

FREESTYLIN'

# FREESTYLIN'

M A G A Z I N E

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VERT PLANS





# ACS-1986 THE HOT LINE

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## ACS Z-RIMS

What can we say? If you don't know what a Z-Rim is by now, chances are pretty good this is your first visit to planet Earth. ACS Z-Rims, and complete Z-Wheels, have throughout the development of Freestyle and most of BMX been the preferred wheel choice worldwide! Made of lightweight yet super durable DuPont Zytel® ST, Z-Rims come in three sizes (20", 24", 26") and more than nine, but less than eleven colors:

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Blue Yellow Lavender  
Black Turquoise White



## ROTOR "45" STEM

Yes friends, feast your eyes upon the latest Freestyle innovation: The ACS Rotor 45 Stem. Designed for use with the Rotor, this stem comes complete with a Pott's Mod for the front brake cable plus a built-in cable stop that positions the rear brake cable away from your knees and directly over the Rotor anchor bolt. Say goodbye to tons of power robbing flex. A specially designed chromoly shaft allows for precise Rotor positioning and a super tough, forged aluminum head rounds out the package.

## "MINI-MTN" LEVERS

With features like Dual Allen Head mounting bolts for locked-in positioning, a super sano cable tension adjuster and the infamous ACS/Pott's Mod II button all combined into one lever you probably couldn't ask for more. Well, we did! All of this comes built into a heavy duty flex free body that features the perfect amount of lever extension and length.



## POTT'S MOD II LEVERS

We've taken the most popular lever and built in a special "lock-up" button. The Pott's Mod II. Just pull back the lever, push in the special "lock-up" button and voila, your brakes are mega locked up. What a difference it makes! With your hands free from the brakes you'll be doing the hottest, newest freestyle moves faster and easier! To reactivate your brakes just give the lever a tug and the spring loaded "lock-up" button will pop up. Your brake system will be back on line and you'll be able to close in on the babes you just dazzled.



## 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.



## STOKER PEDALS

Still looking for the perfect pedal? One with all the essentials like excellent foot support, killer traction studs, plus a little something in the awesome department?! An innovative design that works with your natural foot angle to reduce ankle strain and provide superior control is the difference that makes this the perfect pedal: ACS Awesome!



## ACS Z-PADS

You probably already know Z-Pads are designed to work with Z-Rims and Z-Mags to stop you better than anything else out there. But, did you know that Z-Pads also do a totally awesome job of slowin' you down from mach speeds when used on alloy or steel rims? Well, its true! Colors to match Z-Rims.

## POTT'S MODIFICATION

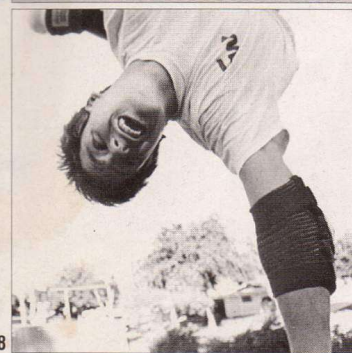
We can only ask ourselves where Freestylin' would be without this pup! The ACS/Pott's Modification is essential equipment for all freestylers. It comes complete with instructions and enough wedges and pinch bolts to work on about any bike in existence, plus some.



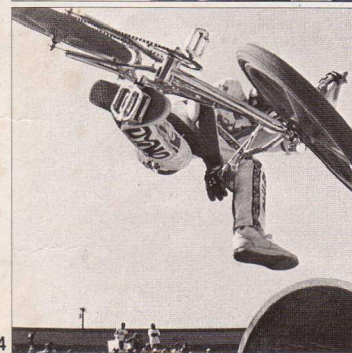
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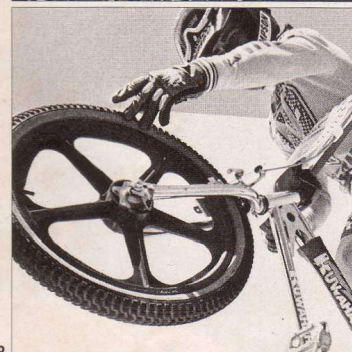
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# FREESTYLE™

M A G A Z I N E

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**COVER:** Small ramp trickery—Wiz headquarters. Rider? R.L. Osborn. Photographer? Windy.

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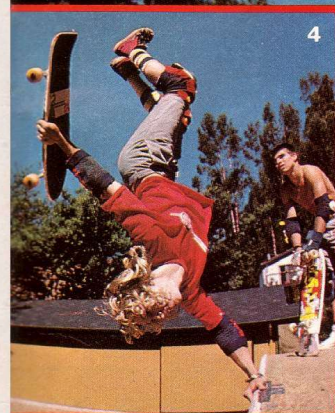
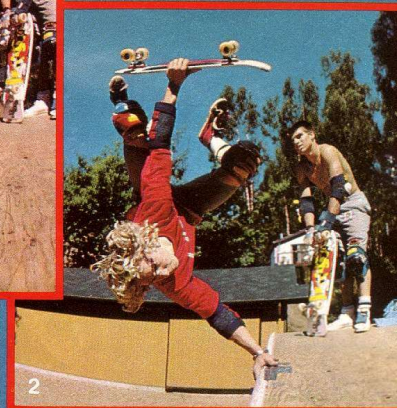
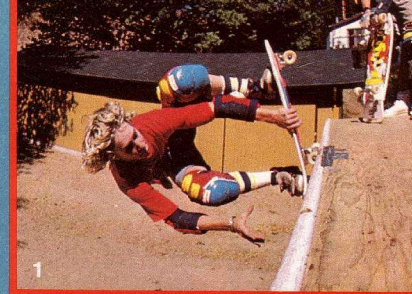
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WIZARD PUBLICATIONS, INC.  
3162 KASHIWA STREET  
TORRANCE, CA 90505  
TEL: (213) 539-9213

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## not an editorial

It was 3 a.m. and I was tired. Deadline had been yesterday and I was still working. The green words on my Kaypro's screen began to blur out and what I was writing was slowly becoming alien. I was drifting . . .

. . . I got up to get some coffee, a plan to TRY and keep myself awake. The mag's GOTTA get done by morning. On my way to the brew machine I almost ran over Oz (WHOA, what was he doing here this late?). Derrick, the vice prez was right behind him—he had something in his hand, but I couldn't make it out. Oz was talking to me. It all seemed quite strange . . .

"Andy. Still working on the March issue, huh?"

"Ah, well yeah, we had some trouble scheduling . . ." This was it, I told myself—I was in for it.

"Yeah, yeah, I know about all that, remember, I used to be in your seat. What I wanted to talk to you about was the status of the mag—you know, being bi-monthly and all."

Phew, I was clear for now.

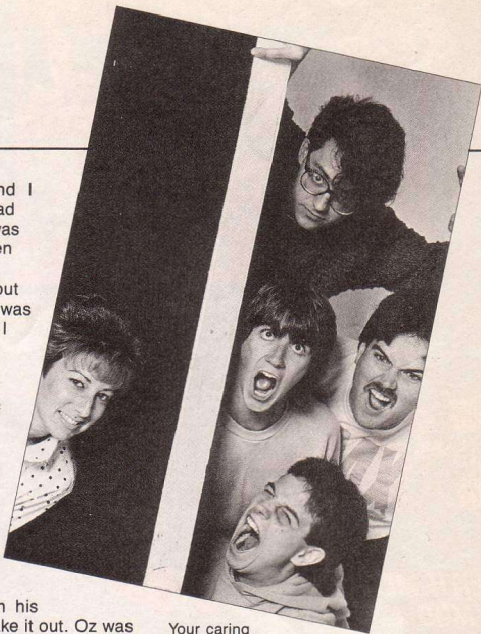
"I don't have to tell you how well the sport or the mag are doing—they're EXPLODING!" he said, waving his hands. I heard a clanging behind him . . . "To keep up with the demand and the expansion of this thing we call freestyle, we're taking the mag up to ten times a year—monthly for eight months with two double issues, one in September/October and the other in January/February."

"YEAH, that's hot. Practically monthly. Bitchen. That means more of EVERYTHING!"

"Yes, Andy, it does," said Derrick as he stepped up beside Oz. Now I noticed that what he had in his hand were shackles, "Especially WORK!"

In terror, I began to notice things in the warehouse that had never been there before—the row of cots in the back, the showers over in the corner by the darkroom, and BARS ON THE WINDOWS?! A quick look down the hall gave me a glimpse of Don hunched over his computer, shackled in. And Lew, and Gork, and . . .

"ANDY, HEY ANDY! Wake up man, did



Your caring and fun-loving editorial crew—Windy, Andy, Don, Gork, and the new guy, Lew.

*ANDY SEUKIANS*

**FREESTYLE**  
M A G A Z I N E

Oh yeah, something else you might want to know. We're changing the name of the mag to Better Homes and Freestylin'—just kidding, just kidding. But we are going to change the name by dropping the last two letters and the apostrophe and replacing them with an E. As of next month we are officially FREESTYLE Magazine. No biggie, everything else will still be the same—make that better. You know that FREESTYLIN' shirt you've got on your back? Can you say C-O-L-L-E-C-T-O-R'S I-T-E-M?

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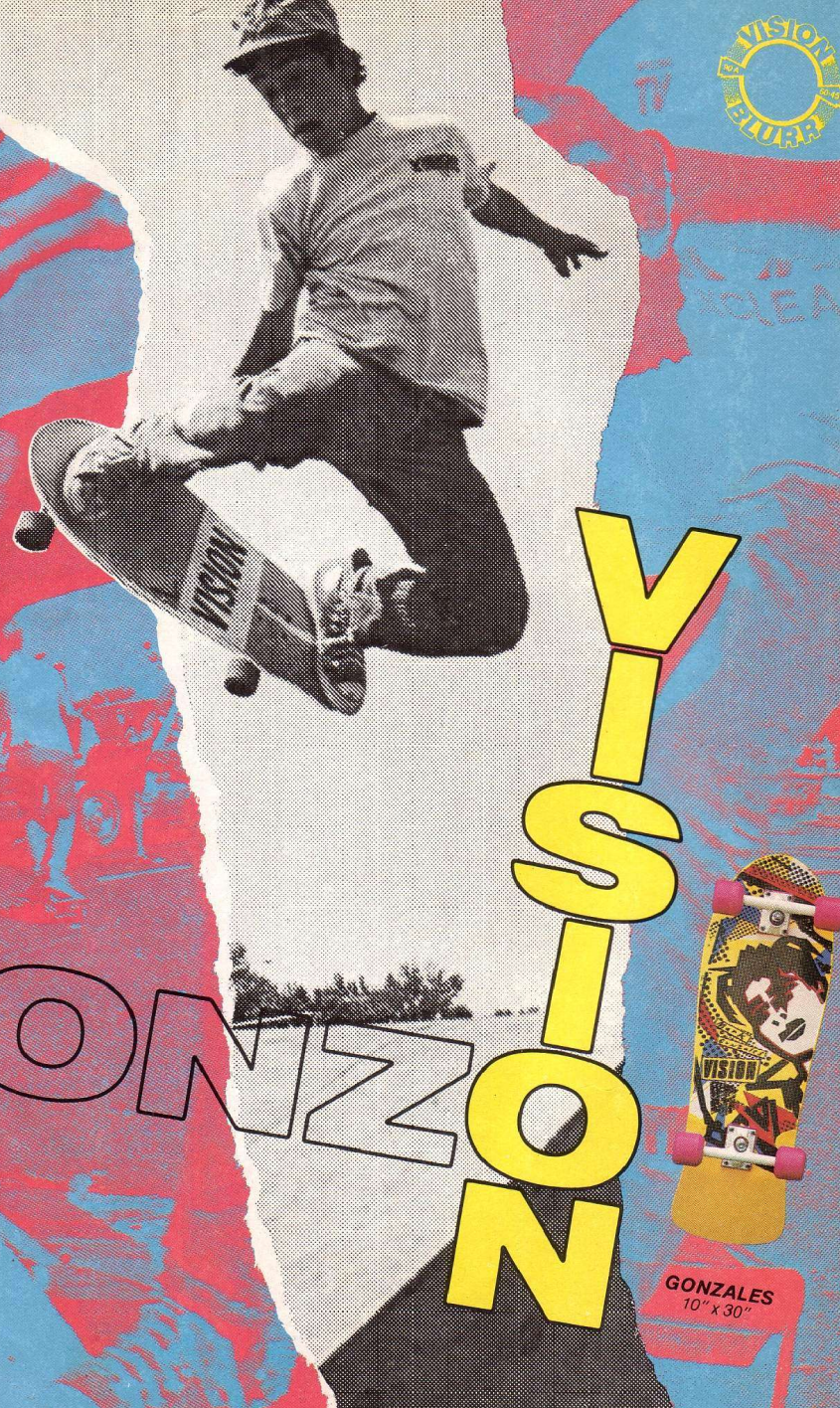
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# GRAFFITI

## BIG SWITCH

**F**irst shock: Michael Dominguez was released from the Hutch team a week before the KOS finals (in this issue).

The known list of teams that he talked to about a new ride included Red Line, Skyway, Dyno, and CW.

Second shock: Who he actually signed with—Diamond Back (yes, you did read "Diamond Back").

Exactly how much he signed for is a mystery. It **MUST** be plenty, 'cause he did some serious shoppin' before he settled in with these guys. Word from the D.B. headquarters is that they're goin' full-bore into freestyle this year and are lookin' for more guys to ride their bikes—that means sponsorships, boys and girls.

Mike's plans? He's been heard sayin' that he's gonna **REALLY** be goin' for it this year. If he does . . . look out.



Yup. It's Mike Dominguez. He's off Hutch and on Diamond Back. Believe it, or not.

PHOTO BY WINDY

## THE NEW GUY

I'd never seen anyone mix up chili French fries with a chocolate shake and pickles and actually eat it. That is, until I met Lew.

He's from Kalamazoo, Michigan.

He has an affinity for freestyle, skating, American hardcore bands, and writing about all three of them.

I first learned about Mark Lewman and his exploits in the Midwestern 'zine, **BMX NOW**. He used to write record reviews and an editorial column called "Lew's Views" for it. I say "used to," because he's now a California resident and wields his own set of No. 2 Ticonderoga pencils at Wizard Pubs. Translation: He's the new assistant editor of **THIS** very magazine. Welcome aboard, Lew!

## QUICKIES

Have you ever heard of **Profile** BMX bikes? Top quality stuff. Well, now they

have a freestyle bike and a rider by the name of **Don Cook**—be on the lookout . . . **Dave Breed** has been spotted working in the high fashion industry. In the meantime he's off the **GT** team and riding for **G & S**, his co-sponsor. Watch for him to make a competition debut this year . . . Rumors are flying that a pro-only sanctioning body is being developed. We'll keep you posted on that one . . . Remember **Richard Anderson** from Joe's Ramp Jams I and II? The namer that shredded on everyone. He's now ridin' with the **Skyway** team and is on his way to a full-on ride . . . You've no doubt heard of **Swatch** watches by now. Look for a TV commercial from them with some freestylin' in it—bikes AND skating. Three dudes seen on the scene of the

prelim shooting were **R.L.**, **Craig Grasso**, and freestyle skater **Per Welinder**.

## HUTCH WOOD

**H**utch is the newest BMX manufacturer to jump on the skateboard bandwagon. They've joined efforts with Santa Cruz to bring out a line of five—count 'em, **FIVE**—skates for this year. One of them is rumored to be made out of some type of styrofoam with a fiberglass coating. Hmmm. Also, be on the lookout for trucks and such—not to mention, a team. And watch for a new line of Hutch surf wear. Full-bore efforts indeed.

continued on page 70

FREESTYLIN'

Robert Peterson, "MASTER OF BALANCE" TV Expert

**STREET Styler**

**SKYWAY RECREATION**

Ready 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.



# STREET TALK

## JUST ANOTHER PARAGRAPH

Wanna throw some words around? Got any criticisms or lewd comments? Any good jokes? Used cars? Old wives' tales? Well, you know where to send 'em... FREESTYLIN', c/o Street Talk, P.O. Box 5279, Torrance, CA 90510. 'Til we meet again, comrades.

—Andy

## SURE...

Dear FREESTYLIN',  
I had a Mongoose and the bolts started to get loose.

It began to rust because of all the dust, and the frame began to bust.

I want a Hutch, but my mom thinks it's too much.

She wanted me to have a Haro with the money she had to borrow, but I'll finish the rest tomorrow.

Chris Lemon &  
Jeremy Carpenter  
Tulsa, Oklahoma

It took two of you to write that?—A.J.

## WE'LL BE RIGHT THERE

Dear FREESTYLIN',

I'm one of the two (count 'em, two—John Wylie and I) freestylers who's even half rad in Cordova, Alabama. We're about 40 miles below B'ham and we are heavily into freestyle. I'm talkin' day long sessions. I've seen maybe three other guys in B'ham who get aggro, but most of them race. Is there any way we can bring freestylin' down here? Please send help... quick!

Chad Brown  
Cordova, Alabama

Should we bring one—or two—truckloads of guys?—A.J.

## GUMBY FAN

Dear FREESTYLIN',

You've got a beastly magazine. Recently I've seen some really cool pictures of Dave Nourie. I think he's really cute and I would like to see and hear from him, preferably in person. But for now could you tell me his age, height, and basically his whole life story?

Desperately seeking Dave,  
Christina Bertram  
Loomis, California

It all started back when Dave was doing Gummys on his tricycle... —A.J.

## WORDS ON BLOOD

Dear FREESTYLIN',

Recently, I was in California. While in Hermosa Beach I met Fred Blood.

Fred offered to take me to a GT trick show the next day. He even gave me some rad parts for my scooter. He's gonna teach me how to 'style when I move there soon.

All in all, Fred is a super dude. I think

he deserves all the credit he can get.

Andy Jacobson  
Akron, Ohio

Are we talking about the same Fred "I'm not a boring guy" Blood? Do we start callin' him Fred "Super Dude" Blood?—A.J.

## VANDERMAIL

Dear FREESTYLIN',

Recently I was at Six Flags Beach Blast. It was RIPPIN'! Dave Vanderspek, Rich Sigur, and Tony Murray were all there. Tony and Rich got max air and Dave shredded on flatland. He did his Vander roll and it was WAY rad! Before the show started, me and a friend met Dave and he was real cool. He even snuck my friend up on the half-pipe to take pictures. We also saw the Dyno Dave was ridin'—awesome scoot. I really hope he comes back next summer!

Jeff Zimmerman  
St. Louis, Missouri

P.S. Metal rules!

It just goes to prove that there's no difference between them and us—we all put our grips on one at a time.—A.J.

## MORE FAN MAIL

Dear FREESTYLIN',

Near the end of summer a few friends of mine organized a couple of ramp jams in Calgary, Alberta. The jams were held on a half-pipe built by local freestylers and paid for by the city of Calgary.

Anyway, the jams were held the same week Eddie Fiola and Pat Romano arrived for the shooting of a movie about BMX (RAD). I was totally stoked, eh, when these guys showed up at the ramp. Talk about massive autograph sessions, massive crowd, and MASSIVE airs. Andy Shields and Darcy Lisecki (FREESTYLIN', July '85) also showed up and awed the crowd.

I think it was very generous of Eddie and those guys to show up—it makes for good relations between GT, Eddie, and the fans of freestyle. Thanks.

Pat Jensen  
Edson, Alberta, Canada

Imagine if EVERY city took the example of Calgary and paid for ramp construction—heaven on Earth.—A.J.

## GIRLS

Dear FREESTYLIN',

Salutations, fellow radsters! I just wrote to say how stoked I was when I read in



This guy's letter was WAY too long, but the photo's rad. Steven Taylor of Kingwood, Texas.

the November '85 issue about the female freestylers. You see, I'm also a chick who freestyles and it's great to know that there are other radettes scattered around the world.

I can do vertical stands, hops, frame stands, balancing moves of almost all kinds, lawnmowers, grasshoppers, and all sorts of good stuff like that. Let it be known that there are chicks participating in the area of radness—and I'm sure there're more.

Friend and fellow freestyler,  
Kris Dauchy  
Peninsula, Ohio

Yes there're more... —A.J.

Dear rad, bonzai, bike rockin', and knockin' FREESTYLIN',

Hey guys! You were right, there are more girl freestylers—ME! I've got a Hutch Trick Star and I've been stylin' for a year. I do variations of endos, track stands, rock walks, front and back pogos, surfers, frame stands, and a couple of un-

continued on page 66

AFFORDABLE  
QUALITY

HI-CALIBER

PRODUCTS FROM  
HUTCH



SPIDER and SEAT CLAMP



PEDALS: With that unique Hutch design.



HEADSET and BOTTOM BRACKET

HI-CALIBER  
BMX  
HUTCH

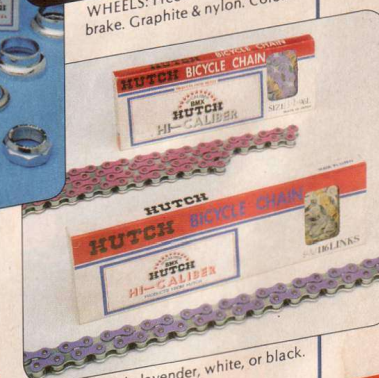
Look for the Hutch Hi-Caliber line at your favorite bike shop.



STEM: BMX or Freestyle



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



CHAINS: Pink, lavender, white, or black.

PRODUCTS BUILT TO WITHSTAND  
RACING, STREET RIDING, AND  
"TOTALLY RAD" FREESTYLING



STORY BY LEW  
STUNTWORK BY DON  
PHOTOS BY WINDY

# '86 RED LINE RL-20-II

## TO LIVE AND DIE FOR SANONESS

Headlights appeared in the rear-view mirror, and we knew we were being followed. We booked down a deserted alley. "Gas it, A.J.!" I shouted, "They're on to us!" The car lurched forward, and Andy squealed the tires in third gear. It was starting to get hectic.

Even with A.J.'s high-performance driving, they were gaining on us. Suddenly, gunfire lit up the alley, and almost simultaneously our car was strafed with bullets. (Probably an Uzi or a Mac 10, I thought, as the rear window caved in on Gork and Don-Boy. Luckily, they were unhurt.)

"Jeez! Those guys mean business," yelled A.J. as a bullet took out our rear-view mirror. It didn't look good. They were getting closer, and all we could hear was the motor in Andy's car winding out, the high-pitched roar drowning out even the constant rattle of gunfire from behind us.

By now, we were down by the shipyards, blazing past warehouses. Dockworkers stared in awe as Andy's Dodge Colt flew by, then they dove for cover when they heard the shooting.

continued

FREESTYLIN'



Get the RL-20-II for '86. It'll be easier getting a date with Madonna than getting ahold of one. The price? Three times the number on the wall.



We swerved violently to the right, just missing a forklift loaded down with crates. "We've got to lose 'em soon. Your car won't hold up much longer," screamed Don. We knew he was right. Then, up ahead, we spotted our only hope—the drawbridge. A freighter was heading toward it, and the attendant had already lowered the guardarms. The drawbridge had begun to rise.

The dark blue Mercedes sedan behind us was so close we could read the plates: RED-1. We could see their faces lit up by their own gunfire. There were four of them.

The drawbridge had risen to a 30 degree angle already. We were still a good 100 yards away. The bridge was still climbing—now past 45 degrees.

By now, the attendant had spotted us, and was frantically shouting into a phone. I braced myself, and Don and Gork hit the floor in the back seat. There was nothing Andy could do except cringe. The windshield cracked as we broke through the wooden guardarm. The attendant was outside his booth now, jumping up and down, shouting, and flailing his arms over his head.

We hit the slope of the bridge, now at a 60 degree angle. I glanced back to see the Mercedes screech to halt at the bottom of the slope. We'd lost 'em. I turned around just in time to see the car leave the pavement. There was the sensation of free-floating, like jumping a set of doubles.

The engine was screaming, and I couldn't even hear myself gasp. Sparks flew as the car slammed on the other side, just barely makin' it.

"Man, that was TOO CLOSE!" said Gork. No one said much else as we headed south to our mist-shrouded, fog-drenched, mountaintop H.Q., but more than once we glanced nervously behind us and checked for other cars.

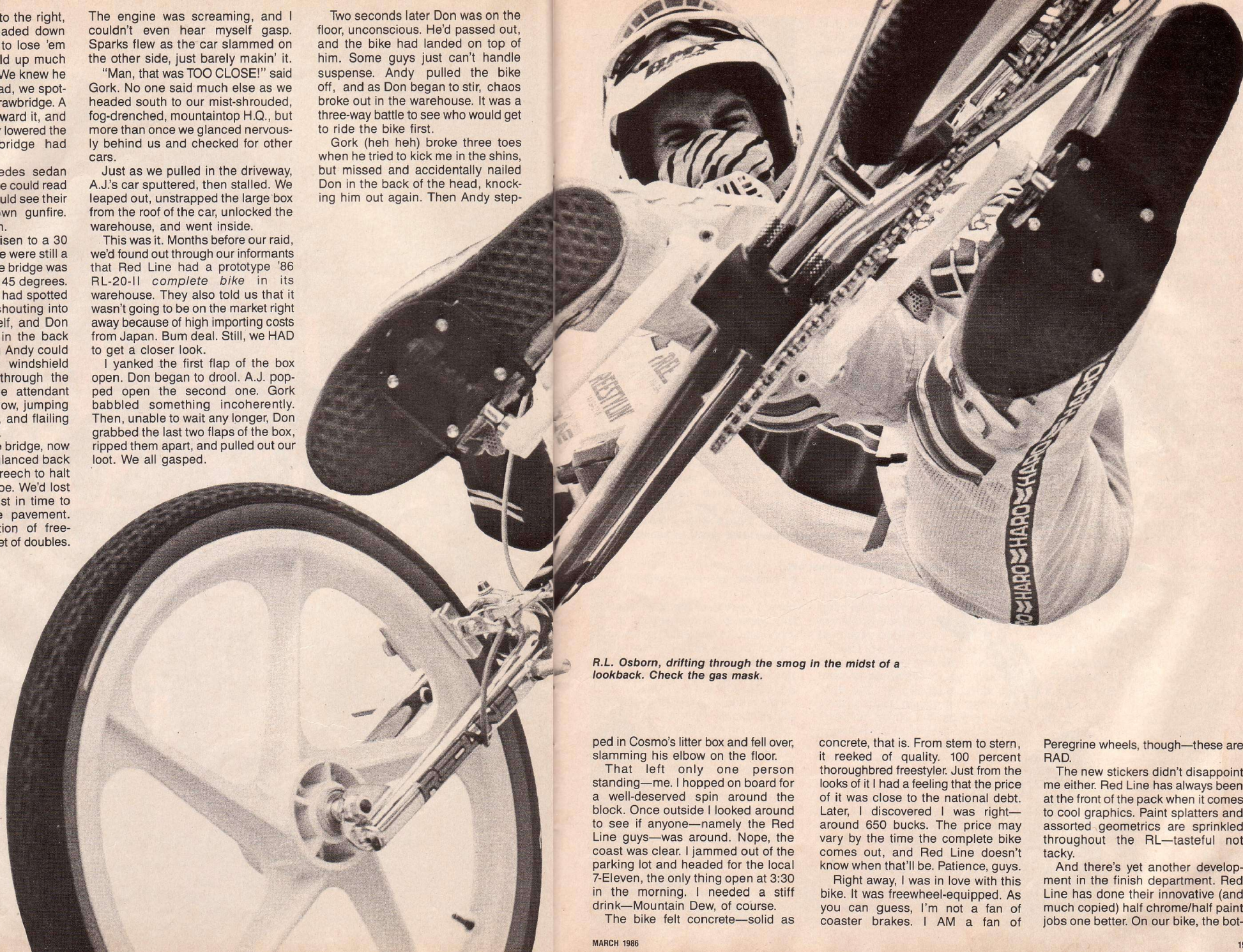
Just as we pulled in the driveway, A.J.'s car sputtered, then stalled. We leaped out, unstrapped the large box from the roof of the car, unlocked the warehouse, and went inside.

This was it. Months before our raid, we'd found out through our informants that Red Line had a prototype '86 RL-20-II *complete bike* in its warehouse. They also told us that it wasn't going to be on the market right away because of high importing costs from Japan. Bum deal. Still, we HAD to get a closer look.

I yanked the first flap of the box open. Don began to drool. A.J. popped open the second one. Gork babbled something incoherently. Then, unable to wait any longer, Don grabbed the last two flaps of the box, ripped them apart, and pulled out our loot. We all gasped.

Two seconds later Don was on the floor, unconscious. He'd passed out, and the bike had landed on top of him. Some guys just can't handle suspense. Andy pulled the bike off, and as Don began to stir, chaos broke out in the warehouse. It was a three-way battle to see who would get to ride the bike first.

Gork (heh heh) broke three toes when he tried to kick me in the shins, but missed and accidentally nailed Don in the back of the head, knocking him out again. Then Andy step-



R.L. Osborn, drifting through the smog in the midst of a lookback. Check the gas mask.

ped in Cosmo's litter box and fell over, slamming his elbow on the floor.

That left only one person standing—me. I hopped on board for a well-deserved spin around the block. Once outside I looked around to see if anyone—namely the Red Line guys—was around. Nope, the coast was clear. I jammed out of the parking lot and headed for the local 7-Eleven, the only thing open at 3:30 in the morning. I needed a stiff drink—Mountain Dew, of course.

The bike felt concrete—solid as

concrete, that is. From stern to stern, it reeked of quality. 100 percent thoroughbred freestyler. Just from the looks of it I had a feeling that the price of it was close to the national debt. Later, I discovered I was right—around 650 bucks. The price may vary by the time the complete bike comes out, and Red Line doesn't know when that'll be. Patience, guys.

Right away, I was in love with this bike. It was freewheel-equipped. As you can guess, I'm not a fan of coaster brakes. I AM a fan of

Peregrine wheels, though—these are RAD.

The new stickers didn't disappoint me either. Red Line has always been at the front of the pack when it comes to cool graphics. Paint splatters and assorted geometrics are sprinkled throughout the RL—tasteful not tacky.

And there's yet another development in the finish department. Red Line has done their innovative (and much copied) half chrome/half paint jobs one better. On our bike, the bot-



tom bracket and a portion of its adjoining tubes were black, which then faded into black dot patterned stickers, which in turn faded into either the front triangle's flaming red finish or the rear section's chromed luster. A sano idea that looks even trickier than it sounds.

The bike had THE cranks on it—401 Flights. These things will take MAJOR abuse. 4130 heat-treated tubular chrome-moly throughout, plus they come with a splined chrome-moly spindle that reduces flex to about zero, and won't strip out on the first front wheel hop you do. And now Flights come in chrome, radberry, turquoise, white, and red. They've become status symbols in BOTH freestyle and BMX.

Right between the cranks... BAM, another surprise. A brand new Red Line sealed bottom bracket. On this pup, the bearings are tucked away inside the bottom bracket and are protected by a machined aluminum shield. It couldn't look any cleaner—or spin better. Red Line says you may be able to buy one separately by the time you read this. Maybe. No word on the price.

I rode up to the 7-Eleven, and thought about the bike. Even at this hour, it would get snagged for sure if I left it outside. I wheeled it in the door and back to the Big Gulp fountain. Seventy-five cents later I was on my way to the local Del Taco; it had a

killer flatland area in the back lot. Just as I pulled up, I tapped the front brakes. Big mistake. Spontaneous Vander roll. Ground—1, Lew—0.

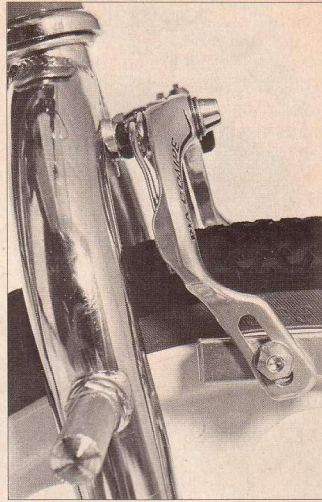
Who would've expected stock brakes to work that good? Certainly not I. They're Dia-Compe's new FS 883 calipers, also called Nippon. They're so new that no one knows much about them. The caliper arms are beefier and the front caliper has a recessed bolt that tightens with an Allen wrench. And how do they work? A dumb question.

On the other hand, the Tech 5 levers aren't the best. These scaled-down mountain bike levers are too long; on Miami Hoppers the lever hits the pavement before the grip. Bogus. Plus the lever's locking mechanism takes two hands to operate—awkward is the word.

Back on the bike, I tried ALL my moves: endos, rollbacks, pogos, and yes, even the dreaded track stand. All without a hitch. I scruffed up the MKS Grafite 2000 pedals during a couple of Osborn Twirls, but they were no worse for wear.

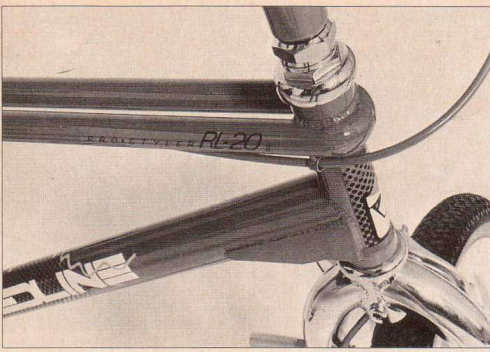
I decided to try a frame stand. There was plenty of room on the twin top tubes. A lawnmower was next. I leaned too far forward, expecting the frame to flex. Stupid move. I fell forward and got an Oakley B-2 in my ribs. Ground—2, Lew—0.

While dusting myself off, I took a closer look at the frame. The top

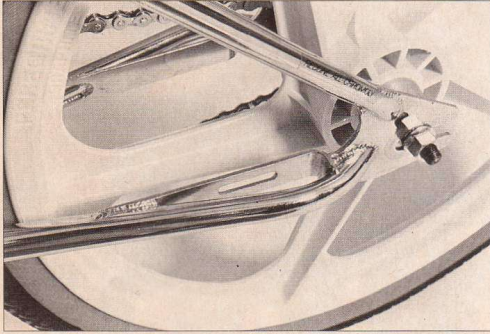


Yep, Dia-Compe has ANOTHER set of brakes out now—FS 883s. Both ends of the brake bolt tighten with an Allen wrench. The caliper arms are beefier, too. Peachy.

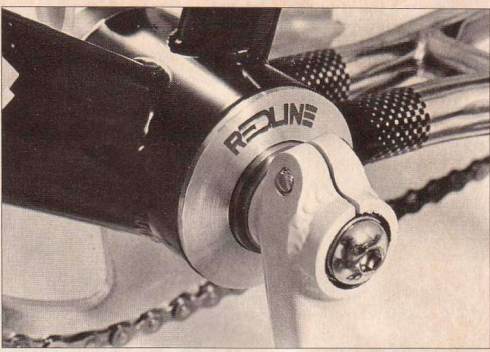
tubes wrap around the head tube to allow more welding surface, which means greater strength. The same goes for the 1 3/4 inch elliptical down tube, which is also triple butted (meaning three degrees of wall thickness; it also means it's thick where there's extra stress; thinner where there isn't). Absolutely NO



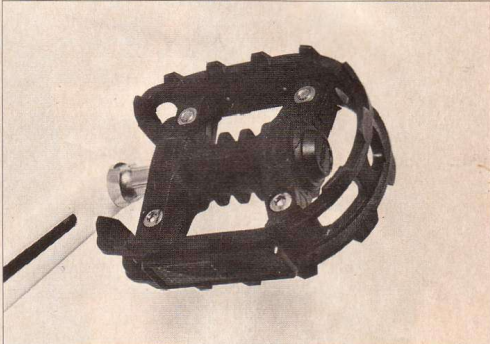
The distinctive wrap-around top tubes, beefy frame gusseting, built-in cable guides, recessed front brake bolt, clean welding, pure class paint job... quality all the way.



Panaracer Free Style tires, Peregrine wheels... like we said, don't change a thing. And scope out those standing platforms, and the chrome on the serrated dropout, and...

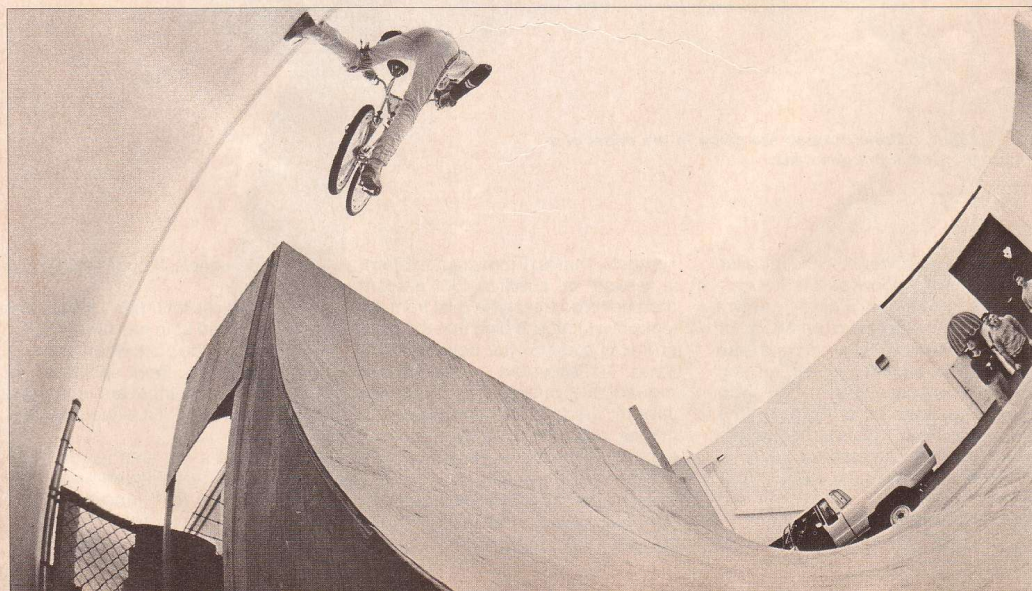


Red Line's new sealed bottom bracket. The bearings are cleverly concealed on the other side of that aluminum shield, so you couldn't get 'em dirty if you tried.



Red Line made the obvious choice for pedals and cranks—MKS Grafite 2000s and (what else?) 401 Flights.

R.L. on the RL, doin' some SERIOUS 2 by 4 footwork (two feet out and four feet over).



complaints about the rigidity or the geometry, and the welding is precise.

Red Line guarantees these frames for a lifetime, which is really unnecessary. I dare you to bust one.

The tapered forks are just as unbreakable. The bottoms of the fork legs are swedge-form closed to keep road rubble out of the tube. After the legs are slotted, the dropouts are inserted and carefully welded all the way around the outside of each leg. Complete weld coverage equals complete strength. These same methods are employed on the rear dropouts.

The rear triangle stays are also tapered—less weight without sacrificing any strength. The chain stays double as standing platforms, which are smaller than most platforms, but still able to accommodate the largest pair of Vans.

A lot of built-in features are on this pup: cable guides on the top tube and fork legs that keep the brake cables out of the way, thread-in steel fork

pegs that are knurled for traction, a coaster brake bracket that's formed into the left chain stay, and the serrated rear dropouts that keep the axle nuts where they belong. Sounds high-tech, huh? It is.

Red Line didn't cut corners on the bars and stem. The Forklifter bars seemed tailor-made for me; I liked the width and the lowered crossbar provided perfect seating for bar hops. Forklifter stems are another often copied Red Line innovation, but don't settle for imitations. The REAL ones work way better.

After I had thoroughly wasted my left leg on an aborted tailspin (final score: Ground—3, Lew—0), I cruised back to the warehouse. I felt kind of sorry that Red Line won't be offering this as a complete bike right away—then again, this one was MINE, which made me feel a lot better. Everyone else will have to wait for one, or build one up using either the RL-20-II frameset (\$250) or the frame and fork combo (\$349), which includes the

Forklifter bars and stem, the Dia-Compe FS 883 calipers, cables, and Tech 5 levers.

It was nearly light out as I wheeled into the driveway. Just then Don, Gork and A.J. drove up.

"Hey, where'd you guys go?"

Andy slowly opened the car door. "The hospital. Gork had to get his foot X-rayed, and I wanted 'em to check my elbow, too." Don had a huge bandage on his forehead.

Suddenly, off in the distance, we heard tires squealing. All four of us hit the deck. They'd found us. Seconds later, to our relief, Oz whipped his Porsche into the driveway. He hopped out, briefcase in hand.

"Well, whaddya know? You guys are on time for a change. I'll never understand why you're always late..." He walked into the warehouse, shaking his head.

We looked at each other, shrugged, then got up and walked into the building. Another boring day at the office.



# 360 TOP ROCKIN'

Start off rolling forward real slow or just standing still. If you're stationary, you should be hopping to keep your balance.

Hop onto your top tube while holding onto your back brakes. You shouldn't be moving forward when you do the trick. Now lift one leg over the crossbar (whichever one feels more comfortable to you) and onto your front tire. Apply your front brakes—you can let go of the back ones. At this point you'll want to do little mini-hops to keep your balance.

Keep your arms really stiff to support your body for the spin. The trick is kinda like a boomerang, but your legs are scissored over the bars. Wedge your back foot against the seat post so you can push off with it—which is next.

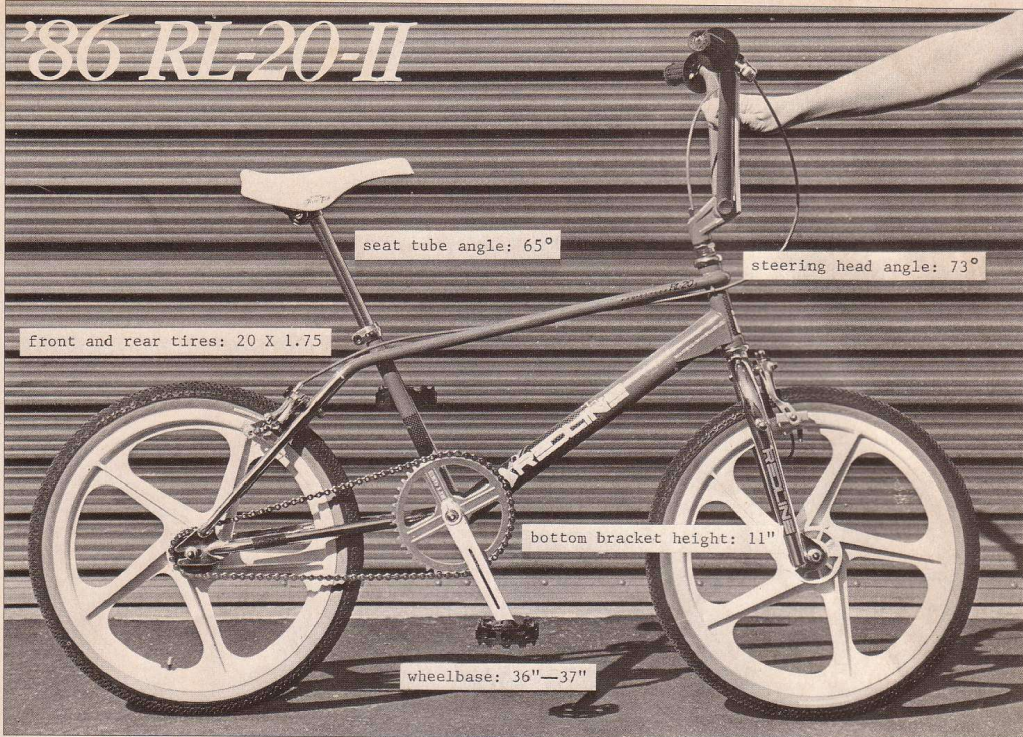
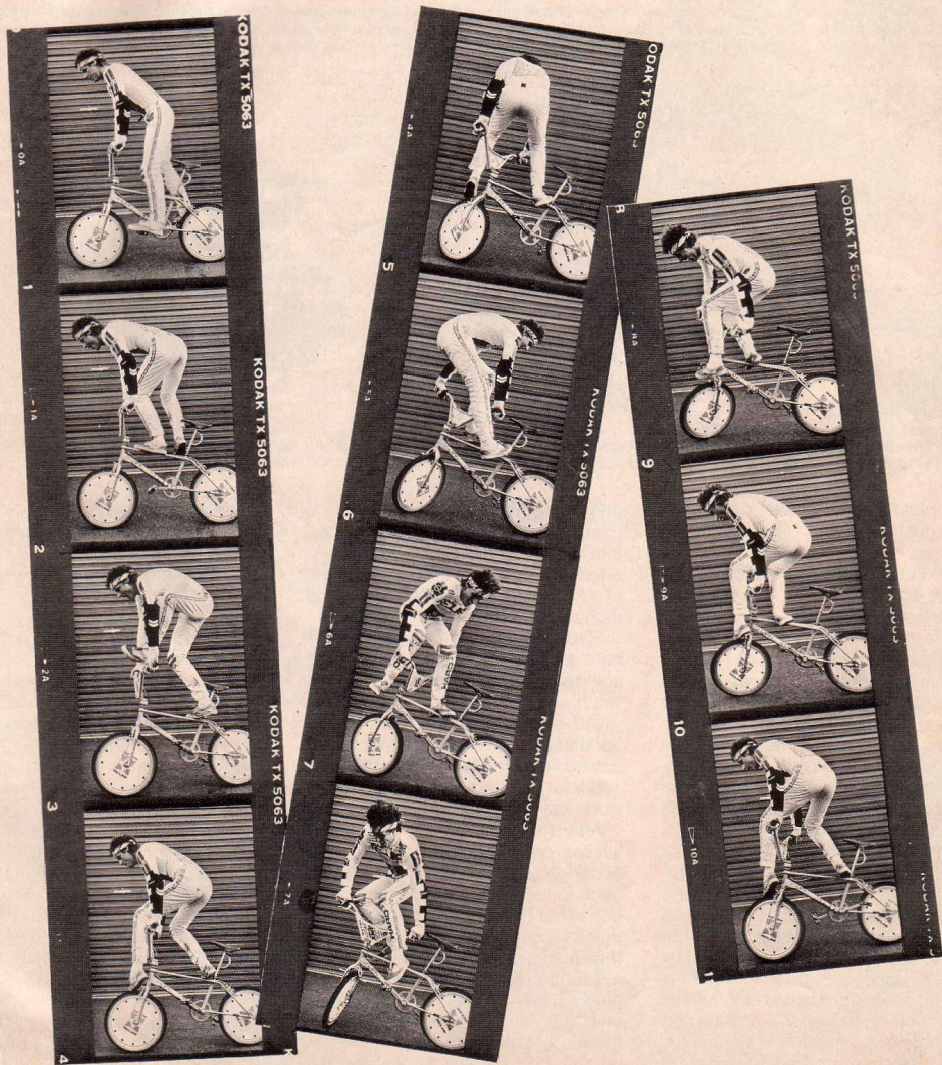
Stop hopping and push off of the seat post to get your spin going. Keep a real stiff hold on the bars and try to keep your

body centered over them as you go around. It's usually easy to spin frontside. Going backwards is tough.

Halfway through your 360, the foot that was sitting on your front tire should touch the top tube real quick and give you another push to get you the rest of the way around. Once you're back to the starting point (after a 360 turn), you should set that same foot back on the front tire. Your other foot should end up on the top tube again—use it to stop your spin.

At this point you should have completed the 360, be stopped, and hopping again to keep your balance. To get out of it, release your brakes and use your left foot (or right, whichever happens to be on the front tire) to roll your front tire forward so you can pull your leg back over the bars and drop onto your pedals.

Next you just ride away from it with a look of total confidence. Good luck.



## SPECIFICATIONS

**PROPOSED COMPLETE BIKE PRICE:** \$650.00.  
**FRAME AND FORK PRICE:** \$250.00.  
**COMBO PRICE:** \$349.00.  
**FINISHES AVAILABLE:** Radberry, white, turquoise, and red, with chromed rear triangle and chrome forks.  
**COMPLETE BIKE WEIGHT:** 27 pounds, 8 ounces.  
**FRAME WEIGHT** (including bottom bracket and spindle): 6 pounds, 8 ounces.  
**FORK WEIGHT** (including fork pegs): 2 pounds, 12 ounces.  
**STEERING HEAD TUBE LENGTH:** 5 inches.  
**HANDLEBAR RISE:** 8 5/8 inches.  
**HANDLEBAR WIDTH:** 27 3/4 inches.  
**TOP TUBE O.D.:** Double top tubes.  
**DOWN TUBE O.D.:** 1 3/4 inches, elliptical.  
**FORK LEG O.D.:** Tapered.  
**BOTTOM BRACKET SIZE:** Large.

## COMPONENTS

**FRAME:** Red Line RL-20-II, 4130 chrome-moly.  
**FORK:** Red Line RL-20-II, 4130 chrome-

moly, with thread-in steel pegs.  
**HANDLEBARS:** Red Line Forklifter, 4130 chrome-moly.  
**HANDLEBAR STEM:** Red Line Forklifter with De-Tangler bolt, aluminum and chrome-moly.  
**GRIPS:** Oakley B-2, rubber.  
**HEADSET:** Hatta, steel.  
**WHEELS:** Peregrine Master, nylon and graphite.  
**TIRES:** National Panaracer Free Style, 20 x 1.75.  
**BRAKES:** Dia-Compe FS 883.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVERS:** Dia-Compe Tech 5.  
**BRAKE CABLES:** Dia-Compe.  
**PEDALS:** MKS Grafite 2000, graphite and chrome-moly.  
**CRANK:** Red Line 401 Series Flight, 4130 chrome-moly, with splined 4130 chrome-moly spindle.  
**BOTTOM BRACKET SET:** Red Line, sealed bearing, aluminum.  
**FRONT SPROCKET:** Red Line, aluminum, 44 teeth.  
**REAR SPROCKET:** SunTour freewheel, 16 teeth.  
**CHAIN:** Izumi, 3/32 inch.  
**SEAT:** Elina Flyte-Tech.

**SEAT POST:** Red Line, 4130 chrome-moly, fluted.  
**SEAT POST CLAMP:** SunTour, aluminum.

## OVERALL EVALUATION

**QUALITY OF FINISH:** Excellent.  
**QUALITY OF WELDING:** Excellent.  
**QUALITY OF COMPONENTRY:** Excellent (better than that).  
**ASSORTED COMMENTS:** "There's one thing I've always liked about Red Line—they know what they're doing. They proved it once again with this bike. I mean, just look at it." . . . "They've chromed the spots where it'd scratch." . . . "Just about every component is 100 percent quality." . . . "Everything matches up. It looks totally clean, totally professional, you wouldn't have to change a single thing." . . . "Enough said. Start saving . . ."

**MANUFACTURER:**  
Red Line Engineering, Inc.  
439 Calle San Pablo  
Camarillo, CA 93010  
(805) 388-3437



# FlyingWedge

Handlebar and Stem Systems

**Flying Wedge Handlebars.** The first major breakthrough for handlebars in over a decade! With it's unique wedge design "over-the-bars" entries and exits are easier, knee clearance is greatly increased and an ultra low profile crossbar provides an easier to use and control foot step. It won't be long before you've discovered a whole new set of tricks using the Flying Wedge. 100% Chromoly, available in White or Chrome finish.

**Six-Bolt Stems.** Our performance proven six-bolt design offers the most in clamping power and style. Being one of the smaller yet strongest stems available, the Odyssey Six-Bolt offers a weight advantage that makes it a natural for both Freestylin' and BMX. Available with either hollow or solid stem bolts in the following colors: Black, Blue, Red, Silver, White, Lavender, Orange, Green, or Pink.



17101 S. Central #G Carson, CA 90746

\*Crossbar not shown. See your dealer about the missing crossbar.

Send \$2.00 for sticker pack and brochure



DYNO D-12 jerseys



DYNO D-12 pants



DYNO V1 visors



DYNO pad sets



D-2 brake guards



D-30 frame sets

## COMPE 2

You're looking at the newest, hottest, most rad freestyle machinery ever to hit the street... The new DYNO COMPE II. It's 100% Cro-Mo original DYNO frame and fork is loaded to the hilt.

GT tires — New GT Performer wheels — DYNO freestyle bars — GT freestyle stem — SR alloy platform pedals — DYNO Cro-Mo freestyle seat post — GT/epoch headset — Dia Compe 900 brakes (front and rear) with TK 4 levers.

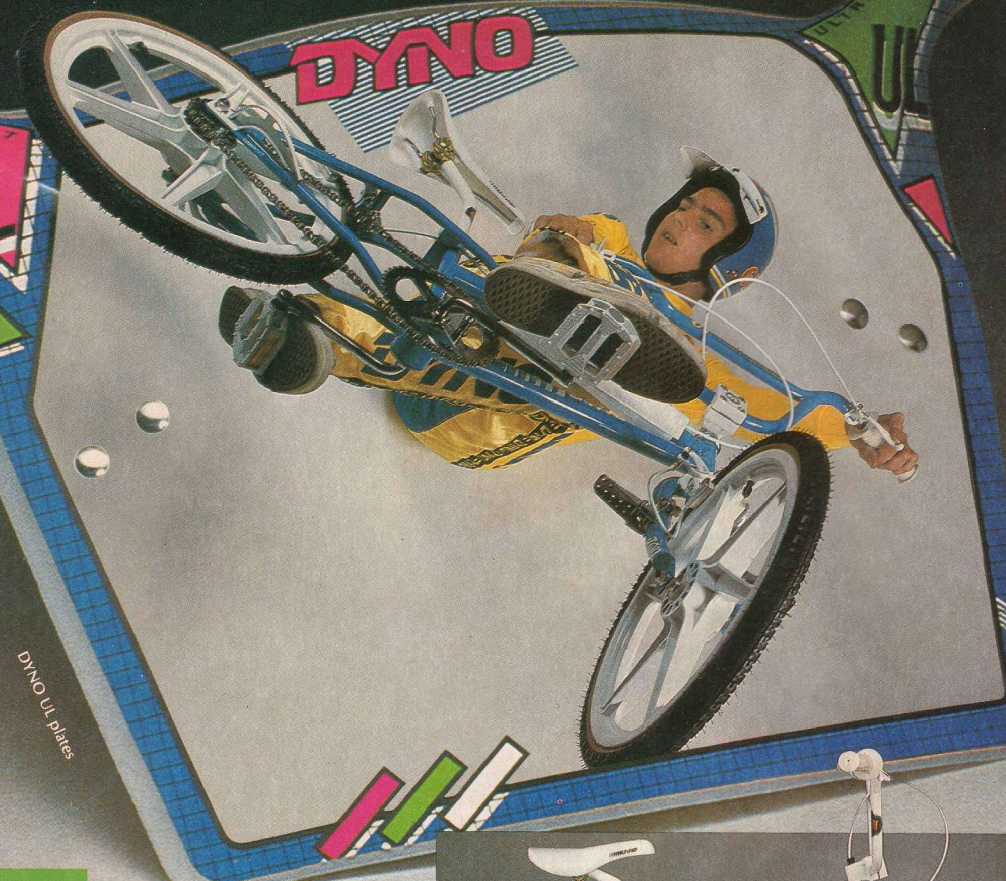
## COMPE

The other new kid on the block. The DYNO frame and fork on the compe is also wrapped with goodies. GT Pro model bars — SR pedals — Suntour 161 freewheel — Viscount/DYNO seat — GT alloy seat clamp — DiaCompe brakes (front and rear) with TK 4 levers — A'ME grips.

DYNO "the name" in freestyle is now the name in bikes, freestyle bikes, equipment, accessories and apparel that can take you Beyond Basic.



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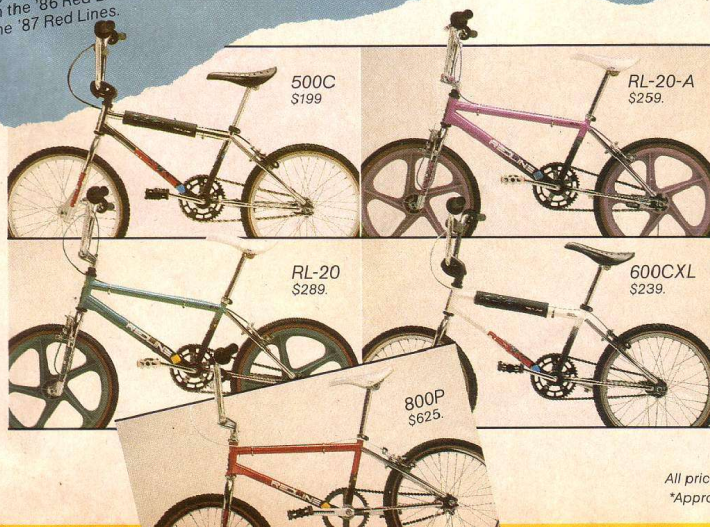
# 1986 RED LINES SIMPLY AHH SOME

The sizzlin' new 1986 Red Lines are here. With bold new models like the lower-priced RL-20-A freestyle and the 600CXL with its totally re-engineered frame and fork geometry. What else is new for '86? Hot colors and sano new detailing — like the stylish black bottom bracket shells and accompanying graphics. It all adds up to radically clean style. Red Line style.

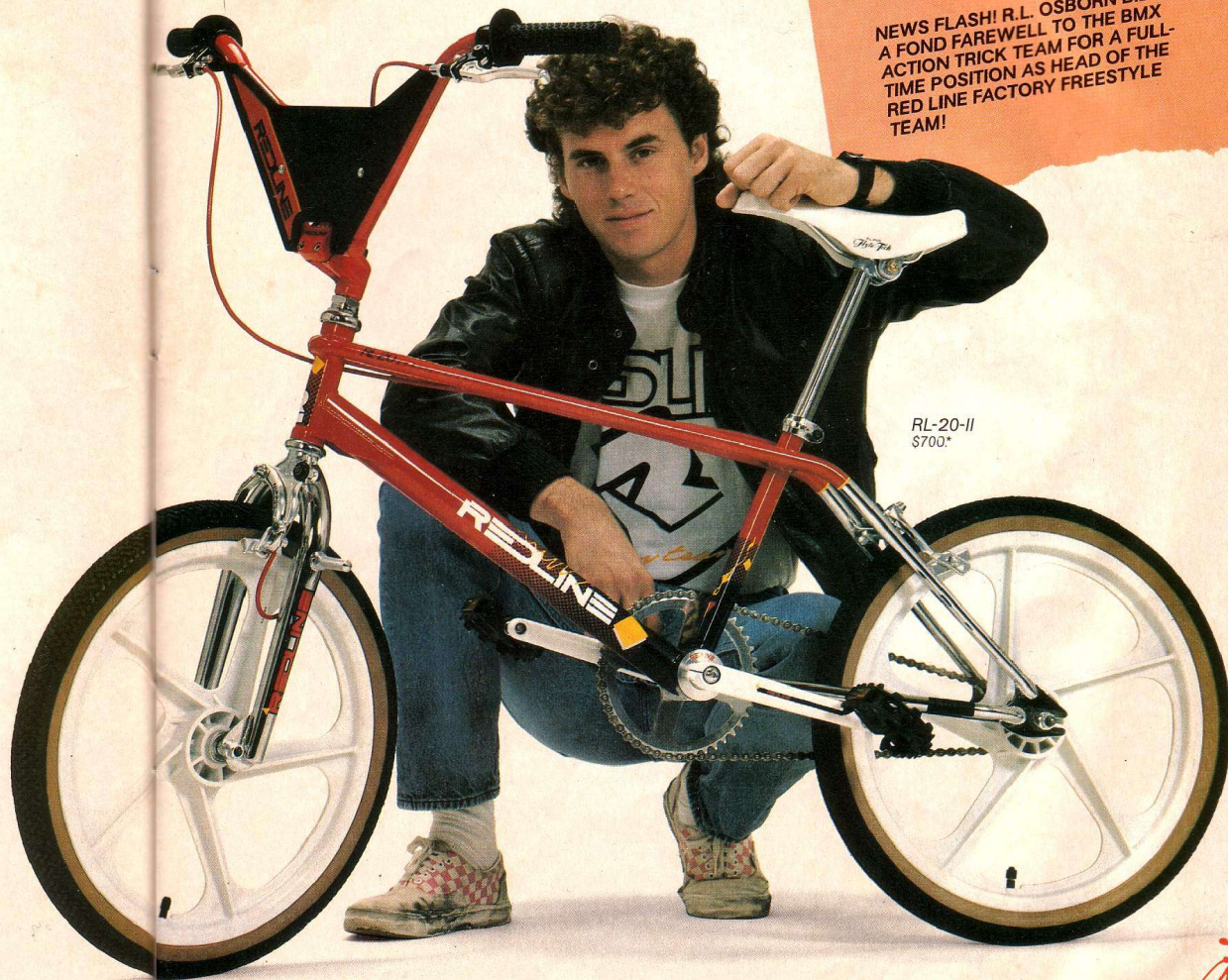
Also add to your list the latest in state-of-the-art components and yet more of Red Line's legendary engineering. More of everything that makes owning a Red Line so special, including the knowledge that you're riding the very best.

The '86 Red Lines are ready and waiting at your local dealer. Stop by and take a look. Throw a leg over 'em. We know you'll be impressed. And if you're holding out for a bike with higher performance, style, or quality than the '86 Red Lines, you've got quite a wait ahead. In fact, exactly one year.

Till we release the '87 Red Lines.



All prices are suggested retail.  
\*Approximate price as shown.



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The new 32 page full-color '86 Red Line catalog is now available.  
Send \$5.00 to Red Line Engineering, 439 Calle San Pablo, Camarillo, CA 93010.

**REDLINE**

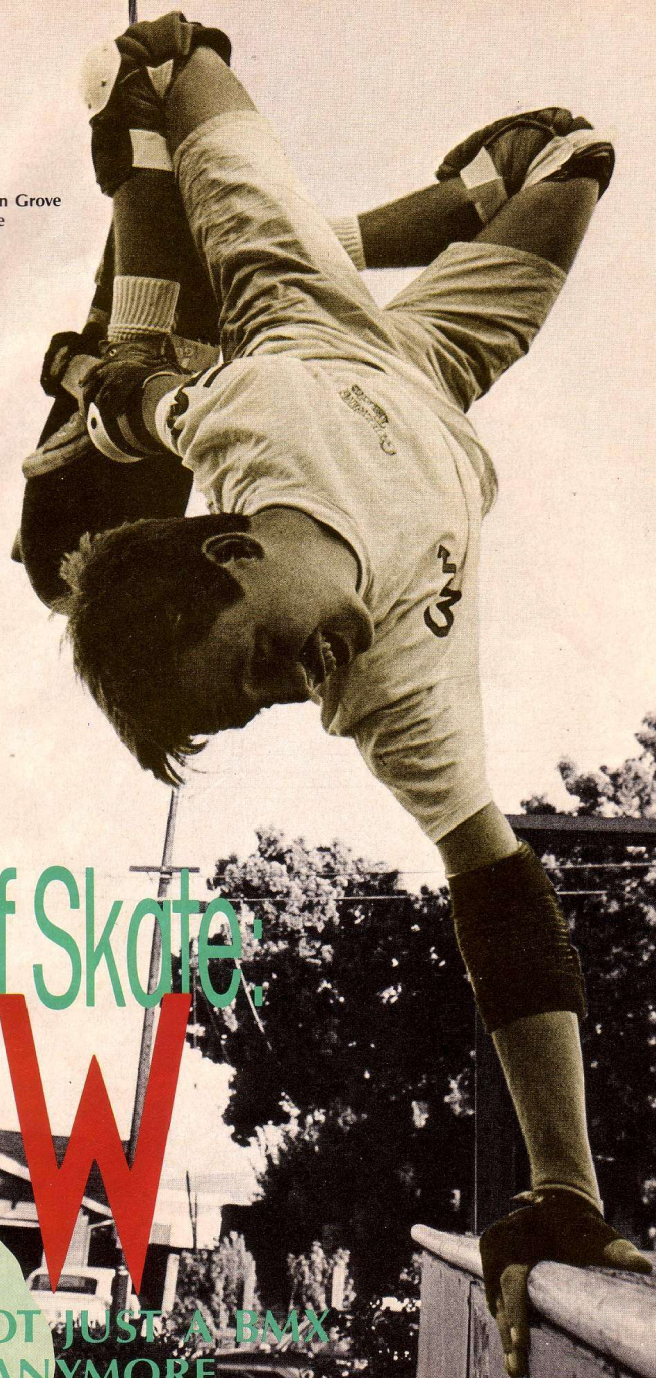


Heavy contortion at the Lemon Grove ramp. Otherwise known as the Garbage Pit.

State of Skate:

CW

THEY'RE NOT JUST A BMX  
COMPANY ANYMORE



This is Ken Park. He's now blasting backside airs for CW. We don't have to tell you he rips it up.

PHOTO BY OZ





Frontside-boneless-plant-thing. Park is riding a blank that he cut into his shape—sort of a prototype. But fear not, look for the authentic CW Ken Park Pro Model soon.



We'll let you decide whether or not to paint over the graphics. But don't worry about 'em, they don't affect your ability to wreak havoc upon hapless curbs, banks, and ramps. The board will handle it.

What's going on? Plain and simple?

Some BMX manufacturers are starting to produce skateboards and skateboard accessories. They are also picking up riders. Good ones.

**Example:** Haro has picked up Allen Losi to ride their new Haro knee guards. **Result:** The Haro knee guards are showing up on some pretty well-known skate knees—Christian Hosoi, Ken Park, Lester Kasai...

**Example:** Hutch is in league with Santa Cruz and is mass producing a line of five skateboards this year.

**Result:** Hutch is working on picking up a team and rumors have it they've been talking to a freestyle skater from Florida.

**Example:** Bike shops are starting to carry skateboards from both BMX manufacturers AND skate companies. **Result:** A whole new market for both industries.

The overall result? Bikers and skaters now have a common link

other like forms of expression (i.e. vert, street, or ground riding).

Our point? Both industries can do nothing but help each other out if rivalries are tossed aside. Why fight evolution?

\*\*\*

This brings us to CW, a well-known BMX company. As we all know, they were one of the first from our industry to test out the new waters. They jumped into them head first. After their deck was finalized, they formed connections with Gullwing for trucks—from there things started cookin'.

This brings us to Ken Park. He's regarded as a top skate pro—not a shabby accomplishment considering 1985 was his rookie year. One of Park's sponsors is Gullwing. His deck sponsor was Madrid until he told Gullwing he wanted to look for a new ride. Gullwing in turn told CW, because CW had shown interest in picking up a top pro. Next thing you know, Ken Park is riding for CW and a Ken Park Pro model is on the way. Ken is pretty stoked.

"Roger (Worsham) from CW and I sat down and decided exactly what we both wanted from each other and we put it ALL down on paper. I think it's gonna work really good. Most skateboard companies don't use contracts. With Madrid, I got a small salary plus a dollar a board for every board sold.

Basically all skate pros make their money through royalties. What CW offered me was to go both ways—I get a good salary AND royalties. That way I know I'm gonna make money even if I don't sell boards—which I will. I feel secure because CW is going to be putting some good money into me and hopefully I'll be giving them some good money back."

By the time you read this, you should be able to get the Ken Park Pro model from CW. Ken, of course, is the man behind the design. Here's a quick look at what you should expect:

"It's got a special concave that's to my liking. It's a steeper concave that keeps your feet on the board. The more concave—if it's done right—makes for a more stable ride."

"The nose will be raised. Not too steep, but enough that it'll give you controllability when you ride it backwards—for tricks like varials. Plus it'll give you that lift for certain

tricks like ollies where you don't use your hands!"

"The tail is also pretty steep, which helps to give me more lift off the wall on aerials. The whole trick to going really high on an air is getting far enough off the wall that you're not going to hang up when you come back in. My board is made to fit the needs of any skater."

We can hardly wait to get our feet on this one...

## TIME RELEASED INSANITY

THIS is the board you can get from CW, as of right NOW. The Time Released Insanity deck. Gullwing trucks, Kryptonics 63.5 CSI wheels with NHS bearings, ODI risers, and the always essential grip tape. All that for just under a hundred bucks—a deal.

We've had one of these at the office for about two months now and believe us, it's been thoroughly ridden—to be more accurate, it's been THRASHED. Mostly street, with boneless ones, acid drops, grinds, sweepers, and anything whoever was on it at the time could think of doing to it. It was open game so almost everybody who saw it sittin' around took it out and had their way with it. The results? Here are a few comments from assorted skaters:

"I've owned a lot of skateboards and I've never gotten used to one this fast before." ... "This thing is a HOT street board!" ... "The shape is pretty basic, but it works!" ... "I had no problem channeling aggressive behavior into the ground in the form of grinds, rail slides, boneless creations, and death drops!" ... "The graphics are, ah, well, bogus. It's not gonna win any art awards!" ... "The Gullwing trucks react just like you expect them to—great!" ... "The concave is a bit shallow." ... "I normally HATE 'normal' shaped boards, but this one's rad."

**Result:** A pretty good first effort from CW. The board is great if you're a beginner, and you won't be disappointed if you've been around a while either. Everyone liked the board's ride, but the graphics brought mixed reviews—if you don't like 'em, creatively apply a few stickers.

We'd have to give CW a big round of applause for taking the plunge and coming out clean. Good job.



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We also carry 24" cruiser frame sets by GT, Hutch — chrome

\$172.00

#### HANDLEBARS

1. GT Pro Std — ch, pk, lv, wh	\$119.50
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9. CW Pro Std — cruiser — wh, or, ch	21.00
10. NEW Galindo GX Bars — ch, wh	21.50
11. VDC Monkey Bars — ch, wh, bk	31.95
12. Skyway Freestyle — ch, wh, or, gr	28.50
13. Redline Forklifter "U" Bar — ch, wh	39.95
14. CW Freestyle — wh, rd, or, ch, ch, tur, rad	28.50
15. Haro Freestyle — ch, wh, gr, bl	21.95

#### PEDALS

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2. Shimano DX — all colors	22.95
3. Shimano SX15 — all colors and chrome	9.95
4. SR-M100 — sealed bearing — black	25.95
5. MKS Graphite — black	11.95
6. NEW MKS Graphite 2000 — w/ bk cage bearing	13.95
7. NEW BMX Alloy pedals — all colors	10.95
8. Hutch Pro Sealed — chrome	73.95
9. Hutch Freestyle — ch, bk, bl, rd	58.95

#### STEMS

1. DK-Pro, Pro XL — all colors and polished silver	18.95
2. DK-Mini — polished silver	19.95
3. Hutch-Pro — bk, wh, bl, rd, pk, ch	23.75
4. Hutch-Pro — all colors and chrome	14.95
5. Hutch Neck-Pro Freestyle — all colors	17.95
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9. SR — rd, bk, bk, sil, wh, lv, or, gr	10.95
10. NEW GT Stem w/ bolt — sil, bk, bl, wh	19.95

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2. Tange Bear Trap — chrome	5.95
3. Tange MX 125 Alloy — rd, bk, sil	9.95
4. Toga Sealed — rd, bk, bl, wh	12.95
5. Hetta MX 2 — all colors and chrome	12.95
6. Toga MX101 Combinations — bk, or, ch	9.95
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10. Tange Head Lock-Up — all colors	5.95

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[24T for 1pc, 28T for 3pc.]

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5. Sugino GT — 3pc CR-MQ w/ BB — chrome	53.50
6. Profile Sealed BB — 170mm, 175mm, 180mm, 185mm, 190mm — chrome	126.95
7. Tuff Cranks — 175mm, 180mm — chrome	42.95
8. Diamond Back Turbo Lite — w/ euro sealed BB chrome	64.95
9. SR Tubular 1pc — 152, 165, 175, 180mm — chrome	25.95
10. Takagi CR-MQ 1pc — 175mm, 180mm — chrome or white	9.50
11. NEW Max flow tubular — 175mm, 180mm — chrome	24.95
12. Hadley — sealed BB, 24T, 28T — all colors	34.50
13. Pete's Precision BB — 24T, 28T	17.95

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3. Tuff Neck Universal — 28T-46T — all colors	6.95
4. Tuff Neck Universal — chrome	8.95
5. Tuff Neck alloy 1 pc sprocket — all colors	9.95
6. Alloy Sprocket Bolt Set — all colors	3.95
7. Nut and Bolt Set — chrome	2.95
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9. Tuff Neck Power Disk — chrome	8.95
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12. NEW Toga Force Connection — rd, bk, wh	6.95

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8. Mongoose Pro Class II — chrome	99.95
9. Diamond Back Turbo Lite — 20X1.5, 28hole — chrome	64.95
10. Blue Alloy Hub — all colors & neon	49.95
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5. Turbo Two	54.95
6. NEW Hutch Sealed Bearing — all colors	59.95
7. Suzue Sealed — all colors	29.95
8. Suzue Sealed — ch, pk, lv, wh	29.95
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10. Suzue Large Flange — chrome	18.95

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[Add \$7.00 per wheel for building]

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2. Araya 7X N 20 X 1.5 — 28 or 30H — all colors	ea. 15.95
3. Araya 7X N 20 X 1.5 — chrome	ea. 16.50
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11. Toga Laid Back	6.95
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14. Hutch Laid Back	7.95
15. GHP Straight	6.75
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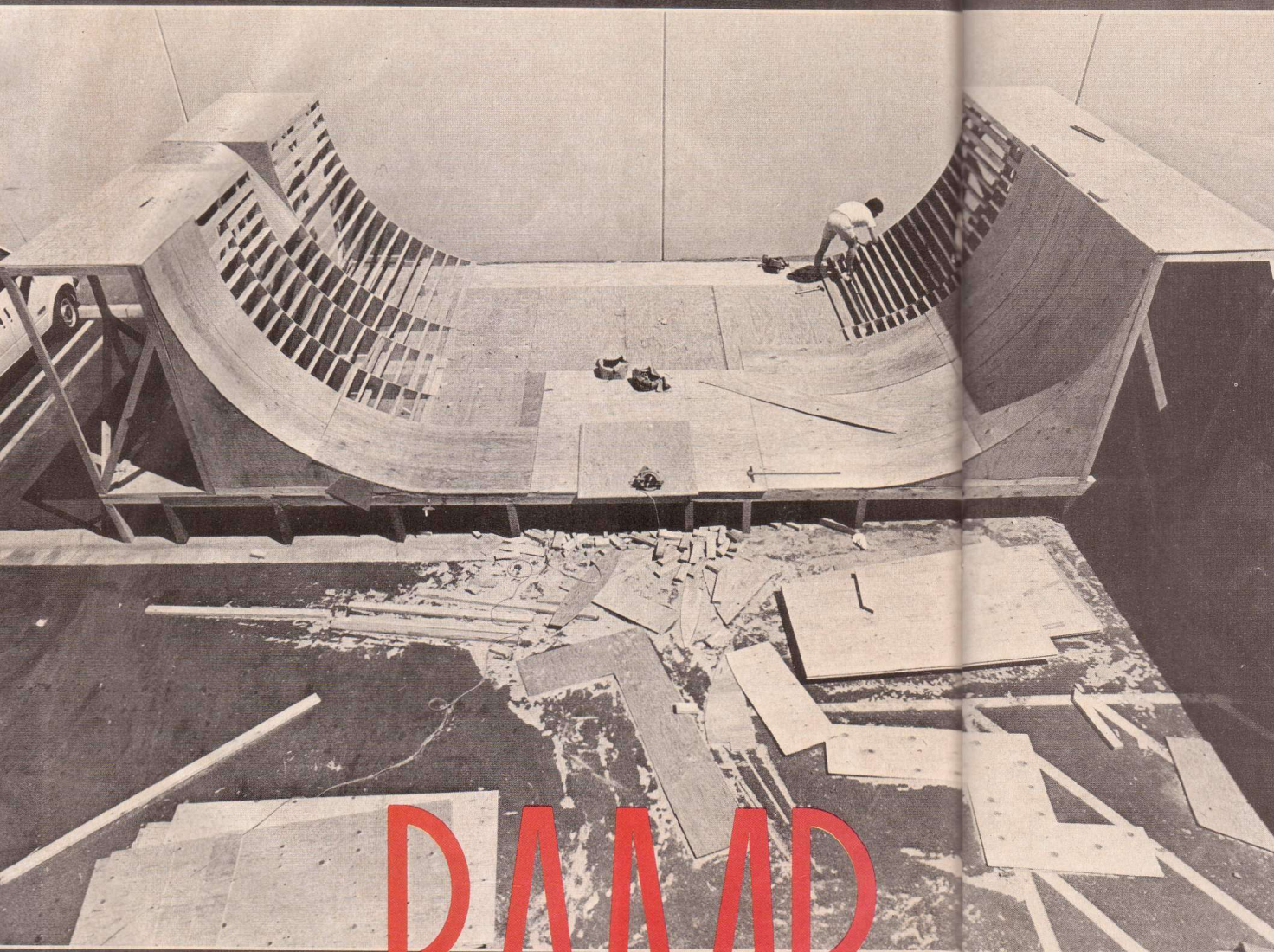


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# RECIPE: RAMP

Here it is folks, direct from the Wiz Pubs parking lot. 722 square feet of pure fun! Notice the stilts it's standing on. The thing is STURDY.

**WORDS BY A.J.**  
**RAMP BY R.L. & WINKLE**

We were there during the building of Buff's ramp.

We had no choice but to be at this one.

You see, R.L. came back from the BMXA summer tour last year pretty hyped about ramps. And when R.L. gets hyped, things happen. About a week later, there it was—the T.O.L. ramp. Covering a good chunk of the Wizard parking lot. Including my parking space.

But no complaints were heard—in fact, jubilation was abundant. The ramp has given new meaning to the words "coffee break."

We're gonna pass some of that jubilation down to you in the form of basic ramp plans taken directly from the Tower of Love.

The WHAT? Kinda strange, huh? Winkle named it during construction—after the Huey Lewis song, "The Power of Love."

Don't ask.

## CONVINCING THE FOLKS

There's no way WE can convince your parents to let you build a half-pipe, so we're not even gonna talk about it. That's up to you. And, no, we have no idea how R.L. convinced Oz...

## GETTIN' THE BUCKS

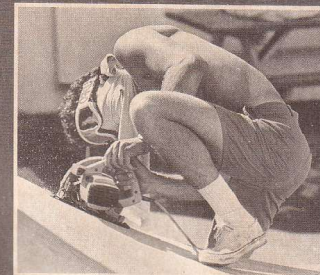
"How are you gonna pay for it?" will be the first question your folks will ask, so be prepared. How do you do that? Have the money in your hand or have a plan for raising it.

That's much harder than it sounds. R.L. put a total of about (you'd better sit down for this one) 2,000 smackers in the Wiz ramp (gasp, choke) and it is SANO.

DON'T use the Midnight Lumber Supply. Alternatives might include... oh, let's say—working? How about taking up donations? As a last resort you might want to try begging and groveling. Just remember your pride, spuds.

## BEFORE YOU START

We can't stress this point enough—PLAN THE RAMP THOROUGHLY BEFORE YOU START. Make sure you've got a big enough area (and a legal one) that's pretty level. Check out as much reference material as possible or have some dudes who have built one before come over and help. If you tell 'em they can ride it whenever they want, they'll be over to help you. Guaranteed.



R.L. demonstrates proper ramp building attire.

For added info, check out the Winter '84/'85 issue of FREESTYLIN' for the article we did on Buff's ramp. You can also get a complete set of radical ramp blueprints from Ramp-masters for 15 bucks, plus a buck for postage and handling. The address is 1087 Smith Avenue, Campbell, California 95008.

One last thing before you start—give your local city hall a call and check into local zoning laws. There may be height restrictions and such. Don't ignore this or your ramp may not be up for long.

## THE ACTUAL ACT OF BUILDING

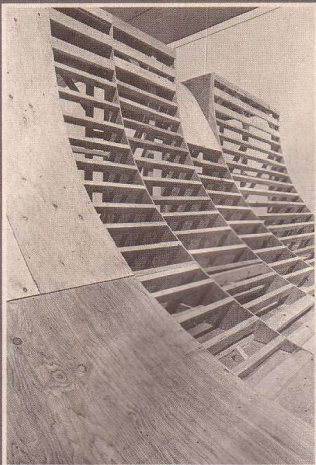
Okay, assuming you know the sizes you want to (or must) work with and are ready to go, let's start. First things first—tools. Here's what you need. Beg, borrow, or st... just beg or borrow.

HAMMER (duh), JIGSAW, LEVEL, STRING, SCREWDRIVERS, SQUARE, PENCILS, LADDER, EXTENSION CORD(S), MEASURING TAPE, DRILL AND BITS, CIRCULAR SAW, and everyone's favorite—PAINT EQUIPMENT.

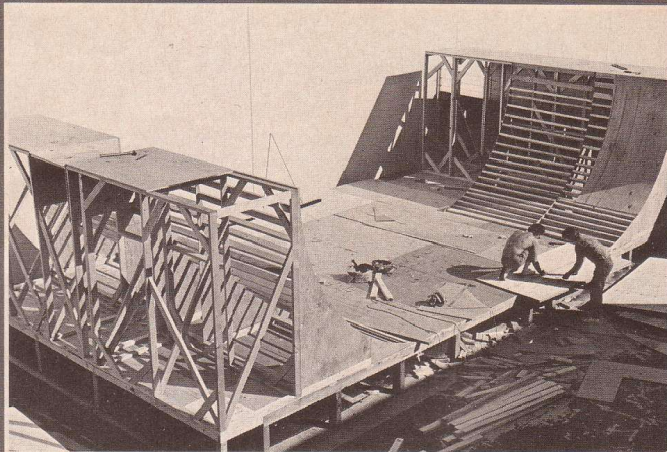
The floor comes first. The T.O.L. ramp's floor is 38 feet long and 18 feet wide. To start with, what R.L. and Winkle did was to construct a huge rectangle of that size and heavily brace it. The bracing was made up of 4x4s, which were used for additional strength because the base had to be raised off the ground in order to make it level. If your ramp is sitting on flat ground, you can easily get away with using 2x4s.

Space your braces so that you can fit 4 foot wide by 8 foot long pieces of ply over it. Make sure you'll be able to nail down all edges of the ply into a brace, otherwise the ply will sag on you. You don't want it to sag—believe me. If your bracing is spaced to ac-





The transition templates with cross braces installed and semi-plyed.



Here's a good view of the framing that supports the decks and the transitions. It sits eight feet, six inches tall. Eight feet account for transition—the other six inches for vert.



Extending the deck for the roll-in. The finished deck is six feet wide.

cept 4x8 ply, you won't have to cut your ply to fit. This will save you some time later on.

Important point: Make sure your yard is level. If it isn't level, dig it out (or raise the base off the ground). Or convince your folks to move.

Important point number two: Before you cover everything up with ply, be sure to give it a good dousing with wood preservative. Rot prevention.

The choice is up to you whether you want to put ply over the base or not. Your financial status at this point may have a lot to do with your choice.

### CUTTING THE TRANSITIONS

Your transitions will determine whether or not your ramp is shredable, so listen up. If they aren't cut straight, or if they don't match up—forget it, you'll be wasting your time with the rest of it. The key is planning—and taking your time.

What you want to do is cut an eight foot transitional arc out of ply. Sounds complex, huh? Naaa, it just takes a while.

First you'll need that piece of string we mentioned in the list of tools. It should be about nine feet long so that you can tie one end to a stake and the other to the pencil at the eight foot mark. Measure carefully, because this is going to determine the height of your transitions.

Now drive the stake into the ground in a place where you have some room and you have a working primitive compass for measuring your transitional arcs. Just lay down two 3/4 inch

thick sheets of ply (make sure they're secured so they don't move while you're marking 'em) and position them with the compass so that you can draw a whole eight foot arc on 'em (check drawing). Now pull the string taut, mark the ply, and cut them out with your jigsaw. We don't need to tell you to cut on the line, right?

Next, use the transition you just cut to trace off the rest of them. The amount will depend on how wide your ramp is. The T.O.L. ramp has four transitions on one side and five on the other (to accommodate the roll-in). If you're careful, two 4x8 foot sheets will make two full transitions.

Before you do anything with the

transitions, you'll need to have some framework set up on the deck to nail 'em to. This frame will also act as the support for your platforms, roll-ins, and whatever other mods you're planning to install—this is why you need to have your ramp planned ahead of time.

The starting size for the T.O.L. platforms was 4 feet on both sides. The frame boxes (you know, the structure that sits behind the transitions) measure 8 1/2 feet high (the height of the transitions, plus six inches of vert), 4 feet deep (the size of the platforms), and 18 feet, 8 inches across (the width of the ramp). Pull out the ol' level and square to ensure that everything is gonna go up nice and straight. Another important tip is to use ringshank nails. They've got little barbs on the tips and will stay put after serious sessioning.

We're not even going to get into how to actually BUILD the framework—we don't claim to be carpenters. What we recommend you do is have someone who knows (not your local guru—a carpenter) take a look at it and help you out. The stronger everything is structurally, the stiffer and more solid it'll feel when you ride it after it's finished.

### PUTTIN' UP THE TRANNY

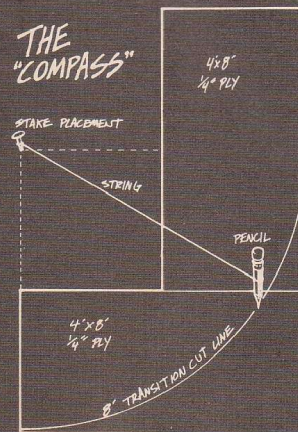
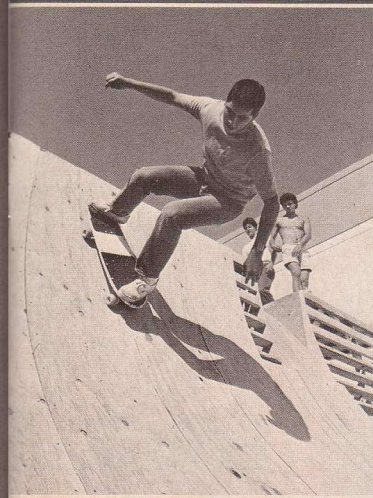
Back to the transitions.

First off, connect both parts of all your transitions so that they form a smooth and complete one-piece 90

degree arc. Then bolt or nail them to the framework. Time for the cross bracing.

Start at the top of the transition and make pencil marks about a foot apart down the curve. As you near the bottom, make the marks a bit closer together. Reason? The bottom takes a lot more abuse than the walls, so you'll want it solidly reinforced with cross bracing to prevent soft spots. Marking the curves serves two additional purposes—to keep your cross braces level and to make it WAY easier to nail your ply onto them later (just transfer the measurements to the

*Bru, the man with nothing to lose, drop-pin' in on the half-completed T.O.L. The finished version has three layers of ply and is as smooth as a baby's butt. It's just screaming for a contest . . . stay tuned.*



ply's surface, draw a line across horizontally from mark to mark, and every nail should hit its target).

Nail the 2x4 cross braces in. Be sure to run them flush to the curve and put them in so that the narrow, 2 inch side of the 2x4s is contacting the riding surface—this'll make the whole ramp a TON stronger.

### HITTIN' THE DECKS

This should be no problem if you've already built your frame structure. Simply layer the top with 3/4 inch, or thicker, ply to create a platform. It's a good idea to ply up there first 'cause it'll give you a place to stand when you hammer in the transition's ply surface. We recommend that you make each deck at least four feet back for safety. Oh, and don't forget to put in a strong railing for those overcooked fly-outs.

### SURFACING

The final step—sorta.

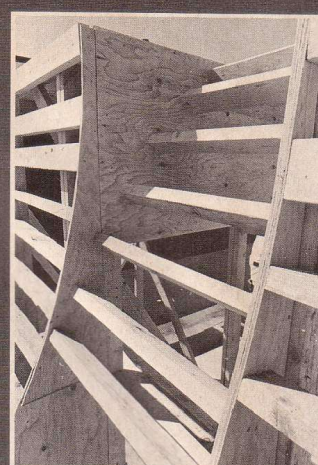
Start with the flat bottom using 3/4 inch plywood and lay it end to end. Be sure to lay it so that all edges are flush, and don't put any seams where the flat bottom meets the transition—either put 'em on the total flat or on the curve so you don't create any unwanted kinks.

For the transitions you'll have to use 3/8 inch ply because it's much easier to bend. Use two layers to match it up with the flat bottom. Here're a couple of tips—don't force the wood to bend, just apply steady pressure and ease ply into place. If that doesn't work, wet the ply ahead of time and it should bend WAY easier. Also, when nailing the layers down, start at the bottom and secure each piece one row at a time all the way to the top. Remember, the more nails you use, the more the ply will assume the transition.

When you're done plying the pup, you're gonna have excess extending from the top. Trim it off and you're ready to shred.

Masonite is expensive. If you're on a budget, forget about it. Actually, masonite is optional anyways—some guys like it, some don't. Nobody is going to complain if you have a good layer of ply on your creation. If they don't like it, they can leave.

Paint is also expensive. But it, too, is optional. Security, as in anti-personnel devices, should not be overlooked. Lawsuits tend to make Dad a little on the grumpy side. We'll let you figure that one out.



The roll-in. The norm for one is about three feet wide. If you put one of these in, you'll need to add an extra transition template to accommodate it. The final radius of your roll-in will have a lot to do with how wide your deck is. Remember, you'll need to have room enough up there to actually roll-in. R.L. and Winkle had to add a two foot extension onto the T.O.L.'s deck for this pup. If you're gonna have skaters riding your ramp, don't make the roll-in so steep that a skateboard can't roll down it without scraping bottom.

### COPING

This stuff is pretty much personal preference if you're getting air on a bike. If you're a skater, it's almost essential to keep you from hangin' up on re-entry.

If you're intent on putting some on, cheap coping comes in the form of PVC pipe at your local hardware store. Just cut in half lengthwise, drill holes in it, and attach with long nails. Grind time.

### RAMP COURTESY

Final words to the wise. Try not to work late into the night or get really loud when you're building it, and don't hold the inaugural ramp jam with a guest hardcore band the day after you're finished—your neighbors will freak. Let them get used to it gradually and it'll be a little easier for them to accept the bicycles and riders that keep popping into their view over the fence. You can bring the hardcore band in after a few weeks. Lew recommends Naked Raygun.

That's it. Except I'm still trying to find a way to get my car out from under it . . .



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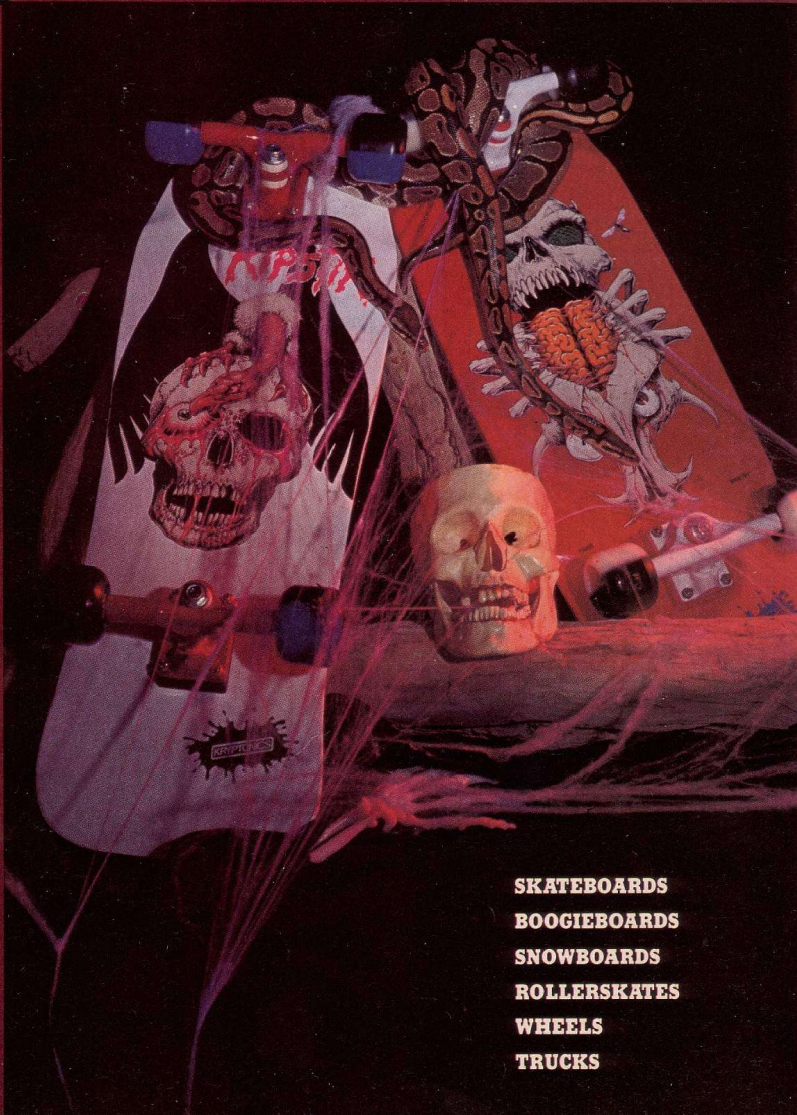
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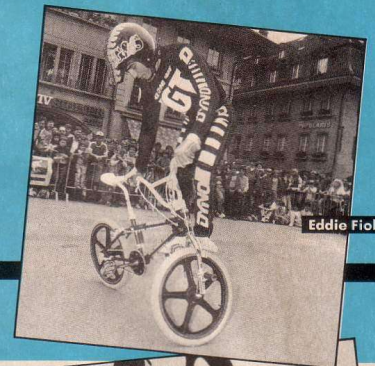
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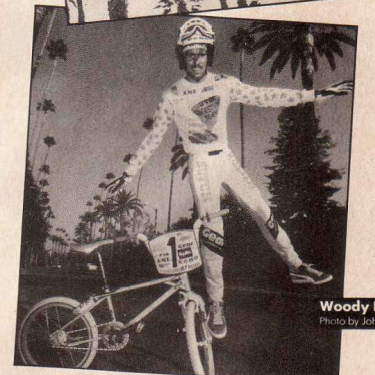
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Rich Sigur  
Photo by Windy  
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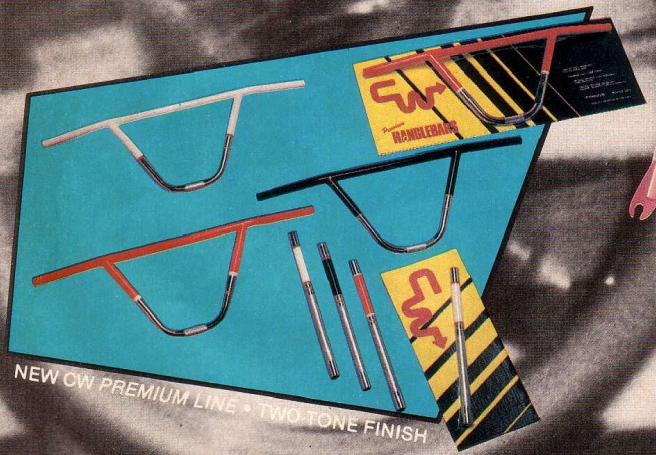
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# LAST

# Cash



Believe it, this stuff is gettin' WAAAY outta hand. Jeff Carroll doing the unthinkable.

## A KING IS CROWNED ONCE AGAIN.

STORY BY ANDY PHOTOS BY WINDY AND OZ.





...blown away. I've been to a lot of skatepark jams and NONE of them compared to this one. It came complete with everything you could want out of a contest.

\*It was the AFA King of the Skateparks final round.

\*It was held in the most popular bowl of the existing skateparks—the full-pipe at Pipeline.

\*Rumors had it that a few riders were pullin' off nine foot plus airs (later confirmed true).

\*EVERY top skatepark rider was there—including a couple from the other side of the world. Hoji Wada from Japan (the Eddie Fiola look-alike), Craig Campbell and Neil Ruffell from the U.K. (Neil had to drop out just before the contest because of an injured shoulder), and of course, Andy Shohara from Hawaii. (Andy is one of only two riders I know of who can do KILLER aerials to the right AND to the left. Fiola is the other.)

\*The three top pros were SO close going into it that anyone of them could've taken home the title. Brian Blyther led with 270 points. Fiola and Mike Dominguez came in with 260 apiece. The outcome? Ha, you think I'm gonna tell you now, huh? Nope. Keep readin'.

\*A highest air contest. The AFA put up \$300. BUT the aerials didn't begin until the hat had been passed around for more. After the manufacturers and spectators had anted up (I put my buck in), the pot had grown to almost 900 bucks, winner take all. Dominguez, Rich Sigur, and Blyther entered. I'll tell ya about this one later too.

\*Free food after the contest at Fat Daddy's Pizza where the announcement of the year's winners was made. Not to mention a free knockdown, drag out, cut down contest and sit down comedy routine by none other than Frankie Scura and a few others we won't name. Is it true Frank spends hours on his hair every day? Figure it out for yourselves—he'll be touring with the Hutch Trick Team this year as the announcer.

#### BLOW BY BLOW

We showed up at the Pipeline just as a free-for-all practice was taking place. Take my word for it, go early to contests 'cause it's a blast to watch practice. The atmosphere was pretty

The highest air contest—beyond description. Who won? We'll let the air speak for Brian...

...riders goofin' off and mainly warming up. But every once and a while someone would drop in and blast an air just to remind the others they meant serious business. Method psych.

But that ended soon enough. The experts and pros exited to the shade as the novices hit the concrete. Some hot runs were put in. Xavier Mendez has been around for a while now—he took the 17 Over Novice class with aggro moves to spare. Perry Wagner's fence spring helped him lock down second while Hoji Wada from Japan shredded a trail to third. In 16 Under Novice, Scott Robinson stood above the rest (rode above the rest?) for first. Scott handles his share of flatland rather well too. Bryan Davis' fence-high helicopters got him second. The quality of the novices was WAY up.

But the dogfight of the day, besides the pros goin' for the title, had to be between Tony Murray and The Spiderman, Rich Sigur. Tony was his usual blazing self, blasting eight-foot tire grabbers and can-cans. But Rich was going higher than he's ever gone and shreddin' the WHOLE pool with tricks like lookback alley oops and helicopter bio-airs that he floated for what seemed like forever. Both of these guys were in the upper stratospheres of intensity. Rich won for the day, but Tony took the overall title for the 17 Over Expert class. Rich is lookin' at turning pro for '86... watch out.

In the younger expert class, the standouts had to be Jeff Carroll (who's now riding for Kuwahara), Marc McGlynn, and new blood local Tim Rogers, who was snagged by Hutch just before the contest (to help make up for the loss of Mike and Donovan?). Carroll was pulling off the unthinkable in practice—a no-handed aerial. He bailed heavily twice during his runs trying to pull it off. On his third attempt he did it, but the bails had cost him first spot, which Rogers took in force—this dude is RAD. Everyone thought he was Donovan Ritter when he first came out. Where was Ritter, anyway? He sat on top of the Hutch trailer outside the park—banned from the Pipeline since before round two. I don't think he'll ever sneak into the park and sticker the coping again...

There's no way to adequately describe the pro class with letters and words—the photos tell the story. Tooth

...and for Rich Sigur. It was CLOSE—Brian won. Check out the crowd—Eddie Roman was havin' a blast.





and nail, friends, tooth and nail. It was fierce.

### THE FIRST RUN

They went in close—they came out close. One didn't come out of it at all. Hugo went down HARD in the first five seconds of his run. He'd pulled the trick off multitudes of times earlier. He'd ride around the bowl, go straight into ONE front wheel hop at the hip, then dive into a drop-in—only this time he hung and dove right onto his head. Hugo ALWAYS walks away from hairy crashes, but not this time. One severely bruised shoulder muscle and a load of pinched nerves to go... he was out of it.

Fiola had a slight edge goin' into run number two.

### THE SECOND RUN

These guys used the full-pipe like it's never been used.

Craig Campbell from England was amazing. They don't have real vert over in the U.K.; Upland has MORE than its share of vertical. Craig had about three days of practice on it. The results?

Seven-foot one-footed inverts, helicopter can-cans... bloody insane.

Blyther rolled in and out of the bowl like a cat—ALMOST pullin' off a foot plant on the hip. Bottom-sided can-cans and eight-foot airs were the norm.

Dominguez was dropped by Hutch a few weeks before the contest. More than a few factories offered him some hefty bucks to ride for them just for the day. But Mike opted to wear jeans and ride his old Hutch. He rode to a Run-DMC record that he scratched himself. He pulled off 540s, one-footed one-handed carve-airs, tail tap re-entires, and the trick of the day—a no-footed can-can. Sick.

Eddie. Two-footed fence plant. Contorted turn-down airs. The 540. Godlike airs in both directions. When he pulled off Brian's patented foot plant off the hip, it was obvious he'd taken it.

It was SO close. It all came down to presence and style, and Fiola was ELECTRIC—he won. Flyin' Brian and

Dominguez tied for second. The AFA asked them if they wanted a run-off. Nope. So who got the King of Skateparks title? The original decision was to give it to Eddie—much to the dismay of the Haro camp. We say "original decision" because after a couple of complaints from the Haro people the AFA changed the ruling at the awards banquet about an hour later. Eddie Fiola and Brian Blyther were crowned co-champions.

Let's just say that a few people were shocked at the change. GT was steam-

ing, to say the least.

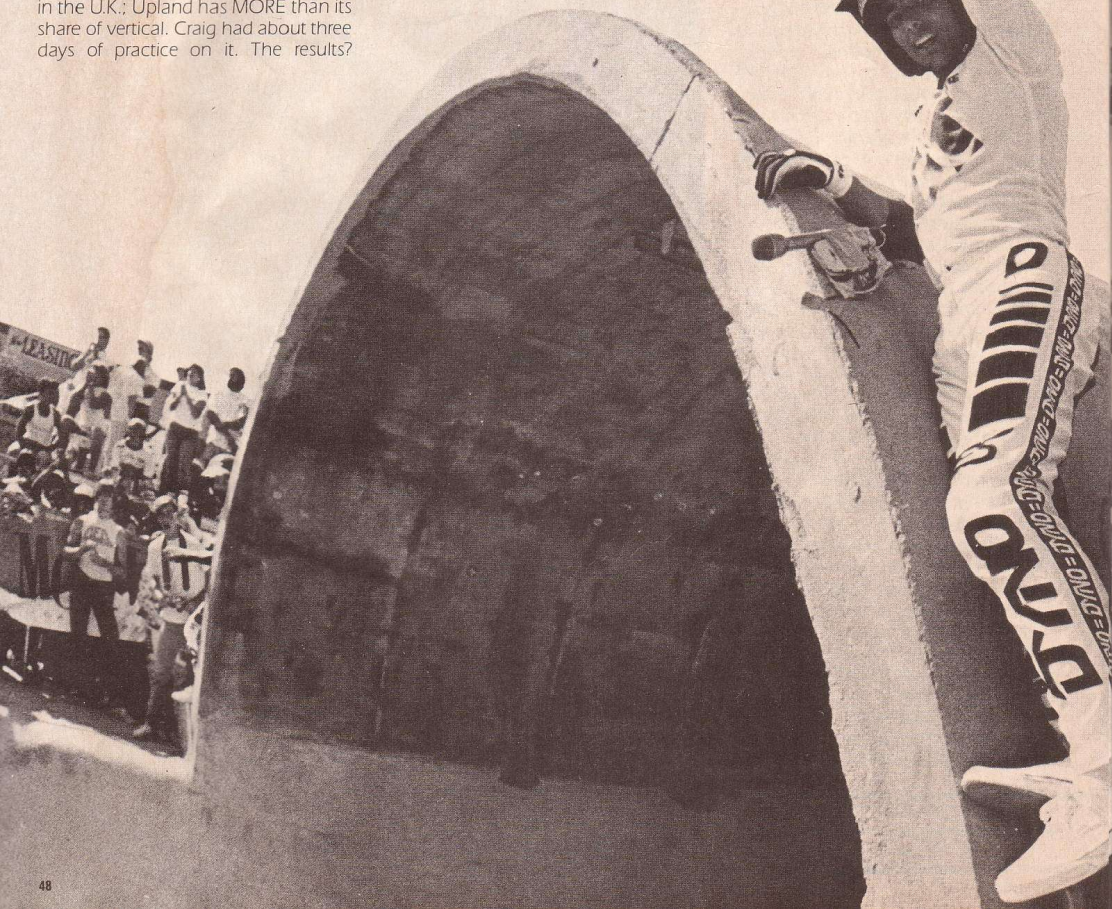
Later that week we received a copy of a letter GT had sent to the AFA. GT was STEAMED all right. A day or two later I received a phone call from Bob Morales of the AFA. He told me that they made a mistake at the finals and shouldn't have awarded a co-championship. They'd changed their minds and given the title back to Eddie Fiola 'cause he'd won the final round.

A few days later we received ANOTHER letter—this time from Haro. THEY were thoroughly steamed now and are probably STILL smarting.

Here's where it started: Eddie got 100 points for the win. Cool. Brian and Michael got 90 points each for the second place tie. THAT was mistake number one—they should never have been awarded equal second place points. According to traditional competition rules, the AFA should have combined the second and third place points and split them between Brian and Mike. So each of them would have actually gotten 85 points—and Eddie would've won by five points.

Mistake number two? Craig Campbell should not have been given third place. Again, under the standard competition rules, when there's a second place tie, you don't award a third place. The AFA wound up giving out a lot more points than were originally allotted for the class.

The point of all this? EVERYBODY knew the pro class was SO close that it was VERY likely there would be a tie somewhere. Yet the AFA was still caught





with their pants down. If they'd used a little common sense and had a set of solid rules down on paper—and stuck by them—that would've solved everything. Not to mention prevent a lot of angry reactions from the very people who support the AFA—the riders, the sponsors, and the manufacturers.

By all rights, Eddie deserved the King of the Skateparks title, and he earned it. Nothing should be taken away from him or any of the other riders—they did their part. They put their butts on the line and got INSANELY rad. We think they deserve better treatment. Let's hope the AFA will give them some in the future.

All in all, I think everybody went home with a throbbing head and bulging eyeballs. Highest air? Brian Blyther left with 900 new bucks in his pocket and a lot of new friends.

Oh, and never eat the hot dogs at Pipeline. Death.

Later dayz, spuds.

## RESULTS: AFA KING OF THE SKATEPARKS FINAL—UPLAND

### PRO

Eddie Fiola  
(Tie) < Brian Blyther  
Mike Dominguez  
Craig Campbell  
Hugo Gonzales

1986 King of the Skateparks: Eddie Fiola

### 17 & OVER EXPERT

Rich Sigur  
Tony Murray  
Andy Shohara  
Dan Osman

Series Winner: Tony Murray

### 17 & OVER NOVICE

Xavier Mendez  
Perry Wagner  
Hoji Wada  
Eddie Llamas

Series Winner: Randy Lawrence

### 16 & UNDER EXPERT

Tim Rogers  
Jeff Carroll  
Robby McCrary  
Marc McGlynn

Series Winner: Jeff Carroll

### 16 & UNDER NOVICE

Scott Robinson  
Bryan Davis  
Jack Smith  
Eddie Marquez

Series Winner: Randy McCrary

### 13 & UNDER OPEN

Chris McCoy  
Chris Andreozzi  
J.J. Bartlett

### HIGHEST AIR

Brian Blyther



Craig Campbell from the U.K. He's 16, pro, and if you can't figure it out by now—AGGRO. Helicopter can-can. Third.



Tony Murray lost the battle, but won the war. King of the experts. A one-footed back wheel tire grabber? No prob.



Not a pro, not an expert—a novice. You can be guaranteed Scott Robinson will be ridin' expert next time around.



Carroll's no-handers were a tough act to follow. Tim Rogers beat the act. Rogers, first in 16 Under Expert.





Mike Dominguez in control. Some call it a no-footed can-can. Lew calls it redefining the airwalk. EVERYBODY calls it RAD.



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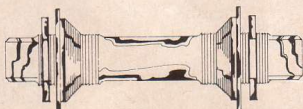


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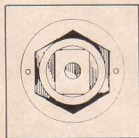
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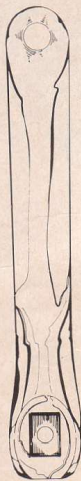
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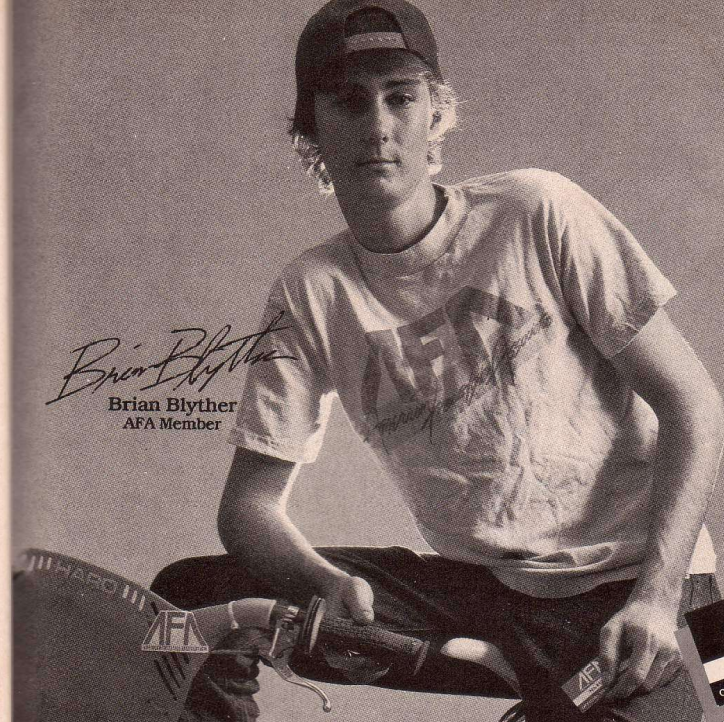
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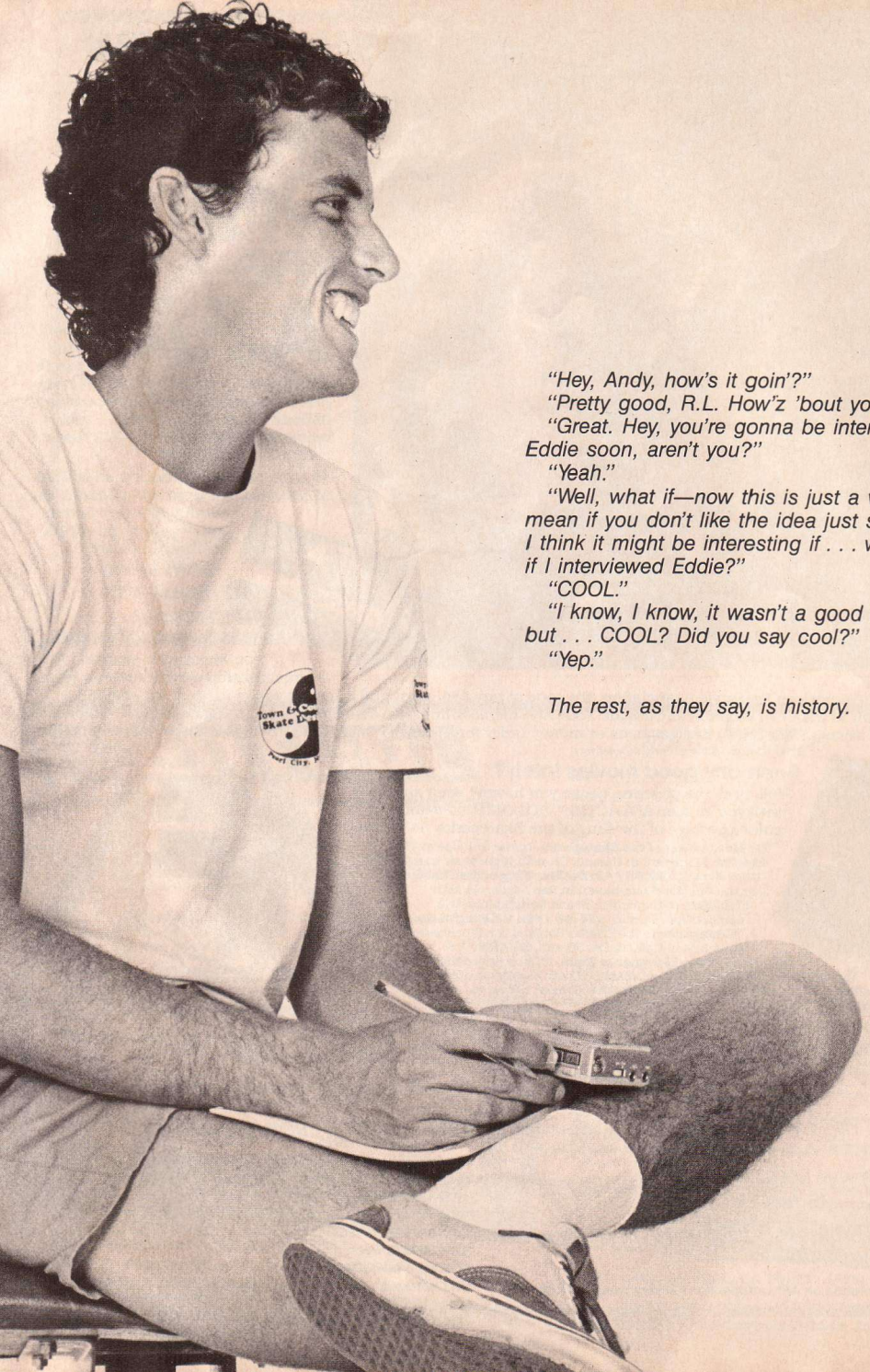
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"Hey, Andy, how's it goin'?"  
"Pretty good, R.L. How's 'bout you?"  
"Great. Hey, you're gonna be interviewing Eddie soon, aren't you?"  
"Yeah."  
"Well, what if—now this is just a what if—I mean if you don't like the idea just say no, but I think it might be interesting if . . . well, what if I interviewed Eddie?"  
"COOL."  
"I know, I know, it wasn't a good idea, but . . . COOL? Did you say cool?"  
"Yep."

*The rest, as they say, is history.*

# FIOLA

## PART ONE—TRAVEL

R.L.: "All right, we'll start with your name, age, birthdate . . ."

EDDIE: "Name, age, birthdate . . . next question."

R.L.: "C'mon . . . let's have it."

EDDIE: "The 28th. 9/28/64."

R.L.: "Thank you."

EDDIE: "Oh yeah, and my name is EDDIE FIOLA."

R.L.: "Favorite places you've traveled to."

EDDIE: "FAVORITE places? California. I think it's the best because the weather stays one climate all the time."

R.L.: "Anywhere other than the U.S.?"

EDDIE: "Japan was fun. As long as you don't stay a long period of time and everything is organized for you, it's great. We did shows on top of a building there—they had tennis and basketball courts up on the roof."

R.L.: "Because it was too crowded on the street?"

EDDIE: "Yeah. There are no areas down below because all the buildings are so packed together. There're so many people and bicycles and cars."

R.L.: "Were the ramps ever on the edge of the building?"

EDDIE: "No, no. But when we FIRST went to Japan and stayed there for almost two months, the ramp WAS on the edge—there was a barbed wire fence that we shoved it up against. We had to do aerials on THAT."

R.L.: "Have you been to the Bahamas?"

EDDIE: "No. But I've been to the Caribbean."

R.L.: "That's not like Jamaica is it?"

EDDIE: "It's near St. Martin, Aruba . . . I'd never heard of 'em either."

R.L.: "Saudi Arabia?"

EDDIE: "For about an hour. They wouldn't let us through so we couldn't stay."



PHOTO BY WINDY



**R.L.:** "Thailand?"  
**EDDIE:** "No, nothing like that. The '85 world tour was the most places I've ever been. I haven't been to Africa, Australia . . ."

**R.L.:** "AUSTRALIA. That's where I want to go—they have some WAVES over there."

## PART TWO—FOOD

**R.L.:** "What are some strange foods you like? Like, when I go to Taco Bell, I order a Burrito Supreme with no beef."

**EDDIE:** "Well, I eat everything pretty basic."

**R.L.:** "Do you like cheese on your cheeseburgers?"

**EDDIE:** "Only if I order a cheeseburger. But I never ask for a cheeseburger with no cheese. I like pizza with extra pepperoni and no dead fish."

**R.L.:** "Did you eat any gross things in Japan?"

**EDDIE:** "No way. If I didn't know what it was and it looked good, I'd eat it. But if they told me what it was, NO WAY!!"

**R.L.:** "Where's your favorite place to eat?"

**EDDIE:** "Sizzler."

**R.L.:** "What do you order?"

**EDDIE:** "Malibu chicken."

**R.L.:** "Do you get French fries, rice or salad bar with it?"

**EDDIE:** "French fries, salad bar, and toast."

**R.L.:** "What's your favorite soft drink?"

**EDDIE:** "Iced tea—I mean, Mountain Dew (laughter)."

## PART THREE—FAME

**R.L.:** "How does it feel to be well-known?"

**EDDIE:** "A lot of kids don't know who I am when I'm not on a bike. And some kids don't know who I am even if I'm on a bike."

**R.L.:** "How do you feel when you're at the movies or a mall and someone comes up to you and says, 'Hey, you're Eddie Fiola!?' Does that ever happen?"

**EDDIE:** "Not really—not often. Not hardly ever. Never. ONCE, I was noticed at an airport."

**R.L.:** "Let me put it this way. How does it feel to be well-known in freestyle—signing autographs and all?"

**EDDIE:** "Oh, it's EXCELLENT"

**R.L.:** "Do you like the special attention?"

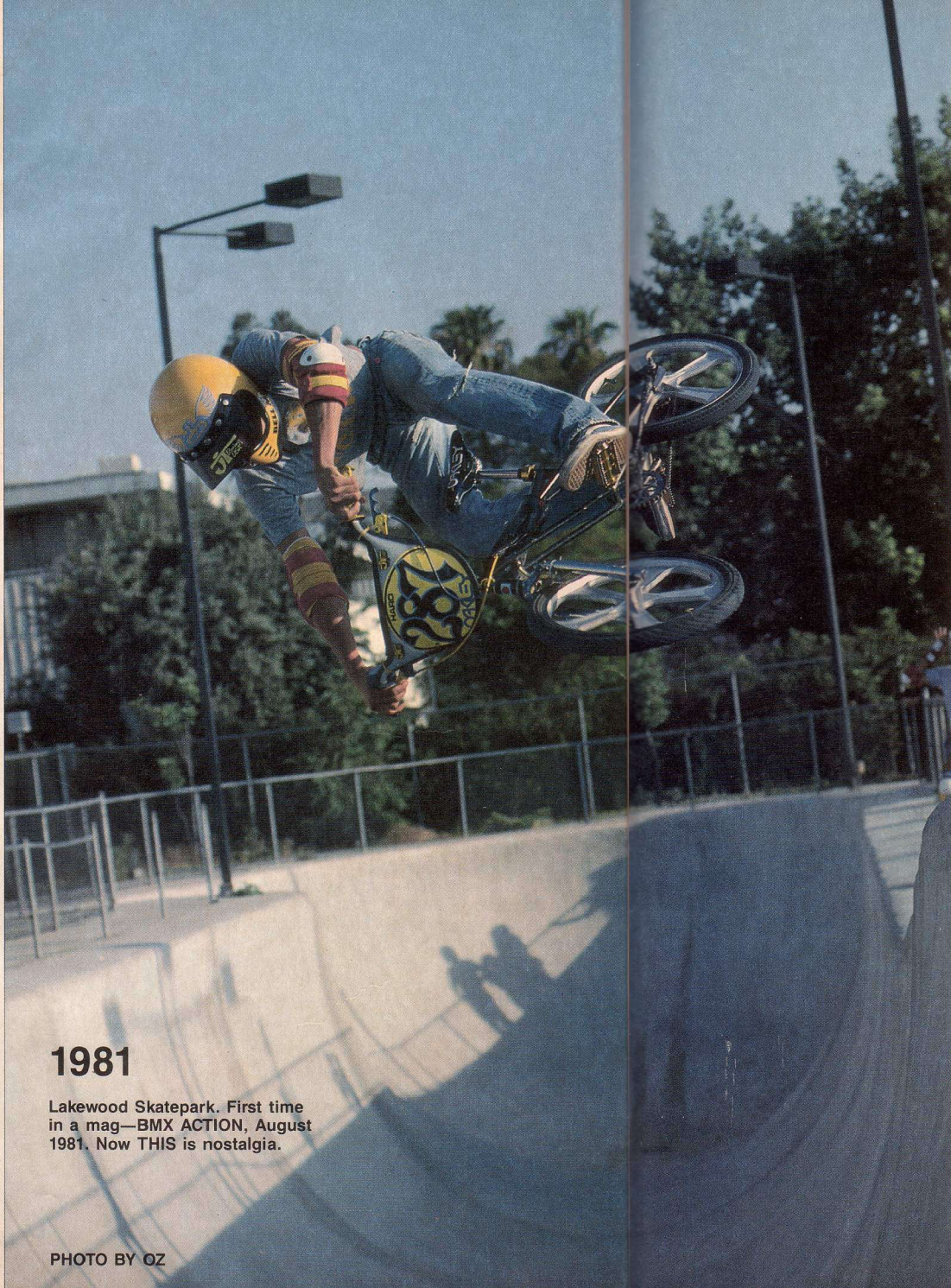
**EDDIE:** "Only if I work for it—then I can see getting the attention."

**R.L.:** "Did you ever go through a period when you started to feel like you had to control the attention, the money, and all that?"

# 1981

Lakewood Skatepark. First time in a mag—BMX ACTION, August 1981. Now THIS is nostalgia.

PHOTO BY OZ



**EDDIE:** "I never worry about gettin' fat-headed. I don't think I've ever been that way. Other people might think the opposite, but I'm just like everyone else—all I do is ride a bike and do my best at it."

## PART FOUR—MONEY

**R.L.:** "Are you thinking about buying a condo or anything?"

**EDDIE:** "Yeah, I've been looking around."

**R.L.:** "How much you plan on spending?"

**EDDIE:** "Oh, I don't know. I've gotten estimates around 115,000 dollars."

**R.L.:** "What are you, 21? How do you feel about spending \$115,000? Do you feel like you've really accomplished something?"

**EDDIE:** "No. I don't know, I'm just thinking that my taxes are WAY high and they're gonna take all my money away from me if I don't buy a house (laughter)."

**R.L.:** "If you want to tell us, how much do you think you'll make in '85? And how much in '86?"

**EDDIE:** "I don't know about '86. In '85, probablyyy . . . almost 80,000. The movie (RAD) and the commercials are helping."

**R.L.:** "What commercials have you done?"

**EDDIE:** "Foot Locker, Del Monte, and Mountain Dew."

## PART FIVE—MUSIC

**R.L.:** "What's your favorite music?"

**EDDIE:** "I like Dead or Alive. Or Oingo Boingo."

## PART SIX—SUBCONSCIOUS CLOTHING

**R.L.:** "When you wore black and white at Del Mar (KOS Round 1). I know you were working a lot at the time on other projects like commercials and stuff. At that point were you feeling the pressures of being at the top?"

**EDDIE:** "Well, it wasn't really pressures. What people don't understand is that at that skatepark contest—the one I didn't win—I didn't try really hard. The skatepark contest only paid, what, 600 dollars for the pro purse? Who's gonna bust their butt for 600 dollars when you've got a world tour coming up which pays five, six times more than that? Maybe \$5,000 for two months, which isn't bad when all you have to do is ride your bike the way you want to and don't hurt yourself—just be comfortable with it."

"But people were just like, 'Oh, he's not riding because he doesn't want to

anymore,' or, 'He's all burned out.' When I got the world tour and other show commitments over with, I trained hard and won the next contest without a doubt (Del Mar Round 3)."

**R.L.:** "But did the black and white in any way reflect your feelings?"

**EDDIE:** "It was kinda like going back to basics. I was one of the first skatepark riders to do high airs. I was just trying to be different than everyone else, because everyone was going after the colors."

## PART SEVEN—COMPETITION AND INSANITY

**R.L.:** "What about the younger guys coming up and challenging you?"

**EDDIE:** "That's another thing that I think people don't really understand. You and I have put in a lotta years making up tricks and getting them in the magazines. Some kids see them in the magazines and do them—they don't think of their own tricks."

"Guys come up to me and go, 'Hey, I can get six feet of air and I've only been riding a year. How long have YOU been ridin?' Well I've been ridin' seven years and I do about six feet on most ramps. WE made the tricks up. If it weren't for us, they wouldn't be doing 'em. Kids always harp on me for that."

**R.L.:** "I remember when me and Buff were doing aials and shows, and you were working on just airs and breaking new ground—four feet seemed IM-POSSIBLE. Do you ever think about what pushed you to do that?"

**EDDIE:** "Oh yeah, I've got old pictures of aials and I remember that two years before that there wasn't even anything called an aerial. The hot thing was to carve around the pool and get your front wheel to touch the coping."

**R.L.:** "Do you think that airs have almost gotten insane?"

**EDDIE:** "To an extent, yeah. I mean, ten feet high is outrageous. It's just gone too far. This next contest (KOS Round 4) is gonna really show how high people can go (Ed. note: Sure enough—check this issue)."

**R.L.:** "When you're riding a ramp, do you ever think that maybe you're a little crazy?"

**EDDIE:** "Well jeez, we've been doing it so long . . . It's just like racing cars or something like that—I don't think of it as being dangerous because we do it every day. It's normal for me to do it so it doesn't feel dangerous in any way, shape, or form."

**R.L.:** "What about when you start



# 1983

On the old BMXA small ramp.



pushing the outer limits—eight and nine feet?”

**EDDIE:** “THEN it starts to get scary. When you know how high it is, THAT’S when you start to get scared, but if you go out there and push your hardest and let’s say no one knows how high you’re going—no one is measuring—and you’re pushing 12 feet (he shrugs). But if you know you’ve done 12 feet—jeez.”

**R.L.:** “Have you done 12 feet?”

**EDDIE:** “No. (pause) Not that I know of.”

**R.L.:** “What’s the recorded highest air?”

**EDDIE:** “I know for a fact that Michael’s done ten feet plus. That’s from sight.”

**R.L.:** “What about you?”

**EDDIE:** “I’ve done about ten.”

## PART EIGHT—STUPID QUESTIONS (AND A FEW

## GOOD ONES)

**R.L.:** “I’ll ask you a few stupid questions now. What time do you get up in the morning?”

**EDDIE:** “The usual time? Early, seven or eight o’clock. It leaves more time in the day for other things.”

**R.L.:** “What time do you go to bed?”

**EDDIE:** “About 11 or 12. No later.”

**R.L.:** “I understand you don’t ever drink any alcohol.”

**EDDIE:** “No, just on special occasions—when I wake up, when I go to bed. No, just kidding. I don’t like beer. I got drunk once and that’s all I needed to be drunk. I know the feeling and it’s not fun.”

**R.L.:** “Got any habits?”

**EDDIE:** “Good or bad?”

**R.L.:** “Anything. Leaving the cap off the toothpaste . . .”

**EDDIE:** “My room’s a mess. But I try to keep my truck as clean as possible.”

**R.L.:** “Are there any riders out there who you like to ride with or watch ride?”

**EDDIE:** “I like to watch Brian Blyther ride because of how smooth he is.”

**R.L.:** “Got any heros?”

**EDDIE:** “Not really. If it were anybody, it’d probably be Bob Haro because of his business. I’d like to have a business someday and make lots of money and not have to work anymore.”

**R.L.:** “What do you plan on doing in the future? How much longer do you plan on ridin’?”

**EDDIE:** “What I really want to do is start getting into stunt work and commercials, movies, and things like that. You wouldn’t BELIEVE how much money you can make on a movie. For not even doing anything!”

**R.L.:** “How about competition? How long do you plan on keeping it up?”

**EDDIE:** “Probably ‘til I’m about 25. But if I’m still in top physical condition and I don’t gain 30 to 50 pounds, I’ll keep competing as long as there are skateparks to compete in.”

**R.L.:** “Would you say freestyle riding is more of a job, or just fun?”

**EDDIE:** “Well, when you’re out there doing it, feeling good and getting a lot of laughs out of it, THEN it’s fun. Once you’ve done too many shows, it starts to get boring. You’re still doing a good show and people are having fun, but that’s when it becomes a job. Depends on what kind of a mood you’re in too.”

**R.L.:** “Do you prefer sunny days everyday or do you like some sunny days and some cloudy days?”

**EDDIE:** “I’d say once a week with a cloudy day—but not raining—and the rest sunny would be excellent.”

## PART NINE—LIKES AND DISLIKES

**R.L.:** “What are things that turn you on?”

**EDDIE:** “(Laughs) Riding wise?”

**R.L.:** “Anything thrill you—like roller-coasters or whatever? Like to me, things that scare me are cool. Because it’s kind of fun to be scared.”

**EDDIE:** “I like riding motorcycles. Street bikes and dirt bikes. I like dirt bikes a lot. Something I’d really like to do but that I haven’t really had a chance to is drive fast cars—being able to stick in corners and go 200 miles an hour.”

**R.L.:** “Turn-offs?”

**EDDIE:** “People who smoke. People who are too hip on themselves. When my truck breaks down.”

## PART TEN—RAMBLING

**R.L.:** “Do you have any toys? Do you play with electronic cars or anything?”

**EDDIE:** “Uhm, at 21? My toy is out in the parking lot.”

**R.L.:** “Your 4X4 is your toy?”

**EDDIE:** “Yeah.”

**R.L.:** “What do you do on a boring day?”

**EDDIE:** “Probably work on my truck—clean it, wash it, wax it. Or work on my bikes—dialin’ ‘em in.”

**R.L.:** “When you go on a date, where do you go?”

**EDDIE:** “I like to go to a movie, and go to dinner. I don’t like to go to dances or anything like that—when I been ridin’ all day, goin’ out is a pain! I like spur of the moment things also. I don’t always like planned dates—I’ll pick you up at four, we’ll be there at five, and we’ll do this at six.”

**R.L.:** “What’s your present girlfriend’s name?”

**EDDIE:** “Present girlfriend? I’ll probably get in trouble—yeah, it’s Windy Osborn. Do you know who that is?”

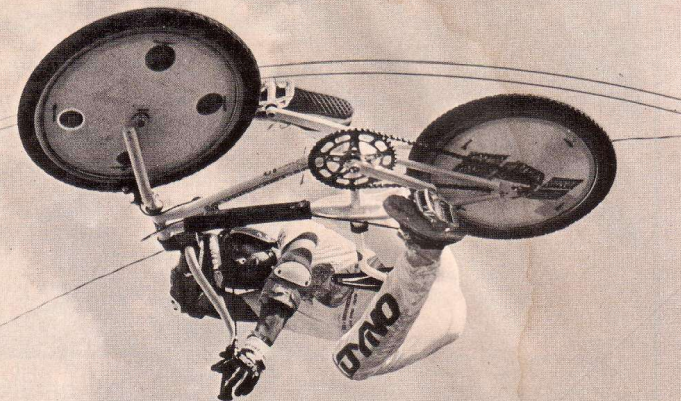
## PART ELEVEN—FINAL WORDS

**R.L.:** “Any final words you wanna say to the people readin’ this?”

**EDDIE:** “Thanks to GT. They brought me through a lot of this and helped me out in a lot of ways.”

“I remember when I was back in school, back when I was 13 years old and I said to one of my friends, ‘I’m gonna be in this magazine one of these days.’ Back then I wanted to be famous. Now I just want to be known. Famous is a different word and it puts you in a different attitude. Being known is better.”

And known he is.



# 1985

Excessive altitude at Buff’s ramp.

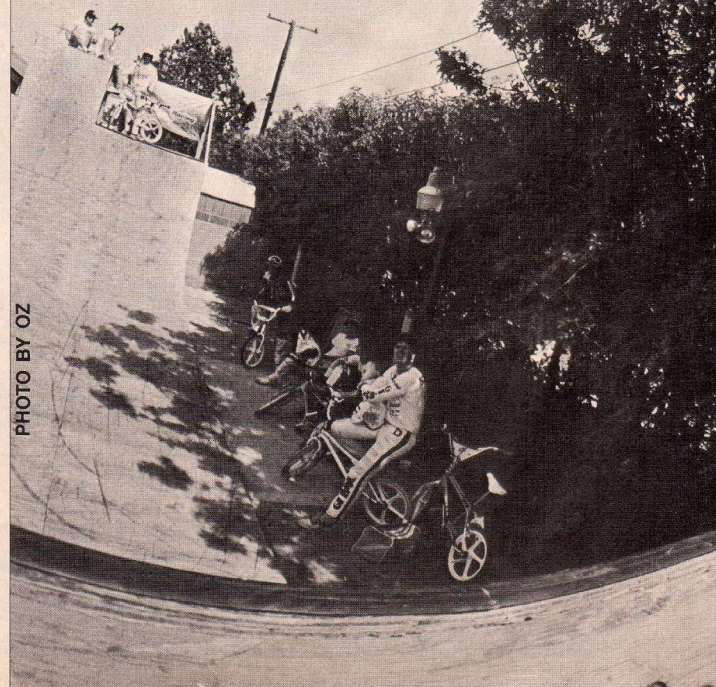
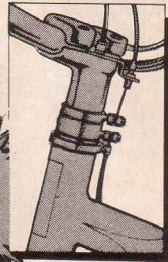


PHOTO BY OZ



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# STREET TALK

continued from page 14

named tricks, to name a few. I'm glad to see there are other girl freestylers out there 'cause I thought I was the only one. I was hopin' we could get more recognition and the only way to do that is to write in. So come on gals, let's let them know we're out here!

Lisa Pampel  
Granger, Indiana  
P.S. A.J., I think you're TOTALLY cute.

I'm speechless . . . —A.J.

Dear FREESTYLIN',

I would like to say to all the girls out there that freestylin' is not just for the boys! I changed my Diamond Back Silver Streak into a freestyler—I put some fork standers, frame standers, freestyle tires, freestyle bars, and a Rotor on it.

I've been freestylin' for about a year and can do track stands, boomerangs, cherrypickers, and a few aerals. I used to go to my friend's half-pipe until some SCUM tore it down and stole most of the wood. Let's hear it for the GIRLS!!

Suzanne Smetana  
Katy, Texas

P.S. I just started racing three wheelers for Kawasaki too.

All right, you guys, the truth has been revealing itself for quite some time now—there ARE girls who freestyle. Despair no more.—A.J.

## AN EXPENSIVE STAMP

Dear FREESTYLIN',

Well, hi there everybody! I'm looking for rad pen pals from all over the world. (All right, all right, if Wilkerson and Fiola insist, they can write me too.) I'm a 16 and a half year old freestyle fanatic who lives in the most boring BMXing place in the world—Israel. But like you say, nothing can stop a freestyler from gettin' rad ANYWHERE. I'm really into The Cure, Tears For Fears, and Yello.

In about two years when I finish high school, I've got to go to the Israeli army (ugh!), so I'm planning on running away to sunny, BMXing So. Cal. (So Andy, keep a job vacant for me, will you?)

Rami Katzir  
107 Hanasi Street/46666  
Hertziya—Pituch  
Israel

P.S. Ask R.L. and Buff if they remember me—I helped them out at their shows in Amsterdam in 1984. In the photo I've got



Rami Katzir of Israel, with R.L.'s goggles and Buff's plate.

Buff's old number plate and R.L.'s goggles.

The Cure is incredible and Yello is bizarre.

Buff and R.L. say hi.

It's cool getting letters from guys all over the world who are stoked on riding—freestyle is WAY bigger than any of us think.

Keep shreddin', Rami.—A.J.

## HIS MOM WANTS HIM TO BE NORMAL

Dudes,

I'm here in Oak Grove (current data indicates that this is a football town), freezing by Bermudas off. I'm a full on freestyler/skater and I'm real good. We started a team here call The Crue. We had a show the other day and I was the only one who could remember any tricks (we didn't write 'em down).

What I'm writin' about is the public's opinion of freestylers. Around here the coaches at school give us all the crap they can and even the teachers discriminate against us. We can't take our bikes to football games and they won't let us do tricks on school grounds. We can't get a skater or freestyler elected to the student council, and people call us (BEEPS) 'cause we got pink bikes. In general, we don't get no respect.

That ain't the only prob with Missouri. We have this strange season designed by God to keep bikes in the basement—it's known as winter. WAIT, there's one more prob, it's called mom (she wants me to be normal).

So now that you know about all these horrible probs we got, would you mind sending two round trip airline tickets to the hottest freestyle spots in So. Cal.—with hotel accommodations, of course? And while I'm dreamin', throw in a Red Line RL-20-II, and a Santa Cruz Roskopp Pro model. Of course, a new riding outfit and . . .

Thrash on,  
Karl Harris  
Oak Grove, Missouri

They're on the way, Karl. My cousin Louie is delivering them personally, so have your cash ready . . . or else.—A.J.

## LOOK OUT, DON JOHNSON

Dear Andy,

As a Florida affiliate for the AFA, I'd like to let you in on a hot scoop. Three of my members were asked to be in an episode of MIAMI VICE as extras. The shoot was done October 9th for an episode entitled, "Bushido," which will air in six to nine weeks. The kids were doing tricks in the background during two beach scenes.

The boys who did the riding are members of the MCS Factory Freestyle Team—Frank Settle, Marlowe Buelvas, and Billy Swoope. I went along as the chaperone and it was pretty fun—even if we did have to stay up all night!

We're all pretty excited about this. Hope you can find space for it somewhere. Thanks and keep stylin'!

Lynne Swoope  
Miramar, Florida

THAT'S hot—more proof that freestyle is gaining in mass appeal. What's next? The White House? The Vatican?—A.J.

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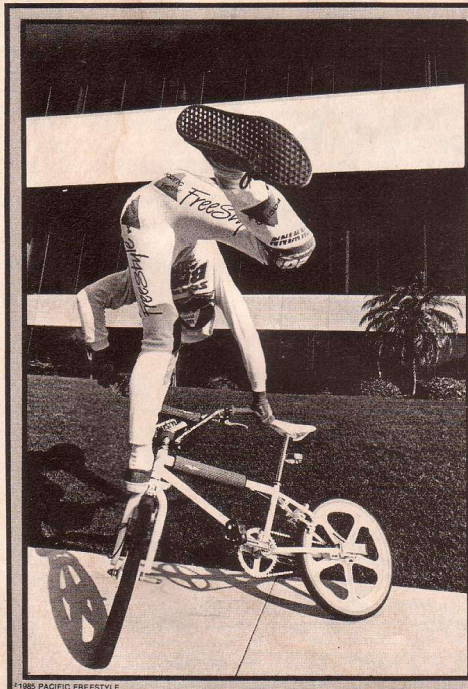
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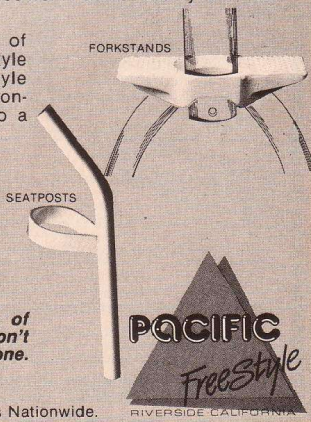
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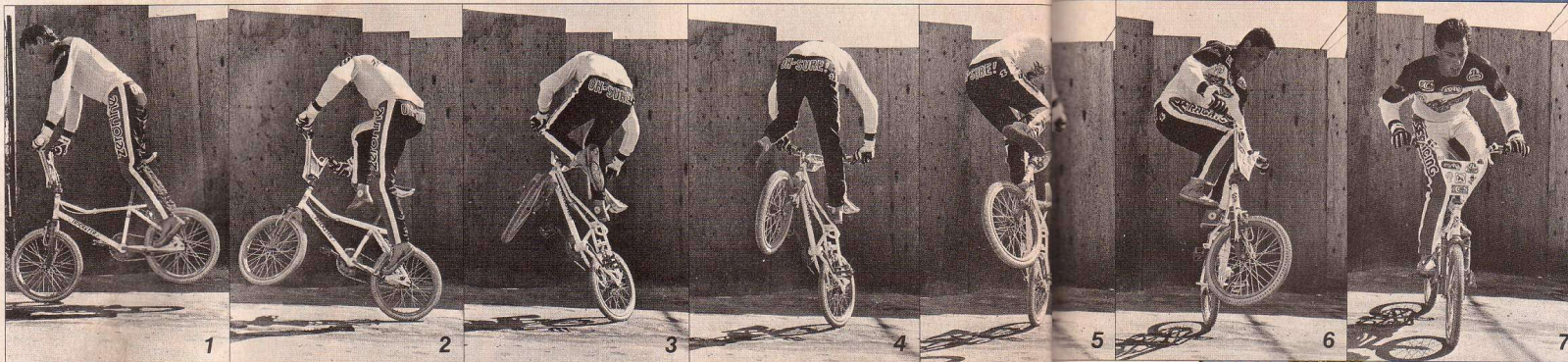
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# BLOOD

## ON THE STREET

Yes, he still lives.

And yes, he still hounds us for coverage.

After the twentieth or so phone call we figured out the best way to get him off our case was to go out and shoot the guy. With a camera, of course.

We weren't disappointed by the results—Fred unveiled the trick everyone had been talking about since the BMX ACTION guys got back from tour last summer. You'll remember that Fred accompanied them to open the shows doing both skating and freestyling.

His trick? An inverted boomerang called a decade. Why? Because it took ten days to perfect. Get it?

Anyway, here's Fred to clear it up for you guys:

"The trick is basically five parts. The first thing you want to do is put your pedals level—I set up so that my right pedal is towards the front. Then stand on the back platforms or pegs and roll forward. It doesn't have to be a fast speed, just a mediocre speed. Do a quick front endo, but you only want your back wheel to go about a foot in the air at the most, to get the backward momentum."

"The next steps happen real quick. Jam on your back brakes and use the backward momentum to pull the front end up. Move your right foot from your platform and set it on your seat post. Your

bike should be standing almost straight up and down as you start your boomerang."

"The third step is the hardest. When you're standing straight up, as soon as your right foot lands on the seat post you want to JUMP—it's just like doing a boomerang. You push off the seat post with your right foot (with your left foot leading your right foot) and jump up over the head tube to the other side of your bike, landing on the seat post with your left foot. The mistake that most people make here is that they don't kick their knees up high enough and they hit 'em on their forks or head tube—which isn't fun. Or they don't jump enough—they try to step around it. If you step around it, your right foot is always gonna get caught on your forks. Just remember the higher you jump, the easier it is."

"After you land with your left foot on the seat post, your bars should be pointed straight ahead. You'll have to kind of pull your bars up into your chest. Sometimes you'll tend to spin a little, sometimes you won't—it depends on how high you jumped."

"The bike will then start falling down, and as it does you take your right foot and put it on the right pedal and just ride out of it. Dat be it."

Thanks, Fred. Maybe we should shoot this guy more often.



Fred Blood with his street adapted can-can.

PHOTO BY WINDY







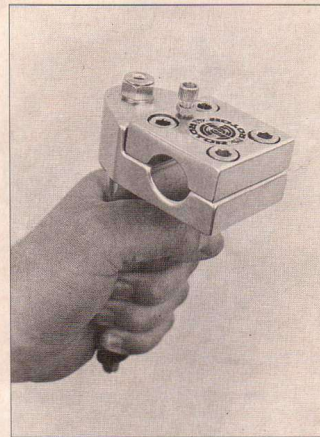
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## ROTOR MODS

You wanna know the definition of depression? When you go out, spend 30 or 40 bucks on a spinning device, spend several hours installing it, and then find out it's about as useful as Dexatrim in Ethiopia.

Well, manic depressives, cheer up 'cause your favorite freestyle mag just did you a favor without you even knowing it. In just a few short minutes, we (with a little help from Rob Lynch and R.L. Osborn) are gonna teach you (the depressed guy) how to dial in your un-dialed rotor and let you in on the newest spinning hardware on the market.

First, some basic but SUPER important installation tips that apply to all spinning devices. Keep the exposed cable length as short as possible, because the more exposed cable you have, the more stretch you'll get, which accounts for that mushy feel. Try to keep the cables routed in a straight line—no kinks or bends. Keep the stem as clean as possible when re-installing it into the forks, then after it's tightened down, put a little grease above and beneath the rotor, and slide it (the



The new ACS Rotor 45 stem.

rotor and down to work the grease in. If your stem rides too high, remove the washer in your headset, and cut the headset lock-nut in half. This should save about a quarter-inch. Go SLOW when putting on your rotor, and make sure you follow the instructions. The more time you spend on it, the better it's gonna work.

Speaking of stuff that works... introducing the latest item from ACS: the Rotor 45 stem.

This thing is bitchin'! What you get is a stem with a trick little hole drilled through it, along with a built-in adjusting barrel (Hutch and Haro are also producing similar stems). This routes your cable straight through the stem and eliminates the cable stop plate that used to come with the ACS Rotor. They stopped including this plate because it caused excessive cable stretch, which reduced braking performance.

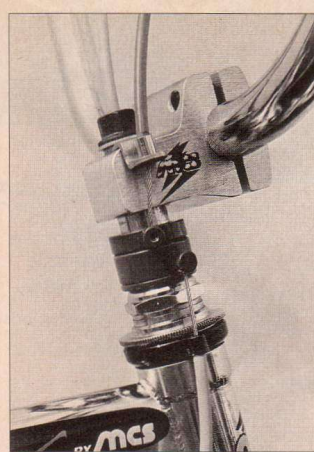
The 45 also comes with a special chrome-moly shaft and wedge that are both cut at a very steep angle. This translates into way less stem flex.

The best thing is that a mere \$16 puts the 45 stem on your bike. Cool.

What? You say you lost your wallet last week and you have no cash? No prob, dude. Here are some do-it-yourself stem modification tips: Just drill a hole the size of your inner cable wire between the back two stem clamp bolts (see photo).

Now enlarge the hole in the stem's top clamp to accept an adjusting barrel (get one from an extra set of brakes), and push the adjusting barrel into the hole. NOW install your upper cable and housing. At this time, take your cable stop plate off and throw it as far as you can. You've just reduced cable stretching and amplified your stopping power tons.

Here's a RAD modification for your ACS Rotor that makes changing the rear cable about 97 percent easier. From the top of the Rotor, drill a hole above the bottom



The California Freespin—the low cost alternative to rotors.

cable, but stop when you reach the cable head. Now if your rear cable ever breaks, all you need to do is push the old cable head up and out of the hole you drilled in the Rotor, and slide a new cable (cable head last) through the hole. No more pulling off the whole stem, Rotor, and front brake cable just to change one cable. This

continued on page 75

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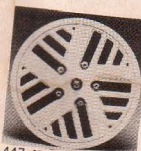
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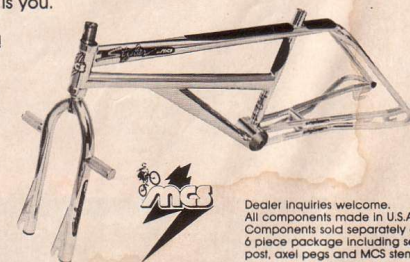
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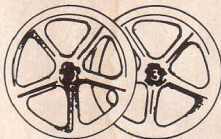
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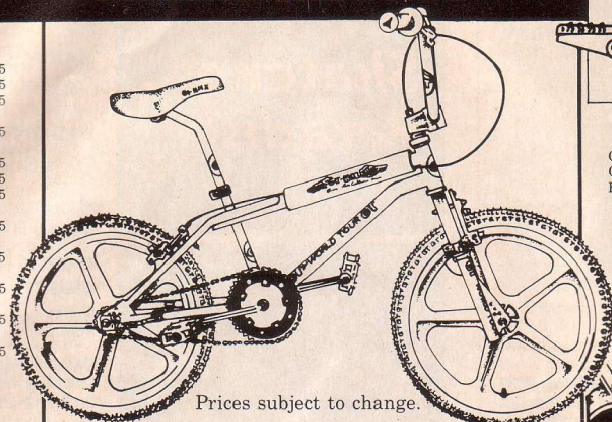
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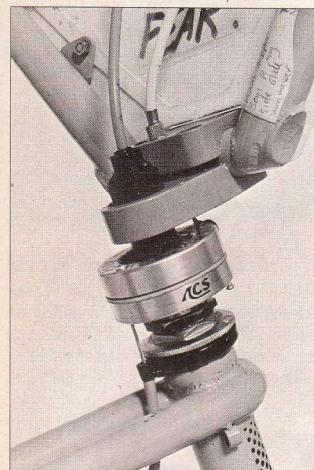
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# GRAFFITI

continued from page 73



If you don't want to buy a whole new stem and you already have a Rotor, here's how R.L. modified his Pro Neck.

saves you about three hours worth of work, and is especially convenient if the cable happens to break before a show or a contest.

For those of you who demand perfection, ACS has just released another product that will fit the bill: a headset cup with a built-in cable guide. Now you can get rid of the U-bolt assembly—no more scratched top tubes. ACS says the Rotor now comes with a new cup, and by the time you read this, you should be able to buy the cup separately.

Another company you might want to check on is California Freestyle Designs. Their updated California Freespin works good, and is priced reasonably—around 28 bucks. They've replaced the anchor bolt assembly with some cool new allen bolts that don't thrash your cables when you tighten them down. The unit itself is made of a lead-based metal that spins smooth. The aircraft cables that come with the Freespin are guaranteed for a lifetime.

As far as colors are concerned, nobody has more than these dudes. Eleven of 'em to be exact, including red, aqua, green, lavender, pink, silver... you name it. Plus they were the originator of the built-in cable guide on the headset cup.

Okay, guys, you're now armed with the lethal info, so go out to your garage and turn your brakeless deathtrap into a stop-on-the-dime scoot. ●



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# Your Socks Off

## GT Gone Mad

The Freestyle department at GT has always been insane, but for '86 they've really gone Froot-Loops, pushing each and every bike over the extreme... more accessories, better components, new graphics, eeGad! Someone's got to stop them!



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Eddie Fiola pours on the GT Blues



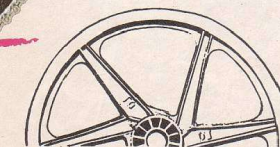
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Beau Brown	36.90	Surf Grip	42.90	Blurr	6.95
Mike Smith Hi Tech	36.90	Parade	42.90	Street Rage	2.95
Kenn Park	47.95	Madrid	42.90	Blurr	6.95
Explosion	29.95	ACS	6.15	Street Rage	2.95
John Lauria	36.90	Madrid	42.90	Blurr	6.95
Prime Freestyle Lg or Sm	28.95	ACS	6.15	Street Rage	2.95
Variflex	44.95	ACS	6.15	Street Rage	2.95
Alm Lou w/ Tape, Rails	44.95	ACS	6.15	Street Rage	2.95
Gom Rigger w/ Tape, Rails	44.95	ACS	6.15	Street Rage	2.95
Vectra	32.95	ACS	6.15	Street Rage	2.95
Vonda w/ Tape	36.95	ACS	6.15	Street Rage	2.95
Powell	39.50	ACS	6.15	Street Rage	2.95
Rail Bones	39.50	ACS	6.15	Street Rage	2.95
Large Mountain	39.50	ACS	6.15	Street Rage	2.95
RIP	39.50	ACS	6.15	Street Rage	2.95
Stapham	39.50	ACS	6.15	Street Rage	2.95
Six Track	39.50	ACS	6.15	Street Rage	2.95
Six Track Colored	17.85	ACS	6.15	Street Rage	2.95
Six Track Ultimate	39.50	ACS	6.15	Street Rage	2.95
McGill	39.50	ACS	6.15	Street Rage	2.95
Swamp & Skull	39.50	ACS	6.15	Street Rage	2.95
		ACS	6.15	Street Rage	2.95
Lester	42.90	ACS	6.15	Street Rage	2.95
Phillips	42.90	ACS	6.15	Street Rage	2.95
Neil Blender	39.90	ACS	6.15	Street Rage	2.95
Scrammer	39.90	ACS	6.15	Street Rage	2.95
Wendy	42.95	ACS	6.15	Street Rage	2.95
		ACS	6.15	Street Rage	2.95
Danger	33.95	ACS	6.15	Street Rage	2.95
Gripham	41.95	ACS	6.15	Street Rage	2.95
Stoked	28.95	ACS	6.15	Street Rage	2.95
High Voltage	39.50	ACS	6.15	Street Rage	2.95
Big Stick	34.95	ACS	6.15	Street Rage	2.95
		ACS	6.15	Street Rage	2.95
G & S	34.95	ACS	6.15	Street Rage	2.95
Billy Ball	39.90	ACS	6.15	Street Rage	2.95
Neil Blender	39.90	ACS	6.15	Street Rage	2.95
Fat Tail	39.90	ACS	6.15	Street Rage	2.95
Singer	39.90	ACS	6.15	Street Rage	2.95
A.A.	39.90	ACS	6.15	Street Rage	2.95
		ACS	6.15	Street Rage	2.95
Fish Sin or Lg	38.90	ACS	6.15	Street Rage	2.95
Alva Dolphin	38.90	ACS	6.15	Street Rage	2.95
Alva Sin or Lg	38.90	ACS	6.15	Street Rage	2.95
		ACS	6.15	Street Rage	2.95
Gonzales	41.90	ACS	6.15	Street Rage	2.95
Gator	41.90	ACS	6.15	Street Rage	2.95
Agent Orange	41.90	ACS	6.15	Street Rage	2.95
Ripper	29.95	ACS	6.15	Street Rage	2.95
Shredder	29.95	ACS	6.15	Street Rage	2.95

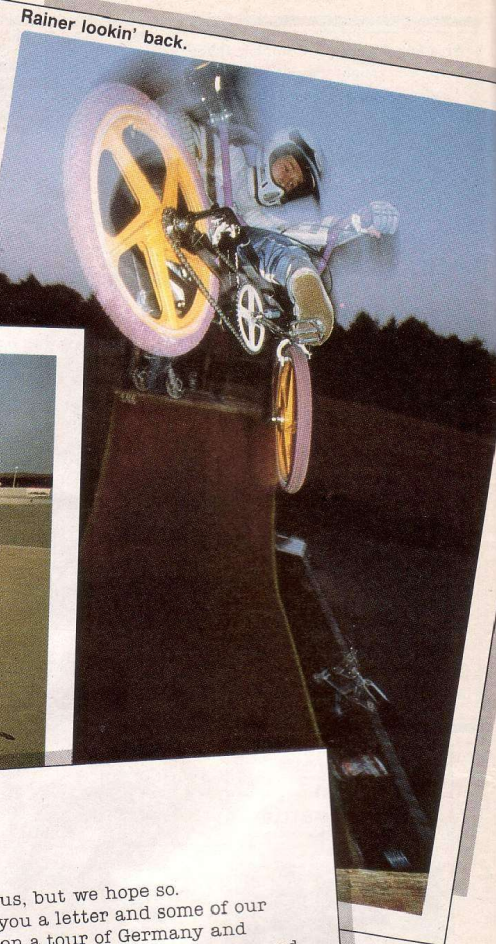
Wheels ea. (4 req.)		Video	
Shredders	3.95 2 1/2 tone 5.25	Surf Grip, Bones Baggies (Aqua/Vanilla),	
Blurr	6.95 2 1/2 tone 8.25	Play/Kicks, CC-Concave	
Street Rage	2.95	All Have Precision Bearings & Tape	
Blurr	6.95 2 1/2 tone 8.25	<b>SURE GRIP</b> 1-High Voltage 10" X 30" FK	
Street Rage	2.95	\$69.95 2-Gripham 10" X 29 1/2 CC \$59.95	
Blurr	6.95 2 1/2 tone 8.25	<b>SIMS</b> 3-Lester 10 1/2" X 30" CC \$59.95	
Street Rage	2.95	4-New Wave 10 1/2" X 30" CC \$54.95	
Blurr	6.95 2 1/2 tone 8.25	<b>VARIFLEX</b> 5-Splash 9" X 29" FK \$47.85	
Street Rage	2.95	6-Victoria 10" X 30" CC \$73.95 7-Wondo	
Blurr	6.95 2 1/2 tone 8.25	10 1/2" X 30" CC \$73.95 8-Grim Rapper	
Street Rage	2.95	10 1/2" X 30" CC \$84.95	
Blurr	6.95 2 1/2 tone 8.25	<b>NASH</b> 9-Executioner 9 1/2" X 29" FK	
Street Rage	2.95	\$64.95 10-Doctor or Locals Only 10 1/2" X 30" CC \$89.95 both with nose, rails, & skids	
Blurr	6.95 2 1/2 tone 8.25	<b>ALVA</b> 11 Fish 10 1/2" X 31" CC \$84.95 12-Dolphin 10 1/2" X 29 1/2" CC \$84.95	
Street Rage	2.95	<b>MADRID</b> 13-Bau Brown 10 1/2" X 30" CC \$54.95 14-Explosive 10 1/2" X 29 1/2" FK \$73.95	
Blurr	6.95 2 1/2 tone 8.25	<b>SANTA CRUZ</b> 15-Slasher 10 1/2" X 29 1/2" CC \$59.95	
Street Rage	2.95	16-Rock Rocking 10 1/2" X 29 1/2" CC \$59.95	
Blurr	6.95 2 1/2 tone 8.25	<b>POWELL</b> 17-Rail Bones 10 1/2" X 30" CC \$59.95	
Street Rage	2.95	18-Sil & Sword 10 1/2" X 30" CC \$59.95	
Blurr	6.95 2 1/2 tone 8.25	19-Safety Skates Only	
Street Rage	2.95	Any Two of Above	
Blurr	6.95 2 1/2 tone 8.25	Complete Boards	
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Blurr	6.95 2 1/2 tone 8.25		
Street Rage	2.95		
Blurr	6		



# LAST BITE

Photos by Patrick

Tomy lookin' stylish. Check the PTR bike.



## UPDATE

Dear FREESTYLIN',

We don't know if you remember us, but we hope so. We thought it was time to send you a letter and some of our raddest photos. Last year we were on a tour of Germany and parts of Switzerland. It was a promotional tour for our frame and parts—the PTR Trickstyler. I think we told you about it—we designed it ourselves. It's out on the market over here and doing good. Anyway, we're doing shows nearly every weekend and we've done three TV shows with another one coming up.

We would really like to come back to the states next year; if you don't mind we will visit you with NEW tricks. We really enjoy reading your magazine. Could you do us one favor? Could you please print us in one of your super stylish issues? Only if you like the photos, or course. Thanks (tons of) a lot!

The PTR Trick Team:  
Tomy Rank, Rainer Strecker,  
and Patrick Penkwith  
Stuttgart, West Germany

P.S. Some of the photos were taken in Lanzarote (one of the Canary Islands). We were there last summer practicing. We got rooms very cheap 'cause we did shows every weekend. The ramp shots are of our half-pipe we just built.

Of course we remember you guys. Thanks for the rad photos. See you this summer.—The staff

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## SHEET F-1376

		SPECIAL PRICE	SHIP WT. LBS.
2006	SPORTS WATCH WRIST WRAP NYLON WALLET WITH WATCH	—	—
2240	UNI-BMX NYLONS 1M CLRS. RED LINE. GT DIAMOND BACK. W/ JMC. WAIST SIZE 22-24, 26-28, 30-32 or 34-36	1	1
2412	FREESTYLE GLOVES FINGERLESS. PADDED PALMS. RD-LV-PK-BL-WH. 15-20 M-M-L-V-L	PAIR	1/4
3211	HARD FREESTYLE HANDLEBARS CP-WH-GN-BL	2	2
3221	SKYWAY FREESTYLE HANDLEBARS CP-WH-OR-GN	2	2
3260	GT BMX HANDLEBARS CROMOLY. CP ONLY	2	2
3261	GT PERFORMER F/S HANDLEBARS CP-GN-BL-YL-PK-WH	2	2
3270	CW HANDLEBARS CP-WH-BK-PK-GN-BG-BL-LV-OR	2	2
3271	CW FREESTYLE HANDLEBARS WH-BK-PK-GN-BG-BL-LV-OR	2	2
3281	HUTCH FREESTYLE HANDLEBARS CP-PK-WH	2	2
3293	RED LINE FORKLEITER HANDLEBARS WHITE. CP ADD \$5.00. NO. PLATE ADD \$10.00.	2	2
3411	OAKLEY D-WING GRIPS PK-LV-AD-GN-BK-BL-RD-WH-OR	PAIR	1/2
3421	A ME UNI-TRON GRIPS ALL COLORS (SPECIFY)	PAIR	1/2
3480	ODI MUSHROOM GRIPS RD-BL-PK-BK-GN-OR-WH-LV	PAIR	1/4
3600	TUF-NECK PRO MODEL STEM PK-LV-OR-WH-BK-SL-RD-OR. CHROME ADD \$2.00. FREESTYLE MODEL ADD \$5.00.	1 1/2	1 1/2
3602	DK STEM SL-BK-RD-BL. STANDARD OF MINI.	1 1/4	1 1/4
3603	GT FREESTYLE STEM BK-BL-WH-LV-SL	1 1/2	1 1/2
3620	RED LINE DETANGLER STEM BK-WH-SL-TO-PK-YL	1	1
3700	ACS POTTS STEM MODIFICATION KIT SILVER	1 1/2	1 1/2
3701	TUF-NECK FREESTYLE STEM BOLT CROMOLY BLACK	1 1/2	1 1/2
3702	GT FREESTYLE STEM BOLT CROMOLY BLACK	1 1/2	1 1/2
3810	TIOGA BEAR TRAP 2 HEADSET 24 THD. CP ONLY	1 1/2	1 1/2
3813	GT BMX TYPE EPOCH HEADSET CP-RD-BL-BK-SL	1 1/2	1 1/2
4210	CYCLE PRO SHOT GUN II AERO SADDLE BK-BL-RD-YL-WH-OR-PK-LV	1 1/2	1 1/2
4250	UNI SEAT SPECIFY STANDARD, TURBO, or MINI. CP-WH-OR-GN-LV-PK-RD-BL-YL. GRAPHITE POST ADD \$4.00	1 1/4	1 1/4
4440	BENT SEATPOST / HUTCH or TUF NECK or PRO CLASS 7/8" CROMOLY. CP	1	1
4443	GT BENT SEATPOST WH-LV-PK-BL-CP	1	1
4450	TUF-NECK BENT SEAT POST with BRACE CP-WH-OR-LV-GN-SL	1 1/2	1 1/2
4456	SNAKEPOST CRD SEATPOST CROMOLY. CP	1	1
4600	TUF-NECK SEAT POST CLAMP BK-WH-OR-LV-GN-RD-BL-SL	1 1/4	1 1/4
4601	SUNTOUR SEAT POST CLAMP PK-GN-LV-OR-WH	1 1/4	1 1/4
4900	SKYWAY FREESTYLE PLATFORM KIT CROMOLY ONLY	SET	2 1/2
4902	GT FORK STANDERS SPECIFY 1" or 1-1/8" FORK. 30 STYLE FOR 1" FORK SUBTRACT \$5.00	PAIR	1 1/2
4903	SKYWAY AXLE STANDERS CP-PK-LV-GN-WH-OR	PAIR	1 1/2
4904	GT FRAME STANDERS CP-BL-GN-PK-LV-WH	PAIR	1 1/4
4905	GT TUBE RIDES AXLE STANDERS STEEL 24 or 26 THD. ALLOY MODEL ADD \$2.00.	PAIR	1 1/4
4906	PEREGRINE AXLE STANDERS BK-BL-LV-GN-RD-SL-WH. 24 or 26 THD.	PAIR	1 1/2
4907	PRO NECK AXLE STANDERS LV-OR-WH-GN-CP	PAIR	1 1/4
4908	HUTCH FRAME STANDERS MIKE DOMINGUEZ MODEL. CP	PAIR	1 1/4
5200	IZUMI CHAIN 1/2" x 1/8" GR-OR-PK-LV-WH-GD-CP-BL-RD	1	1
5410	TIOGA ONE-PIECE CROMOLY CRANK CP 175, 175, or 180mm. 24 or 26 THD. WITH BB SET ADD \$4.99.	2 1/2	2 1/2
5521	POWER DISC TUF-NECK or PRO CLASS or TIOGA F/S-1 TASK FORCE BK-BL-RD-SL-GD TUF-NECK. WH-OR-GN-LV-PK-CP ADD \$2.00.	1 1/2	1 1/2
5720	TUF-NECK CHAIN RING BK-BL-RD-GD-SL 39 to 45 TEETH. WH-OR-GN-LV-PK-CP ADD \$2.00. POWER ROLLS ADD \$3.00.	1 1/2	1 1/2
5861	MKS GRAFIGHT 2000 PEDALS 1/2 or 9/16". BL-WH	PAIR	1 1/4
6200	SUNTOUR FREEWHEEL CROMOLY. 16, 17 or 18 (SHIMANO TECH)	1 1/4	1 1/4
6413	COMP III TIRES 20 x 1.75 SKINWALLS BK-BL-RD-WH COMP IV (BK) ADD \$5.00.	PAIR	2
6433	COMP ST TIRES 20 x 1.75 WH-BK-LV-OR-PK-GN	PAIR	2
6434	PANARACER ST TIRES 20 x 1.75 BK-WH-OR-GN-LV	PAIR	2
6435	IRC ST TIRES WH-BK-GN-LV-PK 20 x 1.75	PAIR	2
6436	GT TIRES 20 x 1.75 ALL COLORS	PAIR	2
6600	PRO CLASS WHEELS 20" 1.75 ALLOY SILVER RIMS WITH STRIPS. ALLOY FW HUBS SL-BK-BL-RD-WH-PK-OR-LV-GN. ALLOY NYLONS BK-BL-RD-GD ADD \$5.00.	PAIR	6
6610	ALLOY WHEELS 20" ARAYA RIMS. 28 x 1.75. BK-BL-RD. WHITE ADD \$7.00. 24" WHEELS ADD \$31.00.	PAIR	6
6620	"Z" WHEELS 20" BK-WH-PK-LV-OR-RD-BL-YL MATCHING ALLOY FW or CR HUBS. UNGLUED SPOKES. GLUED SPOKES ADD \$5.00.	PAIR	6
6630	SUZUE SEALED WHEELS 20" UNSEALED FW HUBS. BK-BL-RD-SL. MATCHING ARAYA RIMS. CHROME HUBS & RIMS ADD \$32.00.	PAIR	6

**HANK & FRANK**  
BICYCLES

104 E. 14TH STREET  
OAKLAND, CA 94606

		SPECIAL PRICE	SHIP WT. LBS.
6650	BULLSEYE WHEELS 20" WH-OR-SL-BL-RD-LV-PK-GN-OR-WH. MATCHING (IF AVAILABLE) SILVER ALLOY RIMS. CP SPOKES. CHROME RIMS ADD \$9.00. BK-BL-RD-GD NYLONS ADD \$5.00.	PAIR	6
6691	GT BMX WHEELS 20" SEALED CROMOLY FW AXLE. CP SPOKES. ARAYA RIMS (SPECIFY CLR-CP ADD \$9.00).	PAIR	6
6692	HUTCH WHEELS 20" SEALED TITANIUM AXLE. CP SPOKES. ARAYA RIMS. BK-SL-RD-GD ALLOY NYLONS ADD \$5.00. CHROME RIMS ADD \$9.00. PROFILE CYRO HUBS ADD \$28.00.	PAIR	6
6700	SKYWAY TUFF II WHEELS 20" FW or CR. BK-BL-LV-GN-OR-RD-WH-YL 24" MODEL (BK or WH) ADD \$19.00.	PAIR	9
6701	MASTER PEREGRINE WHEELS 20" FW or CR. BK-BL-LV-GN-OR-RD-WH-OR	PAIR	9 1/2
7129	CHANG-STAR MX-910 BRAKES SET FOR FRONT or REAR. LV-PK-OR-GN-BK-WH-CP ADD \$2.00.	EACH	2
7130	DIA-COMPE MX-1000 BRAKES REAR BK-BL-RD-GD. WH-PK-LV-GN-OR-CP ADD \$5.00. FRONT ADD \$2.00.	EACH	2
7131	DIA-COMPE MX-901 BRAKES (REAR) BK-RD-BL. WH-CP ADD \$3.00.	EACH	2
7132	DIA-COMPE FS-880 BRAKES (FRONT) BK-BL-RD. WH-CP ADD \$3.00.	EACH	2
7330	SKYWAY TUFF BRAKE PADS BK-BL-LV-GN-OR-RD-WH-YL. FREESTYLE MODEL ADD \$2.00.	PAIR	1/4
7331	ACS "Z" BRAKE PADS BK-BL-LV-GN-OR-PK-RD-WH	PAIR	1/4
7400	ACS FREESTYLE ROTOR REAR SILVER	1	1
7401	SKYWAY SPIN MASTER ROTOR REAR SILVER	1	1
7507	ACS POTTS MOD I LEVERS TECH-4. SILVER	PAIR	1/4
7508	DIA-COMPE TECH-5 BRAKE LEVERS SILVER	PAIR	1/2
7509	ACS POTTS MOD II LEVERS TECH-5. SILVER	PAIR	1/4
7906	EXP BRAKE GUARD BK-BL-OR-LV-RD-GN	1 1/2	1 1/2
8619	HUTCH FRAME & FORK HOLLYWOOD CP-PK-YL-LR. JUDGE CP ADD \$5.00.	8	8
8621	HUTCH TRICK STAR FRAME & FORK CP-VT-LR. JUDGE CP ADD \$5.00.	10	10
8631	CW CALIFORNIA FREESTYLE F&F WH-LV-BL-GN. CP ADD \$32.00.	10	10
8641	GT PRO PERFORMER F&F CP-WH-LV-PK-YL-BL-GN	10	10
8653	RED LINE RL-20 II COMBKIT YL-LV-LR-WH	16	16
8681	SKYWAY STREETBEAT F&F WH-OR-GN-PK	10	10
8690	HARD MASTER F&F WH-GN. CP ADD \$7.00.	10	10
8691	HARD SPORT F&F CP-WH-BL	10	10
8692	HARD FST F&F GN-RD-BL. CP ADD \$6.00.	10	10
9101	MT TRICK FOX COMBKIT COMPLETE KIT WITHOUT WHEELS. WH-LV-WH-PK-WH-OR	17	17
9202	DIAMOND BACK HOT STREAK BICYCLE GREY. CP ADD \$9.00.	26	26
9402	CW CAL FREESTYLE BICYCLE WH-LV-CP-GN-PK-GN	26	26
9506	KUWAHARA SCAMP BICYCLE GASTAR BRAKE MODEL WH/GN or WH/LV. FW ADD \$5.00.	17	17
9507	KUWAHARA BRAVO COMBKIT COMPLETE WITHOUT WHEELS. WH-OR or WH/LV.	17	17
9601	HUTCH WINDSTYLER BICYCLE. WHITE. CP ADD \$10.00.	26	26
9700	GT MACH ONE BICYCLE CROMOLY WH-WH-LV-PK-YL	26	26
9701	HARD SPORT FREESTYLE BICYCLE WH-BL. CP ADD \$8.00.	26	26
9702	HARD MASTER FREESTYLE BICYCLE WH-BK-LV. CP ADD \$8.00.	26	26
9901	SUNTOUR/SHIMANO FREEWHEEL REMOVING TOOL	1/4	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			
AIR—SHIPPING CHARGE DOUBLE SURFACE (NO AIR CDD'S)			
CASH C.O.D.s ONLY ADD \$3.50			
PHONE ORDER ADD \$2.00			
CATALOG (REFUNDED NEXT ORDER) \$2.00			
GRAND TOTAL (U.S. FUNDS ONLY)			

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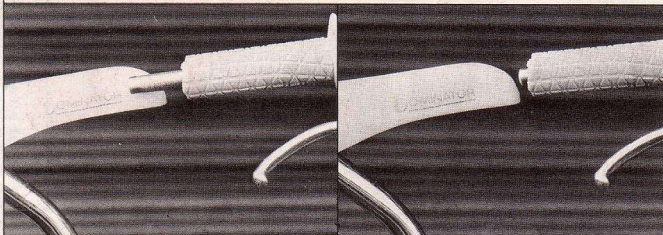
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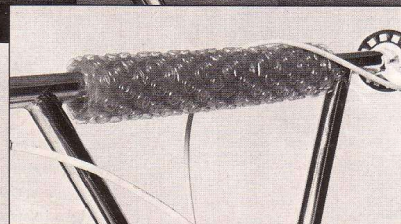
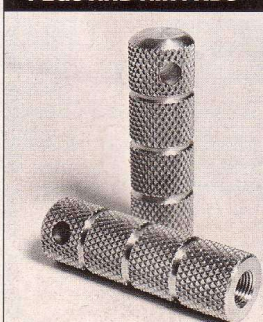


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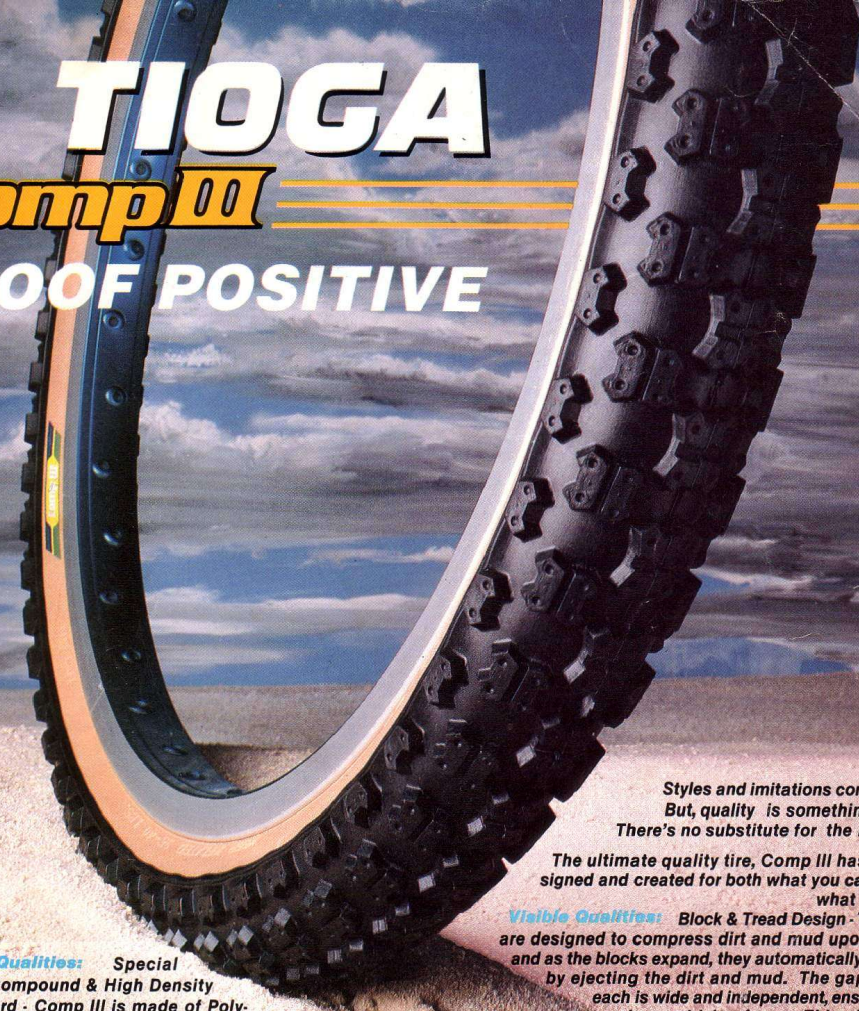
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But, quality is something special.  
There's no substitute for the real thing.

The ultimate quality tire, Comp III has been de-  
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tire. The revolutionary 18-  
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duce slippage in  
all direc-  
tions.

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pound, which increases rebound capability, skid  
resistance under wet conditions, abrasion resistance,  
and durability.

These features have improved tire responsiveness with less energy  
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power and tire life.

Comp III has a special side casing woven with 1/77" (0.33 mm) cord with a wool  
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Comp III is proof positive that real quality is an irreplaceable factor. A factor that's hard to beat.

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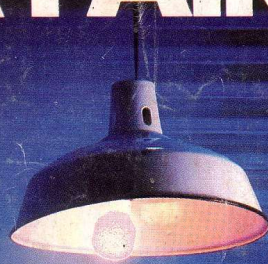
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