Yeah. I was nervous. I was hangin' up a lot and not doin'

16 year old Brian Blyther. Full factory Huffly sponsored for skatepark and freestyle madness and radness.

a lot of my tricks. I just got scared and nervous 'cause of Mike. That was about it."

FREESTYLIN': "Do you do anything special to practice for a skatepark competition?"

Brian: "If I want to learn something, I'll come out here (in his backyard) and practice until I almost get it down, then I'll try it in a bowl, you know, maybe in a smaller bowl, then go to a bigger one, 'till I get it wired and it works out. Usually I'll practice at Upland or in my backyard. I ride here probably about twice a week and before a contest at Pipeline I'll go up there two or three times a week for about two months."

FREESTYLIN': "So Pipeline will probably be your strongest contest?"

Brian: "Yeah."

FREESTYLIN': "Where do you think freestyle and skatepark riding are going?"

Brian: "Hopefully more people will get into it, and there will be more contests. I don't like flatland riding as much as skateparks though. Skatepark riding is more fun, there's more to do." ●

FREESTYLE FOCUS

PHOTO BY BOB OSBORN



R.L., highly stylin' a front wheel 360.

The rear view of a freestyle chorus line? A new ad campaign for Levis? How about just a few locals gettin' a better view of the curb.



BASIC BASICS BUNS UP!

HOW TO DO A CURB ENDO

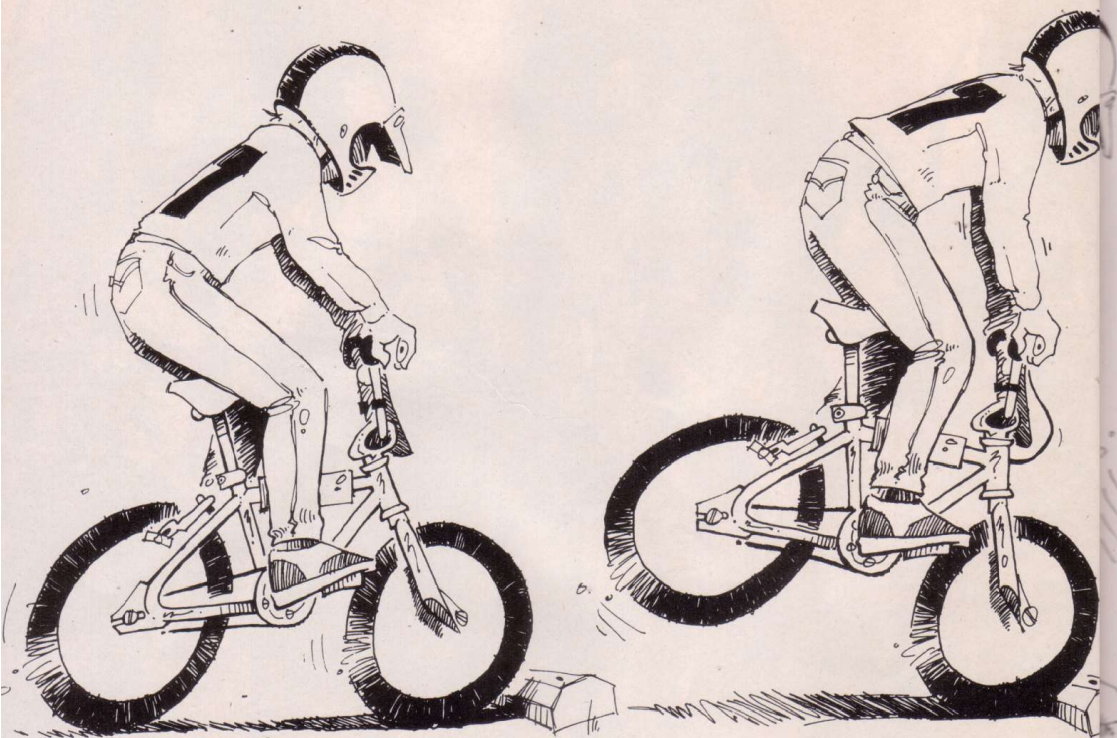
Curb endos. Even if you're a newcomer to freestyle you've heard of 'em before. Maybe you're even thinkin', "Those things are cake walks!" Well, for you new guys who aren't gonna be able to jam out there and whip out a 360 spinner or a delayed rock walk, the curb-endo is a great starter trick. You've gotta learn to walk before you can run, right?

Just remember, the possibilities with freestyle are limitless. Take a

look at the variations available on a trick that's as simple as a curb-endo; one-handers, one-footers, NO-footers, kick-outs, and the dreaded NO-HANDER. See what I mean? There's tons of 'em.

Oh yeah, don't forget your safety gear. At least a helmet, elbow pads, and gloves. After you've got it wired and feel TOTALLY comfortable you can probably get away without it, but for now it's better to be safe than sorry.

BUNS UP!



Okay all you future freestyle innovators, let's get down to biz!

- You'll want to approach the curb slowly, sitting.

- Keep your cranks level with the ground.

- Be sure your bike is aimed at the curb head on. Don't hit it at an angle.

- When you're a couple of feet from the curb stand up on your pedals.

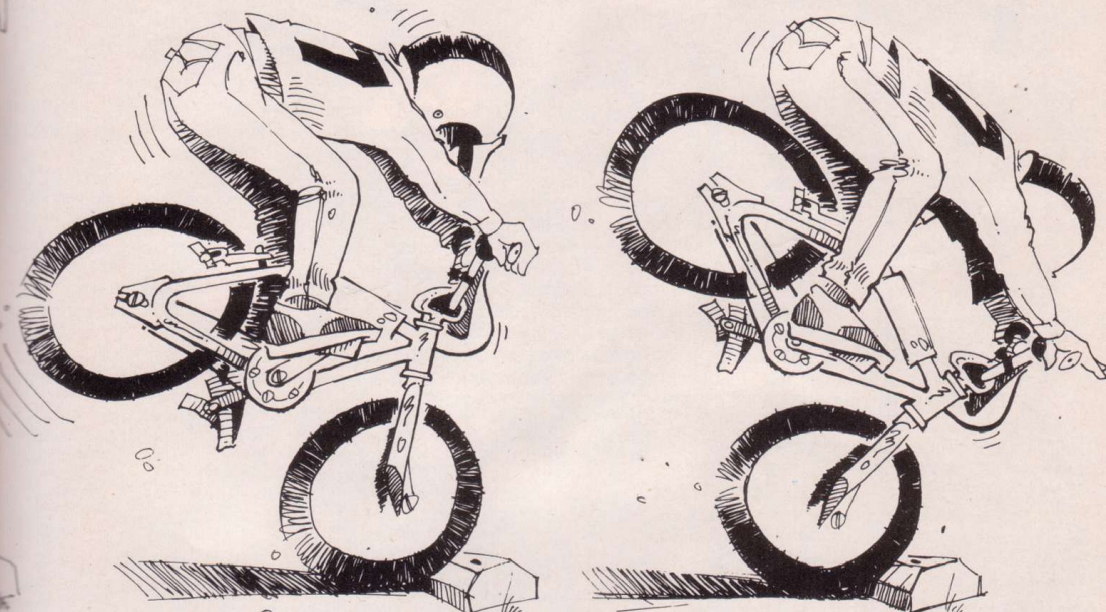
- Your front tire should lightly TOUCH the curb . . . not crunch into it.

- Just as your tire touches, unweight the rear end of the bike and as it comes up . . .

- . . . push the bars forward by extending your arms.

- The rear of the bike should then start to lift. Let it come up into your body by flexing your knees. Kind of a shock absorber effect.

- Stay stretched back over the rear of your scooter to avoid the infamous faceplant. The farther you move your buns back, the higher the rear of the bike will rise. If you feel you're gonna REALLY endo, just step over the bars.



- At this point you'll want to keep a strong hold on your grips to prevent the back end from swinging around. This is the step where you'll want to go for MAX hang time to impress the moon babes.

- When the bike starts to drop, ease it down. Use your strength and balance to maintain control. Think finesse here.

- As you touch down, shift your weight back and pull on the bars. This will start you doin' a rollback.

- To get out of it, turn your bars and start swinging the front end around in a 180. Pedal forward to stop the bike from rolling backwards and pull the front end up to swing it around (all this goes on at about the same time). Now you can just wheelie out of it, and go back and try the curb endo again. Remember, practice makes perfect . . . ●

A. JENKINS/84

Fiola & the GT Pro Performer

BY LEN WEED



Here he is; Eddie Fiola. Right now this is the guy to watch in the parks and on the ramps. His head is straight and he is DIALED!

King of the Skateparks, Round One. Fiola tops the pro class. On the brand new Pro Performer, GT's first freestyle machine. A complete bike for aerovatin', flatlandin', rampin', thrashin', and flash transportation.

Course, unless you've had your noggin under a toboggan for the past decade, you know GT BMX is one class manufacturer. They pay attention to design and detail and performance. That's what made them popular. Real popular. They won the NORA Cup for best bicycle of the year in 1983, voted by the readers of BMX ACTION.

GT dates back to the original daze of BMX. Gary Turner, the G and T in GT, built his first frame in 1973 because his son, Craig, dared him to. That's virtually eons ago — carved on stone tablets and painted on cave wall time — in BMX history.

Gary, a drag racing world champion at 17, applied his engineering abilities to bicycle frame building. One of his innovations was the distinctive seat-post-through-the-top-tube design still used today.

GT remained low key for a few years, quietly growing, dialin' in race-proven geometry. Then Gary and partner Rich Long, who joined him in 1977, decided to push the go-button about four years ago and get real serious. And the rest is history.

GT had been noodling about building a freestyle bike for awhile before they signed Eddie Fiola in the spring of 1983, but that signing activated prototype development.

During testing Eddie decided he preferred GT's racing geometry for

his skatepark riding, but GT decided to steepen the production head angle slightly to benefit ground tricksters.

Naturally, the Pro Performer sports the seat-post-top-tube design. GT also came up with two new tube variations, both examples of functional frame trickification:

A reshaped downtube.

Extended seat stays.

Running the down tube toward the head tube at a steeper angle and

then adding the bend makes it possible for a Pro Performer rider to do complete 180 cross-ups without tweaking out the cable or crunching the brake arm. This design also provides more foot clearance for wheel-walking tricks.

The seat stays, extended about four inches beyond the seat post, providing a platform for frame stand-in' dandiness.

With the geometry and frame design scoped, GT devoted their ef-



This is the culprit, the brand spankin' new GT Pro Performer.



This is the killer photo Oz snapped at Azusa. We'll let it speak for itself.

PHOTO BY BOB OSBORN

Fiola & the GT Pro Performer

forts to building a totally tough, full-on freestyle machine. Major beefifications included:

- A reinforced head tube.
- Greater wall thickness for the top tube and down tube.

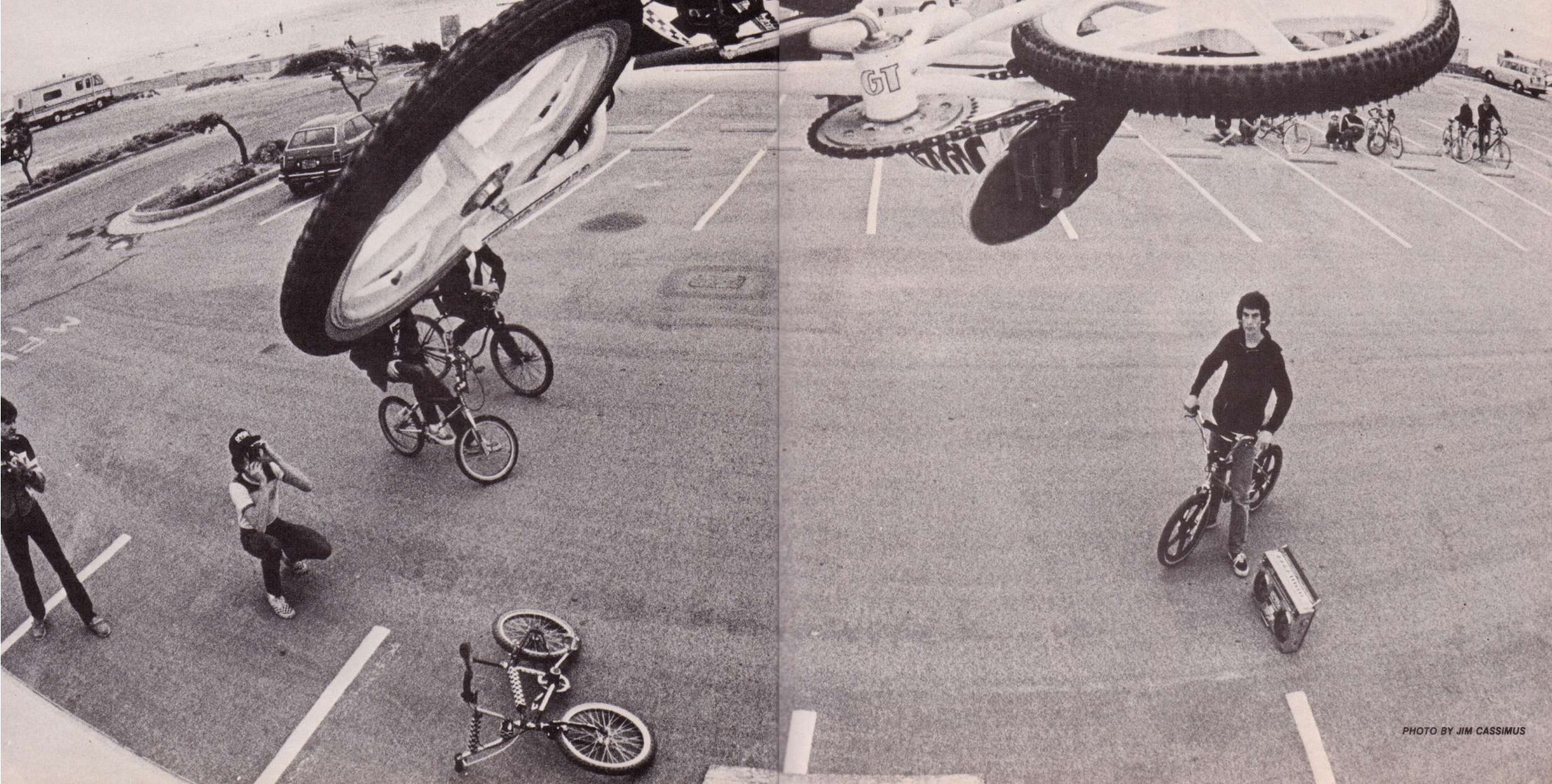
Larger diameter chain stays.
Stronger rear dropouts (now used for the race models as well).

Fortified forks — larger 1 1/8 inch diameter tubing, sturdier dropouts, and stronger collar.

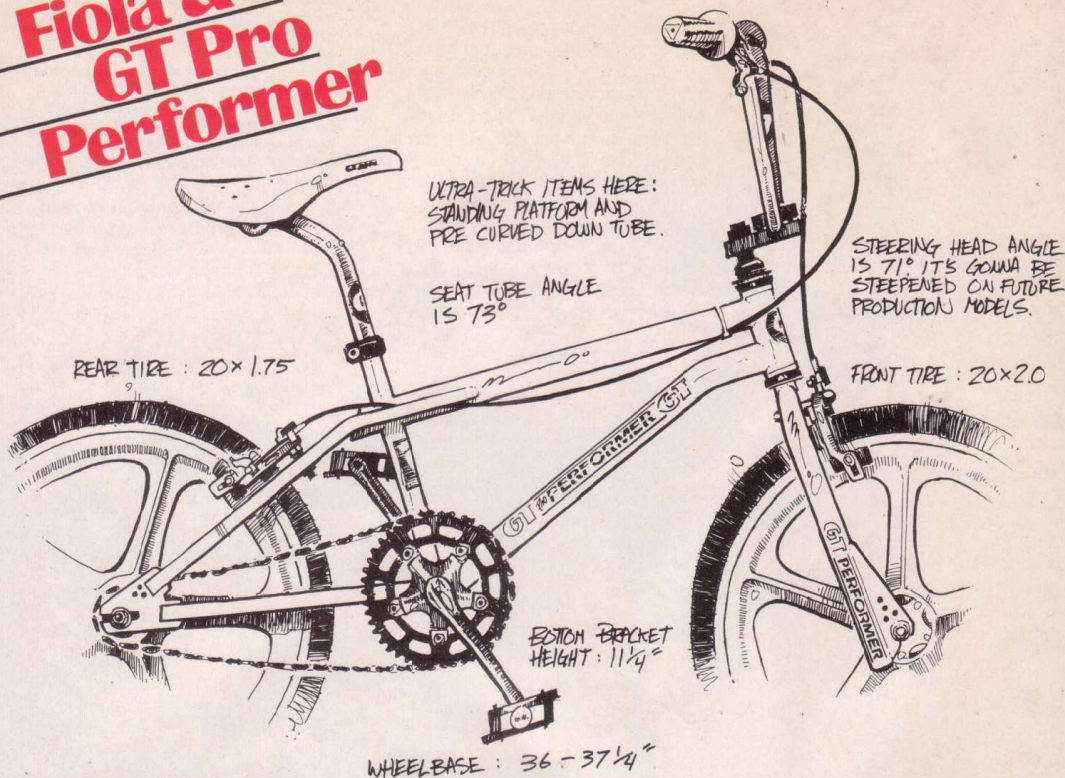
Class componentry rounds out the package. Dia-Compe caliper brakes front and rear, plus a SunTour coaster brake. Skyway Tuff II plastic wheels. An SR forged chrome-moly one-piece crank.

Other qual components include GT's own chrome-moly handlebar, seat, layback seat post, and their brand new tires manufactured by Shinko to GT's specifications. The

Eddie and ace photog, Jim Cassimus, hauled a ramp down to the beach one Sunday to take some shots of Fiola gettin' crazy. Eddie was totally skyin', gettin' radibolical, and a crowd started forming. Enter the life guard. He made them leave the parking lot for creating a commotion! Wait just a minute here! Didn't he know who these guys were? Didn't he know Cassimus was shooting for the brand new, **ULTRA-primo FREESTYLIN' Magazine!** Jeez, some people . . .



Fiola & the GT Pro Performer



GT PRO PERFORMER

SPECIFICATIONS

COMPLETE BIKE PRICE: Approximately \$300. Frame and fork kit: approximately \$160.
FINISHES AVAILABLE: Chrome, white, or yellow with blue or white wheels.
COMPLETE BIKE WEIGHT: 28 pounds, 8 ounces.
FRAME WEIGHT: 4 pounds, 12 ounces.
FORK WEIGHT: 1 pound, 14 1/2 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE: (C/L of stem clamp to C/L of grip area) 8 1/2 inches.
HANDLEBAR WIDTH: 28 1/4 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: GT Pro Performer, chrome-moly.
FORK: GT Pro Performer, chrome-moly.
HANDLEBAR: GT Pro Performer, chrome-moly.
HANDLEBAR STEM: Tuf Neck Pro, aluminum and chrome-moly.
GRIPS: A'me Dual, rubber.
HEADSET: Hatta MX-2.
WHEELS: Skyway Tuff Wheel II, Zytel plastic.
TIRES: GT.
BRAKES: Dia-Compe MX, aluminum, front and rear. SunTour coaster brake, rear. Also available with a freewheel.
BRAKE PADS: Skyway Tuff Pads.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLES: Dia-Compe.
PEDALS: SR MP470 (platform style), aluminum and chrome-moly.
CRANK: SR, one-piece, forged chrome-moly, 175mm.

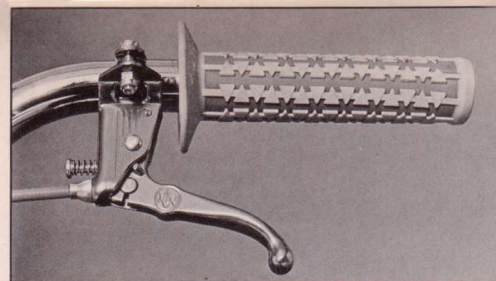
BOTTOM BRACKET SET: Hatta.
FRONT SPROCKET: SR aluminum chain wheel, 44 teeth.
SPIDER: SR, chrome-moly.
REAR SPROCKET: SunTour, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Ariake, Aero style.
SEAT POST: GT, lay-back, chrome-moly.
SEAT POST CLAMP: SR, aluminum.

OVERALL EVALUATION

QUALITY OF FINISH: Good to very good.
QUALITY OF WELDING: Good.
QUALITY OF COMPONENTRY: Excellent.

MANUFACTURER:

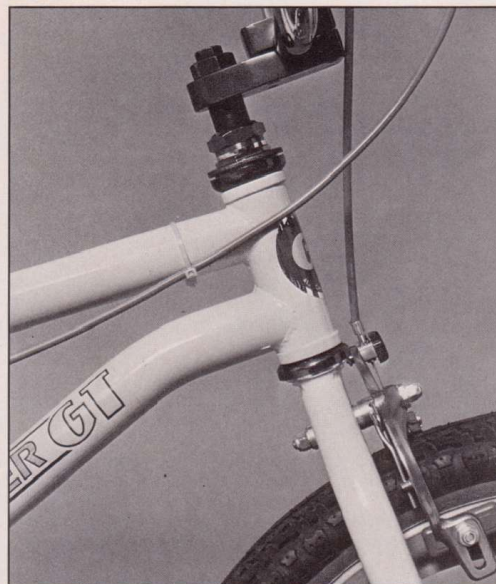
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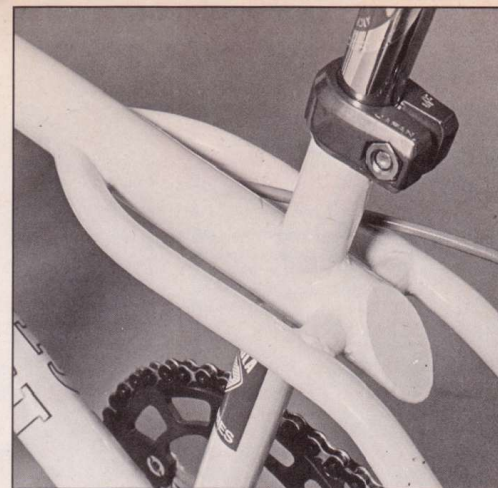
Qual equipment. A'me Dual grips and Dia-Compe Tech 3 levers.



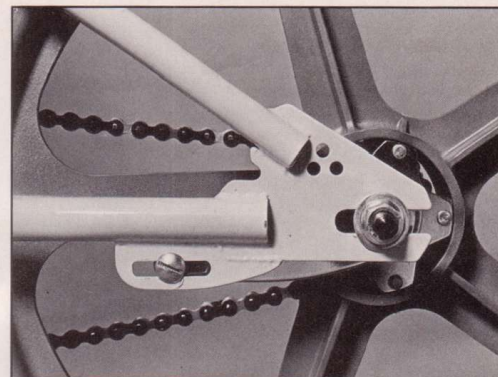
The lay back seat post lets the bars clear without hitting the GT seat which is made by Ariake. The GT BMX stamp is trick.



The bent down tube keeps your front caliper from hitting the frame during those ultra-twisting cross-ups.



GT's version of the standing platform. Pretty trick idea. The welding could have been a little better.

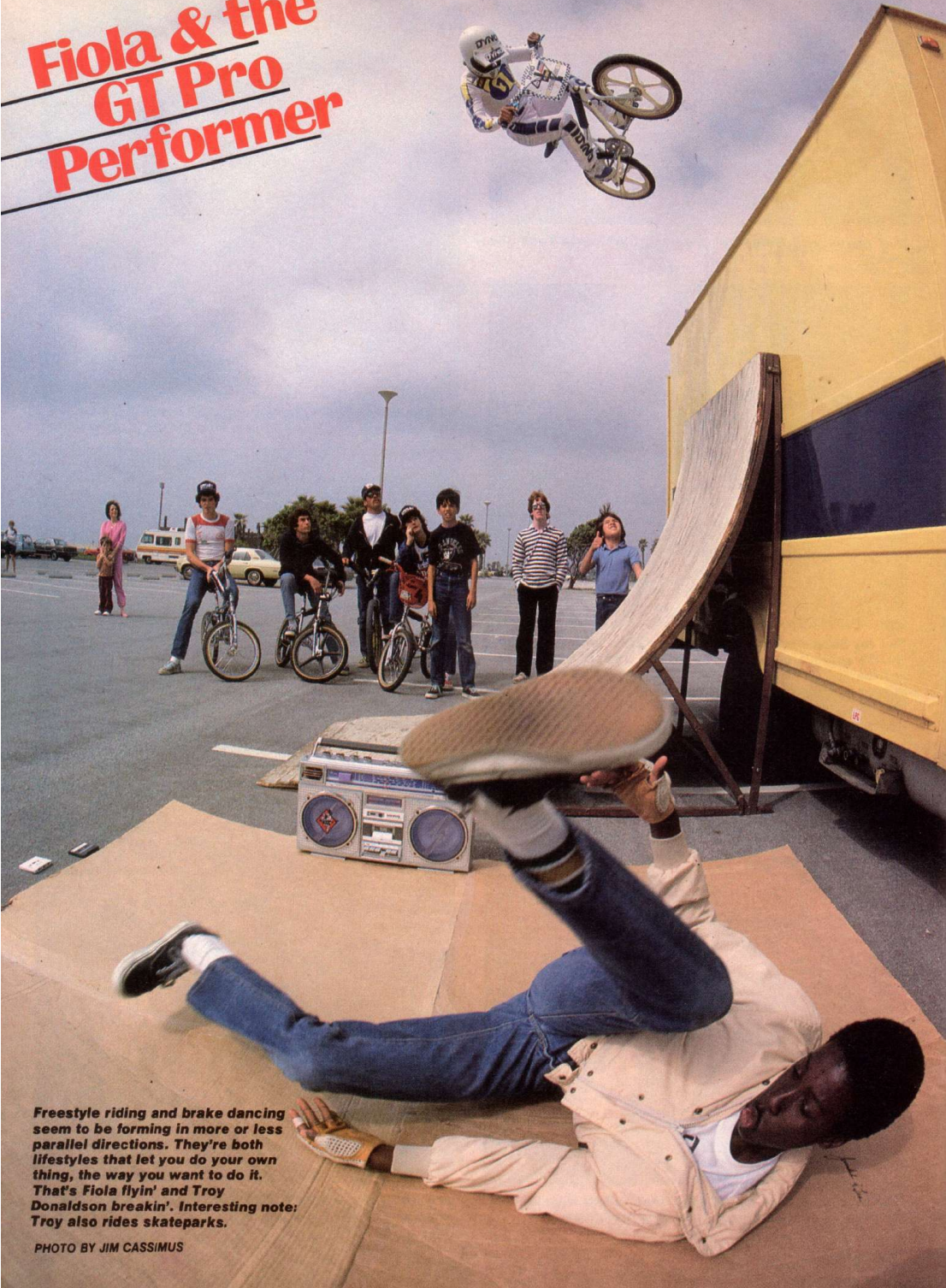


The coaster brake bracket and coaster brake, a necessity for the serious back wheel hopper.



The calipers are MX 1000's by Dia-Compe, state of the art stoppers. Check the tread on the tires. GT, GT, GT, GT...

Fiola & the GT Pro Performer



Freestyle riding and brake dancing seem to be forming in more or less parallel directions. They're both lifestyles that let you do your own thing, the way you want to do it. That's Fiola flyin' and Troy Donaldson breakin'. Interesting note: Troy also rides skateparks.

PHOTO BY JIM CASSIMUS



Max style and grace. Ridin' the Vans' ramp at Azusa. That's Oz under Fiola snappin' KILLER color shots. THIS photo was snapped by Steve Giberson.

tires, which are being used on the Pro Series and Team Series BMX bikes too, were more than a year in development. They feature a trick knob pattern with alternating G's and T's.

The Pro Performer's functional fortifications for flatland flops and bowl batterings nudge its weight just a hummingbird's eyelash over 28 1/2 pounds. Not bad, for all that built-in tweak resistance.

Summing up, for just over three hundred smackers, GT has produced a frantically full-zoot freestyler. A bike suitable for the King of the Skateparks as well as less radical riders. Bowls, ramps, pavement, dirt — whatever — GT's new bike lives up to its name. The Pro Performer is careful to provide pure performance. ●

THE COMPLETE EDDIE FIOLA

FULL NAME: Edward Lynn Fiola

AGE: 19

HEIGHT/WEIGHT: 5' 4" / 125

HAIR/EYES: Brown/brown

HOME TOWN: Bellflower, California

SCHOOL: Mayfair High (graduate)

SPONSOR: GT BMX

CO-SPONSORS: Dyno, Vans, Flite, A'me, Skyway

MAJOR TITLES: King of the Skateparks 1982, 1983

STARTED FREESTYLE RIDING: 1978

("I was a dirt jumper, and I raced a little. A friend of mine started to ride his bike in skateparks. I tried it and liked it. It's fun — a challenge.")

FIRST HERO: "When I started riding parks, the big name was Tinker Juarez, so I guess you could say he was a hero. Someone I wanted to watch and keep doing things like."

FAVORITE TRICK: "The one-hander-one-footer... and full helicopter aerials."

INJURIES: "Too many!... About nine or ten broken bones. Wrist, collarbone, nose, leg, toes, fingers. Most injuries happen just before a competition. I try too hard in practice because I want to win."

PRACTICE: "About four hours a day. Plenty of flatland freestyle."

RIDING TIPS: "Always wear safety equipment. I wear Dyno pants with plastic shin guards, plastic elbow pads by Rector, a full coverage helmet, and gloves. Don't try too hard on a trick you can't do yet. That's how you get hurt. Work on your style before you start going higher. Pick a height and practice there. Work on your tricks there. Get comfortable before you go higher."

MOST MEMORABLE EXPERIENCE:

"Performing in Europe the first time. We crashed a rent-a-car. It was doing about 60 and a tree jumped out in front of us. It happened after I threw on the emergency brake to do a U-turn slide and I couldn't get it back down. We slid across the street and hit the tree. That was lucky for us because there was a four foot wide ditch behind it."

BIGGEST DISAPPOINTMENT:

"Missing Round Two of the King of the Skateparks Series this year. We set it up so I wouldn't miss it but something went wrong. That wipes me out. I can't retain my championship."

HOBBIES/INTERESTS: "The only other thing I do besides ride is work on my truck."

PETS: "I have a mutt named Bear. He's almost like an Alaskan Husky."

FAMILY: Mother: Rita. Sisters: Tammy, 14, and Shirley, 21.

VEHICLE/TRANSPORTATION: "A Datsun mini-truck. It's dropped, race car style. I just got the door handles shaved off. I dropped a buick V6 in it, and I have a new transmission to put in when I get back from Europe."

TRAVEL: Holland, Germany, Belgium, Japan. ("I'd like to go to Australia.")

FAVORITE FOOD: "Anything."

FAVORITE PLACE TO RIDE: Lakewood Skatepark (now deceased)

FAVORITE TV SHOW:

"The Jetsons ("I don't watch much.")

FAVORITE RECENT MOVIE: FIRST BLOOD.

BIGGEST TURN-OFF: "When you're trying your best and kids tell you to do something that they can't do, and they know you can't do it. Like while you're doing a one-hander-one-footer and somebody says, 'Do a no-hander-one-footer-cross-up-360.' You just want to..."

BIGGEST TURN-ON: "When kids freestylin' are trying their hardest instead of going out there and saying, 'Oh, I can't do this.'"

EVER SCARED?: "Not really."

EVER THINK ABOUT BEING 21 FEET OUT OF A BOWL?: "No,

not until now. Not at all. When I'm eight feet over the top of a 12 foot bowl it only feels like I'm about six feet above the bottom."

RIDING: "I'd like to keep riding as long as possible. I still do it more for myself than other people. I don't really think of fame or fortune that much. It's just what I like to do. It's just my lifestyle. The magazine and the competitions keep me going, trying to do better. I'm nowhere near the old man stage. No burn out yet."

PROFESSION: "I think the only way freestyle can go is up. Eventually, I'd like to get into stunt work or acting. I know Hal Needham. He wants to make a BMX movie. Maybe I'll take some acting lessons."

HOW HE'D LIKE TO BE REMEMBERED: "For what I've done

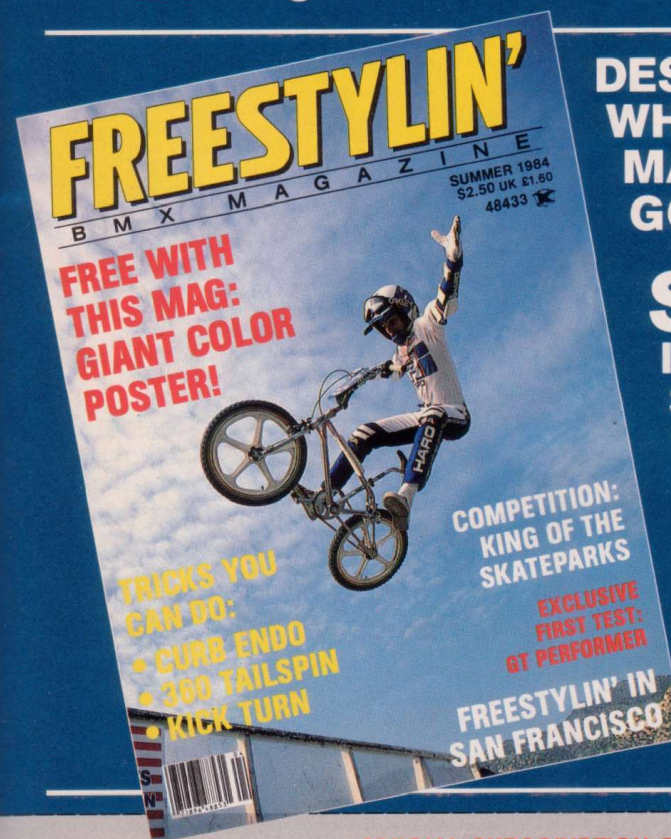
in the magazines, knowing I've been able to put my name out there and do as well as I've done."

PHOTO BY BOB OSBORN

Fiola & the
GT Pro
Performer

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MIKE BUFF, WOODY ITSON, AND THE HUTCH TRICK STAR



Buff-o-Matic on auto pilot. Check out Garfield on the front wheel. He's givin' Buff directions.

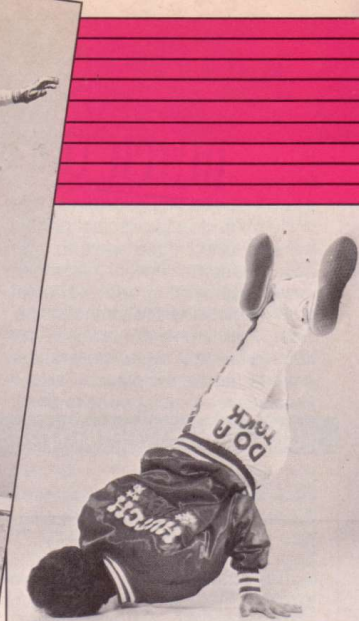
PHOTO BY BOB OSBORN



Do a trick. No problem with that. Itson is ALL OVER the bike when he's performing. This one's called a Cowboy.



Woody, parking lot surfing.



"I hear many horses, Kemosabe!" Woody break dances for a Vans sponsored breaking crew called the Major Chain Breakers.

A couple of heavy duty dudes. Mike Buff of the BMX ACTION Trick Team. Woody Itson of the Vans Trick Team. Anybody who signs not one, but two utterly excellent freestylers must have something in mind. Like a humongous hop into trick technology. That's the way it was with Rich Hutchins, the boss man of Hutch Hi-Performance last November.

Even before the ink was dry on the contracts, Buff and Woody started making suggestions for building a totally choice freestyle kit. Hutch started prototyping. The first effort dazzled onlookers at the ABA Grand National last Thanksgiving.

Testing continued until early spring when Hutch began offering the Trick Star frame and fork kit plus a handlebar and pedals specifically designed for trickateering.

First, the frame. Development began with the Hutch Pro Racer racing frames. Hutch decided to keep the same tube lengths but shortened the lengthy wheelbase by changing the head angle and fork angle.

A major design goal was retention of racing tubing to produce a

light yet sturdy frame for freestylin'. The first prototype ran a brace-like piece of tubing between the head tube and down tube. Dismal failure. Back to the drawing board.

The solution: More intense triangulation to better distribute frame stress. Hutch ran a piece of 5/8-inch tubing from the head tube up through the down tube to the top tube.

That worked. Neither Buff or Woody could terminally terrorize the tubing. So Hutch was able to stick with the .035 wall thickness he wanted. The result is a chrome-moly frame that weighs just over four pounds yet can take ground and air thrashin' and smashin'.

Triangulating the front of the frame allowed Hutch to bring the down tube into the head tube at a steeper angle. This design permits full wick X-ups while also providing foot clearance for folks who like to walk on their front wheels.

Another frame variation: Two pieces of tubing welded to the top tube and seat stays to form a U-shaped platform beneath the seat for frame standing.

One more innovation: The chain stay platform — a partial pedal

cage welded at the rear of each stay — for rear wheel hops and similar tricks.

The rear drop outs saw two changes. Thickness was doubled and location was raised a bit, to lower the bottom bracket. That buys more stability.

Each Hutch Trick Star frame and fork kit is delivered with an add-on coaster brake bracket that will bolt on any 5/8-inch chain or seat stay (the bracket is also available separately).

Hutch made two changes in their chrome-moly fork: A switch to a straight stem angle to steepen the steering (the racing fork is kicked out). Twice-as-thick drop outs.

The head angle and fork angle changes removed 1 1/2 inches from the wheelbase, giving Woody and Buff the geometry they wanted for trick riding.

The Trick Star handle bars use the same .049 chrome-moly tubing as Hutch's Pro Racer bars. The height and width are identical, too. But the freestyle bar features a flatter bend as well as a second, lower crossbar, three inches below the upper, which can be used as a foot platform.

MIKE BUFF, WOODY ITSON, AND THE HUTCH TRICK STAR

Hutch's circular racing pedals were modified three ways to produce a freestyle version: A stronger, more expensive grade (4340) of chrome-moly is used for the shafts. The pedal teeth were milled to reduce grip. The cages were shortened to reduce the platform area. Hutch is really pumped over the

future of freestyle: "I think it's just going to go side by side with BMX in the next year and probably surpass it in two years. The growth's going to be that rapid because freestyle appeals to guys who don't race and the racers will want a freestyle bike as their second bike."

Hutch's new kit allows them to maintain their reputation for mind-

blowing chrome-covered artistry. And, with input from two of the most talented freestylers around, the bike is sure to satisfy ground riders and ramp riders alike. The Trick Star is a quality kit for gettin' crit. And it just might help Hutch's prediction come true.

Words From Woody

"Me and Martin are working in a movie called Body Rock, starring

Lorenzo Lamas. It has all the best break dancers in the world. We're doing bit parts, members of the gang. We're hoping to get a break dancing part. We missed the auditions doing shows."

"Break dancing keeps getting bigger. There are money contests every single weekend, anywhere from \$30 to \$1000 or \$2000. And they're going to have a state cham-

pionship at Knott's."

"Break dancing is kinda like BMX freestyling only you don't have to have a bike, you just use your body. You go out with your crew, about five to seven guys. Like the Vans group is called the Major Chain-breakers. You do your stuff and call somebody out to try and top it. And then when they mess up trying to beat you, you go out and

mimic them. Sometimes it's judged and sometimes you just do it."

"Bicycle freestyle could go that way. In a sense, it does. Me and Martin go to different places and we see guys doing a few tricks. We ask them what else they can do, like their best tricks are 360s and rock walks. And they ask what we can do. So we go out and act like we don't know anything, falling all over ourselves, and they start laughing. Then all of a sudden we do double handstands and they catch on and start laughing."

"Martin has one thing where he's all over the bike out of control. He slips his feet off the pedals, hits his stomach on the seat, slumps over the front of the bike, and looks like he's about to eat it. Sometimes he'll go cranking down a street and go through an intersection like that. Then he starts doing like a hundred pogo hops and everybody catches on."

"A lot of times when Martin and I go riding we see a bunch of kids and everybody else stops. They won't do anything until we leave because they're afraid we're there to show them up, but we're not. We're there to have a good time. I say everybody should go out there and go for it. They don't have anything to lose. The ones who have something to lose are the factory pros, the big names. If somebody comes out of nowhere and blows a factory pro, think what that'll do for him. So many guys see all the pros in the magazines and they don't realize there are amateur divisions too. They don't realize they can be novices."

"The neat thing about freestyling is you do it when you feel like it. Like Martin and I go riding around malls and we stop and start doing tricks. Or we play tag. Sometimes we get bored of riding after a full day so we start fighting each other with our bikes like the Three Musketeers. Kids see us and freak out."

"Some neat things happen. Like we rode at the OP Pro Classic. A whole intersection was walled with people while we did tricks. And then they started tossing money.

THE COMPLETE WOODY ITSON

FULL NAME: Joseph Durwood Itson
NICKNAME: Woody ("When I was a year old my brother saw some TV show with a detective on it named Woody. Now it's the only name I seem to respond to.")
DATE OF BIRTH: August 28, 1963.

HEIGHT/WEIGHT: 6'1" / 155
HAIR/EYES: Brown/Brown.
HOME TURF: Villa Park, California.
SCHOOL: Orange Coast College ("I've had everything from physics to speech, but I'm going for a business degree.")

RIDING

SPONSOR: Vans
CO-SPONSORS: Hutch, A'me, Max, Echo, SST, Peddlepower BMX, Voris Dixon Woody Itson Freestyle Bars.
DIALIN' IN: Peddlepower BMX.
STATUS: Member of Vans Trick Team.
FIRST BIKE: Schwinn Stingray, 1975.
STARTED RACING: 1979.
STARTED TRICK RIDING: 1981.
MAJOR WINS: "I have several hundred trophies including five or six national trophies. The best I ever did was second at a National."
BIKES OWNED: Powerlite, Bassett, SE, Voris Dixon, Hutch.

MISCELLANEOUS

MOST MEMORABLE EXPERIENCE: "Probably when I beat Brian Scura's world record for a wheelie. I held the record for about a week, then Brian went and beat it again. And the same day he beat my wheelie record. I tied the bunnyhop record."
BIGGEST DISAPPOINTMENT: "When Brian beat my wheelie world record."
PRACTICE: "During wintertime, because I have school, I practice maybe twice a week. During the summer it's six days a week, maybe 30 hours. I pride myself on coming up with new tricks. I practice the basics, but I always work on new tricks like

handstands and spins. I like ground better. I'm a flatlander."

WHY HE FREESTYLES: "I was racing at the SE Internationals at Anaheim and I saw Bob Haro and R.L. Osborn ride. I said: Hey, I can do that. About three months later I finally got enough money to get a bike together. And then Brian Scura sponsored me. Right now it's a living for me, but if I wasn't making any money at it, I'd still be doing it for fun. Plus it's a good way to stay in shape and stay out of trouble."
BIGGEST GRIPE: "Politics kinda bug me, like if you get affiliated with one magazine, but I don't really have any gripes. You get what you earn."

PERSONAL

HOBBIES/INTERESTS: "I like break dancing. Sometimes Martin (Aparijo) and I break dance as part of our Vans show. And I have a coin collection."
MUSICAL PREFERENCES: Michael Jackson, SURVIVOR.
OTHER SPORTS: Racquetball.
VEHICLE: Toyota truck. "It's just a stocker."
LICENSE PLATE: "I'm going to get one that says the same thing as the back of my pants: Do A Trick, but that's too many letters."
DREAM CAR: Lamborghini Countach ("I'm probably going to end up buying a Honda CRX within the next year.")
PETS: Tish, cocker spaniel.
FAMILY: Joe and Verna, parents. Brother, Steve, 30. "My dad is considered the top merchant mariner in the United States. He's captain of an oil tanker, has the cleanest record for the longest time."
GIRL FRIEND: Julie Dorado ("Looks

like me and Richie Anderson are the only ones who will admit it. Luv ya, ku-bear.")

FAVORITE FOOD: Pizza.

FAVORITE MOVIES: ROCKY III, FOOTLOOSE.

FAVORITE TV SHOW: HILL STREET BLUES.

MOST LIKE TO MEET: Michael Jackson.

GIRL MOST LIKE TO MEET: Victoria Principal.

BIGGEST TURN-ON: "I like when people ask for my autograph. I think that's great. I love being in the spotlight. I guess I'm a showoff deep down at heart because I was so shy when I was little. I was the typical nerd. I used to dress funny and wear glasses, you should see the ugly pants I wore."

BIGGEST TURN-OFF: "Crashing."

WHAT SCARES HIM: "I'm trying to think of what scares me the most. Cops, probably. They hand out tickets."

FOREIGN COUNTRIES VISITED: None.

LIKE TO VISIT: Australia ("I'm hoping to go to Japan in August for Vans and they've been talking about going to Europe too.")

GOALS

RIDING: "I'd like to continue on like I'm doing for the next couple of years, freestyling and promoting the sport."

PROFESSIONAL: "Right now I'm sponsoring several riders, Brian Blyther, Martin Aparijo, Rich Sigur, on the Woody Itson handlebars made by Voris Dixon. Eventually I'd like to get into the business end of BMX'ing whether it be promoting a company or handling sales for a distributor. I'd

like to stay involved with BMX, but if not, I'd like to go into handling people's money."

WOODY'S BIKE SET-UP

FRAME AND FORK: Hutch Trick Star.

HANDLEBAR: Voris Dixon Woody Itson Freestyle.

HANDLEBAR STEM: Pro-Neck.

GRIPS: A'me Dual.

HEADSET: Tange.

RIMS: Araya 7X, aluminum.

HUBS: Hutch, front; SunTour coaster brake, rear.

SPOKES: 36, .080 (Race Laced rear).

TIRES: Mitsubishi Stadium.

BRAKES: Dia-Compe MX, front and rear.

BRAKE PADS: Kool-Stop.

BRAKE LEVERS: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

PEDALS: Hutch Trick Star.

CRANK: Hutch Aero-Speed, chrome-moly, 175mm.

BOTTOM BRACKET SET: Hutch.

FRONT SPROCKET: Shimano chainwheel, 44 teeth.

SPIDER: Shimano.

REAR SPROCKET: Shimano coaster brake, 17 teeth.

CHAIN: DID.

SEAT POST CLAMP: SST Command Post, layback.

SAFETY PADS: Zap-Pads (gooseneck only).

NUMBER PLATE: Hutch.

MISCELLANEOUS: Hutch headset lock; SST Dirt Skirt; Addicks seat post clamp on coaster brake.



MIKE BUFF, WOODY ITSON, AND THE HUTCH TRICK STAR



Not only is he a primo freestyler, the guy can suspend grips in mid air!

THE COMPLETE MIKE BUFF

FULL NAME: Michael Joseph Buff.
NICKNAMES: Buffy, Buff-o-Matic, Buff the Fluff, ad infinitum.
DATE OF BIRTH: December 8, 1964.
HEIGHT/WEIGHT: 5' 9" / 145.
HAIR/EYES: Brown/Hazel.
HOME TURF: San Pedro, California.
SCHOOL: San Pedro High (graduate).

RIDING

SPONSOR: BMX ACTION Magazine.
CO-SPONSORS: Hutch, Zeronine, Max, ACS, Johar, Bicycle Source.
DIALIN' IN: Bicycle Source.
STATUS: Member, BMX ACTION Trick Team.
FIRST BIKE: Gary Littlejohn monoshock.
STARTED RACING: 1977.
STARTED TRICK RIDING: 1980.

MISCELLANEOUS

MOST MEMORABLE EXPERIENCE: "My first summer tour with R.L. and the Duke in 1981."
BIGGEST DISAPPOINTMENT: "Nothing major."

We made like twenty, thirty dollars apiece. It was so hot. During the summer we go down to the Huntington pier and get crowds of 500, 600 people."

"I've even gone riding in Los Angeles. One time I hopped up these three flights of big stairs and found a bunch of bums on benches with newspapers and bags over

PRACTICE: "At least two hours a day when we're home. Up to four or five hours sometimes, mostly ramps."

WHY HE FREESTYLES: "It was really enjoyable when I started doing it, and, of course, that's the way I make my living now."

PERSONAL

HOBBIES/INTERESTS: "I love motorcycles. I own too many. 'Bout six or seven. No street bikes. I enjoy riding some motocross."

MUSICAL PREFERENCE: Michael Jackson.

VEHICLE: 1983 Chevrolet Camaro. "It has full-on race suspension, it's lowered, good rims and tires, 255 watt stereo. Someday it's going to be turbocharged."

LICENSE PLATE: BMX TRIX.

DREAM CAR: Lamborghini Countach.

FAMILY: Mother: Betty. Brothers: Steve, 30; Dave, 28; Ed, 22.

FAMILY IN BMX: Steve; races BMX cruisers, owns Bicycle Source shop.

FAVORITE FOOD: Taco Bell tacos.

FAVORITE RECENT MOVIE: FOOTLOOSE. ("I haven't been to many lately, been travelling too much.")

FAVORITE TV SHOW: DALLAS.

MOST LIKE TO MEET: Michael Jackson.

GIRL MOST LIKE TO MEET: Christie Brinkley.

BIGGEST TURN-ON: "Everybody getting pumped up on freestyle and getting into it."

BIGGEST TURN-OFF: "It took so long to happen."

WHAT SCARES HIM: "Before I broke my ankle, not many things. Now, a lot. I don't ride off buildings any more. I've mellowed out a little bit."

COUNTRIES VISITED: Holland, Saudi Arabia, Venezuela, Canada.

LIKE TO VISIT: Australia.

their heads. I started doing some tricks and one bum sat up and started watching. In a few minutes 15 or 20 bums were watching. After we left I went back up to get an elbow guard I had forgotten and they were all back down on the benches with the papers over their heads."

"Sometimes I'll go riding with

GOALS

RIDING: "Keeping involved and staying on top."

PROFESSIONAL: "I want to perform at least five more years minimum. After that, doing something with bicycles and freestyle. I'm having too much fun doing what I'm doing now to think ahead that far."

FUTURE OF FREESTYLE: "Outta control."

BUFF'S BIKE SET-UP

FRAME AND FORK: Hutch Trick Star.

HANDLEBAR: Hutch Trick Star.

HANDLEBAR STEM: Hutch Pro Racer.

GRIPS: Johar Wire.

HEADSET: Tange.

RIMS: ACS Z.

HUBS: ACS, front; SunTour coaster, rear.

SPOKES: 36, .105.

TIRES: Mitsubishi Stadium.

BRAKES: Dia-Compe MX, front and rear.

BRAKE PADS: Skyway.

BRAKE LEVERS: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

PEDALS: Hutch Trick Star.

CRANK: Hutch Aero-Speed, chrome-moly, 175mm.

BOTTOM BRACKET SET: Hutch.

FRONT SPROCKET: Pro-Neck chainwheel, 44 teeth.

SPIDER: Tioga.

REAR SPROCKET: SunTour coaster brake, 16 teeth.

CHAIN: DID.

SEAT: Cycle Pro with Max seat cover.

SEAT POST: Hutch layback.

SEAT POST CLAMP: Hutch.

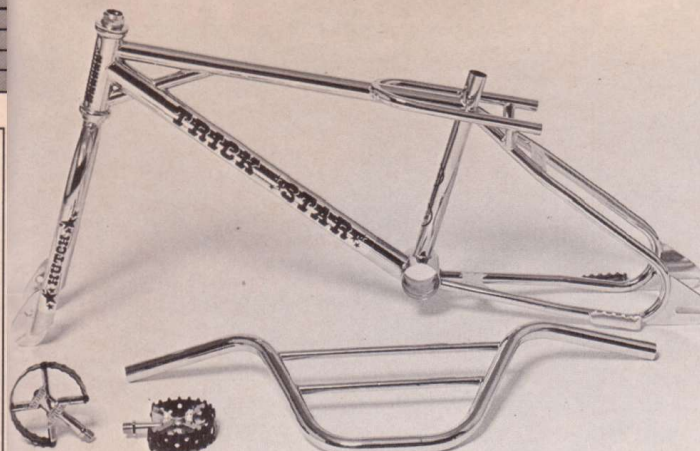
SAFETY PADS: Johar California Lite.

NUMBER PLATE: Zeronine.

MISCELLANEOUS: Foot protector on fork, designed by Buff.

Brian Scura. He just does amazing wheelies. One time he did over eleven miles with no hands. His WORLD ALMANAC record is three hours for a wheelie and he set it down on purpose."

"The neatest thing about freestyling is you can do it anytime, anyplace. Just go out there and go for it." ●



HUTCH TRICK STAR

SPECIFICATIONS

FRAME AND FORK: Hutch Trick Star, chrome-moly. Chrome, white, or black with chrome stickers. Approximately \$199.

HANDLEBAR: Hutch Trick Star, chrome-moly. Chrome, white, or black. Approximately \$25.

PEDALS: Hutch Trick Star, chrome-moly (with 4340 shafts). Chrome, black, red, or blue. Approximately \$90.

WEIGHTS: Frame: 4 lbs. 8 1/2 oz. Fork: 1 lb 13 oz. Handlebar: 1 lb 12 oz. Pedals: 15 oz.

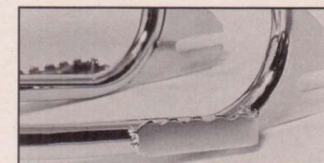


Woody's rear wheel was built by Peddlepower BMX, of Orange, California. The hub is a SunTour coaster, rebuilt so that it spins and stops better. The brake arm is inverted to relieve stress and bent to fit the frame. If you look REALLY close, you'll notice tiny little washers between the head of the spokes and the flange of the hub. These things give the spoke head a little more surface area against the hub so the flanges can handle the Race Lacing. Woody's bike has rectangular standing platforms, the production Trick Star comes with triangular ones which give your ankles a little more clearance when you're pedalling.

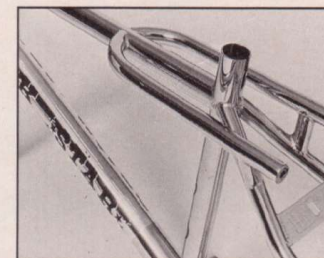


Buff came up with this one. He calls it the Buffguard. If you're freestyling and doing tricks where you stick your foot between your front tire and the bottom of your fork crown to stop the front wheel, you know that your tender tootsies get crunched against the brake pivot bolt. To cure that, what Buff-o-Matic did was take one of his old number plates, traced the pattern of his forks onto it, and then cut it out. After drilling a few holes and zip-tying it onto the back of his forks, life's a lot more comfy for his feet.

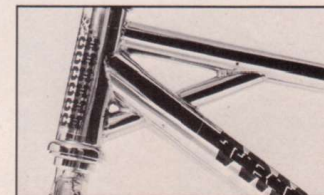
Woody's Woody Itson bars, made by Voris Dixon. Beefy.



Another freestyle feature on the frame, standing platforms on the chain stays. According to our two Hutch personalities these babies are great for backwheel hops.



Another one of them there standin' platforms, Martha. The alternative to double top tube frames.



This front end looks STRONG. It'll probably handle all the front wheel hops you can throw at it.

WILKERSON: "Hey Robert, let me check out your bike."
PETERSON: "Sure, go for it."



PHOTO BY BOB OSBORN

Ron Wilkerson and Robert Peterson
 switchin' scoots in mid-trick.
 Freestylers, a different breed indeed.

FREESTYLIN'

Murray launches its latest ground-to-air missile.

Team Murray White Hot X20FS™

You cross the finish line, and you're kickin' back. Now it's time for a whole new kind of BMX action—freestylin'. And you don't even have to change bikes.

X20 Freestyle. New, white hot frame. Tough, resilient, white z-rims. Power Bars™ with special freestyle geometry. And rugged, responsive coaster brake anchored to the frame, with Murray's own super-rad Power Bracket™. Made to take your style of freestyle action.

Get your hands on an X20FS™. Racin' or rockwalkin'—you're lookin' good on the one bike built for both!

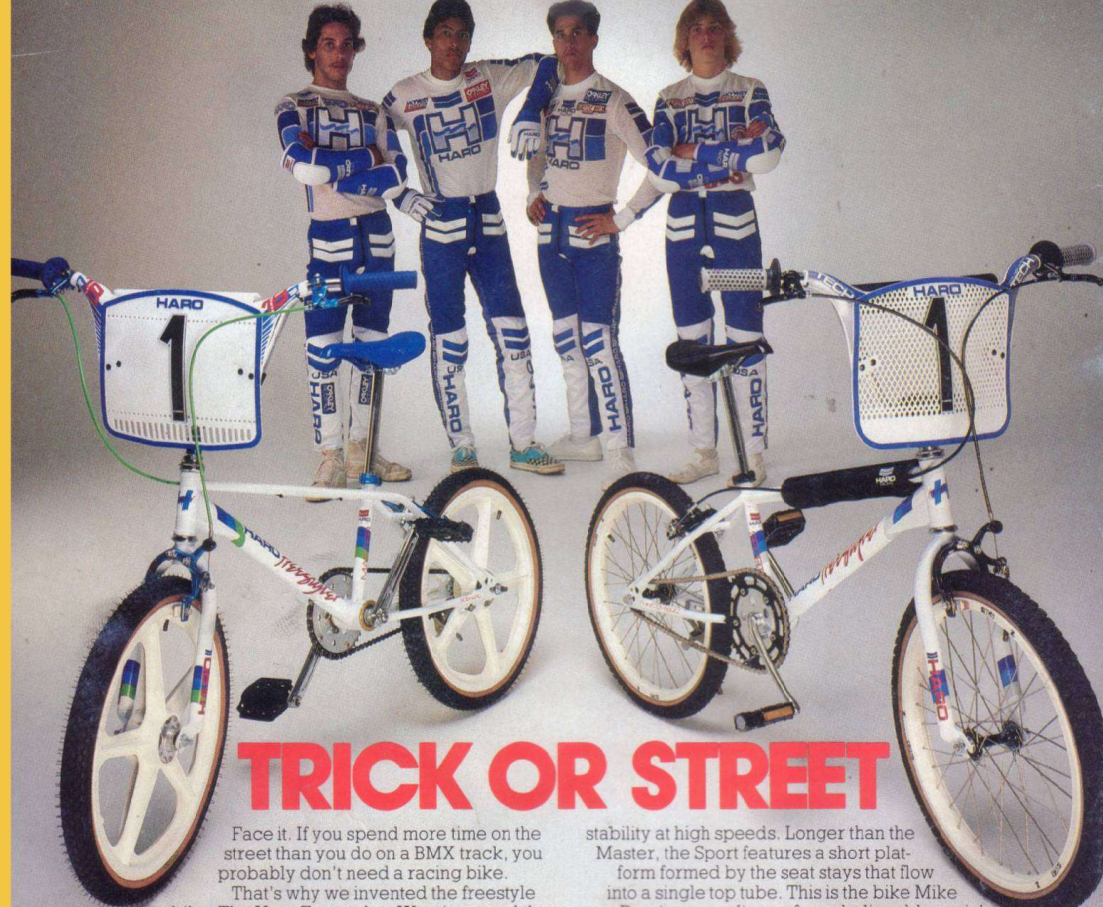
Note: Always use proper safety equipment while participating in BMX and freestyle riding. CPSC equipment included but not shown. Read and follow instructions in owner's manual.

Team Murray Co-sponsors:

Teel, Inc.	Flite	Zeronine
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TEAM MURRAY®



TRICK OR STREET

Face it. If you spend more time on the street than you do on a BMX track, you probably don't need a racing bike.

That's why we invented the freestyle bike. The Haro Freestyler. We pioneered the development of features like heavy duty dropouts, precision machined head tubes, chromoly downtube gussets and a unique freestyle geometry. And now there are two Haro Freestylers to choose from. The Master, and the Sport.

The MASTER—Bob Haro's choice for quick, precise moves. It features twin top tubes, a larger downtube and bold new graphics on either a chrome or white finish. The Master is the result of over two years of proven freestyle performance. It will soon be available as a frameset or complete bike with components like white Skyway Tuff wheels, genuine Oakley grips, Dia Compe brakes, Sugino 3 piece cranks and more.

The SPORT—The newest Freestyler. Designed for better tracking and

stability at high speeds. Longer than the Master, the Sport features a short platform formed by the seat stays that flow into a single top tube. This is the bike Mike Dominguez relies on for unbelievable aerials and vertically oriented trick riding.

The Sport is also available as a frameset or complete bike in white only. Components include white ACS Z rims, one piece Sugino cranks and Dia Compe brakes.

Both Haro Freestylers feature the quality and attention to detail you've come to expect from Haro.

Remember, when it comes to freestyle,

one name stands out. Haro. Trust us. We invented freestyle BMX.



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Send two dollars for brochure and decals.