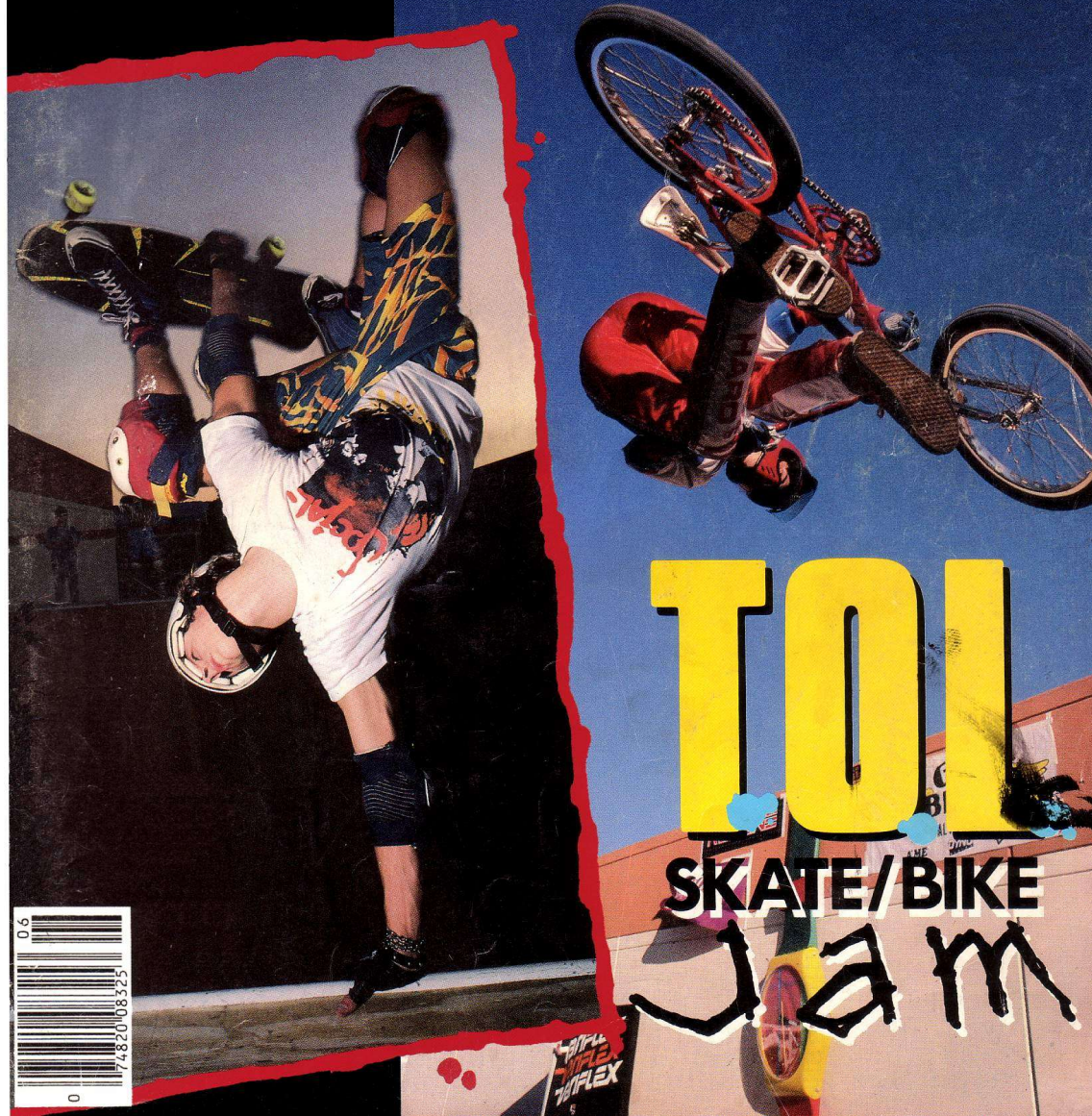


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sure. No matter what level or kind of freestyling you do I'd strongly suggest you run an ACS Rotor System. You'll discover how good you really are, and when you feel like thanking me don't send flowers, just send money."

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FREESTYLIN'

MAGAZINE

JUNE 1986 VOLUME 3 NUMBER 5 ISSUE 13

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COVER: Two different perspectives on the T.O.L. Jeff Kendall inverting (photo by Gibey) and Brian Blyther can-caning (photo by Windy).

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- 7) FREESTYLE & ATTACK FORK chromoly tubing
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- 9) HANter STEM light alloy forged w/chromoly hollow spindle
- 10) POWER DISC light alloy
- 11) HATS HANter FREESTYLE graphics
- 12) BRAKE SETS light alloy forged two-tone colored front FREESTYLE
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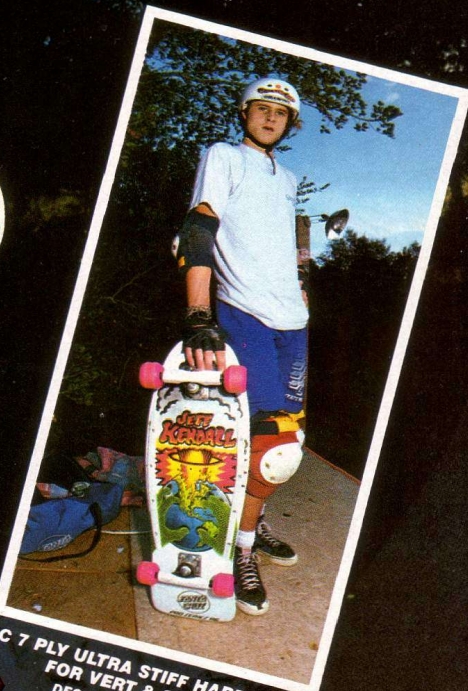
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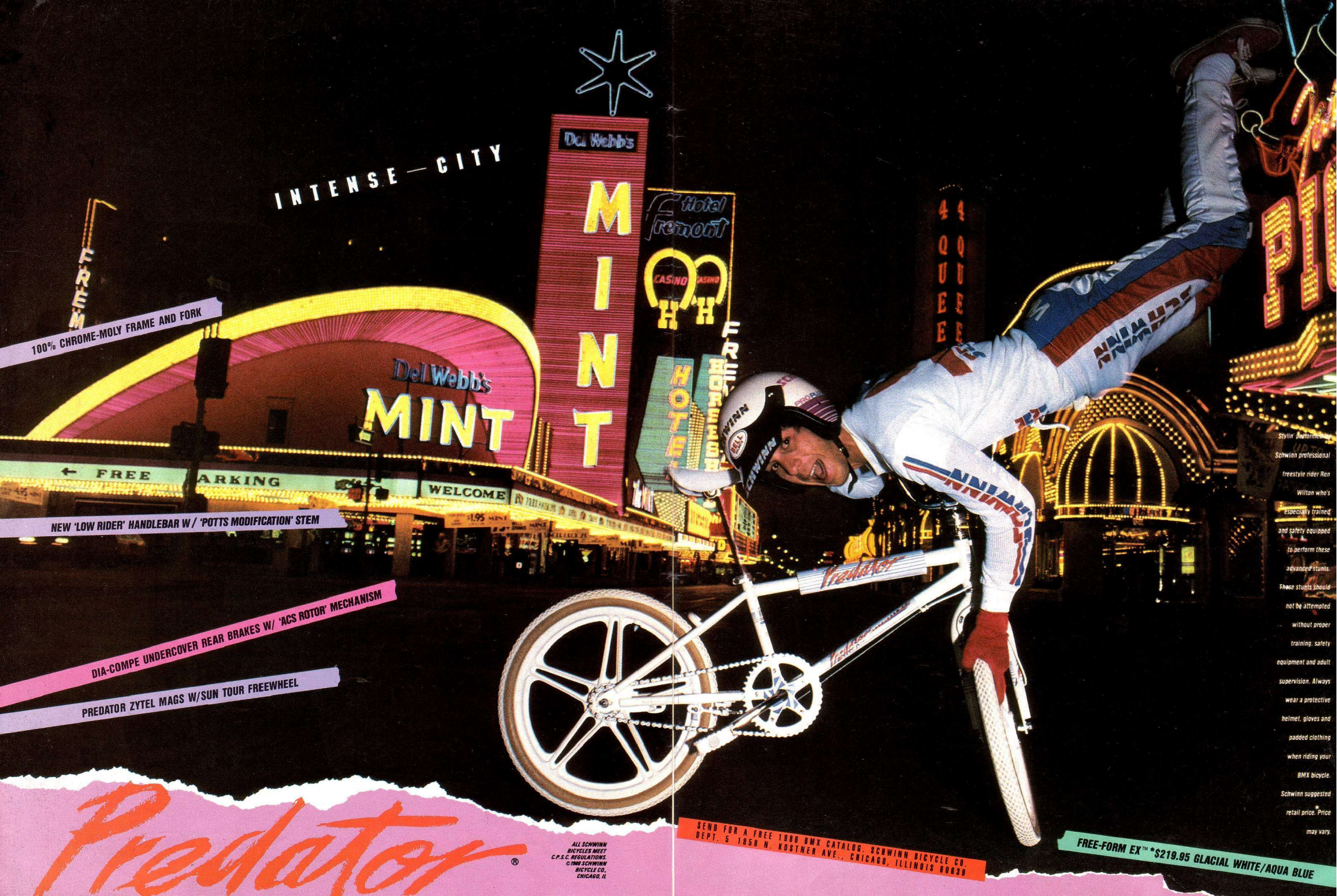
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STREET TALK

Feel like talking? Can't help you there—but if you WRITE, chances are you might make it into STREET TALK and get a personal reply. FREESTYLIN', c/o Street Talk, 3162 Kashiwa, Torrance, CA 90505. Later dayz.

—Andy

ANOTHER EIGHT OUNCE LETTER

Dear FREESTYLIN',

How can you guys be so crit?

Your November '85 cover was the most awesome shot out there.

You know when you guys say you get "tons of mail"? Well I figured it out—it's actually thousands of letters. If you get 5,000 letters at 8 ounces per letter, you'll at least get about 1¼ tons of mail. Here's the formula:

5,000 letter times 8 ounces per letter = 40,000 ounces.

40,000 ounces divided by 16 ounces in a pound = 2,500 lbs.

2,500 lbs. divided by 2,000 lbs. (a ton) = 1¼ tons of mail.

Wade "Crazy" Goertz
Fraser Lake, British Columbia
Canada

I was wondering about that. Thanks Wade.—A.J.

A NOT-SO-WELL-KNOWN FACT

Dear FREESTYLIN',

If you want to have some hefty fun, try looking up RAD in your local dictionary. How about this: A unit of absorbed nuclear radiation equivalent to an energy of 100 ergs per gram of irradiated material. Could it be that the freestylers of the world are being driven to a state of complete madness by some strange form of radiation? Are we all in danger of becoming aggro in every way? Think about it.

Scott Puh
Menomonie, Wisconsin

Another interesting fact brought to you by one of the many well-read, overly active minded readers of FREESTYLIN'. —A.J.

HOME BY THE SEA

Dear FREESTYLIN',

My name's Rory Lucas and I'm from Perth, Australia. I'm one of the few freestylers in this town and I want to visit California this summer. I would like to arrange accommodations with a family who has a freestyle son of a similar age—I'm 17 and can swap accommodations in our friendly home close to the city and the ocean (surfing, sailboarding, you name it). I have

a quarter-pipe and do pretty advanced tricks. I'm also into new music and air-brush graphic art. Personal and family references available. Write or call (61-9-381-4708). Thanks.

Rory Lucas
20 Dakin Street
Daglish, Western Australia
6008

This guy is serious. Anybody for sunny Australia? I'd swap places with you, but I'm too attached to In and Out Burger. —A.J.

THE ROAD TO FAME

Dear FREESTYLIN',

This summer, my friends and I got sponsored by Mountain Dew. We are now known as the Mountain Dew Freestyle Team (my kind of job). We do shows whenever we can find them. If anyone wants us to put on a RAD show, our crazy bunch will go anywhere.

Mathew Hoffman
Edmond, Oklahoma

P.S. Our ramp is so big everyone calls it "The Wall." It's nine feet tall.



13-year-old Mathew from Oklahoma. This is air.

Mat. That is no everyday air you're doing in the picture. If the rest of your team is that good, I'll wager you're all on your way to bigger and better things. Starting off with a Mountain Dew sponsorship isn't too shabby. —A.J.

RAMBLIN' SWAMI

Dear A.J.,

You must have a contest on the T.O.L. Make it a bike/skate contest. PLEASE—before I have to resort to some serious begging. If you decide to have one, warn us in advance. I'll get plane tickets, or drag myself by the lips to get to Torrance.

The Nor-Cal Swami,
Scott Waidson
Fremont, California

P.S. Does Lew eat anything normal (meaning, not radioactive)?

P.P.S. Bowie is best. Old Tears For Fears rips. The Cure, English Beat, Assembly, Clash, Fine Young Cannibals, 999, Psychedelic Furs, Swingers, Boomtown Rats, Descendants, Youth Brigade, The Church, Blancmange, Echo, Violent Femmes, Yaz, un-trendy Depeche songs, Anti-Nowhere-League, Plimsouls, Ramones, and Stephen Duffy are all uncontrollably cool. Madonna's body is at least a million times better than her "music."

Always remember: Spiderman rips, no nukes, and California isn't always sunny. McDonald's, Carl's Jr., Taco Bell, Burger King, and the Sizzler jam. Listen to your mother, being trendy is worse than death, eat your veggies—you are what you eat (poor Lew), women are strange. Live/thrive/survive, being different is the only way to live, use deodorant, don't and say you did—do and say you didn't, garlic is the seasoning of the gods, never say die, get a bike (that one's for you, Andy), don't think from left to right, quit while you are ahead, and never take my advice...

Don't do anything drastic, Scott, but you missed the jam. Sorry buddy. But you do get to see the photos—check it out.

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FREESTYLIN'

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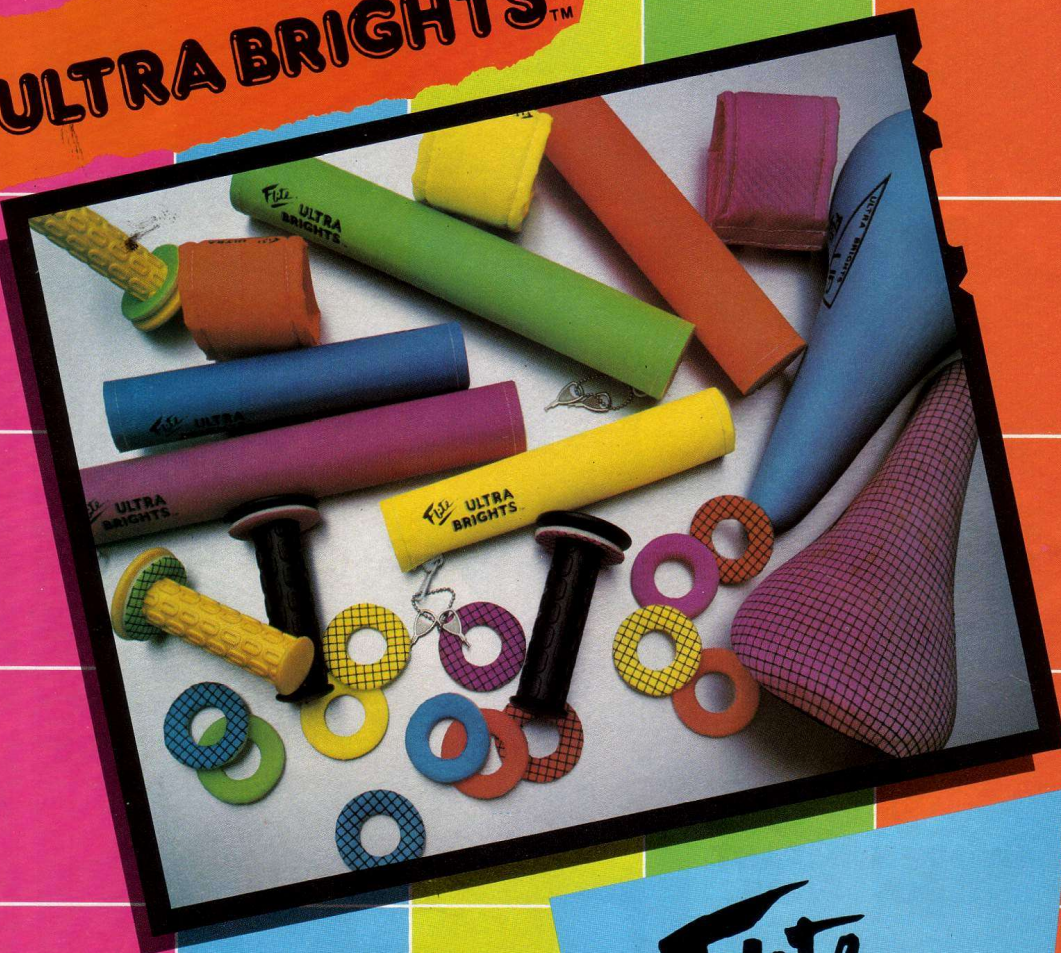
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Lesson Today: Freestyle

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Martin Aparijo

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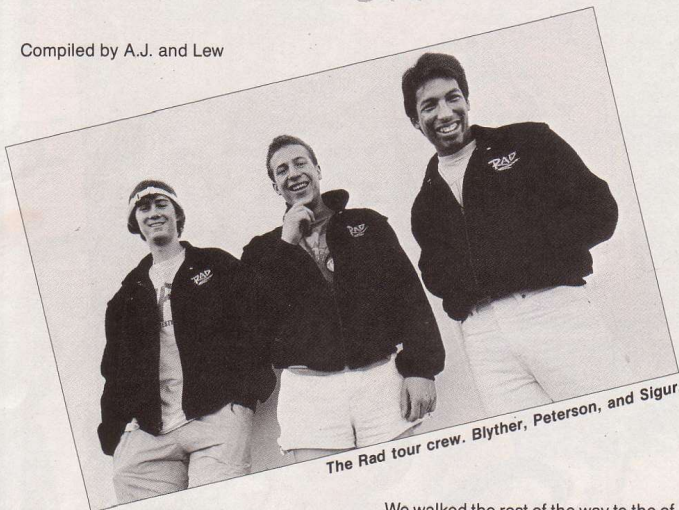
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GRAFFITI

Compiled by A.J. and Lew



The Rad tour crew. Blyther, Peterson, and Sigur.

RAD TOUR

Okay, you've heard of the RAD movie. You've heard of the RAD movie intro. You've heard of the RAD movie tour... oh, that's right, you haven't heard of the RAD movie tour—unless you were lucky enough to see it live. Because by the time you read this, it'll be history—it was set up and ran rather quickly. From February 26 through April 1, three freestylers and a rig hit 22 cities across the country. The alleged riders were Robert Peterson, Brian Blyther, and Rich Sigur.

BAD DAY OF THE MONTH DEPT.

This particular weekend approached like any other. Except it started to rain heavily on Friday night. And it kept going all through Saturday. Sunday started off sunny—until about noon. That was about the time Shinglehead and I were both getting \$25 tickets for riding across the street against traffic. Okay, no problem, no problem—until Shing got TWO flat tires while we sessioned. He enjoyed the eight mile walk home.

Later, A.J. called asking if we were interested in doing a little skating at Wiz Pubs. Sure, no problem. We decided to ride our bikes. The only hill between Wizard and our house is Sepulveda Blvd. Sure enough we were coasting down it at about 25 when Shinglehead broke his chain. All I heard was the yell before he hit the pavement. As I rode up to check out the smoldering crash site, I ran over a staple. Another flat.

We walked the rest of the way to the office. Actually, I walked. Shingle sort of hobbled.

After reaching Wizard we sat around recuperating and rapping for a while, then headed outside to grind a few. Andy went to get his skate out of his car when, to our terror, we found glass everywhere, and a window gone—you KNOW what else was missing.

When it rains it pours.

—Lew

LOSS AND GAIN

Let's all wave a fond farewell to the woman who creatively art directed the pages of this very magazine for about the last six issues—Laura Nelson. She bit the big one—got married, that is—and moved to Ohio. Best of luck to you, Laura. Send weekly reports on the freestyle scene back there...

BUT, let's say a big hello to the NEWLY imported designer on the block, Janice Jenkins. You might recognize the semi-famous last name. Yep, you guessed it—my little sister. Welcome aboard, sis—and do a good job or mom's gonna hear about it.

LEW FACT

The California Transit Authority picked up 155,000 cubic yards of trash last year from the edge of California freeways. That's enough to fill a continuous line of dump trucks from Los Angeles to San Diego. Bumper to bumper. Incredible.

NFA BUY-OUT

The big news on the competition front is that the NFA, formerly owned by Hutch, has

been bought by the United States Bicycle Association, or USBA. Hutch decided they had too many directions to go for '86 and that the NFA was just one more thing to worry about. This should make a few people happy—no more manufacturer affiliations.

If you're a member, don't panic, things should remain about the same. And about their '86 competition schedule—it's not quite set up yet, but we'll run a list of the major ones in a future issue.

MADNESS ON PARADE

The CW team is hitting the road for the summer—their 1986 Extended Re-Mix Tour. If any of you are within a 1,000 mile radius of one of their extravaganzas and miss it, you'll be hating life. You know who they are—Dizz, Ceppie, Kove, and McGoo. Here are the dates and locations for the first half—catch the second half listing next month.

JUNE

- 16—Rob & Charlie's, Santa Fe, New Mexico
- 18—Westside Schwinn, Lakewood, Colorado
- 22—Free-Flite, Marietta, Georgia
- 24—Fitzgerald Bikes, Ozark, Alabama
- 26—Andy Jordan's Bike-Shop, Augusta, Georgia
- 27—Buddy's Schwinn, Sumpter, South Carolina
- 28—Mr. C's Bike Shop, Surfside Beach, South Carolina
- 29—Winterpark Schwinn, Wilmington, North Carolina

JULY

- 1—A-1 BMX, Virginia Beach, Virginia
- 2—Cycles De Oro, Greensboro, North Carolina
- 5—The Starting Gate, Ripley, West Virginia
- 7—Rockville BMX, Rockville, Maryland
- 8—Wooden Wheels, Newark, Delaware
- 9—Action Wheels, Woodbury, New Jersey
- 10—Charlie's, Langhorn, Pennsylvania
- 11—Bicycle World, Howell, New Jersey
- 12—Nanuet Bicycle World, Nanuet, New York
- 13—Bicycles Fantastique, Bellerose, New York
- 16—Steve's Bikes, Marlboro, Massachusetts
- 18—The Spoke, Williamstown, Massachusetts
- 20—Wes' BMX East, Vestal, New York
- 22—Crowfoot Bikes, Williamsport, Pennsylvania
- 24—Towne's, Rochester, New York
- 25 & 26—NBL Cool Tool National, Hilton, New York
- 30—Frankford BMX, Girard, Ohio

MUMBLINGS

"One of Woody's major goals in life is to be able to sit down and eat a whole box of cereal in one sitting—WITHOUT Donovan's help."—Steve Giberson.

continued on page 29

Spinfinity

SPINMASTER. One of three new products from Skyway, the SPINMASTER enables you to spin your handlebars to infinity without tangling the rear brake cable. Whether you freestyle, race BMX or street ride, SPINMASTER's smooth, efficient, ball-bearing operation will complement your bike. SPINMASTER is U.S. made with high quality materials such as heat-treated, hard-anodized aluminum alloy, precision ball-bearings, and heat-treated, high-carbon steel for lightweight reliability. Read instructions on the back of the package to make sure SPINMASTER will fit your handlebar stem. **FREESTYLE TUFF PADS** are longer than our other pads for more wheel contact, and offer a new compound to increase braking efficiency. Available in all eight colors shown.

HOT SEAT. Whether you use a laid-back or straight seat post, Skyway's new nylon HOT SEAT is small, yet comfortable and allows you maximum clearance between the seat and handlebar. Available in white only. Other free-style products shown include STREET BEAT frame

and fork set, EZ HANDLE-BAR, and FREESTYLE

AXLE PEGS. Not shown is Skyway's FREESTYLE PLATFORM that converts any BMX bike into a freestyle bike in a matter of minutes. Ask your BMX dealer for more information on Skyway's freestyle products.



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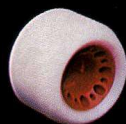
Double Radius Ramp and street styling shape



Ultimate Urethanes—high rebound formulations for total skate thrashing



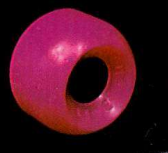
C-70
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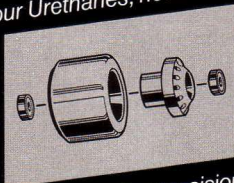
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Weight: 89 grams
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Durometer: 84A
Backside configuration: double radius, center bearing with core



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Diameter: 63.5mm x 50mm
Weight: 125 grams
Colors: red, black, green, pink, blue, natural, yellow, purple
Durometer: 85A
Backside configuration: radius backside, center bearing with core



KRYPTO-LITE™
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Weight: 106 grams
Colors: red, black, green, pink, blue, natural, yellow, purple
Durometer: 95A
Backside configuration: double radius, center bearing with core



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Hurry, the offer ends December 31, 1986!

PHOTO CONTEST

Hello out there. Listen, I don't mean to interrupt anybody, but I was wondering if some of you guys (and guy-ettes) wanted your pictures printed in the mag? I thought so.

Here's the scoop. Every month we get lots of hot photos from exotic places all over the world—France, Germany, Peru, Ohio . . . you name it. The only problem is, we can only print one or two readers' photos per issue (if any), so a massive amount get filed away, or stuck on the wall in Andy's office. After racking our brains for a solution, we came up with the perfect answer. Print ALL the photos thus making the mag HUGE, and making everybody happy.

We sent Don into FREESTYLIN'S financial offices with the plan neatly typed on a sheet of paper. After a few minutes Don came out with two handfuls of confetti. Derrick must have spotted some financial flaws in our plan.

On to plan "B"—this is where you guys come in. How does a photo contest sound? A fair and easy way to get the best of the best readers' photos into the mag without making it VOGUE sized.

Just send in your rad photos along with your name, address, and phone number on the back. Subject matter? Anything aggro and frenzied that you think deserves to be in this mag (i.e. freestyle, skating, etc. Use your imagination). After a killer-sized stack of photos has been accumulated, we'll pick winners, run their photos, and float them some cool stuff.

35mm color slides or high-quality black and white prints are preferred. Remember, the law of the jungle applies here—only the best will survive. But don't think your snapshot isn't good enough just because you don't own a Nikon F3 with motordrive and an aerodynamic hyperfocal lens. Just go for it, you've got nothing to lose but a couple of bucks for film. Not only will you get a chance to see your photo (or yourself) in the hallowed pages of FREESTYLIN', but the top four photos will scarf on some better-than-cool prizes.

Check out the official rules, grab that Kodak, start riding and start clickin'. Good luck.

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1. Submit as many photos as you want.
2. Included with each photo must be the name, age, address, and phone number of photographer AND rider. DON'T write the info on the back of the prints—it could damage them. Write it on a separate sheet of paper and tape it on the back.
3. Black and white or color entries can be submitted. Black and white entries should be 5x7 or 8x10 prints. Color entries should be 35mm or 2 1/4 slides.
4. Be sure all prints and slides are well protected when you mail them. We can't print them if they're thrashed.
5. Sorry spuds, no entries will be returned—they all become the property of Wizard Publications, Inc.
6. All entries must be RECEIVED by July 1st. NO late entries will be accepted. Look for results in the December '86 issue.

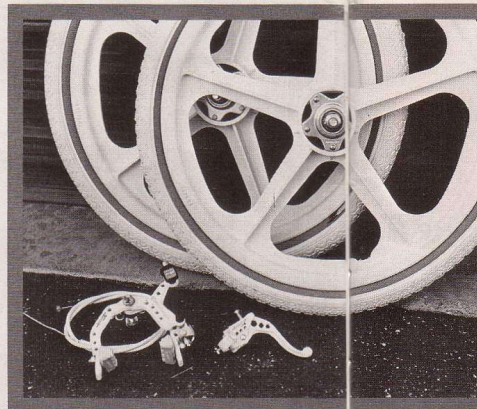


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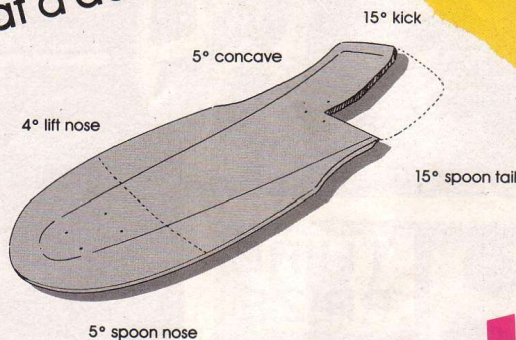


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Photo: J. Grant Brittain



Photo: J. Grant Brittain

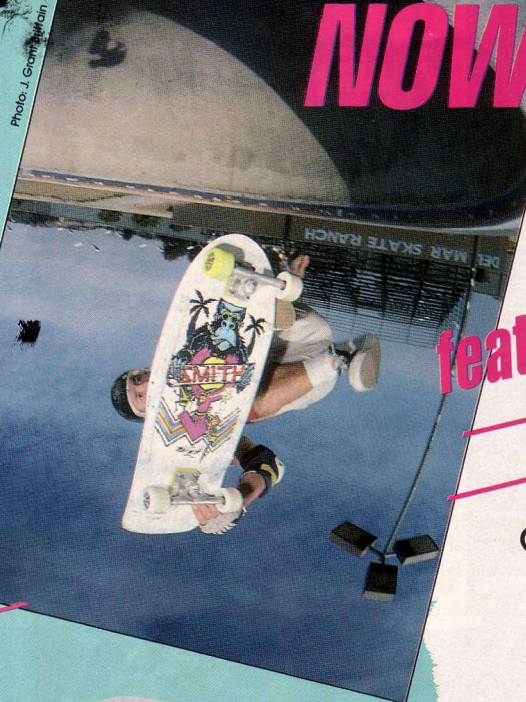


Photo: Wendy Osborn

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Photo Bob Osborn

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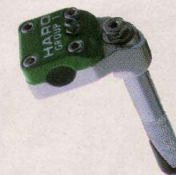
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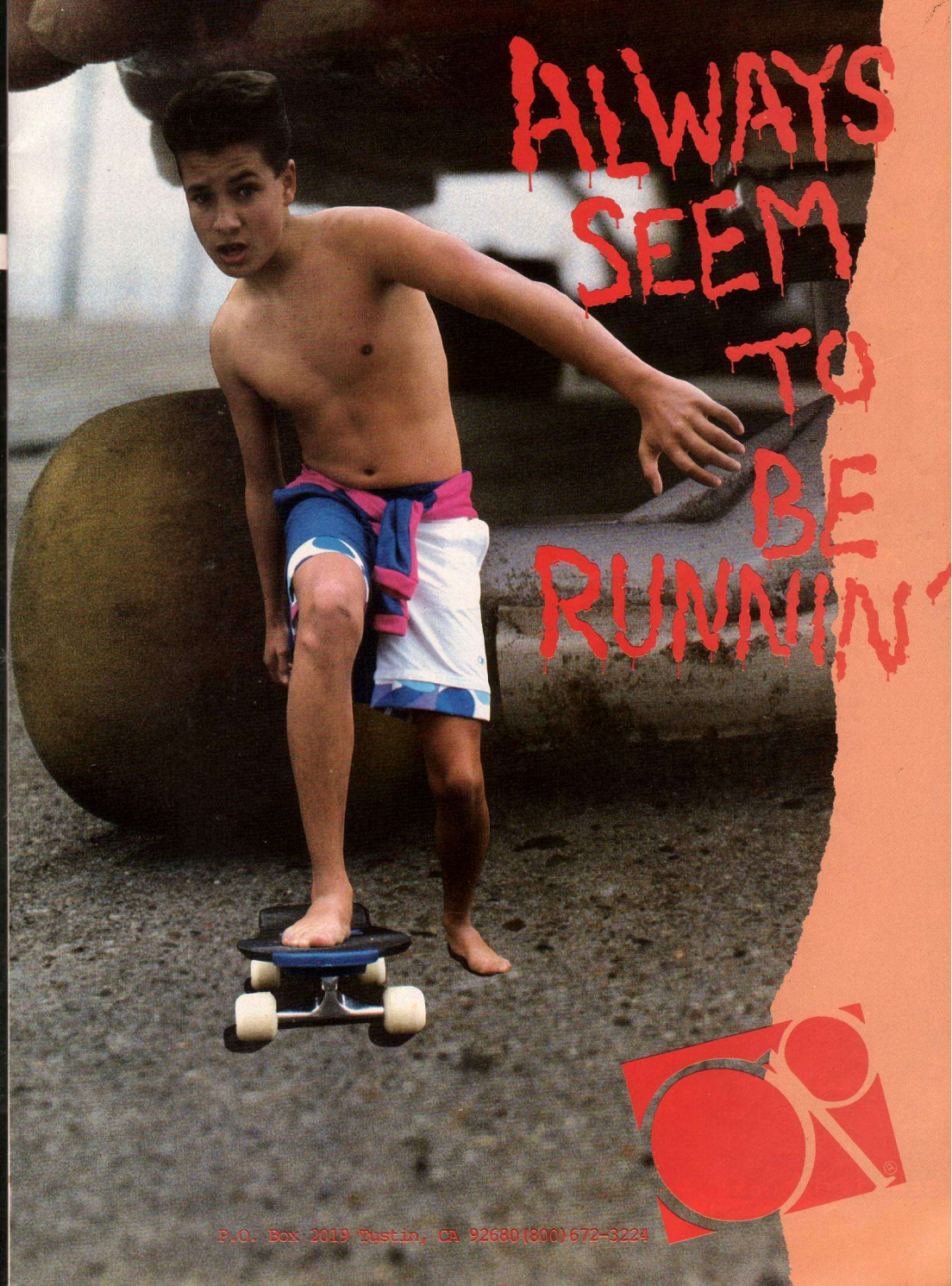
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GRAFFITI

continued from page 14

RAMPAGE TOUR

Normally, June is a rather BORING month. Sure, you get out of school, but the excitement from that only lasts a little while. If you wanna do something REALLY cool, we've got a suggestion. Check out Rich Sigur, Tony Murray, and Dave Nourie when they come to your area during the first part of the Haro 1986 Rampage Tour (Sorry, Wilkerson and Blyther won't be joining the tour until the second half—they'll be riding in Europe 'til then). Trust us...you DON'T want to miss 'em. Remember spuds, this is only the FIRST part of their U.S. tour (stay tuned next month for the rest of it).

JUNE

- 6—Mr. B's, Yuma, Arizona
- 7—Glendale Schwinn, Glendale, Arizona
- 8—Bicycle Harbor, Tempe, Arizona
- 10—Rob & Charlie's, Santa Fe, New Mexico
- 11—C & D Bicycles, Clovis, New Mexico
- 12—Mason's Cycle Center, Amarillo, Texas
- 13—Scott's Bike Shop, Wichita, Kansas
- 14—Joe's Bike Shop, Tulsa, Oklahoma
- 16—Cuny's Cycle Center, San Antonio, Texas
- 17—Bicycles USA, Houston, Texas
- 18—Velodes, Shreveport, Louisiana
- 20—Center Point Cycle, Montgomery, Alabama
- 21—Betsills Bicycles, Dothan, Alabama
- 22—Abbots Cycle Center, Orlando, Florida
- 24—Tyrone Bicycles, St. Petersburg, Florida
- 25—Benjamin Schwinn, Ft. Meyers, Florida
- 27—Free-Flite Bicycles, Marietta, Georgia
- 28—The Cyclist, Columbia, South Carolina
- 29—The Bike Station, Florence, South Carolina
- 30—Winterpark Schwinn, Wilmington, North Carolina

JULY

- 1—Pro Rider Bike Shop, Knoxville, Tennessee
 - 4—Rockville BMX, Rockville, Maryland
- We HIGHLY recommend that if you can, go to the show in Rockville. If you do, you're in for a double dose of insanity. Not only will you see Sigur, Murray, and Nourie, you'll also get to see Wilkerson and Blyther. Too much. Oh, by the way...there are two special shows scheduled in June. Both dates feature Blyther and Wilkerson, and both are in Alaska. Oh yeah! These guys are the first team to ever venture into the northern tundra.

Check 'em out on:

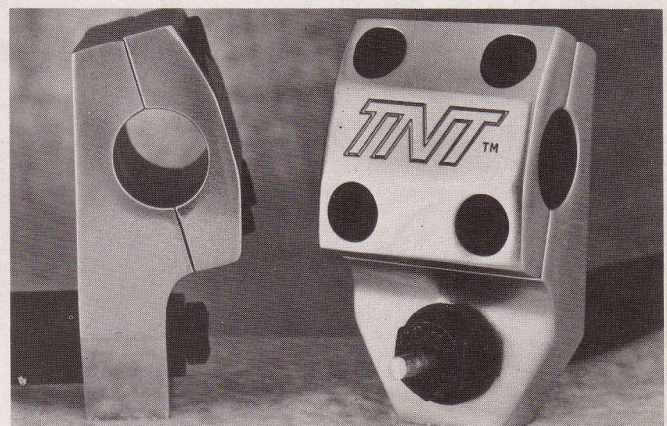
JUNE

- 28—The Bicycle Shop, Anchorage, Alaska
- 29—Campbell Sports, Fairbanks, Alaska

continued on page 94

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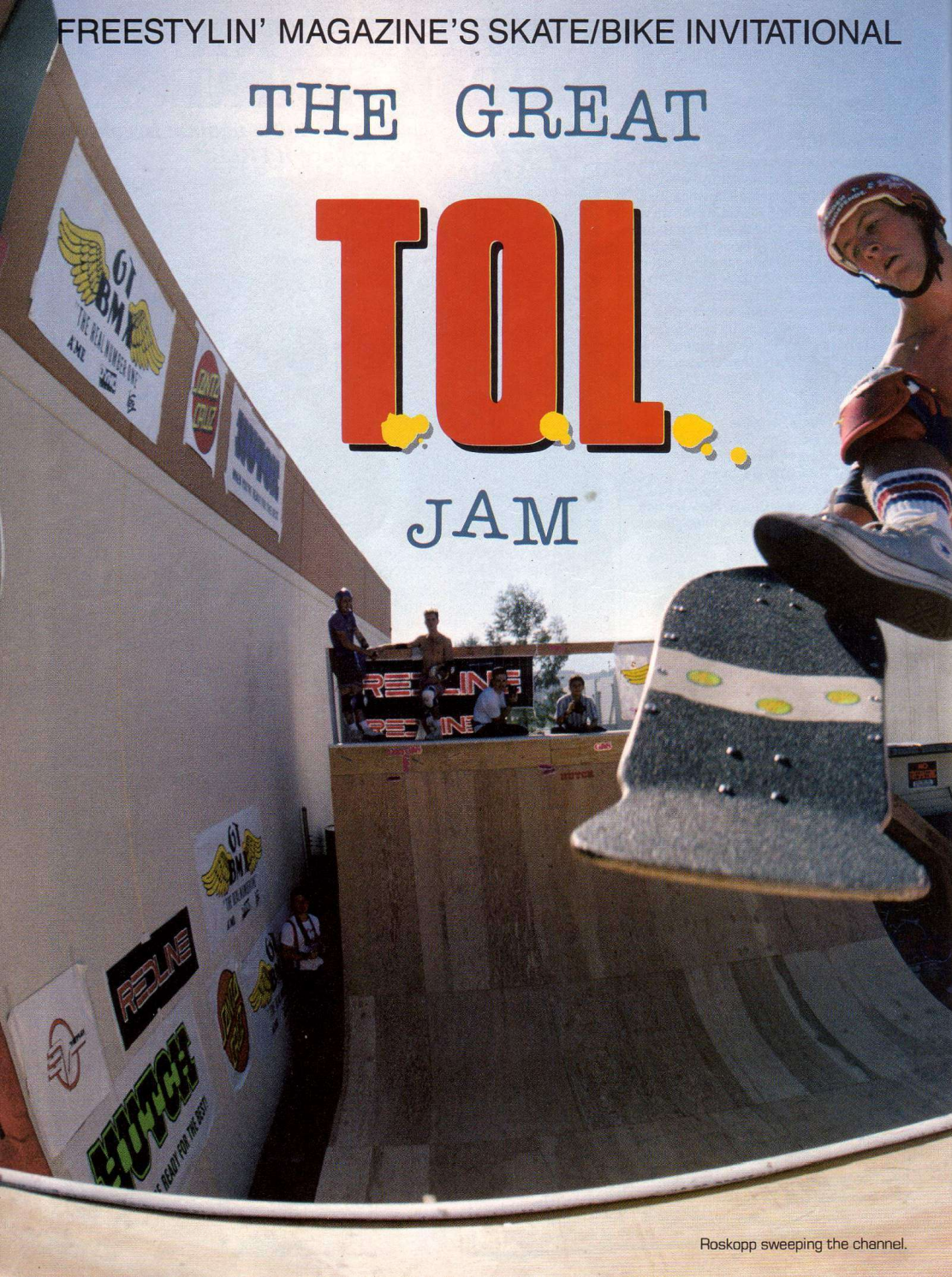
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FREESTYLIN' MAGAZINE'S SKATE/BIKE INVITATIONAL

THE GREAT

TOL

JAM



Roskopp sweeping the channel.

THE IDEA

ANDY'S VERSION

I had a dream . . .

LEW'S VERSION

But I had the INITIAL dream. Andy copied my dream.

THE TRUTH . . .

. . . is that it was a co-op of ideas coming from more than a few people. First off, Ron Wilkerson came into FREESTYLIN' with an idea: "Hey, I'm thinking about putting on a series of ramp contests—we could even have one on the T.O.L. Do you guys want to cover 'em?" Things snowballed from there.



PHOTO BY JAMES CASSIMUS

Oz had a few ideas of his own. "Why not make it a pro and amateur invitational and invite the top ten or so vertical riders?" More suggestions flowed . . . "How about a skate AND bike invite?" . . . "What about a purse?"

After much deliberation the decision was made to go for it—put on a skate/bike pro/am invitational contest on the T.O.L. with ten top freestylers and ten top skaters (plus two alternates in each class). Wilkerson lined up insurance for the ramp and the contestants with a local Boy Scouts of America Explorer Post. FREESTYLIN' started out the purse by putting in 1,000 bucks per class. Don-Boy was named event organizer. Soon thereafter, things started falling together. Hutch, GT, Santa Cruz, Madrid, Variflex, Red Line, and Swatch came in as sponsors and the purse went up to \$3,600—\$1,800 per class.

Picking the riders was tough, to say the least. After talking to almost everyone and getting their opinions on who they thought were the hottest vertical individuals, we had a rough list of bikers and skaters compiled. Then came the problems:

Injuries—Mike Dominguez was out with a badly jammed thumb.

Prior commitments—a big skate demo was going on in Arizona the same weekend—count out Tony Hawk, Gator Rogowski, and assorted others.

After about a million phone calls on Don's part, we had an ALMOST-confirmed-I'll-be-there list. The freestylers: Ron Wilkerson, Rich Sigur, Mike Buff, Dave Vanderspek, R.L. Osborn, Donovan Ritter, Eddie Fiola, Hugo Gonzales, Brian Blyther, Dino DeLuca, Tony Murray, and Todd Anderson. The skaters: Eddie Reategui, Billy Ruff, Lester Kasai, Christian Hosoi, Eric Grisham, Jeff Kendall, Ken Park, Mike Smith,

The competition was intense. Even with moves like this, R.L. could only manage a fifth.



PHOTO BY JAMES CASSIMUS

Rob Roskopp, Allen Losi, Jim Gray, and Dave Tucker.

THE WEEK PRIOR

LEW'S VERSION

The facts were as follows: The ramp wasn't done, the meg wasn't done, and the deadline for both was rapidly approaching. First off, the skaters wanted more vertical on the ramp. The freestylers didn't. That meant detachable vert had to be built—a foot more on each side. Coping had to be attached—not to mention the ramp needed a new layer of ply, some steps, and the railing had to be finished.

This wasn't a job for one man, this required a crew. But we made due with four—me, Shinglehead, a carpenter, and Oz as foreman.

ANDY'S VERSION

Lew forgets that I myself went out in the hot sun to hammer a few nails BESIDES finishing up the May issue.

Thursday night was chaos. After painting the contest logo on the ramp, Lew and I headed to his house, grabbed his records and went to my place to finish the jam tape—a compilation tape to play during the contest. It ranged from the Butthole Surfers to Bauhaus to Metallica to AC/DC to the deranged rap of the Beastie Boys. 1 a.m. rolled around and it was time to pick up Vanderspek at the airport. PSA had lost his bike—that was number two. Earlier in the year, they ran over the other one with a luggage truck. As a return favor Vander did a few beanplants onto the baggage carousel, and some LOUD slides on the tile floor.



Jeff Kendall in the midst of a two-fisted handplant on Friday. Not even he knew what Saturday would hold for him . . .

PHOTO BY STEVE GIBERSON

PRACTICE DAY

LEW'S VERSION

Friday before the contest was practice day. The bikers went first—they had 'til 12:30. Rich Sigur did an unintentional Miami Hopper aerial that landed him at flat bottom, sending a jolt through the ramp and Skyway shrapnel through the air—his front one had exploded. Other casualties included Tony Murray's four blown tubes and seat post, Vander's bike getting back from the airport AFTER practice had ended, AND to top it off, Dave's favorite street skate exploded under his feet after an over-hyper Ollie.

We witnessed Murray's topsider no-footed can-can. Donovan carved lines on the ramp like no one's ever done. But most everyone kicked back and treated it for what it was, a practice session.

ANDY'S VERSION

Work was impossible. Could you sit at a computer if you knew that less than 50 feet away the T.O.L. was being shredded for all it was worth? Like I said, work was impossible. I gave up the computer and joined the rest of the Wizard crew outside.

The skaters started off at 1:30—after we attached the vertical extensions for the first time. Relief ensued as the verdict was issued—it worked. The skaters were blasting. I missed every one of Christian's rocket airs, but of course Lew and Shingle let me in on how bio they were—more than enough times. Billy Ruff was looking smooth, pulling off coping high, front-side 540s at will. Reategui had the on-the-edge-but-in-control style of skating. A total kick to watch. Mike Smith had the impressive style, period.

Christian improvising on available terrain. Bomb drop from the railing. He won.

PHOTOS BY STEVE GIBERSON



After practice a crude meeting took place and evening plans were made. A) Eat at a local Mexican place and B) Regroup in Hollywood at the Palladium for the Toy Dolls/Doggy Style show. Well, A) cost me about 15 extra bucks (I KNOW Donovan, Blyther, and Ruff got outta Casa Maria for next to nothing), and B) was sold out. Oh well, I needed the sleep anyway, the money would've been nice too, but hey . . .

Meanwhile, Don and Gork had acquired R.L.'s truck to pick up not a person at LAX, but Mondo—a 150 pound, 30 foot long, 6 foot face Swatch watch. After wrestling it into the truck, they finally got back to Wizard at 1 a.m., where they then sat down and tried to figure out how it was supposed to work. Instructions not included.

THE BIKE PRELIMS

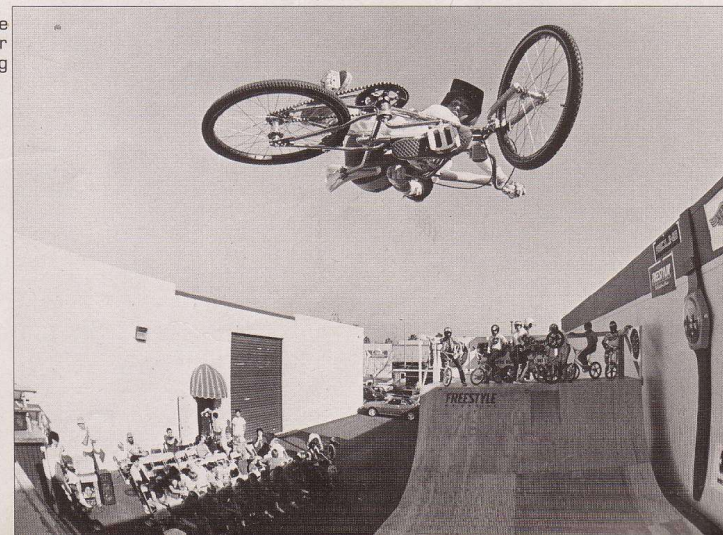
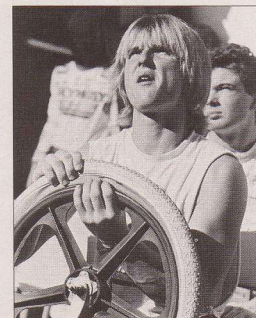
LEW'S VERSION

I might add that I too lost a cool \$20 at Casa Maria the previous night.

7 a.m. Saturday morning, Gork and I started putting up the banners and hoisting the Swatch onto the wall. By 8:00 skate practice started and a massive snake session began.

Hugo. Inverted foot-plant.

Torqued turn down at 9:30 a.m. The average person won't be up for another hour. Fiola missing his Saturday morning cartoons.



Christian Hosoi ruled the T.O.L. this day.
Wide angle Smith grind.

PHOTO BY JAMES CASSIMUS



Anderson pushing the limits of lookbacks.



A death plant that almost resulted in Dino's death. Things deteriorated rapidly for him after this photo.

Limited time meant limited runs. I saw several more rocket airs by Christian—you KNOW who didn't see them. By 9:30, the vert was detached and bike practice started. Tony blew another tube and Buff blew out his back attempting a 540—enough to put him on the sidelines.

By 11:00 the bike eliminations started. Each rider had two scored one minute runs—the top eight would transfer to the finals. There were five judges: Woody Itson, Martin Aparijo, McGoo McGruther, Todd Huffman, and Andy. I was in charge of any noise coming out of the P.A.—in other words, a makeshift D.J. Oz handled the "announcing."

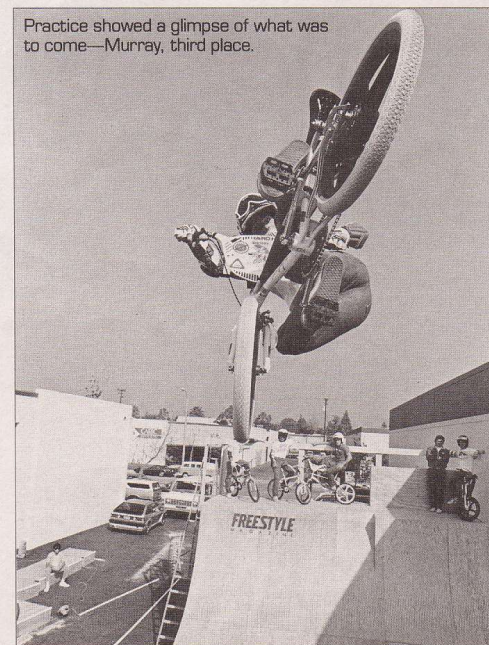
In the first run, Vander added to his bad luck by breaking his foot. 540 attempts took their toll on Hugo—he didn't make the cut. But the upset of the day had to be when Wilkerson just missed qualifying by a fraction of a point; some felt he should have made it. Here's how the order of qualifying for the final jam went: Fiola first, then Blyther, Murray, Anderson, Sigur tied with DeLuca and R.L., with Donovan squeaking into the last spot.

THE SKATE PRELIMS

ANDY'S VERSION

The parking lot had started to fill up by 8:30 in the morning, which was kinda funny because we didn't advertise the fact that we were having a contest. Word of mouth can be pretty powerful.

The bike prelims were hot. Eddie, Blyther, Wilkerson, R.L., and Hugo were all either pulling 540s off or eating ply trying.



Practice showed a glimpse of what was to come—Murray, third place.



This caption says nothing important, just look at the photo. Lester Kasai drifting.

PHOTO BY JAMES CASSIMUS



Extended can-can over the channel. Donovan Ritter.

PHOTO BY STEVE GIBERSON

After the verdict for the final eight freestylers, Bob Schmelzer lined up the skate judges, the vert was re-attached, and skate bioness followed. The same format was used as the bikes, except the skaters got two 35 second runs. I finally managed to catch a rocket air from Hosoi. I also witnessed Jeff Kendall—in his pro debut—invert into more contorted postures than you could shake a stick at. Lester Kasai's backside airs were as high as I've ever seen humans go on skate OR bike, and I found out why Ken Park's tuck-knee handplants were famous.

The final eight, in order, went as follows: Christian first, Ruff second, then Kendall, Losi, Reategui, Lester, Mike Smith, and Roskopp. Park, Gray, Tucker, and Grisham didn't make the cut, but skated tough.

THE SKATE JAM

LEW'S VERSION

It was a jam format final, 40 minutes long with runs not to exceed 35 seconds. When one guy exited the ramp, the next would drop in—non-stop action. A true test of skate skill.

Fifteen minutes into it you could pick out the strongest. Ruff was looking good, very smooth and consistent. No matter how hard he skated, he looked in control—switcheroos, units . . . you name it. Lester was blasting wicked airs that got higher with each run and an invert that started on one side of the channel and went to the other before he pulled out—but slams were taking their toll on him. First he jammed his thumb and then sprained his wrist, but he finished out the finals as bio as he started. Kendall's handplants were

Madrid skater Mike Smith. An old-timer at 19.



pretzeled, to say the least—he tried a double inverted that ALMOST worked, and had strong lean to tails. Skating with the pros didn't seem to bother him at all.

Losi had the finger flip invert, Japan airs, a backwards 50/50 grind, and a total assault of varied tricks. Roskopp was just plain rippin' it up, but bails would cost him. Christian's style reminded me of Fiola's. Fluid and totally aggro. Seven foot backside airs, one-footed backside airs just as high, a bomb drop from the rail, McTwists four feet out . . .

ANDY'S VERSION

When the music stopped and the 40 minutes had expired, the ceremonial sticker and deck toss occurred at the north side of the T.O.L. Riot time. Winkle was thrashed and thrown into a trash can as he reached unsuccessfully for a flying Hosoi deck. The places were announced. Nobody had any doubts as to who'd taken it away. Christian prevailed—the first and \$900. Second was the skate upset of the day. First-time pro Jeff Kendall took the well-deserved spot just behind Christian. Third went to the consistent Billy Ruff. Fourth to Lester Kasai, followed by Allen Losi, and Rob Roskopp. Mike Smith took seventh and eighth went to Eddie Reategui. All in all, an incredible day of hot vert skating, not to mention the street sessioning that was going on out front.

THE BIKE JAM

LEW'S VERSION

Martin had to leave so I took his place on the judging staff for the freestylers—one of the best seats in the house. By 3 p.m. the vert was detached AGAIN and the bike finals pro-

ceeded. A modified jam format was used. The riders went in order according to qualifying scores; the first qualifier goes last, etc. Each got four, one minute runs. A definite test of abilities. Donovan hit the transition first with non-stop carves doing every variation you can think of. He'd travel from one side of the transition to the other—about ten feet across and seven feet out—it was impressive. Tony Murray showed no mercy, blasting trick after trick. A full-on side-to-side assault. His no-footed can-cans were insane.

I'd have to say Dino DeLuca pushed himself the hardest . . . he had some of the highest airs and best variations of the day—top-side one hander can-cans, can-can inverts, death plants, even can-can lookbacks. BUT, he also had the most bails. The other Camarillo homeboy, Todd Anderson, TORE IT UP. Bar-spinner drop-ins, one handed inverts, and his cult-status lookbacks were beyond belief. Both of these guys practice together, and both are on their way to the top . . . rapidly.

Rich Sigur does one of two things at contests—blazes or doesn't. The bail the day before probably had something to do with why he didn't.

ANDY'S VERSION

In order to win a vertical bike contest nowadays, you have to be able to pull 540s. R.L. pulled them just below coping. Blyther did them OVER the canyon a couple of feet out. Eddie did TWO consecutive 540 twists hovering about three feet out each time. My brains fell out.

This was R.L.'s first contest on a half-pipe; you could tell he was a bit nervous, but it didn't affect his smoothness. His wall plants and wheel-on-each-side-of-the-canyon drop-ins were the highlights of his runs. Blyther's rides were

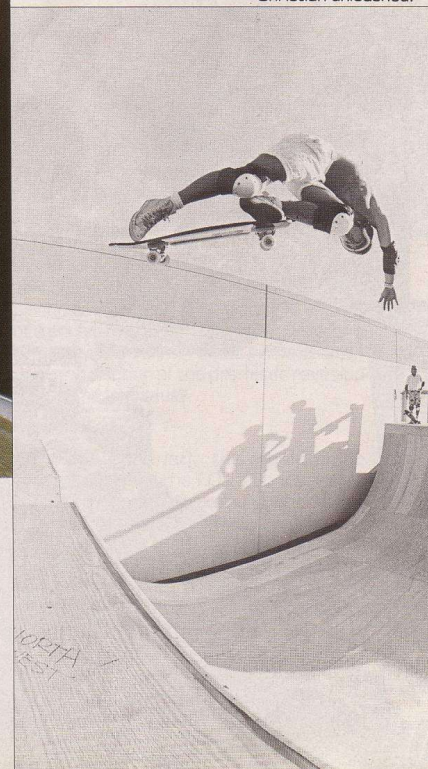
Eddie Reategui extending a practice day backside boneless over the roll-in.

PHOTO BY STEVE GIBERSON

Fisheye viewed front-side. Roskopp.



Christian unleashed.



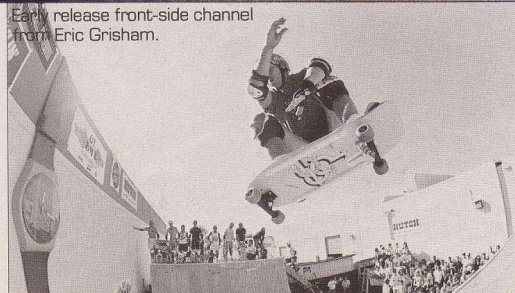
You've already been warned about this guy. Word has it he's turning pro soon. Todd Anderson.



PHOTO BY WINDY

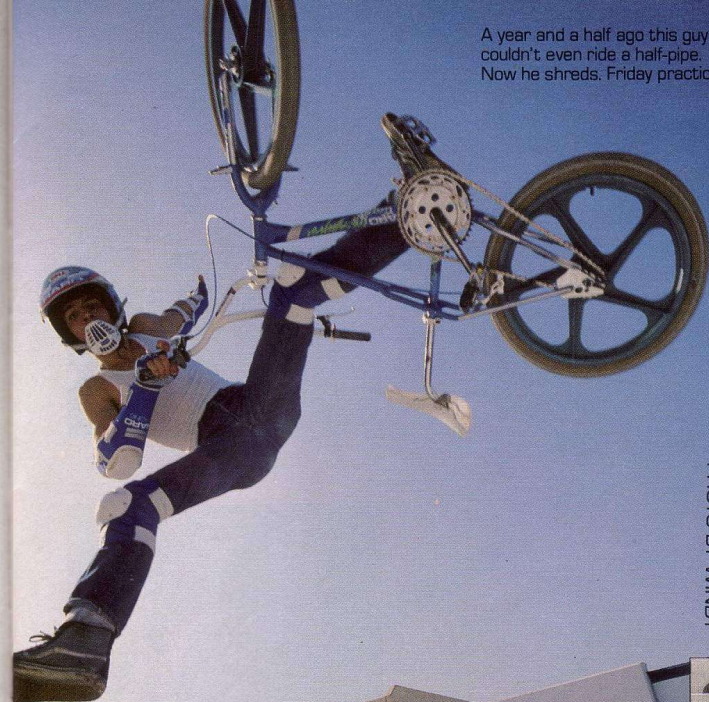


Early release front-side channel from Eric Grisham.





Losi took Japan airs to fifth place and 100 bucks.



A year and a half ago this guy couldn't even ride a half-pipe. Now he shreds. Friday practice.

PHOTO BY WINDY



Ruff tuck-kneed and stiff-armed.

Priot recipe—combine a well-mixed crowd of youths, sprinkle with stickers, toss in a Hosoi deck.



dynamic and smooth, as usual. Can-can airs, can-can foot plants, 540s, full helicopters over the canyon, edged alley-oops. There is no way to describe Eddie Fiola's riding—you just have to see him ride a half-pipe to understand the feeling you get watching him—jaw-dropping awe. He was riding strong and his tricks flowed with precision. This was HIS contest and no one was going to beat him.

And no one did. He left with a smile on his face and 900 bucks in his wallet. Blyther came in a close second and copped \$450. Amateur Tony Murray upset a few pros by taking the third place spot and left with a good-sized savings bond—will he go pro soon? Ritter took the fourth spot with R.L. coming in right behind him. Sixth was Todd Anderson, seventh was Rich Sigur, and Dino DeLuca got eighth.

SIGN-OFF

LEW'S FINAL PARAGRAPH

The crowd dispersed around 4 p.m. and we were left at the T.O.L. with mounds of garbage to pick up. Andy instantly

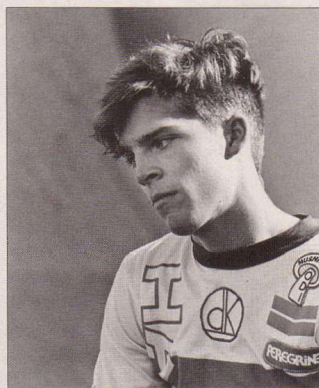
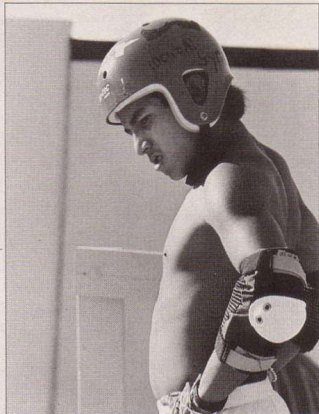
made himself scarce. As we sat around breathing a sigh of relief, a black and white pulled up and issued a verbal warning: "We got a couple of complaints from your neighbors—it seems your party left a bit of refuse in the street." Sure enough, a closer inspection of the premises revealed what resembled a nuclear holocaust.

ANDY'S FINAL SAY

By the time everyone left, the whole place was stickered—windows, chairs, the T.O.L., Gork's car . . . And the truth is Lew was nowhere to be found when it was time to play sanitation engineers. Anyway, I believe the FREESTYLIN' Great Ramp Invitational was a success if I do say so myself. Thanks go out to all who helped, participated, or showed up—the riders, the sponsors, the judges, Don-Boy for putting the thing together, Oz for making it happen, Gork, Lew, Shinglehead, Chris, Derrick, Gibey, Windy, Cassimus, Schmelzer, Wilkerson, Darlene, Dian, Janice, Kurt, Mofo, the mailman, the mechanic, Johnny Law for showing up in the nick of time, and so on . . .

Billy Ruff did his backside airs with perfection and precision. Every time.

PHOTO BY STEVE GIBBERSON



Christ lofting a one-footed backside air.

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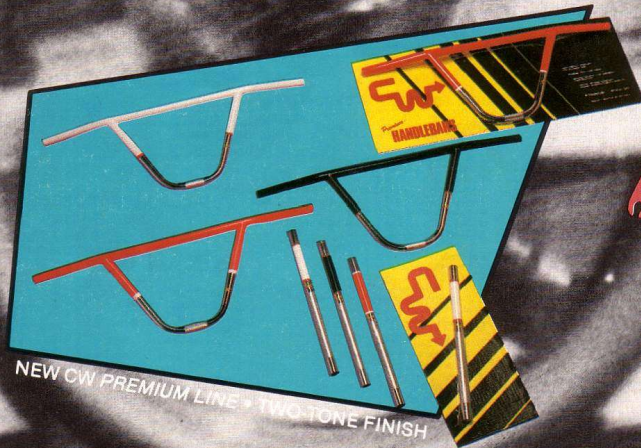
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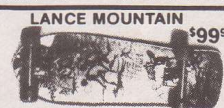
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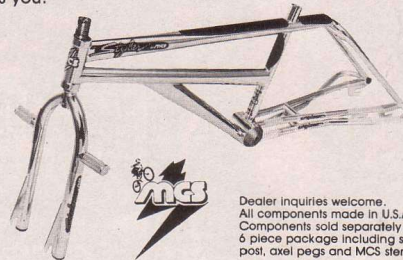
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PHOTO BY WINDY

NOT A PLAYBOY INTERVIEW

THIS IS THE CW CREW BY ANDY

They are unique. They are individual. They are the CW Trick Team. John "Dizz" Hicks, Greg Kove, Ceppie Maes, and Harold "McGoo" McGruther.

I won't try and go into a lengthy description or an in-depth scan of these four. This isn't a Playboy interview. When we started it, that might have been the intention—but the idea quickly took on a life of its own, the way ideas tend to do. The outcome? Only you can determine that.

John "Dizz" Hicks. The name says it all. He rose to fame as one of the Gork Trick Team members from Nor. Cal. and is now the longest standing member of the CW crew. He likes to bang his head and has been known to enter slam pits at speed metal gigs in a skanking frenzy. Exodus, Slayer, W.A.S.P. . . But his riding stands above all else. In the air he rivals anyone with a multitude of variations. On the ground he spends most of the time upside down—he is the originator of the Dizz Hicks mega trick. It's like McGoo says, "Dizz? Well, no one rides like Dizz . . ."

Ceppie works at CW as well as rides on the team. "I ship, I cut tubing, and I sticker seat posts and handlebars—all the fun stuff." He is 18. With his black attire and dark bangs, you'd probably mistake him for a gloom rocker at first glance. Maybe even at second glance. But he's not that easy to figure out. He will always keep you guessing—especially when he rides. No one rides like Ceppie Maes either.

Greg Kove is the newest CW member. He's also 18. He graduates from high school this summer and he'll be lucky if he's able to spend graduation night at home—the team leaves on their U.S. tour the same weekend. At almost every place I've ever gone that was freestyle related I've seen Greg Kove there on his bike—contests, shows, jam sessions . . . But I'd never heard him say more than ten words until now. In most instances he lets his riding speak for him.

Originally from Florida, McGoo started racing BMX in 1974—the stone age. He stopped in 1980 to go to college, but was soon back in the sport and working for the NBL's monthly zine, BICYCLES TODAY, as editor. A job offer from Torker brought him to the West Coast in 1983 and that's where he's been ever since—only now he works at CW as the freestyle team manager. But his duties don't end there, he handles anything from being an advertising advisor to promotion and product development. This is the way I once heard Harold McGruther described: "He's out of his car and on his way before it has even stopped." There was never a truer statement made about the guy. He goes 100 miles-per-hour at all times.

ANDY: "Anybody want to make a statement?"

McGOO: "You've got a statement in there Cep, I know you do. You're ready to make a bold social statement."

ANDY: "It doesn't even have to be bold or social."

CEPPIE: "CENSORED (laughter)."

McGOO: "You're a social commentator, Dizz . . ."

DIZZ: "I can't really think of anything right now."

CEPPIE: "Throw some questions at us."

ANDY: "I can't really think of anything either."

CEPPIE: "Ask us how we got into freestyle."

ANDY: "How did you get into freestyle?"

CEPPIE: "ME (laughter)?"

DIZZ: "He got caught stealing cars (laughter)."

CEPPIE: "Yeah, I stole a car and there happened to be a bike in the back (laughter). No, I got into it after seeing an AFA contest at Harbor BMX. That was when I started getting interested. I got a VDC frame and fork and messed around on it—I was still racing at the time. My brother-in-law said, 'Forget racing—get on your bike and do tricks. I like that stuff better.'"

McGOO: "What vision (laughter)."

CEPPIE: "So I started learning front wheel hops, back wheel hops, 180s, and stuff like that. Then I talked to GJS to see if they could build me a custom frame and fork—a custom bike with pegs and all. It ended up that they already had one built so they had

The gunfighter look. Greg Kove.

Puppet master and ringleader, McGoo.

Ceppie: "We're looking for a trick that fits the name Stubble Duck."

Dizz: "I got clocked at 110 mph driving down here one time." Andy: "Jeez. How many points did you lose off your license?" McGoo: "Points? Man, if he gets any more speeding tickets, they're gonna cut his hand off—make that his foot (laughter)."

me test it for them and gave me a co-sponsorship. From there I entered my first contest at Venice (1984) and I did pretty good."

ANDY: "That same issue of FREESTYLIN' that covered the Venice contest, which Dizz got a shot in, had you in Last Bite doing your 'Ceppie.' (Winter 1984/85). That was the first time for both of you in the mag, wasn't it?"

CEPPIE: "It was Dizz's, but my first shot was the curb endo shot in the first FREESTYLIN'. I was the second guy from the left—I had the most tucked endo."

ANDY: "What about you, Dizz, how did you get into freestyle?"

DIZZ: "I was racing motorcycles and my motorcycles got ripped off and I couldn't afford to buy new ones. I had a bicycle, but I didn't like racing...I liked jumping and stuff like that, so I just started trick riding. The first trick I saw was front wheel hops—some kid in my neighborhood was doing them."

"You know the first quarter-pipes? Those six footers? Well, my friend Bob Whitney had one of those, so we started riding that. Then we met Gork at a gas station he used to work at. They had this cement wall there that went up like a

quarter-pipe and me and Whitney were out there airin' off that when Gork saw us. He was all, 'Wow, that's cool.' And we just started our own team from there. And I never did buy another motorcycle."

ANDY: "Didn't you race factory Suzuki on 80s?"

DIZZ: "Yeah, I won the Cal State in '83, but right when I was moving up the ladder, they got ripped."

GREG: "My first BMX race was at La Mirada—this little downhill track. I used to win every 14 expert race there, then I started racing Orange. And I did pretty good there too. About that time I met Martin (Aparijo) and I started doing freestyle. I couldn't make up my mind which one I wanted to do. I'd race for five months and stop, then freestyle for a while. Then about a year and a half ago, I said 'forget it' to racing and went full-bore at freestyle. About a month later, McGoo gave me my first co-sponsorship with Torker. Martin was riding for factory Torker at the same time. I've been freestyling ever since."

ANDY: "What music do you guys ride to?"

McGOO: "Everything. We mix our own tapes."

CEPPIE: "Dance music, metal..."

McGOO: "We do shows where everybody does their ground routine the length of whatever song they chose. We have about three tour tapes—they're about 50 minutes long because our

Their riding objective? Fun at all times. Dork endo by Cep.

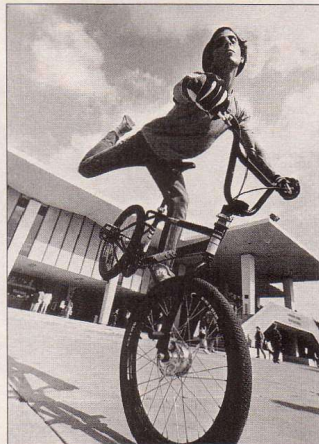


PHOTO BY WINDY

Ceppie Maes. Animated lawnmower.



Need it be said again that Dizz is the king of slanted surfaces? The Pizazz Bank in Fullerton.

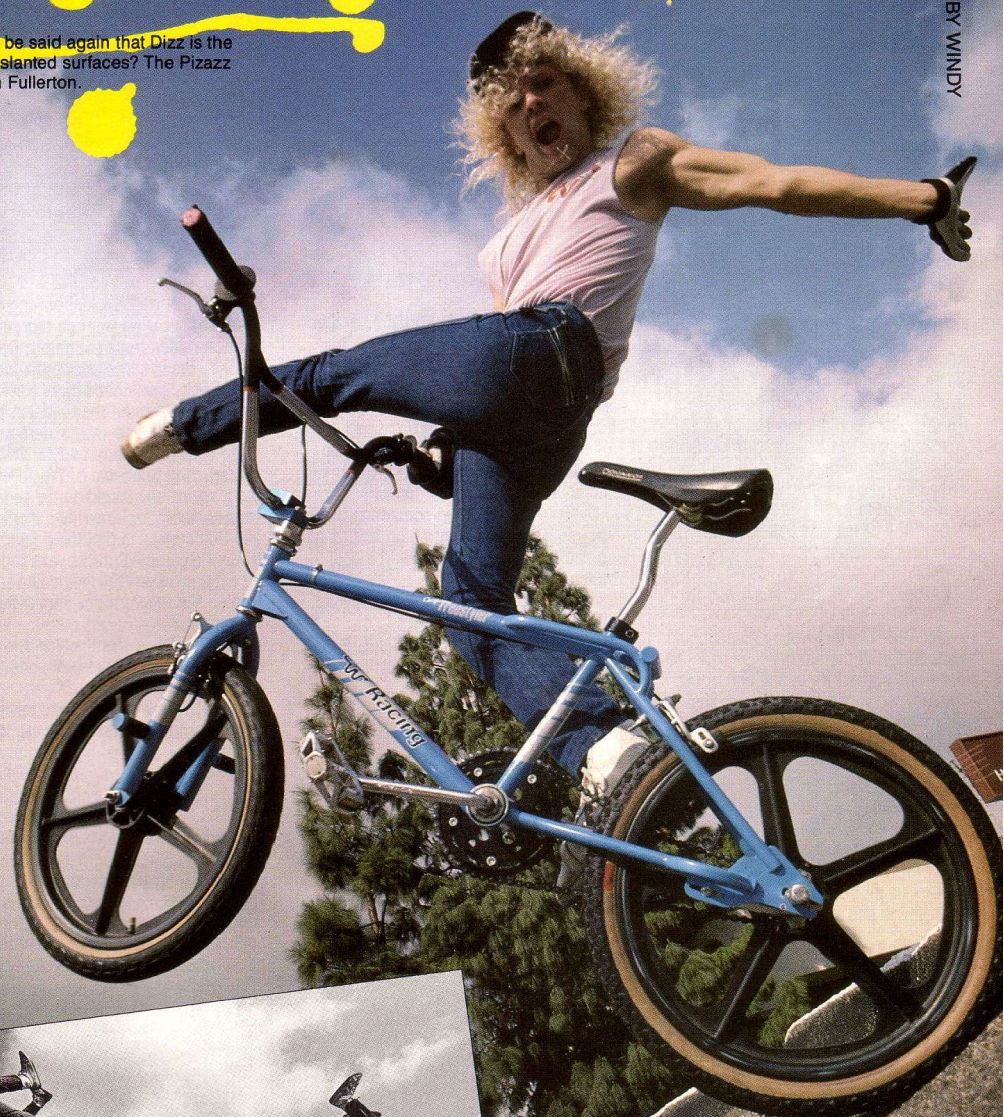
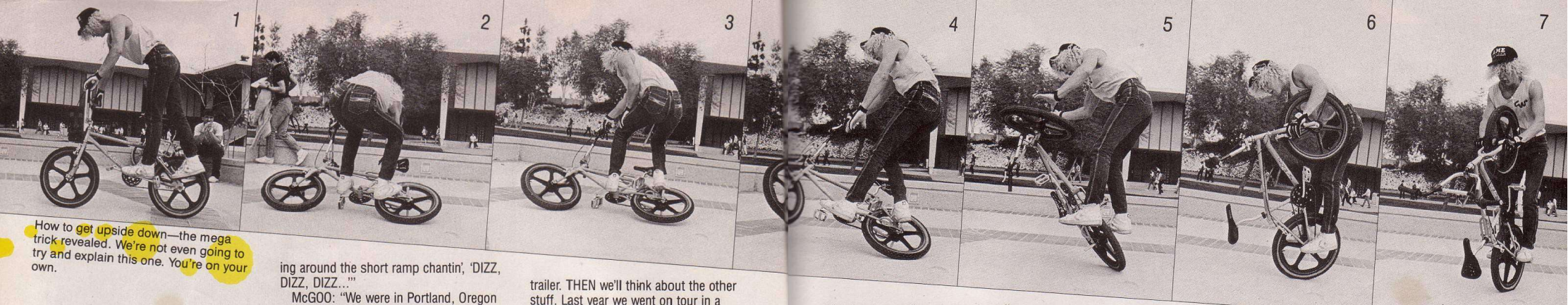


PHOTO BY WINDY



McGoo: "I'd say Ceppie is a borderline Nourie-balancer type. But he has a dance style—he keeps moving and shaking all the time. Greg is from the Martin Aparijo school of freestyle, and Dizz, well...no one rides like Dizz."



How to get upside down—the mega trick revealed. We're not even going to try and explain this one. You're on your own.

shows run about 45 minutes. We've got some good ideas (pause)...shows haven't even been tapped for their potential yet. They've just been demonstrations of freestyle skills in the past. Now announcing is starting to become more and more critical to how well they work. The music is real important."

CEPPIE: "What was that song you rode to in Massachusetts?"

DIZZ: "Sex Drive by W.A.S.P."

CEPPIE: "YEAH, that music was SO fast."

McGOO: "Martin, Woody, Ceppie, and I were on top of the quarter-pipe banging our heels against it—by the end of Dizz's routine, everyone was picking up their chairs and slamming them on the ground. It was INTENSE. Everyone was chanting his name. He was falling off his bike left and right, but it didn't matter because everybody was so amped. It was incredible—he was twisting himself into a frenzy."

CEPPIE: "Tour was like a concert—all the kids came to see Dizz in their Twisted Sister shirts and studs. They're all hang-

ing around the short ramp chantin', 'DIZZ, DIZZ, DIZZ...'"

McGOO: "We were in Portland, Oregon last year and when the short ramp routine came up, it became a friendly competition between Buff and Dizz. Buff was doing tailspins and some RAD stuff, but it didn't matter 'cause Dizz was hittin' his metal poses and hangin' his tongue out (laughter). For the rest of the tour we had about 50 short ramp contests."

DIZZ: "When Buff did something that was rad, it would psych me up and I'd go up and try to beat him. We had a cool system going."

ANDY: "Do you guys have any special plans for your tour this year?"

CEPPIE: "We've got mega ideas. We want to have our quarter-pipe with lighting girders coming out the side with a couple of pillars to hold our P.A. speakers—have lighting, and smoke and stuff."

ANDY: "Are you guys really going to do it?"

McGOO: "Yeah. Pyrotechnics have been tried before, but it never quite cut it. Ceppie and Dizz can cut it. The quarter-pipe is a stage. If anyone gets it off the ground, it'll be us."

CEPPIE: "We plan on dialing in our touring vehicle first—like boxing in the

trailer. THEN we'll think about the other stuff. Last year we went on tour in a disease-ridden truck (laughter). It was NASTY. The windows didn't roll down..."

McGOO: "I was hired three weeks before we had to hit the road last year. It wasn't enough time—there were so many loose ends because nobody at CW had enough time to handle it. We pulled it off, but it wasn't any thanks to the vehicle we were in, that's for sure. I felt like Sanford and Son cruisin' in that thing (laughter). It was ridiculous. But this year is going to be different. Our vehicle is going to be painted like the Partridge Family bus (laughter)..."

CEPPIE: "No, we're thinking about a completely black vehicle with one CW logo on the trailer."

McGOO: "Low-key. Pull into town and let them know that actions speak louder than words."

ANDY: "What do you guys think of contests and shows? DO you prefer one over the other?"

CEPPIE: "I like to do both. I like to tour AND compete. One thing I think would be cool is if they (the sanctions) would give notice on how long away the competitions are. Like for the Boston comp we

didn't have a confirmation on it until a week before it happened...I didn't want to go, Dizz didn't want to go—we weren't ready for it. We ended up going because CW wanted us to. Dizz did good, I did bad. I should have been on top of things and practicing, but I was trying out prototype bikes at the time."

McGOO: "There isn't enough organization in the scheduling."

ANDY: "What do you think about the amount of competitions? Now with two sanctioning bodies."

CEPPIE: "I think just one organization would be cool. Too many competitions will burn the sport out."

ANDY: "Why?"

CEPPIE: "There are just too many. It's like BMX, there were billions of nationals a year and everybody got worn out on the sport. Now it's down to a few nationals a year and it's building back up. Too much is gonna kill it."

GREG: "Tours are going to have to be cut down to take in competitions."

McGOO: "I don't have a problem with rescheduling the tour around an organized competition schedule. If Cep, Greg, and Dizz wanted to compete ten times a year, I wouldn't have a problem with it. But I have to book the tour in January if I want the mag to print the tour dates in

the June issue. If the AFA and NFA don't have their schedules done by January, I can't schedule our road trip around their contests, so if CW looks like they're missing at a lot of contests this year it's because we're on tour."

ANDY: "Do you guys plan on sticking with freestyle?"

CEPPIE: "I do."

GREG: "I plan on staying with it and doing as much as I can. I'd like to get into some TV commercials."

DIZZ: "I want to get into the video scene."

ANDY: "Like music video?"

DIZZ: "(Nods) I think magazine coverage is cool, but I want to make it one step further."

McGOO: "He wants to bang his head on MTV (laughter)."

DIZZ: "Right on."

GREG: "I did a segment on Dick Clark's Rock 'n' Roll Summer Show with my cousin. We got some pretty good TV coverage."

ANDY: "That's cool. Weren't you in ET, Cep?"

CEPPIE: "Yeah, that was the first major thing I ever did. I was at a race track and the producers for the movie ET were

down there looking for kids that looked similar to the stars. I looked sorta like one of the guys so they shot a photo of me, gave me their number, and said they would call me. I didn't hear from them for about a month when they finally called me. None of us understood what the movie was going to be about until we finally got ready to film. We pulled up to this truck and they had the ET robot in a basket. Some dude was sittin' there working it with a remote control, making his eyes blink and everything—right then everybody knew there was something freaky about the movie. We didn't know what the story was about until we went to see the premiere of it. It was pretty rad to see ourselves up there."

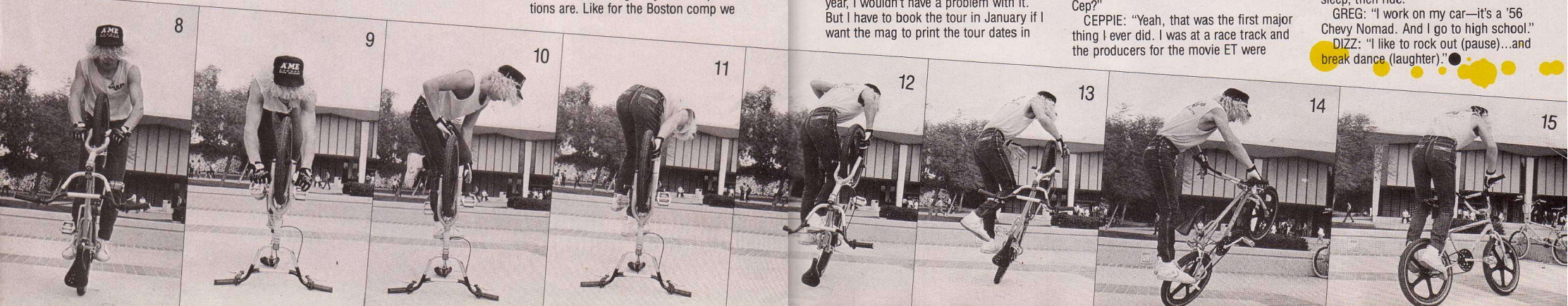
McGOO: "Remember in the movie where ET was all dried up, and white, and nasty looking? That was Ceppie as his double (laughter)."

ANDY: "So what do you guys do other than freestyle?"

CEPPIE: "I work, come home and sleep, then ride."

GREG: "I work on my car—it's a '56 Chevy Nomad. And I go to high school."

DIZZ: "I like to rock out (pause)...and break dance (laughter)."



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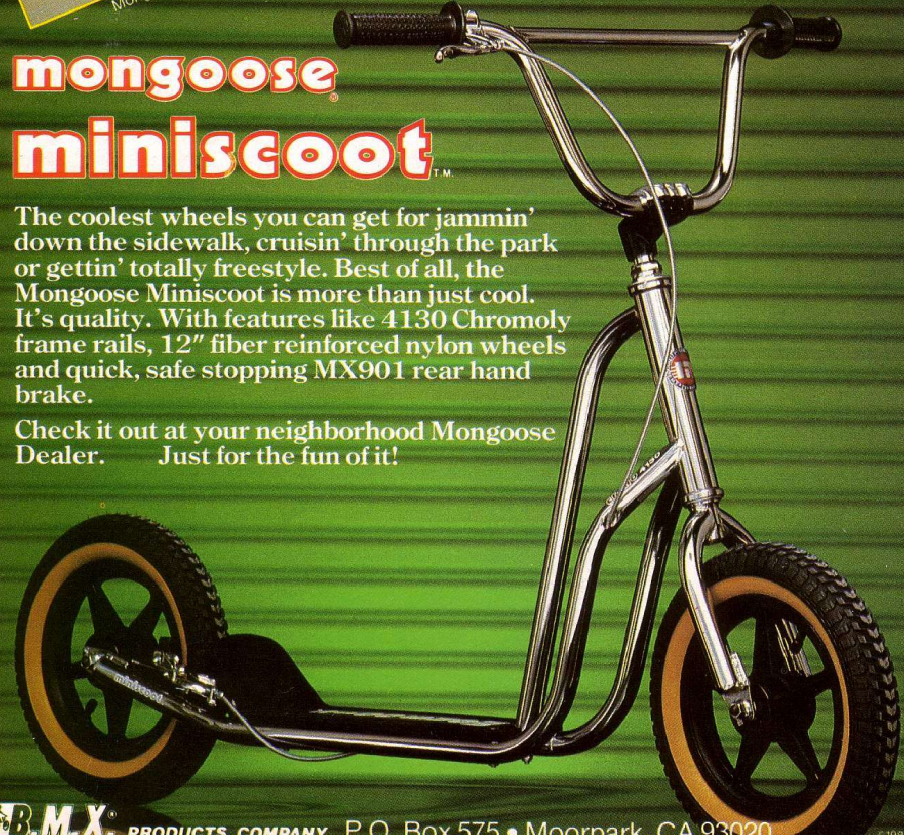
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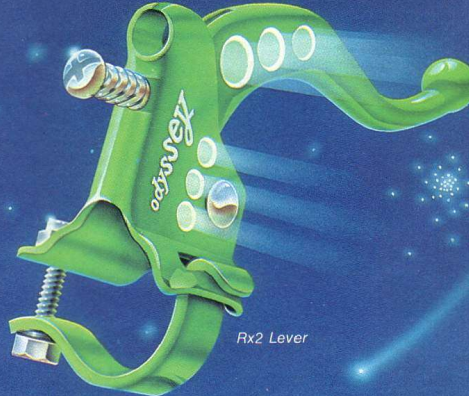
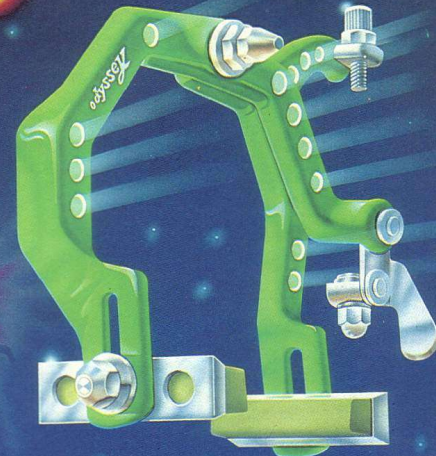


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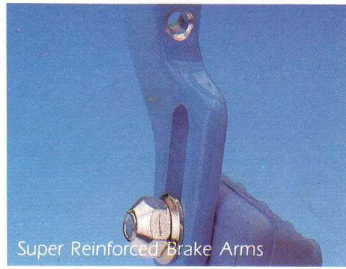
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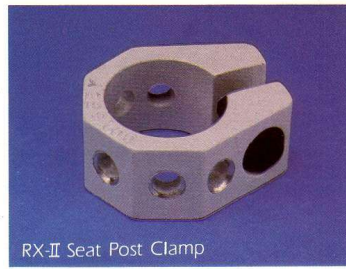
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092 Skyway TA, Pro, XI, Ch, Wh	129.95
093 Mongoose Eric Rupe Signature, Chrome	179.95
094 "New" SE P.K. Ripper, Wh, Bk, Lv, Aq	169.95
095 GHP Pro I or Pro II, Ch, Wh, Rd	149.95
096 Profile Champ Pro, Ch, Wh, Pk	149.95
097 Titan TE-1000 Or Mod, Inc'd's Plate and Pad Set	219.95
098 Free Agent Pro or Std, Ch, Wh, Tq	129.00
099 Zeronine Pro or Mini, Ch, Wh, Pk	179.95
100 Reach Direct Link, Ch Only	159.95

101 Hutch, Redline, Mongoose, CW or Profile CRSR Frame Sets	169.95
102 GT or GHP CRSR Frame Sets	149.95

We also Carry Mini Frame Sets By GT, Hutch Redline, CW, Titan, Elf, Free Agent

—HANDLE BARS—

103 GT, XT, Pro or Std	19.50 F/S 23.95
104 Hutch Pro or Expert	19.50 F/S 23.50
105 Hutch Woody Bar, Ch, Wh	27.95
106 CW Premium Line, Pro or Std	21.00 F/S 23.00
107 Skyway Comp Pro	21.50 F/S 27.95
108 Haro Freestyle, Ch, Wh, Bl, Rd, Gr	24.00
109 Redline Forklifter "U" Bar, Ch, Wh, Rd, Rad, Tq	39.95
110 Vector VC 6" or 8", Ch, Wh	29.95
111 "New" W/Sistem 6", Ch, Wh	39.95
112 Vector "Unlimited" w/H-Bolt, Ch, Wh	49.95
113 Powerlite Pro or Jr, Pro, Ch, Wh	21.50
114 Powerlite Mini or Jr, MX Alloy, Silver	16.50
115 Galindo GK, Ch, Wh, Bl, Rd, GY, LV, GR, PK, OR	21.50 F/S 16.50
116 Odyssey Flying Wedge, Ch, Wh	17.95
117 Robert Peterson Bar Extender	9.95

—HEAD SETS—

118 GT Peak, Wh, Bk, Bl, Lv, Gr	9.95
119 Tange MX-2	3.50
120 Tange MX-125, SI, Bk, Bl, Rd	8.95
121 Tioga Beartrap, Ch, Wh, Lv, Gr, Pk, Or	5.95
122 Tioga MX-402, Ch, Wh, Bl, Rd, GY, LV, GR, PK, OR	5.95
123 Tioga MX-600, Ch, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or	5.95
124 Omias Titanium	24.95
125 EDCO, SI	34.95
126 Hutch 2MT, S, M, L, Ch	13.95
127 DK D-Lock Combo, Polished	12.95
128 Dirt Skirt, SI, Wh, Bk, Bl, Rd, Gd, Lv, Gr, Pk, Or	1.49

—STEMS—

129 GT Freestyle w/H-Bolt, SI, Wh, Bk, Bl, Gr, Lv	19.95
130 Hutch Pro, Ch, Wh, Bk, Bl, Rd, Lv	19.50
131 "New" Hutch Freestyle, Ch, Wh, Bk, Bl, Rd, Lv	27.95
132 Redline Forklifter w/H-Bolt, SI, Wh, Bk, Bl, Rd, Lv, Pk	22.95
133 ACS Rotor "45" Freestyle Stem, SI, Wh	17.95
134 DK Pro, SI, Wh, Bk, Bl, Rd, Lv, Gr, Or	19.95
135 DK Pro XL, SI, Wh, Lv, Gr, Or	21.95
136 DK Mini, Polished Silver (All Aluminum)	22.95
137 "New" DK Freestyle, SI, Wh, Lv, Gr, Or	14.95
138 Tuff Neck Pro, SI, Wh, Bk, Bl, Rd	12.95
139 Tuff Neck Freestyle, Wh, Lv, Gr, Pk, Or	22.50
140 Profile "Lock Jaw", Silver	34.95 F/S 28.95
141 Galindo, Chrome	23.95
142 ESP Pro or Mini, Polished Silver	34.95
143 TNT Pro, Std, Mini or FIS, SI, Bk, Wh	27.95
144 SR Freestyle, Wh, Bk, Bl, Lv, Gr, Pk, Or	9.95
145 BG Racing Pro (adj.) or Mini Stem	39.95
146 Tuff Neck Hollow Bolt	8.95
147 GT Hollow Bolt	10.95
148 ACS Pott's Mod Bolt	10.95

—CRANKS & BOTTOM BRACKETS—

149 Haro Group 1 Tubular Cranks w/Disk or Spider, 175mm, 180mm	99.95
150 Redline 400 Type w/SLD B.B. 180 mm, Ch	99.95
151 Redline 401 Flight (170-175-180-185), Ch, Colors	114.95
152 Profile w/Sealed BB (170-175-180-185), Ch	SALE 119.95
153 Hutch Aero Speed (soon available)	144.95
154 Bullseye Cranks 2 pc., Wh, Bk, 165mm, 172mm, 178mm, 184mm	129.95
155 CW or Mongoose Cranks, 175mm, 180mm	69.95
156 Sugino GT 170, Chrome	34.95
157 Sugino GT 175, Chrome	54.95
158 Takagi 1 pc, 175, 180, Ch, Wh, Lv, Gr, Pk	159.95
159 SR Tubular 1 pc., 175, 180, Ch, Wh, Lv, Gr, Pk	28.95
160 Tange STD B.B. 24T or 28T	5.95
161 Tioga STD B.B. 24T or 28T	5.95
162 Tioga SLD B.B. 24T or 28T	16.95
163 Tioga SLD B.B. w/Spindle, 3 pc.	19.95
164 Pete's SLD B.B. 24T or 28T	17.95
165 Hadley SLD B.B. 24T or 28T	39.95
166 Soutour (Hadley Type) B.B. 24T or 28T	39.95
167 Bullseye SLD B.B. Ameri, or Euro.	34.95
168 Hutch B.B. Lock 24T or 28T	8.95

—CHAINWHEELS, DISKS & SPIDERS—

169 Tuff Neck, 39T-45T, All Colors	7.95
170 Tuff Neck 1 pc. All Colors	9.95
171 Redline, 40T-45T, Silver	17.95
172 Pete's Powerdisk, SI, Bk, Bl, Rd	7.95
173 Tuff Neck Powerdisk, SI, Bk, Bl, Rd, Lv, Gr, Pk, Or	8.95
174 Pro Neck Powerdisk, SI, Bk, Bl, Rd, Lv, Gr, Pk, Or	9.95
175 Pro Class Powerplate, SI, Bk, Bl, Rd	9.95
176 Tuff Neck Powerdisk, Ch, Wh, Bl, Vi	17.95
177 Takagi Spider, Ch	3.95
178 Tioga Task Force 1 or II, All Colors	2.95
179 Nut & Bolt Set, Ch, Bk	6.95

—CHAINS & FREEWHEELS—

180 Izumi Two Tone, Wh, Bl, Rd, Lv, Gr, Pk, Or	5.95
181 GT Izumi, SI/Bk, SI/Wh	6.50
182 Sedisport, Black 6.95	Chrome 9.95
183 DID Torque, Chrome	6.95
184 ACME Chain, 1/8 or 3/32	19.95
185 Chain Breaker	4.95
186 Shimano DX FW, 16T, 17T, 18T, 3/32 Chrome	4.95
187 Soutour EZ Off FW, 16T, 17T, 18T, 1/8" or 3/32" Chrome	4.95
188 Soutour/Shimano Freewheel Removing Tool	4.95
189 Alloy Freewheels	29.95

½"-1" PC.—PEDALS—9/16"-3 PC.

90 Soutour XC II	18.95
191 Vector VP 747 XCII Type, SI, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or	8.95
192 SR Speed Trap, Sealed	29.95
193 Shimano DX, SI, Wh, Bl, Rd, Lv, Gr, Pk, Or	24.50
194 Shimano CX Gripper	14.95
195 Shimano SX, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or	14.95
196 MKS Graphite, Wh, Bk	11.95
197 MKS Graphite 2000, Wh, Bk	13.95
198 Hutch Freestyle Racing	69.95
199 Hutch Mini, Titanium Axle	7.95
200 Hutch Hi-Caliper, Ch, Wh	17.95
201 Skyway Graphite	19.95
202 TROG Replacement Pedal Cages for Hutch Pro, Soutour XC II, or SR Speed Trap Pedals	12.95

—WHEELS—

203 Skyway Tuff II CB or Threaded For Fw, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or, Bby Bl, GY	49.95
204 Skyway Tuff II 24", Wh, Bk, SI	69.95
205 Skyway Tuff II Graphite w/Sealed Bearings	129.95
206 Hutch Hi-Caliber, Wh, Lv, Pk	54.95
207 GT Performer Wheels, Wh, Bk, Bl, Rd, Lv, Gr, Ras, Pk	59.95
208 Peregrine Master Wheels, FW/CB, Wh, Bk, Bl, GY, LV, GR, PK	59.95
209 "New" Peregrine 485 Wheels, F/W	79.95
210 Trueline Wheels, Wh, Bk, Bl, Rd, GY, Clear	129.95
211 Araya 7X or ACS Z Rims	27.95
212 W/ Suzue	Colors 49.94 Chrome 59.95
213 W/ Suzue Sealed	Colors 59.95 Chrome 69.95
214 W/ GT	Colors 59.95 Chrome 69.95
215 W/ Bullseye	Colors 99.95 Chrome 109.95
216 W/ Hutch	Colors 139.95
217 ACS W/2 Hubs, All Colors	Colors 49.95
218 Araya 7N 1.5 W/Suzue	Colors 59.95 Sealed 73.95
219 Araya 1-3/8 W/Suzue	Colors 47.95 Chrome 59.95

—HUBS & SPOKES—

220 Suzue STD Large Flanges, Wh	18.95
221 Suzue Sealed, Ch, Wh, Bl, Rd, Lv, Gr, Pk, Or	28.95
222 GT Sealed, Ch, Wh, Bk	51.95
223 Hutch Aluminum, Ch, Wh, Bl, Rd, Lv, Pk	59.95
224 Hutch Magnesium, Nickel/Bk	84.95
225 Bullseye Sealed, Two Tone, All Colors	59.95
226 Phil Wood, SL	79.95
227 Profile Gyrolite W/4130 Cromoly Axle, SI	79.95
228 Specialized Sealed Hubs, SI	79.95
229 Sonlite Turbo II, SI	49.95
230 Sturmeier Archer Front Drum Hub	45.00
231 Asahi Stainless Steel, DB, 7-5/8", 8-9/16", 9-5/8"	100 Per Set 14.95
232 Asahi Alloy Knipples SI, Bk, Bl, Rd, GI	7.95
233 Universal Spoke Wrench	4.95

—RIMS—

234 Araya 7XN 20 x 1.5, Ch, Colors	15.95
235 Araya 7X 20 x 1.75, Chrome	16.50
236 Araya or UKAI, 20 x 1.75, 20 x 1-3/8, 20 x 1-1/8"	Colors 13.95
237 Araya 7X 24 x 1.75, Chrome	15.95
238 ACZ Z Rims, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or	12.95
239 Ambrosio Hard Anodized, 20 x 1.75, 20 x 2.00, 24 x 1.75	15.95
240 Pro Class Hard Anodized 20 x 1.75, 20 x 1-3/8 (Rim Strips Included)	20.95
241 Custom Built Wheels (Race Lace add 10.00)	Per pr. 15.00

—TIRES & TUBES—

242 IRC F/S Wh, Bk, Bl, Lv, Gr, Pk	ea. 7.95
243 Panacacer F/S Wh, Bk, Bl, Lv, Gr, Pk	7.95
244 Comp SI, 20 x 1.75, 2.125, Wh, Bk, Bl, Rd, Lv, Gr, Pk, Or	8.95
245 Haro, 20 x 1.75, 2.00, Wh, Bk, Bl, Gr	9.50
246 Hutch, 20 x 1.75, 2.125, Wh, Bk, Bl, Gr, Pk	9.95
247 GT, 20 x 1.75, 2.00, Wh, Bk, Lv, Gr, Pk, Tq	10.95
248 CW Tires 20 x 1.75, 20 x 2.00, Wh, Bk	10.95
249 Comp II and Comp III 20 x 1.75, Wh, Bk, Bl, Rd	ea. 8.50
250 Comp III, 20 x 1.75, 2.125, Bk	9.95
251 Comp III, 20 x 1-3/8", 1.50, 1-1/8"	8.50
252 Comp III, 24 x 1.75, Bk	11.50
253 Comp III, 24 x 1.75, 2.125, 20 x 1.50, Bk	12.95
254 Comp V SEW Ups, Bk	19.95
255 Tube, Regular All Sizes	2.49
256 Superlite Tubes, 1.75, 2.125, 1.5, 1-3/8, 1-1/8	3.49
257 Panacacer Tubes, 20 x 1-1/8, Presta	4.49
258 Airshot Air Pump	99.95
259 RAD Kaps, All Colors	1.49

—BRAKES—

BRAKES—	
260 Dia-Compe FS-883 Brake (Nippon)	soon available
261 Dia-Compe MX-900 or 1000, Colors	13.95
262 Dia-Compe MX-900 or 1000, Chrome	15.95
263 Dia-Compe MX-901 or FS-880, Chrome	19.95
264 Chang Star MX-901, FT or RR, Ch, Wh, Bk, Bl, Rd, Gr, Pk, Or	9.95
265 Chang Star MX-901, FT or RR, Ch, Wh, Bk, Bl, Gr, Pk, Or	9.95
265 Chang Star MX-980 FT FS Brake, Wh, Ld, Gr, Pk, Or	9.95
266 Odyssey System-2000, SI, Wh, Bk, Bl, Rd, Gl, Ld, Gr, Pk, Or	9.95
267 Skyway Reg. Brake Shoes, Wh, Bk, Bl, Rd, Ld, Gr, Pk, Or	4.95 F/S 9.95
268 Skyway Pro Brake Shoes, Wh, Bk, Bl, Rd/Silver	6.50
269 ACS 2 Brake Pads, Wh, Bk, Bl, Rd, Ld, Gr, Pk, Or	5.95
270 Reg. Cable w/Housing, Wh, Bk, Bl, Rd, Ld, Gr, Pk, Or	1.45
271 Terry Cable Wh, Bk, Bl, Rd, Ld, Gr, Or	1.75
272 ACS Port's Mod II Brake	1.75



This is honest air. There're only two guys in Camarillo that get this much air. One of them is Dino DeLuca. The other is Todd Anderson. Either of them can hold their own against anybody on a ramp.

FREESTYLIN'
MAGAZINE
official Scoot review

DYNO COMPE 2

BY LEW

You're new in town, and this is the first bike shop you've been to. You walk in the door to see what they've got. Standard issue beach cruisers, some ten speeds, a few ladies three speeds. Ahh, here we go—the BMX/freestyle section. Skip past the race bikes and get right to the 'stylers. Most of 'em are box-stock, nothing really too exciting . . . hey, wait a sec . . . check out that Dyno over there in the corner.

Yeah . . . now there's a freestyle machine. Looks like one of those new Compe 2's. Let's get a closer look. It's totally easy to spot this scoot, especially with the distinct bend in the top tube near the seat mast. The forks are also easily recognizable 'cause of the outward bend at the bottoms with the dropouts welded on the reverse side. Strange yet cool at the same time.

Yeah, it's a Compe 2, that's for sure. It's got ALL the hot freestyle necessities. Freestyle proven GT componentry like mags, tires, frame standers, fold-up fork pegs, plus Dia-Compe 900 brakes . . . you name it, the D-2's got it. And it looks sooo bit-chen with that lavender frame and fork.



Lean and mean. This rates WAY up there on the cool-looking-bike-scale. The Dyno Compe 2.

Todd Anderson and Dino DeLuca. Best friends, factory sponsored, and as bio as they come. Todd's lookbacks rule.



PHOTO BY WINDY

"Can I help you there, sonny?" asks the shop owner.

"Naw . . . just browsing. Well, wait a second, sir. Can you tell me a little bit about this Dyno here? I know it's a hardcore freestyler to the bone . . . but what about the tech stuff? You know, price, some of the components, what it's made of . . . that kind of thing," you ask, glancing at the bike.

"Sure thing, pardner. Whaddya need to know first. Colors? Chrome, white, grey, green, yellow, blue, pink, or lavender. Of course, you get matching components, too. The frame and fork are 4130 chrome-moly. The GT freestyle bars, GT seat post, SR cranks, the SR pedal spindles, and stem bolt are also 4130 chrome-moly."

"Killer. How much would one run me?"

"You ride it out of my shop for about \$359 painted. And take a look at some of the stuff you're gettin'...real A'me grips, and those hot GT mags with the concave surface on the sides to help channel the brake shoes into the center of the rim."

"Cool. And it comes with GT tires too, huh?"

"Stock items, son. Stock items."

"What else can you tell me, Mr.?"

"Just take a look at it. Features like the built-in standing platform on the top tube and built-in coaster brake bracket in case you run one. It even has brazed-on cable guides on the fork legs and the frame. What more could you want, boy?" says the shop owner.

"I just want to make sure I get the bike that's perfect for a guy like me. A hardcore freestyler."

"Well, look no further. You're obviously heavily into freestyle if you're looking at a Compe 2. It doesn't matter if you ride flatland OR ramps...this baby will handle either in stride. I think this is definitely what you need."

You're beginning to feel high-pressured by his sales pitch, but you still want to know a little more about the bike.

"What about the drivetrain?"

"The drivetrain, huh? Let me tell ya, this one's top notch. GT power disc, a two-tone Izumi chain, a 43 tooth SR sprocket in the front, a 16 tooth Sun-Tour freewheel on the back. The mags are made for GT by OGK, so you're getting quality there," says the shop owner. This guy knows his cake.

You walk closer to the bike, eyeing it carefully. You note the graphics . . . REAL clean. The welds look good.

Quite a bit of detail went into this thing . . . and it shows. It even has DYNO stamped into the standing platform behind the seat mast.

Suddenly you spot the headset.

Can-can invert.



Left and Rights, the banks featured in the April '86 Vertsearch. DeLuca kicker.



PHOTO BY WINDY

Welcome to Camarillo. It's not uncommon to see air like this up here. That's Dino DeLuca, Dyno's pride and joy, taking the Compe 2 for a test flight.

The man. Our semi-official guest tester . . . Shinglehead, takin' the Dyno to the streets with a few can-can l-hops.

"Hey, what's the deal with that?" you say, pointing at it.

"That's the new GT Epoch headset with the plastic top piece. Pretty slick, huh?"

"Yeah. It looks excellent." You grab the grips and begin to swing your leg over the seat. "Can I sit on it for a second?"

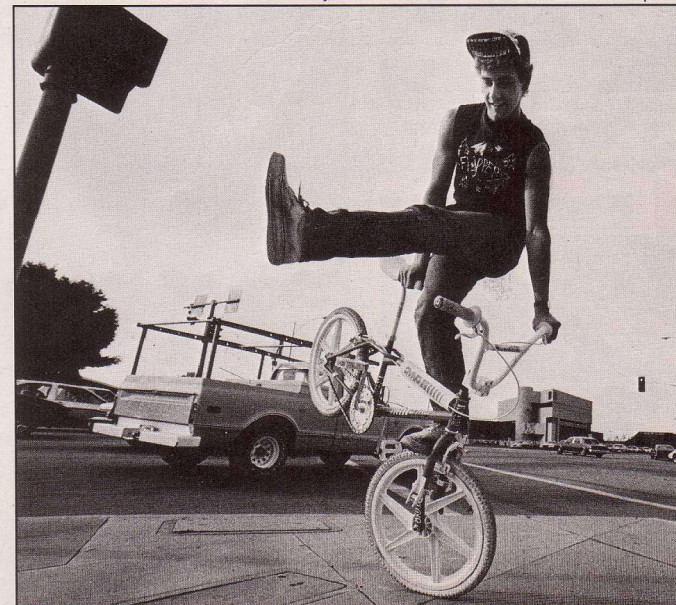
"Yeah, I guess so. Just don't scratch it. And don't get those white tires dirty, either."

Feels great. From the Viscount seat to the SR pedals . . . this bike is it. It's what you've been saving for all year. The phone rings, and the shop owner walks over to the counter to answer it. You pull the Dyno off the stand and ride it across the showroom floor.

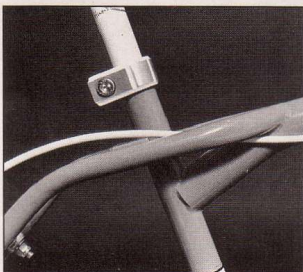
"Hey! I thought I told you not to ride that thing! Now get off that bike unless you plan on buying it!"

You reach into your pocket, pull out your greasy wad of cash, and flip it on to the counter. All 360 dollars of it. The shop owner's jaw drops.

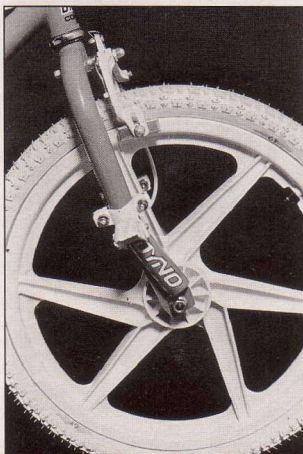
Sold.



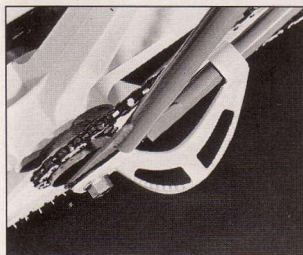
DYNO COMPE 2



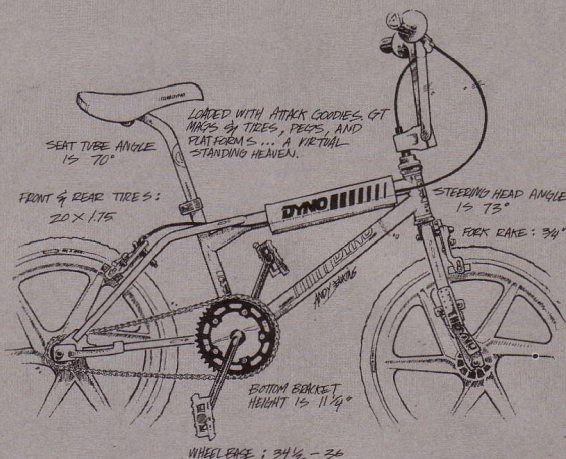
Recognize that bend? You should. It's from a GT Performer down tube. Believe it.



Notable goods are as follows: GT tires, GT fold-up fork pegs, unique bend in the fork legs, reverse dropouts, GT mags . . .



When something like this is against the bottom of your foot, it's going nowhere. GT standing platforms.



SPECIFICATIONS

COMPLETE BIKE PRICE: \$359 painted, \$369 chrome.

FINISHES AVAILABLE: Chrome, white, grey, pink, blue, lavender, green, and yellow.

COMPLETE BIKE WEIGHT: 30 pounds.
FRAME WEIGHT: Four pounds, 12 ounces.

FORK WEIGHT: One pound, 15 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE: 8 1/8 inches.
HANDLEBAR WIDTH: 28 1/2 inches.

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

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

FORK LEG O.D.: 1 1/8 inches.

BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: Dyno D-30, 4130 chrome-moly.

FORK: Dyno D-30, 4130 chrome-moly.

HANDLEBAR: GT Pro Performer, 4130 chrome-moly.

HANDLEBAR STEM: GT Freestyle, aluminum and chrome-moly.

GRIPS: A'me, rubber.

HEADSET: GT Epoch.

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

TIRES: GT.

BRAKES: Dia-Compe 900, aluminum.

BRAKE PADS: Dia-Compe.

BRAKE LEVERS: Dia-Compe.

BRAKE CABLES: Dia-Compe.

PEDALS: SR, aluminum and chrome-moly.

CRANK: SR, 4130 chrome-moly, 175mm.

BOTTOM BRACKET SET: Hatta, steel.

FRONT SPROCKET: SR aluminum chain-wheel, 43 teeth.

SPIDER: GT power disc.

REAR SPROCKET: SunTour freewheel, 16 teeth.

CHAIN: Izumi, 1/8 inch.

SEAT: Dyno (by Viscount).

SEAT POST: GT, chrome-moly.

SEAT POST CLAMP: GT, aluminum.

OVERALL EVALUATION

QUALITY OF FINISH: Very good to excellent.

QUALITY OF WELDING: Very good.

QUALITY OF COMPONENTS: Excellent.

ASSORTED COMMENTS? "For hardcore freestylers. NO doubt." . . . "Don't change a thing." . . . "I saw Dino DeLuca pop nine foot plus airs on the stock bike, and that's convincing enough for me." . . .

"Morales should be proud. Very killer graphics." . . . "The majority of components are from GT, so you're getting a trusted name." . . . "The mags are kind of hard to get your feet into for stomach stands, but the concave rim surface MORE than makes up for that." . . . "I don't think you can get a better selection of components."

MANUFACTURER: Dyno Design
15552 Container Lane
Huntington Beach, California 92649
Tel: (714) 895-5592



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DECKS

SANTA CRUZ	
Roskopp (30 x 10.25)	\$37.00
Alba (29.5 x 10)	\$39.00
Bullet (30 x 10)	\$34.00
Psychotic	\$39.00
Air Tech	\$62.00

VISION	
Guardian (30 x 10)	\$40.00
Gator (29.5 x 10.5)	\$38.00
Agent Orange (30 x 10.25)	\$40.00
Groholski (29.5 x 9.5)	\$40.00
Leopard (30 x 10.25)	\$37.00
Reptile (30 x 10.25)	\$37.00
Hippi Stik	\$40.00
Gonzales (30 x 10)	\$39.00

SIMS	
Phillips (30.25 x 10.25)	\$39.50
Lester (30 x 10.5)	\$39.50
New Wave (30 x 10.5)	\$39.50
Kamikaze (29.5 x 10.5)	\$39.50
Flagship (30 x 10)	\$35.50
Screamer (29.5 x 10)	\$35.50

POWELL	
Hawk (30 x 10)	\$39.50
Mountain (30 x 10)	\$39.50
Vato-Rat (9 x 29)	\$39.50
Ripper (30 x 10)	\$37.50
Skull & Sword (30 x 10)	\$39.50
Mc Gili (30 x 10.25)	\$38.50
Caballero (29 x 10)	\$38.50
Per Weinder FI (27 x 7.25)	\$35.00
Rodney Mullen	\$36.00

ALVA	
Fishtail 10" or 11"	\$39.00
Dolphin	\$39.00

ZORLAC	
Gibson (30.25 x 10.25)	\$39.00
Big Boys (30.5 x 10.75)	\$39.00
Johnson (30.5 x 10.75)	\$39.00
Double Cut (30.5 x 10.5)	\$39.00

TOWN & COUNTRY	
Burst, Zoner or Performer (29.5 x 10.25)	\$42.00
Street Team (29 x 9.75)	\$40.00
Quad	\$42.00

BRAND X	
Weirdo (29.5 x 10.25)	\$37.00
Knucklehead (29.5 x 10.25)	\$37.00
Brand-X (30.5 x 10.5)	\$37.00

VARIFLEX	
El Gato (30.5 x 10.75)	\$45.00
Losi (29.5 x 10)	\$45.00
Voodoo (30.5 x 10.25)	\$36.00

GORDON & SMITH	
Foil Tail	\$39.40
Neil Blender	\$39.40
Billy Ruff	\$39.40
Chris Miller	\$39.40

MADRID	
Lucero	\$42.95
Beau Brown	\$42.95
Mike Smith	\$41.95
Ken Parks	\$41.95
Explosion	\$38.95

SCHMITT STIX	
Monty Nolder	\$41.95
Monty Nolder Foam	\$47.95
Taramula	\$41.95
ATV	\$39.95

BLACKHEAD	
Chaos	\$41.95
Rebel	\$41.95
Streetstyle	\$41.95

UNCLE WIGGLY	
Argyle	\$43.95
Magnussen	\$42.95
Magnussen Fish	\$43.95

TRUCKS (Price per Truck)

Tracker (U.L.-Ultra-Lite)	
Alum 6-Trax (8.5")	\$15.95
Colored 6-Trax, Ultra-Lite	\$16.95

INDEPENDENT (STAGE III)	
215 (10")	\$17.50
169 (9")	\$16.00
159 (8.5")	\$15.00
99	\$13.00

GULL WING	
Colored Pro (9")	\$16.00

RANNALLI	
Colored (9")	\$13.00

MOTOBIT	
9" Blk Red Silver	\$15.00

WHEELS

CITY STREET	
Street	\$5.00 ea.
Blu., Blk., Rd., Wht.	

50/50	\$6.00 ea.
SIMS 63 mm	\$7.00 ea.
SIMS B 52's	\$7.00 ea.

POWELL	
Rat Bones	\$6.00 ea.
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STREET TALK

continued from page 10

Bauhaus, the Cure, Cocteau Twins, Fad Gadget, and Gene Loves Jezebel are incredibly listenable. Government Issue and Minor Threat rip it up. Never wear a tie when you ride, or sunglasses when you sleep, and always obey escalator rules. Don't save stickers and do Wilkerwhips whenever possible. Lew's food is less radioactive nowadays and I had a bike, but the magazine proceeded to give it away. At the present, I am pursuing another unit. Later, Swami. —A.J.

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Dear FREESTYLIN',

Here are some photos of our final show before winter set in. It went pretty well, about 100 humanoids turned out—that's pretty good for the size of the town. More people should do shows; it's easier than you think. Stay rad!

Chris Tyler
Crisfield, Maryland

When you put your mind to it, anything is easier than you think. And you're right, more people should do shows. Keep it up, you guys. —A.J.



Duke D. and Randy L. of Crisfield, Maryland.

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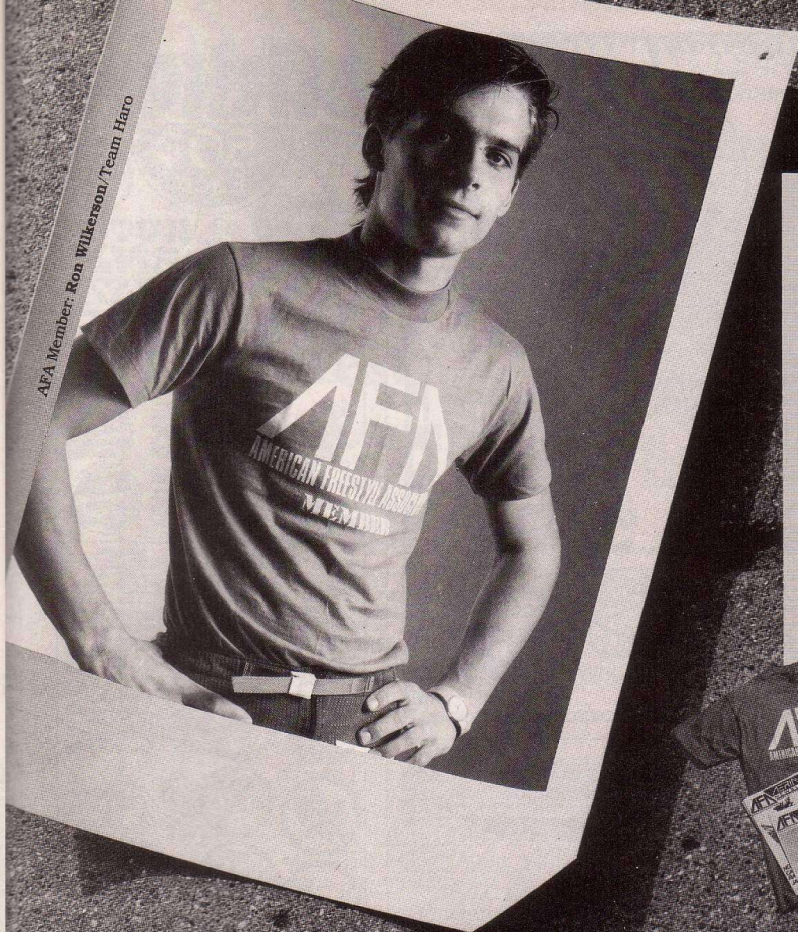
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Ghostly one-handed, one-footed bar endo.

PHOTO BY WINDY

VANDER

the ULTIMATE CURB DOG

Dave Vanderspek. He doesn't have a major bike sponsor. He hasn't really won any contests. He doesn't make a living at freestyle. What makes this guy so important?

Maybe it's because he hasn't lost touch with what it's all about . . . just having fun. More than a few of his Sundays have been spent sessioning at Golden Gate Park. But then again, maybe he IS just a rebel—after all, that's how a lot of people see him. He HAS been through a number of different sponsors in the past year, right? But what you see isn't always what you get.

He doesn't ride for anyone but himself. He rides because he craves reaction—from his surroundings, and from himself. He usually gets it. Different people react in different ways. Many think he's aggro—others think he's uncontrollable. He'll try anything at any time. Bike, skate, or otherwise.

His bike riding style is heavily influenced by his skating. His skating style is heavily influenced by what's around him . . . a bench, a curb, trash can, light post . . . His overall

style is raw, aggressive, and constantly moving.

We spent a couple of days shooting, riding, and talking with Vander. Just looking at the photos you can tell how the shooting went. The riding was a total blast. And the talking? Well, here are a few excerpts:

* * *

"I skate, skate, skate, bike, bike, bike, but mostly I'm in my office trying to set up promotions and stuff for the Curb Dogs."

* * *

"The skating scene is different than the bike scene as far as the attitudes of the riders . . . I mean, say if we went to China for a contest, every biker would have his own way to go—you know what I mean? When the pro skaters get together, it's like a big gig—everyone is there and they all stick together. They're united."

* * *

"Am I blowin' it?"

* * *

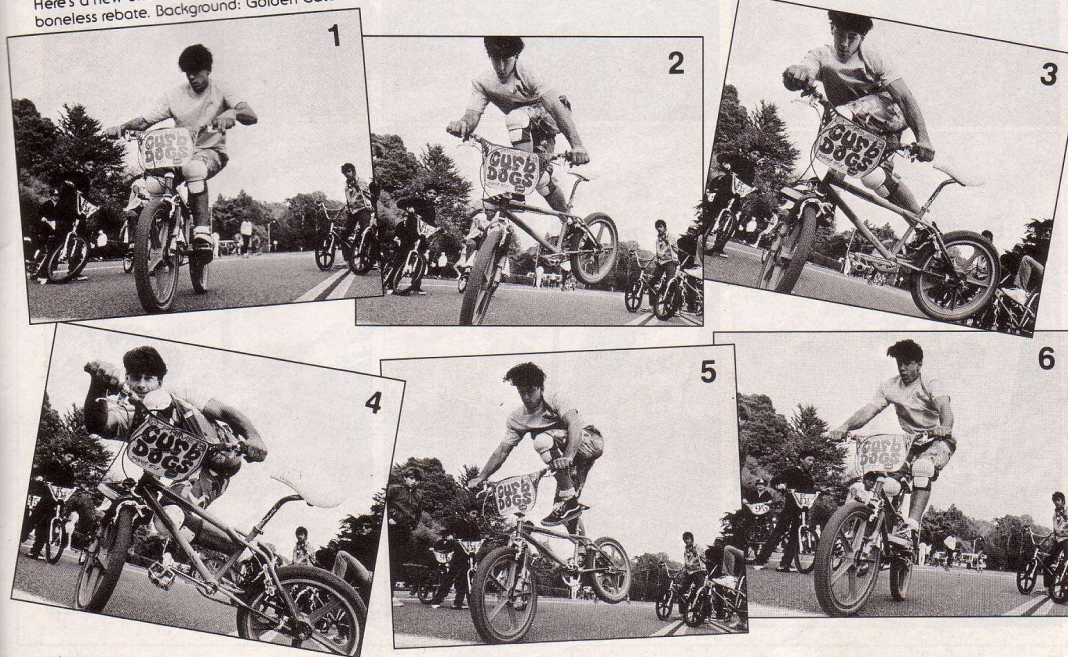
"Dyno offered me \$100 to ride the FREESTYLIN' ramp invitational—they wouldn't even pay for my way down there. 'Here, ride my whole uniform, ride my whole bike, take Curb Dogs off your bike, and we'll give you \$100.' I go, 'HA! I'm sorry, but—are you kidding?'"

* * *

"Look at all the coverage I got for Skyway. I built their team up, helped design their frame—I got Drob for them, I got Peterson for them, I got Scotty. Then I get dumped. That's not fair. I didn't deserve that. I might've done things that might've looked bad, but that's just because I was growing up. I mean, I was a kid on the street, and the next thing I know, I was sponsored—right there you're supposed to know every rule in the book about being a sponsored rider? You're supposed to act professional and all that—I was still a wild kid, I didn't know. They should tell you what they expect."

* * *

Here's a new one for you. Vanderspek's boneless rebate. Background: Golden Gate.



"I like teaching kids. If I had one wish, I'd have someone line me up 900 clinics for this year so I could sit down and teach kids individually. I'd like to set an impression in a kid's head by spending time with him rather than him just seeing me in the mag."

"All the companies are basically thinking about themselves and their promotions. The business end of it has to be there too to keep the sport alive...but I want to do

Vander more than holds his own on a street skate—he rides for Schmitt Six. Beanless drop from suicidal heights. He'll do anything to get a reaction. Everyone who saw this reacted accordingly.

all the fine detail promoting that all the big companies don't have time to do. I mean, the Curb Dogs will go to a small city and teach kids."

* * *

"Hey, take a stress tab, will ya?"

* * *

"Nowadays, a lot of the sponsors are basing sponsorships on whether you're going to compete or not. Competing is not the only thing in freestyle. In fact, competing is NOT freestyle. Competing is just to see how good you are at it.

Freestyle is actually going out with your street clothes on and shreddin'. Entertaining people...that's freestyle."

It's bumming me out on the sport the way their attitudes are...If you don't compete, I'm not gonna sponsor you' and 'I don't care if you have 900 shows lined up, if you don't compete, you're not on my team."

"Look at Hugo. He kills himself trying to compete, but when he just rides, he doesn't crash. And he gets just as high—it's just the pressure. I think the sponsors are basically looking out for themselves. I'm



1



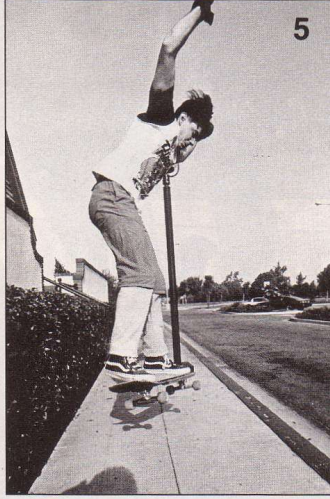
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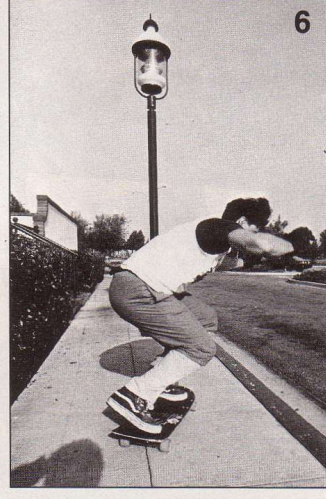
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6



"Talk up, buddy."

picking my next sponsor based on attitude. I don't care if he doesn't even pay me. If he has the attitude to help kids, and help people get into it, fine. That's all I need."

I'm into the sport for the love of it, not for the money. I started riding 'cause I knew it was fun, and it kept me out of trouble. I didn't hang out with my friends breaking windows and stealing stereos. I was always out on the corner freestylin'." ●

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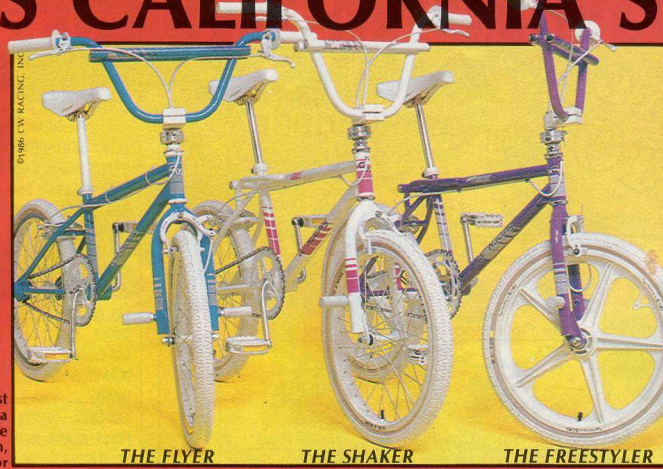
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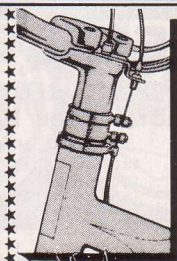
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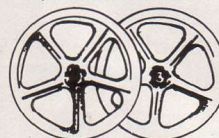
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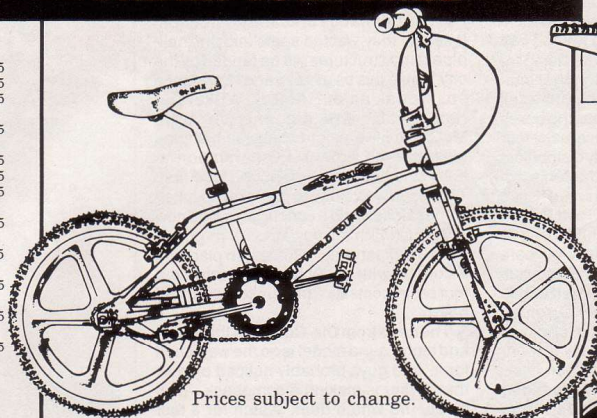
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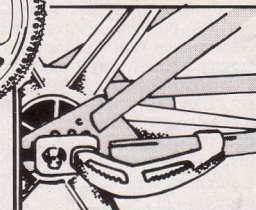
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GRAFFITI

continued from page 29

THE INFO FRONT

The Midwest is not being ignored by the major sponsors—you just have to work to get noticed. Like Illinois boys **Kevin Foss** and **Marc Darnell**, who are now riding for **Murray Bicycles** and **Jolly Rancher** candies. They're being supplied with a full rig—truck, trailer, quarter-pipe, and boxes of candy to hand out. Watch for a major tour this summer that will hit Murray distributors everywhere...While we're on the subject of the HUGE bicycle companies, **Huffy** has picked up vertrider/fatlander **Scott Robinson**. You'll remember that Huffy used to sponsor **Brian Blyther** a couple of years back...**Jason Parkes**, formerly of **Dyno**, is now with **Schwinn**...**Bob Schmelzer** has quit the **Madrid** team and struck out on his own. He's pursuing a spot on the full-blown **Swatch Live Tour** and hopefully a sponsorship from Swatch. Others seen interviewing for the Swatch Tour were **Fiola**, **R.L. Billy Ruff**, and **Per Welinder**. More on this later...The mysterious Illinoisian **Randy Tischmann** is becoming less mysterious. He's landed a ride with **Kuwahara** and is blazing a trail to stardom—check the photo. **Buff** is still without a ride, but is talking to Kuwahara.

Our **East Coast** connection, **Ron Stebenne**, let us in on a little secret. **Route**

5 BMX of South Windsor, Connecticut, in conjunction with the local **Boy Scout Explorer Post**, is putting together what's being called a prototype freestyle center—a major half-pipe, assorted small ramps, and a pro shop. Local Boy Scout Explorer Posts in Ron's area have also been successful in acquiring indoor spaces for winter practice. Hmmm...We got a call from the **Pueblo, Colorado Parks and Recreation**. It seems they wanted some info on "half-pipe ramp structures" to be funded by the city. Could this be a new trend? Let's hope so...Speaking of RAMPS, **Wilkerson** recently bit the big one on **Marc McGlynn's**—an eight foot wide half-pipe built into a hill. He MISSED the ramp on re-entry and headed earth-bound face first. The result was a ride to the local hospital, some stitches, and a concussion. He's now constructing his own ramp—"I'm gonna build it 50 feet wide." Ron's also planning a country-wide half-pipe series of about four or five contests. This guy keeps himself busy.

The news from **Dia-Compe** is that a new and highly sano model is on the way. Look for it...You guys probably noticed by now that **Torker** is making a comeback—new bikes, the whole deal. Watch for a test soon...**SE Racing** is looking for support teams to sponsor. If you and your team are likely candidates, send them a resume and photos. "Videotapes are optional, but would be cool," says **Fred Blood**, who's the guy you'll be sending your stuff to at SE Racing, 1611 West Rosecrans, Gardena, California 90249. Good luck.



His last name is German for Table Man. The perfect description for **Randy Tischmann**—this guy is always tabled or beyond. Inverted hell on his new **Kuwahara**.



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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** 16T freewheel — **Viscount/DYNO** seat — **GT** alloy seat clamp — **DiaCompe** brakes (front and rear) with **TK 4** levers — **A-Me** grips.

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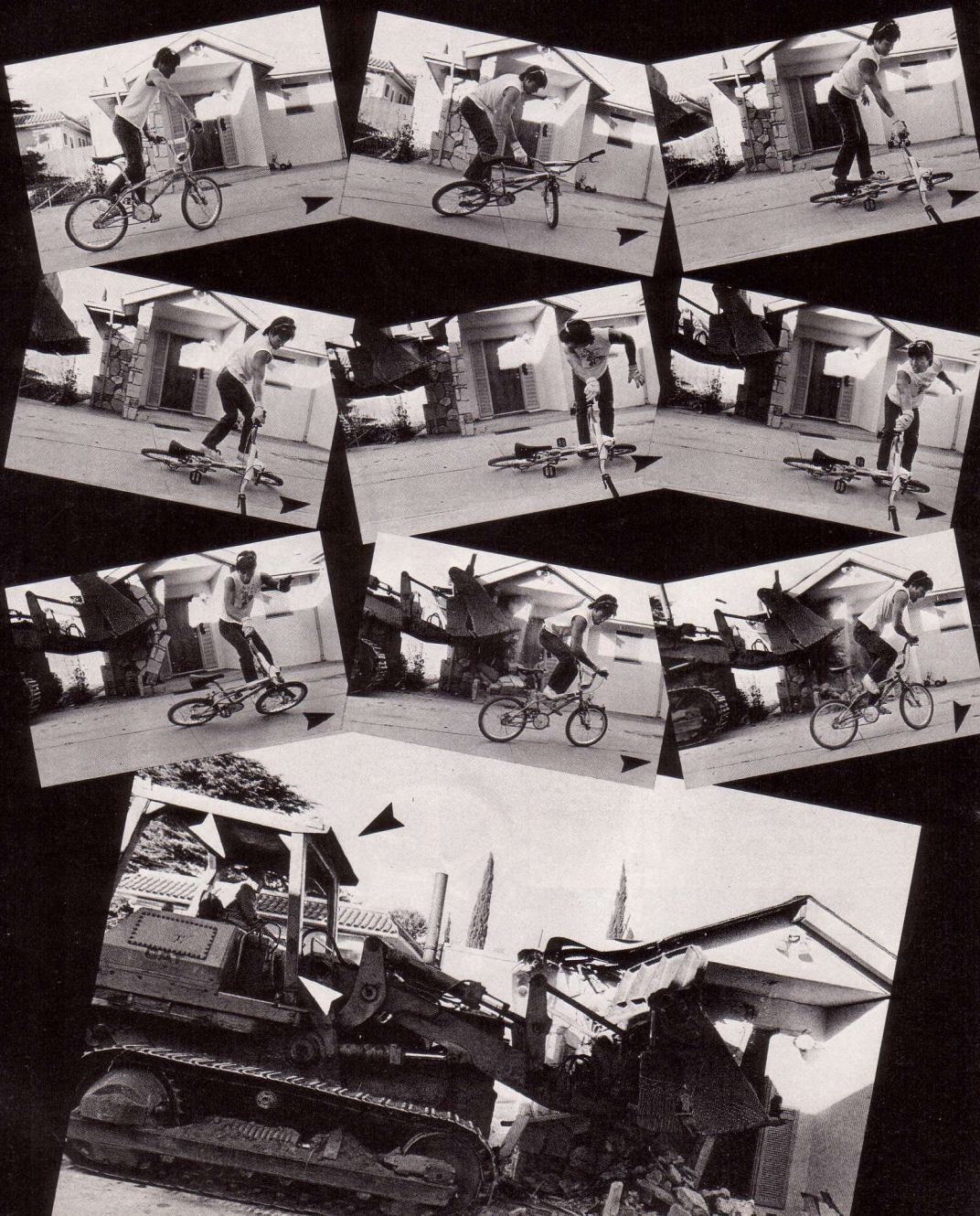
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C.P.S.C. equipment included but not shown. Always wear proper safety equipment. © 1985 DYNO Products A division of GT BMX Products Inc.

LAST BITE

Eddie Fiola bringing the house down, so to speak. Look REAL close to see who's piloting the destruction vehicle...

Photos by Windy
Demolition by Oz



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- C** **GT Stem Bolt**, hollowed center for routing your cable, the GT Stem Bolt can make your stem performance ready.
- D** **GT Framestanders[™]**, GT's original design now with teeth for better traction, they mount easily to the rear axle. (pink/green/white/chrome/GT blue/lavender)
- E** **GT Forkstanders[™]**, the GT design allows the Forkstanders[™] to be mounted anywhere on your fork legs they also fold up out of the way. The platform surface is serrated for grip. (green/GT blue/white/chrome/lavender/pink)
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- G** **GT Performer[™] Wheels**, all new GT Performer[™] Wheels are standard equipment on all GT Freestylers. This styl' in new GT wheel is tough and durable yet flexible and light. (white/GT blue/lavender/green)
- H** **GT Tires**, GT's own tire design with the exclusive GT-reading tread pattern, features a thin center strip for easy rolling and a thick, broken side pattern for better lateral traction. (black/freestyle white)
- I** **GT Powerdisk**, another original with the GT solid aluminum design for minimal flex. (silver/GT blue/white)
- J** **GT Seat Post Clamp**, unique GT two-tone design, lightweight aluminum, allen-head bolt and forged GT logo. (GT blue/white/silver/black)



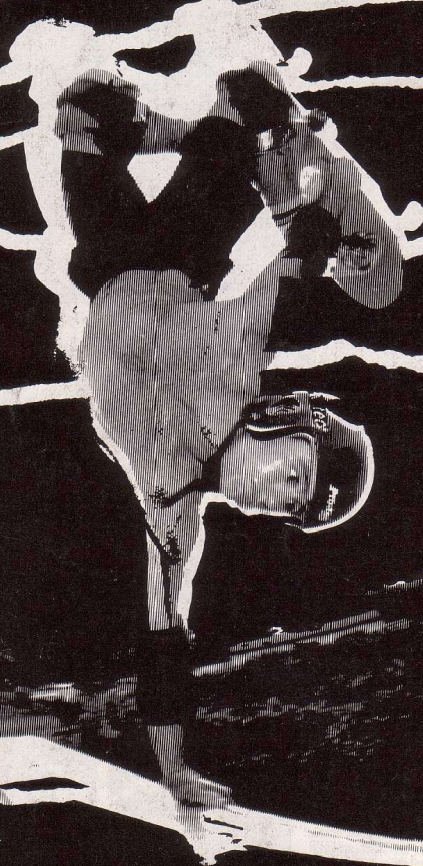
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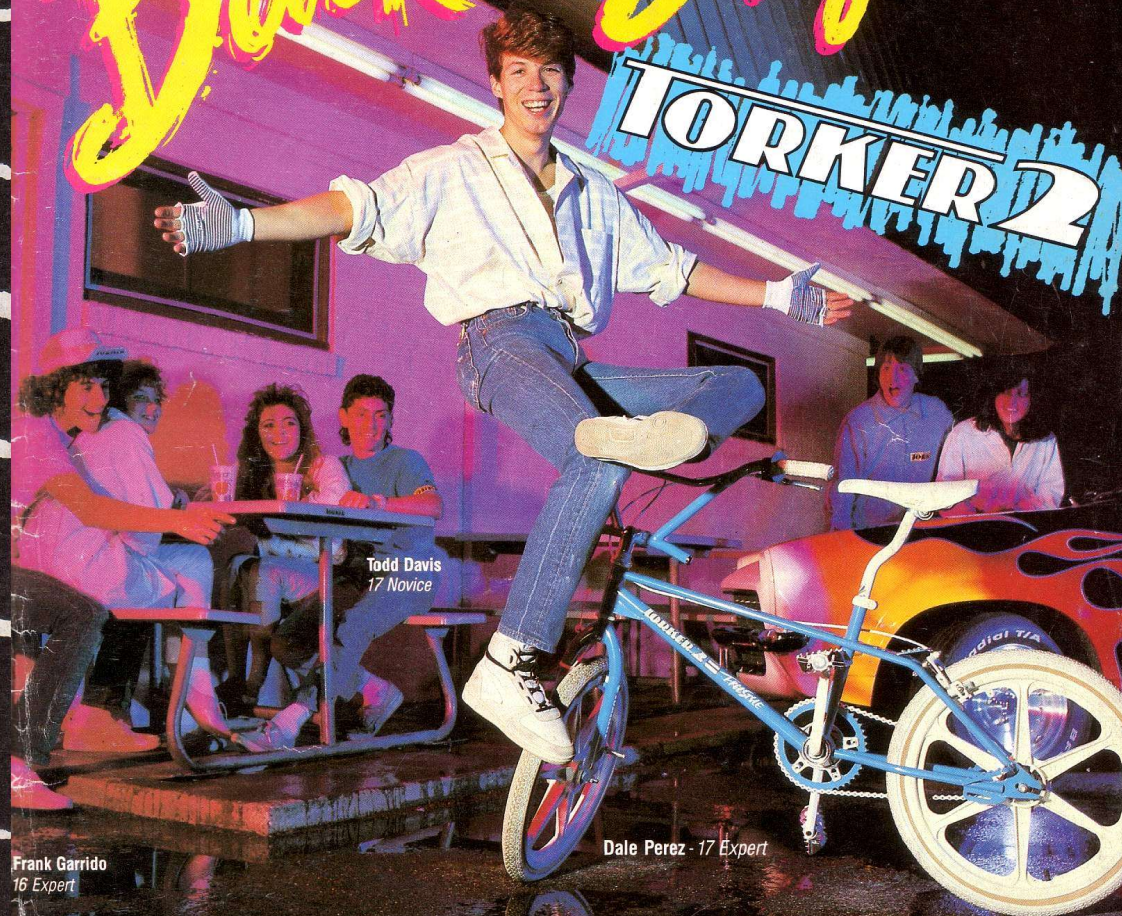
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