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WINTER 1984/85

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WINTER 1984/85
VOLUME ONE
NUMBER THREE

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Rumors, gossip, and assorted drivels.

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SCOOT TRICKERY

Turning your old BMX'er into a prime freestyler.

FREESTYLIN' PULLOUT POSTER

Hold on to your jaw or it's gonna hit the ground.

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ROBERT PETERSON: THE MASTER OF BALANCE

The NorCal wonder tells all.

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TEST: RED LINE RL-20 PRO-STYLER

Scrutinizing the awesome new styler from Red Line.

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LAST BITE

What the . . .

COVER: Todd Anderson, primo freestylist, takes a break from ramp practice for a little hairy-chested jumpin' at SE Racing headquarters. There are some HEFTY dudes in that bug – Toby Henderson, Dino DeLuca, Fred Blood, and the ol' P.K. Ripper himself, Perry Kramer, to name a few. Photo by Bob Osborn.

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THE RAMP ZONE

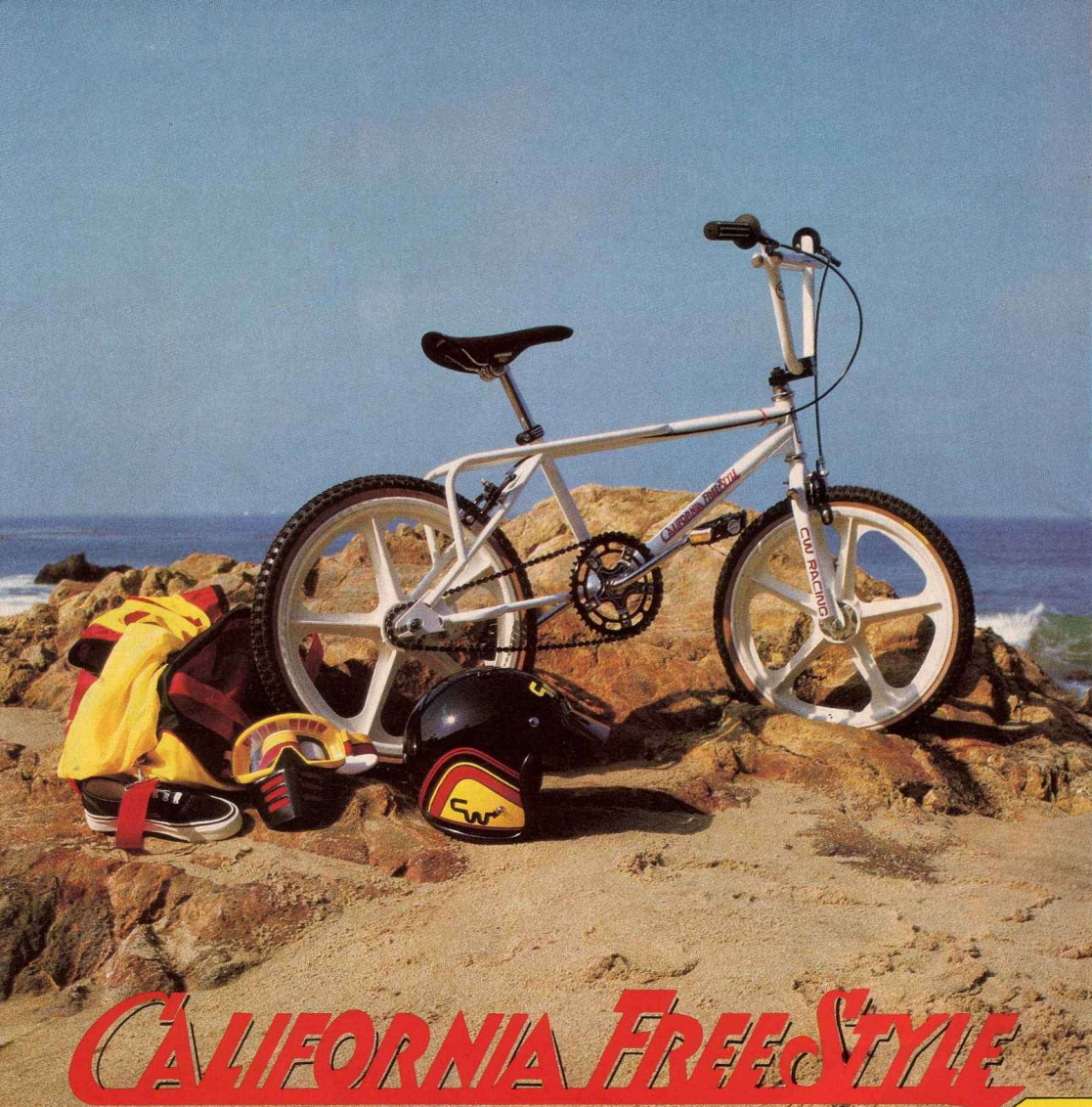
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STREET SCENE: THE TUBES, ELGIN, ILLINOIS

Gettin' critical with the ADF Trick Team.



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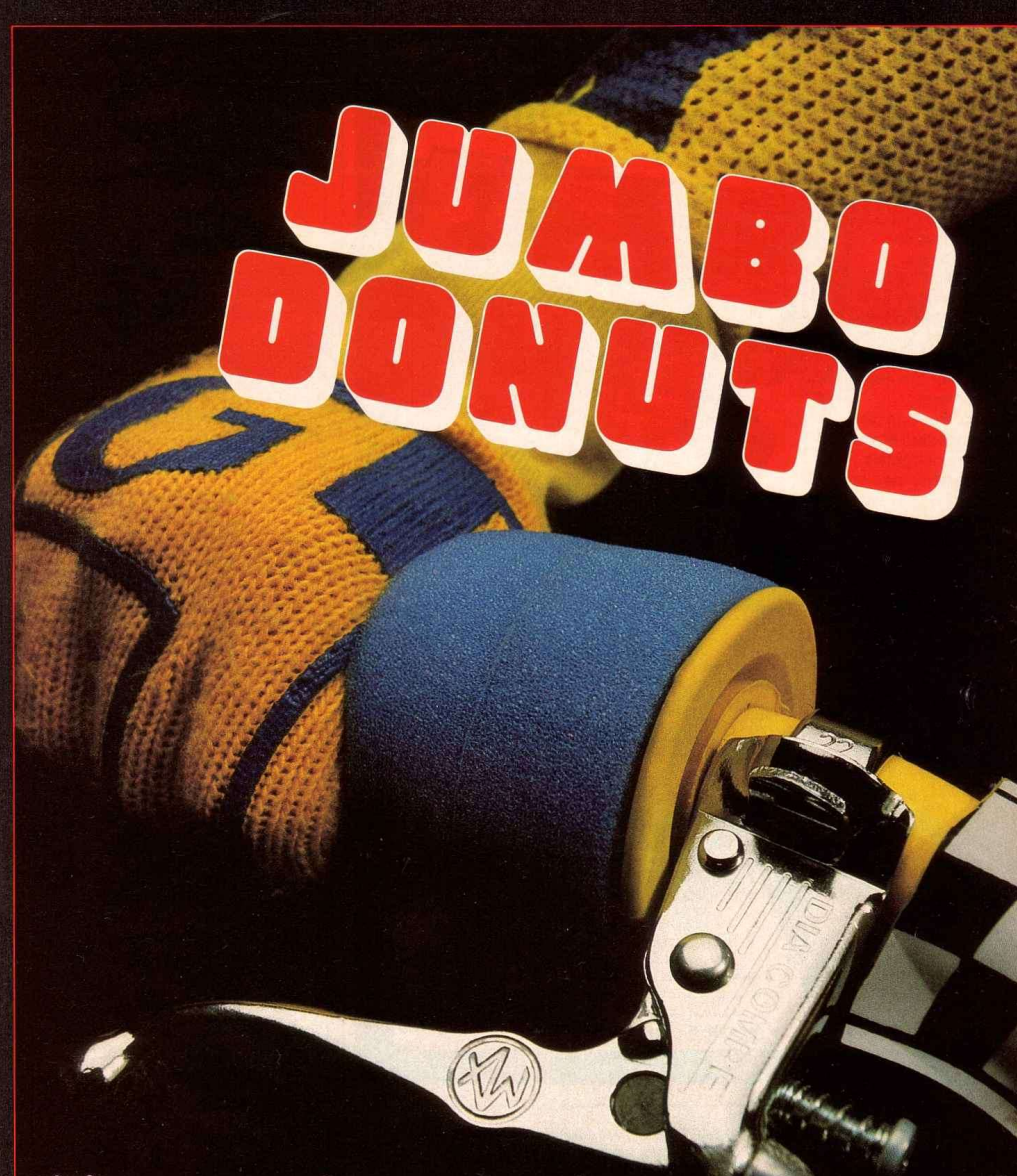
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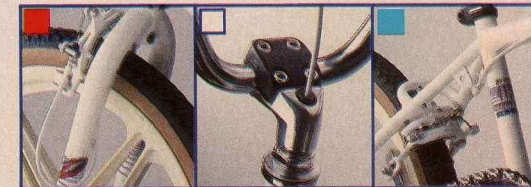
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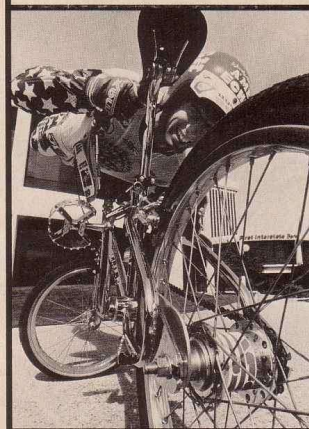
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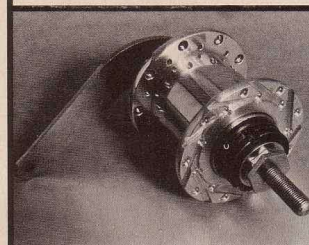


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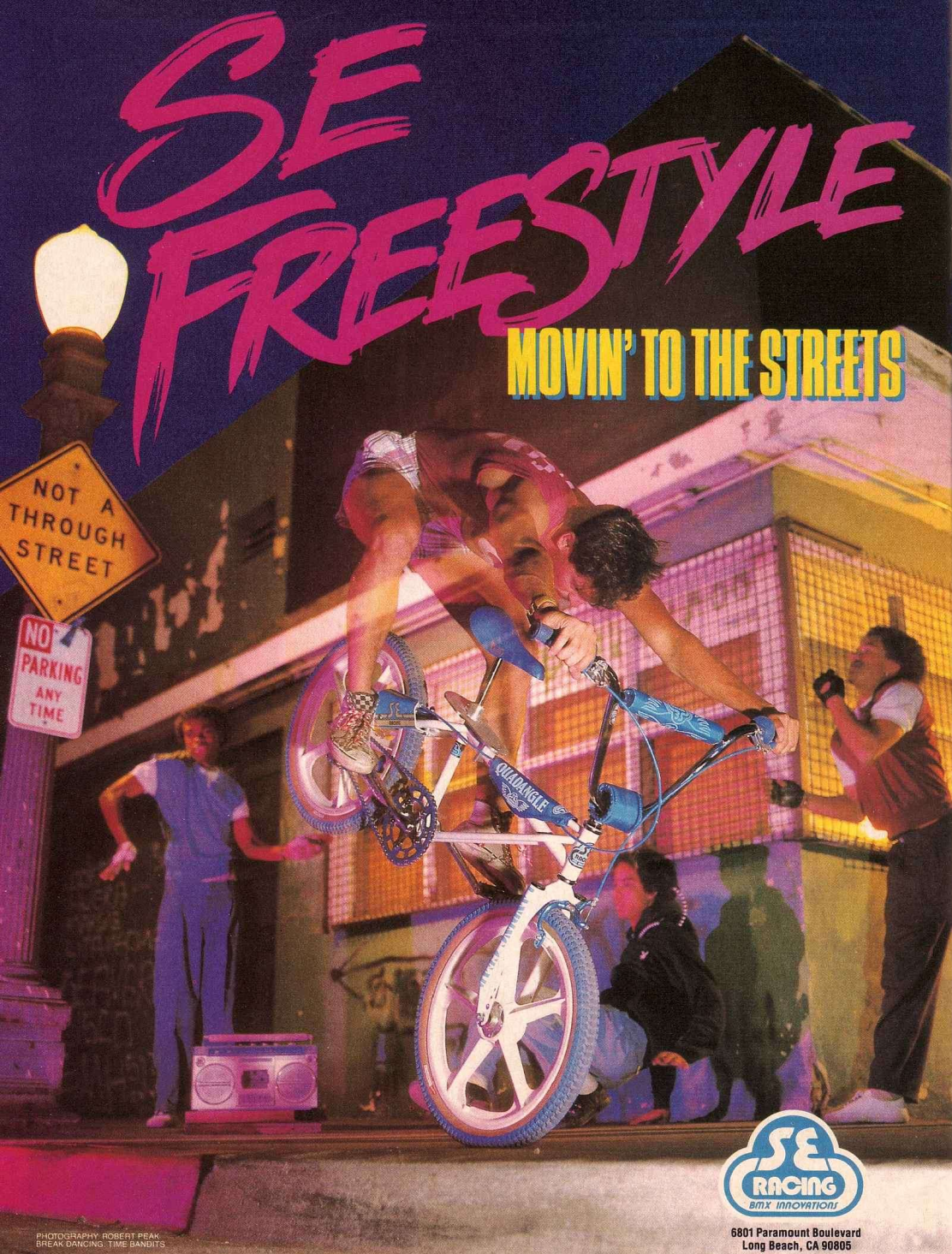
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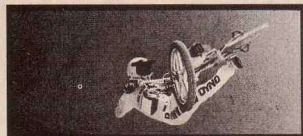


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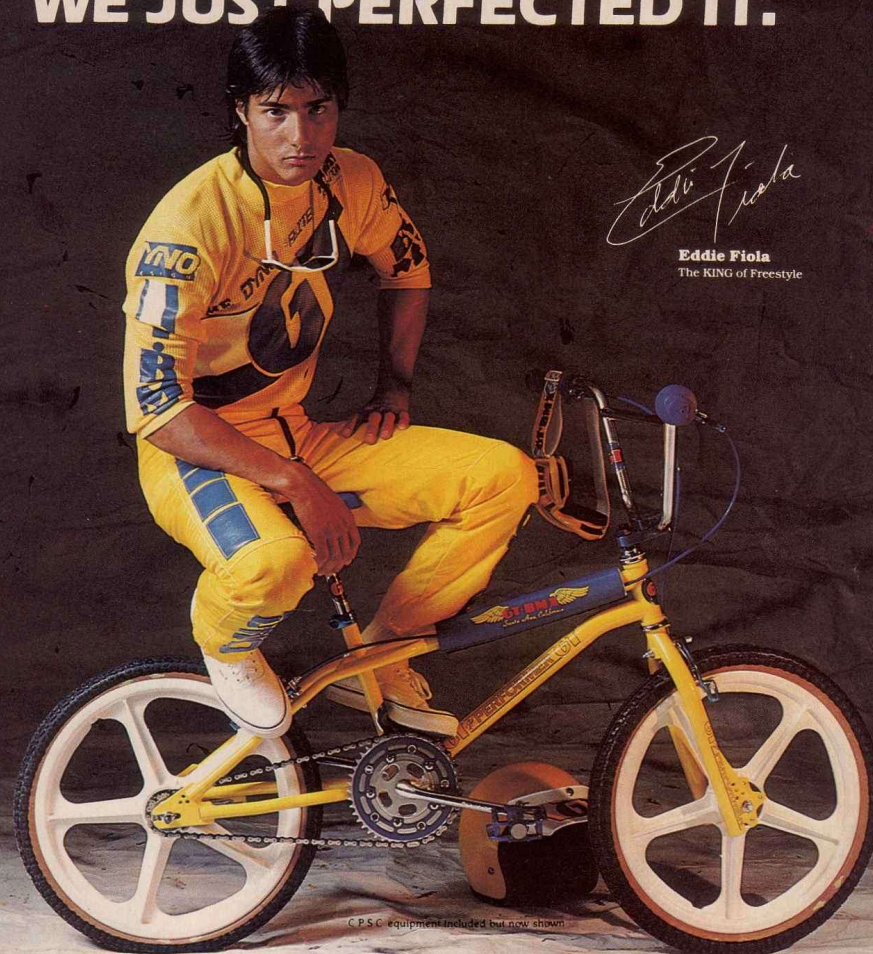
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Eddie Fiola

Eddie Fiola
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WE'VE DONE IT

Five masked figures approached the heavy office door, while inside a small man sat at his desk busily punching figures into an adding machine with the end of a worn out no. 2 Ticonderoga pencil, unaware of the impending circumstances.

Before he could react, the gang had stormed the door and quickly taken him hostage, forcing a pen into his free hand and demanding that he sign a contract that one of the assailants had produced from under a dark overcoat. Fearing for his life, the vice president and financial controller of the Wizard publishing empire did as he was told...

That's exactly how it happened when the trusty staffers of your favorite magazine briefly took control of the Wizard accounting offices. Knowing that we had OVERWHELMING reader demand on our side, we're now... BIMONTHLY! That means MORE freestyle, MORE of ten, from the ONLY freestyle magazine — FREESTYLIN'. Enjoy.

MUSIC POLL UPDATE

1. Van Halen
2. Prince
3. Twisted Sister
4. Motley Crue
5. Iron Maiden
- Police
- Billy Idol
- Ratt
- Night Ranger
- U2
- Suicidal Tendencies

Okay, dudes, here are the results of the "Music to Freestyle By" poll. What goes? Are all you guys metal maniacs or somethin'? Jeez. Well, keep your pens warm 'cause next month we're gonna be askin' a LOT more questions in the FREESTYLIN' Readers' Poll and givin' away free stuff too. Stay tuned, and listen to more new wave, okay?

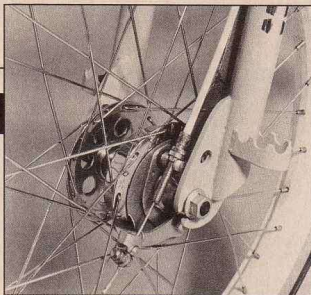
Oz: "Where's Willie Nelson?"

STATE OF THE ART?

Buff came into the office one day mumbling something about wanting to use a drum brake, and that Fiola had come up with the idea while on tour. We just kinda chuckled and said, "You're gonna do what? Sure, Buff."

Well, we aren't chuckling anymore. Buff went home and did it — he got his hands on a front Sturmey Archer drum brake hub and had it laced to a Z-Rim. The result? Talk about stopping action — this thing supplies all you need, and more. Primo braking goods.

What does Buff think about it? "You don't really gain any weight with it 'cause you're dropping your front caliper, and with the Potts Mod your cable goes straight through your fork stem and into the hub — no kinks. So the braking response is

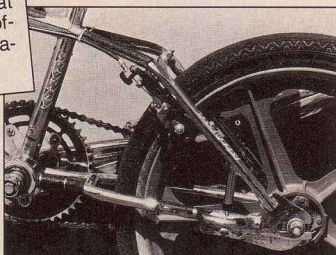


Here it is folks, the latest breakthrough in freestyle braking. The Sturmey Archer drum brake.

smooth and strong. This thing is cool cat dad!"

Buff has been running the brake for over a month and hasn't had any problems.

Buffy used a regular steel model; Sturmey Archer now has an aluminum version that is part of their Elite series. Chances are Sturmey is gonna be selling a lot of these things to freestylers. Ask your local bike shop about 'em.

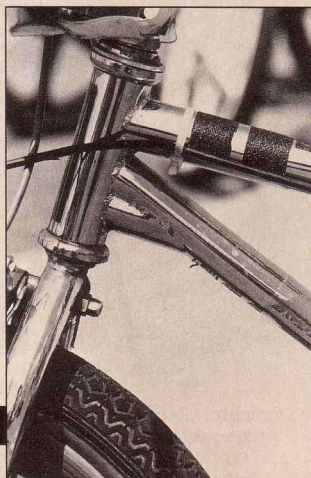


The back end. Check out the way the seat stays make a standing surface. The proto had been through some hectic testing in the hands of the Flying Dutchman, Dave Vanderspek, when we took these shots.

SKYWAY PROTO

Dave Vanderspek, Skyway factory shoe, was caught red-handed at the Huntington Beach contest with a new Skyway freestyle frame prototype. We stopped Vander to get the scoop.

"Basically I'm givin' Skyway my ideas and they're doing what they want with 'em. So far they've done a few things I've mentioned like using a steeper head tube angle and adding a few supports here and there."



The Skyway prototype's front end.

The difference between this frame and other freestyle units is that the seat stays form a standing platform behind the seat tube. Also, the top tube has an indentation running lengthwise on the top side, which gives Dave a somewhat flat surface to stand on. We aren't sure when or if Skyway plans production of this unit, but here's a peek at it anyways.

HIT THE STREETS

with Johar's California-Lite Freestyle pad kit.

Mike Buff is flashy, that's for sure. And why not? That's what freestyle riding is all about. Buff wears California-Lite Freestyle pads because they're hot lookin'. Plus they're light and tough and come in rad colors to match your style.

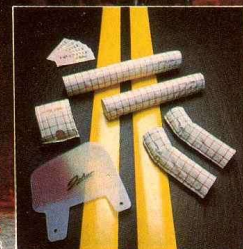
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OF CALIFORNIA



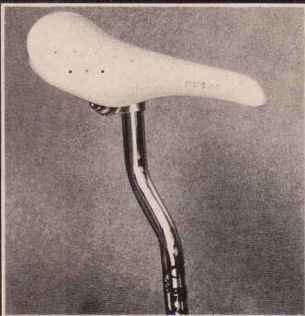
The California-Lite Freestyle kit includes knee knockers, double stem pads, a break guard, plus a rad multi-colored freestyle decal. Frame and bar pads sold separately.

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SCOOT Trickery



Here's the experimental machine - the hard-core race bike we're going to convert to freestyle. Andy goes nowhere without his race scooter - he even parks it in his office during work hours. The two were inseparable, until . . . the bribe.

OR, HOW TO CONVERT YOUR BMX'ER INTO A FREESTYLER.

Freestyle bike set-up can be as serious or as laid back as you want it to be. If you've got a BMX race machine and you just want to convert it over for basic freestyle moves, that's simple. One or two additions may do the trick for you. But, if you're a serious freestyler or the "I gotta have one" type of guy, there are a few other things you might be interested in finding out about set-up trickery. If so, read on 'cause we're gonna do just that - take a retired BMX bike and convert it to a freestyle shredder.

If you can't afford to buy a complete new styler, or you just want to feel out the sport before you jump in, this is your hot ticket.

We didn't really have a bike we could switch over sittin' around the office so we turned to our resident retired BMXer-turned-editor, Andy Jenkins. Three new sketch pads and fifteen Gordo's carnitas later we had him conned into turning over his pride and joy.

FRAME FACTS

If you're gonna be converting a scooter that's already sittin' in your garage, you aren't going to have much choice on things like frame geometry.

The most important aspect of a freestylin' bike is the steering head angle and fork rake. If it's really

kicked out it could create a problem. The more angled back the steering head angle the harder it is to get the rear end off the ground when you are doing a front brake endo or something similar. A steep head angle makes those same tricks WAY easier. It also makes lifting and maneuvering the front end easier and more accurate. Most BMX machines will work fine for freestylin' maneuvers. Work with what you've got.

CALIPER BRAKES

The first things you'll want to work on are your stoppers. Brakes are a freestyler's best friend.

You probably already have a back caliper, right? That's one thing you're gonna need for sure. You might not have a front caliper. If you do, cool. Keep it on. If you don't, get one.

Trick riding without a front brake is like racing BMX without a free-wheel. You can do moves without one, but you'll really be limiting yourself.

POTTS MODIFICATION

While we are on the subject of front brakes, there are a couple of things you can do to 'em that are completely sano. Like the Potts Modification (BMX ACTION, May 1984). This set up will allow you to spin the bars around completely without worrying about hittin' your caliper against the down tube. It's a modified handlebar stem that has the wedge bolt drilled out to accept the brake cable — routing it through the fork stem. Red Line, SunTour, DK, and ACS now make stems with drilled-out Potts Modification type bolts. Look for a few specialty manufacturers like Galindo to start marketing drilled-out bolts soon.

After you get your front brake on, you're gonna have the bolt sticking out on the back side of the forks. Hmmm, this creates a problem when you're doing tricks that require your foot to be next to it. Ouch. To cure that, you'll want to cut off the excess with a hacksaw and do what Mike Buff did — take an old number plate and trace the pattern of the fork onto it. Then cut it out and attach it to the back side of your forks with zip-ties. Voilá, problem solved.

COASTER BRAKE

Okay, now let's move into the area of coaster brakes. I know, I know — if you're a fanatical BMX racer you've probably heard a bunch of old wives' tales about 'em, or you loath 'em because only squids use 'em. You're right — for BMX racing they just plain don't work. Other than that, forget whatever you've heard. Learn to love your coaster brake 'cause it comes in real handy for completely bitchen street and ramp moves.

There are a minority of freestylers out there who have refused to convert over to the coaster brake. A minority. The coaster isn't quite as essential as a front caliper, but without it you ARE gonna limit your trick riding. Like the old freestyle proverb says, "You had to get used to riding without it, now you have to get used to riding with it."

When it comes to puttin' the coaster brake on your BMX racing machine you may encounter a problem or two. First of all, there is no place

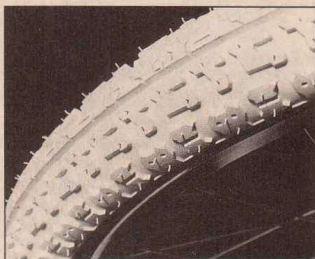


This is trick. Dia-Compe is now making a modified front caliper for freestylers. The bolt that attaches the brakes to the fork has a tab in front that lowers the whole caliper, allowing it to slip under the down tube when you X-up. The cable housing comes already attached to the back side of the caliper and the barrel adjuster is on upside down to accommodate the cable coming from below. They come in white too — these things are hot.

on the frame to attach the coaster brake arm. And don't even think of using that little metal strap that comes with it — they're completely bunk and will trash out on you at the most inopportune time. The trick thing is to use a seat post clamp in its place. The Dia-Compe hinged clamp works excellent in this situation. You also might want to do a little vise and wrench trickery on the brake arm so that it runs parallel under the chain stay and doesn't meet the clamp at an odd angle. The newer SunTour coaster hubs already come that way (check the sidebar for details on getting your coaster hub rebuilt).

MISCELLANEOUS TRICKERY

You've got your front and back calipers and your coaster brake on, right? Now all you have left to do are a few minor changes like adjusting your bars and seat so your knuckles don't get crunched when you totally X-up the front end. But keep 'em close — some balancing tricks require that you be able to grab both the seat and the bars at the same



The new rage in freestyle tires — white. The GT tire makes a great all-around tread and looks great in white — they get dirty a little quick, though.



Add-on chain stay stands work great for doin' stuff like grasshoppers and front wheel hops. These are GT's Frame Stayers, complete with white grip tape. Check out the Dia-Compe hinged seat clamp used to attach the coaster brake arm to the frame — more sano trickery.

time. You may have to convert to a lay-back seat post.

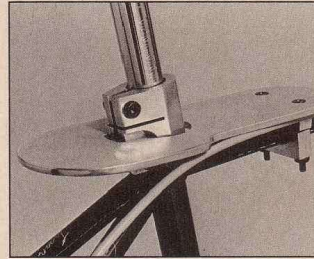
If you want to try your hand at frame stands, the last thing you want to worry about is slipping off the top tube when you're up there cruisin'. The trick here is to apply grip tape to the surfaces where you're going to be puttin' your feet. This'll give you better traction (that's probably why it's called "grip" tape). You can buy the stuff at just about any hardware store.

ADD-ONS

If you want to get really exotic, let's step over to the world of add-ons — they fit onto just about any BMX bike — an area of growing controversy in the freestyle world.

The question has come up as to whether add-ons should be allowed in a flatland freestyle event or not. The riders who ARE runnin' add-ons are going to have a bit of an advantage over the riders who aren't (if they're good freestylers to begin with).

Some riders feel that running add-ons is a bit like cheating, and that



Standing platforms will fit onto almost any single top tubed BMXer and give you room to pull off frame stands. SE's platform is rad, it looks like a little table.



The ACS Potts Mod stem. It allows the whole cable to be routed thru the wedge bolt.

you should be able to work your scoot without any. Others feel it opens up a whole new realm of tricks. Both ways of thinking have their pros and cons, and sooner or later the freestyle organizations WILL come up with rules regarding add-ons — but right now you can use as many extras as you want, adding a new dimension to your freestyle riding.

FRAME STANDING PLATFORMS

Skyway and SE Racing both have versions of these puppies. If you've got a single top tube unit and need more room to do frame stands, just slap on one of these. Before you spend your bucks, make sure they aren't too bulky on your scoot — if they are, it could hurt your riding more than help it.

CHAIN STAY PLATFORMS

A trick idea and totally simple to put on. GT and MDP both have versions of this thing available for consumption. Take your pick. Great for grass hoppers and back wheel hops.



The Potts Mod is a must for serious freestylers. This shot should give you a good idea how to route the cable. You'll need to secure it to the forks as it exits the down tube underneath, so that it doesn't rub against the tire — we used a Dia-Compe cable guide. The Diamond Back Turbo has a very steep head angle — 76 degrees. That's steeper than some freestyle bikes and is excellent for trick riding.

FORK STANDING PLATFORMS

GT also has standing platforms for forks now. They fold up to keep out of the way when you aren't using 'em — sort of. They're a bit bulky 'cause of the aluminum construction. The cool thing about these is you can situate them on your forks where they feel the most comfortable — just loosen 'em up and move 'em. Be careful that they don't interfere with your front calipers.

If you prefer not to spend too much money on standing platforms, then get some axle extensions — which, by the way, are being issued through SE Racing and Skyway. Granted, these are gonna feel and ride a little different than standing platforms, but think of the money you'll save. You can run 'em on the front or back axle. Or both.

There are some things you'll want to think about before you go bolting stuff on all over your bike.

First of all, function — what are you REALLY gonna be able to use? We recommend you learn a good amount of basic freestyle moves before you go bolting on everything but the

kitchen sink. The most important thing for a freestyler is to have a good feel for his bike — not a ton of places to stand on.

Second, safety. The more add-ons you add-on, the more objects you're gonna have protruding. Which means more things to get bruised from if you fall.

The key to using add-ons is to use your common sense.

THE WHEEL DEPARTMENT

You're bound to find out for yourself that BMX wheels probably won't stand up to long time freestyling abuse. There are a lot of tricks that put your wheels into strange positions, making 'em susceptible to tweakage. Skyway Tuff IIs seem to be the direction most ramp riders are heading in. They are probably the overall favorite for freestyling and are available with a coaster brake (or a freewheel), in a bunch of colors. There is a new mag-type wheel put out by ACS called the Z Mag, and another new wheel coming from Peregrine, to be marketed exclusively by Red Line. All of them WILL take the abuse.

If the plastic wheel doesn't cut it in your book, you might want to look into heavy duty spokes and lacing. The hot tip is to go with 105 gauge spokes and have your local bike shop Race Lace 'em. This setup will make your alloy rims virtually bulletproof.

ACS Z Rims are rapidly becoming popular for freestylers. They're made out of the same stuff as Tuff Wheels — Zytel plastic. Lace a set of these with 105's and King Kong couldn't tweak 'em.

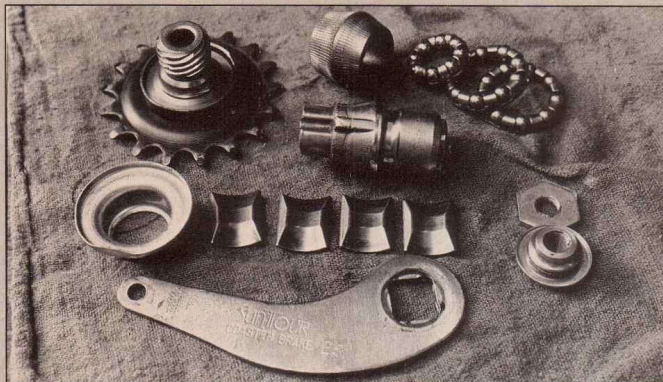
TRENDS IN TREADS

Something else you will want to think about are tires. The consensus seems to be that street type tires work the best, like the Tioga Comp ST or Raleigh Red Dots. All around tires like the new GT tread, Cycle-Pro Snakebelly, or Schwinn Maximizer also work great. And National now has a freestyle tread that is HOT. Take your pick.

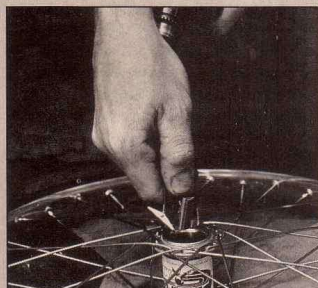
THE LAST PARAGRAPH

That looks like about it — everything you need to fabricate a totally functional, if not state-of-the-art, freestyle machine out of your BMX scoot.

Oh yeah, don't forget to strip your numbers off your number plate and put on your name. Good luck, all you future freestyle innovators.



Here are the guts of a SunTour coaster hub. This is all the stuff that's going to get a work-over — all the surfaces that have any kind of contact with other parts of the hub, or each other, are cleaned up and polished — the process is called blueprinting.

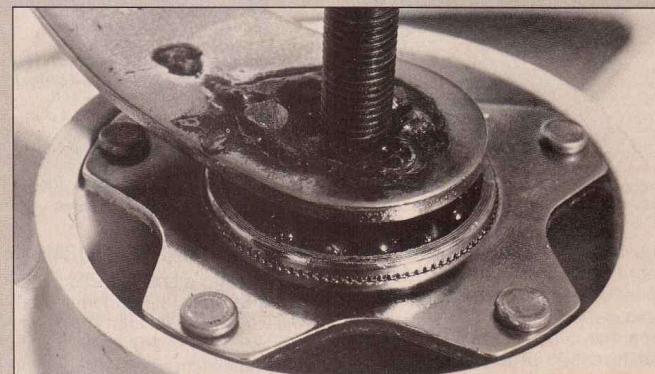


The wheel belongs to Woody Itson, so it's been thoroughly freestyled on. It's Rob Lynch's job to revive it. What Rob's doing here is cleaning out the inner sleeve by sanding out the scratches with a drill that has been adapted to handle the job. It's kind of like boring out a cylinder.

How much can you really do to trick out a coaster brake hub? If you want a state-of-the-art, high-zoot coaster brake, there are a couple of things you can do — have it blueprinted and convert it over to accept the loose-ball mod.

Blueprinting is rather simple, but you'll have to get your local dial-in shop to handle it — they'll most likely have the right tools. Basically what it means to "blueprint" something mechanical is to have it taken apart and cleaned up and polish the working surfaces so that everything works as intended — efficiently. Blueprinting is a popular mod for racing engines.

That's what your bike shop will do to your hub when they blueprint it — tear it down and polish everything up. The bearings, cages, races, brake pads,



Here's a shot of R.L.'s mod. The welds look more like seagull poop, but the idea is excellent. If your bearings start to dry out, just shoot some oil in there, and you're off.

and hub sleeve — everything that has to do with the wheel's rotation and braking performance. It'll hop up your braking performance a TON.

LOOSE-BALL MOD

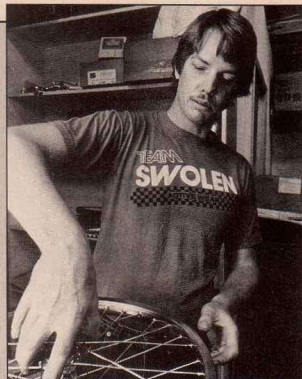
R.L. introduced the loose ball coaster hub to us a couple of months ago. What he did was tear down his coaster hub, clean it all up and free all the bearings from their retainers. R.L. says you're gonna need to buy extra bearings to take up the added space you've created by dropping the bearing cages out of the picture.

Then he oiled 'em up, but not excessively because the bearings are going to be accessible to more dirt and grime than they would normally. Don't

use thick grease either — it'll grudge things up by attracting MORE dirt. R.L. recommends using a thick oil. This means you're going to be tearing down your wheel more often to clean things up, but after you spin a loose ball coaster brake wheel just once, you won't mind the inconvenience, 'cause this mod definitely works.

R.L. also had the coaster brake arm heli-arc welded to the place it attaches on the hub — the brake cone. This will take some of the annoying play out of your brake and make the stopping action more precise (take the two parts off to weld them — you don't want to permanently attach 'em to the axle).

There you have it, a couple of mods that will easily and inexpensively upgrade and sanctify your coaster brake. Good luck.



This is Rob Lynch, owner/operator of Peddlepower BMX in Orange, California, the shop where the brake surgery took place. Look for Rob to start marketing a freestyle goodie or two of his own soon. Possibly an aluminum coaster brake hub ... but don't tell anybody — it's a secret.

WHERE YOU CAN GET THE GOODS

All right, spudboys, if you want any of the sano goodies that were mentioned or pictured in this article, contact your nearest freestyle rad-shop. If you don't have any luck there, write to the manufacturers for info on where to get 'em. Dealers, if you're interested in carrying some of these accessories, here's who to contact:

ACS

1449 Industrial Park St.
Covina, CA 91722
(213) 331-0582

Cycle Pro

West Coast Cycle
8631 Hayden Place
Culver City, CA 90230
(213) 204-1660

Dia-Compe

Cane Creek Road
Fletcher, NC 28732
(704) 684-3551

DK Products

8730 Park Haven Point
Centerville, OH 45459
(513) 433-1699

Galindo Designs

21500 Osborn
Canoga Park, CA 91304
(818) 341-9661

GT BMX

5422 Commercial Drive
Huntington Beach, CA 92646
(714) 895-5589

MDP

14116 East Whittier Blvd.
Suite 608
Whittier, CA 90605
(213) 945-2144

National Tires

Teel, Inc.
550 Commerce St.
Franklin Lakes, NJ 07417
(201) 337-8380

Peregrine

c/o Red Line
830 Tourmaline Drive
Newbury Park, CA 91320
(805) 498-6783

Raleigh

P.O. Box 1828
Dayton, OH 45401
(513) 865-5424

Red Line

830 Tourmaline Drive
Newbury Park, CA 91320
(805) 498-6783

Schwinn

1856 N. Kostner Ave.
Chicago, IL 60639
(312) 292-2900

SE Racing

6801 Paramount Blvd.
Long Beach, CA 90805
(213) 531-6880

Skyway Recreation Products

4451 Caterpillar Road
Redding, CA 96001
(916) 243-5151

SunTour U.S.A.

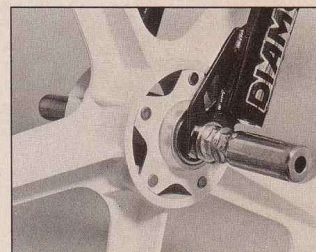
10 Madison Road
Fairfield, NJ 07006
(201) 575-1128

Tioga Information Center

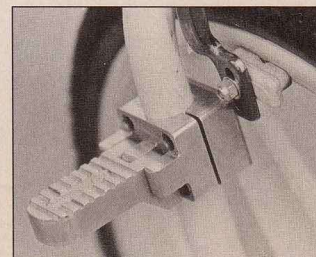
P.O. Box 7435
Glendale, CA 91205



Andy might have been a little upset when he handed over his BMXer but he sure isn't now. Heavy tuckage brake endo by the looney tuner himself. Check out the Skyway standing platform, pretty sano. We equipped the bike with Tioga Comp ST tires — which have become the underground favorites of streetstylers all over the country.



Axle extenders are an inexpensive way to add standing areas. SE's are good 'cause they have a large diameter, making it a bit easier on your feet. Skyway's Tuff II's have set the standard for freestyle wheels.



The prototype GT fork platforms — BEEFY. GT isn't sure they're gonna release these 'cause the machined aluminum is a bit expensive to produce. Fiola and Breed have the only two pairs in the world, and they sure like 'em.

STREET SCENE:

THE TUBES

ELGIN, ILLINOIS



Kevin Foss, canyon jumping at the Tubes. This place is a haven for freestylers and skaters. Pretty creative graffiti, huh?

PHOTO BY BOB OSBORN

THE TUBES

Every once in a while we'll get somebody comin' into the office tellin' us about a hot spot or group of freestylers they've seen; "You've got to check this place out. These guys are rad!"

Well, we're always listening... and we ARE checkin' 'em out.

Here's the latest hot spot and three of the hotshoes that frequent it. The place is called the Tubes. It's in Elgin, Illinois. Unreal freestylin' real estate. We're talkin' a field full of enormous old steel pipes which have been cut in half lengthwise and lined up in a continuous row 80 feet long! According to local legend, they were placed here many years ago by the God of Freestyling for all the local radsters.

The dudes are the ADF Trick Team, as in Art Abasolo, Mark Darnell, and Kevin Foss. They ARE rad. Check 'em out. ●

HOT SPOTS

We're lookin' for the most radical, most popular, freestylin' strongholds in the country — or the world. But we need info. If you guys know where there's a completely HOT SPOT for freestylin' in your area — that means GOOD riders and BIG crowds — scribble it down and send it to FREESTYLIN', Hot Spots, P.O. Box 5279, Torrance, CA 90510. If it's truly hot, you might be seeing us in your area real soon.



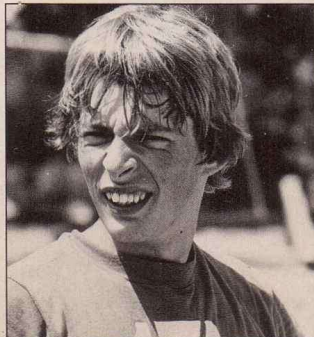
This is a tuff. Ridin' 'backwards, sittin' on your crossbar no-handed and no-footed. Mark Darnell and Kevin Foss at the controls.



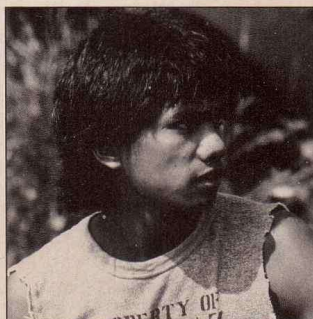
Mark Darnell, the D in ADF: "We're serious about freestyle. We live, eat, and breathe it."



Bar endos are becoming the rage. Art Abasolo, tucked up in picture perfect form. Check out the flex in his wheel.



Kevin Foss puts out a xeroxed mini-magazine called FREESTYLE TODAY that keeps northern Illinois informed about local freestyle happenings. He prints about 300 of 'em and distributes them to local bike shops. These ADF guys are really pushin' freestyle in their area. More power to 'em.



The first letter in ADF stands for this guy, Mr. Art Abasolo. In the winter these guys practice in their basements, using a ping-pong tabletop as a small ramp.



Kevin Foss enters the land beyond the everyday cross-up. Look at his arms! This guy is Plasticman! Is he crossed-up or what?

COMPETITION

HEAVY SHREDDIN' IN SO. CAL.

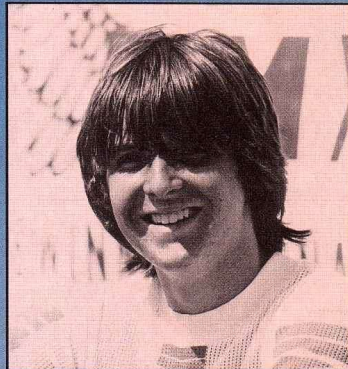
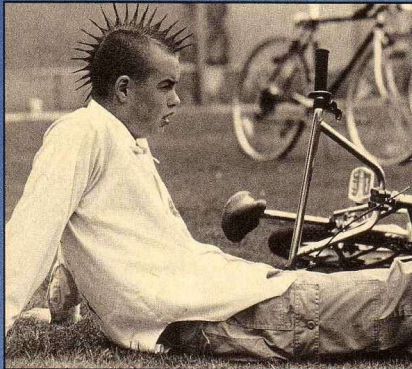
THE VENICE BEACH TAPES

"Testing, testing — one, two, three . . . is this thing working? It's a blistering 69 degrees and overcast in Venice today. Yuk. There are a lot of rather, ah, odd people ramblin' around — must have something to do with the weather. . . ."

"The competition surface is very clean. There are three quarter-pipes and two small ramps sittin' out for use."

"The turnout of competitors is excellent — over 60 riders."

(Spread) Tony Murray assured A LOT of people he's a force to be reckoned with in freestyle. A first in Venice and the overall in 17 Expert at Huntington Beach. He rips. (Insets Right) Venice local. (Top right) Young shredder, Scotty Freeman. (Bottom right) Murray.



"Practice is kinda like mass mayhem, but you can still pick out the hotshoes. There are a lot of new guys out here along with the regular troops, and some of 'em look REALLY good. Oleg Konings for one; he looks very sharp on the ground, his style is a lot like Robert Peterson's — he's one of Peterson's proteges."

"The riders are going to be judged on two separate two minute runs — one on flat land and the other on the ramps. Then both runs will be combined for an overall score . . . versatility counts today."

"Todd Anderson and Dino DeLuca are wowing the crowd. They're teammates — both of 'em picked up a support ride with SE Racing just before the contest. Awesome aerals from these two."

"Tony Murray is pullin' off some pretty incredible airs too. This guy is a veteran of the skatepark wars. He seems to have gotten serious about freestyle REAL quick."

"A few other guys out there are showing some promise today — 'The Spiderman,' Rich Sigur, who's really proving himself as an all-around freestyler, and John 'Dizz' Hicks of the Gork Trick Team — another killer Northern California freestyle contingent."

"Four pros have shown up to compete for the \$500 purse. The others aren't present because of either tour commitments (R.L., Buff and Mike Dominguez), injuries (Hugo Gonzales), or not knowing about the contest (Brian Deam and David Ruiz). Eddie Fiola is here . . . somewhere. He's been pretty invisible most of the morning, except for a couple of terrorizing raids on the quarter-pipe on a 16 inch pit bike. Fiola — always the showman."

"Woody Itson, one of the veterans of freestyle, is out too. He always seems to have a small crowd of other riders following him around — groupies? He looks good on the ground, as always. He admitted that he only had about two weeks practice on ramps, but that he's gonna be going for it."

"Haro trickster Ronnie Wilton is here and lookin' good. This guy has one of the smoothest styles goin'."

"Ron Wilkerson is finally competing in his area of expertise — a flatland and ramp combo — and he's REALLY pumped about his first-ever pro competition."

"Ron, what's up? How do you plan



Competitions are an excellent place for new riders to show off their talents and get noticed. John "Dizz" Hicks showed off a lot of his. One-hander aerial by Dizz.

to do today?"

WILKERSON: "I'm gonna beat these guys on their own ramps! Wait 'til I ride, you're gonna see AIR! Look — there's Eddie over there, saying his prayers (laughter). Check it out, there's Woody and Ron Wilton — it looks like they're ALL saying their prayers (more laughter)! The pro competition is gonna be INTENSE."

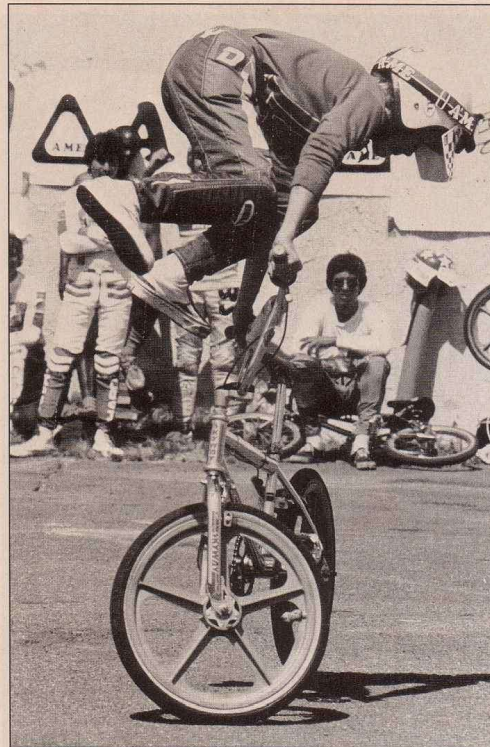
* * *

"The day is sloooooowly progressing . . ."

"There're a lot of BIG eyes in the crowd — these people are gettin' off on freestyle. The crowd is HUGE, there are thousands of people hangin' out on the Venice strand checkin'

out the breakers, skaters, street vendors . . . but the biggest crowds BY FAR are centered around the competition, and these folks are EXCITED! Lots of screamin' — the riders are lovin' it."

"Some of the highlights of the amateur competition: Kevin Valpe, a ten year old stylist, looked good. He had his routine totally wired — it was choreographed to a Michael Jackson tune. Oleg, who is the captain of a hot freestyle team called Ground Control, TOTALLY annihilated his class on flat land. His ramp moves were pretty limited but he STILL won 16 & Under Novice. Not bad, Oleg. Rich Sigur edged out Vanderspek for the win in 17 &



Vander: "This little dude is gonna take my job . . . he's too cool!" Scotty Freeman, in the midst of pulling off a boomerang. This move is a handful for most OLDER riders — Scotty's twelve.

Over Expert — an ULTRA-competitive class."

* * *

"The pros have the floor now and they're showin' people what being a pro is all about. Totally primo freestylers here, folks."

"Eddie is his usual self — radical as all get out. He's using his repertoire of insane moves, which now includes a gymnastic tumbling run. His ground routine isn't as strong as his airs, but he's suave and charismatic enough to MORE than make up for it. Unbelievable is the only word to describe this flyboy."

"Woody comes out with the strongest flat land run of the day so far. This freestyler DEFINITELY has his ground control down to a science. He pulls off some tricks that rank HIGH on the difficulty meter: cherry pickers, boomerangs, and a 1080 tail spin . . . incredible."

"Ron Wilkerson is the surprise of the day. Wilkerson gets the crowd

pumped by nabbin' the mike from the announcer before his ramp run and lettin' 'em know that the more they yell, the higher he'll go. It works — the crowd is screamin' and Ronald McWilkerson is TOTALLY skyin' with the highest airs of the day."

"Ronnie Wilton's runs were the most conservative of the four riders in terms of difficulty, but the tricks he did were done with complete finesse and smoothness."

"Eddie wound up first with Wilkerson a very close second. Some thought Wilkerson should have won. Controversy struck again when Woody was given a fourth behind Wilton. It seems the rules for the amount of time to be spent on each run were not made clear to the riders beforehand. Some used more time than others, which caused a bit of an argument over the results afterwards."

"No matter the controversy, the action was exciting and IN-TENSE."



The talk at Huntington Beach the first day of the contest was centered on how impressive a lot of the novices were, like David Reddick. David's been studying under Woody Itson.

THE HUNTINGTON BEACH TAPES

ANDY: "Man, I can never tell if this thing is runnin' . . ."

GIBEY: "Ah, try pressing down the 'record' button. Jeez."

ANDY: "Oh. Here we are, folks, in Huntington Beach for the GT/AFA freestyle competition. Babes are EVERYWHERE! We're talkin' Bikini City — definite riot material here, spuds."

"This contest is going to be run a bit differently than Venice. Instead of combining ramp and ground scores, the AFA is crowning a winner in both flatland AND air categories — PLUS, an overall winner in every age class. They'll run the flatland on Saturday and the ramps on Sunday. The specialty riders are real happy about this decision."

"The Ground Control boys — Oleg Konings, David LeDrew, Tony Parks, and Michael Perkins — are here from Northern California. They're hangin' out with Vander and Maurice



Ron Wilkerson **ALMOST** pulled off the upset of the century. "Wait 'till I ride, you're gonna see AIR!"

PHOTO: WINDY

FREESTYLIN'

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Another blasted curb coming up. Whoosh...
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That's why Red Line designed the new
RL-20 Pro-Styler.

Available in frame & fork set or complete bike,
the RL-20 Pro-Styler with its exceptional

geometry and brutally strong construction
is well equipped to handle all the curb endos,
bunny hops, aerials, tabletops, and white-
knuckle jumps that a ride to the store can
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Long awaited by world class stunt pilots
like R.L. Osborn, and street riders alike, the
Pro-Styler is for all those who find that an
afternoon's ride can be tricky business.

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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RL-20 1-1/4" DIAMETER
SUPER TAPERED-FORKS

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FRONT & REAR BRAKES

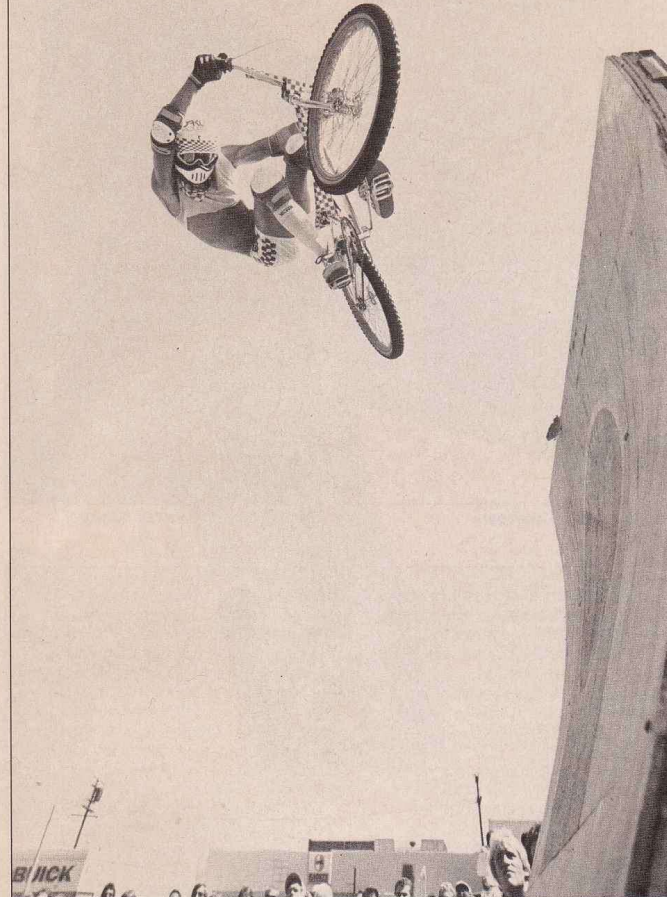
COASTER BRAKE



NATIONAL "PANORAMA" TIRES



The best Donovan Ritter could fare at the contests was a fourth. But he still made for some bitchen photos. Photo: Windy.



Ted Emmer shows up at just about all the competitions and always impresses folks by gettin' mega-air on a cruiser. He's got a button pinned to his crossbar pad that says, "I'm not like everyone else." It's probably got something to do with his cruiser.

Meyer of the Curb Dogs."

"The legendary Damon Frost has been noticeably absent from both contests. I'm gonna ask these dudes what's goin' on."

"What's up with Damon? Is he still freestylin'?"

TONY PARKS: "I saw him ridin' a couple of weeks ago and he was doin' GOOD. He was pullin' off this one-footer, one-hander 720 where he rolls out into a 540 spin . . ."

MICHAEL PERKINS: "You know, at one point, before he broke his wrist, he was known as the best rider in Nor. Cal."

DAVID LeDREW: "He IS the best rider."

MAURICE MEYER: "No, he's

not anymore; he's a break dancer. He gave up freestylin' for the pop."

TONY PARKS: "No he didn't. He still rides . . ."

DAVE VANDERSPEK: "He's still God in my book."

"The pros aren't going to be competing this weekend, but a few of 'em are gonna be doin' shows. Eddie Fiola, Hugo Gonzales, and Ron Wilkerson are gonna be doin' it for GT. Well, it looks like it'll be just Eddie and Hugo; Ron will be unable to make it due to, uh, extenuating circumstances (check the sidebar). With Ron gone, Fiola and Hugo are gonna be helped out by Wilkerson's 2-Hip teammate, Rich Avella, with



We couldn't I.D. some of the newer riders, like this one. Max style though. Bar endo.

Dave Breed and new GT rider Rick Allison, who rode his freestyle bike ALL the way from San Francisco to compete — that's dedication."

"R.L. and Buff, the BMX ACTION Trick Team, are also gonna be performing, representing BMX ACTION, Red Line, and Hutch. Ronnie Wilton is Haro's sole pro and he's going to be joined by Rich Sigur for the Haro Trick Team show. Three killer lineups, fer sure."

"Most of the talk today (Saturday) seems to be centered on how impressive a lot of the novices are. A few guys in particular, like twelve year old Scotty Freeman, are real



David Reddick.

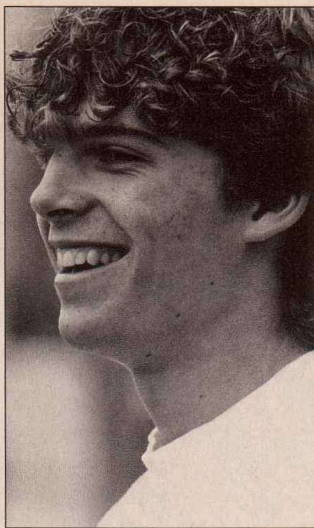
standouts in the flatland competition. Scotty is just plain unbelievable. He was pullin' off tricks that older experts have trouble with. Like (gulp) the dreaded boomerang! That's the trick where you throw your body into a 360 around the head tube while maintaining your grip on the bars and with the bike remaining stationary. A 360 tailspin was no problem for this dude either."

"Now for a couple of random comments on this kid..."

VANDERSPEK: "That little guy is gonna take my job, man! He's too cool — he's got a good personality and he's real smart."

WOODY ITSON: "Scott could be hangin' up there with some of the 17 experts. In fact, I heard Sigur say he was glad he didn't have to ride against him. He's got a good future in this sport. When I was twelve, I could barely do a wheelie!"

ANDY: "David Reddick is another hot novice. These guys seem to be



"Outlaw," Ron Wilkerson.



Ground Controller, Oleg Konings.

TO COMPETE OR NOT TO COMPETE? THAT IS THE QUESTION

While on summer tour this year, R.L. ran into Eddie Fiola and Woody Itson (who had both competed in the pro class at the Venice Beach contest, and which R.L. missed because of prior tour commitments) and he had a chance to get some honest input on how they felt about pro freestyle competition. They had some serious doubts.

What they concluded after much discussion was that a meeting should take place — one that involved ALL the pros they could get in touch with before the next competition on Labor Day weekend in Huntington Beach. The meeting would deal with how the pro ranks should fit into the overall picture of freestyle competition.

As it turned out, a few of the pros couldn't make it. You guessed right, they were on tour. But R.L., Eddie, Woody, Mike Buff, Martin Aparijo, and David Ruiz were present and accounted for. Dave Breed, a top amateur, and Andy Jenkins, FREESTYLIN' editor extraordinaire, also sat in.

The outcome? They felt that competition at the pro level would be self-defeating (skateparks, a totally different form of comp, excluded), for a number of reasons.

They felt that if there is pro freestyle competition that the top freestylers will

HAVE to compete — sponsors and macho instincts being what they are — which is okay... except that to become a top competitor they will have to change from a choreographed team style of riding designed to entertain, to an individual style of riding designed to win competitions.

They felt that if they were to put the necessary full effort into training for competition, that perfecting their shows, promoting their team, arranging shows, and setting up tours would gradually get pushed aside and freestyle would lose one of its best promotional tools. That without shows and tours, the top freestylers would have to depend on purses from the competitions and salaries from their sponsors for income. Moreover, their sponsors would have to start paying for travel and expenses to get them to the competitions and, as with BMX racing teams, this can be an awesome expense for a manufacturer.

Because of all these things, they felt pro competition could gradually change the entire shape of freestyle. Freestyle teams with a complete choreographed show would slowly vanish. Competition would be everything. Most of them felt that this is not what freestyle is all about and not what they want to do. They made the point that freestyle is just what it says: free style; you do it how you want to do it. It is not a structured, organized, competitive sport where you follow rules set up by a sanctioning body.

On the other hand, they felt that competition was okay for amateurs because it provided a way — maybe the only way — for unknown riders who are really good to get a shot at recognition and sponsorships and maybe to break into the national scene. And if an amateur doesn't want to compete, that's cool, he doesn't have to. Nobody is pressuring him into it.

They also decided to talk to the freestyle sanctioning groups about doing demos or shows at the competitions. That would keep them involved as a crowd-drawing attraction without making the sport purely competitive. They pointed out during the meeting that they weren't REFUSING to compete, they simply wanted to present an alternative that they believed might work to the sport's advantage.

Next, they presented the alternative to AFA prez Bob Morales. Bob went with it, keeping in mind that if it didn't work at Huntington Beach they would make a decision on whether or not to go back to pro competition before the next contest. Both sides agreed.

The pro shows at Huntington were definitely exciting, but is it enough for the crowds and the manufacturers to have just a few of the pros present at each competition? We'll see.

Whichever way this goes, it is EXCELLENT to see these guys taking an active part in promoting and protecting their sport.

Our compliments, you guys.

FREESTYLIN'

BMX-Skyway Style!



T/A Extra Long Frame/Fork Set
Made of 100% high-temp 4130 chrome-moly tubing (Totally Aerodynamic) with heat-treated 4130 drop-outs that minimize distortion. Race-tested for 8 months prior to release by Skyway's larger factory team riders has proven this frame a winner.



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Freestyle Platform
Convert your single top tube BMX frame to a full-on freestyler in about 5 minutes! Made of 4130 chrome-plated chrome-moly tubing with ball burnished aluminum alloy mounts.



Tuff Wheel II
The number one wheel in freestyle! Our name says it all. Available in freewheel or coaster brake sets in a full range of colors.



E-Z Trick Handlebar
Made of 100% high-temp 4130 chrome-moly tubing with dual crossbars to help you balance. Available in white or chrome.



Tuff Pedal-Mini Series
Body is made of lightweight graphite reinforced thermoplastic for minimum weight, maximum strength. Replaceable 6061 alloy cages (silver only) and heat-treated 4130 chrome-moly spindle. Available 1/2" or 9/16". Total weight per set 10.4 oz.



Freestyle Axle Pegs
Made of high-grade aluminum alloy with 3/8"-24 thread per inch to fit coaster brakes and all Tuff Wheels. Each peg extends a full 2" from your dropout.



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comin' out of the woodwork — Xavier Mendez, David Currie from England, Ceppie Maes . . . the list goes on. Dave Nourie is another one . . . you know him, don't you Robert?"

ROBERT PETERSON: "Yeah, we rode together in Mission Beach a long time ago when I lived in San Diego. Then about three or four months ago he just happened to show up at Golden Gate Park one day. I was all, 'Hey, I know you, I know you!' He came up and did a few balance tricks and said, 'Do you remember me from Mission Beach? I learned all your new tricks.' This is his first competition — he's doing balance headstands . . . did you see that?! Another Peterson-inspired rider (laughter)! It's great to see him doing good."

"The expert action all weekend was pretty exceptional. Some of the real highlights included Dave Breed's total domination of the 17 expert flatland comp. This guy popped into the freestyle scene and went to the top of his class PRETTY fast."

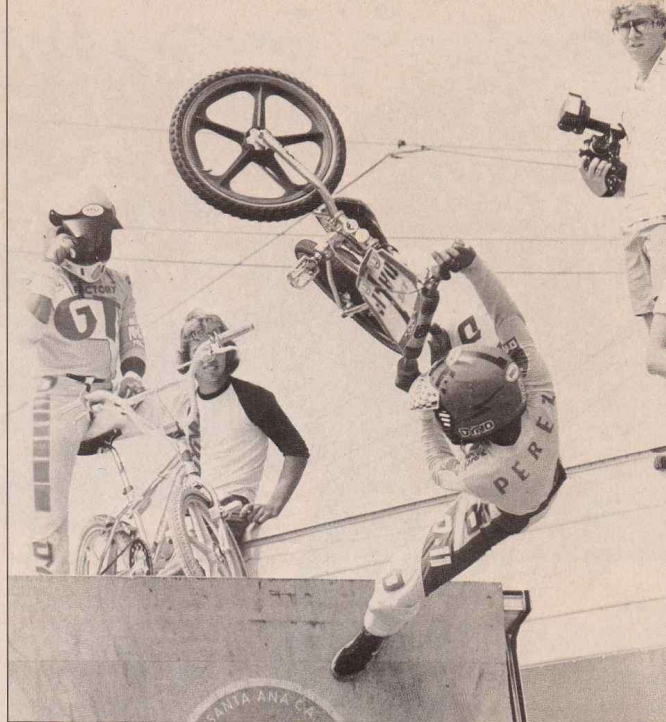
"Oleg Konings edged out Todd Anderson for the win in 16 under expert flatland, with Tony Murray taking the third. Tony went head-to-head with Huffy flyboy Brian Blyther in the ramp division and won, taking the overall in the process. Todd Anderson scarfed on third. This is one of the most fiercely competitive classes out there."

"I'm about out of tape so . . . (click)."

It's great to see rider attendance going up at each contest. Competitions are FOR SURE an excellent place for young guns to show off their talents and get noticed. For the pros, however, whether their participation in future events will be in the form of shows or pro competition is up to them (check out the sidebar on pro competition).

Overall, we'd have to say that the freestyle competitions we've seen so far have worked out great, despite organizational trubs. Things like judging and keeping the rules consistent need a little more fine-tuning. The AFA is exploring new territory with each contest as the competitive aspect of freestyle continues to expand — so of course things are going to be a little rough at the outset.

All the little glitches aside, we can't wait for the next contest. ●



Fiola checkin' out a completely gnarly foot plant by Dale Perez. Woody Itson was later heard to say, "I wouldn't want to be Dale's shoes."

Why were the cops searching for, and threatening to arrest, Ron Wilkerson the day before the Huntington Beach contest? Had he robbed a 7-11? Did he beat up an old woman? Assault a bikini-clad babe? Nope, none of the above. He was . . .

WANTED: FOR THE HEINOUS CRIME OF CREATING A CROWD

ROBERT PETERSON: "Don't let it be known that it was me who told you, but anyhow, Ron was freestylin' with a couple of other guys down near the beach when the police showed up. They wanted to give him a ticket for creating a crowd, but the crowd opened up and Wilkerson took off, then the crowd closed up on the policemen. The cops were on ATC's and Ron totally blew 'em off — they got all humiliated."

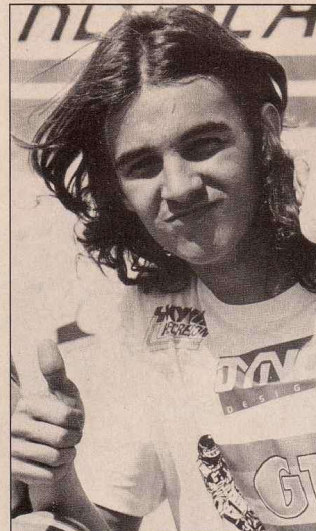
DAVE VANDERSPEK: "Yeah, I was just fixin' my bike and I hear this crowd yellin', 'YEEEAH, YEEEAH!' I went outside and I found out Wilkerson had jammed with the cops."

RICH AVELLA (an actual witness): "We were doing tricks and drawing a big crowd so that we could hand out flyers for the contest. A cop came up and told us to stop. Ron made a comment — something like, 'If Robert Redford were here creating a crowd, would you arrest HIM?' The cop said, 'Come over here,' and was going to write him up. Ron just rode off through the crowd and everyone started cheering, so the cops got really embarrassed. They had a LOT of guys after him and they didn't get him, but they found out he was going to be here today and they said that if he showed up they would arrest him on the spot and stop the competition. So GT flew him home."

RON "OUTLAW" WILKERSON: "Man, I was scared to death!"

This brings up a question: Did the police give out tickets to all the pro surfers competing in the OP Surf Classic the same weekend in Huntington Beach? Of course not. And they were attracting crowds of, oh, around 150,000 people each day, all weekend long.

No respect, huh Ron?



David Nourie won the 17 over novice class in the flatland competition at Huntington with some aggro ground moves and a lot of originality.

RESULTS

GT/AFA SUMMER FREESTYLE CHAMPIONSHIP — VENICE BEACH

PRO

Eddie Fiola
Ron Wilkerson
Ron Wilton
Woody Itson

17 & OVER EXPERT

Rich Sigur
Dave Vanderspek
John "Dizz" Hicks
Rich Avella

16 & UNDER EXPERT

Tony Murray
Todd Anderson
Mark McGlynn
Donovan Ritter

17 & OVER NOVICE

Dale Perez
George Conjamie
Shaun Condon
Steve Peralta

16 & UNDER NOVICE

Oleg Konings
Larry Hull
Eddie Roman
Greg Kovacavick

13 & UNDER NOVICE

Dan Ponce
Jason Lowe
Kevin Valpe



LOTS of new moves were being seen. We couldn't I.D. this dude but he ripped!

RESULTS

GT/AFA FREESTYLE CHAMPIONSHIP — HUNTINGTON BEACH

17 & OVER EXPERT

Flatland:
Dave Breed
Dave Vanderspek
Rich Sigur

Ramps:

Rich Sigur
Dave Vanderspek
Rich Avella

Overall Winner:

Dave Vanderspek

16 & UNDER EXPERT:

Flatland:
Oleg Konings
Todd Anderson
Tony Murray

Ramps:

Tony Murray
Brian Blyther
Todd Anderson

Overall Winner:

Tony Murray

17 & OVER NOVICE

Flatland:
Dave Nourie
Xavier Mendez
Ceppie Maes

Ramps:

Dale Perez
David Curry
Shaun Condon

Overall Winner:

Dale Perez

16 & UNDER NOVICE

Flatland:
David Reddick
John Stanfield
Dan Ponce

Ramps:

Dean Palacios
Larry Hull
Eddie Roman

Overall Winner:

Larry Hull

13 & UNDER NOVICE

Flatland:
Scott Freeman
Kevin Valpe
Roger Jameson

Ramps:

No ramp division; riders competed in 16 & Under Novice

Overall Winner:

Roger Jameson

RAMP ZONE
INTRO
SEP 84

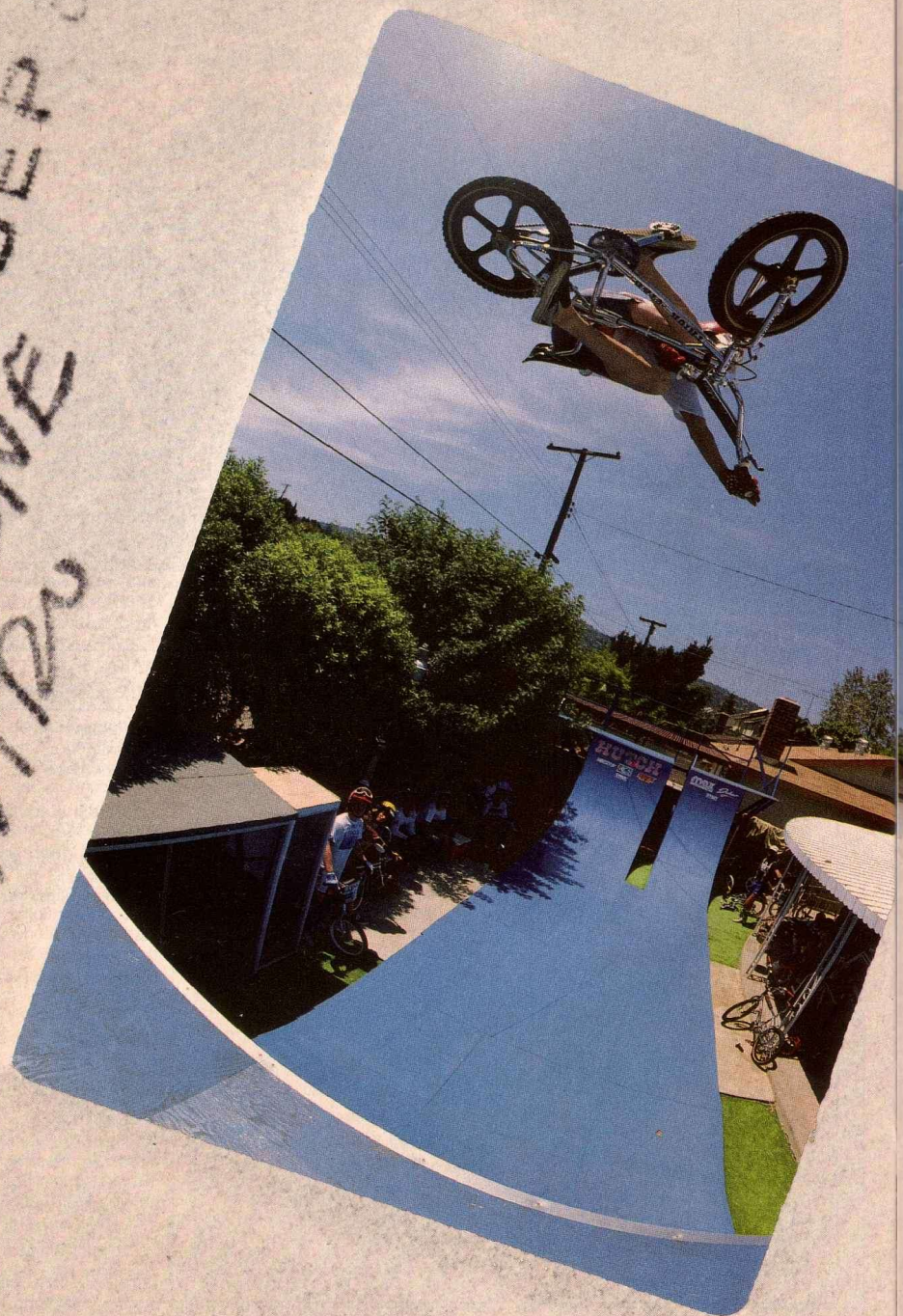


PHOTO CREDIT:
PHOTO BY BOB OSBORN

THE RAMP ZONE

**HIGH ALTITUDE
ATMOSPHERIC TESTING
AT BUFF'S**

BY ANDY JENKINS & DON TOSHACH

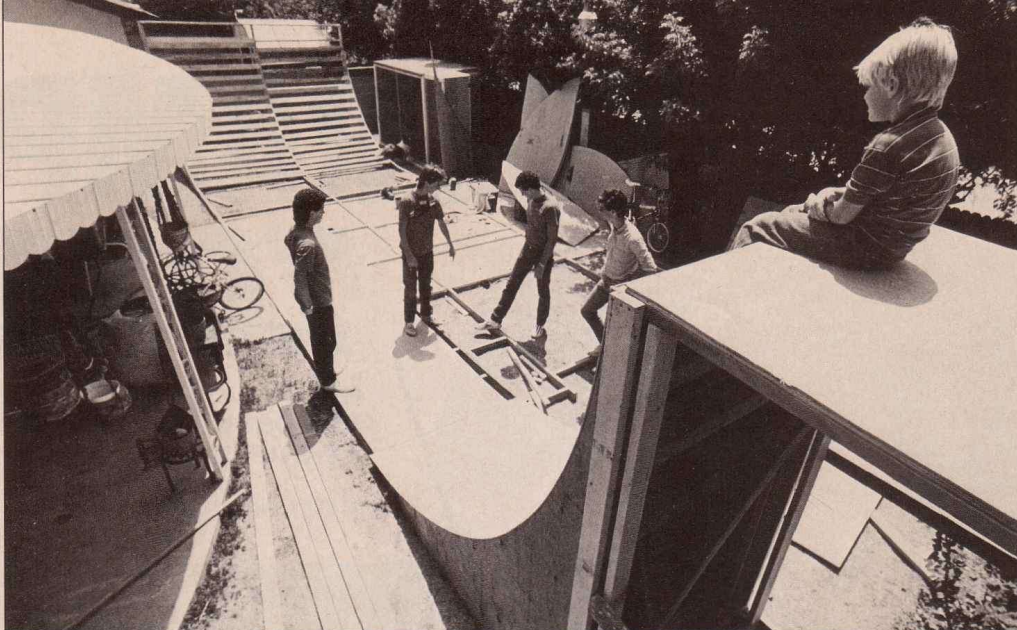
WARNING: This article is in response to many requests for information on how to build a half-pipe ramp. Building a ramp and riding on a ramp involve physical risk. Every care and precaution has been taken in the preparation of this article and this magazine to stress the need for safety consciousness, but responsibility for any mishap resulting in personal injury or property damage is expressly disclaimed, and rests solely with the reader.

"Picture this . . . a typical suburban home, in a typical suburb, of a typical city. Only, something is different — there's a strange wooden structure in this home's typical backyard. It appears to be the shell of a ship. A closer look reveals a set of opposing vertical walls with curved transitions connecting them — otherwise known as a half-pipe."

"Now imagine a group of ordinary neighborhood kids. Only, these kids aren't your basic variety. They're freestylers — a breed of human known to be highly aggro."

"Combine the half-pipe and a sunny weekend with the freestylers and before you know it, they're being transported to another dimension of time and space called . . . The Ramp Zone. They become aerial lunatics as they thrash and shred the masonite surface of the ramp, attaining new heights of criticalness."

NO WAY! This guy is unreal! Michael, tryin' to punch holes in the sky. Someday he'll do it. Jam on, Mike.



Buff, Winkle, R.L., and Andy discuss the framework, which is one of the most important parts of the ramp. Without a strong foundation, your backyard whale will become extinct in no time.

Ramp jams are becoming more and more common as backyard whales start popping up all over the country. Urban radmen are gathering in large numbers to attain the same goal — aerial supremacy. Ramp jams aren't necessarily organized competitions. It's a bunch of guys gettin' together at the local ramp with a ghetto blaster and their favorite tapes for some ramp sessioning.

You might be sayin' to yourself, "This is where it's at, but there aren't any ramps around my house! Help!" Well, the solutions are either to travel to one, or if you're serious enough, build one yourself. We are gonna show you how to accomplish the second solution.

"YOU WANNA BUILD A WHAT?! IN THE BACKYARD?!"

Talkin' your folks into letting you take on this large scale project could be EXTREMELY tough. If you're a beginner, forget about building a backyard whale for a while. Start with a friend's quarter pipe first. If you get pretty good and figure you want to progress from there, THEN you might THINK about building a whale. Ease your parents into the whole thing, and let them know how

serious you are about becoming a freestyler. If you're NOT really serious about it, don't even think about building one of these puppies; you've got to want it enough to carry the project all the way through.

After you've talked YOURSELF into going for it, start talking to your folks about it. Explain to them the positive aspects of having a half-pipe, like the future possibilities of you becoming a pro freestyler (with enough dedication, it can become a career). Let 'em know that you're gonna have the ramp built safely so that it won't be the death trap they're imagining. Don't just TELL 'em you're going to build it safe — get someone who knows what he's doing (like maybe a neighbor who knows carpentry) to help build the ramp ultra-sturdy. You'll win in the long run — it'll last WAY longer and ride WAY better if you do it right the first time.

ATTAINING CAPITAL

One thing that'll help convince your parents to let you go for it is if you let 'em know you're gonna finance the project yourself. Yes spuds, you're gonna need money. How much? Hold on to your shorts — anywhere from \$500 to \$1,000.

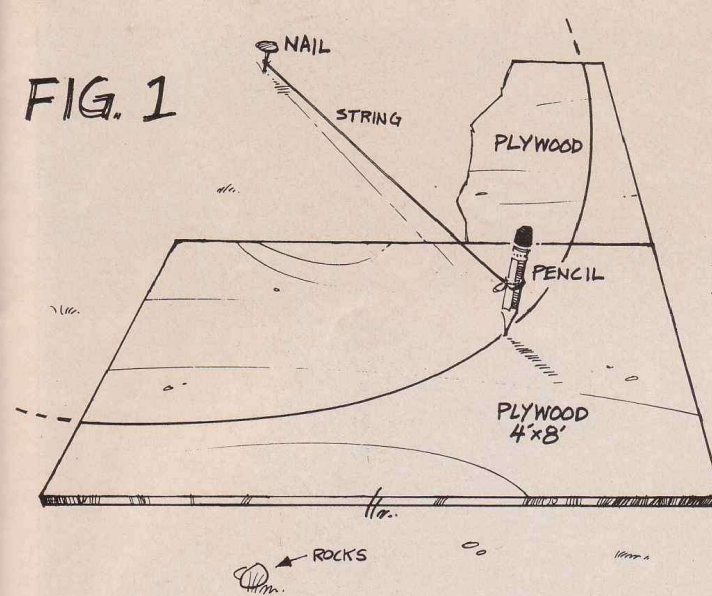
If you're too young for a part-time job at Burger King, you can always turn to the great American institution, the paper route. Try hounding your local bike shop into hiring you as their ace mechanic — oh, you don't know a lot about lightweights or derailleurs, huh? How 'bout mowing lawns? Got any relatives who are loaded?

One way to cut costs is to check out local construction sites, and ask the workers if there are any scraps they want to get rid of. ASK — don't just help yourself.

If none of the above ideas help, the hot ticket is to go in on the project with a few friends. Just make them a deal — they can ride it whenever they want IF they help pay for and build the ramp. Use your own judgment on how many people you want to bring into the project. Too many could be disastrous — you'll have people settin' up permanent residence in your backyard and gettin' rad while you're trying to sleep.

If you've got any sponsors, take a tip from Buffy and make 'em a deal. He told his sponsors that if they pitched in for some of the expenses, he'd have their logos painted on the ramp. Buff's whole ramp was practically paid for this way.

FIG. 1

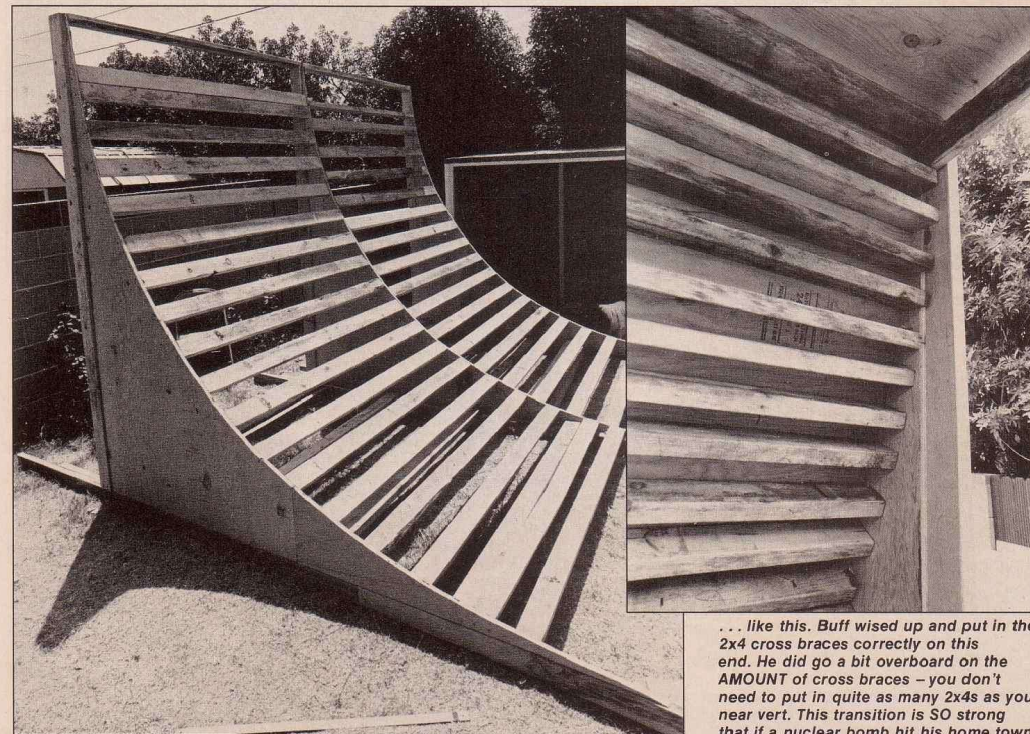


NOW WHAT?

Now that you've got the okay from your folks or whoever owns the land, scope out the spot you're puttin' the ramp on. Check into your local zoning laws before you start anything; a lot of cities have ordinances and height restrictions on backyard construction. A quick call to city hall should clear up most of your questions. Whatever you do, DON'T build on someone else's land or on city property without permission — you'll be wasting your time because it WILL get torn down.

GET OUT THE SLIDE RULE

When you've got all the preliminaries figured out it's time to measure the area where you're gonna put the ramp. Buff's backyard happens to be approximately 20 feet wide by 50 feet long — a perfect ramp-sized backyard. To avoid construction complications, try to build your ramp on a level spot.



Here's an overall view of transition templates with cross braces attached (also, note how the floor structure extends beyond the transitions to accommodate the platform supports later). One thing Buff did on this side of the ramp was put in the 2x4s with the four inch side set up to contact the surfacing. WRONG. To make good use of your 2x4's strength, put them in so that the two inch side contacts the ply surfacing ...

... like this. Buff wised up and put in the 2x4 cross braces correctly on this end. He did go a bit overboard on the AMOUNT of cross braces — you don't need to put in quite as many 2x4s as you near vert. This transition is SO strong that if a nuclear bomb hit his home town of San Pedro, the north end of Buff's ramp would be the only structure standing for miles. Note: this is a good method for building quarter pipe transitions too.



PHOTO BY BOB OSBORN

Huffy's Brian Blyther proves that he can notch some HEAVY-DUTY style points. The blue whale looks kinda cool, huh? The riders thought this was one of the most shreddable ramps they'd ever encountered.

There are differences between skate ramps and bike ramps. Skate ramps have shorter flat bottoms (the floor of the ramp between transitions), about ten to fifteen feet long. Bike ramps have longer flat bottoms, between 20 and 25 feet long so you've got time to set up and gain speed from one aerial to the next. Not enough flat bottom and it's too tight; too much flat bottom and you can't work the ramp.

Before you head to the lumber yard, draw out your ramp and figure out exactly how you want it. What we're trying to do here is use Buff's basic ramp as an example for you to follow. If you want some REALLY detailed plans that cover everything from building a ramp on a slope to canyons, roll-ins, or other wild creations, check out the sidebar on a few places to get further information.

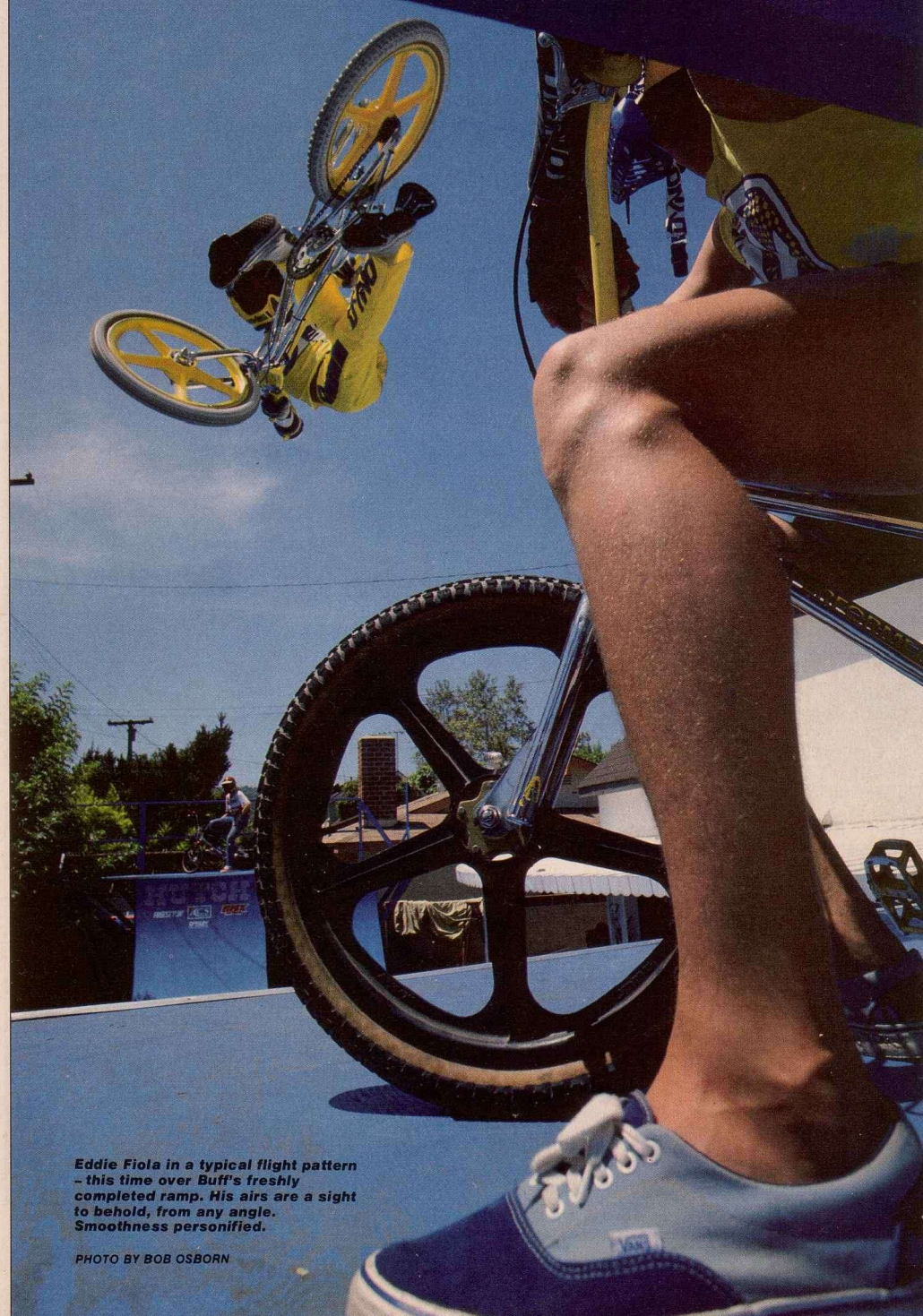
Here are some of the vital statistics of Mike's ramp:

OVERALL HEIGHT: 8 feet.
OVERALL LENGTH (including platforms): 49 feet.
FLAT BOTTOM LENGTH: 25 feet.
OVERALL WIDTH: 12 feet.
PLATFORM WIDTH: 4 feet.
TRANSITION RADIUS: 8 feet.

Your ramp's length and width will most likely differ from Buff's, but the height should be the same, around eight feet, which is the perfect transition height for shreddin' on your scooter. The transition of a ramp is the most critical part, but we'll talk about that in a moment. First, let's look at the materials you're gonna need. How much is it gonna take? A lot. Here's a simplified list of Buff-o-

Matic's materials:

2x4s: 80 16-foot studs. 8 20-foot studs.
PLYWOOD: 15 4x8 foot sheets, 3/4 inches thick; 40 4x8 foot sheets, 3/8 inches thick.
MASONITE: 20 4x8 foot sheets, 1/4 inches thick.
NAILS: "Thousands!" 4 pounds of 2 inch 6d nails and 1 box of 3 inch 10d ringshank nails.
SCREWS: 1,000 2-inch flat-head wood screws for screwing down the masonite.
PAINT: 4 or 5 gallons of oil-based exterior paint (let this stuff REALLY dry before riding on it. Buff didn't — and blue tires just don't look good on his pink bike). Don't paint the ramp black, you'll lose all sense of depth when you're seven feet



Eddie Fiola in a typical flight pattern — this time over Buff's freshly completed ramp. His airs are a sight to behold, from any angle. Smoothness personified.

PHOTO BY BOB OSBORN

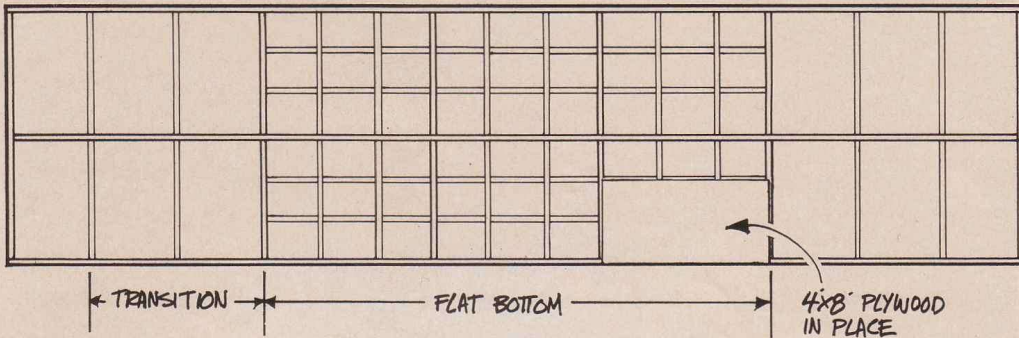


FIG. 2

The subsurface ply must be nailed down solidly to provide the most shreddable riding surface possible. Also, check out the diagram on the floor framework — it's **REAL** important that you pre-plan this. Design it so that it accommodates the ply surfacing; if you don't, you'll find yourself going right through it, bike and all.

over the coping. Choose your colors carefully — you don't want something that'll pick up too much glare.

BIG GULPS: 3 a day per person.

This should give you a good starting point. Make sure you know how much of everything you need **BEFORE** you buy it — you don't want a lot of excess that you didn't need to pay for.

Oh, and by the way, here's a list of some of the tools you'll need.

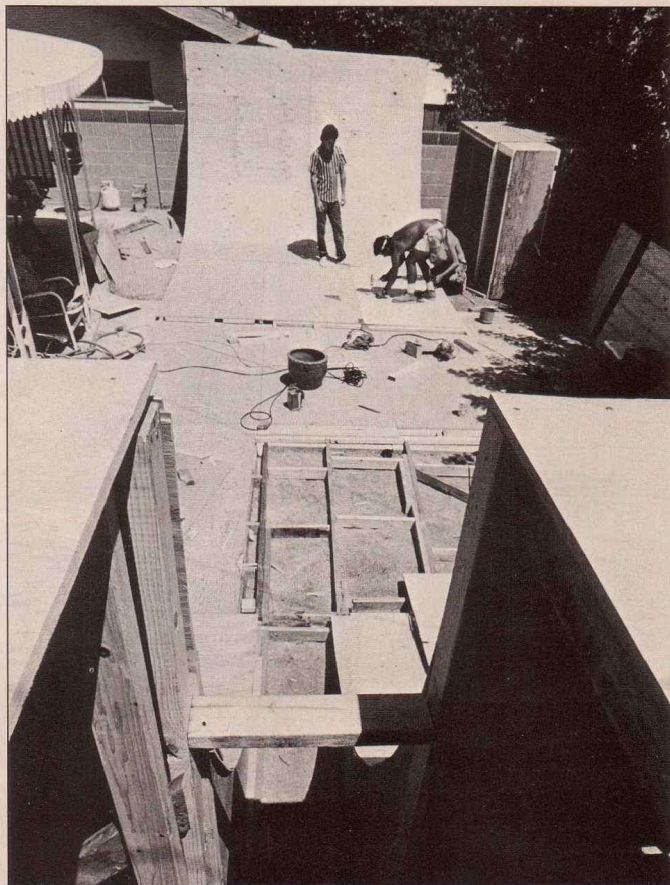
HAMMER • JIGSAW • SABRE SAW AND BLADES • HACKSAW • LEVEL • SCREWDRIERS • MARKING PENCIL • LADDER • EXTENSION CORD • DRILL AND BITS • MEASURING TAPE • SQUARE • PAINT EQUIPMENT.

Okay, we're ready to do it to it. Let's take a look at how one of these babies is put together. Don't start hammerin' and sawin' away until you read and understand **ALL** the steps.

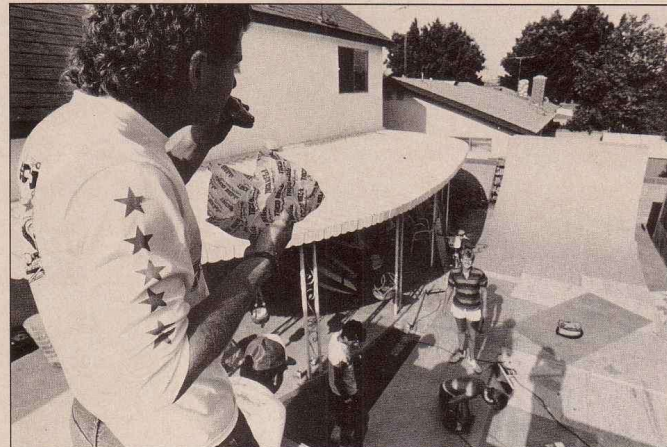
THE TRANSITION

STOP EVERYTHING and read this section very carefully. The transition is what makes the difference between a highly shreddable ramp and one that's unrideable. There's **NO** substitute for a good riding surface.

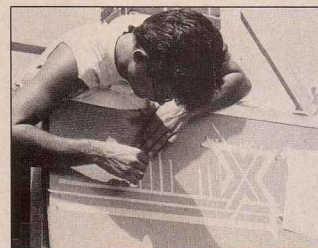
The idea is to cut eight-foot transitional arcs of plywood (check out the photos). If you take your time and cut out the templates correctly and **CAREFULLY**, you'll have a killer riding transition.



A view from the mini-canyon. Buff had a carpenter friend come over and take a look at the ramp before its completion. The guy helped **TONS**, mostly with strengthening tips and stuff. If you know someone like that, drag him out to give you a hand — it will be worth your while.



Buff, surveying his whale from a top, while he dines on his favorite Taco Bell munchables. Below, Winkle and a few friends attach the final masonite riding surface to the subsurface plywood. Mike sure seemed to be standing around a lot. He claimed, "Somebody's got to supervise these guys."



If you have sponsors, you may be able to convince them to pitch in for your ramp construction in turn for painting their logos on it. That's Andy, doin' the detail work.

First, measure off and cut out your first transition. To do this, take a piece of string about nine feet long, tie one end to a stake and drive the stake into the ground, then tie the other end to a pencil at exactly the eight foot mark on the string, and — **SHAZAM** — you have a usable compass for marking off the transition.

Lay half a sheet of 3/4 inch ply next to a full sheet of the same, making sure that they are secured so they don't move while you're working on 'em. This should give you enough surface to draw one full transition (see fig. 1). Now pull your string taut on the "compass" and draw an arc on the sheets.

Be careful to saw right on the pencil line; this is important if you want the smoothest possible transition. Use a sabre saw for best results.

Next, use the transition you just cut out as a pattern to trace off the rest of the templates. If you're building a twelve foot wide ramp like Buff's, you'll need three templates per end.

Now set aside the transition templates and prepare to build the ramp's framing.

FRAMING

The most important thing about framing is to build it level and square, making **ABSOLUTELY** sure everything lines up and fits tight.

Tackle the floor or base structure of your whale first. (Check fig. 2 for a basic floor diagram.) Be sure you extend the base beyond the transitions so you can build platforms later. Keep in mind that you must structure the floor to accommodate the plywood surfacing. The floor area plywood must lay lengthwise, coping to coping.

If you're smart, you'll drill holes and connect the major parts of the framework with bolts; bolts hold better than nails and make future changes and additions to your ramp **WAY** easier. If you do decide to go with nails, use ringshank nails. They've got little barbs on the ends and they'll stay in better than normal nails. Before you do any drillin' or nailin', use a level and a square to check if everything is going together straight and true. You'll find out if it isn't the hard way, when you try to put in the transitions and cross bracing.

You might want to give the structure a good dousing of wood preservative at this point 'cause once you get it all covered up you won't be getting underneath it for a while.

Now let's get back to the templates. Connect both parts of all your templates first, so that they form a complete, one-piece, 90 degree arc. Then bolt or nail the transitions to the framework.

When your framing is up and the transition templates are in place, start puttin' in the cross braces. **DON'T** do what Buff did on one side of his ramp — he put the 2x4s in with the wide, 4 inch side contacting the plywood riding surface. Wrong. Do just the opposite, run your cross braces so that the **NARROW**, 2 inch side of the 2x4s contacts the riding surface; this will make the bracing **A LOT** stronger. Be sure they run flush with the curve.

When you start putting in the cross bracing, start at the bottom of the

RAMP-BUILDING RESOURCES

Before work on your backyard whale begins, it would be a good idea to consult a couple of other sources of ramp-building info to tune your mind and body into the major task ahead. Here are two how-to booklets you might want to invest in:

RAMPMASTERS: These guys have their act together. They have the most complete ramp-building plans package that you'll find anywhere. For \$15 plus \$1.00 postage and handling (California residents have to add 6 percent sales tax), you get an understandable and reasonably detailed 10-page construction manual with diagrams and a materials list, along with a set of seven easy-to-follow blueprints. For the Rampmasters kit, send your bucks and your name and address to Rampmasters, P.O. Box 1412, Alta Loma, CA 91701.

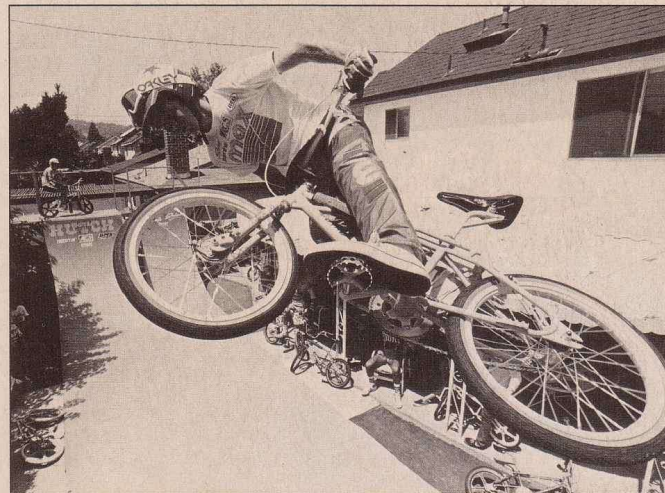
RAMPS — A GENERAL GUIDE TO BUILDING A RADICAL WOODEN SKATEBOARD RAMP:

We know you're not interested in building a skate ramp. However, this 14-page pamphlet put out by hard-core skate mag, **THRASHER**, gives you some basic info on construction that may help you on your bike ramp. It's not as detailed as the Rampmaster plans, but for \$3 it's definitely worth taking a look at. To get this one write to **THRASHER Ramps**, P.O. Box 24592, San Francisco, CA 94124.



Ramp initiation is never complete without a few patented cross-ups. This graceful power move is brought to you courtesy of R.L. You may notice that his Red Line looks a bit different. Shhhh . . . it's a new prototype.

PHOTO BY BOB OSBORN



Buff-o-Matic in action over his creation. Someone christened this style move a "Buff-Air." A Buff-Air it is.

transition and work your way up. The bottom of the transition takes the most abuse so put more cross bracing down there. As you move up towards vert, spread the cross braces out.

WHAT ABOUT THE PLATFORMS?

No, we didn't forget about them; we were just waiting for the right moment to bring 'em up. You'll find that platforms will come in very handy, but there are a few rules you should follow. Like size. We found that Mike's platforms were the ideal size for freestylers. They're four feet wide. This gives you plenty of area when you are doing fly-outs — any less than four feet and you may be flirting with disaster.

Building the platforms is probably the easiest part of the whole project. You should already have the base framing extended back behind the transition templates — four feet back if you're building a four foot wide platform. Then use 2x4s to construct the framework for the platform support (see photos).

Approach the platform itself much like you would the flooring — strong 2x4 construction with 1/2 inch or 3/4 inch plywood covering on top. Remember that you're gonna be landing up there kinda hard — you wouldn't want it to cave in.

The hot tip once you get the platform installed is to put up a railing in case you overdo a fly-out. Before Buff put his railing up, he came REAL

close to an unexpected visit with the huge dog next door. Once the railing's up there, just grab it to stop your momentum on those oh-no-I'm out-of-control moves.

One quick thing before you think you're finished with the framework. Add a diagonal cross brace behind the platform, from the right top corner to the left bottom corner. Then put another diagonal brace behind the transition, opposite the first one — right bottom corner to left top corner. Do this on both ends of the ramp. It'll give the ramp much greater side-to-side strength and stability.

THE SURFACE

Well boys and girls, it's time now for . . . the plywood layering. Sounds fun, huh? We told you it was gonna be a lot of work, so stay cool, the ramp is nearing completion.

Before you go poundin' in the plywood, ask yourself a couple of questions: Is the framework solidly reinforced? How about the transition? Are all the cross braces flush with the transition template? Is the floor of the ramp as solid as possible? You should be able to answer yes to all these questions before you add any plywood.

Start off with a subsurface of plywood, which will be the foundation for the final masonite riding surface.

Here's a tip for nailing down the plywood: Be sure that your nails are going into the cross braces, otherwise the ply won't hold down tight

enough. When nailing it down, start at the bottom of the sheet and secure it a row at a time all the way to the top. This method will give the best possible fit. And don't be too sparse with the nails. The plywood will assume your transition better the more nails you put in, making for a more solid ride.

Do the floor first, with 3/4 inch thick plywood and be sure to lay it end to end. Buff used one layer of 3/4 inch. The first layer is the most important because it's the basis for ALL your layering, so make sure all the seams are flush.

3/8 inch ply is easy to bend for the transition covering — Mike used two layers so that it would match up with the 3/4 inch he used on the floor layering. Be careful when fitting the sheets onto the transition. Don't force 'em to bend, just apply steady pressure and ease them into place.

When you're done with the ply you're gonna have excess extending from the top — trim it off and you'll be ready for the masonite. Mike used one layer of 1/4 inch.

It makes for a WAY better riding surface than plywood. Apply it the same way you did the subsurfacing, but use two inch flat head wood screws instead of nails. To save time and a lot of extra sweat, use an electric drill with a screwdriver bit to run these puppies in.

COPING

For skaters, coping is pretty important — it makes the ramp extra grindable. BMX freestylers can't do grinds on coping so it's not as essential for that reason. But you'll want coping up there to protect the edge of the ramp. Buffo used an aluminum angle-iron that worked out great and didn't create a gnarly lip. We recommend you use the same if you're gonna put any type of coping on at all. Apply the coping after you paint the ramp and you're done.

Phew, at last you can ride your creation. Now you're ready to set up an inaugural ramp jam, like Buff did. He called up a few fellow shredders, had 'em bring over a cooler full of pop and an 800 amp quadro-ponic portable tape deck with their favorite jams. Things went nuts from there, just check out the photos.

With skateparks on the verge of extinction, ramps are becoming the new machines for creating the aerial radmen of the future. Who knows, one of you may be the next . . . ●

Robert Peterson: THE MASTER OF BALANCE

"A LOT OF MY TRICKS I LEARNED INDOORS WHEN I HAD MY APARTMENT IN MISSION BEACH. I'D BE SITTING AROUND LATE AT NIGHT WATCHING TV . . . THAT'S WHEN I LEARNED ALL MY GROUND TRICKS WHERE I JUST BALANCE AND STAND STILL."

One of the things we've learned over the years is that there's NO limit to a freestyler's imagination. We're constantly being blown away by the variety and originality of the tricks you guys know. Like San Francisco's Golden Gate Park guys — their originality opened up a whole new realm of tricks for freestylers to explore, and their impact on riding styles has been incredible.

Robert Peterson, a Golden Gate local, was one of the prime instigators of this "new wave." His balance freestyle is a combination of extreme control and finesse. It's almost . . . well, graceful. He makes it look like a piece of cake — Robert is unbelievable to watch.

What's his secret?

We cornered Peterson to ask him. He was happy to comply, but under one condition. "As long as I can stay on my bike." No prob.

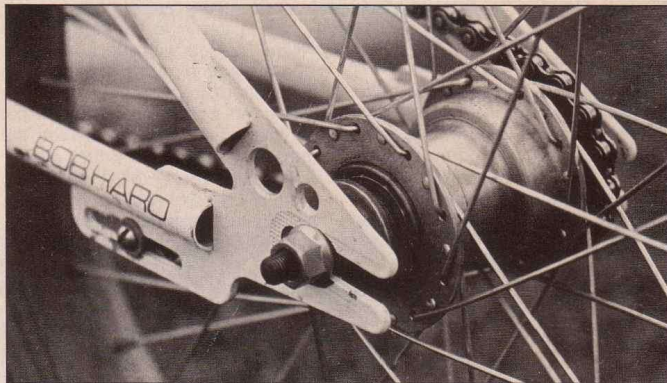
FREESTYLIN': "How long have you been riding?"

ROBERT: "I started racing BMX when I was 17 — I'm 20 now. I didn't even ride a BMX bike until I was 17. I really started as a skateboarder, though. I used to skate the parks up in San Francisco a lot. But then the parks all closed down and I got into a bike shop as a mechanic. The son of the owner got me into racing. I was against it,

front wheel hops. I just kinda learned his tricks and added my own. I've been back and he's still there gathering crowds at the beach."

FREESTYLIN': "How did you become a ground specialist?"

ROBERT: "My roots are in street freestyle. I started in the street. That's why I have a hard time with the ramps, like at the ramp contests.



Top secret photo here, gang. Robert showed us his aluminum, sealed-bearing, coaster brake hub at the Venice Beach contest. He let us check it out for about five minutes before he smuggled it back to his car and hid it from public view. This baby is clean lookin', and it's not massive like most coasters. Peterson says that so far the testing results have been great.

'cause I didn't want to compete or anything. But I did real well at it — became an expert quick. After about two years of that I started to do tricks and got really into it."

"When I moved to Mission Beach in San Diego (he lived there for about six months in 1983 and has since moved back to the San Francisco area) was when I REALLY got serious about freestyle. I met one guy down there who was really good at

Most of the riders, like Bob Haro, started in the skateparks and eventually came out to do ground tricks. But a lot of us, like me and Maurice (Meyer) and all the Curb Dogs, are from the street. We'll get into the ramps, but it's not our thing right now."

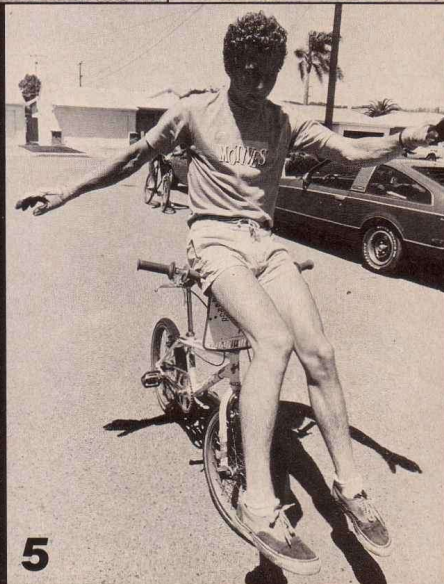
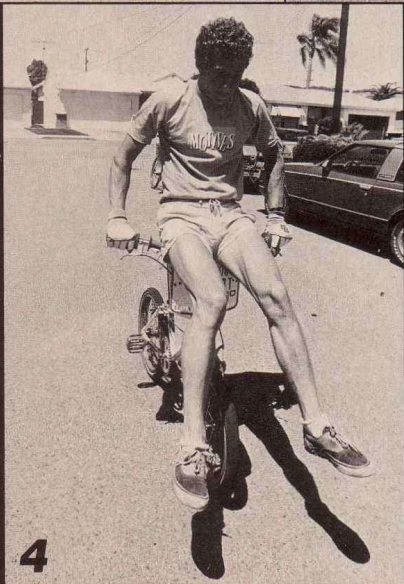
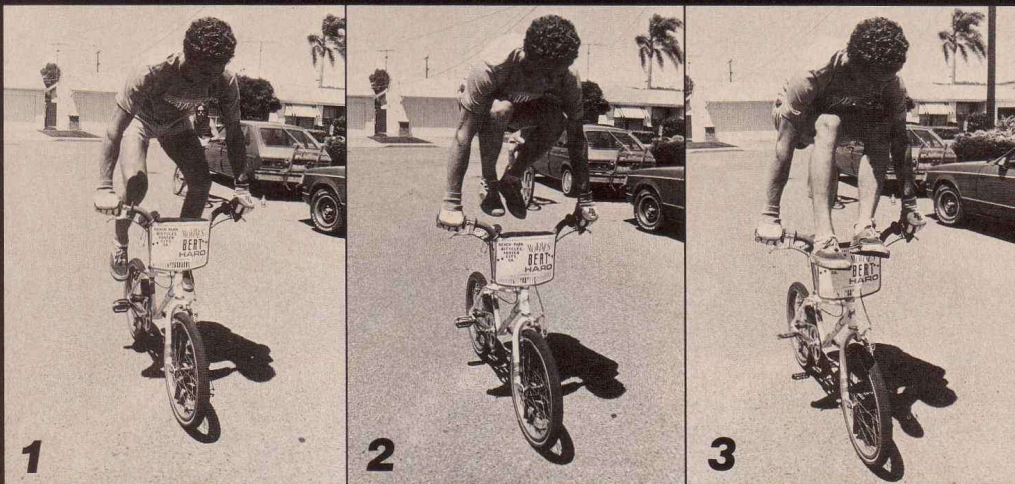
FREESTYLIN': "It's cool to see the different styles coming from different parts of the country."

ROBERT: "Our styles are a LOT



Peterson's sense of balance is awesome. That's his girlfriend, Cerrie, risking life and limb. Is that trust or what?

Photo by Steve Giberson



BARHOP HOW-TO

□ Start by ridin' forward at a moderate pace — standing up, with your most comfortable foot forward and your pedals level.

□ Get a good grip on your bars and lock your elbows. When you feel confident, pre-load and hop your lower body over the bars. Make sure you lift your feet enough so that your toes don't catch on the crossbar. Before you try the trick while movin', try it standing still on a lawn or something. Have a buddy hold the back

of your bike steady while you practice hopping over the bars. A little pre-trick preparation never hurt anyone.

□ While hopping over, keep your upper body centered above the head tube, being careful that you don't throw yourself too far forward. If you do, let go and you should be able to land on your feet and run out of it.

□ When your legs make it over and are dangling in front of you, unlock your elbows and set yourself down on the crossbar — this is where

balance really comes in. Robert says the hot tip is to distribute your weight so that it isn't all right over the front wheel. Lean back and stretch out your legs a little.

□ Believe it or not, the easiest way to steer while you're ridin' up there is using your legs. You'll tend to over-steer if you use your hands. If you want to turn right, just lower your right leg a little, it's as simple as that. Don't steer too sharp; your bike will have a tendency to fold under and drop you on your tush.



Freestylers in the true sense of the word. Bert and Vander doin' double duty.

different. If you go from ramp to street or street to ramp, you develop different riding strengths. A lot of my tricks I learned indoors, when I lived in Mission Beach. I had my own apartment and I used to do tricks late at night. That's when I learned all my ground tricks where I just balance and stand still. I'd be sittin' around late at night watchin' TV, thinkin' that there had to be another trick I could learn. Sometimes I'd be in there with a few friends and they'd notice all my BMX trophies sittin' around and say, 'Wow, you ride bikes?' I'd say, 'Sure, I'll show ya.' If they'd mumble something about not wanting to go outside to watch . . . no problem, I'd reach for my bike and do some tricks for them. It was a good way to learn."

FREESTYLIN': "You seem to have a real knack for doing other things while balancing on your bike. At the Venice Beach Summer Freestyle Championship we caught you eating your breakfast, talking to someone, and balancing at the same time!"

ROBERT: "I used to sit on my bike and talk to my friends, 'Well, what I'm doing right now is called freestyle and I came in second at

last year's freestyle World Championships. . . 'I'll sit there balanced, talkin' to them and they're goin'. 'Look at him, he's just sittin' there talkin' to us!' I can do a trick and demonstrate step-by-step as I'm doing it. It helps to be able to do that because it makes you slow down to learn the trick."

"One good thing about ground freestyle is that you don't need a ramp. If you're really strong at your ground tricks, you can do 'em anywhere. You might have your bike in your car and someone will say, 'Hey, you're rad. Let's see you do some tricks.' You can't say, 'Ah, well, I don't have my ramps with me.' It's important that you have a lot of good ground tricks completely wired so that you can do them in any state of mind. At the Un-World BMX Championships in Burbank last December, I didn't even touch the ramps and I got a second overall."

FREESTYLIN': "We hear you've got some other stuff you're working on besides your riding."

ROBERT: "Yeah, like the sealed bearing aluminum hub I'm working on."

"I've got a whole line of freestyle componentry — a whole onslaught

of products that I've put together, and I'm lookin' for a place where I can get into a corporate position as an engineering technician or something. I learned a lot when I was building my hovercraft — I built a ground effects hovercraft and a motorized skateboard in my last year of high school. It was pretty cool, I got some TV coverage — like PM MAGAZINE. I went into these huge corporations that sell wholesale and asked for one little part, 'cause you can't FIND hovercraft or motorized skateboard parts, you have to get them made. This one machine shop does a lot of work for me, so every time I go back there they'd go, 'Uh-oh, what does he have now?' I went back there with my hub last time. I gave them all the specs and they built it."

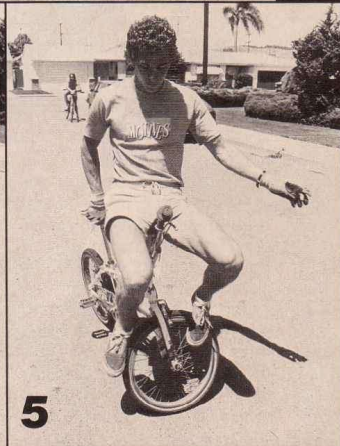
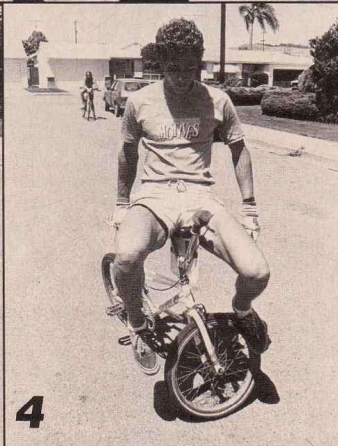
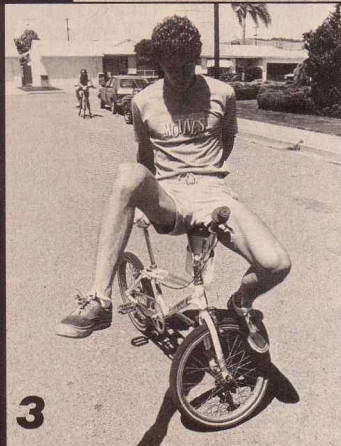
"I've had a lot of background in more than just BMX and I realize I have some potential — I want to get out there. I'd like to stay with one company and be faithful, but I also want to get with a GOOD company that will do a lot with me. One thing I don't want to do is sell myself, or the company I work for, short."

Well, Robert just might have found the company he was lookin' for in Skyway Recreation. Just after we talked to him, he was picked up as a full factory shoe along with Curb Dogs Dave Vanderspek and Maurice Meyer. In fact, they've already toured Europe, which included doing trick shows in France, Germany, Denmark, Belgium, and England.

Peterson was more than happy to have us shoot a trick for public consumption. He showed us one that is actually two tricks in one and possibly even more — that depends totally on how vivid your imagination is. Enter the barhop re-entry.

This trick isn't too hard if you're the Master of Balance. If you're not, it's definitely going to be demanding at first. But like any trick, if you practice enough . . .

Before you decide to try this make sure you can grab your seat and bars at the same time, 'cause you will need to do that during the trick. Oh yeah, you might want to put a pad on your crossbar — for obvious reasons. And put on your urban freestyle safety gear while you're learnin', AT LEAST helmet, gloves, and elbow pads. Pants if you've got 'em. If you wear the stuff stylishly, you WILL impress the moon babes.



RE-ENTRY HOW-TO

Have your barhop totally wired before you go into the re-entry. We're talkin' advanced balancing trickery here.

□ You should be rolling forward, sittin' on the crossbar before you get into this trick.

□ Start slowing down. You'll need to be at a complete stop for the re-entry. Feather your front brake and use your left foot against the front tire to slow yourself. Then reach back with your right hand and grab the seat.

□ Just before you come to a complete stop, you'll be doing a few things

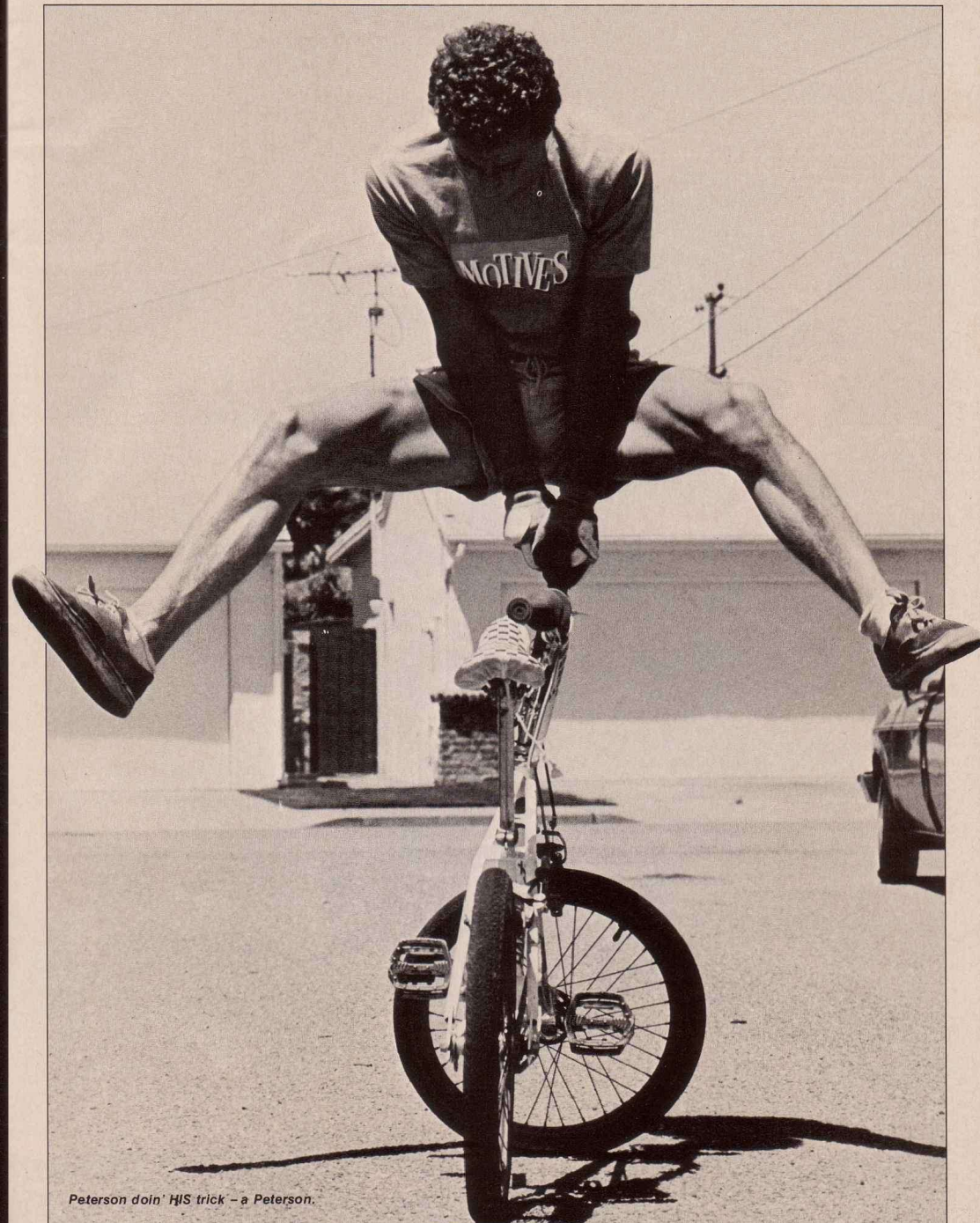
at once. Start lifting your right leg and turning your bars to the left sharply and quickly. You'll want to lift your leg high enough so that it doesn't interrupt the turning momentum of your bars. Your left leg will be sittin' on the front tire following the turn.

□ Keep turning the bars until you can grab the left grip and the seat at the same time with your right hand, which should already be back there. Let your right foot come to rest on the front tire opposite your left foot. At this point, use your feet to keep your balance by rocking the wheel to correct your weight distribution. If you start to fall to the left, use your

feet and slightly roll the tire left — this should help correct it. Same applies for the right side — if you start falling towards the right, roll it to the right. This will require a very light touch.

Phew! If you get through that mess of steps you'll have completed the barhop re-entry — pat yourself on the back.

From the finishing position of the barhop re-entry, Roberto moves into about a DOZEN more moves where he crawls all over the bike, stopping to ring his Mickey Mouse bell at times. It's amazing what a little imagination and a lot of hard work will do.



Peterson doin' HIS trick — a Peterson.

EXCLUSIVE FIRST LOOK:

RED LINE *Pro-Styler* RL-20

"TRICK IS WHERE
YOU FIND IT."

—CONFUCIOUS

*Rooftop brake endo. It was a five
story drop off the roof and R.L.
wouldn't go near the edge walkin',
but on the bike he'd get within
inches. That tells you somethin'
about freestylers — they're NUTS.*

PHOTO BY BOB OSBORN



If Confucius were around today, he'd be ridin' a Red Line RL-20 Pro-Styler. The man knew bitchen when he saw it. After all, wasn't it Confucius who said, "Radness is more than a state of mind, it's a state of bike"? Believe us, this bike has more than its share of radness.

When the RL-20 was deposited on our doorstep, we were . . . speechless. This is no downstream bike, nosireebob; this is trickness in every sense of the word — hot components, clean design and graphics . . . (sigh) the kind of bike that's almost as much fun to look at as ride. Almost.

The name Red Line has been synonymous with BMX almost since the sport's inception. Early in 1974, Red Line marketed the first BMX product — the original chrome-moly tubular BMX fork. That thing was hot — they sold over 200,000 of the original design and in the process set the standard for BMX forks. You KNOW these guys are i-n-t-o BMX.

And now, freestyle. Ever since they signed R.L. Osborn early in 1983, Red Line has been secretly at work on some HEAVY DUTY stylin' goodies, like the RL-20 Pro-Styler. The bike was prototyped for R.L., and he had lots of input on the final design.

The RL-20 has gone through a lot of changes since it was first made available, mostly in componentry. In the interest of making the bike accessible to the masses, Red Line has worked HARD to keep the price reasonable and the quality outrageous. And they did it. There's no gettin' around it — this bike is SANO.

THE KEY WORD IS STYLE

Okay, okay, we'll stop ranting and raving — in a minute. First off, the looks hook you into closer inspection, but don't get too close 'cause you don't want to drool on the excellent graphics. The killer lookin' pads and stickers really add to the bike's overall appearance. Componentry colors were carefully chosen to complement the white frame and fork. The result is a bike that WILL turn heads — whether you're freestylin' for a crowd in a park or just boppin' around.

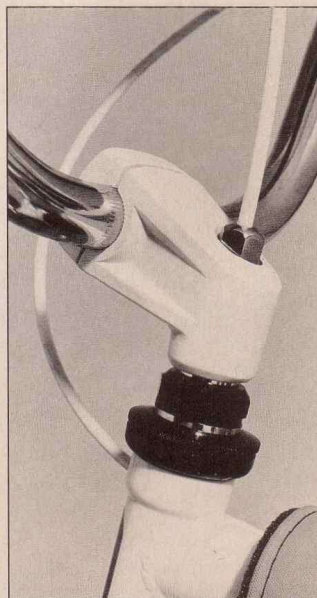
The Pro-Styler has some pretty unique structural features. One thing that's immediately noticeable is the totally huge ovalized down tube.



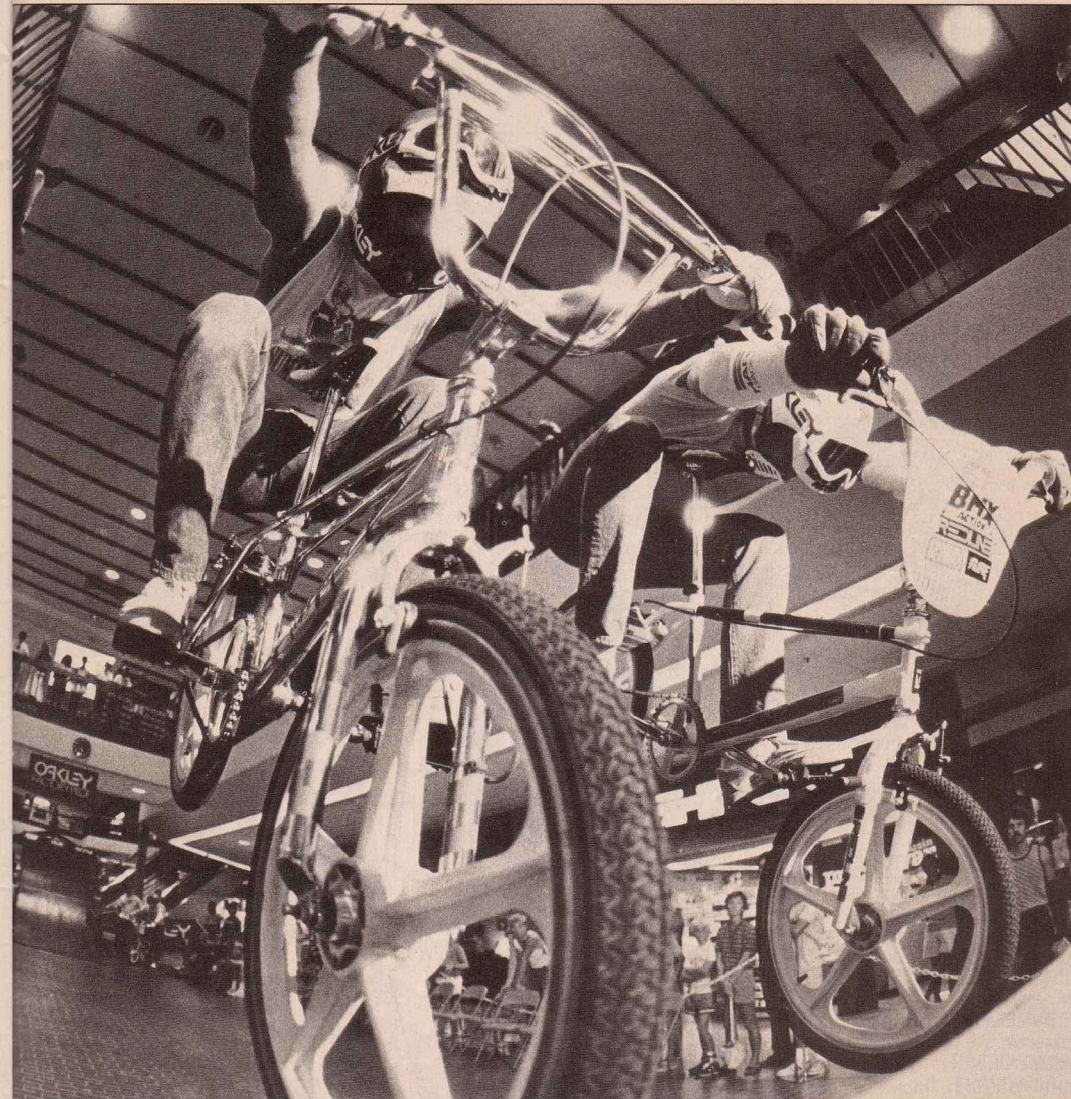
The RL-20 Pro-Styler in full glory. Red Line, you done good.



Brazed on cable guides for the Potts Mod and threaded inserts for standing pegs. The inserts go all the way through the fork legs so that when you screw in the pegs you won't have to worry about 'em breakin' off and planting you on your noggin' during a hectic maneuver. Man, is this stuff trick or what? The Pro-Styler runs the new Panaracer Freestyle tires.



The Forklifter with Potts Mod. The De-Tangler bolt tightens up and holds great compared to other drilled out bolts we've tried.



Ron Wilton and R.L., practicing before a show at the Mission Viejo Mall in Mission Viejo, California. Maxed out brake ends on the small ramp.

Can you say BEEFY? The advantage of using oval tubing for the down tube is that it increases the welding surface at both ends and allows the frame to handle top load stresses much better, like when you land after an aerial. It also gives the bike a real factory look.

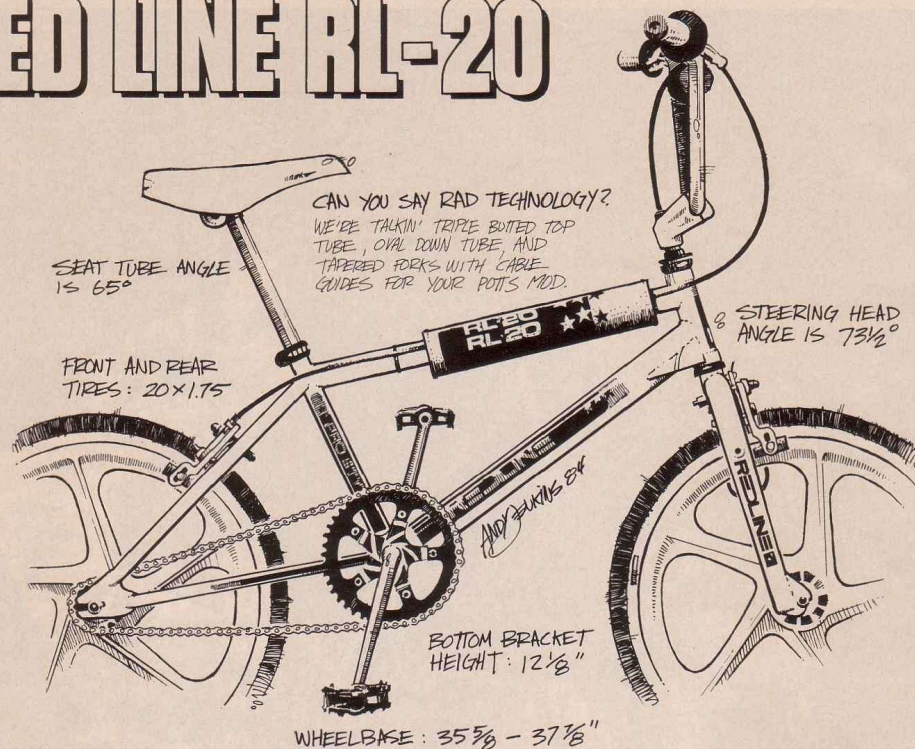
What you CAN'T notice by just looking at the Red Liner is the triple-butted top tube. What triple butted

means is that the top tube is butted at each end, and has three degrees of wall thickness (a rarity in the BMX world) — thick at the seat tube, thinner in the middle, and thicker still at the head tube where there's the most stress. It gives the frame greater strength. In fact, because of the triple-butted tubing, Red Line warrants each RL-20 frame and fork for a lifetime. Cool.

Then there's the famed Red Line head tube. Red Line's been using five inch head tubes since the dark ages, and the Pro-Styler is no exception. It provides more rigidity than your average four inch version. A bike that's going to be put through ground and air demolition runs definitely needs rigidity.

The forks are beauties. First off, they're tapered and swedge-formed

RED LINE RL-20



RED LINE RL-20 PRO-STYLER

SPECIFICATIONS

COMPLETE BIKE PRICE: West Coast \$285 (slightly more on the East Coast). Frame and fork: \$195 in white, \$219 in chrome.

FINISHES AVAILABLE: White or chrome.

COMPLETE BIKE WEIGHT: 28 pounds, 8 ounces.

FRAME WEIGHT: 4 pounds, 8 ounces.

FORK WEIGHT: 2 pounds, 4 ounces.

FORK RAKE: 13/16 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 1/4 inches.

HANDLEBAR WIDTH: 27 11/16 inches.

TOP TUBE O.D.: 1 1/4 inches.

DOWN TUBE O.D.: 1 3/4 inches, oval.

FORK LEG O.D.: Tapered.

BOTTOM BRACKET SIZE: Large.

HEAD TUBE LENGTH: 5 inches.

COMPONENTS

FRAME: Red Line RL-20 Pro-Styler, chrome-moly.

FORK: Red Line RL-20 Pro-Styler, chrome-moly.

HANDLEBAR: Red Line STR, steel.

HANDLEBAR STEM: Red Line Forklifter, aluminum and chrome-moly with De-Tangler bolt.

GRIPS: Fuan, vinyl.

HEADSET: Hatta MX-II.

WHEELS: Peregrine, 70 percent nylon, 30 percent glass fiber.

TIRES: National Panaracer Freestyle.

BRAKES: Dia-Compe 890.

BRAKE PADS: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 4.

BRAKE CABLES: Dia-Compe.

PEDALS: KKT RMX, aluminum with chrome-moly spindle.

CRANK: Sugino, one-piece, forged chrome-moly, 175mm.

BOTTOM BRACKET SET: Hatta.

FRONT SPROCKET: Sugino steel chainwheel, 44 teeth.

SPIDER: Sugino A5, chrome-moly.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: Izumi, 1/8 inch.

SEAT: Tai-Hai Peregrine.

SEAT POST: Red Line, fluted, chrome-plated, chrome-moly.

SEAT POST CLAMP: SunTour MC-2000, aluminum.

OVERALL EVALUATION

QUALITY OF FINISH: Excellent

QUALITY OF WELDING: Excellent.

QUALITY OF COMPONENTRY:

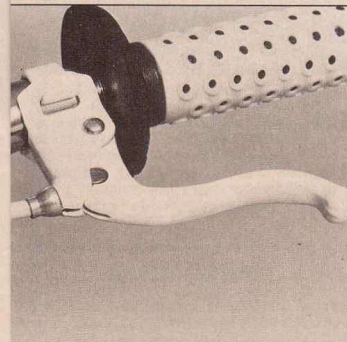
Mostly excellent (the seat's not red hot and the grips are bunk).

MANUFACTURER:

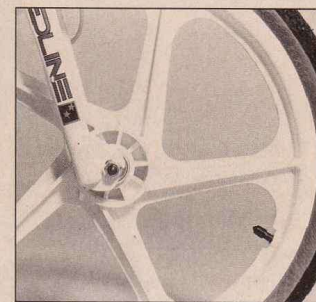
Red Line Engineering
830 Tourmaline Drive
Newbury Park, CA 91320
Tel: (805) 498-6783



This guy put in a LOT of hours riding the Pro-Styler during the prototype stages. R.L., shootin' for the ceiling.



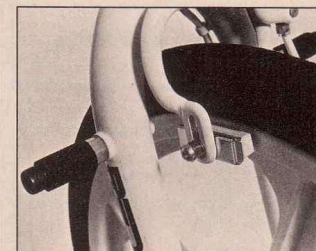
The Red Line has very clean and functional componentry. The Dia-Compe brakes and Tech 4 levers are a prime example.



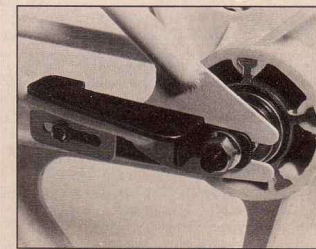
The new Peregrine Master wheels. They are being exclusively marketed by Red Line in the U.S. of A. These are excellent wheels for freestyle.

STOP THE PRESSES!

Just before we went to print, Red Line sent us a couple of the goodies they've been working on. Scope 'em out!



These fork pegs are an excellent idea. But you'll have to buy 'em separately 'cause they won't come with the bike. Red Line isn't sure what the finished pegs are going to look like, but these prototypes should give you a hint. There's that works bike look again.



Red Line's new chainstay platforms. Now here's a fresh design that works great! They aren't bulky, so it isn't likely they'll be pullin' off your shoes on the upstroke while you're pedaling. Yet your feet have enough room and the grip tape keeps 'em from slippin' off. Check out that fit - that's precision.

at the bottom to close 'em up. The dropouts are inserted into the forks prior to welding so don't count on tweakin' these too fast — they are STIFF. There are threaded inserts on both sides of the fork for removable pegs that Red Line's working on. (Check out the sidebar for a glimpse of the prototypes. Trick!) And that's not all. If you look on the backside of the forks, you'll notice a couple of brazed-on cable guides to accommodate the Potts Mod routed brake cable. (Who thinks of this stuff?!) Speaking of the Potts Mod, it's brought to you courtesy of the Red Line Forklifter stem and the De-Tangler bolt, which is drilled out to accept brake cable and housing. The Forklifter holds up Red Line STR bars, which have attached to them a pair of Oakley imitators that are so hard they kill your hands.

The caliper brakes are white Dia-Compe 890's with white Dia-Compe pads. The front brake is set up for . . . you guessed it, the Potts Modification. They also come with the brand new Tech 4 levers. Qual braking equipment.

The coaster brake is a SunTour, which is the best available coaster brake on the market right now. The new Peregrine Master wheels, which are marketed by Red Line, are made of a material that's the same composition as Zytel, and they look and work great. National's new Panaracer Freestyle tires come mounted to the Masters. Good freestyle and street rubber.

Sugino one-piece chro-mo cranks, spider, and chainwheel, and KKT RMX pedals round out the drivetrain.

The seating accommodations are brought to you by a new Peregrine unit (no relation to the wheels), which is a bit narrow. A fluted chrome-moly Red Line seat post holds it up there.

THE VERDICT

You say you're lookin' for a stylish freestyle unit with killer looks and state-of-the-art workmanship? One that'll get you second looks and not let you down when you're stylin'? Confucious say, "Look no further."

With all the stuff this scoot has going for it, and for the price of 285 smackers, you can bet the RL-20 is gonna sell better than bananas at a monkey convention. ●

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Here it is—hot off the production line—the new Red Line RL-20 Pro-Styler. Using design input from none other than R.L. Osborn himself, Red Line has produced one ultra-qual freestyle scooter. And you can get your grubby paws on one—FREE!

The RL-20 is packed with goodies to make flatland maneuvers and aerial attacks a breeze. A chrome-moly frame with a totally unique triple-buttled top tube and killer freestyle geometry. Tapered forks with trick cable guides. Dia-Compe 890 brakes with brand-new Tech 4 levers, and Peregine Master wheels with a SunTour coaster brake. Plus a TON more sano equipment that lets you know that this bike is for freestylers who mean business.

Here's how you can win an RL-20 of your very own. Fill in the official entry coupon below, stick it in an envelope (don't forget the address and stamp).

and head to the mailbox. There's no purchase necessary. Simple, huh?

But wait! Before you turn the letter over to the U.S. Mail, take a look at how much you can save on a subscription to FREESTYLIN.' For only \$7.00, you'll get six awesome issues delivered right to your doorstep, each chock-full of the latest news of the

freestyle world, tests of hot new bikes, interviews with top shredders, incredible photos, and a full-color poster guaranteed to make your brains fall out. And get this—when you subscribe you automatically get a FREE, full-color freestyle school portfolio. Not bad.

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OFFICIAL CONTEST RULES

1. To enter, complete the official entry form by printing your name and address neatly, and mailing according to directions. You may enter as often as you like using only original entry forms. Your entry must be received by February 28, 1985. No purchase necessary.

2. The winner will be selected in a random drawing from all entries received by FREESTYLIN' magazine. The winner will be notified by mail. An alternate winner will

be selected if no response is received from the original winner within 30 days of the date of notification. This prize will be awarded and no substitute will be made for it.

3. This contest is open to all residents of the continental United States. Employees of Wizard Publications and Red Line and their family members are not eligible. This contest is void where prohibited by law. It is subject to all federal, state, and local laws. Taxes (if any) on the prize are the sole responsibility of the winner.

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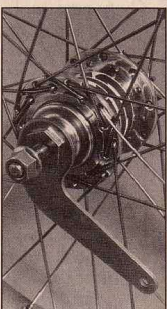
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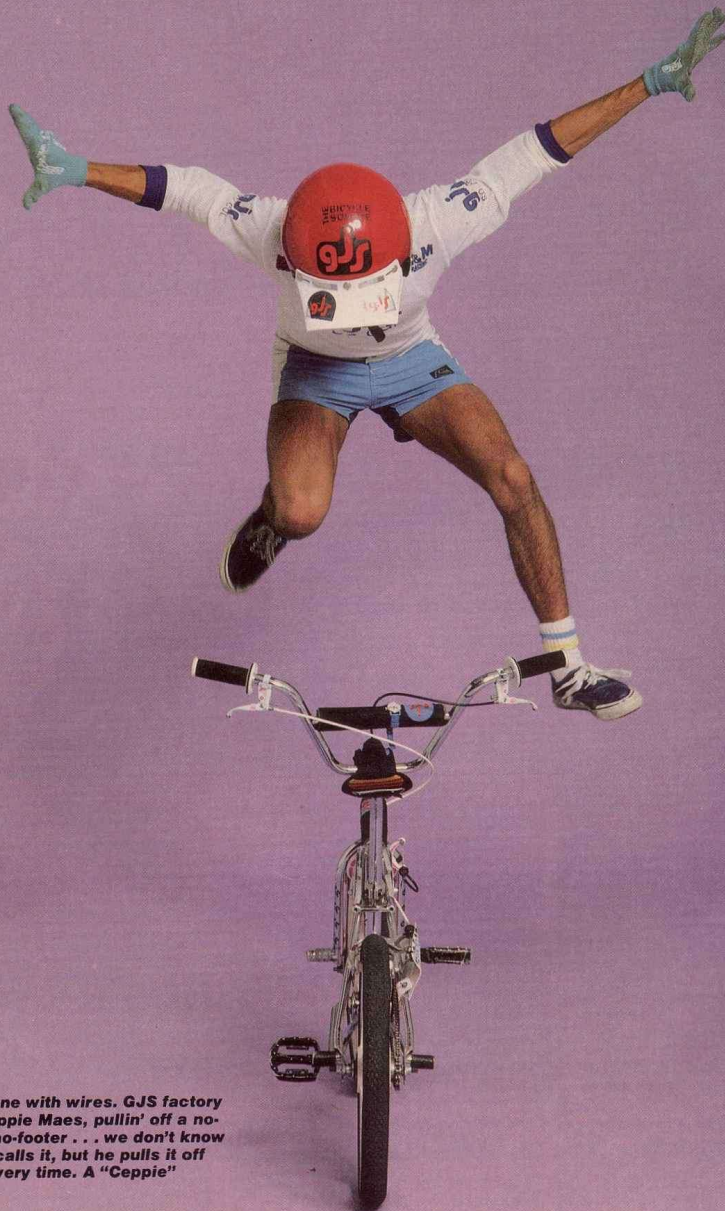
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It's all done with wires. GJS factory dude, Ceppie Maes, pullin' off a no-hander, no-footer . . . we don't know what he calls it, but he pulls it off almost every time. A "Ceppie" maybe?

PHOTO BY BOB OSBORN

The Secret to Championship Freestylin'

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This secret, once mastered, will transform the beginner, intermediate, and even the advanced Pro into top, consistently creative performers. 100% Automatically! Time after Time!

If you have a sincere desire and dare to dream of greatness, you need this simple yet amazing system for success in Freestyle called the "Relax and Win (RAW) Method"!

Here's a Promise For Success

RAW is dedicated to the mental side of Freestyle and to teaching you the technique of Automatic Mind Control (AMC). This lets you perform on natural instincts at your max-ability and beyond without having to think about it. We promise you'll master this technique or your money back!

Here's the Secret (Just 15 Minutes a Day!)

RAW consists of two cassette tapes revealing a very special mental conditioning exercise program. All you do is relax and listen for only 15 minutes a day! And that's it! It's as exhilarating as a good workout, yet as relaxing as sitting in a hot tub.

Development Consultant, R. L. Osborn

RAW is based on a physical and mental relaxation process combined with positive information. With R. L.'s help, we designed this program specifically for Freestyle.

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- Actually dream about new tricks and tap your unlimited creativity and ability.
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- Realize your secret dreams of becoming a Freestyle Champion.

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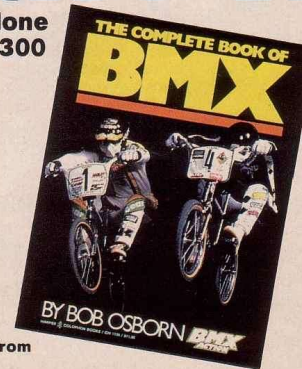
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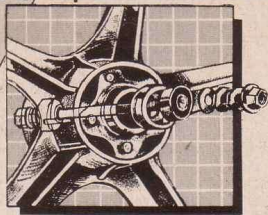
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