

FREESTYLIN'

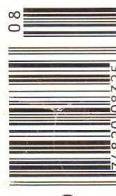
FREESTYLIN'®

M A G A Z I N E

AUGUST 1986 U.S. \$2.50 CAN \$3.00
08325 I.C.D.



AS A RULE, A MAGAZINE USES
A LARGE PHOTO ON THE COVER
TO ATTRACT YOUR ATTENTION. TO
DRAW YOU IN. TO MAKE YOU PICK
IT UP. TO INFLUENCE YOU TO BUY
IT. YOU'VE PROBABLY NOTICED THE
SMALL PHOTO BY NOW. MEET
JOSH WHITE. IF YOU LOOK INSIDE,
YOU'LL FIND THAT HE PULLS OUT
OF THESE. YOU'LL ALSO FIND AN
INTERVIEW WITH CHRISTIAN HOSOI,
AND A LOOK AT MIKE DOMINGUEZ,
AND... WELL, TAKE A LOOK
FOR YOURSELF...



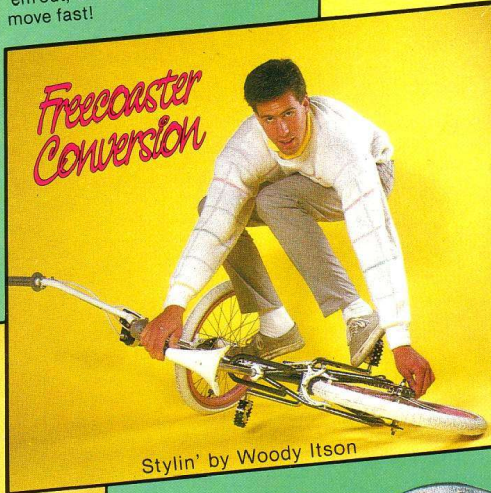
FREECOASTER™

Coaster Brake Radness and Freewheel Madness COMBINED!

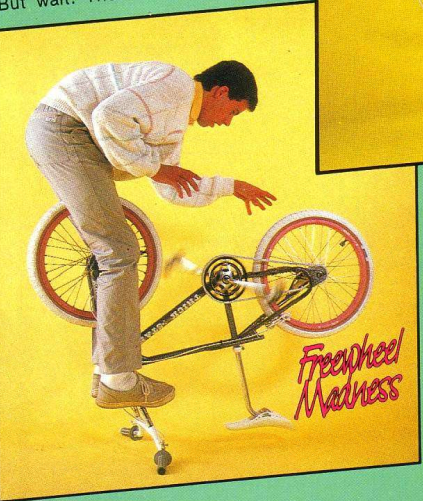
THIS is Hot! We are talkin' MAJOR FREESTYLE INNOVATION here. The ACS FREECOASTER, an awesome combination of both Coaster Brake and Freewheel into one primo little unit. Gone are the days of doin' stuck spectatin' instead of doin' because a certain trick required a coaster brake and you JUST equipped your trickster with a freewheel. With an ACS FREECOASTER equipped scooter you'll discover a world of limitless trickery. Whether its a freewheel for aggro ramp work or a coaster brake for intense flatland routines the ACS FREECOASTER can be either one, in a matter of seconds! In fact, it's so easy to make the conversion, you can do it in the middle of many can do it in the middle of many basic ground tricks. So about now we figure you're sayin' to yourself; THIS is cool, no more luggin' around two rear wheels and flatland in the same routine with NO compromise! But wait! There's more. The ACS

FREECOASTER is designed with an Exclusive Anti "Back-Pedal" Feature. Ever notice how when you roll backwards with a freewheel the pedals "pedal" backwards? Well, say adios to that pain. The ACS FREECOASTER "freewheels" backwards as well as forwards, so where you set your pedals is where they stay! Now there's only one thing left to do: race on over to your local bike shop (try to keep it under 55), and check 'em out, 'cause these pups are gonna move fast!

Freecoaster Conversion



Stylin' by Woody Itson

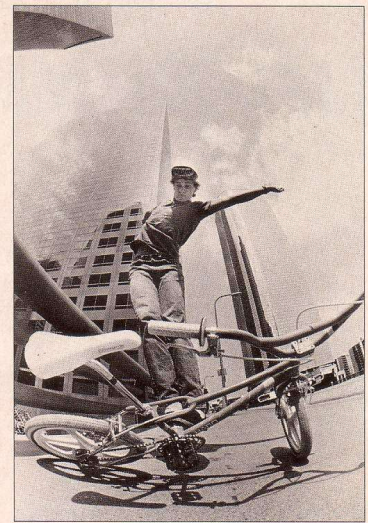
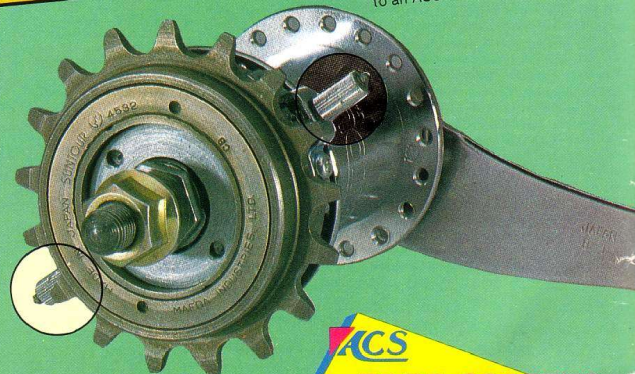


Freewheel Madness



Coaster Brake Radness

Just a few twists of the two Spring Loaded Chromoly Locking Mechanisms convert the ACS FREECOASTER from coaster brake to freewheel (or visa-versa). Built by Suntour of Japan for ACS, the FREECOASTER is a result of tons of product research and development, extensive product redesigning, and new production tooling. What does that mean to you? Well, can you say Bullet Proof? The ACS FREECOASTER will be available in ACS Z-Mags, ACS Z-Wheels, a complete hub (as pictured), or as a kit to convert Suntour, Bendix, or Shimano coaster brakes to an ACS FREECOASTER.

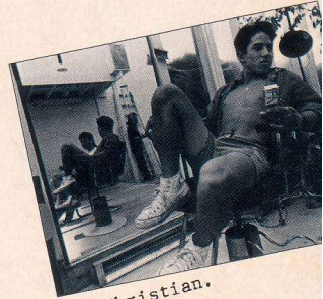


Shingle.

...This is what you get from front to back:

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- 112 LAST BITE

The cover photo of Josh is brought to you by Windy.



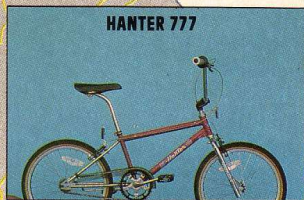
Christian.

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WHEN YOU THROW OUR MACHINES YOU'D BETTER BE READY TO . . .

ATTACK



HANTER 777

HANTER ORIGINAL 777 BMX DESIGN. ☐ HI-TEN BMX TOP TUBE OVAL DOWN TUBE AREA PULSE TIG WELDED ☐ HANTER BMX TYPE FORK W/ FREESTYLE CABLE GUIDES PULSE TIG WELDED ☐ MXCR-33 STD HANDLEBAR PULSE TIG WELDED STEEL ☐ FREESTYLE STEM WITH BRAKE-THROUGH SYSTEM ☐ ONE-PIECE CRANK 170 MM CP FULL POLISHED ☐ ALLOY TWO TONE RIMS ☐ 14G X 36H HEAVY DUTY HUBS ☐ SUNTOUR FREEWHEEL ☐ SKINWALL BLACK FREESTYLE TIRES ☐ HANTER BMX SADDLE ☐ HANTER LAID-BACK CRO-MOLY SEAT POST ☐ FORMOS ALLOY TWO TONE LEVER BRAKES ☐ HANTER PAD SET



HANTER FREESTYLE

HANTER ORIGINAL FREESTYLE DESIGN. ☐ 100% CRO-MOLY FRAME ☐ 100% CRO-MOLY PULSE TIG WELDED HANTER FREESTYLE TYPE SERRATION FOOTREST ON UPPER SIDE ☐ 100% CRO-MOLY HANTER FREESTYLE HANDLEBAR ☐ FREESTYLE STEM WITH BRAKE-THROUGH SYSTEM ☐ POWER DISC & CHAIN RING FULL ALLOY ☐ CRO-MOLY CRANK ☐ ACS Z-MAG (C/B & F/W) ☐ ACS HUB ☐ SUNTOUR FREEWHEEL ☐ VISCOUNT HANTER SADDLE ☐ HANTER LAID BACK CRO-MOLY SEAT POST ☐ DIA COMP FS 880 FRONT & MX 901 REAR ALLOY SIDE PULL BRAKES (ALSO SUNTOUR COASTER BRAKE) ☐ DIA COMP TECH 4 BRAKE LEVER ☐ COLOR COORDINATED CABLES ☐ HANTER GRIPS ☐ ALLOY PEDALS AND CRO-MOLY SPINDLE ☐ HANTER PAD SET

HANTER ATTACK

HANTER ORIGINAL ATTACK DESIGN. ☐ 100% CRO-MOLY FRAME ☐ 100% CRO-MOLY PULSE TIG WELDED HANTER ATTACK STYLE SERRATION FOOTREST ON DOWN SIDE ☐ 100% CRO-MOLY HANTER LE HANDLEBAR SERRATION ON UP TUBE ☐ FREESTYLE STEM WITH BRAKE-THROUGH SYSTEM ☐ POWER DISC & CHAIN RING FULL ALLOY ☐ CRO-MOLY CRANK ☐ ACS Z-MAG ☐ ACS ALLOY ☐ SUNTOUR FREEWHEEL ☐ VISCOUNT HANTER SADDLE ☐ HANTER LAID-BACK CRO-MOLY SEAT POST ☐ DIA COMP FS 880 FRONT & MX 901 REAR ALLOY SIDE PULL BRAKES ☐ DIA COMP TECH 4 BRAKE LEVER ☐ COLOR COORDINATED CABLES ☐ HANTER GRIPS ☐ ALLOY PEDALS AND CRO-MOLY SPINDLE ☐ HANTER PAD SET



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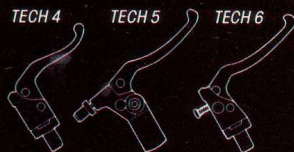
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FREESTYLIN'

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Aug. 27 MALLS: Seattle, WA - July 5, 6 uly 9 Los Angeles, CA - July 11, 12 S July 16 Denver, CO - July 19, 20 ly 24, 25 Dallas, TX - July 27 Sa - July 29 New Orleans, LA - A ock, AK - Aug. 4 Kansas City, St. Louis, MO - Aug. 8, 9 Des ug. 11 Omaha, NE - Aug. 13 Aug. 15 Chicago, IL - Aug. 17 nnati, OH - Aug. 20 Tampa, FL - ug. 28 Philadelphia, PA - Aug. 30 H

rk City, NY - Sept. 5, 6 ORIENT: Japan Hong Kong Mainland China Taiwan EUROPE: Ire elgium Germany Austria Switzerland France Spain Sweden Denmark Italy ISLANDS

SHOPS: Bolsa Chica Bikes - Huntington Beach, CA - June 14 Justin Avery Bike Shop - Bou Frank - Oakland, C t Falls, MT

A - June 17 Bicycle City - Pocatello, ID - June 21 Shields S - June 22 Lee's Cyclery - Fort Collins, CO - June 24 Ted's do Springs, CO - June 25 Shields Sport Shop - Bismark, Shop-Minot, ND - June 28 Shields Sport Shop - ields Sport Shop - Fargo, ND - June 30 Shields July 2 Shields Sport Shop - Sioux Falls, SD - ioux City, IA - July 4 Shields Sport Shop - Power - Rolla, MO - July 7 Grand Blanc b's Bicycles - Chambersburg, PA - July 13 Beacon Bikes - Northfield, NJ - Jul NY - July 18 Wayne's Bike Shop - Liv Ring Bikes - Baltimore, MD - July 21 nd, NJ - July 15 Liberty Bicycles - Gary's Bike Shop - Miami

BMX - Rockville, MD - Sacramento, CA - J alt Lake City, UT - Houston, TX - Ju

n Antonio, TX ug. 2 Little R MO - Aug. 6 Moines, IA - A Louisville, KY -

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England Scotland Holland B Curacao Aruba Puerto Rico



Eddie Fiola

Josh White

Detroit

Aug. 23

artford, CT -

Sept. 2 Bost

Martin Aparajio

STREET TALK

Yet another first paragraph that gives you the address for Street Talk in case you feel the urge to write in. FREESTYLIN', c/o Street Talk, 3162 Kashiwa, Torrance, CA 90505. Later.

—A.J.

ANOTHER WORD FROM THE FASHION GOD

Dear FREESTYLIN',

Thanks for puttin' my letter and picture in the May '86 issue. Except you made one slight error. My name is NOT Jumpin' Joe. It's Jumpin' John. It was John in the past and is in the present. Hopefully it will be in the future.

Jumpin' JOHN Caughlan
Pequot Lakes, Minnesota

I see you've retained your sense of color and pattern coordination JOHN. Wasn't it the Nor-Cal Swami, Scott Waldson, who said being trendy is worse than death? I believe so.—A.J.



John Caughlan sports the latest in Hawaiian mutant shorts.

SWINDLERS BY ANY OTHER NAME

Dear FREESTYLIN',

Me and my friends were riding our bikes (five Haros and one Red Line) and these kids wanted to challenge us to a freestyle contest. We accepted. Whoever won would get 100 bucks. We proceeded to kick their butts. We got the \$100.

Jay-Jay
Woodhaven, New York

P.S. Your mag rules.

Yet ANOTHER way to make ramp money.—A.J.

MAN OF FEW WORDS

Dear FREESTYLIN',

Aggro.

Scot Imrich
Danbury, Connecticut

Thanks.—A.J.

MOTHER MEYER

Dear Andy, Lew, and Windy,

Thanks for a really super article on "The Meyer Bros." Can't think of any better guys

unless it's one of the other four. Great pictures.

Only one criticism: the jump-over should have been in color—on the cover. But then again, Vander IS pretty spectacular himself.

These freestylin' kids up here are all wonderful. We've had most of them over at one time or another to watch videos. If there's a Freestylers' Mothers Club, put me down as an enthusiastic member.

The mom,
Rosanna Meyer
San Francisco, California

P.S. They say I make them nervous when they ride, so these pictures are the best I've ever seen of them. Come collect your reward next time you're up—Meyer lasagna.

Our pleasure, Mrs. Meyer—I LOVE lasagna.—A.J.

TAKING THE INITIATIVE

Dear FREESTYLIN',

I'm a 15-year-old freestyler from Pennsylvania. Enclosed are a flyer and a news article on a contest I organized and held on March 8th. It ran pretty smoothly with 80 riders competing. The reason I'm even writing is to tell all you freestylers who want to compete but have no competitions close by, not to complain. Just have your own. I did and I met a lot of people who are really RAD! I even got first place in my class.

Mario Salas
King of Prussia, Pennsylvania

You've got the right idea. Keep it up, Mario.—A.J.

ACROSS THE BORDER

Dear FREESTYLIN',

I hope you're ready for this one. It's gonna fry your brains.

A skatepark. Here in the city of Guadalajara, Mexico.

It contains two very small pools with no vert, a small runway with a pipe, and a blazin' combi-pool. It's not just any skatepark, it's authorized and has a restaurant where they sell tacos, enchiladas, etc. (mmm) The combi-pool has three feet of vert all over except in one spot which ends at one foot. This is where us skaters get aggro. We pull off pretty nice airs, handplants, rad grinds, humongous carves. . . . Eight years ago, Tony Alva inaugurated these skateparks. Ask him! Thursdays, Fridays, and Saturdays are when a lot of hot locals show up to show their stuff.

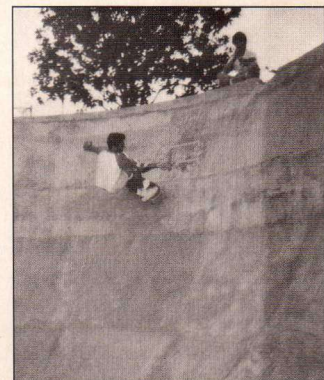
The location is Restaurant Frances, Avenida Lopez Mateos 2196, Ciudad Del Sol, Guadalajara, Jalisco, Mexico.

And don't worry, we speak English. I used to live in San Leandro and hang out at Joe's Ramp. Now I live in taco land, but we rip on our skates.

Faby Iniguez
Guadalajara, Mexico

P.S. There are some WAY rad freestylers here too. They blast can-cans, one-footers, no-footers, alley oops, etc. So get in the Factory Astro Van and come check it out. We're a blast!

Looks like we'll have to add Mexico to our list of Vertsearch candidates. Let's see . . . Australia, Mexico, New England. Yep, I'd say the ol' vacation is shaping up REAL good.—A.J.



Yes, a skatepark. Guadalajara, Mexico.

TORTURED YOUTH

Dear FREESTYLIN',

What is the world coming to?

Get this: My friends and I were goofing around outside this movie theatre. When the first movie got out (about 3:30pm), we started doing some tricks on our bikes and boards. About 3:45 this cop car came up and one of the cops started giving us tickets. Then one of my friends said something like, "This is total bull****!" We aren't doing anything against the law." Next thing you know, we took off and this crowd (about 40 or 50 people) surrounded the cop car and we got away—for a while. About five minutes later, the cops caught us and arrested us. You wanna know the charges? We supposedly disturbed the peace and created a "dangerous looking" crowd. Talk

continued on page 78

FREESTYLIN'

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GRAFFITI

Compiled by A.J. and Lew

QUICKIES

Ah yes, once again the ever-moving and trend-setting **Haro Cycles** is moving and setting trends. Another how-to freestyle book is on its way from the Haro squad. The first one, **Bob Haro's Freestyle Moves**, came out way back in '82 and featured **Haro himself** and **Bob Morales** doing the riding. Watch for all the current Haro riders in the new one—should be hot, and should be out soon . . . Besides the book, Haro's also got some space age frame/stem/bar pads in the works . . . While we're on the subject of Haro (yes, more) they just picked up a couple new riders. **Don Cook** of Florida and the infamous **Joe Johnson** from Massachusetts. Is Joe really pulling no-handed airs? Yep . . . Watch for R. "El Cid" L. and **Todd Anderson** to do a **Red Line** Southern California tour in August and September this year. No dates as of yet, but keep your eyes open . . . Were **Fiola**, **El Cid**, **Josh White**, **Lew**, **Shinglehead**, **Grasso**, and local homeboy, **Toki**, recently seen with a photographer from **People Magazine**? You got it. Thirty rolls of film later, he was on his way . . .

On the subject of the **NFA**, the news is that **Ron Stebenne** has taken over the reins as director. Knowing Ron's organizational talents, you can bet the NFA will be on its feet in no time. According to Ron, "We're taking our time to do it right—everything should be in place by September." . . . If you were lucky enough to be watching **Bryant Gumbel's** daytime show **Mainstreet** in April, you were lucky enough to see a segment on freestyle that was filmed at the **AFA's** Velodrome contest . . . Meanwhile, the **Rad Tour** boys—**Peterson**, **Blyther**, and **Sigur**—were seen on **Merv Griffin** and assorted other TV-media-type things across the country. Ah, the life. But they had to head home early due to the fact that the movie was yanked from the theatres early. If only the script would have lived up to the action . . . **Blood** and **R.L.** scored spots in a new **Wendy's** commercial. Riding in full uniform . . . While we're speaking of TV, did you happen to catch **Suicidal Tendencies** on **Miami Vice**? Yep. A blow to hardcore everywhere.

The rebel himself, **Vanderspek**, spent the night behind bars for doing a Vanderoll on a San Francisco subway platform. No place is safe from the Flying Dutchman. Rip on . . . Your van's been broken into twice and you've lost about seven or eight personal boards, not to mention countless other priceless artifacts, plus you're in a wrestling match with a friend named

Pushead and the result is eight stitches in the back of your head. What do you do? Ask **Bob Schmelzer**, he knows. The exact thing happened to him. Despite the bad luck week, he's on the verge of signing a contract with **Hi-Caliber Skates**. If he does, you'll be seeing him on tour with **Woody** and **Donovan**.

FUN

You're out of school by now. You'll probably go hang out with the homeboys at the local bank—same place, same thing . . .

If you get really bored, try a game of "freestyle." Yes, freestyle. If you've ever played the game "horse" with a basketball (you know, that round, orange thing), you'll know what we're talking about—it's the same thing. For those of you who've never heard of basketball or "horse," we will enlighten you.

Start off with a group of riders—you can play with as few as three guys, but the more the merrier. Pick an order in which to go. The first guy will do a trick, any trick he wants. If he pulls it off, the next guy has to do it and so on down the line. If anyone misses the trick, he gets a letter. Starting with F. After everyone has gone, the **SECOND** guy in line does a trick and you repeat the same process again—but **ONLY** if the guy who picks the trick pulls it off. If he doesn't, he gets a letter and the next guy in line gets a shot.

Everytime you miss a trick, you get a letter for the word "freestyle." When a rider spells out the whole word, he's out. The last guy left without spelling the word wins. It's cool. The word doesn't **HAVE** to be freestyle, try a game of "avocado" or "catbox" . . . whatever.

R.I.P., K.O.S.

The legendary series that separated men from boys and dictated who was to be called "The King" is gone. Yes, the chain of contests that brought fame to more than a few vert riders is no more. Bid a fond farewell to the **AFA's** King of the Skateparks.

Why? Consider the fact that about four

Schmelzer assaulting the Huntington banks. He may be riding for Hi-Caliber by the time you read this.

or five magazines—bike and skate—cover events at the two remaining parks (Upland's Pipeline and Del Mar's Skate Ranch). And that the skating industry is experiencing another boom period—meaning lots of skaters at the parks. The bottom line? They are overpublicized, which makes them overpopulated.

What the parks basically told the AFA is that they don't need bikes, "We have plenty of skaters." In other words, they won't support the bike riders who kept them alive during the years that skating was not "hip." In fact, Del Mar doesn't let bike riders in at all anymore. Upland is rumored not to be having **ANY** contests—bike OR skate.

Is this the end of pure vert contests? Not even. It may mean the true end of skateparks, but not vert. Don't forget half-pipes. Soon someone will take the initiative and start a cross-country half-pipe series that takes over where the K.O.S. left off. Will the AFA do it? Will Ron Wilkerson do it? Will we do it? Stay tuned . . . and those of you who have the killer vert or are having contests, be sure to keep us informed. Who knows, you might become part of a series. **FREESTYLIN'**, c/o Project Vertsearch, 3162 Kashiwa, Torrance, CA 90505.

LEW FACT

One quintillion dollars is enough money to cover the Earth's entire surface three feet deep with one dollar bills. Just another bit of utterly amazing trivia brought to you via Graffiti from the demented mind of . . . you guessed it, Lew.

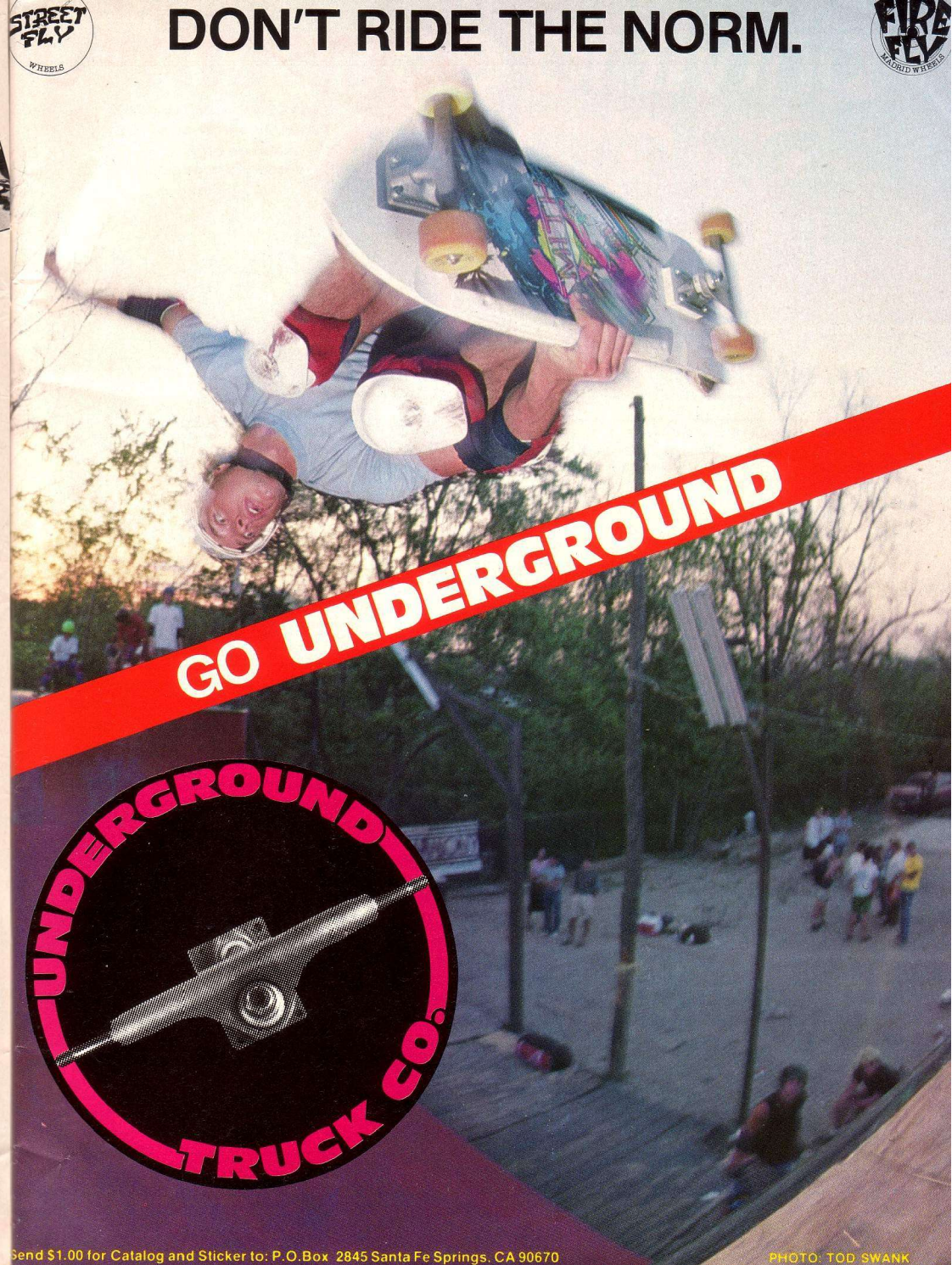
CANADIAN FREESTYLE UPDATE

The factory Norco team is working hard this summer. Edmonton, Alberta locals Terry and Pat Lipovski, Kirk Bihun, and Brent Christensen are who we're talking about. If you're from the Great White North and want to check out some hectic freestyle activity, check these four out at these places this summer:

continued on page 32

FREESTYLIN'

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'ZINES

They're usually low-budget, xeroxed, small, and hard to find. But they also make social comments, are usually free (or close to it), informative, creative, and good sources for local happenings (and sometimes major happenings). They are mini-magazines—more popularly known as 'zines. They're everywhere and they're done by the kid down the street.

SAN JOSE STYLIN'. Monthly. From (where else) San Jose, California. This one's probably one of the best we've seen recently—quality xeroxing and content. Lots of photos, interviews, and even a few how-tos. A current issue includes shots of the Sure Footed and Ground Control Trick Teams, contest schedules, a Maurice Meyer interview, the Adventures of Teddy B. Rad and Lester, and a lot of hot scoops. Steve Emig and John Ficarra are the guys behind this mag. The Nor. Cal. connection—and it's free. San Jose Stylin', 1920 S.W. Expressway #1, San Jose, CA 95126.

NORTHEAST FREESTYLE. Bi-monthly. Based in Massachusetts, this 'zine is basically a newsletter with a lot of info on the—you guess-

ed it—Northeast scene. It's been around for a little over a year. Rob Bechtold and B.J. Dwight do the writing, and Ron Stebenne, manager of the GT/Mountain Dew Trick Team, is the publisher. Good info and coverage of local and national contests, plus cool drawings by local 'tooners Derick Miller and Daq Woods. As far as we know, it's free and it's a good chance you could be put on their mailing list if you write and ask for one. Northeast Freestyle, 32 Mason Road, Whitinsville, Massachusetts 01588.

RIP ZINE. The 'zine for modern living. According to the guys behind this unique rag, Mel, Dewbag, Mo, and Dangerman, RIP stands for Radically Increasing Perception. Lots of thought provoking stuff. Mostly a music, art, skate zine. The first issue has concert reviews on Black Flag and the Cure, and band reviews of Bauhaus, Government Issue, Factory and more. Plus a hilarious expose' of top pro skaters and lots of cool art. No address on this one—somewhere in So. Cal. we think.

ASPHALT ACTION. Probably bi-monthly, from Plainsboro, New Jersey, and goes for 75

cents. Type is all computer print-out, so it's easy to read and the xeroxed photos are good. A letters section called Street Speech, interviews with local riders and teams, product evaluations—all your basic stuff. Credit goes to Tom VanGrofski and Brian DeLorenzo. Asphalt Action, 82 Thoreau Drive, Plainsboro, New Jersey 08536.

FREESTYLE ZONE. This is a cool little pamphlet from Canada. Norco rider Rob Thring writes it and S. Heisch takes the pics. The premier issue covers a CW Trick Team show in New York, and has an assorted drivel section called Threads. They want letters so they can print a "Dear FiZ" letters column. It's free. Freestyle Zone, P.O. Box 2261, Kitchner, Ontario, Canada N2H 6M2.

AGGRO RAG. From the big PA, this was a noteworthy rag in its day—good writing, cool pics, hot locations (like Thunderdome—an abandoned skatepark),

how-tos, you name it, you got it for 75 cents. Mike Daily did the work on this one, but moved over to work on SHREDDIN', a higher-budgeted 'zine, with Bill Batchelor and Kevin Foss—which was HOT but is now deceased. We have a feeling that if you bug Mike he may just start up Aggro Rag again. Aggro Rag, R.D. #5 Box 510, Red Lion, Pennsylvania 17356.

S.I.N. (Security in Numbers). Speaking of Bill Batchelor, of Tricks 'N More and Shreddin' fame, this is his new one. A music-type rag covering mostly local hardcore. Interviews with Agent Orange, Meat Puppets, Factory... Lots of record reviews, show reviews (T.S.O.L., 45 Grave, Red Hot Chili Peppers, etc.), 'zine listing, and lots of contributors. S.I.N. 2304 Rosedale, Upland, CA 91786.

JAMMIN'. Three members of the Environment Attack Trick Team put out this one—Darryn Graham, Scott Dembowski, and

AGGRO RAG
FREESTYLE MAG!

Jody Roesler. A recent issue included a review of a Haro Trick Team show, a lot of product evaluations, gossip, and a kick turn how-to. We're pretty sure it's free. Jammin' Newsletter, 125 Cedar Hill Road, Baltimore, Maryland 21225.

SHREDDIN' MIDWEST. Not to be confused with the Shreddin' mentioned above. AFA affiliate Randy Loop puts out this newsletter from Ohio. If you're from that area and want to know what's happening as far as comps and shows go, you need this. It's full of contest dates, includes an AFA membership form, plus product reviews and rider profiles. Shreddin' Midwest, 9 Holly Ct., Reynoldsburg, Ohio 43068.

FLORIDA FREESTYLE. Another AFA affiliated newsletter—this one's from Lynn Swoope. If you're in Florida, this is your ticket. Contest schedules and results plus assorted facts and tips. Graphics include cartoons by Marlowe

Buevas and Billy Swoope. Florida Freestyle, 2331 Riviera Drive, Miramar, Florida 33023.

LEW AND GORK ON 'ZINES. BOTH of these, Wizard Pubs staffers are former 'zine personnel—Gork's Bogmaster was classic... and you KNOW what he's doing now. Lew wrote for BMX Now in the Midwest and had his own rag called U.H.F. (Underground Hardcore Freestyler).

LEW: "You'll make a lot of friends and it helps your scene grow. You meet other freestylers. I met a few guys through BMX Now and learned some new tricks. Hand them a 'zine, they'll go, 'Cool, thanks a lot, dude. What's your name?'"

"A 'zine is a great outlet to do something wild. It doesn't have to be magazine format. Put like, uhm, six free breadties with every issue or something weird like that. In a 'zine you can get away with anything.

Frustration is a perfect thing to let out in a 'zine. If you're mad about something—like a certain product that keeps breaking—put it in there."

"You've got to have resources for your 'zine. If you're one guy or two guys trying to do a 'zine, it's hard. The more friends you get psyched on it the better. And don't do a 'zine for profit—it just doesn't work. Do it because you want to do it."

"All I can say is put out a good 'zine and don't get caught."

GORK: "I never charged for mine. I always spent about \$50 to put the Bogmaster out. I'd print about 300."

"I did all the writing on a Commodore computer, got it reduced, pasted it up on a board, and went to the printer to make copies. It was printed on 11" x 17" and folded 4-up into a self mailer. Slap a stamp on it and it's gone. I had my mailing list on the computer too—I sent them to everyone from the rages."

"I just wrote about the

strange adventures we had that I thought were interesting—everything we ever did that I thought would make a great movie. The closest thing to making a movie was writing about it, so..."

"The goal is to say what the magazines can't say. In a 'zine you can say anything."

"I never said to myself, 'Hey, I'm going to do this 'zine so I can be editor of BMX ACTION someday.' I always did it for the heck of it. I never expected anything to come from it. If you're going to do one, do it for fun."

Final note: if you plan on writing any of these guys for a copy of their mags, send them a stamp and you'll be way more likely to get one. Later dayz. —A.J.





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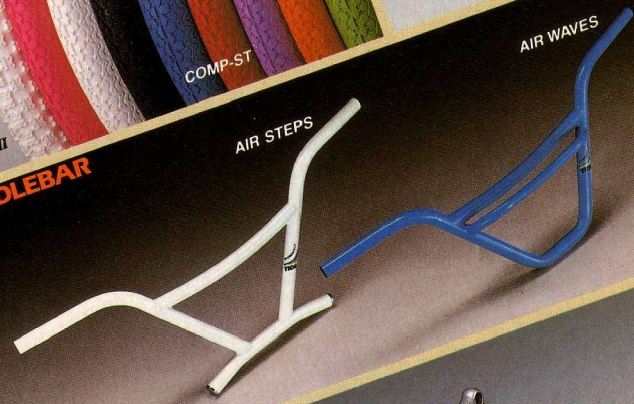
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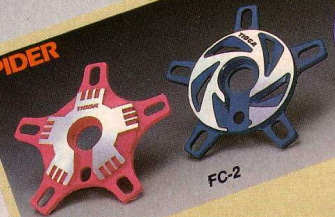
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Andy Caro sails over Karlis Zommer's SE at a Capt. America show in Seattle. Place? Nordstrom's dept. store. The local Seattle trick teams are happening.



LOCAL SCENE

SEATTLE, WASHINGTON



Bret Hadley took the Expert class at Puget Sound.



Seattle homeboys, the Captain America Trick Team, freestylers and skaters alike. Top: Todd Schneider. Middle row: Doug Zyskowski, Karlis Zommers, Andy Caro, and Andrejs Zommers (manager). Bottom row: Tom Peha, James Stanfield, and Brian Hart.

To most, the word Seattle conjures up images of trees, rain, Uncle Jim and Aunt Helen, more rain, and freestyle.

Wait a second. Freestyle? Yep, you heard right. Do the names David Morris (Vector), Karlis Zommers (SE Racing), and Jim Stahl (Gear) mean anything to you? No? Where've you been? They're some of Seattle's finest.

Pay close attention, bud, the following is an all-nighter crash course in Seattle stylin'. Maybe you'll learn something.

Most of the city's best riders are past racers who found racing too expensive, too far to drive, and an overall pain.

Dateline 1983—the Captain America Trick Team and the Bio "Air" Force were formed. Today they remain Seattle's top teams. Recently, though, many hot young'uns have appeared on the scene to challenge the established. They're not trendies and poseurs, but actual fanatics.

Streetstyling is growing in leaps and bounds (or is that pogos and grasshoppers?). The multitudes of half-pipes in the area are being used to their fullest extent. Some tend towards Granny's Ramp in Lynwood, while others think the 50 foot long, 24 foot wide, and 11 foot tall Bainbridge Ramp rules. But most head in packs to either Greenlake, Seattle Center, or Alki Beach (our answer to Huntington).

Even though most of Seattle's scene is still underground, the action is

definitely getting hotter. Many who couldn't head east in December for the AFA/NFA finals converged on the Seattle Center December 29th. Seattle's first major contest—the Puget Sound Freestyle Championships—ended up being a real Washington/Oregon battle. Though only 25 people actually competed, approximately ONE THOUSAND people crowded the Center House. The contest brought out some newcomers, some being: James Stanfield (Dyno), Todd Schneider (GHP), and Dave McKechnie. The Oregon trick team contingent consisted of the Bike Gallery and Kool Stop, while Seattle sported Captain America, the Bio Force, and the Bikefactory. The local boys put up a good fight, taking first and second in ramps with the highest scores of the day. But the boys from down south took the flatland and overall. Thanks go out to GT, Haro, CW, KHIT, BFD, ProTec, Foot Power Sports, Bikefactory, and Seattle Center for their help with the event.

As for future plans, Seattle is looking to get an AFA affiliate. The Capt.

America Trick Team is rumored to have an agent and to be fixin' to do some hefty promotions and touring on their Fame and Fortune Tour 1986.

So now you're informed. It's happening up here too—freestyle lives in Seattle.

—Andrejs Zommers

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Dennis Harding

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Bill Kim
Bret Wahl

Ramp:
Bret Wahl
David Cononetz
Kevin Watne

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continued from page 14

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 July 17-27—Klondike Days Exhibition, Edmonton, Alberta, Canada
 July 30-August 13—World Expo, Vancouver, British Columbia
 August 15-September 2—Pacific National Exhibition, Vancouver, British Columbia
 Top freestyle skater Kevin Harris will be joining them for a few of the shows. Definitely worth a look. Check 'em out.

If you happen to live in Calgary, Alberta, Canada, you're lucky. How does a massive, steel-framed half-pipe, a ten foot q-pipe, an eight foot q-pipe, a seven foot q-pipe, two five foot q-pipes, and assorted small ramps hit you? That's what they've got at—get this—Vertical Heaven, 6,000 square feet indoors and 2,000 outdoors. It was put together and is run by a freestyle team called the Fabulous Flipside Flyers. Remember Darcy Lisecki of the Ramp Ranch (FREESTYLIN' July 1985)? He's the team captain. If you want to get in to ride—bike OR skate—you just sign a flyer and pay five bucks for the day (or \$25 for the month). Sounds like a deal.

As far as the Flipside Flyers are concerned—keeps your eyes open, these guys have been working HARD. The riders are Darcy, Rick Gilmore, and Cory Sehn. Their manager and coach is Kevin Meehan. Aside from running Vert Heaven and giving freestyle clinics to the locals, they've done multitudes of shows in parades, at hotels, car and motorcycle shows, and dance clubs. They're also the official Canadian Rad Movie Trick Team (which was filmed in Calgary). Like we said, they've been working.

If you want info on Vertical Heaven or the Fabulous Flipside Flyers, just get ahold of Kevin at 2032 57th Avenue S.W., Calgary, Alberta, Canada T3E 1M9.

There's another place that you guys should know about. Word from Ron Wilkerson and Dennis McCoy is that it's nuts. Ramp City in Minneapolis, Minnesota. Another wide assortment of indoor vertical. McCoy liked it so much he drove there three weekends in a row—an eight hour drive each way from Kansas City. More details later...

SECOND HALF OF THE GT TOUR

At the halfway point of the Britannia/GT Tour, Fiola and Lashua will be replaced by the likes of Dino DeLuca, Josh White, and Brian Scura so that the insanity may continue for the following dates. Remember to check the local media for places and times—these shows will all be at malls.

AUGUST

5—Des Moines, Iowa
 6—Omaha, Nebraska
 8-9—Minneapolis, Minnesota
 10—Chicago, Illinois
 11—Milwaukee, Wisconsin
 13—Louisville, Kentucky
 14—Birmingham, Alabama
 16—Atlanta, Georgia
 18—Miami, Florida
 19—Tampa, Florida
 22—Cincinnati, Ohio
 23—Columbus, Ohio
 24—Detroit, Michigan
 25—Cleveland, Ohio
 26—Pittsburgh, Pennsylvania
 27—Rockville, Maryland
 28—Washington D.C.
 30—Philadelphia, Pennsylvania

SEPTEMBER

2—Hartford, Connecticut
 4—Boston, Massachusetts
 5-6—New York, New York

MUMBLINGS

"I only sweat every once in a while. I usually don't stink this bad."—Shinglehead.

"Is that a wheelie?"—Old passerby after seeing a decade at a heavy session.

TRP HANDLE

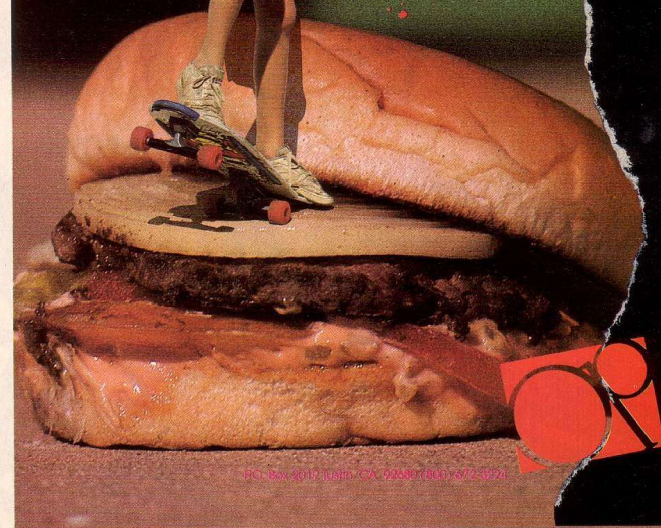
If you've ever had trouble getting into Miami Hoppers, you'll like this thing. The Handle from Taufique Recreation Products or TRP. Simon Taufique is the man behind the company—he happens to be 15 years old. But don't buy it for that reason. The special features include the handle welded onto the back and the fact that it's 17 inches long—great for taller riders. It comes in straight or lay-back and goes for about 15 bucks. Is it any good? Note the fact that R.L. has been running one lately.



The TRP seat post.

THROW ANOTHER ON THE

Five



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MAGAZINE



VERT... AH, SEA WORLD

While on a recent trip to Sea World in San Diego (don't ask why), we encountered a section of the park that was under construction. Being the curious sort, we were inclined to check it out. To our wonder we found two steel framed quarter-pipes set up in a half-pipe configuration and approximately seven or eight full-blown freestyle units laying around unoccupied. We search in vain the rest of the day for their riders. What was going on? Whose were these mystery bikes? We may never know...



HEAT-TREATED 4130 REAR DROP-OUTS WITH SLOTTED COASTER BRAKE MOUNT.

ONE-PIECE CHROME-MOLY CRANKS.

CHANG STAR 980 FREESTYLE BRAKES WITH TUFF PADS.

SKYWAY FREESTYLE TIRES.

GEAR: 43/16 FREEWHEEL.

C-CREASED TOP TUBE PLATFORM.

100% 4130 CHROME-MOLY FRAME AND FORK TUBING.

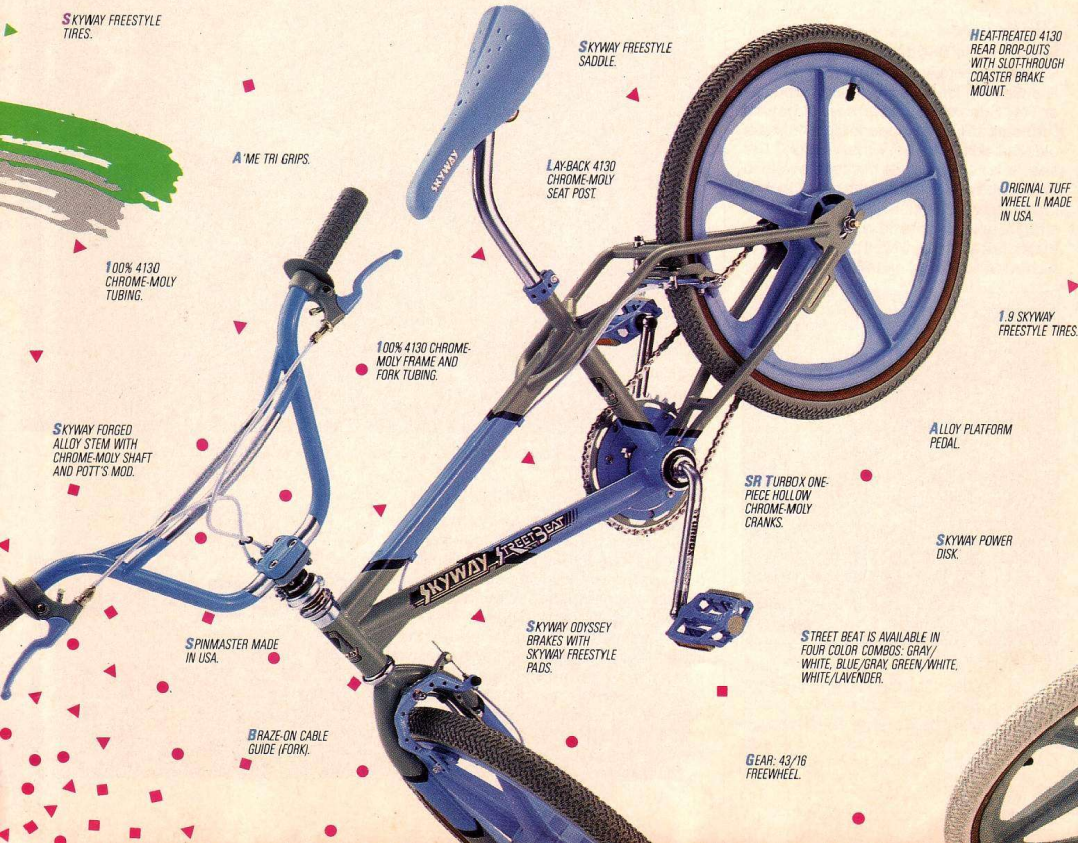
SKYWAY E-Z BAR.

SKYWAY FORGED ALLOY STEM WITH CHROME-MOLY SHAFT AND POTT'S MOD.

SPIRAL FLUTED FORK STEM.

STREET STYLER IS AVAILABLE IN THREE COLOR COMBOS: LAVENDER/WHITE, WHITE/GREEN, WHITE/PINK.

SKYWAY'S GONE COMPLETELY WILD!



A'ME TRI GRIPS.

SKYWAY FREESTYLE SADDLE.

LAY-BACK 4130 CHROME-MOLY SEAT POST.

HEAT-TREATED 4130 REAR DROP-OUTS WITH SLOTTED COASTER BRAKE MOUNT.

ORIGINAL TUFF WHEEL II MADE IN USA.

1.9 SKYWAY FREESTYLE TIRES.

ALLOY PLATFORM PEDAL.

SKYWAY POWER DISK.

SR TURBO ONE-PIECE HOLLOW CHROME-MOLY CRANKS.

STREET BEAT IS AVAILABLE IN FOUR COLOR COMBOS: GRAY/WHITE, BLUE/GRAY, GREEN/WHITE, WHITE/LAVENDER.

GEAR: 43/16 FREEWHEEL.

SKYWAY FORGED ALLOY STEM WITH CHROME-MOLY SHAFT AND POTT'S MOD.

SPINMASTER MADE IN USA.

BRAZE-ON CABLE GUIDE (FORK).



SWEDGED FORK LEGS.

ALLOY PLATFORM PEDALS.

STRAIGHT SEAT POST.

SKYWAY HOT SEAT.

SKYWAY
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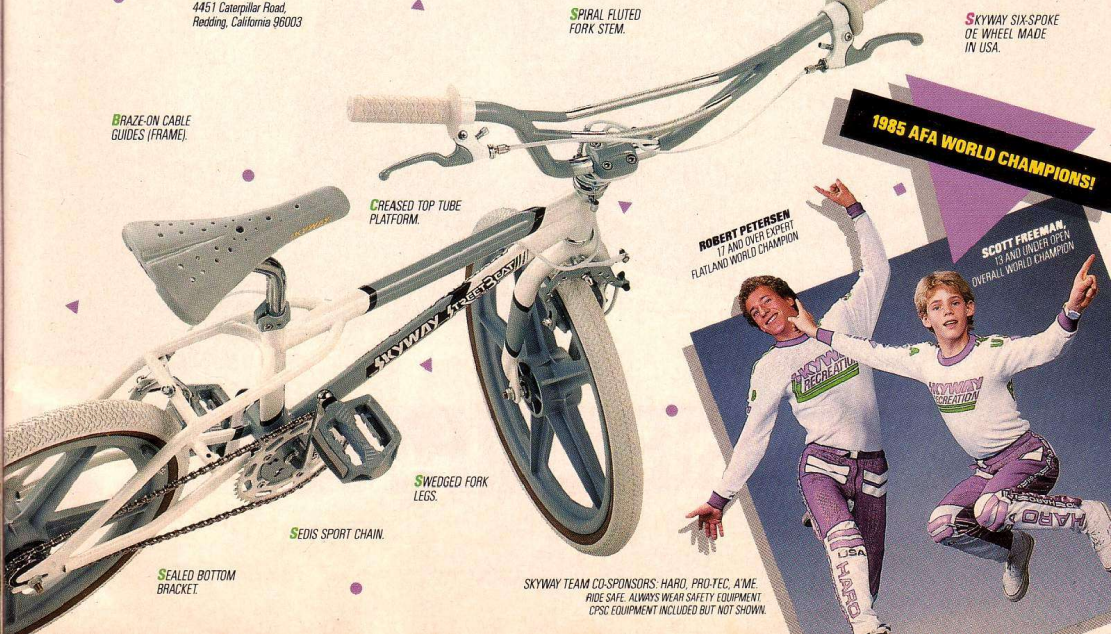
4451 Caterpillar Road,
Redding, California 96003

NEW SKYWAY 4130 CHROME-MOLY PRO E-Z BAR WITH KNUBBLED STANDING PLATFORM.

SEALED HEADSET.

SPIRAL FLUTED FORK STEM.

SKYWAY SIX-SPOKE DE WHEEL MADE IN USA.



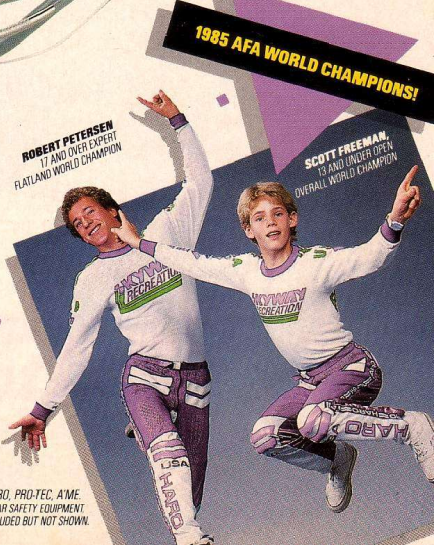
BRAZE-ON CABLE GUIDES (FRAME).

C-CREASED TOP TUBE PLATFORM.

SWEDGED FORK LEGS.

SEDS SPORT CHAIN.

SEALED BOTTOM BRACKET.



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PHOTOS BY WINDY



This is Josh White. This was his first time on the T.O.L. He rode it for about an hour—TOTAL. This is Josh White's one-footed, one-handed helicopter . . .



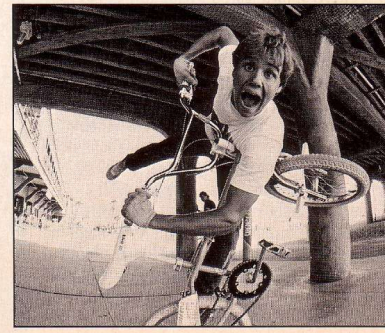
. . . this is his can-can, hand-can . . .



. . . this is his version of contortion—the Griz-air, named after a friend who invented it. Don't forget to look at the cover photo again.

“I CONSIDER MYSELF A GROUND RIDER.”

—JOSH WHITE



He claims to ride alone most of the time. He claims to rarely ride ramps. He does 540s at astronomical heights. He does double can-cans . . . one-handed. He does one-handed one-footed helicopters. He is easygoing, level headed—AND intelligent. How can this guy possibly do this? Where does he get his variations? The word phenomenal comes to mind when you watch him ride. And unbelievable. Where's he been hiding himself? The backwoods of Ashland, Oregon. This is impossible.

Part one

ANDY: "Let's ask you a couple of questions here."

JOSH: "Oh, interview time?"

ANDY: "Yep. What's your name?"

JOSH: "Joshua Elijah White. No, don't put that in."

LEW: ("Heh, heh, heh.")

ANDY: "How old are you?"

JOSH: "18."

ANDY: "How long've you been riding?"

JOSH: "Off and on, about five years."

ANDY: "How much time do you spend on your bike?"

JOSH: "Off and on maybe about four hours a day."

ANDY: "How long have you been doing airs?"

JOSH: "I've been doing airs since I was about 12—dirt jumping and stuff. That was what got me liking aials. After I thrashed so many parts landing on dirt, I found that quarter-pipes gave you a lot smoother landings—if you didn't hang up. I built an old BMXA-style quarter-pipe when I was in about eighth grade. One of those six foot tall things. When I went to Venice last summer (1985), I tried the eight foot ones and they were like giants . . ."

ANDY: "You'd never ridden an eight foot ramp before Venice?"

JOSH: "Never, only those six foot ones. That's what I learned 540s on. When I saw the ramps in Venice I went, 'Oh, no.'"

ANDY: "Yeah, but you did 540s FOUR FEET OUT."

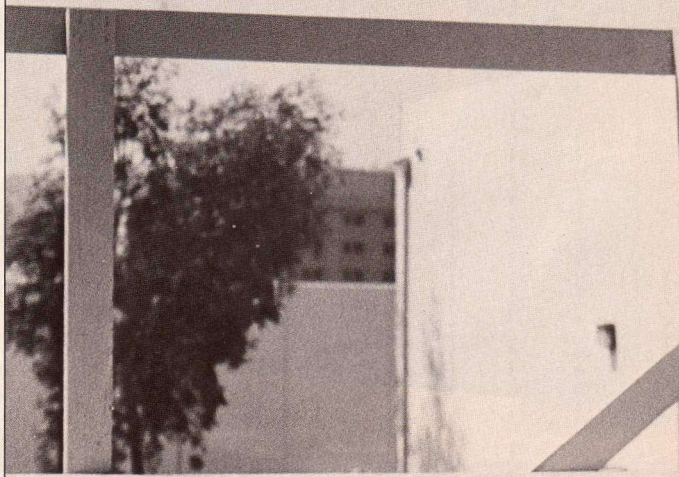
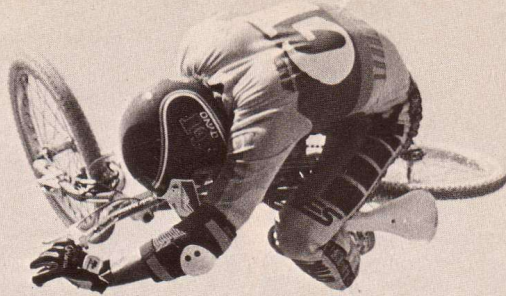
JOSH: "But it was freaking me out."

ANDY: "It was freaking EVERYONE out."

LEW: "Do you do ground?"

JOSH: "Yeah, I love ground. I do ground a lot more than ramps, 'cause I never ride ramps in Oregon. I consider myself a ground rider. I only ride ramps occasionally. If I ever got a good ramp to

This cannot be real. He does most of his variations this high. And he is SMOOTH too.



FREESTYLE

WHEELS



Yet another dangling air. An authentic "one-hander."

practice on, it would be so cool. I just don't practice airs. There's nobody to ride with in the whole town of Ashland."

LEW: "You ride alone?"

JOSH: "I ride alone everyday. There's NOBODY to ride with. I'm the only freestyler in the whole town—and the surrounding towns."

ANDY: "What keeps you motivated?"

JOSH: "The magazines. FREESTYLIN' Magazine. I just look at the pictures. Sometimes I get depressed about riding alone, but I keep dreaming about touring and stuff. The Sunshine Tour in Florida with GT was my first one. I went with Martin (Aparijo) and Brian (Scura). They're cool guys. They're both funny."

LEW: "How do you think of your variations?"

JOSH: "Nothing else to do where I live. I just sit around and look at the mags and think, 'I can top that.'"

ANDY: "When you went to Venice and you did your 540s, you knew at that time

that hardly anyone else was doing them, right?"

JOSH: "I'd talked to Michael (Dominguez) at a bike show in Reno a couple of months before Venice. I asked him if he could do 540s. He said, 'Yeah, I pull 'em off sometimes.' And I go, 'Can you get them out?' He goes, 'No, but I've seen this guy in Boston get them out.' I thought he was just kidding or something, but I went home and tried it. Pretty soon I started treating them like aials. In fact, at one show we did, I was gettin' really crazy and I did this 540—it was so high out that I tabletopped it on the way down."

ANDY & LEW: " . . ."

JOSH: "It was spontaneous, I didn't plan it. But now I'm thinking about doing one-footers on re-entry."

ANDY & LEW: " . . ."

Part two

JOSH: "Make sure you tell everyone

that I was born in Fullerton, California."

ANDY: "You just did."

JOSH: "You're not going to put that down like that are you?"

ANDY: "Ah . . . You know we're doing a profile on you, right?"

JOSH: "Well I do now, I guess."

Part three

ANDY: "Do you ever get scared when you do 11 foot airs?"

JOSH: "No, not really. I do when the ramp moves, but that's about it. It's like Eddie always says, when you hit a perfect air it's like you're in perfect control and you can just relax while you're up there. In fact, I've had such incredibly perfect feeling airs that I've relaxed SO much I've wrecked. I was so relaxed that when I landed my hands weren't tight enough on my grips. It's so weird—I did that on the Sunshine Tour. It pissed me off."

ANDY: "And that doesn't scare you to go so high? Do you ever really know how high you are?"

JOSH: "No, not really. The higher I go, the funner it is. As soon as you feel like you're gonna hang or you're gonna land at the bottom, then you KNOW how high you are. THAT's when it gets kinda strange. It's all a matter of working up to it over the years—getting a little higher, a little higher . . ."

ANDY: "What's your favorite air?"

JOSH: "Just hitting air. Getting as high as possible is my favorite thing to do."

ANDY: "What would you honestly say is your highest air to date?"

JOSH: "About 11 feet."

ANDY: "Okay, you know that only about one or two guys can get that high right?"

JOSH: "Right."

ANDY: "What do you think about that?"

JOSH: "Well, I don't think much of it because I haven't seen that many people do it. I've heard of people getting as high as 13 feet, but I've never seen a photo of it. I can see airs—at least for myself—getting at least that high."

ANDY: "13 feet? Is it all a matter of speed?"

JOSH: "Yeah. It's a matter of speed and state of mind, actually. A lot of it is mental. There are some shows where I'm just on, and there's nothing that can stop me."

ANDY: "What gets you on?"

JOSH: "I don't know. I think a lot of it is my attitude, sometimes I feel pretty aggressive and I have a lot of energy—it makes me just go for it. And at the same time I'll have the control. Other times I'll be aggressive but I sketch—I'm outta control."

ANDY: "You being from Oregon and all, and no one really ever hearing about you,

it seems as though you're an overnight success. Not true, huh?"

JOSH: "I've been following all the guys in the magazines for a LONG time. I remember being into it when I first saw Eddie's picture in a skatepark. I was popping airs about the same time R.L. was riding for Kuwahara. I was getting one-hander one-footers."

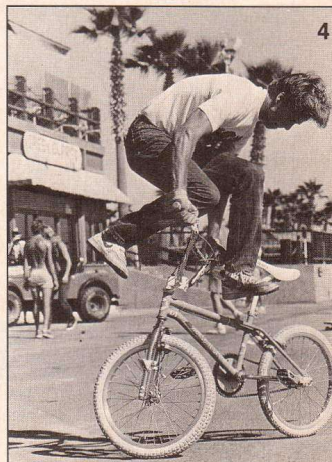
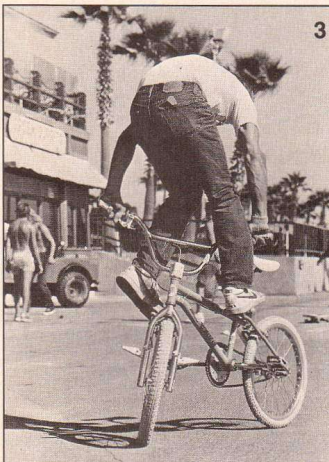
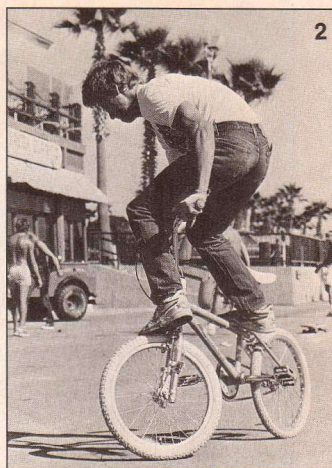
ANDY: "What would YOU want US to put in about you? I'm sure there's something you want people to know about you."

JOSH: "Something I want people to know? Mostly I think the pictures will tell a lot about that. Maybe. Hopefully (laughter)."

ANDY: "Well, that's about it. Anything you want to add?"

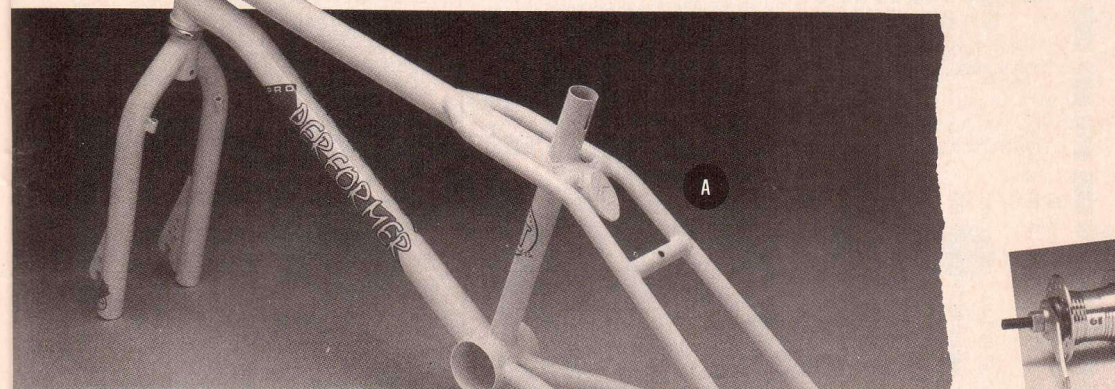
JOSH: "Anything I want to add? Let's see . . . get air. There's no feeling like riding vert. No feeling."

This guy is hard to believe. He pulls off every trick he does almost every time. If he can't pull it off, he won't do it.



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4911	ODYSSEY FRAME STEPS CP-WH-PK-LV-GN-GR	9.99	1 1/2
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6630	SUZUE SEALED WHEELS 20" SEALED FW HUBS, BK-BL-RD-SL, MATCHING ARAYA RIMS, CHROME HUBS & RIMS ADD: \$16.00	PAIR 49.99	6
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6700	SKYWAY TUFF II WHEELS 20" FW or CR, BK-BL-LV-GN-GR-RD-WH-LV	PAIR 49.99	10

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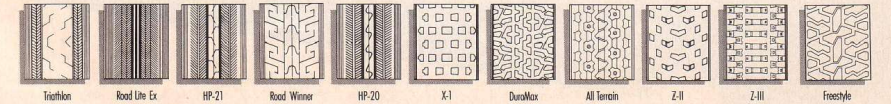
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700x20C	215g 125psi														
700x25C	205g 100psi			310g 100psi		395g 100psi	335g 100psi	225g 100psi							
27x1	210g 100psi			390g 100psi		405g 100psi	430g 100psi	195g 100psi							
700x28C	235g 100psi			315g 100psi		335g 100psi	335g 100psi	225g 100psi							
27x1 1/8		285g 100psi	285g 100psi	415g 100psi		425g 100psi	365g 100psi	240g 100psi							
27x1 1/4		305g 95psi	305g 95psi		345g 100psi	430g 100psi	455g 100psi								
27x1 3/8					420g 100psi	460g 100psi	490g 100psi								
700x32C					500g 95psi		650g 80psi								
26x1 40											455g 50-65psi				
26x1 50											525g 45-55psi	520g 50-65psi			
26x1 75											605g 45-55psi	605g 45-55psi	585g 45-80psi		
26x2 125											820g 40-50psi	820g 35-45psi			
24x1 75											550g 45-55psi				
24x2 125											615g 40-50psi				
20x1 50														400g 45-55 psi	
20x1 75														448g 45-55 psi	400g 45-55psi
20x2 125														560g 40-50 psi	
20x1 1/8														250g 55psi	
20x1 3/8														340g 55psi	
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Dennis McCoy's making big tracks in the pro class. Consistency counts—enough for another overall. He's NOT from the West Coast.



ROUND 2

AFA MASTERS SERIES TULSA, OKLAHOMA

WORDS BY STEVE EMIG

The scene: a local pizza place on a Monday evening. Behind the counter, the conversation goes something like this:

"So, how was your weekend, Steve?"

"Great."

"It must have been. You look really tired."

"You have a great perception of the obvious, Kris."

"Where was that you went?"

"Tulsa, Oklahoma."

"Why did they have the competition in Tulsa?"

"I don't know, I never did figure that out. There, that's the last pizza—I'm going on break, okay?"

"Yeah, sure."



This guy has been around freestyle, in one way or another, for a long time. And it took him a long time to get the recognition he deserves. Well, he's no doubt got it now. Martin Aparijo.

It had been some weekend. On the plane flight to Tulsa, I tried to predict the turnout. It was during the school year, it was in Oklahoma, and most people had found out about the contest on relatively short notice. These factors were enough to keep the amateur classes small.

The expert and pro classes were a different story, though. The factory teams included GT, Haro, Diamond Back, Mongoose, Red Line, Skyway, Hutch, and Schwinn, and there were also riders representing GT/Mountain Dew, Murray/Jolly Rancher candy, and even Cherry Coke (their guy had the nickname "Bomber"—get it, cherry bomber).

As with Round 1, the facilities were first class. The event was held in the Expo Building at the Oklahoma State Fairgrounds. The ceiling was high—no problems there. There was seating for 4,000 to 5,000 people and plenty of pit area.

The legwork for this contest was provided by Joe's Bike Shop in Tulsa, the Dallas/Ft. Worth contingent, and of course Bob Morales and the AFA gang.

The quarter-pipe was furnished by Haro, and it took 35 hours straight of driving to get it to Tulsa. Almost everyone seemed to have at least some trouble adjusting to it. The coping kept coming loose, but luckily it never fell off during the runs.

On the other end of the riding area was a large wedge ramp, custom-made for the competition. The floor in between was rideable but real slippery—great for slider type moves.

Saturday featured the novices and intermediates, both flatland and ramp. There were a total of 37 riders in these classes so it was decided everyone would get two runs. The same judging system—five judges, each scoring a different category, with the high and low scores discarded, and the remaining three scores averaged—was used. But since each rider got two runs, only the best one counted.

The judging system seemed fair, but choice of judges was in question. Two were National Guardsmen dressed in camouflage. Eddie Fiola ambled by and asked who the judges were. I asked him if he could identify any of them, and he could only name one—Todd Huffman. "He used to be a BMX'er so he knows what's going on," Eddie explained. The freestyle knowledge of the others was questionable.

The talent in the amateur class was amazing. Moves like boomerangs and Scura tucks were regularly seen, and that was just the 13 novices. 14-15 intermediates were doing walkarounds. Those assembled proved that there are strong riders in the central part of the country.

Sean Wilkerson was the big winner of the day. No, that's not a misprint—and yes, he's Ron's little brother, and he sheds. Sean won the 16 Intermediate triple crown—flatland, ramps, and overall. All you intermediates out there can breathe a sigh of relief—Sean plans to go expert next round.

Since the scheduled classes ended early, that left plenty of time for expert and pro practice. Lots of hot moves were seen—can-can popouts, 360 drop-ins, 540 airs, fakies... you name it, someone pulled it off.

Then there was air. Josh White had the altitude record, somewhere around 12 feet! His landings were as smooth as glass, too.



Steve Broderson, sixth in 16 Over X. Never miss this class if you hit a contest. They are easily as competitive as the pros.

Sunday morning started with even more expert and pro practice before 13 Expert flatland was up. Trevor Hernandez and Reuben Castillo gave great performances, but not enough to overtake Scott Freeman. Scott was his usual smooth self, and that was enough to sway the judges.

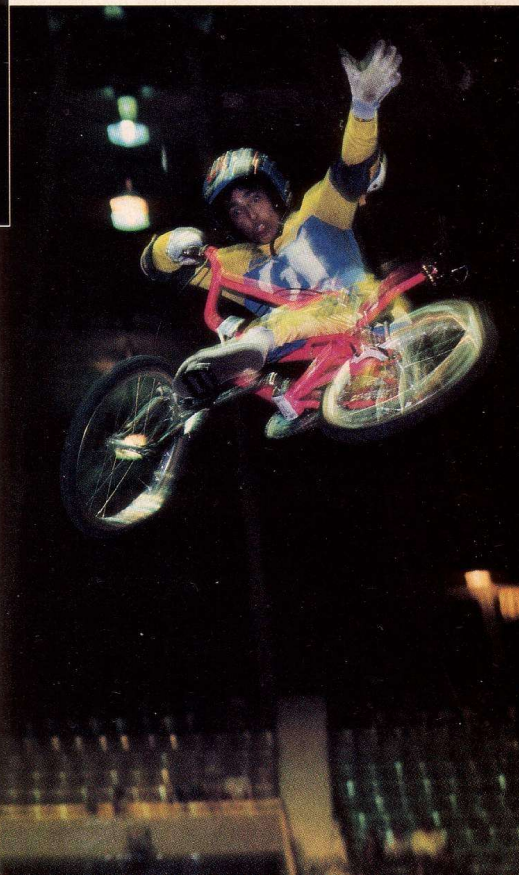
In 14-15 Expert, Chris Romeo had the moves to win the ground, while Matthew Hoffman took the air division. The judges had their work cut out for them in 16 Expert. The flatland performances of GT's Josh White, and Hutch's Karl Rothe and Rick Moliterno were electric. Rothe won out with Moliterno finishing runner-up—Josh took the third. In ramps, White didn't pull quite the air he did in practice, but he edged out the ever incredible Tony Murray anyway—that gives you a clue of where this guy might be headed. Tony's new Haro teammate Joe Johnson took third. If his name doesn't ring a bell, give it time. Executing prime lookbacks, can-can lookbacks, and NO-HANDERS five feet out, Joe is a force to be reckoned with.

The pro turnout was the largest ever—21 guys. No margin for error here. Martin Aparijo gave another great performance, which is normal for him. And he won, which is also normal for him. With four wins in the last four contests he's entered, Martin is the man to beat in pro ground.



Oleg Konings, the man with the most bizarre tricks. The Oleg stance. If you look real hard, you'll notice writing all over his left arm—his trick list.

Sigur and Fiola went for the one minute run-off in pro air to determine the win. Who won? Hint: Rich was pretty stoked.



R.L. Osborn had the best choreographed routine of the day, but his tricks weren't quite as difficult as Martin's on the whole, so he had to settle for second. Dennis McCoy's incredible footwork earned him a third. Woody Itson did something rare—he wound up tied for sixth with Rich Sigur. Woody's tricks were harder than most, but he missed a few of them. Should he have placed higher? Well...

Only about 500 or 600 spectators were around for the last event of the day—pro ramp—but those who stayed got their money's worth. Ramp practice had ended three hours earlier and the pros weren't allowed to hit the ramps before their run—not even one or two "feeler" airs. Ron Wilkerson put it like this: "You can't go out and do your best if you haven't ridden a ramp in three hours."

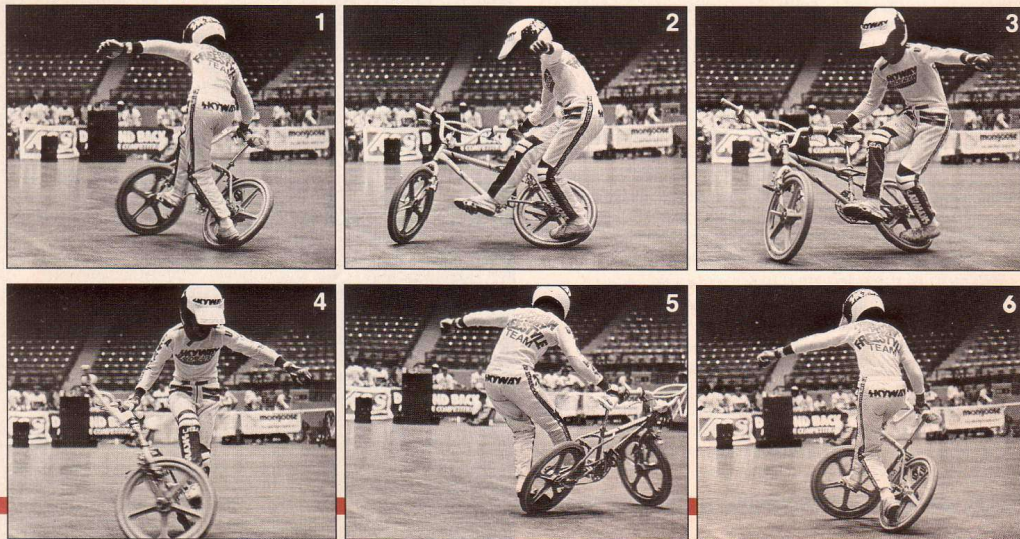
Still, most of the riders tried to sneak a quick air in. Except for Rich Sigur, that is. His first air was a 540, and he landed it. It was the start of an impressive run for Rich. Mike Dominguez's fakies were about two to three feet over the coping, and he even added in a no-footer fakie for fun. Hugo Gonzales ended his run by doing a no-hander off the wedge ramp and launched over the fence behind it, landing in the tunnel type entrance.

Controversy struck again when Ron Wilkerson's tire blew early in his run. According to the rules, he had 15

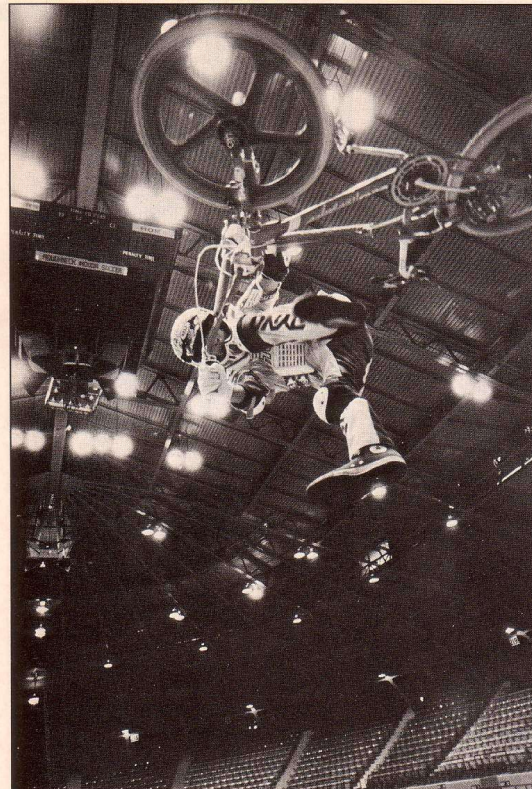


Todd Anderson executing a Blyther in Oklahoma airspace.

Scott Freeman taking the new "in" trick to a win in 13 Under X. The quick spin. Woody invents it and days later... EVERYONE'S doing it.



FREESTYLIN'



Not many humans can complete this task—a no footed can-can. Pencil this guy onto the list of those who can. Now if we only knew his name...



Rick Moliterno. Yet another aggro flat/vert rider in 16 Over X. The new wave of bio freestyle riders is becoming clearer every day.

seconds to get a new bike and finish his run. In less than a minute, Ron had grabbed Rich Sigur's bike and told them to re-cue his music so he could start over. He did his whole run, which was excellent, but was later informed that his run wasn't judged because he took too long getting another bike.

Ron commented, "I did my whole run on someone else's bike, totally risking it, for nothing. They could have told me I was disqualified before I went."

Bob Morales told Ron that the judges yelled at him that they weren't going to judge the run, but Ron never heard them. When the announcer was informed of this later, he replied, "Morales had a headset, he could have told me and I would have announced it."

When the scores were tallied, Rich and Eddie Fiola were tied for first, which meant a one-minute runoff. Each rider was to get a 15 second warning before time expired. Eddie went first, and his run was clean, though he was landing a bit hard. After assorted airs, including a one-handed lookback and a can-can, he popped out the top of the ramp and kept hopping on top. He looked like he was preparing to do a 360 drop-in when they announced his run was over. Eddie complained about not getting the 15 second warning, to no avail.

Rich again did a 540 right off the bat, followed by a fakie almost above the coping and a few other moves before ending with a one-hander, one-footer. He nabbed first place. For the complete pro rundown, check the results box.

Despite the couple of controversies, the Tulsa contest was well-organized and moved fairly smoothly from registration through the runs. Good job, AFA. Now if only something could be done about drawing a decent number of spectators...

"Steve? Steve, wake up! You've got pizzas to make."

"Uurrrggh, huh?"

"Have you been asleep all this time?"

"Uh, I guess so."

"Well, wake up and get back to work. Your break is over."

"Back to reality. Ugh."

Continued



Ron? Sean? Take your pick.



Another brother team. Karl and Chris Rothe from Nor. Cal. Karl rides for Hutch. Chris picked up a support ride from Haro after the Velodrome contest. Both ride 16 Over X Flatland. Both rip.



Dave Nourie. Becoming a veteran flatlander with every passing day.

Even with the pro class getting massive, the fight for first is practically always between the same two guys. R.L. took second, two points behind Aparijo. Watch for the AFA to possibly start a "B" pro class soon. Good idea.

RESULTS: AFA MASTERS SERIES/ROUND TWO

PRO

FLAT:

Martin Aparijo
R.L. Osborn
Dennis McCoy
Ron Wilkerson
Eddie Fiola
(tie) Woody Itson
Rich Sigur
Dave Nourie
Rick Allison
(tie) Robert Peterson
Maurice Meyer
(tie) Pete Augustin
Oleg Konings

Chris Lashua
Ron Wilton
Kevin Foss

RAMP:

Rich Sigur
Eddie Fiola
Brian Blyther
Dennis McCoy
Mike Dominguez
(tie) Donovan Ritter
Todd Anderson
Hugo Gonzales
Ron Wilton
Ron Wilkerson

OVERALL:

Dennis McCoy

16 & OVER EXPERT

FLAT:

Karl Rothe
Rick Moliterno
Josh White
Chris Rothe

RAMP:

Josh White
Tony Murray
Joe Johnson
Jack Smith
OVERALL:
Josh White

14-15 EXPERT

FLAT:

Chris Romeo
Eddie Miller
F. Parks Carter
Page Hussey

RAMP:

Matthew Hoffman
Jeff Thurman
(NO OVERALL)

13 & UNDER EXPERT

FLAT:

Scott Freeman
Trevor Hernandez
Ruben Castillo

16 & OVER INTERMEDIATE

FLAT:

Sean Wilkerson
Chuck McCue
Sam Lincoln
John Hughes

RAMP:

Sean Wilkerson
John Hughes
Darren Price
Jody Johnson

OVERALL:

Sean Wilkerson

14-15 INTERMEDIATE

FLAT:

Tommy Phillips
Dustin Morgan
Dan Kaler
Ned Mansfield

RAMP:

Tommy Phillips
Dustin Morgan
Tony Hamel
Joel Alamo

OVERALL:

Tommy Phillips

16 & OVER NOVICE

FLAT:

Gary Brown
Chuck Felder
Clint Cornett
Pat Gearhart

14-15 NOVICE

FLAT:

Julian Watson
Daniel Vines
John Gearhart
Chris Borgen

13 & UNDER

FLAT:

Timothy Carter
Bruce Hammock
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Martin Aparijo, decade to first on flat. Once again he proves himself capable of annihilating some TOUGH competitors.



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by Mike Dominguez
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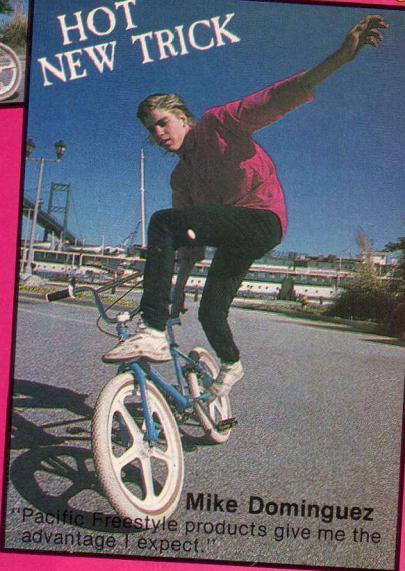
onto the Pacific Freestyle Fork Stand (use the back of your leg to steer the bike). Slowly remove your left hand from the bars. Keep your right hand on the Pacific Freestyle Seat Post Loop to balance the bike."

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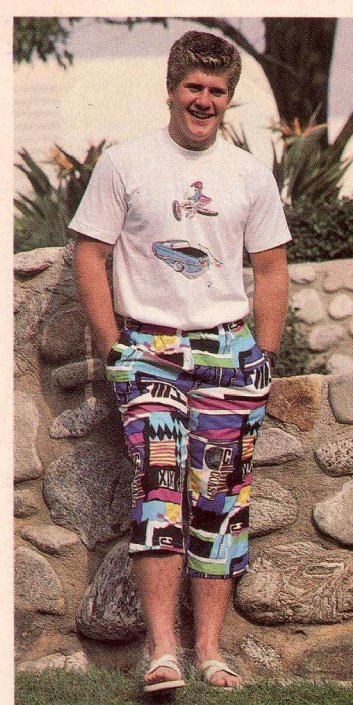


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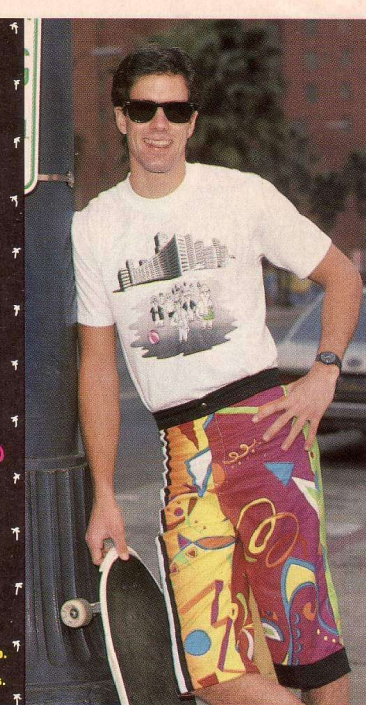
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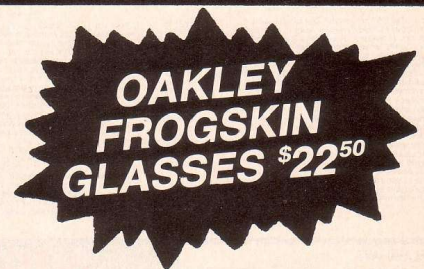


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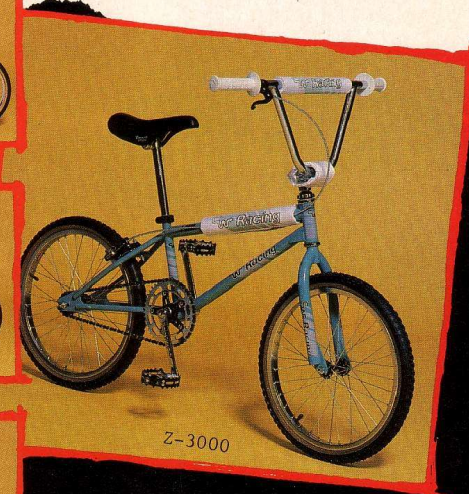
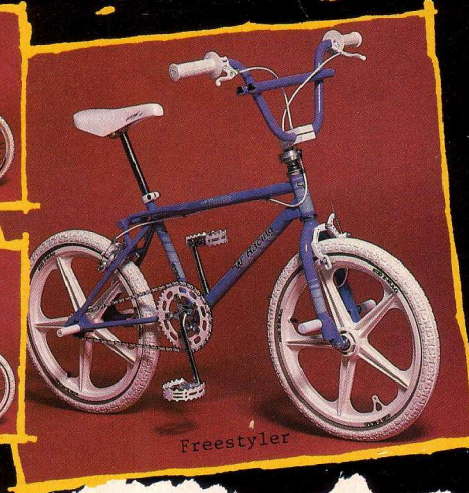
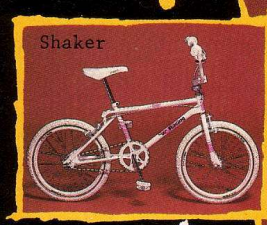
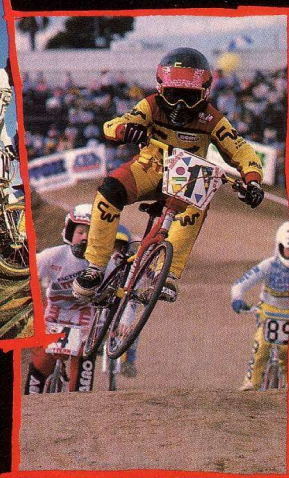
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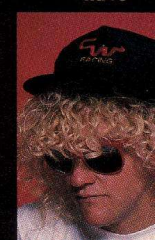
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SHOWS

BY LEW



Gail Webb had to drag this guy to his first show ever. Look what happened to him after he discovered how much fun it was . . .

Photo by Windy



Bob Schmelzer and Fred Blood at Knott's during one of Gail's demos. Both of these guys LIVE for shows.



Bali, a 12-year-old freestyle skater. This kid tears it up.

Ask anyone who's ever done a show and entered a contest which he liked better. He'll probably tell you he liked the show better. Why?

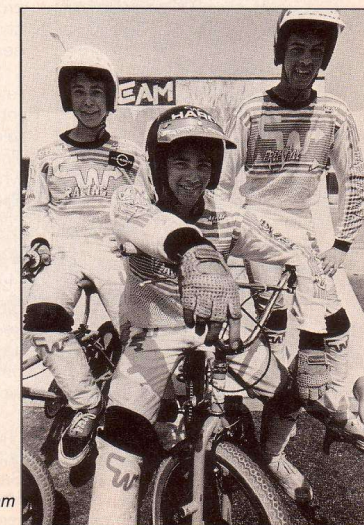
Could it be that shows usually have less pressure? Could be. Or that in a show, it's you and the crowd, not you, 25 other guys, and the crowd? Probably. You're more likely to get noticed at a show because the attention is on you (for you self-centered types). Generally, you have an unlimited amount of time during a show. And when you're out there in front of all those people, it feels good to know that every one of them is there to see you. That's why shows are fun.

But who says you have to be a young, freestyle-crazed juvenile delinquent to have fun. Let us introduce to you one Gail Webb, owner and member of one of the most successful teams in the

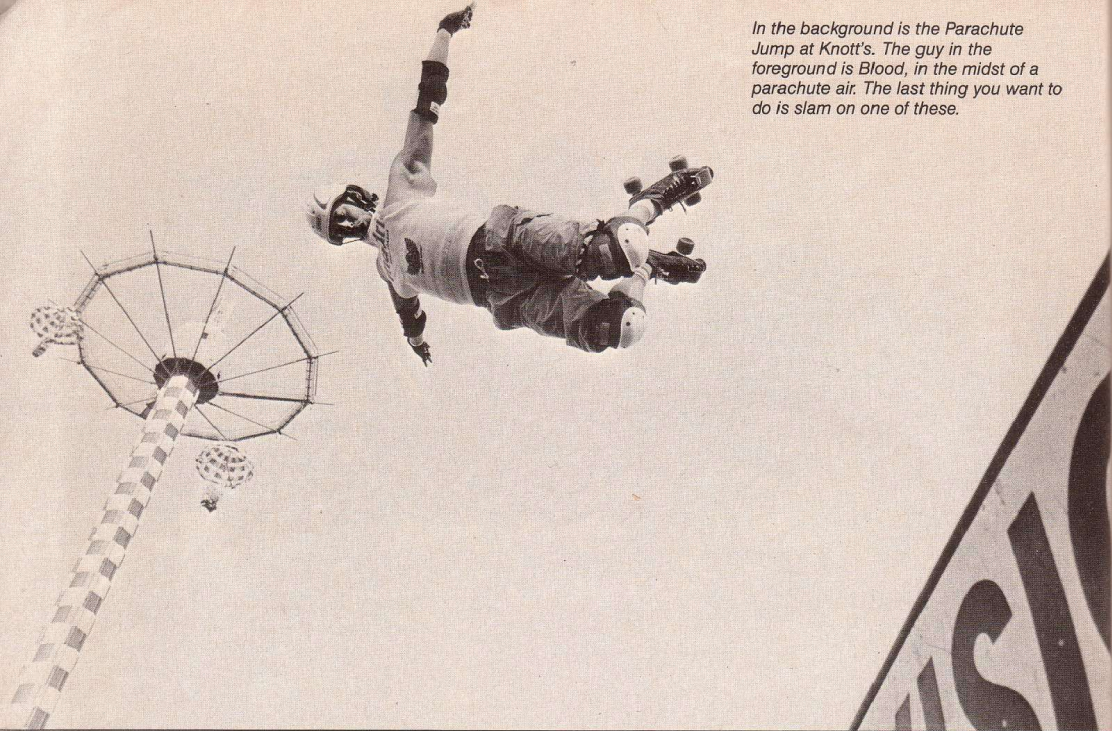
business. When we say successful, we're measuring it by the number of shows she's done, not by how much money she's made (which is next to nothing) from shows. Success doesn't always include profit. If you're having a good time, that's all you need.

Gail's been doing her safety clinics and demos for nearly 10 years, enlisting the services of guys like Aparijo, Fiola, Blood, Tony Hawk, Scott Freeman, El Cid Osborn, Gator, Tony Murray, Ceppie Maes, Craig Grasso, Lester Kasai, and the Rosecran brothers to name a few . . . in fact, Scotty Freeman and Eddie Fiola did their first shows EVER with Gail.

GT, Vision, Shoei helmets, Skyway, Malcom Smith, Bel-Ray, and Vans are all sponsors of Gail's. With such a widespread team and so many BIG sponsors, you'd



Kevin Slatten, Rob Karnow, and "Wobbly" Bob McClary. The Team Wobbly starting lineup.



In the background is the Parachute Jump at Knott's. The guy in the foreground is Blood, in the midst of a parachute air. The last thing you want to do is slam on one of these.



Chaser fly-out with Wobbly at the controls. Or should we say ditching it?

expect her to have some major shows, right? You bet. She's done 45 shows a year for the past four years at Knott's Berry Farm, over 110 at indoor shopping malls, and one at every Super Bowl of Motocross ever run, not to mention shows at TONS of convention centers all over the country.

According to statistics, she reached over 63,688,000 people through magazines, newspapers, television, and radio last year. That's NOT including all the people who SAW her shows. Think about THAT for a while.

Gail goes to her shows prepared . . . a motor home, trailer, dialed-in P.A. system, stall ramp, and portable half-pipe are standard equipment. She also has barricades to keep swarming, chaotic youths like yourselves from rampaging the area during her demos. Totally professional set-up.

Another prime entry in the "having fun doing shows" category is the infamous Team Wobbly of Sacramento, California. The founder, owner, chief, and main man is "Wobbly" Bob McClary. Bob

got his first taste of performing as a member of that legendary band of folk heroes known as the Gork Trick Team. After Gork moved down to Huntington Beach, the team disbanded. From there, Dizz went on to full factory CW fame, Gork is now the head enchifada of that OTHER mag . . . but whatever happened to "Freestyle is my only job" Bob?

He now folds burritos in a Taco Bell after school. BUT . . . he's also started his own team. Well, first he built a ramp. THEN he rounded up a team. Kevin Slatten, Rob Karnow, and Bob are three normal (okay, almost normal) dudes during the week, but on weekends they transform into . . . TEAM WOBBLY. Aimlessly roaming the countryside in a totally keen trailer/ramp, they seek out and expose all regions that aren't familiar with our sport. Okay, okay, would you believe Bob calls schools and fairgrounds trying to set up shows? Believe it.

The rig they use to haul the ramp from Bob's house to "destination X" is pretty state of the art. How does an eight foot tall, eight foot wide,

The coolest feeling in the world is hearing the crowd go nuts when you blast an air or pull off a rad trick. Rob Karnow, boning.

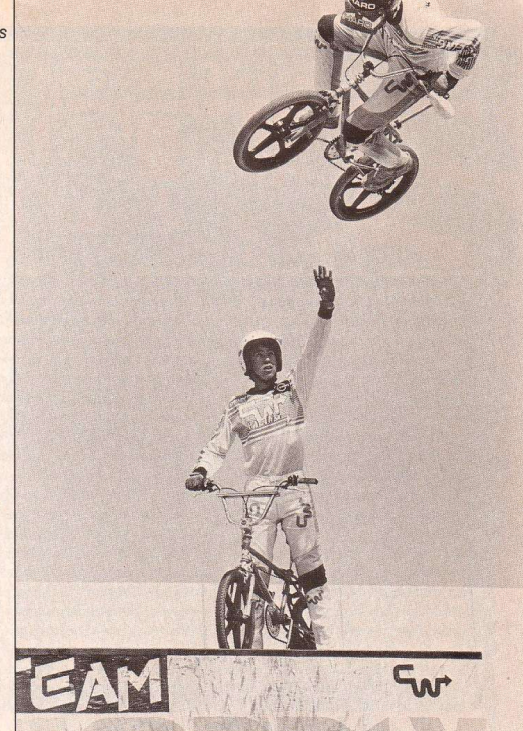
This is the way to go. Portable heaven.



built-into-the-trailer quad sound? It's better than some of the factory team equipment. The quarter-pipe transition folds in the middle to make the whole thing real compact. It pretty much resembles a shoebox on wheels with an eight foot transition at one end.

Plus, the trailer has built-in jacks to raise or lower any side in case they have to set up the ramp on an unlevel surface. Nice touch. The small ramp, barricades, bikes, P.A. system, and assorted other gear fit neatly into the trailer inside the ramp.

Both Gail Webb and Wobbly have everything they need to do shows. But all that stuff is secondary. All you need to really have is the motivation to go for it. Start small and add on—by the time you get all the equipment you need, you'll be comfortable in front of crowds, have a solid routine polished, and you'll have made a name for yourself. So quit thinking about it and start doing it . . . it's too much fun to miss out on.



Here's a new one for you—the weedwacker. The deal here is to do a lawnmower with your foot still on the coaster brake, then grab the head tube and give the bars a quick spin or two. Catch the bars and pull out like a regular lawnmower. That's Kevin, the inventor of this diabolical stunt.

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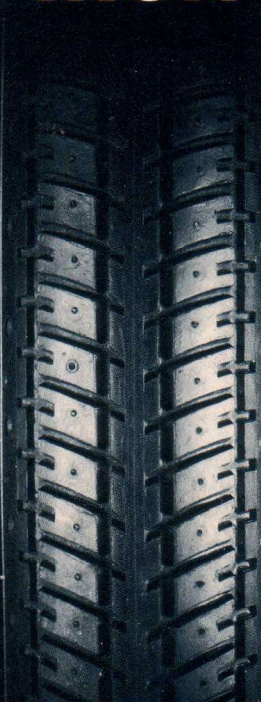
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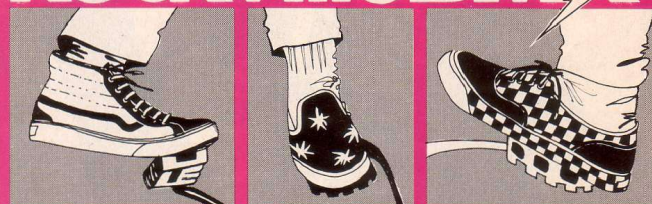
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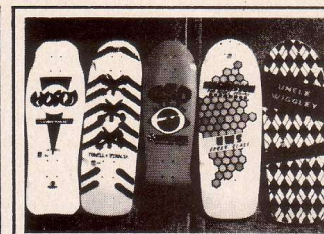
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Here's a new one for you—the kickback all: Christian Hosoi at Mountain Manor. He skates at the pinnacle.



PHOTO BY GIBEY

CHRISTIAN HOSOI

Every once in a while,
life will throw you a per-
son who just stands out.

For whatever reason. In whatever profession.

Usually it's a talent they possess. A talent that puts them above the rest. In this case, literally.

This small group of people we're talking about are at the pinnacle of their perspective areas. They are the elite. Some happen to be painters, some athletes, some musicians... And some skaters.

Christian Hosoi happens to be a skater. And he happens to skate at the pinnacle. Meet Christian Hosoi...

(click)

HOSOI: "Yo baby, yo baby... we're sittin' in Hot Cuts rappin'."

LEW: "We've got Christian Hosoi here. Age?"

HOSOI: "I'm 18."

LEW: "Why do you skate?"

HOSOI: "I love it. All of it put together—traveling, living off it... it's a lot of work, but I love it. If I wasn't skating, I'd probably be doing some other type of sport—surfing, skimboarding... I like to be active. I always wanted to be something."

LEW: "You travel a lot then, huh? Do you like it?"

HOSOI: "Basically traveling is a lot of work. You've got to skate all the time, stay in hotels, you're never at home... But you get to meet a lot of people and people know you where you're going, so it's fun."

LEW: "You're in the spotlight."

HOSOI: "Yeah. When there's a contest, EVERYBODY is there and it's like one big spotlight for all of us. Demos are fun too."

LEW: "Who pays for your traveling?"

HOSOI: "I pay for all my own traveling."

LEW: "Who are your sponsors?"

HOSOI: "Myself (Hosoi Skts), Independent, OJ II, Jimmy's clothing, and Go Skate."

LEW: "What's the deal with Haro?"

HOSOI: "I just met Haro in Houston and I might be talking to him again about riding for Haro. I'm not sure."

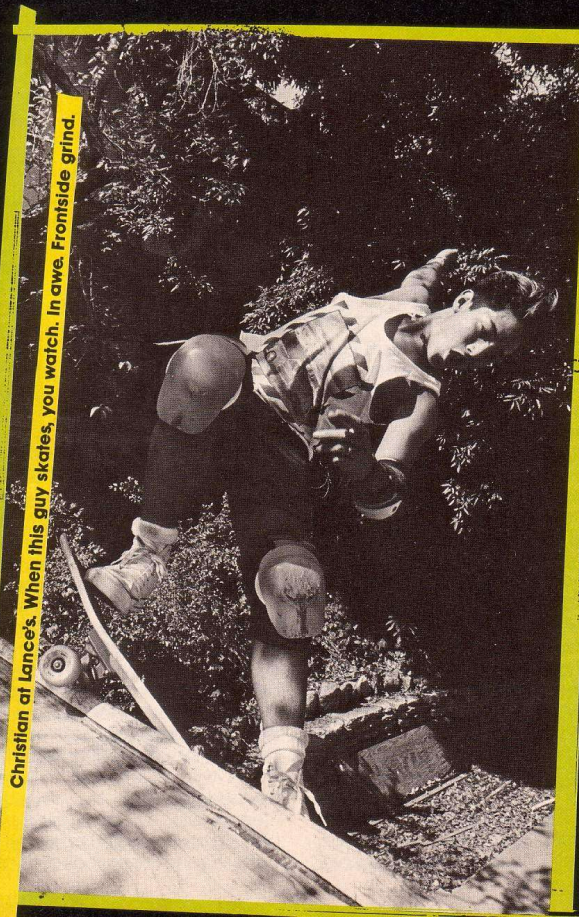
LEW: "His pads?"

HOSOI: His pads, yeah. Haro's a cool dude."

LEW: "Are you pretty rich?"

HOSOI: "Well... not really rich, no. Well off, yeah. I guess I'm working on being rich."

Christian at Lance's. When this guy skates, you watch. In awe. Frontside grind.



LEW: "How long have you been doing Hosoi Skts?"

HOSOI: "About a year, a year and a half."

LEW: "How's it doing?"

HOSOI: "It's got its ups and downs. Right now, I'm just starting again. We've gone through a lot of business stuff."

LEW: "You were on Sims a while back, then Alva. Why did you start Hosoi Skts?"

HOSOI: "Basically, I wanted to start my own thing. I was planning on it when I got off of Sims. Being on Alva was real cool 'cause I could hang around Alva and all the gnarly dudes. Alva's more my kind of people to hang around with, you know? Go and hang out, go to clubs and stuff. Me and him are good friends."

LEW: "That's cool. So what's in store for Hosoi Skts?"

HOSOI: "Big establishment. Help out skating. Pick up riders. Promote them. Turn them into the future skaters. Like Johnny Kop, The Ripper of Hawaii. Always pushin'. He's a competitive guy. He likes to enter contests, he's always pushing—good person to skate with."

LEW: "Do you have a favorite skater?"

HOSOI: "I have a few favorite skaters. I like to have fun with people like Eddie Reategui and Neil Blender. I like to watch Lester catch air. I like to see Gator do his tricks—he's always rad. Caballero's all smooth and stylish. Tony Hawk does his 720s and all those tricks—they all look pretty hot. Loli's fingerflip inverts. That's rad. I can't do that yet. I wanna learn how to do that."

LEW: "Any skaters you don't like?"

HOSOI: "Ah, naaa, but sometimes I don't like some people's vibes. They get too stressed out over not making a trick or something like that. That's all right—sometimes you get frustrated. But I don't like to do that. I don't get mad, I laugh it off. I went into that state a while ago—throwing my board and stuff. But it doesn't help, it just gets you more frustrated with yourself. It makes it harder to make the trick."

LEW: "What's your least favorite thing about skating?"

HOSOI: "My least favorite thing about skating is getting hurt—slamming. Also not being home enough. But you get over that one."

LEW: "You never seem to be hurt. I mean, a lot of guys always have bad knees or whatever..."

HOSOI: "Well, it's basically knowing how to fall and knowing when to bail. I know guys who just stay on and either make it or eat s--t. I kinda just go with the flow and try not to get hurt. Don't try anything you can't do. I don't jump off vans."

LEW: "What do you like best about skating?"

HOSOI: "Contests. I like to enter contests. I like the feeling of being under pressure, when they've judged you and you know it was fair and square—you're number one. Trickwise, I like to do 540s, backside method airs, tweak airs. I like to do rocket airs too. It's definitely a fun trick—it's harder than most, but... The kickback and flap airs are cool too."



LEW: "What goes through your head when you're like six feet out doing a McTwist or a method air or something?"

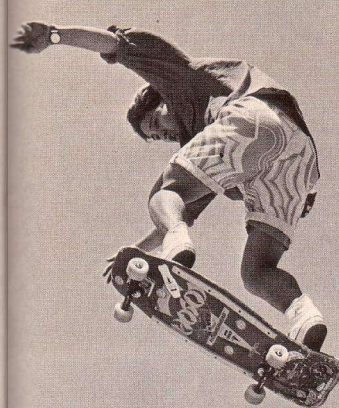
HOSOI: "I'm just goin', I hope I can make it. I hope I don't lock up! I try and concentrate and not to have too many butterflies—so I don't fall off. When the pressure is on like at a contest, it's a totally different trip."

LEW: "How long have you been skating?"

HOSOI: "About eight years, going on nine—and still counting. I grew up in L.A., right at Washington and La Cienega, but when I was in first grade we moved to Hawaii for awhile. It was cool. My dad made me my first skateboard—fiberglass, up-turned nose, pointy, a squared down-turned tail, and a lightning bolt painted on it. It was cool."

LEW: "That started it all, huh?"

HOSOI: "Yeah, basically that did. Cadillac wheels—it was happenin'.



Acid drop, roof to bench. Venice Beach Pavilion.

Then came the big wheels in the back, little ones in the front. I started skating when I was about nine. By the time I was ten, my friend Aaron Murray—who's a HOT skater—said, 'Hey, let's go to the skatepark.' Skateboard World in Torrance. Me and him went and we loved it. Our dads were skating with us. My dad was a big influence, he was pushin' me 'cause he was almost better than me back then. He was actually better than me. Then Marina Skatepark opened in '78, and I was there the first day it opened. Seen Tony Alva, Jay Adams, George Wilson... all the guys. I went all the time. I kept getting better and better. Then my dad took a job as the

manager of the skatepark. It was like our backyard."

LEW: "How long do you think you'll keep skating?"

HOSOI: "Til I can't skate no more. I'll be steppin' on a board at least until I retire—65. I'll still be doin' inverts."

LEW: "Does it affect you that a lot of people think you're the best?"

HOSOI: "Ahmmm, in a way I kind of try and block that out, so I can just do what I do and have fun doing it."

LEW: "How often do you skate right now?"

HOSOI: "I skate everyday. I street skate. I travel and do contests and demos almost every weekend. I skate a lot. I come down to Venice to

hang out, get my hair cut, dyed. Hang out with my bros."

LEW: "How many colors have you had your hair?"

HOSOI: "Red, blue, green, yellow, orange, purple, and white. I've had it all white with black tips, black with white tips—basically, I've had it almost every way you can get it."

LEW: "What do you like to do besides skate?"

HOSOI: "Going to Hawaii, going dancing. I like skimboarding. I can't wait to go to Japan and France. I like nightclubing it."

LEW: "Seen any good shows lately?"

HOSOI: "I saw Barkhard at the



Houston contest last weekend. Saw Samhain. They were hot—pretty gnarly lookin' dudes. They look like the Misfits."

LEW: "Yeah, Glenn is from the Misfits. So you're into hardcore?"

HOSOI: "I'm into it, but I like going out and dancing too. I like to meet girls. Talkin' to girls. The Red Hot Chili Peppers are hot. Fishbone. I dig them in concert. I also dig reggae. Reggae is one of my favorites."

LEW: "What's your favorite food?"

HOSOI: "I like sushi. I just went and ate sushi last night. Sea urchins, salmon eggs, quail eggs... I like Mexican food too. I like refried beans and cheese."

LEW: "Favorite drink?"

HOSOI: "Guava juice and Perrier mixed is happening."

LEW: "What do you think about the BMX companies like Haro, CW, Hutch..."

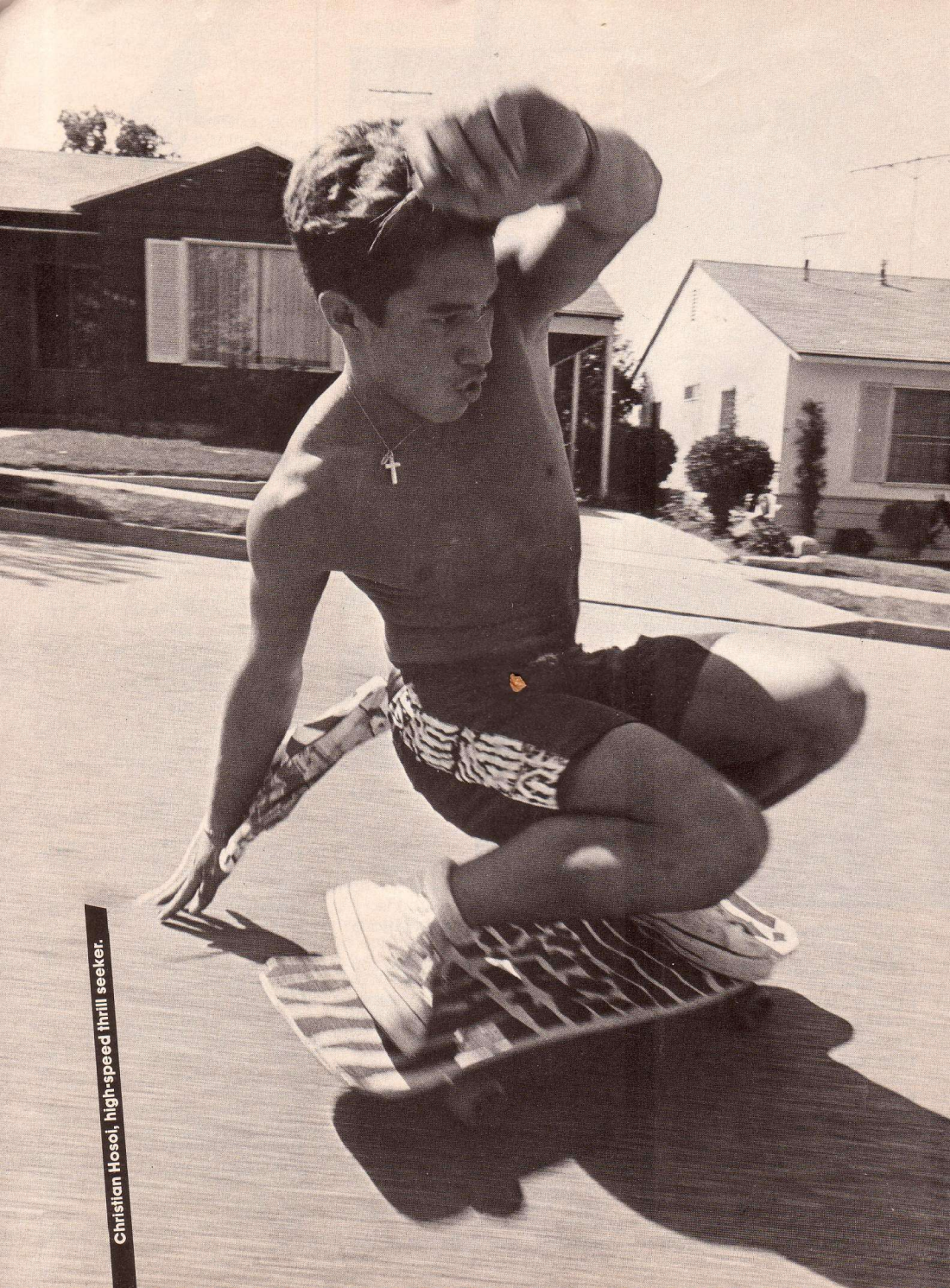
HOSOI: "I don't know. A lot of people think that's no good because they think they are just using skateboarding. I think if we all work together we could make something big out of it. Because kids either ride a bike or they ride a skateboard. Baseball, basketball, football, soccer, that's... I never really got into that stuff. I always liked to do singular activities."

LEW: "You got any closing comments, final words?"

HOSOI: "The same ol' stuff. Stay out of trouble and skate. Build ramps. Every kid has the opportunity to be a pro skater."

LEW: "That's a rap." (click)

Christian Hosoi, high-speed thrill seeker.



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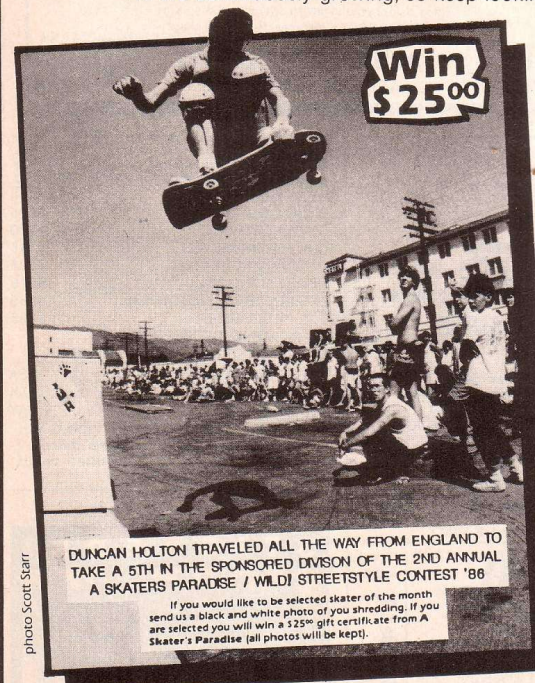


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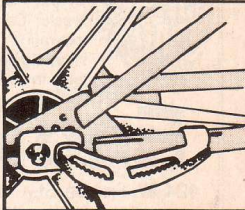
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STREET TALK

continued from page 10

about bogus! Those people were enjoying us.

We all got fines of \$75, but none of us paid it. My mom wouldn't let me pay. She said there was no reason we should've been arrested, and that she would take it to court if we had to. Cool mom, huh?

Talk about disrespect, huh, Ron?
Lou "Outlaw of the Movies" Brouwer
Tosa, Wisconsin

PS. U2 rules.
P.P.S. R.L. is THE best.

Yes, bogus. What can we do? We get hassled too—down at the Redondo pier. They think we're a gang, if you can believe that. The only solution I can see is staying cool and trying not to get the cops all riled up. Which isn't too hard—until you run into one who's been watching too much "Miami Vice."

Yes, U2 is hot. Have you seen the "U2 at Red Rocks" video? I was there. I'm the third one from the left, third row back with the jean jacket, next to the girl with the big hair. Have you heard "Under a Blood Red Sky" (partially recorded at the same Red Rocks gig)? You can hear me scream during "Gloria"—right after the second chorus. . . —A.J.

MORE VULCAN NEWS

Dear FREESTYLIN'!

I'm writing to you about Roger Cambell's letter in your May issue regarding "Vulcan." I was wondering if it's the same Vulcan who lives in New York, is in the Subterranea Graffiti Crew, and hangs with Cmor, Tee Bee 1, Bmesh, and Boo 85?? If it is, him and his crew did the artwork for Twisted Sister's "Come Out and Play" album. His name appears on Twisted Sister's recent "Come Out and Play Tour" stage set . . .

I don't know, but I'd sure like to find out if that's him.

Steve Huerta
Houston, Texas

PS. He does killer graffiti.
P.P.S. FREESTYLIN' is the best.

Folk hero making in the process.—A.J.

SKATE JOINT

Dear FREESTYLIN'!

Word was out a few months ago in the Chicago area that there was a shreddable skatepark nearby. So on one weekend some of us local rammers set out to find this so-called Surf and Turf Skatepark. We found it in Milwaukee, Wisconsin. It was still in existence, but the head office had been changed to a belly dancing place or a strip joint or something. They wouldn't even let us in.

Mike Braico
West Dundee, Illinois

Oh come on Mike, a skatepark? Everyone knows why you guys really went there.—A.J.

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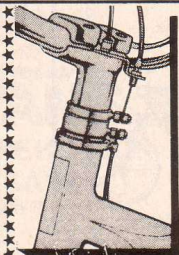
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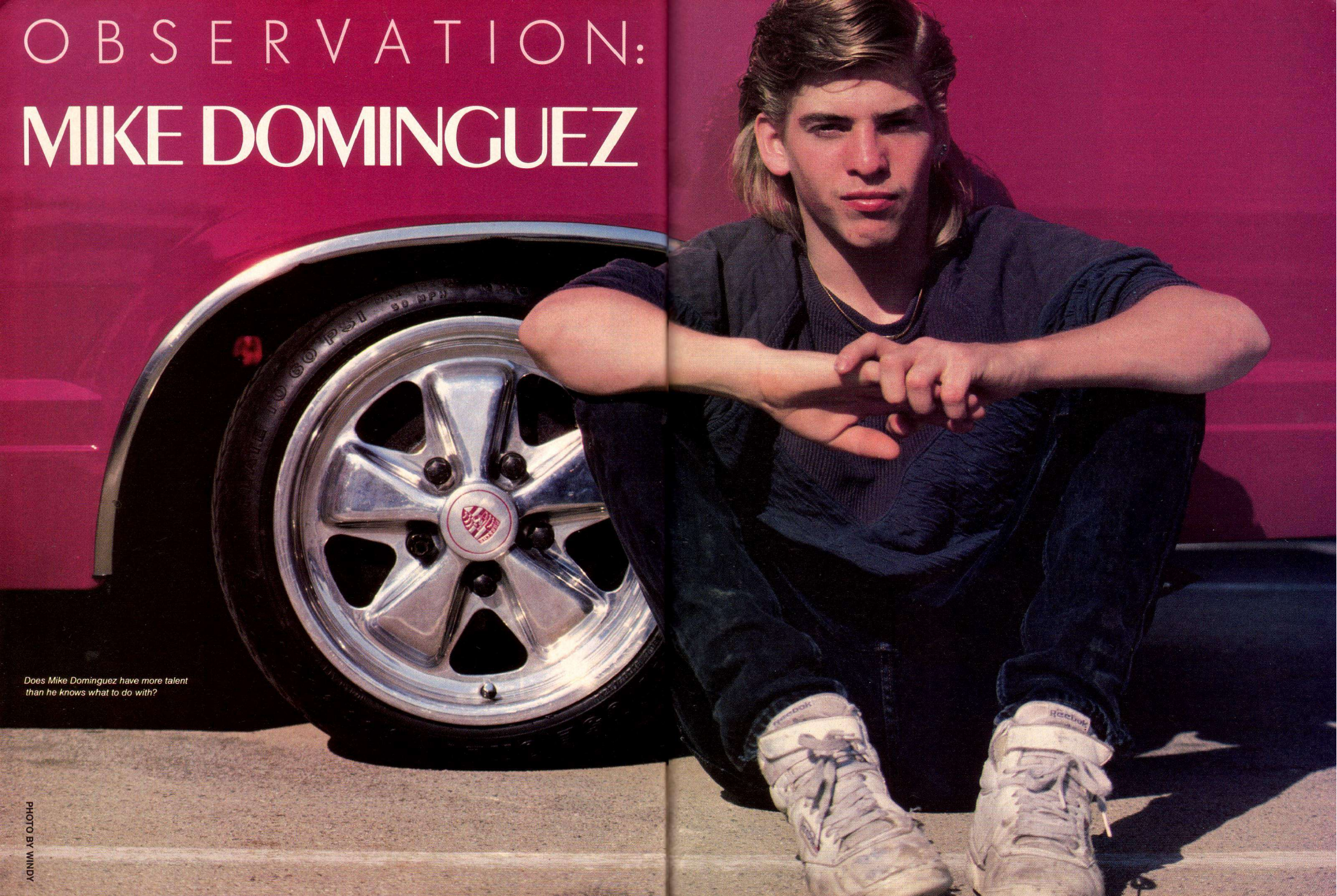
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OBSERVATION: MIKE DOMINGUEZ

*Does Mike Dominguez have more talent
than he knows what to do with?*

When Mike Dominguez started getting air at 13 years old, he was barely four feet tall. Normal airs back in those days were about coping high. But even at 13 Mike didn't do normal airs. He was breaking boundaries and leading the wave of new aerialists along with a few other guys by the names of Jeff Watson, Steve Bennett, Fred Becker, and Eddie Fiola. Mike's been around the sport for so long that you tend to think of him as a lot older than he actually is—17.

At 17, he still doesn't do normal airs. No one will argue with you if you say Dominguez gets higher air than anyone else. If someone told you he saw Mike get 12 feet at Kona Skatepark, you'd believe him—and it'd probably be true.

He's intense. Watching him ride you get the impression he knows exactly what he's doing. Considering what he does, he has to. Natural talent? Undoubtedly. But whether his talent is natural or not, he doesn't brag about his abilities—ever. In most instances, he lets them speak for him. And usually they speak very loudly.

Example? He was one of the first freestylers to do 540 aials. Then he was one of the first to do 540 aials out of a ramp. Now he does them higher than anyone—not to mention his ramp-to-ramp 540s. He was the first to do the double can-can. He took bionic fakie airs beyond reality. He is always a step ahead of the pack. And he usually has something up his sleeve.

Though his actions may speak loudly, Mike Dominguez is a quiet person. If he doesn't know you, he's not very likely to strike up a conversation with you. But if you approach him, he doesn't bite. He's just a very private individual.

So how do you sum up a Michael Dominguez? You don't. He is highly visible yet elusive. Loud yet quiet. He's the epitome of . . . opposites? He is the stuff legends are made of.

Check out what a few of his friends have to say about him . . .

ON AERIALS

EDDIE FIOLA: "Michael and I have been friends for a long time. We used to ride together a lot at Skate City. We would both push each other. Like, 'Oh, I can get higher!' 'Oh yeah? That was nothing, I'll go WAY higher!' and we'd start laughing. It was fun."

"Then when we started being competitors, I would practice hard at the park when Michael wasn't there. When Michael showed I wouldn't do anything really difficult. When I'm not there and Michael's practicing, he's riding hard—then I show up and he stops riding. It was kinda like when we were both there nobody got any practice (laughter). It's sorta like a hide-and-go-seek game 'cause he hides and watches me and I hide and watch him. We've each got our little spies, though. There are informants on each side."

"I've personally seen him do eleven

feet plus . . ."

WOODY ITSON: "It's weird. I can't figure it out. He's gotten ten, eleven, TWELVE feet of air off ramps and pools—I imagine a seven or eight foot air is nothing to him anymore. I keep asking him how he gets such high air and he just says, 'You just gotta go for it.'"

"His advantage over everyone else is that he's not afraid to fall. He just goes for it. If you're trying something that's really hard, chances are you're gonna fall. If you can deal with that in your head, you're in there. He can—it's in his mind. He gets on a bike and everything clicks. Natural ability."

BRIAN BLYTHER: "You never know what to expect from him. He's always got something he'll just try. He just goes out and does it. If it works, it works. If it doesn't, well . . . he just tries it again. He'll figure out a way to do it."

FRED BLOOD: "In practice, he'll sit there and do six feet. Then Wilkerson will come out and do eight—Michael will immediately go out and do eight. Someone else will go out and do nine—Michael does nine. Then he'll go, 'Okay,' he'll put his head down and pedal all the way across the floor, lay it flat and clear eleven. He'll land it smooth, ride across the floor, stop, and just look at everybody. He knows he's the King. Nobody can touch Michael on ramps. I heard he did a 13 foot air once. I believe it."

R.L.: "At the New Hampshire contest last winter, he didn't have a routine so he looked over at me and Fred and goes, 'What should I do?' We go, 'Do your high 540!' So he took off across the arena looking like he was gonna blast one of the highest airs of the day. I'm just going, 'Oh no, he's going to do a 540!' He was halfway up the ramp and he didn't start to twist, so I started to relax a little. Then he was out of the ramp about two feet and starting his twist. I thought he was going to do a lookback, but he kept twisting. He didn't do it two feet out, he didn't do it four feet out . . . he did a 540 SIX FEET OUT!"

ON FLATLAND

WOODY: "Not many people know this, but when we were on tour together with Hutch, Michael started to get really good at ground. He learned how to do cherrypickers, Miami Hoppers, tailspins, boomerangs . . . he learned how to do more rad tricks than a lot of guys in the expert classes nowadays. By the end of tour, he could do backwards wheelies, fork wheelies, front wheel 540s . . . He surprised a lot of people when he rode ground at the NFA Grands. Anybody who can do ten foot aials HAS to be able to ride ground."

FRED: "The guy totally rips on the ground. He used to ride his bike from sunup to midnight. Everyday. He'd just ride and ride and ride. He's got this hill

Dominguez at Skate City. Air like this in '83 at 14 years of age—a sign of things to come.



PHOTO BY OZ

by his house that's MEGA steep—this was a good two years ago, before front wheel wheelies were even invented—he'd do a 180 and whoosh . . . ride down this hill for sooo long with no front brakes, on his front wheel. A perfect nose wheelie down the whole thing."

ON TOURING

EDDIE: "Michael wants to freestyle, he wants to be known as the number one rider, but he doesn't like to travel so much. Traveling is okay—if you don't do too much. When he was on Hutch, I heard they wanted him to tour for nine months. That's too long. Those were the reasons I heard he quit."

WOODY: "The fact that he doesn't really have to tour anymore keeps him from really pushing himself hard. I also don't think the guys he hangs around with are into freestyle."

"He missed a lot of things when he was growing up because of touring so much. Summertime is the only free time you really have, and if you spend it all on the road, you go back to school and your fun times are sorta lost. Now Michael's enjoying some of that time he missed and some of the money he's made. He puts a lot of it into his mini truck. That thing is BAD."

ON HIS VISION

EDDIE: "Michael had to get glasses at one time, but he wanted contacts instead. So he got the kind that you don't need to take out all the time. And a couple of times at the skatepark, one would fog up during an air, so finally he took it out and then lost it. Then he just forgot about the one left in his eye. I don't know if he knows he has one in right now."

BRIAN: "I know he has ONE contact."

FRED: "He doesn't see very well. He only wears one contact lense, and he hasn't taken that out for, like . . . years. That's why the guy can get on any bike and JAM. That's why I think he's so adaptive—he does everything by feel."

ON HIS ROOM

BRIAN: "You wouldn't know he was a freestyler if you went to his house. Unless you went in his garage."

FRED: "The last time I saw his room he had all truck club stuff hangin' up. Strobe lights and black lights . . . (Fred begins humming the 'Twilight Zone' theme). I think he's proud of what he does in freestyle, he's just kinda burned on the sport. He's been at it a loooong time."

ON RIDING

EDDIE: "From what I hear, all he does nowadays is work on his truck. He's not practicing so much. But Michael's gotten to the point where he doesn't need to practice. He just goes out there and does it. It's just when he gets upset or mad that he starts to not

make his tricks or falls."

WOODY: "If Michael rode five hours a week on a ramp, he would make the other pros look ridiculous. Wilkerson's rad, Blyther's rad, Eddie's rad, but he'd make them all look bad. He'd be doing 15 foot aerials like they were nothing right now."

BRIAN: "I guess he doesn't ride that much anymore. He's too much into his truck and stereo. He's getting into a lot of different things. He mixes records and all kinds of different stuff. But he still enters contests; he's just not into it like he was. Not at all."

"We used to FULLY ride together everyday. We'd go out and ride at night . . . messing around. Just go to places and freestyle, ride all kinds of ramps, look for new places to ride. We were fully into it. He got a little burned out I guess."

FRED: "Now he hardly ever rides his bike. He's got one of the best contacts out there. If you sit back and look at it, he's going to make a fortune this year. And he rides about six times a year . . . there're about six contests, right?"

R.L.: "If you ever go to a contest, you'll notice Mike riding more than anyone else during practice. I asked him why he was riding so much once and he goes, 'Man, this is the first time I've been on my bike in such a long time.' And he goes out and tries these new things that are SO far ahead of everyone else."

"After the Maryland contest in early December, he put his bike in the box and didn't take it out until the New Hampshire contest. He puts his pedals on finger-tight because they're easier to take off. I've seen him get on Buff's bike, with the levers on opposite sides, with a coaster brake (Dominguez rides a freewheel)—it wasn't anything like his bike—get on a ramp for the first time, and his first air was four to five feet. It's raw talent."

ON FADING

EDDIE: "Michael will turn into a 100 percent freestyler again. He wants it back and he wants it pretty bad. He'll do it. Michael's got determination, and when he wants something, he'll get it."

WOODY: "Michael wants to be good—and he is good, but he's not like a lot of riders who have to have the edge just so they can tell all the other riders how much better they are. I don't think that means a lot to him. He knows inside that he's the best and that's enough for him. He's not the sort of guy who wants to win just so he can flaunt it. If he wins, 'Cool,' if not, 'No biggie.'"

"The way most people are looking at it right now, they think he's gonna fade out and disappear. Michael's gonna be around for a while. He's still young. Anyone who thinks Michael will fade is WRONG. Anyone who does ten feet on



The truck.

his third air is a long way from faded."

BRIAN: "He's at the stage where he's either going to stop riding or get back into it. He's telling some people that he wants to get back into it, and he's telling some that he's burned out. He told me he wanted to be the best again."

FRED: "When the public goes, 'Oh, Michael is starting to lose it,' he comes back and wins a contest. He goes, 'Pheew' and JAMS. He and Eddie have the best timing for knowing when to prove they are still going strong."

ON BEING THE BEST

WOODY: "I've had kids come up to me and want to ride against me, but nobody ever does that to Michael. To get to his level there's got to be something inside of you that makes you want to be the best. Not just want to be good, not just want to do airs, but to be the best."

BRIAN: "Yeah, he's good. He can do anything. He just doesn't try. At contests, he goes out and puts his bike together without even riding it beforehand, and blasts ten to eleven feet."

FRED: "He was unbeatable when he was riding everyday. The only reason he gets beat now is because he chooses to get beat. He could own the sport. The guy could win any contest he wants. He's got such a natural feel for his bike."

R.L.: "Maybe he doesn't want to be the big champion. He's got a good contract, maybe he's happy where he's at. He doesn't like to leave home that much, he just likes to ride contests."

"Mike's not the type of rider where

you go, 'Hey, you won a contest, you're looking hot.' Everybody rates people by the contests that they win. Mike's on his own level. He will always stay, no matter how he places."

IN CLOSING

EDDIE: "There's nothing bad to say about the guy—he's got quite a few earrings in his ear, but . . . (laughter) I think Michael is a really cool guy, I just wish he would practice more. Not that he needs to 'cause he's good right now WITHOUT practice. But if he practiced . . ."

WOODY: "A lot of people mistake Michael for being stuck-up or conceited, but that's not true. He's just a little shy. He doesn't know everyone so he's quiet."

BRIAN: "If he practiced I can't imagine what he'd be doing. He'd be good."

FRED: "He's pretty shy. Real quiet. A real private guy. He pretty much comes, does his job, and leaves. Oh, he signs autographs, he's personable, but he's just not into it for that reason. He does it because it's fun. When he gets a bike put out with his name on it, he doesn't care. He just rides because he wants to ride."

R.L.: "A lot of people are always trying to get their pictures in the magazines and stuff . . . Michael could care less. But everytime you ask someone, 'Who's the best ramp rider?' his name comes up. Every time. One thing is for sure, I think all the other riders are lucky Mike doesn't practice."

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15. UNI Trans-Am Wheel Cover for Tuff Wheel — white	32.95

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1. Hutch Sealed — magnesium-nickel chr	\$34.95
2. Bullseye Sealed — 2-tone — all colors	64.95
3. GT Hubs — chrome white	\$52.95
4. NEW Hutch Sealed Bearings — all colors	59.95
5. Suse Sealed — all colors and chrome	29.95
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RIMS 20" and 24" (add \$7.00/wheel for building)

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18. Tuff Neck Clamp — chr, all colors	2.95
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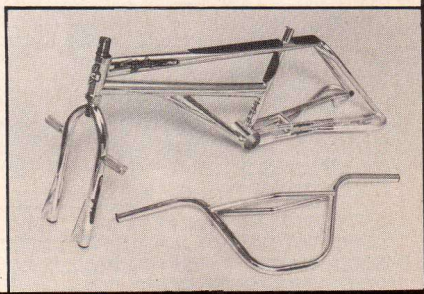
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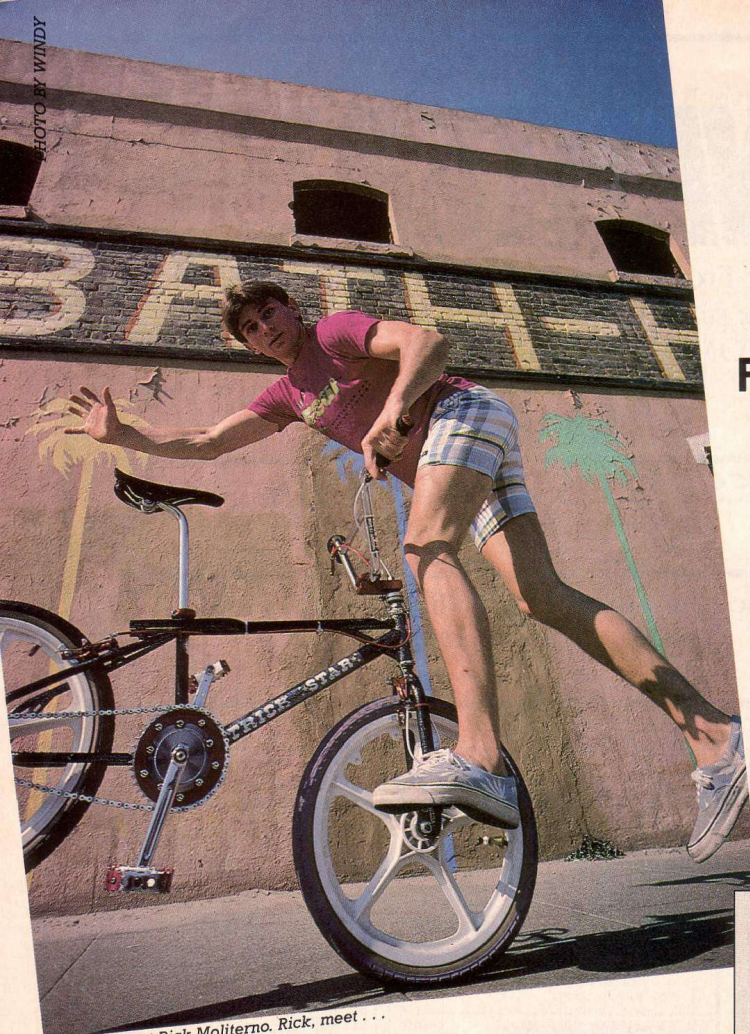
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Readers, meet Rick Moliterno. Rick, meet...

SMILING RICK

AND THE FORK WHEELIE

Rick Moliterno is the kind of guy who likes to live on the edge. He uses aftershave lotion. He's been to the beach. He used to live in Iowa. He rides a Hutch Trick Star. He does tricks.

Yeah, you probably wouldn't believe some of the stuff Rick does for fun. Gets haircuts... eats tuna fish sandwiches for lunch... does fork wheelies. Fork wheelies? You bet. They're nothin' for this guy. In fact, when Rick's feeling REALLY wild, he'll do 'em one-handed. What a nut.

We knew we had to get the secret after Rick showed us a fork wheelie for the first time. So we asked Rick nicely. He said nope. We pleaded. Again, it was no dice. We even came dangerously close to groveling... then we threatened him. The old "tell us how or no more coverage" line works every time.

First off, you'll need to put on clothes suitable for environmental protection. If you don't have a radiation suit, try some jeans, a long sleeved shirt or some elbow guards, and a helmet. You can remove some or all of the above equipment once you've mastered the trick.

Start off by coasting forward at a

medium pace, sitting down, with your right pedal forward. Take your left foot off the pedal and place it on the bottom bracket shell on the left side of the frame. Stand up and bring your right leg over the top tube. At the same time, stiffen your arms.

Next, throw your body around the front of your bike. To do this, you need to do several things at once. Turn the bars to the right as you place your right foot on the front tire and push off the front wheel. It helps if you push off the bottom bracket for a little extra shove. Keep your arms stiff to hold yourself up.

Follow your right leg around to the front of the bike with your left leg. When you push off the tire, aim for the right pedal with your left foot. Use your arms to ease your weight down on the right pedal. You'll only be able to take a quarter crank because your legs won't be long enough to reach any further, so after your left leg is extended, put your right foot on the right fork peg. You should now be coasting backwards—left foot on the right pedal (backwards) and right foot on the right fork peg—and your weight should be centered over the bike. Quickly take your left foot off the pedal and place

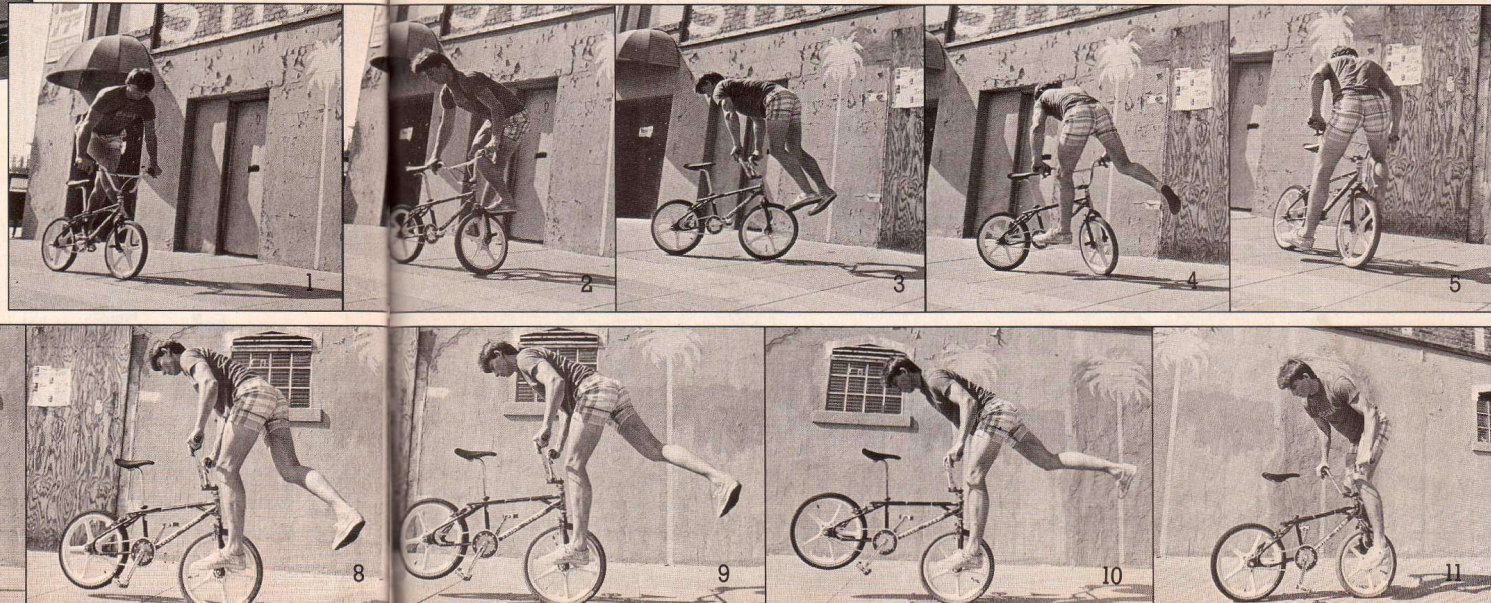
it on the left fork peg.

Now's where the balance comes in... slowly take your right leg off the peg and extend it behind you. The back wheel will lighten up and slowly come off the ground. Compensate and correct your balance by leaning your weight over the bars and by raising and lowering your right foot. Try to coast this way for as long as possible.

To set the back wheel down, lean over the bars and slowly lower your right foot back to the right peg. To stop coasting backwards, hit your back brakes until you come to a stop. The second you're completely stopped, hit both brakes and start doing front wheel pogos. From here it's up to you... there're about a hundred different moves you can go into, or you can just sit there and do pogos all day. The choice is yours.

If you decide to try to go into some different moves from the pogos, may we suggest up-rocking, side glides, backwards framestands... get the picture? If you choose to sit there and do pogos all day, try to relax, keep your bounces smooth and consistent, and use humor accordingly. Good luck, spuds.

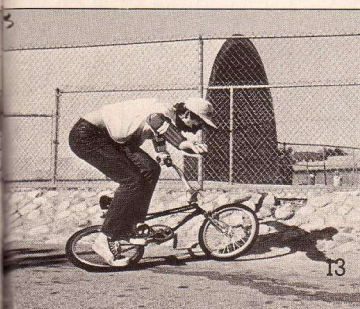
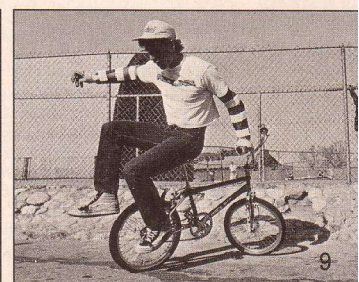
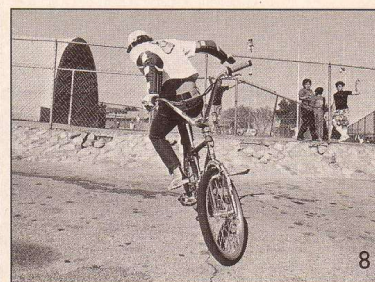
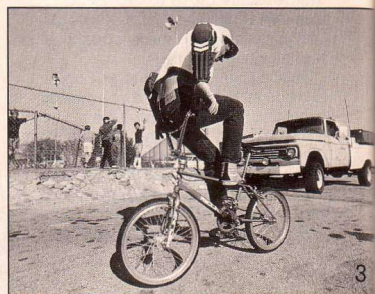
—Lew



TRICK PAGE

EL CID ON BACKWARDS INFINITY ROLLS

El Cid. Backwards infinity roll in front of a bit of history—Upland's Pipeline.



What does riding mean to you? Sweat. Fun. Anger (your brakes aren't working right). Crowds. People pointing and staring. Pain (slipped a pedal). Concrete. Hopping. Flowing. Nervousness. Sliding. Rolling. Combining tricks. Sideways. Forward. Backward.

There's a concept for you . . . backwards. Probably the first "trick" ever invented was the rollback. Something you have to learn to do in order to complete almost every move. And just when you thought you had riding backwards down pat, along comes the backwards infinity roll. It's not a very complex trick . . . there aren't a lot of steps involved in doing it. It's just plain hard. But it's also too cool. THE coolest. Trust us—it's worth the hours of practice once you learn it. Just keep at it and don't get discouraged.

The man (no pun intended) to blame for the invention of the hideous backwards infinity roll is none other than El Cid himself . . . R.L. Osborn. Naturally, when it came time to do the how-to on the backwards infinity roll, we asked R.L.

Here's what he told us:
"Keep in mind this is a HARD trick because every step is a trick in itself . . . getting into it, doing the

actual rolling, and getting out of it. Until you get it totally wired, put on protective gear, too. Every little bit helps."

"You have to start out by riding on your handlebars backwards—you know, with your butt on the crossbar, your back facing the direction you're going. Keep your feet on the pedals and start coasting along at a fairly slow pace. Move your butt to the seat, then quickly move your feet to your back standing platforms. You should still be rolling forwards, but slowing down."

"Keep the bike real steady and level . . . don't lean to either side or you'll tip over. Hit the front brakes to stop the bike, and at the same time rock your weight to the front of the bike, then to the back of the bike. You want to try and get some backwards momentum."

"As soon as you push your weight towards the back of the bike, take your outside foot (if you're rolling counterclockwise, your right foot is your outside foot) off the standing platform and start pushing the rear wheel. Also, at the same time, take off your outside hand. This will cause the bike to steer to the side a little bit, making the bike turn in a circle. The further you turn the bars, the

tighter your circle will be. While you're pushing the back wheel with your foot, try to keep them nice, smooth, and steady kicks."

"Lean back towards the handlebars to keep the front tire from skipping across the ground. Just push the bike in a circle for as long as you can. Remember that once you take your outside hand off, you never put it back on. Hold it out to the side for balance."

"To get out of it, grab the back brake with your inside hand, and you wanna fall out. Let the bike fall so the outside pedal hits the ground first. Step on your inside platform with your outside foot as the bike begins to fall. Keep ahold of the handlebars and as soon as the bike touches down, stand on the tire with your inside foot, the platform with your outside foot."

"Pivot around so you're facing the front of the bike again, pull the bike up into you and put your right foot on the right pedal, swing your left leg over the seat and back to its pedal, and cruise away."

"It took me about two months to learn, so don't get discouraged . . . this is a hard trick. If you take your time, you won't have any problems. Now go suit up and go for it."



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The T-stance. Ceppie invented it,
Ceppie polished it, Shing stole it.

official Scoot review 3

MONGOOSE, HARO, AND CW

WORDS BY L^eW
PICS BY WinDy

The following is a true story.
Mostly.

It all started with a bike ride to Venice Beach in hopes of participating in some flatland festivities. Shing and I were enroute when disaster struck. My shirt got wound up in my front wheel (Andy DIED laughing when he heard that part). I ended up on the ground, semi-tweaked and smoldering. Dandy . . . I had a nice gash on my right arm. Further inspection revealed a broken watch and a snapped pair of Oakley shades.

But worst of all, my most prized possession was wasted. Uh huh . . . bent forks, cracked rear dropouts, and a folded front rim. My bars weren't in too good of shape either. After a LONG walk home, we headed for the doctor's office. Three stitches and a tetanus shot later, I was outta there. The next stop was the bike shop.

I asked the guy at the shop for an estimate on how much it would be to replace the trashed stuff on my beloved mount. He took a look at it and began humming "Taps". Great. There's nothing I appreciate more than a funny guy.

I could buy a car with the money I would be spending repairing my bike. So I was faced with no other alternative than to lay my unit to rest. I sold the seat and the hubs to Shing, then trash-canned the remains.

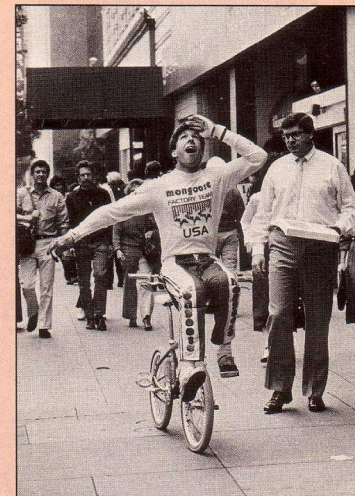
Next came the fun part . . . picking a replacement. No prob. I headed to the bank to see what I had for funds. According to the guy behind the counter, I had \$341.72 to my name. Time to improvise. I went home and pulled out my back issues of FREESTYLIN' to check out some prices. Hours later, I hadn't accomplished much except finding out just how tough it is to choose a good bike these days.

There are PLENTY of companies who are producing totally excellent scoots at ridiculously low prices. I can remember paying \$200 for a frame and fork a couple of years ago. Now you can get a complete bike for around that much. And the cool thing is, the more you pay, the more you get. Righteous.

I headed back to the local shop to check out what they had. I made sure to leave Shing home . . . at a time like this, I certainly didn't need him high-pressuring me into buying the wrong bike. When I got to the shop, the first thing I noticed was the same "funny guy" was there. He cracked a couple of funeral jokes about my ex-bike, then asked me if I was looking for anything.

I told him I was just browsing. I checked out what they had in the sticker showcase, then walked back to the bike showroom.

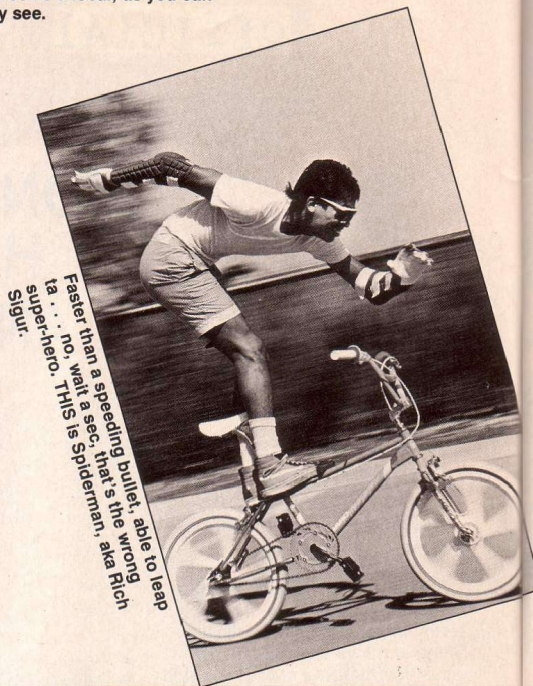
There weren't too many REAL scoots . . . could it be the shop owner was a dork and didn't care much about freestyle? Could be. By



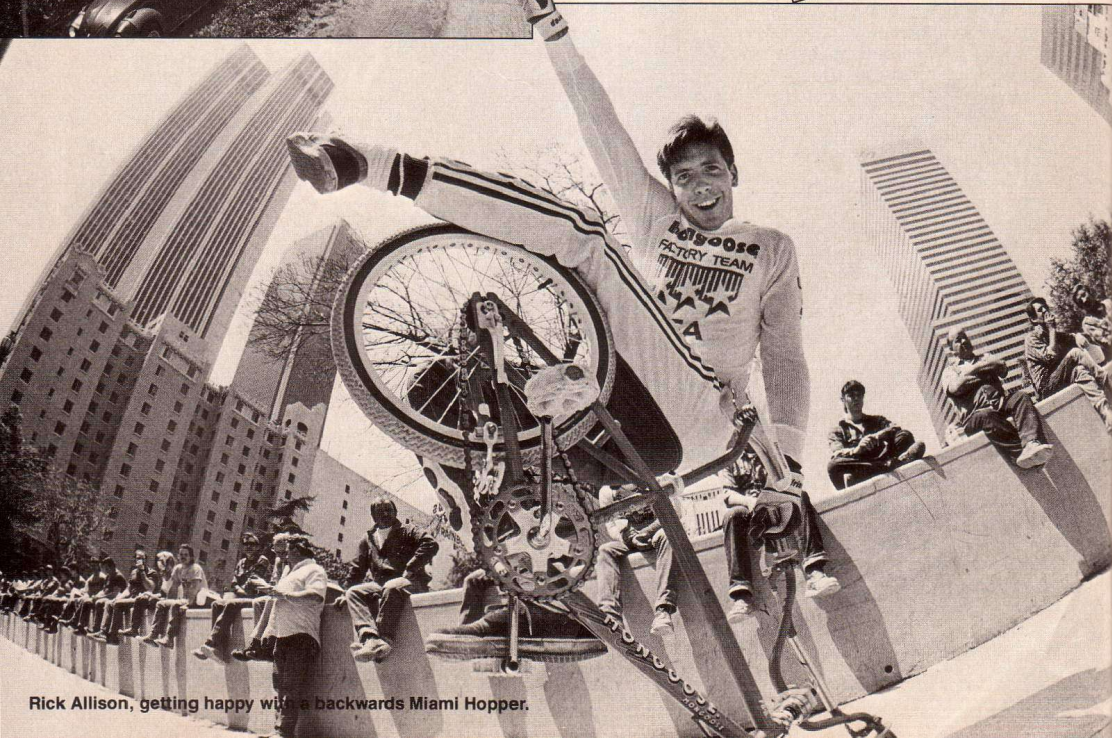
There's nothing like a cruise around the block to open one's eyes to the environment.



Air like this comes from only one place—Camarillo, California. Broderson's a local, as you can plainly see.



Faster than a speeding bullet, able to leap ta... no, wait a sec, that's the wrong super-hero. This is Spiderman, aka Rich Sigur.



Rick Allison, getting happy with a backwards Miami Hopper.

fate or fortune, all they had in the freestyle rack were three bikes. And all three price tags were less than \$350. Phew.

One of the bikes was a Mongoose FS-1... Momma 'Goose's new entry into the freestyle world. Not bad. It came stock with some good stuff, and it would cost me \$235.

At that price, it boasted stuff like Skyway six-spoke mags, an ACS Rotor, multi-position thread-in fork pegs, a chrome-moly frame and fork, rear cantilever brakes tucked neatly away behind the bottom bracket, Chen Shin Freestyle treads, the famed SR Cosmo-Lite cranks, a standing-loop thing on the rear triangle over the back wheel, a Dominator seat... need I go on?

Sure, I could nit-pick, but not much. I pulled it out from the rack and rode it around the showroom. The pedals were plastic and a little on the slippery side, but at least they didn't gouge holes in my shins. It also came with Lee Chi brakes. Hmm. Not the real McCoy's, but they worked pretty good. The bars resembled Haro or GT bars, and had knurling on the clamp area and the center of the crossbar. Cool idea. For a stem, they had a Forklifter-type. It'd do the job. I remembered from their ad that the 'Goose came in four colors—lime green, gray, blue, or lavender with white components. The shop had the green one, and it looked excellent.

Craftsmanship was good... no sloppy welds or thin paint. It even had brazed-on cable guides and a cool cable route through the fork leg. I was impressed. If the other bikes were this good, I was going to have trouble deciding which one to get.

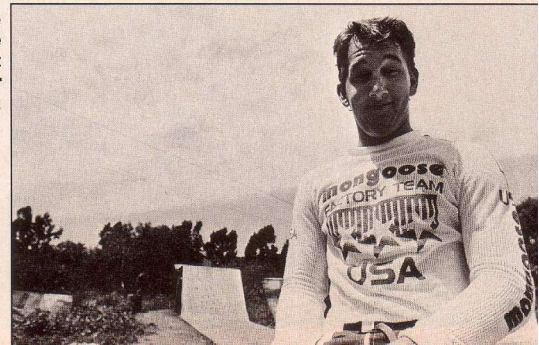
The next bike I checked out was a Haro Sport—cross-breed of a Master and an FST. It looked factory with gleaming chrome on the tail section and lower fork legs. Blue paint and white components gave it a flashy appearance. Plus it had choice componentry—Haro tires, Dia-Compe Nippon brakes with locking levers, Peregrine Master wheels, THE most killer sprocket set-up known to man... a Haro Uni-directional jobber, unique black-chromed Sugino cranks, a lay-back post, Dominator seat, a Haro stem and bars, and MKS-type pedals.

I was drooling over this bike. The



Dizzaster strikes the T.O.L.

Here he is, folks. The infamous Steve Broderson. Trust us... he's smarter than he looks.





graphics were too much. Details like cable guides, flip-up fork pegs, and built-in standing platforms on the chainstays made me want to ride it. The \$339 price tag made me want to buy it. It definitely looked ready for anything I could do to it on the ground. And half the Haro team uses the Sport for airs. That was good enough for me. The only thing that bugged me about the Sport was that it didn't have a Rotor.

I've got to hand it to Haro . . . he pumps out some hot products. The details are what counts when he designs something. You can tell. I asked "funny guy" what colors the Sport was available in. He told me blue, green, chrome, or white.

Way down at the end of the rack sat the only other freestyle bike in the shop—a CW California Freestyler. It was \$325. It looked cool. REAL cool.

Right off the bat I noted the Odyssey brakes. These things are turning up on A LOT of bikes these days. The stopping power was good on the front brakes, but the ACS Rotor was in need of severe fine-tuning. It figured there'd be trouble with the good humor man (aka "funny guy") up front repairing and assembling all the bikes. Flatland freestyle just isn't the same without a good rotor device. Other ACS componentry included Z-Mags and a Rotor 45 stem. The mags aren't too bad . . . they flex a lot, but they also take a lot of abuse.

The overall look of the CW reminded me of a bulldog. Burly. Rugged. But clean looking. Somebody did a good job on the graphics. Innovations abound . . . the twin-crossbar handlebars make moves like barhops and surfers no problem. And the thread-in fork pegs . . . CW was one of the first companies to put that idea to use. They work. The pegs in the back are a little long, but all my friends who have CWs say they're prime if you saw about a half-inch off the ends.

The seat caught my eye. It's one of those new Velo Grippers. A flat surface on the top and a HOT built-in finger groove in the front make it both comfortable to sit on and easy to hold for side glides and switch stances.

I heard shuffling behind me. Shing ambled up.

"So what's the deal? Have you decided which one to buy?"

"Nope. All three are totally smokin' machines. I'm still thinking. Besides, I didn't bring my wallet with me."

"Aww, dude. I wanna ride. Hurry up and pick out a bike so we can hit the beach before all the Betties leave."

The last thing I needed in this critical situation was Shinglehead hovering over me. I had to get rid of him.

"Okay Shing, listen up. You go get my wallet off my dresser at home, and by the time you get back, I'll have one picked out."

Seconds later there was no trace of him left in the bike shop except for a slight, lingering odor. I got back to business and started to scope out the California Freestyler again. The cranks/sprocket/pedals combo was pretty deadly. Sugino chrome-moly cranks, a quick-change sprocket (generic, but quick-change none the less), and Victor bearclaw pedals. All were color-coordinated, thank you very much.

According to the CW catalog I found tied to the bars, lavender, gray, black, blue, and green were what I was lookin' at in the color selection. This one was lavender. Not too shabby.

I stood back away from the racks to take a good, long look at the bikes. Hmmm. Deciding on which one to get would be a toughy. I heard the screech of brake shoes out front. Great . . . Shing was back and I still hadn't decided on a new bike. He strutted in and started reaching for his back pocket. Suddenly he stopped dead in his tracks and reeled back in terror.

"What's wrong? Did you bring my money?"

" . . . Uh oh. Guess what I lost on the way over here?"

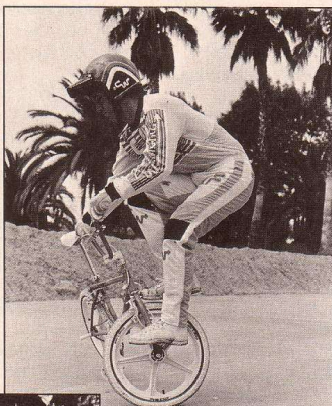
"No way! If you lost my wallet . . ."

Three weeks have gone by since then, and everything is pretty much back to normal. My arm is healing nicely, I've saved up about half of the money I'll need, and Shing's black eye is going away. The only problem is, the dude at the shop went and SOLD all three bikes . . . meaning I now have to wait SIX WEEKS before the new ones come in. I'm never gonna make it. Never.



And you thought he was only good on a vertical surface. Think again. Brian Blyther pulling off "the draino."

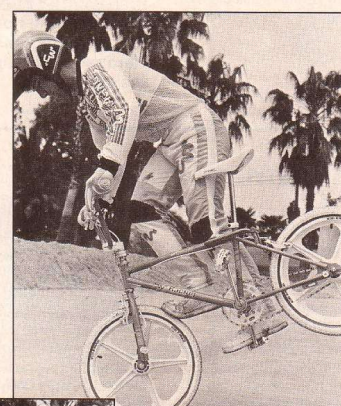
Greg Kove demonstrates his own move, the Kove. A combination tailspin and a Switzerland squeaker. Practicing with Woody and Martin does wonders to your freestyle capabilities.



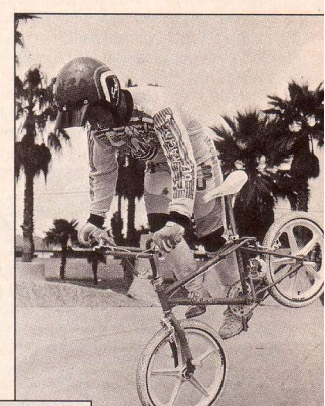
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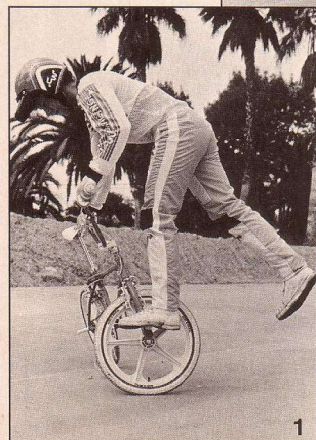
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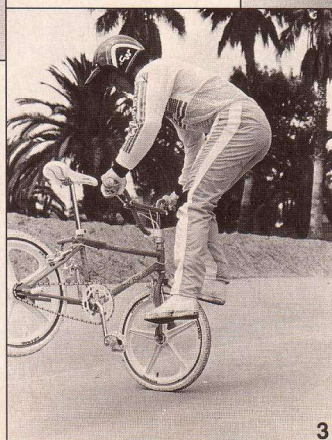
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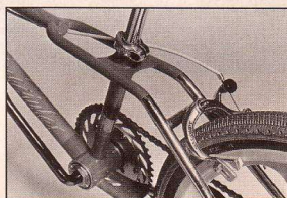
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HARO SPORT

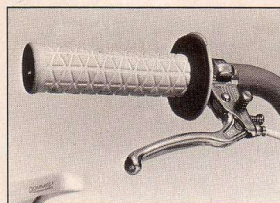
"Haro always comes up with killer stuff. The Sport is no exception." . . . "It's getting up there in price. I can remember when they cost like \$275 or something." . . . "Pretty heavy. 30 POUNDS!" . . . "It's too dialed for words. Those Dia-Compes work PRIMO." . . . "The 20 x 2.00 Haro tires seem to last forever and ever." . . . "The seat post needed to be trimmed down a tad, but once we did it, it felt sooo much better." . . . "A 36 to 38 1/2 inch wheelbase makes this a long bike. The 11 1/2 inch bottom bracket height gives it a low profile. Long and low." . . . "Those fake Ames feel as good as the real McCoy's." . . . "I must admit, it rides mighty good." . . . "Locking levers are fully cool. They're also stock on the Sport. Yeah." . . . "The fold-up pegs are hot. Haro certainly isn't getting left behind in the technology dept." . . . "The power disc/sprocket is THE set-up. If you haven't gotten one by now, go do it immediately." . . . "The graphics are deadly, the chrome/paint finish is intense, and the componentry choice is excellent. How could you not like one of these bikes?" . . . "71 degree head angle is pretty mellow, but it doesn't do anything funny or unpredictable. It's really easy to adapt to."



These fold-up beauties are a freestyler's dream. The teeth on 'em are a kneecap's nightmare, though.



Check out the hot chrome/paint finish. The Haro rates WAY up there on the looks scale.

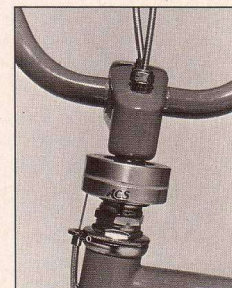


There are hundreds of different moves that are made possible with this innovation . . . the locking lever. Thanks, Dia-Compe.



MONGOOSE FS-1

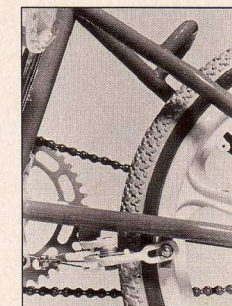
"The FS-1 is a SMOLDERING deal for \$235." . . . "At 27 pounds, 8 ounces, this puppy hangs in there." . . . "I like the colors—they're nothing really new, but they still look good." . . . "The 20 x 1.75 tires don't slip at all on the cement unless you need them to for a slider or something." . . . "Those new Mongoose grips might look a little better than the old ones, but they still feel the same." . . . "Good componentry. How many other bikes on the market come with a Rotor at a price like this?" . . . "The stem isn't all that red hot for a seasoned 'styler, but for a beginner, it'll do just fine." . . . "The levers are TOTALLY comfortable." . . . "With an 11 inch bottom bracket height and a 33 3/4 to 35 3/4 inch wheelbase, the 'Goose makes for a fairly short bike." . . . "The pedals look AND feel slick—meaning slippery." . . . "Not too shabby for their first freestyle bike. Not bad at all." . . . "I like the placement of the back brakes. It lets you put that standing loop-thing to good use." . . . "The seat and bars are WAY out of alignment until you dial the bike in. Shorter guys might not like it 'cause you have to move the seat up pretty far." . . . "The 74 degree head angle gives it pretty neutral steering."



Ahhh, yes. There's nothing quite like a stock bike with a Rotor.



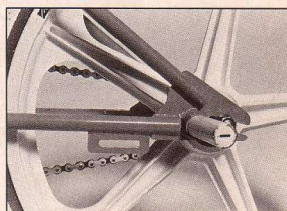
Fresh new graphics and some cool features like the bolt-in peg positions and brazed-on cable guides make the FS-1 a decent freestyle bike.



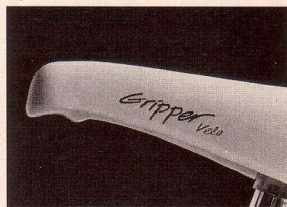
Your not-so-basic drivetrain/rear triangle set-up. Note the standing loop-thing and tucked away cantilever brakes.

CW CALIFORNIA FREESTYLER

"It comes in enough colors to satisfy the whole crew." . . . "It has a machine-like look to it with all the cables and pegs and tubes and stuff." . . . "The Rotor is a great touch for those who prefer flatland." . . . "Whatever you do, DON'T put a lay-back seat post on the CW. It just doesn't work." . . . "31 pounds, 4 ounces isn't any problem as long as you don't try to race it." . . . "The pegs on the back need a half-inch trimmed off each one. Then they work bitchen." . . . "The standing platform is cool looking. WAY better than their old one." . . . "Brazed-on cable routes are showing up on more and more freestyle bikes. Naturally, they're on this one." . . . "I really like the Odyssey brakes. The drilling makes 'em look so sano." . . . "A 77 degree head angle gives you super-quick steering, so be prepared for some fun." . . . "\$325 for a freestyle vessel is a good deal. Especially if you're talking about THIS particular freestyle vessel." . . . "This sucker is TALL. The bottom bracket sits 12 inches off the ground." . . . "33 1/2 to 35 1/2 wheelbase is pretty average, but the way the bike is set up, you have MORE than enough room." . . . "I think the CW tires are pretty cool. The size is 20 x 2.10, but they don't look bulky."



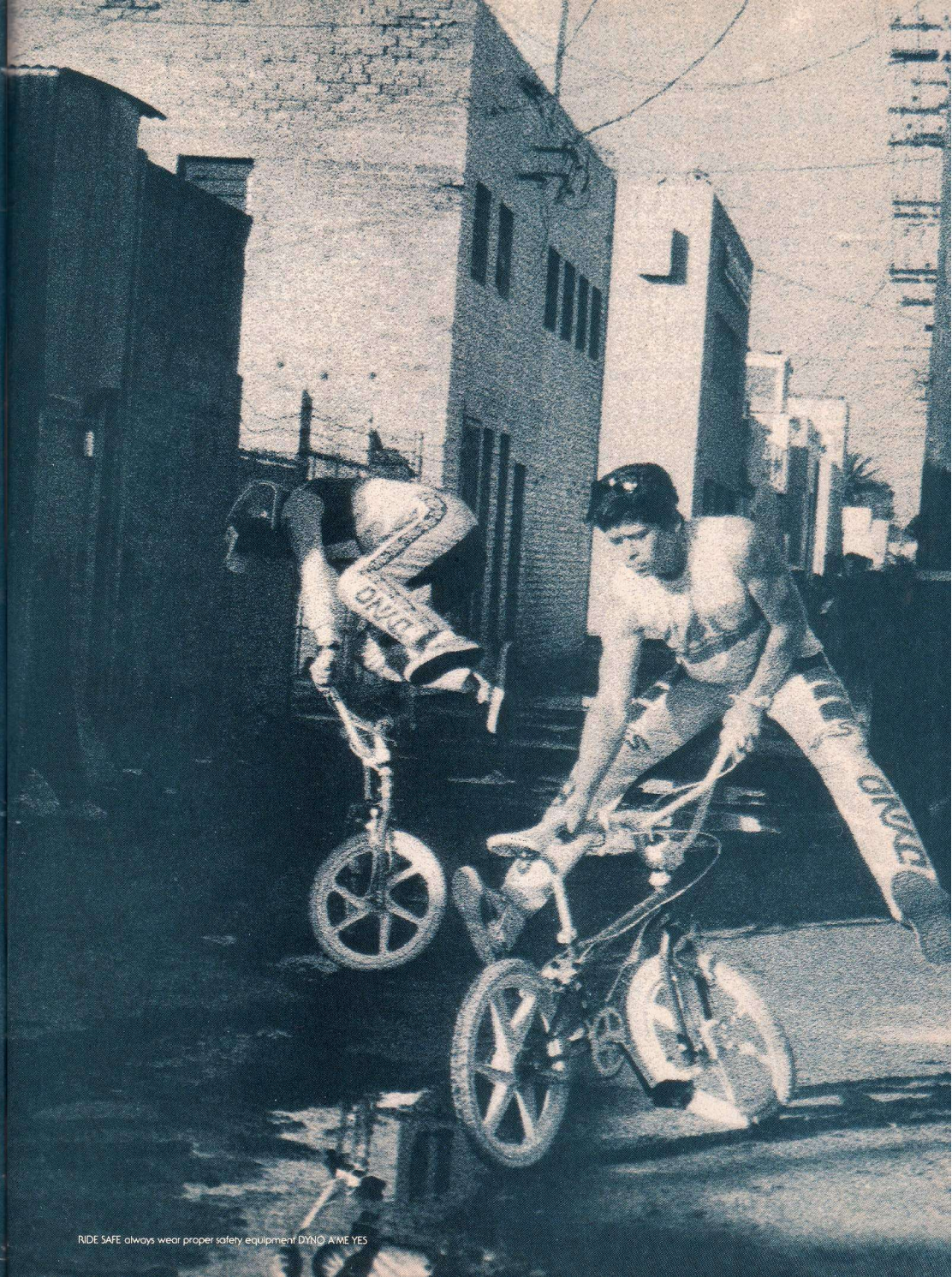
Even though they come with a freewheel, you coaster brake fans can rejoice. A built-in bracket on the CW makes life easier on you.



Probably the hottest seat out right now for flatland freestyle . . . the Gripper by Velo. You'll find one on the California Freestyler.



A couple of cool things going on here are the Odyssey brakes, the CW 20 x 2.10 Freestyle tires, and the rad standing platform. Pretty beefy looking, huh?



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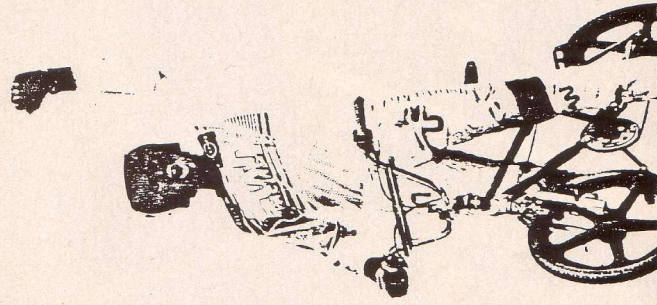
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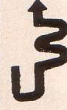
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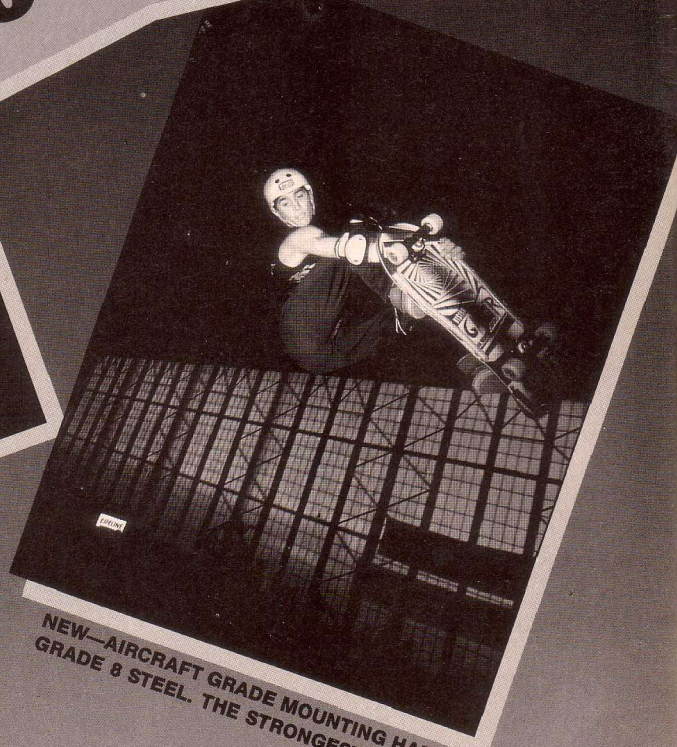
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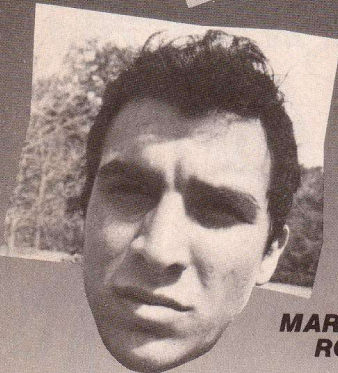
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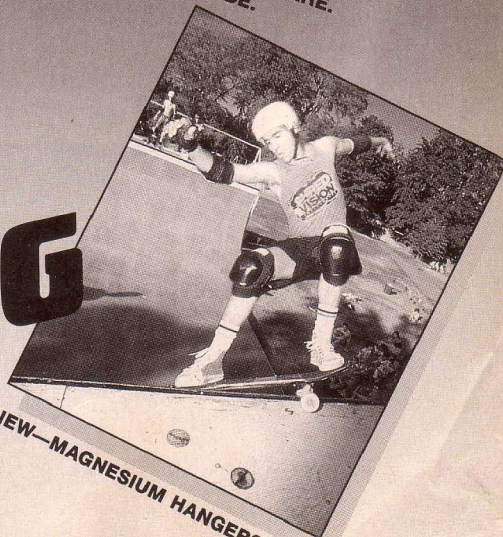


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