

FREESTYLIN'

FREESTYLIN'

M A G A Z I N E

JANUARY 1986 U.S. \$2.50 CAN \$3.00
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ACS-1986 THE HOT LINE

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ACS Z-RIMS

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ACS Z-MAGS

Made of the same super tough and lightweight DuPont Zytel® ST used in ACS Z-Rims, the Z-Mag is virtually indestructible! Whatever your pleasure, from agro aerials to sidewalk racing, the Z-Mag is performance proven innovation.



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POTT'S MODIFICATION

We can only ask ourselves where Freestylin' would be without this pup! The ACS/Pott's Modification is essential equipment for all freestylers. It comes complete with instructions and enough wedges and pinch bolts to work on about any bike in existence, plus some.



ROTOR KIT

This is the hottest innovation to hit Freestylin' since the Pott's Mod. Combine the two and you can spin your bars in either direction without tangling your brake cables. Tricks you could only dream of before are now waiting to be mastered. Look closely and you'll notice something new, a ball cup with a built-in cable stop! The perfect answer for a totally super sano look.



THE FREESTYLE CONNECTION



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FREESTYLIN'

M A G A Z I N E
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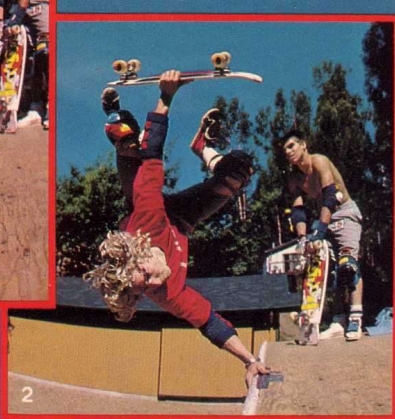
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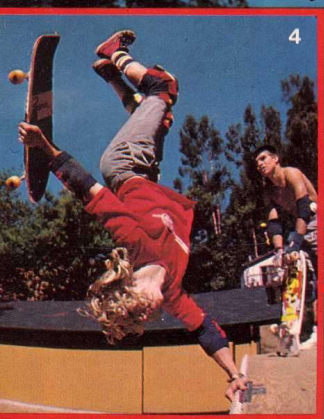
COVER: Shocking, is it not? Eddie Fiola, in the process of wasting the pro class at Del Mar. Photo by Windy.

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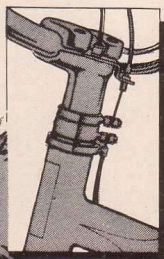
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GRAFFITI

HOT PROPERTIES

Some of this stuff is old news and some of it's new, but we figured you guys would probably like to hear it anyways 'cause it's interesting. Bear with us — we'll be monthly soon enough.

San Diego local Eddie Roman is Skyway's newest acquisition. He hit the European trail with Robert Peterson and Scotty Freeman just after he signed on — not bad, Eddie. Roman rides ground, ramps, AND skateparks.

The Haro team experienced a bout with *deja vu* recently. They almost lost Tony Murray to Hutch early in the summer and a couple of months later Brian Blyther was being swooped on by CW. Both have renegotiated their contracts and are stayin' with Haro. Phew. As of this moment the Haro team remains intact for '86, except that Kansas City local Dennis McCoy is now on the factory team. Congrats, Dennis.

On the Hutch front, Mike Dominguez is off the touring team. He was replaced by Donovan Ritter after Mike sprained his back. It looks like Mike will be concentrating solely on skateparks. Ah, but Hutch did pick up a hotshoe from Bluegrass, Iowa by the name of Rick Moliterno. He'll be touring with Woody and Donovan in '86 — he's got to be pretty stoked about that.

Dyno is now supporting Jason Parkes of San Diego (he rips), and Josh White (aerial 540 originator) along with their main man Dave Vanderspek. They're also lookin' at pickin' up a few more dudes so keep your eyes peeled and stay on that bike.

Kevin Foss and Marc Darnell, formerly of Zeronine, are ridin' for the big daddy factory — Murray. No details at press time, but it sounds interesting.

Remember the Norco Trick Team from Canada, featured in the July '85 issue of FREESTYLIN'? Well, they ain't been doin' too shabby since then. It seems they've picked up some support from the sports drink Super Socco, and are doing extensive touring up in the Great White North. THAT'S no easy feat. Keep it up, guys.

Vector USA has added another couple of riders to their factory roster. Brett Hernandez and former SE rider David Morris are now wearing Vector colors. Brett and original Vector rider Dino DeLuca were a featured attraction at Magic World in Pigeonforge, Tennessee, for about a month. The action included ridin' a half-pipe and flatlandin' four shows a day, six days a week. You could make a job outta that. Morris shredded shows at a Six



Midwesterner done good. Dennis McCoy — full factory Haro.



Jason Parkes ridin' for Dyno. This guy is ALWAYS on his bike.

Flags amusement park in New Jersey and is possibly traveling over to Europe. Not a bad life at all.

TAKING THE PLUNGE

You're not gonna believe this one — or maybe you will. R.L. is gonna . . . (gulp) . . . tie the big knot and marry his long-time sweetheart Molly Baltimore in January. Sorry, girls. (Oh, by the way, I'm gettin' married too — this June. Hi, Kelley.)

OOPS DEPT.

Yeah, we really did it this time. Remember Hot Spots in the Graffiti section of the September issue? Well, in Kansas City, Missouri, there's one ticked off guy. We printed Dennis McCoy's phone number wrong and it seems this other guy got a whole LOTTA calls . . . oops. If anybody around there wants to get a hold of Dennis for the scoop on the local scene, his REAL number is (816) 761-3910.

And we made another one. Air master Steve McCloud made his pro debut at the continued on page 74



easy to perform! Street Styler is Skyway's first complete full-on Freestyle Bike! Frame and Fork are 100% 4130 chrome-moly with special features including heat-treated frame drop-outs, creased top tube platform, slot-through coaster brake mount, reinforced caliper brake hole and spiral fluted fork stem. Street Styler, equipped with Skyway's OE Wheel, E-Z Bar, Hot Seat, Tuff Pads and Freestyle Stem with brake-through system, is available in 3 stylin' color combos: pink with white, white with lavender and green with white. Look for the new Street Styler and other Skyway Freestyle products in your local bike shops. Ride safe. Always wear Safety Equipment. CPSC equipment included but not shown. Components subject to change without notice. SKYWAY, WE BUILD 'EM BETTER, 4451 Caterpillar Road, Redding, CA 96003.

If you thought a gut lever was hard, think again. BACKWARDS gut levers are intense. Exhibit A, Woodrow Itson.

FREESTYLIN'
MAGAZINE
official Scooter review



HUTCH WIND STYLER

SON OF TRICK STAR

By Andy Jenkins



The unit. Hutch's Wind Styler.

Chicken pox.
Yuck.

Two weeks away from my cluttered office and all the loonies at Wizard, right smack dab in the middle of a hectic deadline. Bummer or blessing? Either way it does terrible things to your working habits — not to mention the traffic ticket I was supposed to have paid last week. Ugh. So here I sit writing the Hutch Wind Styler test from my bedroom — DON'T WORRY, you won't get the pox by reading the test. I think.



A B-Mer? Mercedes? Nope — VW Scirocco, Wolfsburg Edition. Does that man look proud or what? Ahhh, to be a world renown freestyler . . .

I've got the bike here with me, too. Not a bad lookin' unit. I hear it goes for about \$279. That's pretty good for an intermediate level scooter. A couple of mods and you could move it up to the next level with no probs. "On tour I saw this kid who had his set up SANO," says Hutch's main man Woody Itson. But let's check out the box stock unit, shall we?

The Wind Styler is made in Taiwan. Reason? You've heard it a million times by now: to keep the price down. And that's a legit reason — so all you boys can afford to ride freestyle on a decent unit. I know what you're thinkin' though, "The stuff built over there is LAME." But hold on a minute and let's scrutinize before you jump to conclusions. Sometimes Taiwan gets a bum rap.

At first glance it looks sorta, well, plain — basic black and white (you can get it in chrome too) with no other colors on it to speak of. But that's all right 'cause the first thing you'll want to do is get rid of the grips — so just replace 'em with some colorful rubber compound ones and that'll

give you a little contrasting color. Oakleys or A'mes will do fine.

A couple things I noticed as I rode the bike around the house were that the brakes were surprisingly good for MX 1000 copies. Potts Mod is stock. And the Hutch tires are awesome (They also come separately) — everyone I know who tried them loves them. If you're in the market for tires, check these pups out. They grip carpet VERY well.

The mags are a new design from O.G.K. made for Hutch. O.G.K. is the same company that makes Peregrine wheels. You know they gotta be Hutch wheels after you notice the star design in the mag. Jeez. The reflector tabs are kinda bogus looking — but you can probably file them off if they REALLY bother you.

The frame is what you guys really want to hear about, right? All right. It's chrome-moly for starters. The Wind Styler's got a built-in standing platform — the seat stays extend up past the seat tube and are welded to the top tube. Cool. Actually the seat stays are the chain stays too — the dropouts are welded onto the bend. The coaster bracket and dropouts are all one piece too. REAL cool.

Loop platforms are welded onto the chain stays. They are a little far forward, but they don't get in the way too much. The welds on this bike are surprisingly good.

The forks are replicas of the chro-mo Hutch Trick Star forks — only the dropouts are thinner and the legs have caps pressed on the end, not welded — but they are chromo. Keep in mind the price of the bike.

Let's see, what else . . . oh yeah, it's a little tough to grab both the seat and bars at the same time — although Woody didn't seem to have any problems when he was riding it. Of course, that's Woody . . .

The pedals are great.

The seat has a flat spot in it for standing on. It's pretty comfortable too. Check the spec sheet for the rest.

Not a bad deal at all when you consider everything. With a couple of personal mods or not, you'll be out in the STREET doin' lawnmowers and side glides in no time. Take my word for it, bedroom freestyle is a long way from being perfected. Now if I can only get these tire marks off the wall . . .

PAGING WOODY ITSON...

You guys are always beggin' for how-tos so here you go, a couple of tricks brought to you by ground master and Hutch frontman himself, Woody Itson, and the Hutch Wind Styler — the side glide and the ol' lawnmower. They're both intermediate to basic tricks. But don't shine 'em if you're an expert rider because they can look VERY impressive. In fact, Woody still does 'em both. Take it away, Woody . . .

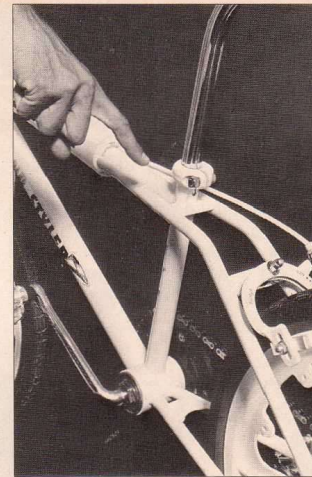
THE LAWNMOWER

"Start off on the rear platforms and roll into a small endo. When your back tire touches, your left hand should come off the bars and you should immediately cross your bars up with your right hand. And pull back on 'em. They'll almost do it on their own when you let go with your left hand."

"Next what you do is put your right foot on your seat and PUSH it out until your leg is straight, lock your right arm, and extend your left one. The counterforce from pushing your leg down and pulling your arm back will get your front end off the ground and make the trick snap."

"When you snap it down, it's gonna snap back fast as soon as you pull your foot off the seat. When that happens, just pull your bars back around and get your right leg back over to the other side and onto the pedals."

"The first couple of times you do it, it's gonna feel like your hand can't



Platforms are standard issue on freestyle bikes nowadays. Here's the Wind Styler's version. It's pretty cool — effective too.



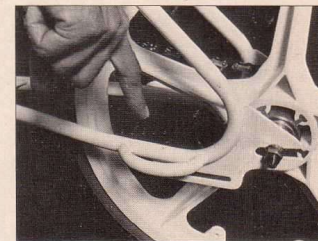
The forks are Trick Star replicas. The pegs are plenty wide for feet.

hold onto the bars and you'll probably push your bike out of your hand. But don't worry, just practice it — it's not very hard."

THE SLIDE GLIDE

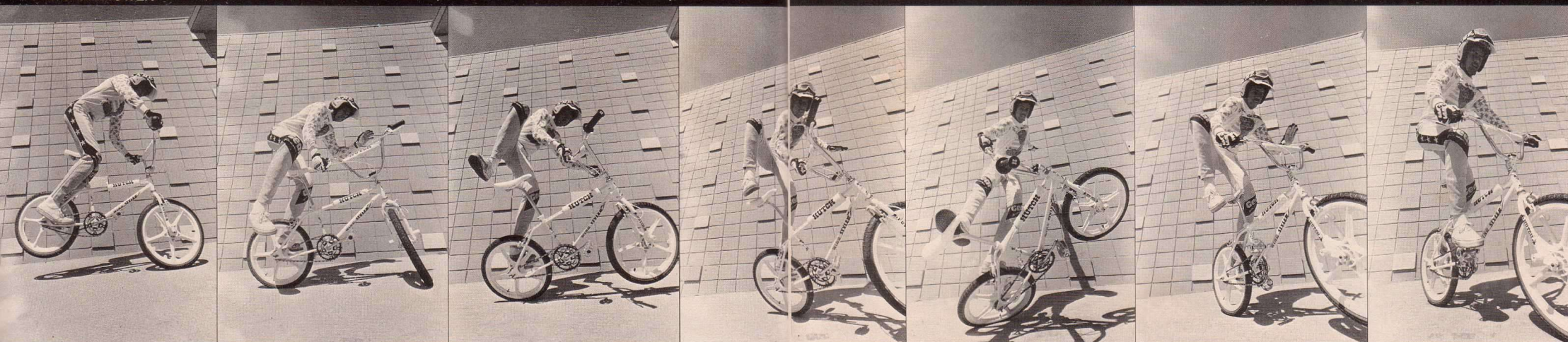
"First, find a real gradual slope, not a fast one, and do the side glide down that."

"To get into a side glide, you start out from a basic balancing position on the front wheel. All you have to do is hop to your forks and turn your bars so you can grab your seat and grip at the same time. What you do then



The chain stay platforms are a little far forward, but they work fine. The dropout/coaster brake bracket is sano. Check out the new Hutch mags.

THE LAWNMOWER



is shift your weight over to lift the back end off the ground. How high you lift it is gonna depend on how high your fork pegs are. Usually you'll have to lift the rear end until your front wheel is straight up and down (perpendicular to the ground)."

"The idea now is to get one smooth kick so you can go a long way without having to do lots of little kicks. To do that, put your foot on the tire nice and smooth, and roll it down the tire. Not too hard because that will throw your balance off. Not too light because you

won't go very far."

"The trick is to be nice and smooth; you don't want to do any jerky motions with your arms or legs. Once you get a good kick your body should stay in the same position the whole way. For balance, use your arms and your right leg as a counter-balance. Like if you start to dip forward just extend your arms and hang your leg out."

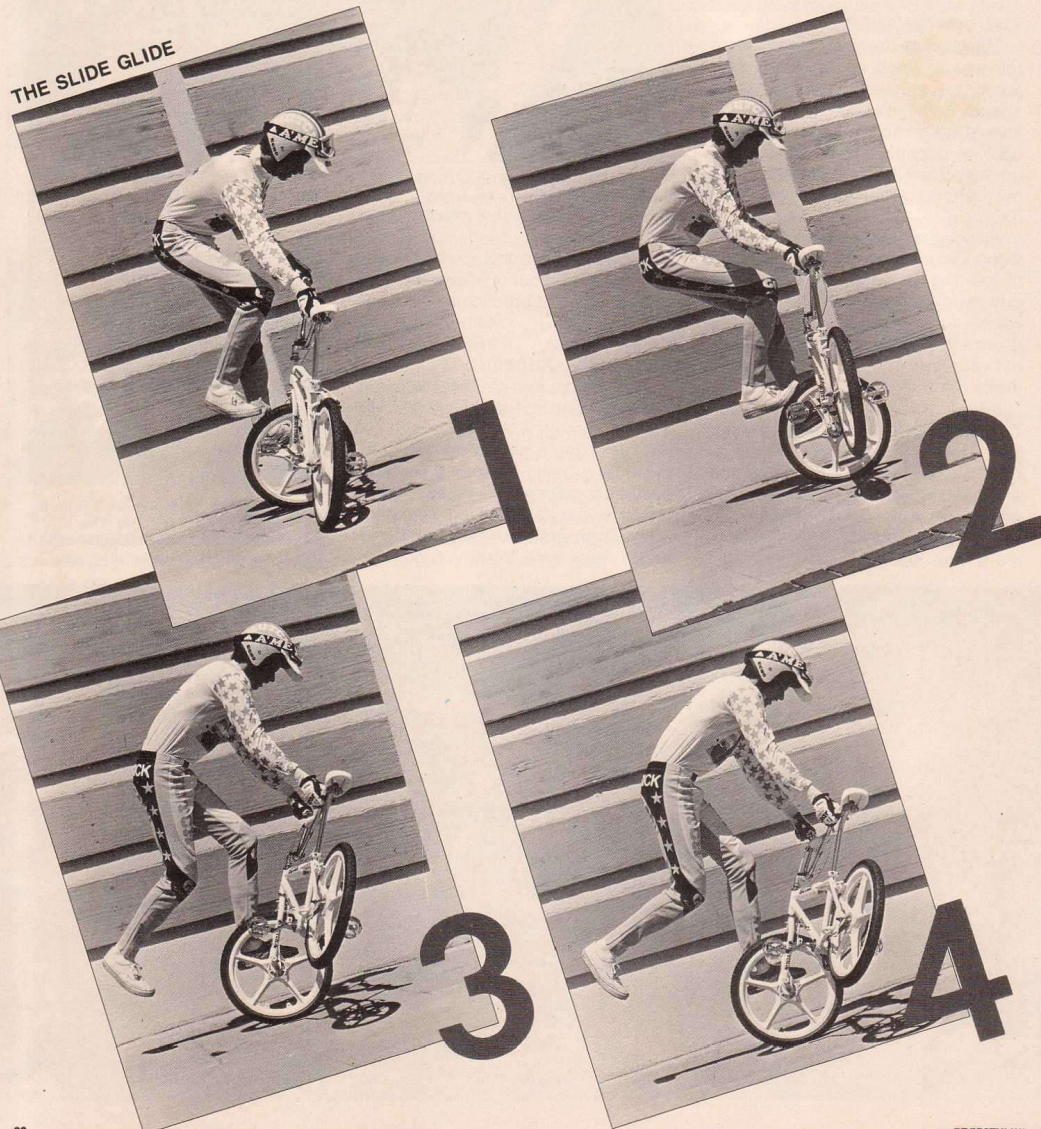
"It's an easy trick to learn — you'll be able to do 'em a few feet the first couple of times. The secret of the trick

is to get a nice smooth kick. Another tip is to never use your front brakes at all — do it with balance."

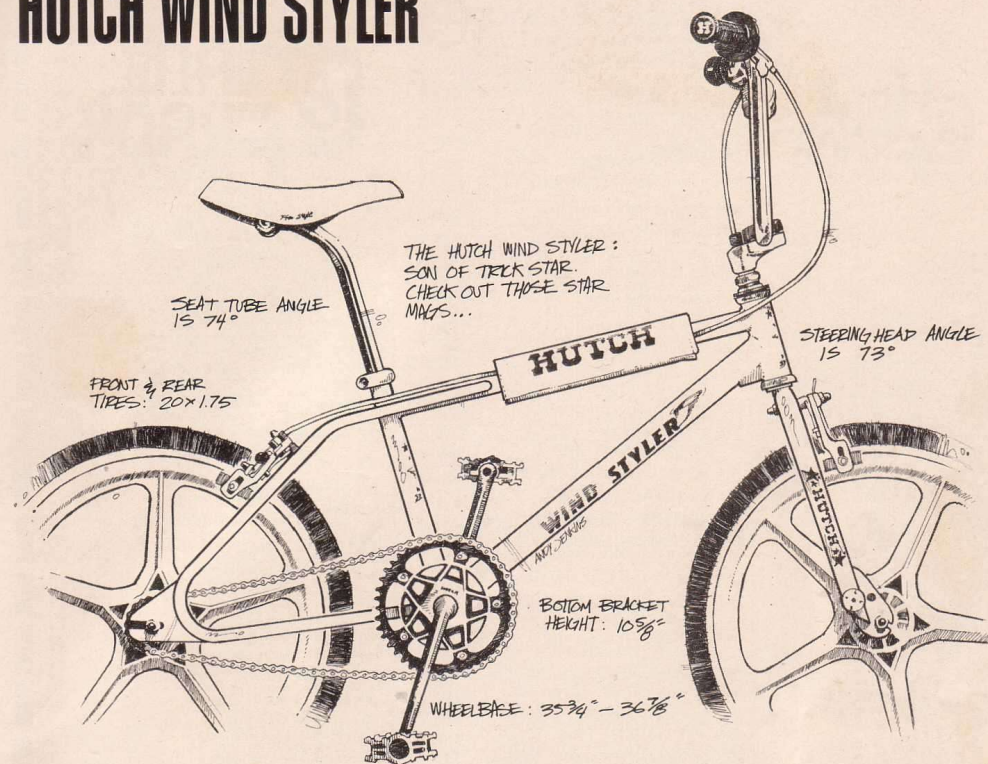
"To get out of it, just stop, set the back end down, and jump back to the pedals or go into pogos on the forks. The cool thing about side glides is you can do a trick into it and out of it — or just ride into it and ride out of it."

There you have it. Just check out the photos and you'll be adding to your trick vocabulary almost instantly. Thanks, Woody. •

THE SLIDE GLIDE



HUTCH WIND STYLER



SPECIFICATIONS

COMPLETE BIKE PRICE: \$279.00.

FINISHES AVAILABLE: White or chrome.

COMPLETE BIKE WEIGHT: 29 pounds, 4 ounces.

FRAME WEIGHT: 5 pounds, 10 ounces.

FORK WEIGHT: 1 pound, 14 ounces.

STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE: 8 3/4 inches.

HANDLEBAR WIDTH: 28 1/2 inches.

TOP TUBE O.D.: 1 inch.

DOWN TUBE O.D.: 1 3/8 inches.

FORK LEG O.D.: 1 inch.

BOTTOM BRACKET SIZE: Large

COMPONENTS

FRAME: Hutch Wind Styler, 4130 chrome-moly.

FORK: Hutch Wind Styler, 4130 chrome-moly.

HANDLEBAR: Hutch, 4130 chrome-moly.

HANDLEBAR STEM: Hutch (by SR), aluminum and chrome-moly.

GRIPS: Hutch, rubber.

HEADSET: Hutch.

WHEELS: Hutch (by O.G.K.), nylon and graphite.

TIRES: Hutch (by Mitsubishi).

BRAKES: Chang Star, aluminum. Sun-Tour coaster brake.

BRAKE PADS: Chang Star.

BRAKE LEVERS: Chang Star.

BRAKE CABLES: Chang Star.

PEDALS: Hutch (by SR), aluminum and chrome-moly.

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

BOTTOM BRACKET SET: Hutch.

FRONT SPROCKET: Takagi aluminum chainwheel, 43 teeth.

SPIDER: Hutch Force Connection, aluminum.

REAR SPROCKET: SunTour, 16 teeth.

CHAIN: TYC, 1/8 inch.

SEAT: Velo Free Style.

SEAT POST: Hutch, mild steel.

SEAT POST CLAMP: Hutch, aluminum.

ACCESSORIES: Hutch pad set.

OVERALL EVALUATION

QUALITY OF FINISH: Good.

QUALITY OF WELDING: Very good.

QUALITY OF COMPONENTRY: Good.

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	3261	GT PERFORMER F/S HANDLEBARS CP-GN-BL-YL-PK-WH	25.99	2	—
	3270	CW HANDLEBARS CP-WH-BK-PK-GN-BG-BL-LV-OR PRO SIZE	22.99	2	—
	3271	CW FREESTYLE HANDLEBARS WH-BK-PK-GN-BG-BL-LV-OR	24.99	2	—
	3281	HUTCH FREESTYLE HANDLEBARS CP-PK-WH	26.99	2	—
	3293	RED LINE FORKLIFTER HANDLEBARS WHITE. CP ADD \$5.00. NO. PLATE ADD \$10.00.	40.99	2	—
	3411	OKALEY O-WING GRIPS PK-LV-AG-GN-BK-BL-RD-WH-YL-OR	5.99	1/2	—
	3421	A ME UNI-TRON GRIPS ALL COLORS (SPECIFY)	8.99	1/2	—
	3480	ODI MUSHROOM GRIPS RD-BL-PK-BK-GN-OR-WH-LV	4.99	1/4	—
	3600	TUF-NECK PRO MODEL STEM PK-LV-OR-WH-BK-BL-RD-BL. CHROME ADD \$2.00. FREESTYLE MODEL ADD \$5.00.	14.50	1 1/2	—
	3602	DK STEM BL-BK-RD-BL. STANDARD OR MINI. FREESTYLE MODEL ADD \$5.00.	19.99	1 1/4	—
	3603	GT FREESTYLE STEM BK-BL-WH-LV-SL	19.99	1 1/4	—
	3620	RED LINE DETANGLER STEM BK-WH-SL-TQ-PK-YL	24.99	1	—
	3700	ACS POTTS STEM MODIFICATION KIT SILVER ONLY	9.95	1/2	—
	3701	TUF-NECK FREESTYLE STEM BOLT CROMOLY. BLACK	9.99	1/2	—
	3702	GT FREESTYLE STEM BOLT CROMOLY. BLACK	9.99	1/2	—
	3810	TIOGA BEAR TRAP 2 HEADSET 24 THD. CP ONLY	5.50	3/4	—
	3813	GT BMX TYPE EPOCH HEADSET	9.99	1/2	—
	4210	CYCLE PRO SHOT GUN II AERO SADDLE BK-BL-RD-YL-WH-OR-PK	7.59	1 1/2	—
	4250	UNI SEAT SPECIFY STANDARD, TURBO OR MINI BK-WH-OR-GN-LV-PK-RD-BL-YL GRAPHITE POST ADD \$4.00	19.99	1/4	—
	4440	BENT SEATPOST / GT OR HUTCH OR TUF NECK OR PRO CLASS 7 1/8" CROMOLY. CP	8.50	1	—
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	4450	TUF-NECK BENT SEAT POST WITH BRACE CP-WH-OR-LV-GN-SL	11.99	1 1/2	—
	4456	SNAKEPOST CRD SEATPOST CROMOLY. CP	9.60	1	—
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	4904	GT FRAME STANDERS CP-BL-GN-PK-LV-WH	13.95	1 1/4	—
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	4906	PEREGRINE AXLE STANDERS BK-BL-LV-GN-RD-SL 24 or 28 THD	8.99	1/2	—
	4907	PRO NECK AXLE STANDERS LV-OR-WH-GN-CP 24 or 28 THD	8.99	3/4	—
	4908	HUTCH FRAME STANDERS MIKE DOMINGUEZ MODEL. CP	12.99	1 1/4	—
	5200	IZUMI CHAIN 1/2" x 1/8" GR-OR-PK-LV-WH-GD-CP-BL-RD	5.50	1	—
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	5720	TUF-NECK CHAIN RING BK-BL-RD-SL 38 to 40 TEETH. WH-OR-GN-LV-PK-CP ADD \$2.00. POWER BOLTS ADD \$3.00	6.99	1/2	—
	5861	MKS GRAFIGHT 2000 PEDALS 1/2 or 9/16", BL-WH	16.99	1 1/4	—
	6200	SUNTOUR FREEWHEEL CROMOLY. 16, 17 or 18 (SHIMANO) TEETH	4.50	1/2	—
	6413	COMP III TIRES 20 x 1.75 SKINWALLS. BK-BL-RD-WH. COMP IV (NEW) ADD \$5.00	15.99	2	—
	6433	COMP ST TIRES 20 x 1.75 WH-BK-LV-OR-PK-GN	16.99	2	—
	6434	PANARACER ST TIRES 20 x 1.75	15.99	2	—
	6435	IRC ST TIRES 20 x 1.75 WH-BK-GN-LV-PK	15.99	2	—
	6436	GT TIRES 20 x 1.75. ALL COLORS	17.99	2	—
	6600	PRO CLASS WHEELS 20" 1 1/8" 1.75 ALLOY SILVER RIMS WITH STRIPS. ALLOY FW AXLES. BK-BL-RD-WH-OR-LV-GN. ALLOY NIPPLES BK-BL-RD-GD ADD \$5.00	45.95	6	—
	6610	ALLOY WHEELS 20" ARAYA RIMS. 20 x 1.75 BK-BL-RD. WHITE ADD \$7.00. 24" WHEELS ADD \$11.00	42.99	6	—
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6691	GT BMX WHEELS 20" SEALED CROMOLY FW AXLE. CP SPOKS. ARAYA RIMS. CROMOLY CHA—CP ADD \$8.00.	PAIR 84.99	6
6692	HUTCH WHEELS 20" SEALED TITANIUM AXLE. CP SPOKS. ARAYA RIMS. BK-BL-RD-GD ALLOY NIPPLES ADD \$5.00. CHROME RIMS ADD \$9.00. PROFILE CYD HUBS ADD \$28.00	PAIR 139.95	6
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7129	CHANG-STAR MX-901 BRAKES FOR FRONT or REAR. LV-PK-OR-GN-BK-WH. CP ADD \$2.00	EACH 8.99	2
7130	DIA-COMPE MX-1000 BRAKES REAR BK-BL-RD-OR. WH-PK-LV-GN-OR-CP ADD \$3.00. FRONT ADD \$2.00	EACH 13.99	2
7131	DIA-COMPE MX-901 BRAKES (REAR) BK-RD-BL. WH-CP ADD \$3.00	EACH 15.99	2
7132	DIA-COMPE FS-880 BRAKES (FRONT) BK-BL-RD. WH-CP ADD \$3.00	EACH 15.99	2
7330	SKYWAY TUFF BRAKE PADS BK-BL-LV-OR-OR-RD-WH-YL. FREESTYLE MODEL ADD \$2.00.	PAIR 3.99	1/4
7331	ACS 1 1/2" BRAKE PADS BK-BL-LV-GN-OR-PK-RD-WH	PAIR 1.99	1/4
7400	ACS FREESTYLE ROTOR REAR. SILVER	27.99	1
7401	SKYWAY SPIN MASTER ROTOR REAR. SILVER	27.99	1 1/2
7507	ACS POTTS MOD II LEVERS TECH 4. SILVER	PAIR 9.99	1/4
7508	DIA-COMPE TECH-5 BRAKE LEVERS SILVER	PAIR 15.99	1/2
7509	ACS POTTS MOD II LEVERS TECH 5. SILVER	PAIR 15.99	1/2
7906	EXP BRAKE GUARD BK-BL-OR-LV-RD	4.75	1/4
8619	HUTCH FRAME & FORK HOLLYWOOD CP-PK-YL-BL. JUDGE CBL-CRD ADD \$3.00	159.99	8
8621	HUTCH TRICK STAR FRAME & FORK CP-YL-WH-CRD-CBL-CR-PK	179.99	10
8631	CW CALIFORNIA FREESTYLE F&F WH-OR-LV-BL-GN. CP ADD \$12.00	155.95	10
8641	GT PRO PERFORMER F&F CP-WH-LV-PK-YL	153.99	10
8653	RED LINE RL-20 II COMBOKIT 1 1/8" LV-PK-TQ-WH	299.99	16
8681	SKYWAY STREETBEAT F&F WH-OR-GN	149.99	10
8690	HARO MASTER F&F WH-GN. CP ADD \$7.00	162.99	10
8691	HARO SPORT F&F CP-WH-BL	154.99	10
8692	HARO FST F&F GN-RD-BL. CP ADD \$6.00	134.99	10
9101	MT TRICK FOX COMBOKIT COMPLETE KIT WITHOUT WHEELS. WH/LV-WH/PK-WH/GN	149.99	17
9202	DIAMOND BACK HOT STREAK BICYCLE GREY. CP ADD \$5.00	175.99	26
9402	CW CAL FREESTYLE BICYCLE WH-LV-CP-GY-PK-GN	289.99	26
9506	KUWAHARA SCAMP BICYCLE COASTER BRAKE MODEL. WH-GN or WH/LV. FW ADD \$7.00	119.99	26
9507	KUWAHARA BRAVO COMBOKIT COMPLETE WITHOUT WHEELS. WH/GN or WH/LV	219.99	17
9601	HUTCH WINDSTYLER BICYCLE. WHITE. CP ADD \$10.00	244.99	26
9700	GT MACH ONE BICYCLE CROMOLY. CP-WH-LV-PK-YL	207.99	26
9701	HARO SPORT FREESTYLE BICYCLE WH-BL. CP ADD \$8.00	307.99	26
9702	HARO MASTER FREESTYLE BICYCLE WH-GN. CP ADD \$8.00	409.99	26
9901	SUNTOUR/SHIMANO FREEWHEEL REMOVING TOOL	4.99	1/4

ITEM COST TOTAL

CALIF. SHIPMENTS ONLY ADD 6% OF ITEM COST TOTAL

TOTAL SHIPPING WEIGHT—Round total up to next pound

SURFACE—SHIPPING CHARGE \$1.50 + \$.50 PER POUND

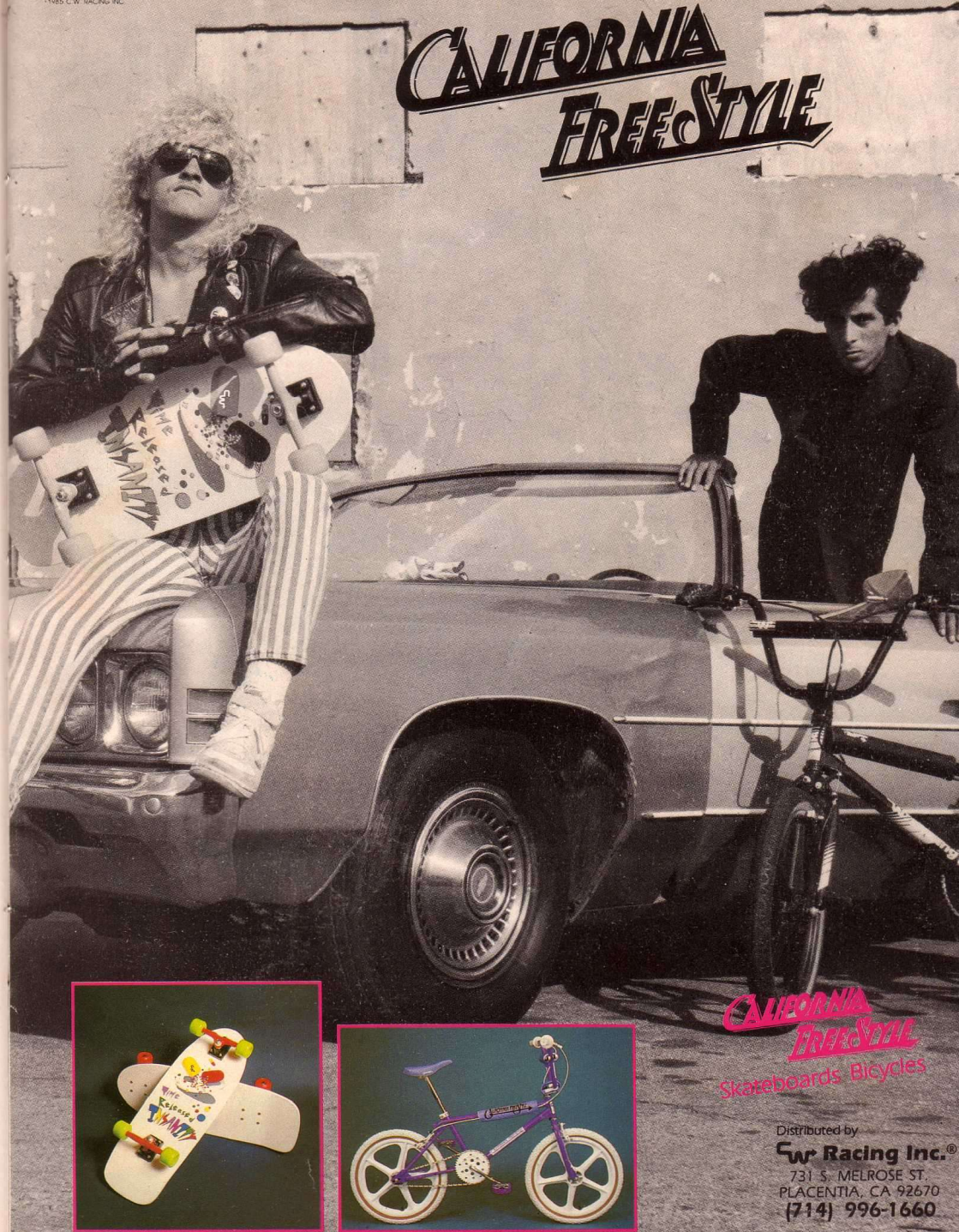
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STAGE ONE: RL-20-II PROJECT GOALS
 ▲ To design and build the ultimate high-performance freestyle frame and fork. Build it for riders who appreciate the finest equipment and can use it to full potential. Only the best in design, materials, performance, and styling will do. Good isn't good enough. It must be great.
 It must be Red Line quality.

STAGE TWO: DESIGN & CONSTRUCTION
 ▲ Unbelievable. Red Line's engineers spared nothing in design. There has never been a frameset built with the kind of meticulous detailing and masterful construction found on the RL-20-II. Just look for yourself.

STAGE THREE: STYLING
 ▲ The RL-20-II is graced with Red Line's sleek dual finish. Chrome is used in the more vulnerable areas for maximum durability, while the rest of the frame is painted in the hottest colors available. Color combos available include: turquoise/chrome, rad berry/chrome, white/chrome, and yellow/chrome.

CONCLUSION:

▲ We're proud. The RL-20-II accomplished everything that we'd hoped for. It sets new standards of excellence in design, construction, performance, and styling. And the ride is awesome. Snappy steering helps make pulling off the toughest tricks totally simpler. And the flex-free ride is totally confidence-inspiring.

▲ Why do we put so much work into Red Line's products? Because we have to satisfy the world's toughest critics: You, and us.

▲ The twin top tubes are specially formed to surround the front of the head tube. Combine them with the massive 1 3/4 inch elliptical down tube, and you've got a frame that's flex-free and unmatched in durability.

▲ Both the seat and chain stays are shaped to provide standing platforms that give you plenty of standing area, and don't shred your ankles when you pedal.

▲ The ends of the seat stays, chain stays, and the bottoms of the fork legs are swedge-formed closed and then welded ALL the way around. That gives you 100 percent weld coverage and 100 percent tube support. Final result: less flex and more strength.

▲ The RL-20 forks are constructed with extra large diameter tapered legs designed to meet a perfect balance of strength to weight. The method of construction, where the bottoms of the legs have been slotted, and the dropouts run all the way through the backsides of the legs, make these the stiffest forks on the planet. No question.

▲ The forks also have threaded inserts for the removable fork standing pegs, and built-in cable guides to keep the front brake cable from coming into contact with the tire.

▲ Other details include built-in rear brake cable guides, serrated rear dropouts, and for riders who prefer coaster brakes, a built-in coaster brake bracket that's tucked cleanly out of the way.

▲ The Red Line RL-20-II is also available in the RL-20-II Combo which includes chrome Dia-Compe Tech FS-880 callipers front and rear with 4 levers, and color coordinated cables.



HEADSET AND BOTTOM BRACKET SET NOT INCLUDED.

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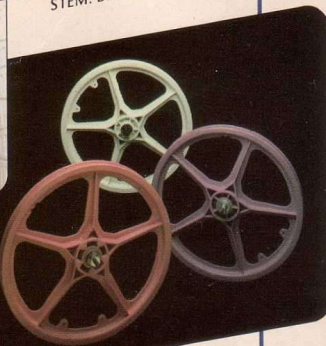
**PRODUCTS BUILT TO WITHSTAND
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"TOTALLY RAD" FREESTYLING**



STEM: BMX or Freestyle



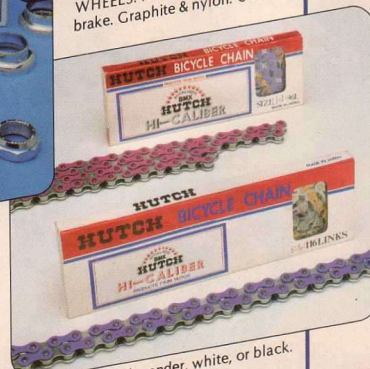
TIRES: Track or Freestyle. Rad colors!



WHEELS: Freewheel or Coaster brake. Graphite & nylon. Colors!



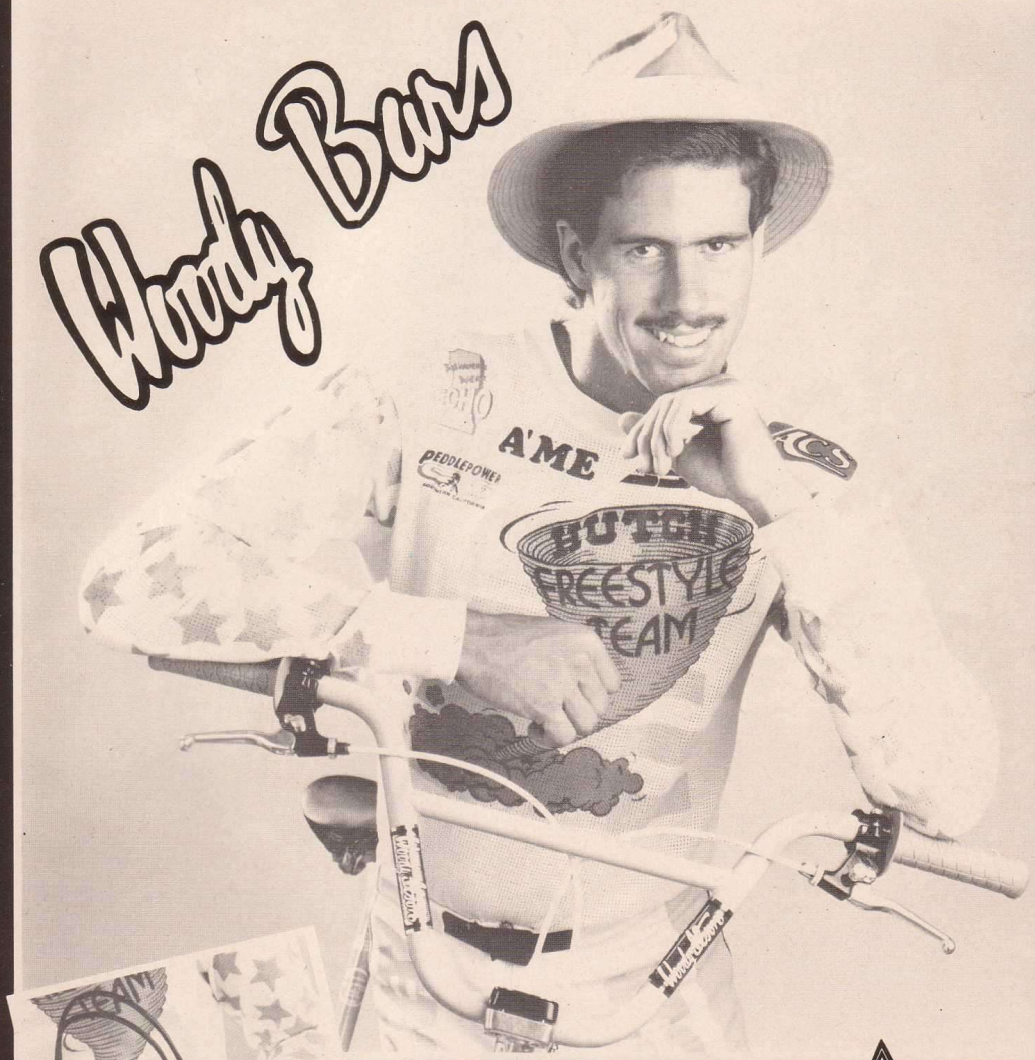
HEADSET and BOTTOM BRACKET



CHAINS: Pink, lavender, white, or black.

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Woody Burns



The new HUTCH freestyle stem accepts ACS and Skyway rotors without the past bracket problems. Available in chrome, black, red, blue, purple and white.



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San Francisco locals and factory Skyway riders Maurice "Drob" Meyer and Robert Peterson, using the Street Beat for its intended purpose. Modern day kick-the-can in Menlo Park. That's pure bunnyhop by Drob, folks.



PHOTOS BY WINDY

"All right, private, let's run through the checklist."
 "No prob, sarg."
 "NO PROB, SARG?! Did I hear you right?"
 "Oh, ah, I meant YES SIR, sergeant."
 "That's what I thought you said. Let's continue. Item?"
 "Frame and fork, sir. From Skyway."
 "Then why the complete bike?"
 "For testing, sir. Skyway set it up to ride just a frame and fork."
 "Don't get smart with me. I'll cite you for insubordination. Remember who you're talking to, son."
 "Sorry, sir (cough)."
 "I'll let it slide this time. Frame?"
 "4130 chrome-moly throughout. The top tube is grooved for a flatter standing surface, and the teardrop-shaped down tube and seat tube . . . uh, look cool, and I'd guess make the frame stronger."
 "GUESS?! The teardrop shape allows for greater welding surface,

SKYWAY'S STREET BEAT
 "IT'S AWESOME, SIR."



Peterson's modified surfer. He does these in a circle.



PHOTO BY WINDY

which translates to increased rigidity. We don't GUESS in my unit, son. While we're on the subject, how about the welding?"

"First-rate, sir. Nice and even.

Hold it — let me modify that slightly. The welding around the gussets and the top/down/head tube junction is not the hottest."

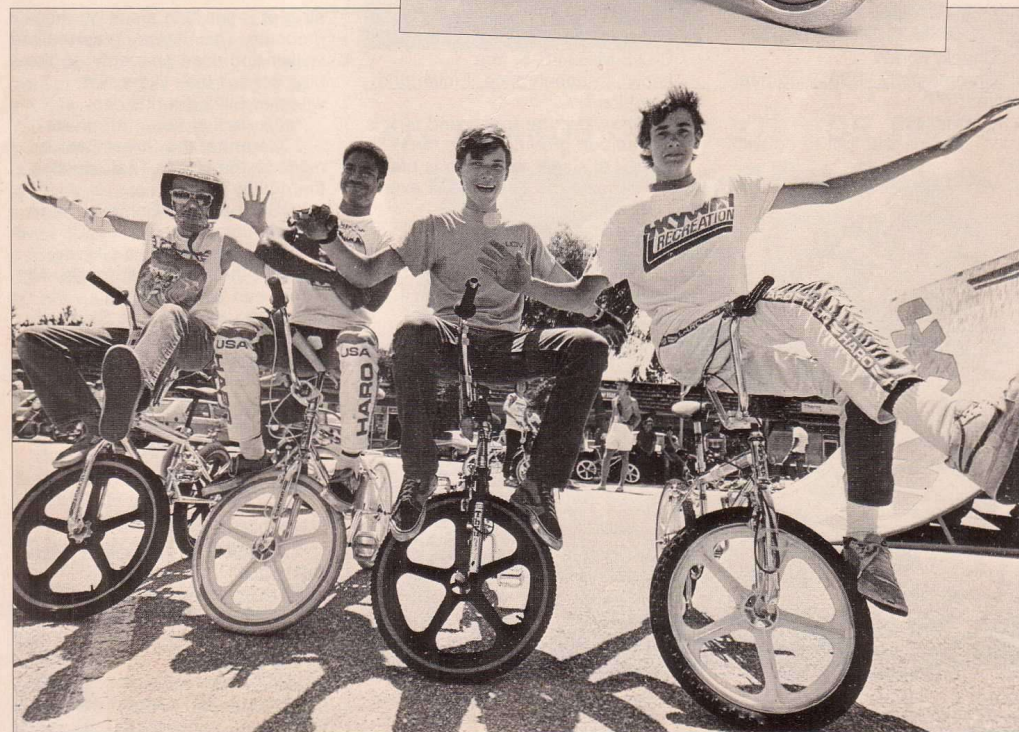
"Can't you be more precise?"

"How about a little gloppy, sir?"

"Better. Anything else?"

"Well, the rear triangle is pretty unique. The seat stays meet the top tube just in front of the seat tube and gradually slope back behind the seat. There's about five inches of prime foot room before the stays drop down to the rear dropouts. The front and rear dropouts are also heat-treated, and

What do we have here? You can't buy THIS complete bike, but you can get Skyway's Street Beat frame and fork, EZ Bar, Hot Seat, axle pegs, the Spinmaster, the new Tuff Pads, and last but not least, the legendary Skyway Tuff Wheels. Skyway is slowly building an arsenal of PRIMO equipo.



You've heard about 'em enough times, now let's take a look at 'em — the Ground Control/Skyway support team. Mike Golden, Mike Perkins, David LeDrew, and Oleg Konings. These guys are on the verge of stardom.



The Skyway team is laced with some REAL talent. Like this guy, Oleg Konings. He's starting to move his way up in the pro flatland ranks. Skyway sure knows how to pick 'em — Oleg, Maurice, Peterson, Hugo, Scott Freeman, Eddie Roman . . . not bad.



One of the most underrated riders in the country — Maurice Meyer. He proves the idea that riders are shaped by their environments. His style comes from the streets — he lives in San Francisco. Freestyle is in this guy's life blood.

the coaster brake bracket is built in."

"Check. Fork?"
"Chrome-moly, 4130. Also heat-treated."

"Cosmetics?"
"What's makeup got to do with it?"

"WHAT'S MAKEUP GOT TO DO

WITH IT, SIR! (Where'd they get this guy? Must've been drafted.) C-O-S-M-E-T-I-C-S. You know . . . appearance. Finish and graphics."

"Oh. Okay, the frame and fork is available in green, orange, and white. Let's see, the finish is plenty durable and the coverage is even



SECRET SPY PHOTO. Check it out — a full-bore bike from Skyway called the Street Styler. We don't have too many facts, but we do know it's chro-mo, the same geometry as the Street Beat (except it has a round down tube instead of a teardrop one), six-spoke Skyway wheels, and HOT components. The best part is that it goes from somewhere between 250 and 300 bucks. YEAH.



The Street Beat has the same teardrop-shaped down tube and seat post tube as Skyway's TA. The Spinmaster is a clean design and is tucked out of the way pretty good. Put a couple of pads on the EZ bar and it practically turns into a couch.

all over — no thin areas on the dropouts. The Skyway graphics are stylish and used sparingly, so the bike doesn't look like a two wheeled billboard. It's cool, sir."
"Well, is that about it, private?"
"Cept that the Street Beat is made in the U.S.A. That explains the quality."

"GOOD, it's not Commie made. Skyway componentry?"

"Yep. Like I said, sir, Skyway installed the extras just for us. All of 'em can be purchased separately, though. The Skyway stuff includes the EZ bars — luxury steering and crossbar seating, the Spinmaster, front and rear pegs — probably the best, the smallish Hot Seat, and the famous Tuff IIs and Tuff pads."

"Evaluation?"
"Excellent, sir."
"Price?"
"In dollars, sir?"
"OF COURSE DOLLARS, YOU DIRTBAG!"

"\$175 for frame and fork, sir."
"Thank you. Performance rating?"

"Excellent, sir."
"JUST one minute, son. Explain these scuff marks on the top tube."

" . . . Ah, mmm, well, I know I wasn't supposed to touch it until



Plenty of room on this platform. The new Tuff Pads are drawing RAVE reviews — they're excellent.

after it had been checked out, but I couldn't wait. Last night after lights out in the barracks, I snuck over to the supply room and took the bike out on the base ramp, sir. You know, the Street Beat's WAY stable in the air, and the frame doesn't have anything sticking out to catch yourself on. Hot for flatland, too, especially with all these Skyway goodies. All-around, it meets or exceeds military standards of radness. I apologize for not waiting, sergeant . . .

"You know very well that that violates Section 43.6 of the Marine Corps Freestyle Operations Manual."

"Sergeant, I'd just like to say . . .

"No need. You know what this means, don't you?"

"PLEASE not K.P., sir . . .

"Well, I'll let it slide this time if you promise me one thing."

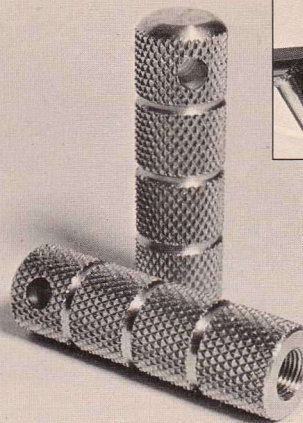
"Anything, sir."

"That you won't tell anyone that I checked it out even before you did."

"Deal, sir."

"All right. Hey, it's about seventeen hundred hours. Let's knock off. I know where there's this great little half-pipe off-base . . ."

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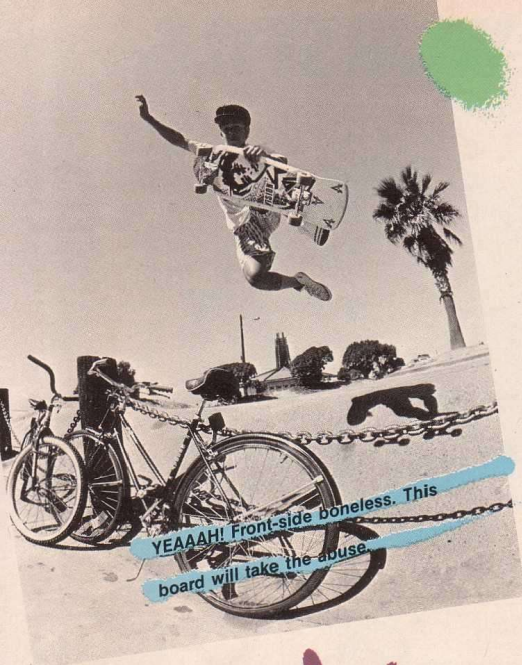
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Send it back, Lew!

VISION'S GONZALES PRO MODEL

We sent the Gonzales Pro Model over to our Midwestern correspondent/freestyler/skater Mark "Lew" Lewman to thrash on and review. Here's his analysis...

By now it's history. You've probably read the table of contents and spotted a bold, black print announcing the first ever skate test by FREESTYLIN'.

Shucks, and I wanted to be the one to tell ya. Man, gossip isn't worth beans these days. Maybe you'd be impressed if I told you we weren't just testing any old skateboard — this one's Vision's Mark Gonzales Pro Model. No, Mark Gonzales ISN'T related to Hugo, but he skates the way Hugo rides, which is WAY radical and extremely aggressive. Get the idea? The guy rips. He doesn't have his own signature board for nuthin'.

Speaking of the board, this thing is a jewel. For the street, there's nothing finer. We're talkin' MAJORLY cool design here, spuds. As a matter of fact, Mark

designed it himself, and since this guy happens to street skate for a living, it's no coincidence that this wooden (laminated hard rock maple) wonder performs. Even at first glance, you can tell that this pup was designed with the street in mind. It's got a pretty long nose, which makes stuff like rockwalks and lapping up curbs a breeze.

Then there's the taper. Not a drastic one, but noticeable nonetheless. It's excellent how the tail narrows down, so it doesn't get in your way, but it gives you PLENTY of room and grip. Your foot doesn't even want to move once you step on it.

Here's another little secret I'll let you in on. The tail is steeper than one on your run-o'-the-mill board. And it fans out just a tad at the back, ensuring that your back foot is going NOWHERE during a heavy session — unless you want it to. According to Mark, the bigger nose and wider, steeper tail make it better for Ollies — his trademark.

Flip the board upside down and you're in for some more surprises. Take the graphics for instance. Mark's mug graces the bottom of the deck, along with assorted shapes and colors. So now we have a flashy, yet functional deck. The colors are great.

But it's probably got cheap wheels on it to keep the cost down, right?

Guess again, 'cause the Gonzales comes fully equipped with Vision's newest and hottest goodies — Blurr wheels. 97 Durometer makes 'em hard, so they're not going to wear down the first day you get 'em. As far as speed is concerned, they aren't called Blurrs for nuthin'. They've got precision bearings, too. If you're into blazing, DEFINITELY check out these wheels — you can also get 'em as accessories. Speaking of accessories, we added a set of Vision rails and some copers to our board. The Gonzales comes bone stock for just over 100 bucks.

The Blurrs come attached to a set of Venture trucks, which gave us absolutely no problems. Almost. To be honest with you, the cushions in the trucks were the worst I've ever experienced. After a couple of harsh runs, they were wasted so we installed a set of Variflex Clouds and the situation was WAY improved. After a quick street session in front of my house, which included a near brush with death when the board got shot under a passing car, I headed down to some nearby skating grounds to let the locals have a shot at destroying the board... I mean, to let 'em give us some input. You know, your basic "skater on the street" interview.

Here're some of the verbal results: "I like the tail, it's great for sweepers and Ollies." ... "Those wheels are cool, they're kinda slippery, but they're fast ... "It was cool to ride, but I wouldn't want to pay for it." ... "The bottom looks really rad." ... "The nose is so long; I'm used to a lot less front end." ... "I think it's too short for anybody who wears a shoe bigger than a size 10." ... "Man, I wouldn't send this back to 'em if I were you."

Well, now you've got the full scoop on how the board feels from the guys it was designed for... the street skaters of the world. For the most part, everybody was stoked on it, especially since nobody up here knew it came in grey. Maybe I will keep it...

Test input by Kalamazoo, Michigan locals Jeff "Shinglehead" Venekamp, Koz, Scott Town, Quincy, John Howley, and Chad Timmerman.



Grounded handplant. Watching this guy ride

FORCES you to become more aware of your

environment. Mark Gonzales shreds.

PHOTOS BY OZ

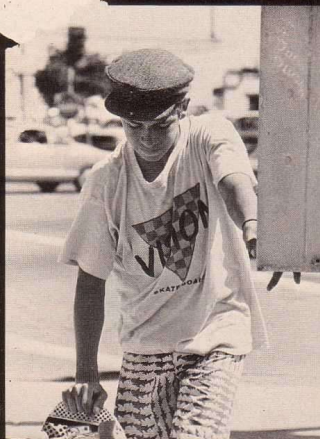
Gonzales is so smooth he makes everything he does look easy. Rail plant on the Huntington pier.



MARK GONZALES

Mark Gonzales. Skater. Used to live in South Gate. Now lives in Huntington Beach. Went to Jordan high school. That's a tough school, isn't it? "Yeah. But skateboarding helped me out. They used to like to watch me skate, so they'd tell me to do tricks."

He's 17 years old. He's been with Vision for about a year — he was with Alva



before that.

He gets board royalties. "It's pretty good money. I'm startin' to do demos and that's better. For signing autographs I get \$50 and for skating in demos I get a hundred. I just did part of a three-day one in Oregon, but I got hurt so I didn't get to finish it. I want to start doing more demos."

Do you do 'em by yourself? "No, I do them with other skaters. At the Oregon demo it was me, Neil Blender, Billy Ruff, and Jeff Phillips."

He's been skating about six years.

What kinda future are you lookin' at in skating?

"I don't know, I like skatin', it's fun. It's good that I'm making money at it, but I just want to

have fun, progress and learn new tricks. I wanna learn a McTwist. I just learned egg plants and I wanna learn switcharoo varial egg plants on ramps."

Yes, he rides ramps too. "I've always ridden ramps AND street skated, but then I found out they were having a competition in street skating so I entered. My goal is to enter a ramp contest soon, so I've been practicing a lot."

What's the story on Xerox art? "Vision has a Xerox machine and I just like to draw up a lot of stuff and do a few things with it. I add color to Xeroxes and stuff.

I designed the Vision ad (the one with him in it). Another thing I want to get into is doing ads for companies — not just skating companies. I'm going to start doing all the Venture truck ads."

What do you think of the BMX manufacturers getting into skateboarding?

"Some skaters think it's lame — I don't care. The more people in the sport, the better and bigger it'll get. A lot of kids get mad at companies for just jumping into skating now that it's get-

ting big again. I'm not gettin' mad, it's just helping us out."

When did Vision decide on a Gonzales signature board?

"When I first got on Vision. I just designed the shape and this guy did the graphics."

How long does it take you to thrash a skateboard?

"About a month. I'm a hard skater."

What do you do when you're not skating?

"I don't know, go to the movies or just go see some bands."

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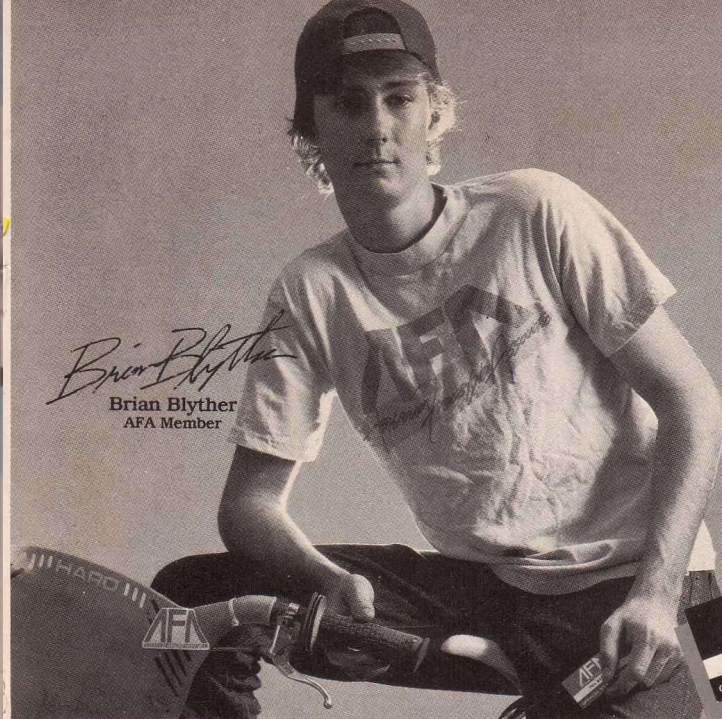


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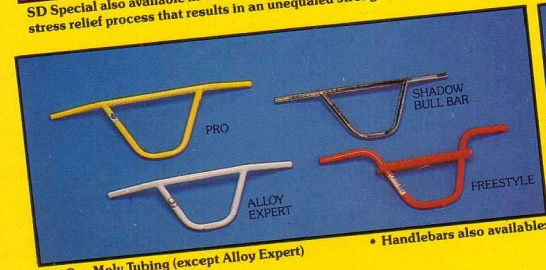


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R.L. Osborn.
One-footed bone air
T.O.L. ramp.

The following is a somewhat true story from the files of ... (DRAGNET theme song goes here) ... the Federal Aerial Administration. The names have not been changed to protect the innocent.

AIR

a guide.



Photo by Windy

Brian Blyther. One-footed invert, Haro quad.

EARLY ONE MORNING IN SUBURBIA, U.S.A.

A man in a raincoat walks up to a typical suburban house. KNOCK, KNOCK, KNOCK.

The typical suburban oak door opens a crack, "Yes?"

"Good morning, ma'am, my name is Friday... Joe Friday. I'm with the FAA. I'd like to ask you a few questions about last night," he says as he flashes his badge.

The door swings open, almost knocking the man over. "Last night (gasp)! It was... Indescribable! Eight, nine, TEN FEET!"

"Just the facts, ma'am. Would you please tell me what happened?"

The woman, embarrassed, pauses, looks at her fuzzy pink slippers and brushes the hair from her forehead. "Certainly. Sorry. It was outrageous! These three radical youths on brightly colored bicycles assaulted our pool, which happens

to be empty for cleaning, and ram-paged it for what seemed like hours. One-hander one-footers, awesome alley oops, tire grabbers, air walks, can-cans, 540s..."

"Then you would say they were exceeding FAA Maximum Air Standards?"

"Mr. Friday, they were not only exceeding the standards, they were OBLITERATING them!"

"Thank you, ma'am. That'll be all."

THE LINE-UP

Suspect number one. This kid is the epitome of vertical smoothness. To watch him ride is like nothing you've ever seen - he makes no noise and has a VERY unique style. He blazes. Flyin' Brian Blyther.

Suspect number two. The technician. One of the grandfathers of freestyle at the age of 21, he was one of the first people to ever get air. Considered by many to be the top all-around trick rider in existence - R.L. Osborn.

Last but not least, suspect three has a record of aerial radness about a mile long. He's known to blast up-

wards of ten feet (yes, ten feet) on a good day. He's always been the guy to beat when it comes to godlike airs. He quickly adapts to ANY vertical terrain - not a shabby ability, Michael Dominguez.

Let's start the interrogation, shall we?

PREPARATION

BRIAN: "I run fat street tires, but Comp Ills will work too - you just have to wear 'em down good first. I run my tires real hard, not mushy. Don't run your seat too high and make sure your bars can clear it for helicopters. It's also nice if your brakes work good so you can use just one or two fingers. And use a freewheel!"

R.L.: "I used a coaster brake for a LONG time, then I switched to a free wheel and I'll never go back. Freewheels are great 'cause you don't have to worry about landing on your back brake - they're not as restrictive as a coaster. I run small tires (20 x 1.75) - they're a lot lighter and faster than the big ones. Also, it's good to run a long frame or a layback seat post - that way you have a lot more room to move around and correct your airs if you have to."

"If you're wearing a helmet - great, but put on a mouthguard, elbow guards...everything. Even some of the BEST riders have lost teeth."

MICHAEL: "First I put on a 45 to 46 tooth freewheel - it depends on how high I want to go. The faster you pedal, the higher you'll go. I also run a freewheel and fat tires (20 X 2.125)"

APPROACH

BRIAN: "Just approach the ramp fast if you wanna get air. I like coasting up to the transition as much as possible. I'll bend my knees and arms goin' up and sort of pump for speed - 'specially in a half-pipe or skate-park."

R.L.: "The best thing to do is learn 180s on the ground first. Then get on a ramp, roll up it a couple of feet, and learn 'em there. Once you're ready, ride up to the ramp as fast as you think you can handle and ride the whole transition - that's real important. I turn to the right with my left foot forward and I always do airs with my pedals level."

MICHAEL: "If you're gonna turn your airs to the left, ride up the right

side of the ramp so you don't ride off the other side (or miss it completely) when you land, 'cause sometimes you'll tend to carve. Both Brian and I do left-handed airs so we have our right foot forward."

THE AERIAL

BRIAN: "Close your eyes, hang on, fly out, and turn while you're in the air." (He's just kidding folks. I think.)

R.L.: "Don't hop and turn - ride the WHOLE transition and you'll be less likely to hang up. If you launch before the coping, you'll drift out over the platform. Once you leave the ramp, pull your bike as far into you as you possibly can, that way you're keeping yourself away from the coping to keep from hanging up. When you reach the apex of your air (right when gravity starts to pull you down), THEN turn a 180."

"Lock your back caliper up in the air and it'll keep your turn from being real quick - your bike will stall a little. Otherwise, the gyroscopic effect of your wheel spinning will make you carve more. The funny thing is that if you lock up BOTH brakes, your bike will stop and you'll drop. Don't use your front brakes in the air."

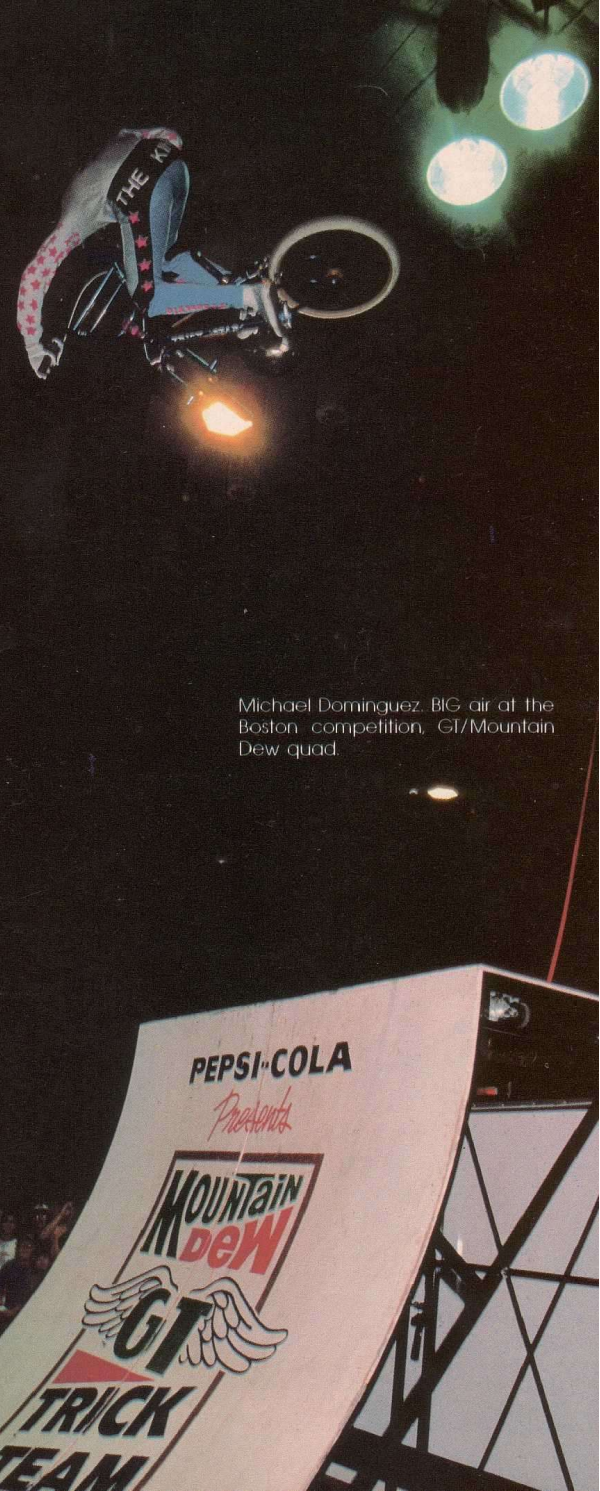
MICHAEL: "When you're at the top of the air, you'll tend to turn a little back. Just keep going and turn a complete 180 in the air. Put on your back brake in the air to keep yourself from looping it. For some reason it helps to stabilize you, too."

LANDING

BRIAN: "Landing depends on how your air went. But once you touch the transition and start down it, bend your arms and legs just like you're pumping it for speed (that will absorb the shock)."

R.L.: "For re-entry, extend your arms and legs until you touch the transition - hopefully near the top for smoothness. Land both wheels at the same time. Remember it's better to land at the bottom than to hang up."

MICHAEL: "When you land, don't be too stiff. Stay relaxed and land with both wheels at the same time."



Michael Dominguez. BIG air at the Boston competition, GT/Mountain Dew quad.

Photo by Shawn Buckley

CORRECTIONS AND CRASHING
BRIAN: "After you've been riding for a while, you'll be able to tell when you need to bone out and when you need to bring it in, as soon as you leave the ramp. Knowing how to correct your air'll be second nature. If you can, when you fall, get back up as fast as you can and do it again right away. The longer you wait, the harder it is to get back up and ride 'cause you'll think about it too much."

R.L.: "When you're gonna hang up, the best thing to do is stiffen your arms and pull your bike up into you as much as you can. I haven't crashed on a hung up aerial in seven years. I've hung up front wheel to sprocket, bending the sprocket, and I've hung the back wheel, tweaking the wheel. But I didn't crash, I held on. Why let go and GUARANTEE a crash when you still have a good chance of makin' it by holding on? There's NO WAY to JUMP away from an aerial, you're gonna get tangled in your bike if you go down."

MICHAEL: "If you feel like you're going to hang, pull your bike into your body as much as you can - tuck in. If you feel like you're gonna

land at the bottom of the ramp, bone it. Boning it brings your back end closer to the transition. PUSH your bike out towards the transition."

ANY TIPS, GUYS?

BRIAN: "Yeah. Don't go crazy right away. Start slow. It's better to get four feet out and land smooth than get eight feet and land at the bottom or hang. Just practice and ride a lot."

R.L.: "It's real important to start off smooth. People think that gettin' air is the whole thing when that's not it at all. Learning to be smooth is the whole thing. You can learn five feet pretty quick on a sketchy air. ABOVE five feet on a sketchy air is TOUGH without crashin'. Learn a smooth style and you can go for the eight foot airs later on - it's important to learn gradually."

MICHAEL: "You just gotta go for it. Be smooth, don't be sketchy. Being sketchy and doing lots of tricks isn't as good as just gettin' decent

air and landing smooth. Practice and you'll have it. Practice is the key."

FERNANDO: "It is better to LOOK ma-vo-lous then to feel ma-vo-lous. You know what I mean? Did I tell you you look ma-vo-lous? You lo..."

OUR TIPS

There you have it. How to air straight from the mouths of three top pros. Just remember, you may have a little different way of doing the same things they do - that's cool. Whatever works for you as long as you've not stepping out of the bounds of your own capabilities. ANY top aerialist will tell you to take it easy, progress at your own rate, and DON'T ride over your head. Don't worry about goin' for seven foot bio-airs yet.

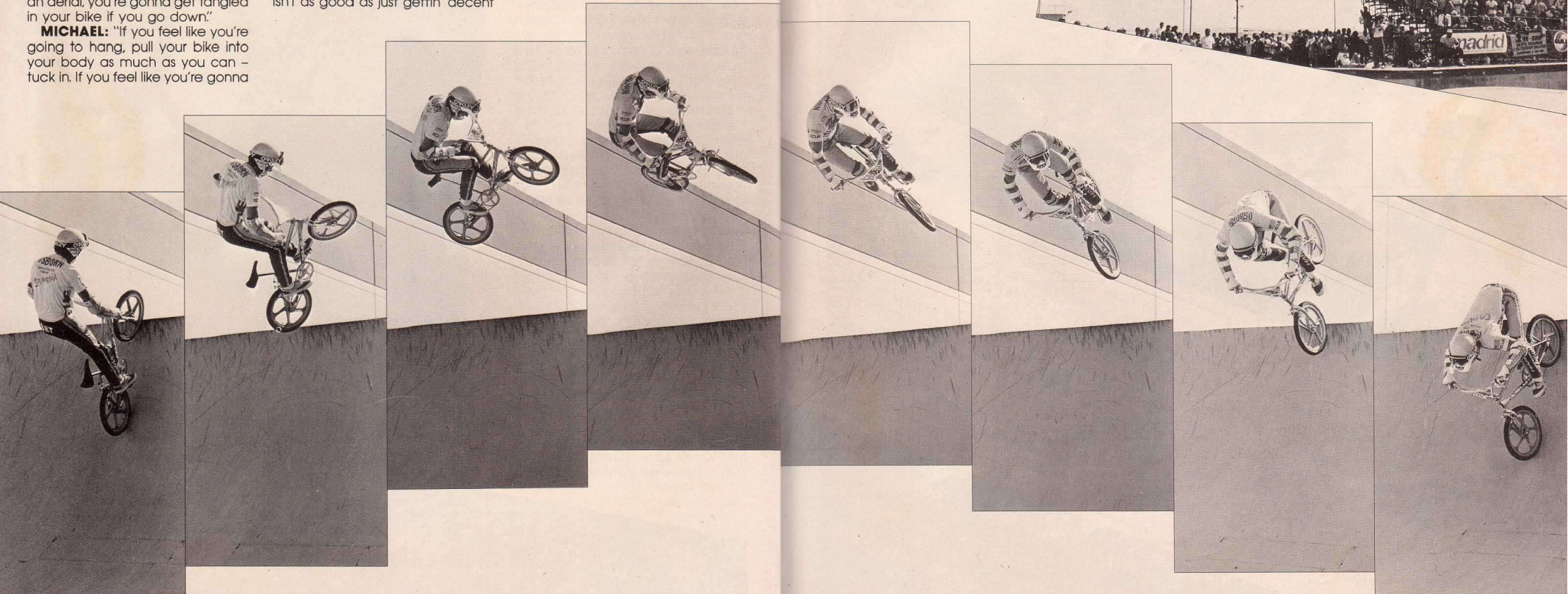
Safety gear. Wear it. ANY TIME you're coppin' air time you should be in full armor. Consider the measurements you're gonna be dealing

with. A ramp at least eight feet high PLUS the amount of air you plan to gain from that eight feet. Jeez, Louise, that's a long drop.

Another quick tip. If you've got a VCR, you might want to check out some of the current freestyle videos. The AFA, GT, and BMX ACTION videos all have good aerial footage, slow-mo and all, of the top dudes. And if you ever get a chance to check out a pro or a hot local trick team, DO IT. There's nothing like seeing top freestylers jammin' live - besides supporting the sport, you WILL learn something.

With this info, you should be joining R.L., Brian, Mike, and many others in exceeding FAA Maximum Air Standards in no time. •

Christian Hosol. Back-side air, Pipeline Combi-Pool.



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Sims 3.70 2-Tone 4.90
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Accessories

Deck Grips
1" Clear Blue Yellow 2.40
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3" Clear Blue Yellow 2.40
4" Clear Blue Yellow 2.40
5" Clear Blue Yellow 2.40
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All Have Precision Bearings & Tape

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2" Clear Blue Yellow 2.40
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C.O.M.P.E.T.I.T.I.O.N

DEL MAR • BOSTON • HUNTINGTON BEACH

Puppet air. Brian Blyther.



Freestyle is a creature of many facets — street riding, vertical thrashin', exhibitions, competitions . . . you name it. The next few pages are devoted to contests.

Competition is a growing part of our sport and it's helpin' to bring us all together — unity is strength! Freestyle is JAMMIN' full speed ahead! Today the parking lots and streets, tomorrow the WORLD!!!

Okay, so we're exaggerating. A little. Check it out for yourself.



Donovan Ritter rode 16X, then turned pro and RODE pro the same day. He was blazin', as you can see. Bad news — the Del Mar Skate Ranch closed down about a month after this contest because of insurance problems. But don't fear, rumor is that it's reopening soon — we hope.



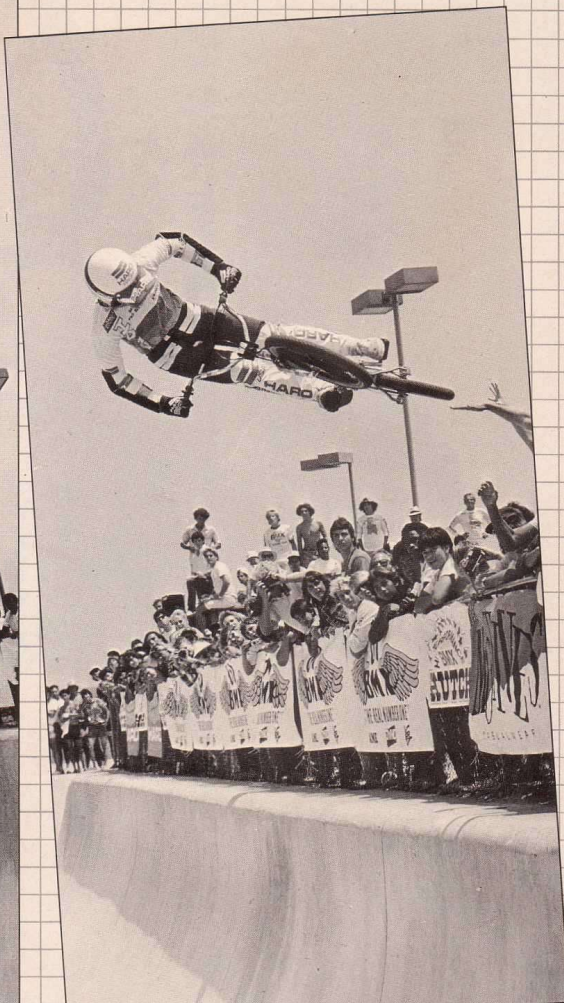
PHOTO BY WINDY



DEL MAR



Dominguez, delivering a one-footed tire-tapper. Aggro as ever, but not enough to beat Eddie THIS time.



His name is becoming legend. His acts have to be seen to be believed. His variations are INTENSE. Tony Murray wins again.

RESULTS: KING OF THE SKATEPARKS ROUND THREE — DEL MAR

PRO

Eddie Fiola
Mike Dominguez
Brian Blyther
Donovan Ritter
Dave Vanderspek

17 & OVER EXPERT

Tony Murray
Rich Sigur
Dean Palacios
Andy Shohara

17 & OVER NOVICE

Mike Anderson
Gary Gonzo
Dennis Earlas
Mike Capito

16 UNDER EXPERT

Marc McGlynn
Donovan Ritter
Jeff Carroll
Robby McCrary

16 UNDER NOVICE

Randy McCrary
Joe Smith
Vinny Williams
Tony Adams

BOSTON, MA — Too rad.

Freestyle competition has arrived on the East Coast in a BIG way. According to observers at the scene of the Northeast Freestyle Masters Series (August 17-18) in nearby Fitchburg, this contest was awesome. The best ever. A landmark event. Here's a sample:

- * 1,500 to 2,000 spectators paid three bucks (\$1 for kids) to witness the action — the first real indication that freestyle could become a spectator sport.

- * 185 entries. A record. A total of 13 states were represented, including Pennsylvania, Florida, Maryland, California, New York, New Jersey, and greater New England. Even one girl entered. Could it have been Christine Lisnock?

- * Pepsi sponsored the event. Cool? You bet. It's the first time a MAJOR company outside of the sport has sponsored a competition. Credit for this — and everything associated with this contest — goes to Ron Stebenne (the event organizer and team manager of the GT/Mountain Dew Trick Team) for having the right connections. And word has it that Ron even put up a few thou of his own money to ensure the contest would be done right.

- * A \$3,000 pro purse. The largest to date.

- * The event's organization was the BEST. Would you believe color coated registration? No lie. The Fitchburg Center arena, where the contest was held, was divided in two sections — the competition area and a practice area. Classes had ten minutes to practice, and at the end of the time, a buzzer would sound. Now that's efficiency. The competition ran like clockwork, starting and finishing on time. Totally professional.

- * A new system of judging was used, with excellent results. Scoring was 1 to 100 points, but instead of each of the five judges evaluating everything about a rider's performance in their scores, each was responsible for only one of the following categories: showmanship and appearance, execution and technique, degree of difficulty, variety and flow, and overall impression. Simple, effective, and fair. The riders loved it.

About the only lame thing about the contest was that it was indoors. Translation: poor lighting, which means not the greatest conditions for taking photos, as you can see. Let's hope it's better next time so we give the contest the coverage it deserves.

Check the results to see who did

BOSTON



hot. And to Ron Stebenne and everyone who made this a milestone event, a big FREESTYLIN' round of applause. And by all means, guys, keep it up.

Bet you'd never guess who ruled the pro class back in Massachusetts? Martin Aparijo, in his first pro competition, annihilated the ground class, while Ron Wilkerson grabbed both the vertical and overall titles. Ron's weekend earnings? 1,400 bucks.

RESULTS: NORTHEAST FREESTYLE MASTERS COMPETITION BOSTON

13 & UNDER OPEN

FLATLAND:
Ben Johnson
Gregg Macomber
Tony Peloquin

RAMPS:
Gregg Macomber
Tony Peloquin
Ben Johnson

OVERALL:
Gregg Macomber

14 & OVER NOVICE

FLATLAND:
Fred Casey
Joe Crincoli
Willy Manduca

RAMPS:
Tom Strada
Tom Walsh
Gary Beane

OVERALL:
Willy Manduca

14 & OVER INTERMEDIATE

FLATLAND:
Dom Grampaoto
Steven Cayer
Daq Woods

RAMPS:
Daq Woods
T.J. Fallon
Brian Corren

OVERALL:
Daq Woods

EXPERT

FLATLAND:
Chris Lashua
Don Cook
Rob Iacovelli

RAMPS:
Chris Lashua
Joe Johnson
Rob LeClair

OVERALL:
Chris Lashua

PRO

FLATLAND:
Martin Aparijo
Ron Wilkerson
Paul Delairrio
Matt Bennett

RAMPS:
Ron Wilkerson
Mike Dominguez
Dennis Langlais
Paul Delairrio

OVERALL:
Ron Wilkerson

HUNTINGTON BEACH



Story by Don. Photos by Oz.

You know him, you love him . . . Martin Aparijo. This guy's probably one of the friendliest riders in the whole sport, but he's a ferocious competitor. Definitely underrated — until now. First, pro flatland and overall.

We've got some good news and some bad news.

The good news? Round four of the AFA Masters Series in Huntington Beach was killer. 172 entries — 112 flatland, 60 ramp. Extremely hot talent from the Midwest, East Coast, and even France showed up, and they rode in the AFA's best organized contest to date (almost a complete turnaround from Venice). They moved

through the classes at a decent pace, delays were kept to a minimum, the new judging system (just like the one used at the Boston competition) was liked by the majority of the riders, and the spectators were laid back so things stayed pretty cool.

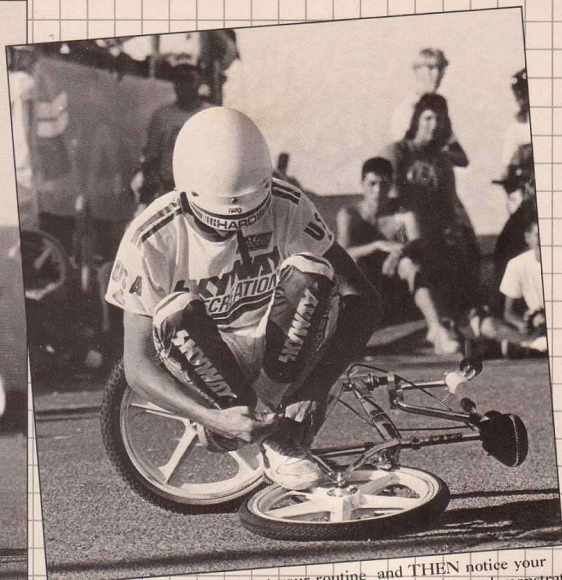
The not-so-good news? R.L. and Eddie didn't enter, despite positive indications before the contest. R.L. WAS going to compete, but just days



Mr. Hyper himself, Dennis McCoy, hangin' it out. Overall wins here and at Venice will make him THE target next contest.



Remember this guy? Golden Gate Park local Rick Allison. He surprised more than a few people with second in pro flatland. Workin' the GT summer tour with Aparijo really tuned him up.



What do you do after you start your routine — and THEN notice your shoestring is dangling in dangerous territory? Oleg Konings demonstrates.

before Huntington he bailed off his new experimental quarter-pipe practicing 360 drop-ins. He severely bruised the muscle in his right leg and couldn't ride without it stiffening up.

"I was ready to compete," he said. "I just didn't want to give a half-way performance my first time out."

And where was Eddie? Apparently he couldn't get off from his stunt coordinating work on RAD, a BMX movie due out in early summer. Also missing in action were Mike Dominguez (in attendance during Saturday's flatland session, but reportedly got the stomach flu that night) and Woody Ison. Woody had been recovering from an ankle injury, but Brian Scura accidentally stepped on it while they were building a ramp earlier in the week, and tweaked it again — enough to keep Woody in a judging chair

GROUNDWORK HIGHLIGHTS

Miami Hoppers (and every conceivable variation), cherrypickers, and boomerangs were the moves of choice at Huntington. The new rage, though, was the Mega Trick — the "Dizz" Hicks original where you flip your bike upside down and walk all over it. Rampant aggressiveness? Believe it.

The expert flatland competition could be summed up with one name — Dennis McCoy. This guy ruled 17 over Expert ground at Venice, and did it again here. No one can touch him when it comes to showmanship and fast footwork. How does Dennis do it? "I had to practice indoors last winter, and footwork was about the only thing I had room in my living room to practice. So I just scooted out the chairs and danced around. It's a great way to connect boomerangs — do footwork, boomerang, footwork... it almost makes boomerangs easier."

Finishing behind McCoy were Rich Sigur and Dizz, who had sliced his knee open on his gooseneck earlier that morning and had to be rushed to the hospital to get stitches. It didn't seem to phase him though. The crowd went NUTS when Dizz took center stage.

Other shredders of note were Jason Parkes (first, 16 Under-Expert), Eddie Roman (who did a bunnyhop footplant off the judges' table), brothers Brett and Trevor Hernandez (they're in different classes, but they both ripped), Marc McKee (who was first out of 39 entries in 16 Under Novice), and Nor, Cal's Tim Treacy and Michael Perkins.

NOW the pros. Pro flatland shaped up like this: Martin Aparijo, Dave Nourie, Oleg Konings, Ron Wilkerson, David Ruz, newly-turned pro Fred Blood (yes, Capt. Blood himself), and long time no see Rick Allison. Each had five minutes to show their stuff, five less than Woody's run at Venice. The winner? Martin, then upset number one — Allison, Nourie, and upset number two — Blood (who had the most entertaining run, which included a hilarious Nourie imitation). Wilkerson finished sixth — unusually low for him.

Martin was, of course, stoked. "After I won the first contest (in Boston) and there were only a couple hot pros, it was hard to prove myself. I'm still looking forward to the day when R.L. and Woody enter. That's gonna be the main one. But I'm happy with this."

RAMP MAYHEM

Sunday was the quest for 10 feet. And who did it? Who else... Tony Murray. But brace yourself — he only tied for second in his class.

What happened? Well, Murray fell victim to the AEA's 50:50 ramp rule, which states that scoring is based equally on quarter-pipe and small ramp. That means that if a rider



Tony Murray. Air? Ten feet... and counting — and he didn't even win.



This is the first time we've seen Dino DeLuca in a while and look at the kind of stuff he's pullin' off now. Top-side one-footer helicopter. Third in 17 Over Expert ramp.

doesn't do much on the small ramp, he's graded down heavily. Murray, Josh White, Dino DeLuca, and Todd Anderson pulled off the highest and most insane airs of the day, but only Todd devoted enough time to both ramps. His reward? The 17 Over Expert win.

Another guy to keep an eye out for is Jeff Latimer, from Midland, Texas. He left the 16 Under Expert class in ruins with eight foot inverters and can-can airs. Killer style, too.

In pro ramp, Wilkerson, still ticked about finishing behind Blood in flatland ("There was NO WAY he did better than me!"), threatened not to enter, but changed his mind. He had to place first and Aparijo sixth to take the pro overall.

Ironically, Ron's Haro cellmate Brian Blyther aced him out. Brian put everything into his run: inverters, 540s, drop-ins, helicopters, canyon jumps, and a chasm jump from the GT ramp onto the Haro trailer. A freestyle tour de force. He left no doubt about who would win.

Wilkerson placed second with a series of aerial attacks, though he repeatedly attempted and missed 540s. Hugo Gonzales, who always has a mind-boggling trick up his sleeve, took third on the strength of an OUTRAGEOUS 10-foot, ramp-to-ramp canyon jump. He did it so easily the first time that he tried it again. Number two ended in a slam, but he walked away from it. Nobody walks away from slams like Hugo.

Martin didn't attain any air, but did accomplish some cool small ramp moves, including tailwhips and bar endos. It was good enough for fifth, and the pro overall.

THE FINAL ASSESSMENT

You couldn't help but walk away from the Huntington Beach contest with some extremely positive feelings about the direction freestyle is going. The level of riding is beyond belief, events are becoming more dialed in, the pro competition boycott may be just about over, there's serious talk of a \$10,000 pro purse at the Masters Series final... everything about the sport is pointed straight up. '86 will be the year freestyle explodes.

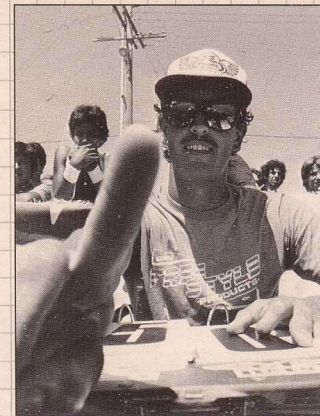
continued

And you thought Josh White could do only 540 airs... Eight foot pretzel air off the Skyway quarter-pipe. Watch out for this guy — he tied Tony Murray for second in 17 Over X.

JANUARY 1986



The younger riders are really comin' up. Brett Hernandez. L-sit.



Boy, the guy turns pro and look what it does to his head. Capt. Blood.





Upset city. A command performance by Fred Blood. Fourth in the pro flatland debut. And only Fred can get away with riding to an old Iron Butterfly tune.

When you spend your summer doing four shows a day, six days a week at a Tennessee amusement park, you can't help but dial in your routine. DeLuca, inverted wheelstander.



Wilkerson was all psyched before the contest that R.L., Woody, and maybe Fiola would be entering, and when it didn't happen, it obviously detuned his head. An uncharacteristic sixth in pro flatland.

RESULTS: AFA HUNTINGTON BEACH COMPETITION

13 & UNDER OPEN

FLATLAND:
Trevor Hernandez
Scotty Freeman
Bill Swoope

RAMPS:
Scotty Freeman
Mike Golden
Trevor Hernandez

OVERALL:
Scotty Freeman

16 & UNDER NOVICE

FLATLAND:
Marc McKee
Tim Treacy
Scott Robinson

RAMPS:
Mike Bartlett
Eddie Marquez
Steve Luna

OVERALL:
Mike Bartlett

16 & UNDER EXPERT

FLATLAND:
Jason Parkes
(tie) Eddie Roman
Brett Hernandez
Mike Loveridge

RAMPS:
Jeff Latimer
Eddie Roman
Marc McGlynn

OVERALL:
Eddie Roman

17 & OVER NOVICE

FLATLAND:
Michael Perkins
Norman Chuck
Dave Reddick

RAMPS:
Doug Randazzo
Tom Strada
Gary Gonzo

OVERALL:
Tom Strada

17 & OVER EXPERT

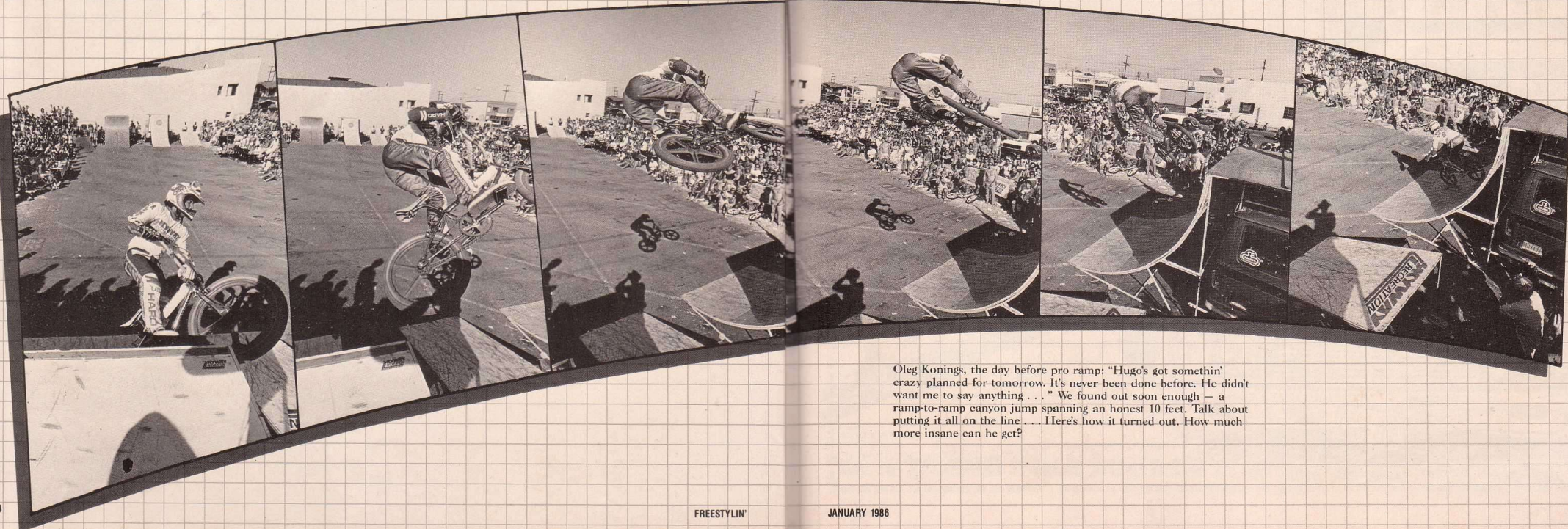
FLATLAND:
Dennis McCoy
Rich Sigur
John Hicks

RAMPS:
Todd Anderson
(tie) Tony Murray
Josh White
Dino DeLuca
OVERALL:
Dennis McCoy

PRO

FLATLAND:
Martin Aparijo
Rick Allison
Dave Nourie
Fred Blood
Oleg Konings
Ron Wilkerson
David Ruz

RAMPS:
Brian Blyther
Ron Wilkerson
Hugo Gonzales
Dave Nourie
Martin Aparijo
Rick Allison
OVERALL:
Martin Aparijo



Oleg Konings, the day before pro ramp: "Hugo's got somethin' crazy-planned-for-tomorrow. It's never been done before. He didn't want me to say anything . . ." We found out soon enough — a ramp-to-ramp canyon jump spanning an honest 10 feet. Talk about putting it all on the line. . . . Here's how it turned out. How much more insane can he get?



OFF THE

DEEP END

Street Assaults

When actions speak louder than words...

...walls cease being obstacles and become objectives,

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and everyday terrains become sessionable.

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	White, Yellow, Pink, Lavender, Green, Turquoise, Grey	58 ⁹⁵
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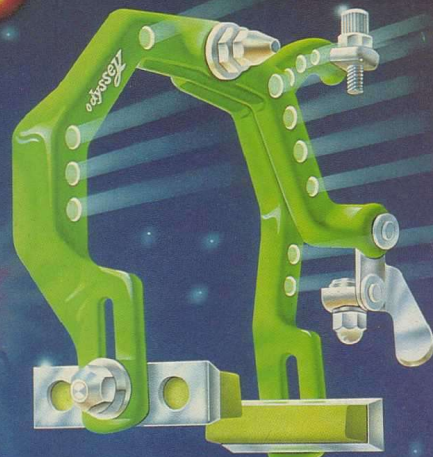
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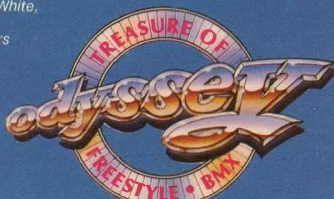
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STREET TALK

continued from page 10

ed before; once they even threatened to arrest us. I know Wilkerson has had this problem and some of you guys out there probably have too. It looks as though the cops cannot tell talent when they see it. What do we do? Help!

Matt, Stan, and Seth
Bent Trick Team
Scarboro, Maine

PS. Dominguez rules!

Yeah, it's lame, but it's a part of life. First off, stay cool with the cops — one thing you don't want to do is get on the bad side of Johnny Law. When Oz and I went to the photo session with Mark Gonzales in Huntington Beach (check this issue for the shots), he was riding in the same places that Wilkerson had been last year when he got chased off by the police. But things went really smooth 'cause we were careful not to create a problem — the security dudes could have chased us out at any time, but they didn't. BUT we have been chased out of areas in the past sooo... You just gotta find the cool places and be cooperative, I guess. — A.J.

FEAR

Dear FREESTYLIN',

All I want to say is a quick word about music. FEAR. What else can you say about the best? Keep up the great magazine.

Mike Risley
Everett, Washington

PS. The more skate clips, the better. Your mag is way cool!

You're not gonna believe this, Mike, but I was listening to FEAR when I opened your letter (Don is my witness). Strange. I LOVE, LIVIN' IN THE CITY... great band all right. — A.J.

AGGRO?

Dear FREESTYLIN',

AGGRO, AGGRO, AGGRO. That seems to be the only word I ever read in FREESTYLIN'. It's under almost every photo and has even been the subject of a cartoon by Andy.

WHAT DOES IT MEAN? I've looked in my Webster's, but no dice.

Ron "Shake 'n Bake" Baker
Bellevue, Nebraska

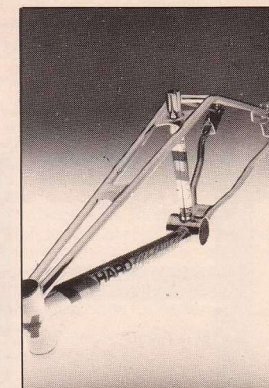
ag gro /ag-(,)ro/ n la: short for aggressive; b: tending toward or exhibiting aggression; c: a driving, forceful energy; d: INTENSE, RADICAL (the dude is ~).

How's that? — A.J. ●

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INSTRUCTIONS: To prepare files containing all known vertical surfaces, along with locations, phone codes, and names of personnel frequenting such spots, authorized or unauthorized. Strategic Aerial Command will send out long-range recon patrol to investigate such occurrences. Any radical activity will be documented and reported.

VERT SEARCH

Okay, dudes, hope you're ready for this. The freestyle world, as we know it, may never be the same. Introducing the latest top secret undertaking from FREESTYLIN's Clandestine Operations agents: PROJECT VERT-SEARCH. Acting under direct orders from Strategic Aerial Command, they have been assigned to seek out all vertical riding surfaces.

The only problem is that it'd take FOREVER (maybe longer) to find all the shreddable terrain on the planet. This is where you come in. If you know of ANY place that's vertical and cool to ride, be it your ramp, an abandoned skatepark, empty swimming pool... whatever, let us know. And if we just happen to be in the area, umm, who

knows... you just might see a small fleet of Wizard Pubs equipment vans quietly slip into your driveway.

In order to have accurate information for our highly classified files, we'll need a photo of your stomping grounds, its location and info about the place, your address, phone code (rrr, I mean phone number), and anything like how many guys regularly show up, local hot-shoes, etc.

P.S. Don't tell anyone, but we're seriously thinking of doing a FREESTYLIN' Hot Spots Tour this summer in our factory Astro Van to check out THE places to shred. Be on the lookout.

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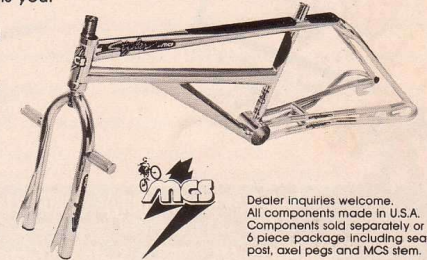
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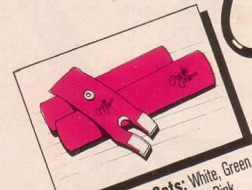
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GRAFFITI

continued from page 14

Venice contest that was featured in the last issue, and we left him out of the standings. He took fourth in pro air. Sorry Steve and congrats for turnin' pro.

KONA

Drew Johnson of Kona skatepark in Jacksonville, Florida, which is renowned for its intense skate action, told us that the park is now holding bike contests in their pool, half-pipe, and on the flatland. If you're interested in a hot place to ride and compete, check it out — it's one of the last remaining dinosaurs. You can write Kona at 8739 Kona Avenue, Jacksonville, Florida 32211. Tell 'em FREESTYLIN' sent ya.



Will Lester Kasai be ridin' a Haro board?

SKATE UPDATE

Look for CW's skateboard soon. We've seen the first production models. Yeah, you heard us right, CW has a skate. It's a basic shape concave deck with Gullwing trucks and Madrid wheels. Are they lookin' for a rider?

Haro has some surprises in the works. Rumor has it they're workin' on some wheels and experimenting with different materials for decks. Hmmm. Plus, they just signed Variflex's Allen Losi to ride the

new Haro knee pads. Pro skater Christian Hosoi was ridin' the new pads at a recent contest in Del Mar — and he won. Talk about instant credibility for Haro. And Haro's lookin' to fully sponsor a pro skater. Lester Kasai may just be the guy. THAT would be cool.

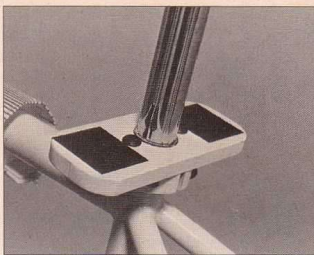
Look forward to seein' a little bit more skatin' within these pages. Check out the stuff on Mark Gonzales in this issue — RAD.

SEAT POST CLAMP MOD

Scope out this new product from DK. It's a new seat post clamp that doubles as a platform. It's a stock DK clamp with two holes drilled into it to accept the stand that bolts right on. The grip tape comes stock. Not too much else to say about it other than it works, it's pretty cool, and doesn't look dorky. Check it out your local shred shop.

FOR SALE

A skatepark. In downtown Gadsden, Alabama, just northeast of Birmingham. No kidding, Mark Sauls is selling his full-on cement skatepark — pro shop building and all. If he doesn't sell it in four months he says he's going to have it "blown up" to sell the land. Interested? The going price is 150,000 bucks. Considering it cost \$500,000 to build we'd guess that ain't too bad. Give him a call at (205) 543-7261, and maybe he'll give you a test drive.



The DK seat post clamp/platform. Cool little unit that comes in a ton of colors.

NEW SANCTION

The National Freestyle Association. Yep, a new sanctioning body headquartered in Baltimore, Maryland (not to be confused with the earlier NFA, which is now defunct), headed by Hutch Trick Team manager Randy Bowser, and backed by Hutch himself. They held three contests in September and are plannin' on doin' a whole series all over the country in '86 with a world championship that'll have a minimum of 6,000 bucks up for grabs in the pro class. PLUS, a three date series of skatepark/flatland contests at Ocean City in Maryland and Kona in Florida that they're gonna call the War of the Worlds series. The NFA is guaranteeing a \$1,500 per purse at each contest.

Here's a basic list of dates and places for their 1986 series:

January 18..... Baltimore, Maryland.
February 15..... Jacksonville, Florida.
March 15..... Marietta, Georgia.
March 16..... Knoxville, Tennessee.
April 19..... Fenton, Missouri.
April 20..... Rock Island, Illinois.
April 26..... Ohio.
May 17..... Dallas, Texas.
May 31..... Ocean City, Maryland.
June 21..... Chandler, Arizona.
July 4..... Beverly Hills, California.
July 13..... Jacksonville, Florida.
July 19..... Bakersfield, California.
August 16..... Sonoma, California.
November 8..... Jacksonville, Florida.
November 15 (grandnationals)
..... Jacksonville, Florida.

Pretty hefty schedule, huh? They're goin' all out so if you want further info, don't delay. Give 'em a call or write 'em at the NFA National Office, 4030 Benson Avenue, Baltimore, Maryland 21227. Phone: (301) 242-6944. We'll keep you posted on any updates.

THE WINNER IS...

Greg Davis of Waterville, New York deserves a round of applause for winning the first ever FREESTYLIN' subscription sweepstakes (Winter 1984/85). He scarfed on a brand spankin' new Red Line RL-20 Pro Styler. People really do win here at FREESTYLIN'.

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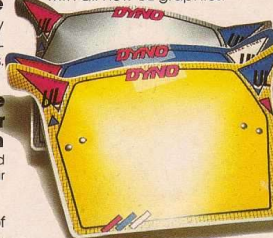
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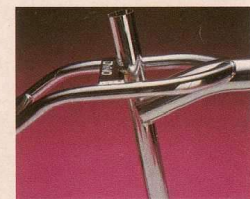
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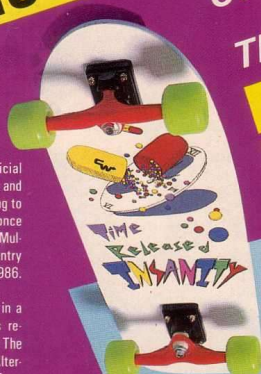
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2. The winners will be selected in a random drawing from all entries received by FREESTYLIN' Magazine. The winners will be notified by mail. Alternate winners will be selected if no response is received from the original winners within 30 days of notification. These prizes will be awarded and no substitution will be made for them.

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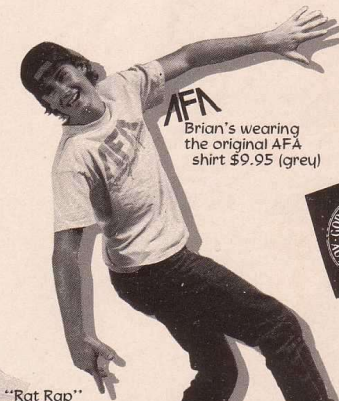
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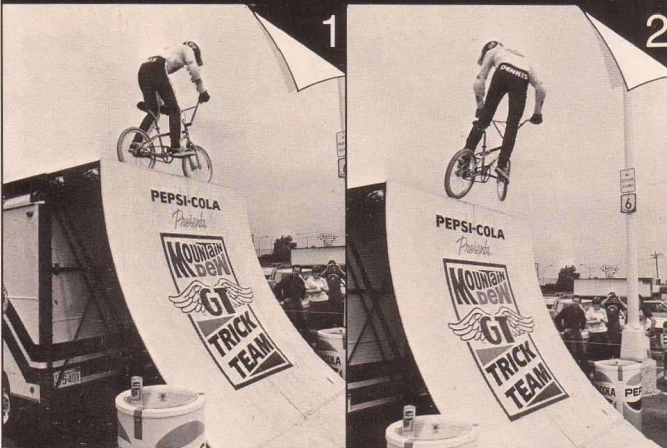


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TRICK PAGE THE 360 DROP-IN

WORDS AND PHOTOS BY CHRIS SAULNIER



Dennis who? From where?
New England? Sounds like a place out of a history book, doesn't it? Well it is, but in this instance it happens to be where Dennis Langlais lives.

Dennis is a 17-year-old pro from Whitinsville, Massachusetts, who, as far as anyone knows, is the originator of this hefty move. He's been riding freestyle for about three and a half years. After getting involved with a local trick team about two years ago, he was picked up by GT about a year later. Now the dude is doing shows and competitions all over the world, including Venezuela and Europe, with the Mountain Dew/GT Trick Team.

The trick Dennis is gonna show ya is the treacherous 360 drop-in. (It's really a 270, but "the 270 drop-in" just doesn't sound cool.) He got the idea for the 360 from watching a friend do 360's off a curb, which is the way we recommend you practice this puppy.

This is hefty so be sure you have your helmet and elbow pads on. Once you've overcome the massive fear factor, you'll find the 360 is easier than it looks. Enjoy and remember, don't ride over your head (or on it). This trick isn't for everyone, so make sure you're ready before you attempt it.

□ First off, you've got to be on the platform. Fly out or climb up there. Position your bike parallel with the coping — about six inches away. If you spin to the left, have your right side facing the transition and visa versa. Dennis spins to the left so that's how we'll be describing it.

□ When positioning your bike, have your pedals level and your coaster brake or back caliper on to keep you from rolling forward. Get up onto the pedals. You'll need to know how to balance on two wheels at this point. A good tip is to do mini hops on both wheels to keep your balance (practice this on the ground first until you learn to stay in one spot while hopping).

□ What happens next makes the whole trick work or fail, so listen up. Bend your arms and legs while turning your upper body slightly to the right as a pre-load. Then extend your arms and pull your scoot up into your body, bringing the wheels off the ground. Your upper body should be moving to the left while you pull left with your arms and push right with your legs to get your 270 going. This should be done in a smooth, spring-like motion. It's important to lift both of your wheels at the same time or else one or BOTH will hang up on the platform, causing instant disaster.

□ If you've done everything correctly up 'til now, you should be falling onto the transition of your quarter-pipe, still spinning. To avoid massive looping action, extend your arms as you fall to bring the front end down and wait for the back end to connect with the ramp. Land with both tires at the same time to stop the momentum caused by your spin. DON'T go past a 270 or you'll be headed for the worst tank slapper of your life.

□ Remember, you're free falling four to six feet depending on your pipe, so bend your knees and compress into your scoot as you land to cushion the impact. You SHOULD be riding out of it at this point. •

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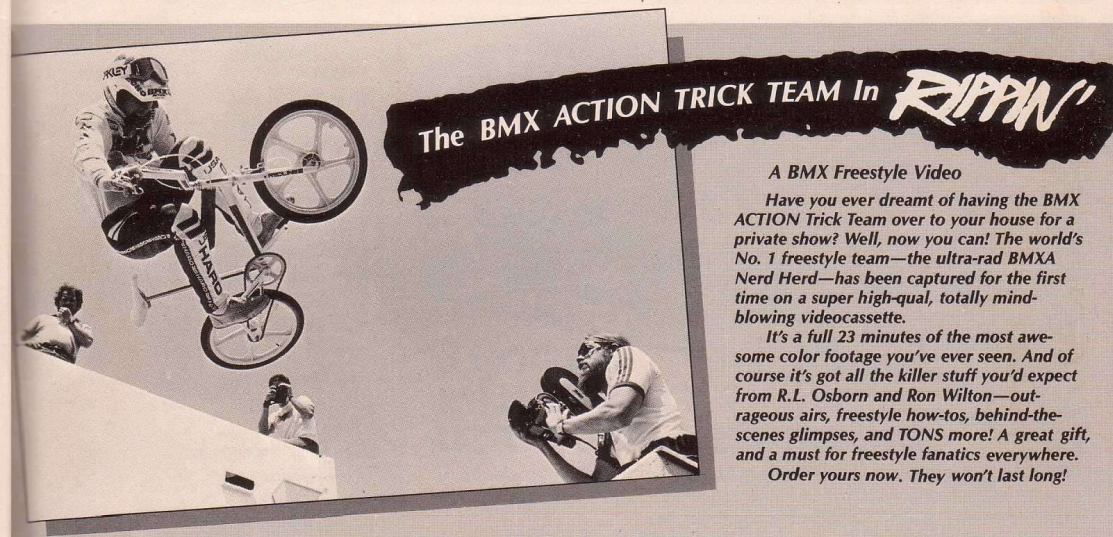
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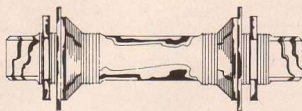
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