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M A G A Z I N E

OCTOBER 1987 U.S. \$2.50 CAN \$3.00 08325 I.C.D.



1988 NORA CUP

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SCHWINN

A large graphic featuring a yellow triangle on the left side, which contains the text "IBM Flatland World Champion" in bold, black, sans-serif font. The text is arranged in four lines: "IBM Flatland" on the first line, "World" on the second line, "Champion" on the third line, and "IBM Flatland" on the fourth line. The background of the entire graphic is a blue and white pixelated pattern, resembling a digital or data theme.

IBM Flatland
World
Champion
IBM Flatland

YO!

STUFF!

ROBERT PETERSON

YO! T.M.
STUFF!

YO! STEM

YO! STOO!

YO! DISC

YO! GRIPS

YO! DELUXE

Y0! 48 HUB

YO! TIRE

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Seat Post Clamp
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Color Finish
Wild Cherry w/White Fork,
Black w/Bald Yellow Fork,
Lime Green w/White Fork

PFT

free stylin' MAGAZINE

OCTOBER 1987 VOL. 4 NO. 10 ISSUE 29

FRONT

- 14 **STREET TALK**
Bags of mail.
- 18 **GRAFFITI**
Vicious rumors.
- 30 **FRIENDS**
Denny and Kenny.
- 42 **THE 1988 NORA CUP**
Yes, once again you guys pick the top dog.

MIDDLE

- 50 **STOKE . . .**
Coping with lameness.
- 58 **SPAM*FILE: CRAIG GRASSO**
Grassroots views.
- 64 **OFF THE DEEP END**
Street abstraction.
- 74 **THE PLYWOOD HOODS**
PA's finest stunt riders.
- 86 **PICTURE THIS . . .**
The new Visage member.
- 90 **TRICK PAGE(S)**
Brian Blyther and Chris Potts on air.

END

- 102 **2-HIP KING OF VERT**
Lew goes home.
- 122 **LAST BITE**
Another new "variation."

COVER: Aaah, something new for you thrill seekers out there. Lungmustard enthralled in a joy twist. York, PA. Photo clicked by Spike Jonze with Bob Stuke's Nikon. **THIS PAGE:** Shadowplay tuck-knee over channel. Lawrence McDonald at Cedar Crest. Photo Stuke.

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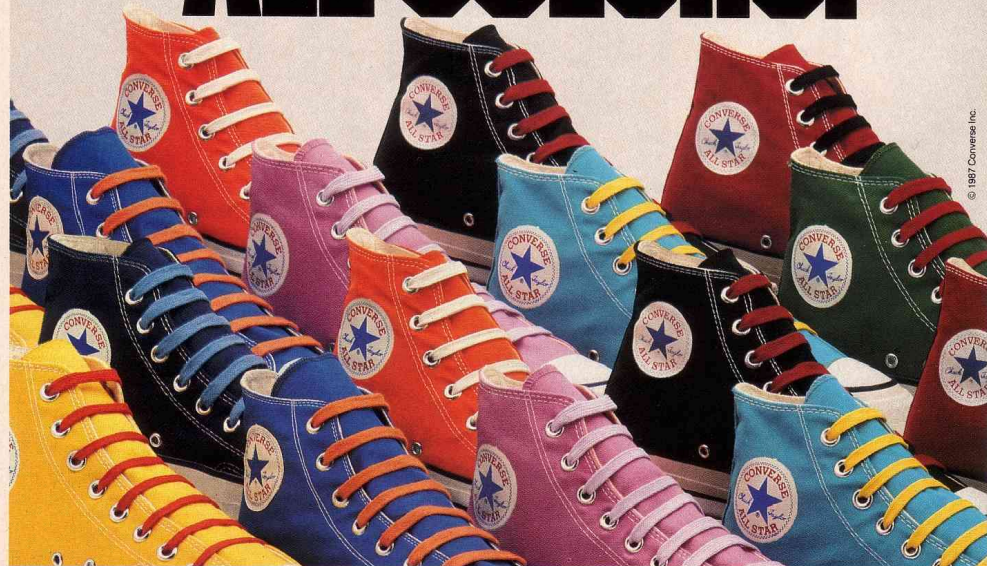
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front brakeset is secured at the back by a Flush Mounting Bolt. Instead of sharp killer-type nuts you get clean, smooth surfaces. The top of the 860 forms a convenient standing surface that'll come in mighty handy for those more elaborate tricks. Like we said at the start, INTENSE!

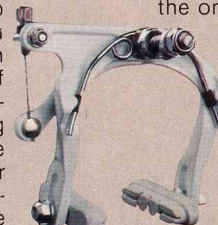


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FREESTYLE

MARTIN "THE CHAIRMAN" APARUO



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STREET TALK

Hey. Write a letter to us and I'll read it. Lew might read it too. Maybe even Spike. There's even a small chance it may get read out loud. Or that it'll get laughed at. If so, there's a good possibility it's below this paragraph . . . Write. FREESTYLIN', c/o Street Talk, 3162 Kashiwa, Torrance, CA 90505.

—Andy

NON CONFORMIST

Dear FREESTYLIN',

I am from Virginia, a state in America. I recently attended a skateboard street contest, in which I entered the highest class. I pulled off some good tricks in the first heat (ho-ho plant, method airs). When the second heat came around, I don't know what happened, I lost my head and rode my Dyno through the crowd, blazing towards the launch ramp. I easily sailed off contorting an X-up until the tire buzzed my foot. I then linked several ground tricks together, causing many eyes to open. When I was done I envisioned several hundred skaters collapsing my body and bike like Reynolds Wrap. But to my surprise they were way cool and asked to ride my scooter. Moral? Dual is cool.

A factual letter from
Otis in Virginia

HARVARD

Dear Sirs,

I have prepared a comprehensive series of experimentations, tabulations, and indepth studies in the area of stop-page device residual build-up. The results concluded from this study were obtained through personal observation and trial. I have compiled my resulting conclusions into a form that is easily understandable to Homosapien freestylus (a primitive humanoid life form which freestyles uncontrollable). The result you say? Well, it be rather blunt and perhaps a bit rude, it sucks.

Sincerely yours,
Brad Baldwin

P.S. Transcripts of the hypothesis are not available and never will be.

Brad, fear not, for our own research on the subject has been an exhaustless effort to combat the evils of rim and caliper shoe grime. A possible solution includes the application of one or more of the following fluids and scrubbing the

surfaces of the rim down with a rag; Windex, Pine-Sol, Simple green, Bel Ray Contact Cleaner, Skippy Super Chunk . . . then sanding off your shoes on a portion of left over grip tape, reapplying to calipers, and attempting maneuvers once again. If this solution leaves you trickless, we suggest switching to brakeless tricks . . . or golf.—A.J.

BLATANT CONFUSION

Dear Surveyer,

Please send me more information on your survey. Thank you.

Your fellow freestyler,
Jamie Spikes
St. Marys, Georgia

LEW PARTS

Dear FREESTYLIN',

Please send me a part of Lew. A finger-nail, hair, callouses, an eye lash . . . anything.

J. Marsh
Seattle, Washington

P.S. No kidding. I need genetic material to create the ultimate freestyler.

Oh Jeeeee. —A.J.

SUGGESTIONS

Dear FREESTYLIN',

I just read your article on how to build a street ramp in the June '87 issue. In it you said not to rip off wood for your ramp. I agree, I know three people that got busted doing that. If you don't have cash flow there are other ways to obtain wood:

1. If you are one of the lucky ones to live near a construction site (who doesn't?), look for scraps there. A lot of times great pieces of wood are thrown out because a nail went into it bent or something. Construction workers are lazy.

2. Ask the construction workers—that sometimes works. If it doesn't, resort to plan three . . .

3. Wait for a nice, hot, sunny day—a real scorcher. Take some of dad's ice cold beer over to the site and see if they will swap. It works—my friend did it.

Roger Beck
West Bloomfield, Michigan

You've got the problem of lifting the wood beat, just don't get caught by your dad . . . —A.J.

373 LICKS

Dear A.J.

I'm writing this in response to your Tootsie Pop thing in Lew Fact . . . It took me 373 licks to get to the chocolate, not 312. Don't print anymore lies. Ha, ha.

Rob Bright
West Columbia, West Virginia

A lot of people have been questioning Lew's facts lately—but Lew always seems to have a good defense. Lew? "Keep in mind that YOU, Rob, are NOT Gary "Sandpaper Tongue" Pollak. HA." There you have it.—A.J.



Chris Althans, anarchy plant in Cologne, West Germany.

SKATING MAYOR?

Dear FREESTYLIN',

I'm writing to announce a step forward for skating. Last month the city council here in St. John's, Nfld., Canada threatened to ban skating from streets, sidewalks, and public parking lots. When the council went to vote for the law, our beloved mayor used his vote to veto it saying the law was a dumb law which he didn't think they could enforce. Word has it now that a public pool which is closing down will be open to skaters. Amazing. Skate long and be prosperous.

Geoff "Hubb" Younghusband
St. John's, Nfld., Canada
P.S. Are donations to the Shingle fund tax deductible?

Very cool—a judge with sense. As far as tax deductible goes—who knows? But check this out, we recently got 200 signatures from the Second Society Citizens in Staten Island, New York—the president being a guy named Stature Catalyst. "The signing of 200 names raises \$20 for the aforementioned charity. Please sign, Shinglehead needs you . . ." —A.J.

EMBEZZLEMENT?

Dear FREESTYLIN',

I am writing to ask you one thing; if Bones gave five bucks to the Shing Fund and Alan Alcaide deposited 25 cents, not to mention all the others that have given a few cents or dollars, why does the fund only have a total of \$1.22? Have you guys been dipping into the fund to pay for lunch, or did a thief rip most of it off? A different reason? Speak up . . . I can't hear you . . .

Charlie Squeen
Somewhere in the land of ruins
P.S. I really like the stories and articles of just riding (like To Grind, or Stop Making Sense, or Meet The Street), but lately

continued on page 99

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GRAFFITI

I N F O.

OCTOBER INFO FRONT

Hey, the other day we got some secret spy photos from a guy in Hawaii of a guy wearing and riding **Diamond Back** stuff. Check the photo—interesting... The other half of the Rothe brothers team that you don't hear about much is **Chris Rothe**. It seems someone is paying attention to his ripping style because he just got picked up by **Schwinn**. Cool deal... Speaking of Schwinn, we hear **Life's A Beach** is working on a uniform for them. We heard the word jumpsuit used to describe it... Friend **Denny Howell** has picked up a full fledged ride from the Tuff Wheel people, **Skyway**... **Homeboy Mitch Collins** has quit **Hutch** and I'm sure is looking for a ride... There's this young kid, we think he's 14 or 15, who RIPS on ramps. You see, he's being trained by old-time vert man **Ted Emmer**. Anyway, his name is **Robbie Van Patton** and he may just be on **Mongoose** by the time you read this... Long time **Haro** guy **Don Cook**, originally from Florida but now a San Diego resident and regular performer at **Sea World**, is riding for **Dyno**... **Jim "The Saint" Johnson** has uplifted his roots and moved from NYC to the former land of Don Cook—Florida. He's still on Schwinn... **Vic DiCara's Shred 'Zine** has died an untimely death due to lack of sufficient funds and support. So much for well printed 'zines... I'm not supposed to say, but **Diamond Back** and **Haro** are each working on some secret bike that's supposed to revolutionize the bike industry. Hmmm, you didn't hear that in Graffiti, okay?... Is it true **Cepie Maes** is being paid an undisclosed amount of dough to wear **Vision Street** clothes while on tour with the **General** freestyle tour? Yes...

And what about the **ABA**, famed BMX sanction, getting into freestyle sanctioning? Could very well be. To finish out the remainder of '87, the ABA will hold just three contests, all in conjunction with major nationals like the grands. What's this we here about the biggest pro pursues ever?... More sanctioning news; **Wilkinson** has found a venue for the **2-Hip** contest in Rockville. The Washington D.C. Convention Center is it. The contest will be held along side the first annual bike

Compiled by
A.J. and Lew



A Diamond Back rider in Hawaii that's not Mike D. or Woody (despite the jersey)? Yes. Recall that style? Yes. Tony Murray. Photo by Scott Hartvigsen.

trade show to be held in the convention center. If you've got a show pass you're in there, if not, you've gotta pay the entry fee which is about four bucks. The dates (yes dates—it's a two day thing) are October 23 and 24. For more info call this guy, Jerry Holland at (301) 793-0343, or call Hadji at Rockville BMX... Speaking of contests, **A Skater's Paradise** has the hot idea as an alternative—just check out the copy in their recent ads. Twice a month they have a HUSH jam (Happening Underground Skate Happening) at a skateable spot and they give out stuff to the hottest skater as picked by all the other skaters. It's free and the key word is fun. Cool...

If you read last month's SCAN you might have noticed a certain few words that hinted at this guy working at **Wizard**. **Spike Jonze**, that is. Well it's true, he's now wielding a word processor and phone. Be wary... **FREESTYLIN'** cost update... In Tauranga, New Zealand a recent copy of **FREESTYLIN'** was heard to go for \$8.53. Holy mama... Speaking of mamas, **Pete Augustin** and his squeeze **Kelley** are now the proud parents of a small bundle of joy. Yes, a baby girl. Congratulations Pete and Kelley... See youz next month.

MUMBLINGS

"Man, over the past five issues I've seen every angle of Matt Hoffman's butt."—Pete Kearney.

CONTEST DATES

Hey all you contest organizers, send us your dates and we'll put them here if we have room—and if we get them in time to print. LEGITIMATE contests. Okay? Okay.

AFA NORTHWESTERN CHAMPIONSHIP SERIES (remaining events):
September 13, Kelso, Washington
December 27, Tigard, Oregon (finals)
Call (503) 639-1502 and ask for Dave if you need more info.

STREET JUICE

All right, I'm no freestyle skater. I admit it. But I street skate WAY lots and must declare that these new OJII 57mm freestyle wheels are THE thing. Light, hard, and fun. But let me give you a tip before you do what I did... if you run wide trucks like Gullwing nine inchers (mine), don't run these wheels—they are narrow. I lapped up into a 50/50 curb grind and in-

continued on page 25

FREESTYLIN'

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Inspired and tested to its perfection by R.L. Osborn, The R.L. Edge is a completely new rear wheel with some very real and exclusive freestyle advantages. The unique R.L. Hub by ACS has a Newly Designed Anti-Backpedal Freewheel built right into it. So your pedals stay set, right where you left them, no matter how awesome your fakie or long your infinity roll. Plus the R.L. Hub uses Standard Sountour or Bendix Clip-On Sprockets that weigh less and come in more sizes than do regular freewheels. 48 Stainless Steel Spokes pair the hub to a very new and impressive R.L. Alloy Rim. Designed Concave not to be different but to be Stronger than the rest. The R.L. Rim also features Special Spoke Nipple Seats to keep the spokes running tighter and lasting longer.

You can buy the R.L. Hub or Rim separately but together they are THE R.L. EDGE, Freestyle Innovation that'll keep you ahead of the competition.

ACS designed the freewheel mechanism right into the hub where it's protected from dirt and grime. Smart!



Bottom line: The New R.L. Alloy Rim is better than the rest. If it weren't, I wouldn't use it!



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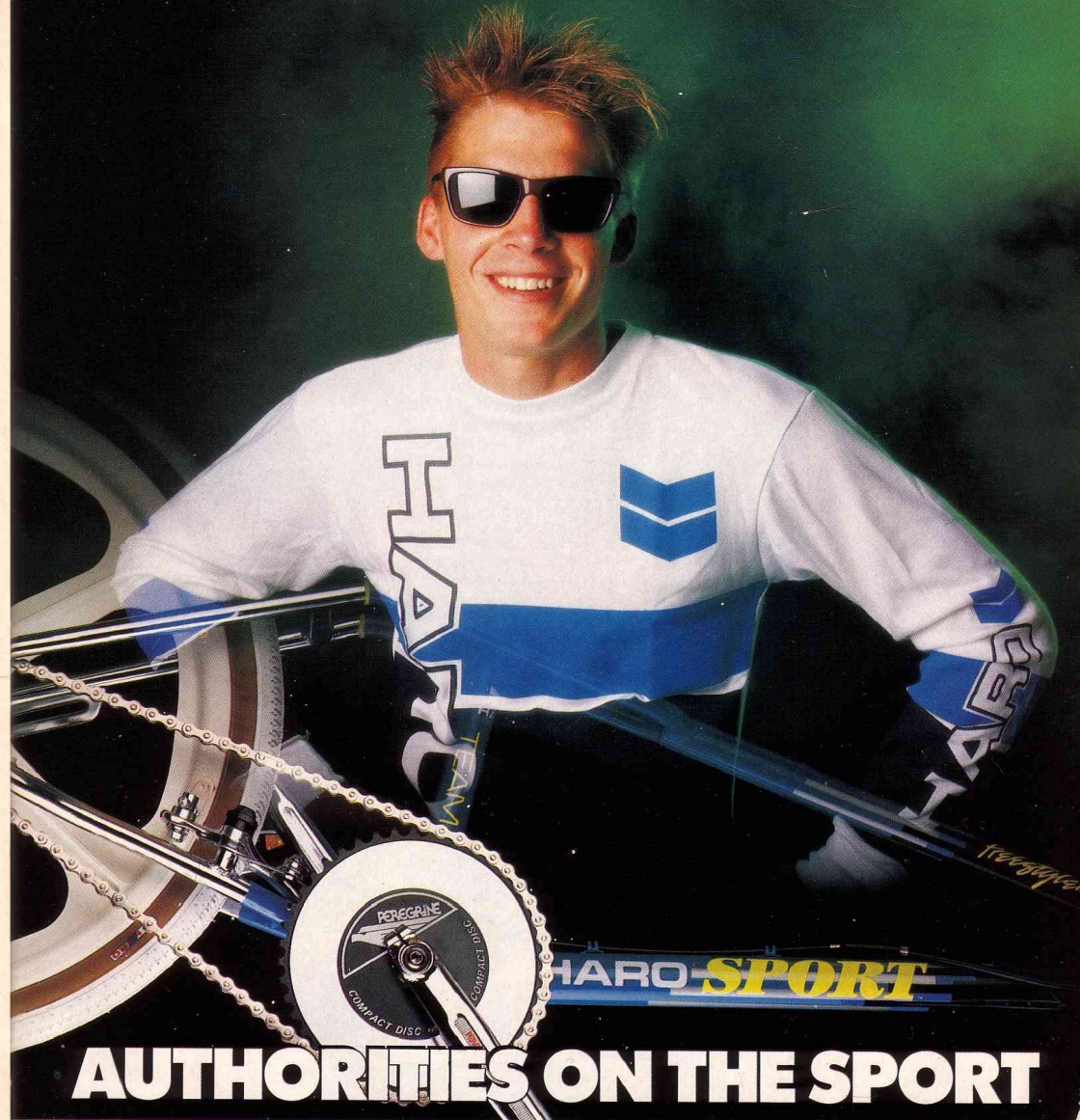
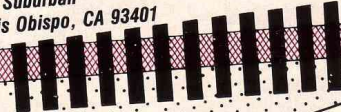
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When it comes to the sport of freestyle, Haro is the leading authority. After all, we invented it. And then we designed the Haro Sport. The bike Ron Wilkerson rode to the 1985 AFA Masters Series Championship in Flatland, Ramps and Overall. This year Ron's on a new Sport, and halfway through the season he's leading the AFA

Masters Series in Ramps and is second overall. Ron believes competition is good for the Sport. Both of them. And it's obvious he practices what he preaches. See the results at your local authorities. Authorized Haro dealers everywhere.

first in freestyle



We wouldn't have signed'em unless we designed'em.

There's a lot riding on a name. Especially when it's R.L. Osborn or Fred Blood. They've put their names on some great bikes they've designed for General. As they say "we wouldn't put our good names on anything less."

Here's R.L. doing the "rubber ride". He makes it look easy on his Osborn Pro from General - nobody does it any better. R.L. designed the bike for General, to his specifications; chromoly frame, fork and bars, Peregrine 48s, tubular 3-piece cranks, Dia-Compe 990 brake system - and priced around \$550. The Osborn Pro is also available in frame and fork separately for under \$200.

R.L. hasn't forgotten you guys on tighter budgets, either. He and General

built the R.L. Signature Hustler Pro, with you in mind. It's got chromoly main tubes and crank, ACS rotor and Dia-Compe alloy brakes. You know R.L. believes in it - he's put his signature on it. Retail for around \$265.

Here's Fred Blood gettin' rad! He has his own ideas when it comes to designing a bike with his name on it! He calls his bike the Blood Pro. It's got a chromoly fork, frame and crank and Dia-Compe 990 brake system and priced around \$375.

Check out your General dealer's lineup of Blood and Osborn signature bikes.

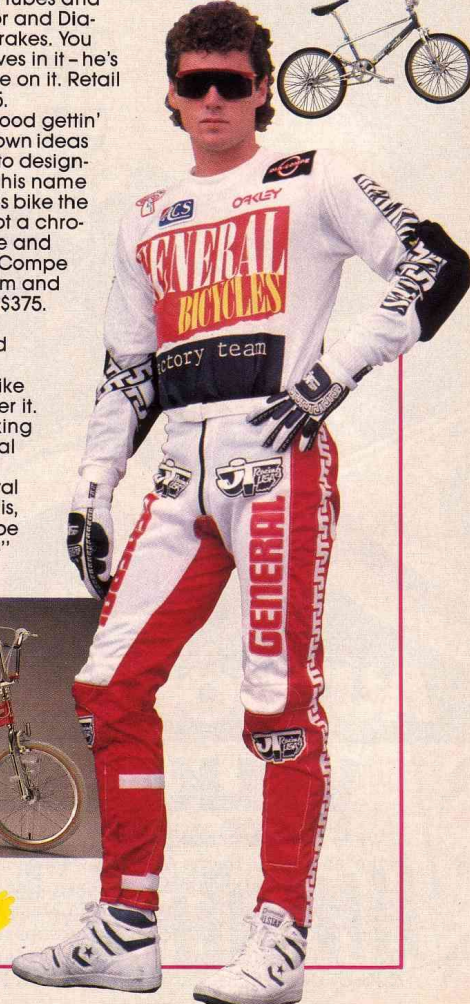
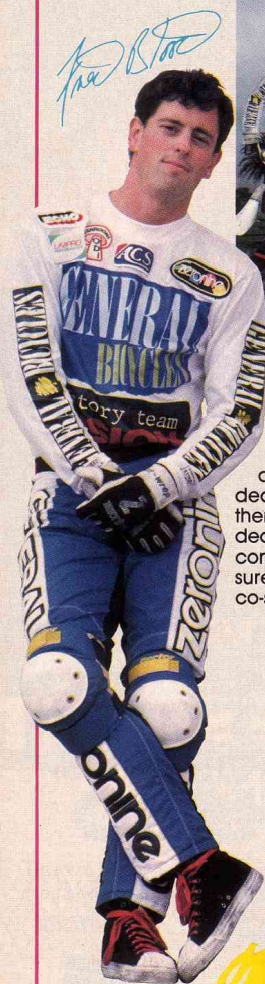
Chances are you'll find a bike there with your name all over it. Do you want Fred and R.L. looking aggro in your room? Your General dealer has a free 18" x 24" poster of them, for you. See your nearest General dealer - if you don't know where he is, contact us and we'll tell you - and, be sure to ask him about our "free style" co-sponsorship program.



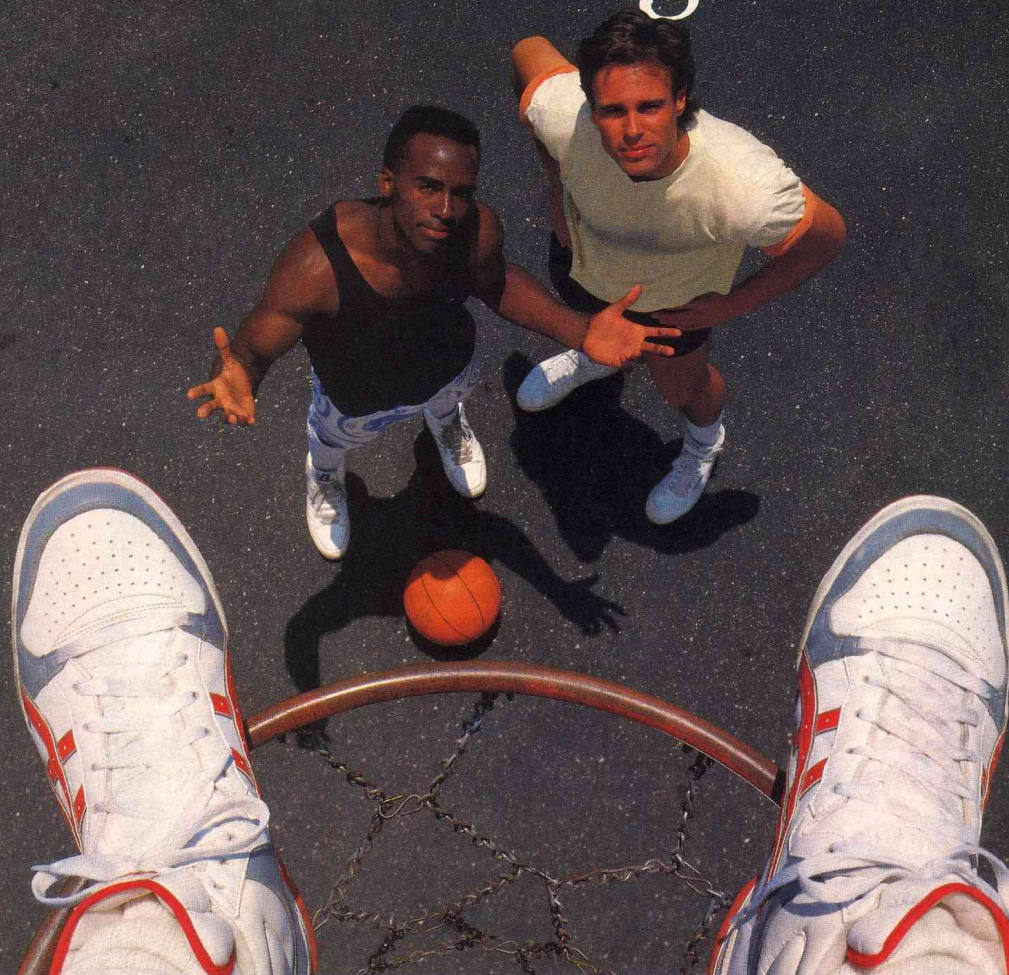
R.L. Signature Hustler Pro

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spring loaded locking device you can lock and release your brake with just the touch of a finger tip. All System 2000 components feature the distinctive dazzling style of Odyssey Tunnels so they look as good as they perform!

Both System 2000 and 2000 FS brake sets come complete with a standard RX-2 lever, Teflon lined Slick-Kable and an extra front/rear conversion center bolt. As a final touch of style to match your System 2000 brake set, what else is better than an Odyssey RX-2 seat post clamp?

* At 440 lb. pressure



Send \$3.00 for sticker and catalog

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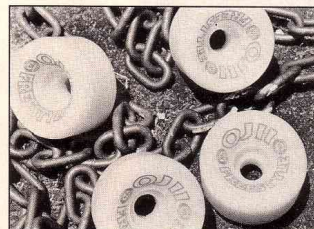
GRAFFITI

I N F O.

continued from page 18

stantly locked onto the curb. Lip slide. You see, these wheels are way skinny and combined with my trucks they fit perfectly onto the top of any standard curb. So I switched to narrower trucks. Ahhh. Thanks OJ.

—mEL

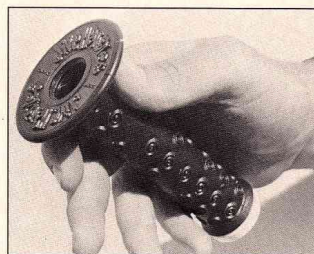


OJ freestyle wheels fit street riders' needs to a "T."

HAND JIVE

In the constant flow of new products in this industry it's easy to let decent stuff pass by without notice. Then again, the REAL cool stuff usually grabs you by the shorts and you can't help but notice because they start to show up everywhere. Well we expect these things to be everywhere soon. New grips from Neal Enterprises, the makers of the infamous Trick Tip—JIVE HANDLES. Yes indeed, this is a real freestyle grip—soft rubber compound covered with swirls, and capped off with a hard plastic, replaceable Trick Tip. Not to mention that it's longer for more hand positioning, and it comes in the hep cat colors of black, white, grey, and light blue. Yeah, just check out Todd Anderson's or Lew's bikes at the next contest and talk a little Jive with them. Scream for them at your shop.

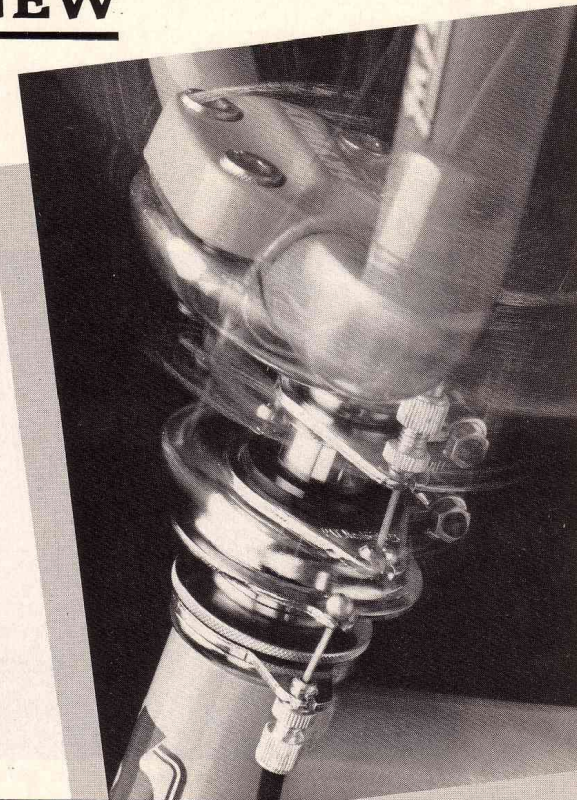
—mEL



An authentic Jive Handle for all you "lofters of" out there.

continued on page 68

NEW



SPINMASTER II

FROM SKYWAY!

The second generation Spinmaster with II cables for better "even" braking power. Also with precision ball bearings for years of smooth, tangle-free action.

Look for the patented **Spinmaster II** at your local bike shop.

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COVER MORE GROUND



Woody Itson piloting his Diamond Back Strike Zone.

GET MORE AIR



Mike Dominguez aboard his signature model DB.

These stunts were performed by professionals under controlled circumstances. Do not try them yourself. Always ride safely and wear proper safety gear.



DIAMOND BACK
RATTLE THE COMPETITION

FRIENDS

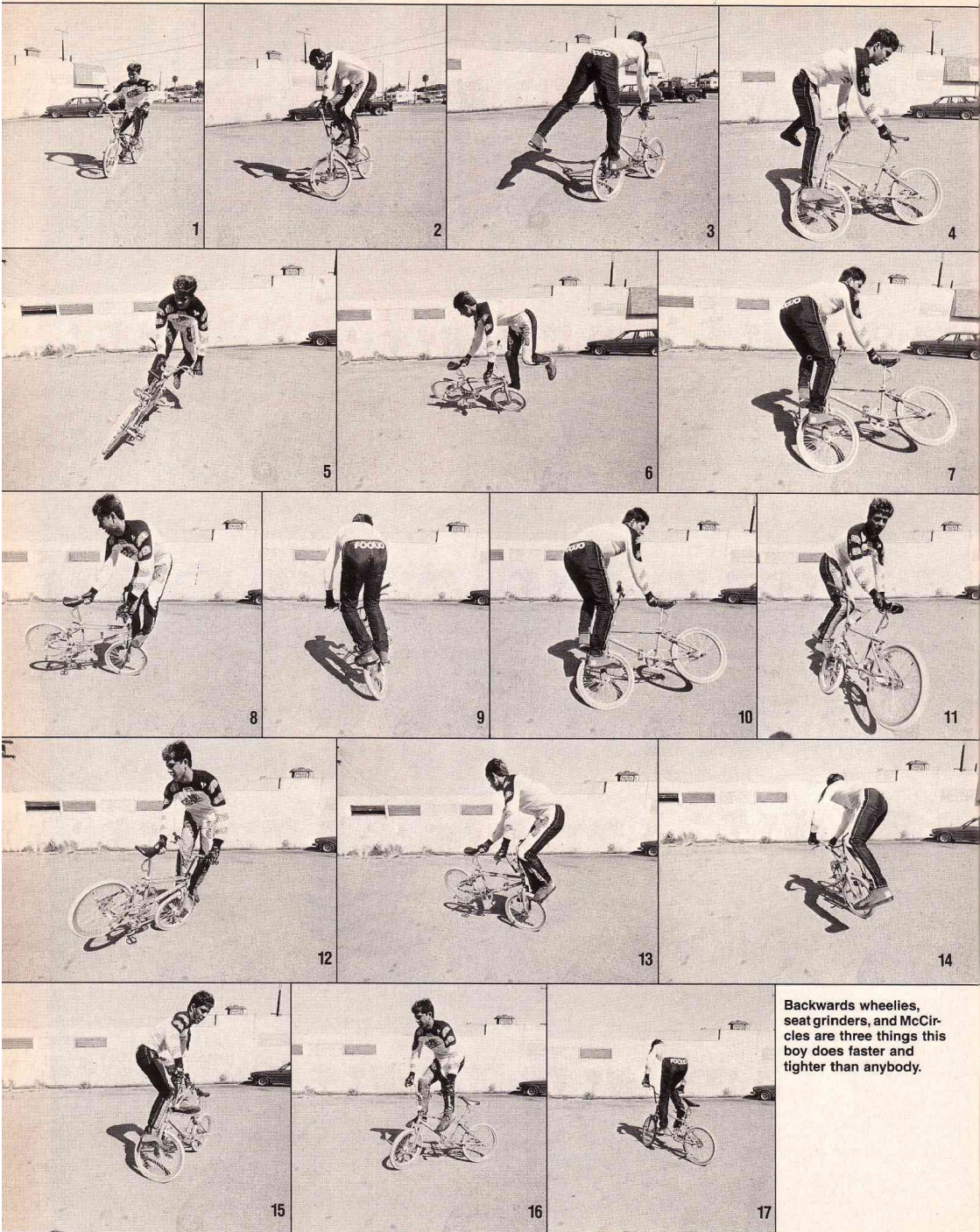
STORY BY LEW
PHOTOS BY WINDY



G-turn master Kenneth Evans
glides one of his circular variations.

McKee invented it, McCoy refined
it, Denny Howell OWNS it.





Backwards wheelies, seat grinders, and McCircles are three things this boy does faster and tighter than anybody.

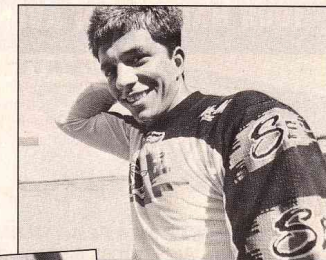
Kenneth Evans and Denny Howell have a lot of things in common, but I suppose you'd expect that from two guys who live next door to each other and are best friends. I know each of them pretty good, I guess. A few of the things I know about them include the fact that both are excellent riders, and that they both got into freestyle about four years ago after witnessing a BMX ACTION Trick Team show. Kenneth built a quarter-pipe in shop class at school and the two became the Ultra Rad Trick Team. I also know that for one reason or another, they both run their brake levers on the "wrong" sides. Weird.

Both the shop class quarter-pipe and Kenneth can be seen in the November '84 issue of BMX ACTION, in which Kenneth took second place honors in the BMXA photo contest. It's also interesting to note that a Kansas City whippersnapper by the name of Dennis McCoy won a prize in that very same contest.

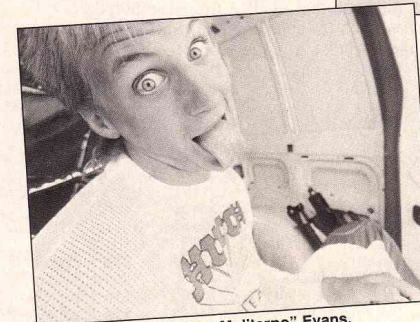
As of now, Denny rides 16-18 expert flat and Kenneth is a 19 and over expert regular. The two of them are considered equally deadly in their respective classes. It's hard to pin down exactly what got them to where they are in freestyle today, but you can bet that constant practice combined with a little old fashioned rivalry had a lot to do with it. As far as dedication goes, practicing one trick for four or five hours straight is not considered outrageous to them . . . as long as the trick goes, practicing one trick for four or five hours straight is not considered outrageous to them . . . as long as the trick is learned.

Although Elizabeth City, North Carolina is considered home turf, the Virginia Beach pier is where Evans and Howell can be found at any given time. One place you WON'T find them is anywhere near the Elizabeth City Shopping Plaza, where many a late night practice session has ended in a three-way chase between Kenneth, Denny, and E.C. Shopping Plaza security.

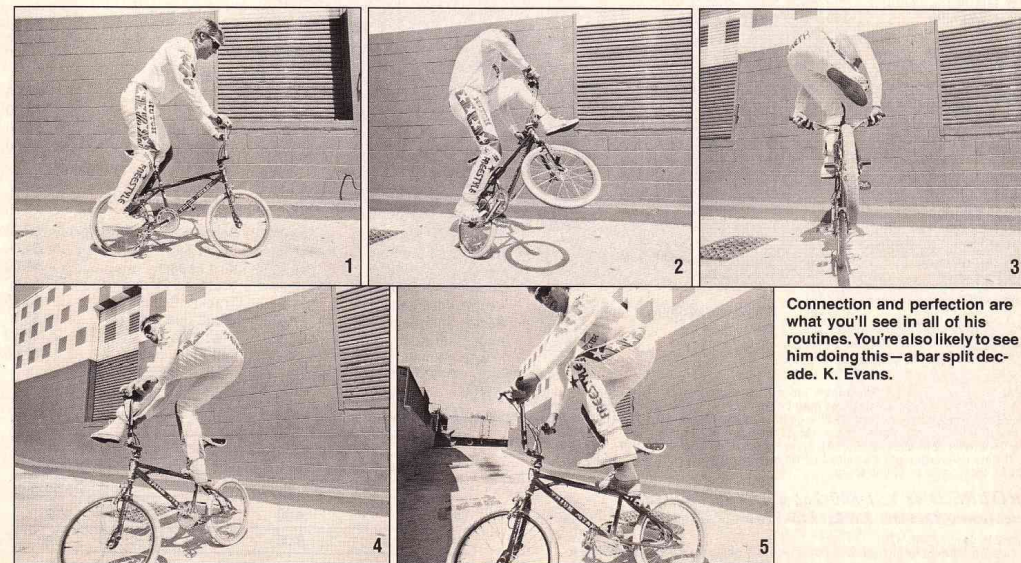
Together the Ultra Rad Trick Team have risen from locals to co-factory riders to full factory homeboys . . . something not many independent teams can boast. Some people will say it's quite a coincidence that both Kenneth and Denny have climbed the ladder of success together . . . yeah maybe, but if you ask them, they'll tell you differently.



Denny Howell, a.k.a. Foolio.



Kenneth "I want to beat Moliterno" Evans.



Connection and perfection are what you'll see in all of his routines. You're also likely to see him doing this—a bar split decade. K. Evans.

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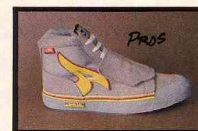
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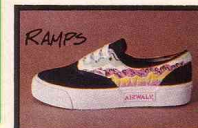
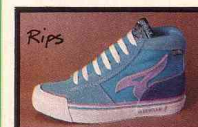
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The 3rd Annual **A Skater's Paradise** Streetstyle Contest was a lot of fun. Skaters from all over California showed up to shred in Santa Barbara. Skating is a growing sport, with skaters like Joseph Torres, who at five years old was the youngest to shred on the course. Some outstanding ability was displayed by all of the contestants, like Justin Yates, Ho Ho, Bryce Clark and Mark Jones getting excessive air off the launch ramps. Lori Rigsbee, the only girl, placed 11 out of 28. Chris Cook from Alva did a demo between the sponsored Am heats. Thanks to Powell, Vision, G&S, Epic, Redhead, Kryptonics and Blockhead for the prizes. A very special thanks to Bob Staton who was a tremendous help in organizing and running this contest. Judges Mike, Jeff, Chris, you guys did a fantastic job—thanks. Keep skating and have fun.

mjched

Skater's Paradise Streetstyle Results

- | | |
|---------------------|-------------------|
| 13-under | 14-16 |
| 1 Brian Jackson | 1 Brandon Chapman |
| 2 Ricardo Vallencia | 2 Jake Bradley |
| 3 Ramon Vallencia | 3 Scott Hardin |
| 4 Matt Bennett | 4 Justin Yates |
| 5 Gustavo Vallencia | 5 Bryce Clark |
| 17-over | Sponsored-Am |
| 1 Roger Mullen | 1 Mike Prosenko |
| 2 Paul Cuce | 2 Ray Barbee |
| 3 Ty Olsen | 3 Eddie Gomez |
| 4 Mike Carmody | 4 Jimmy Acosta |
| 5 Glen Soga | 5 Mark Partain |



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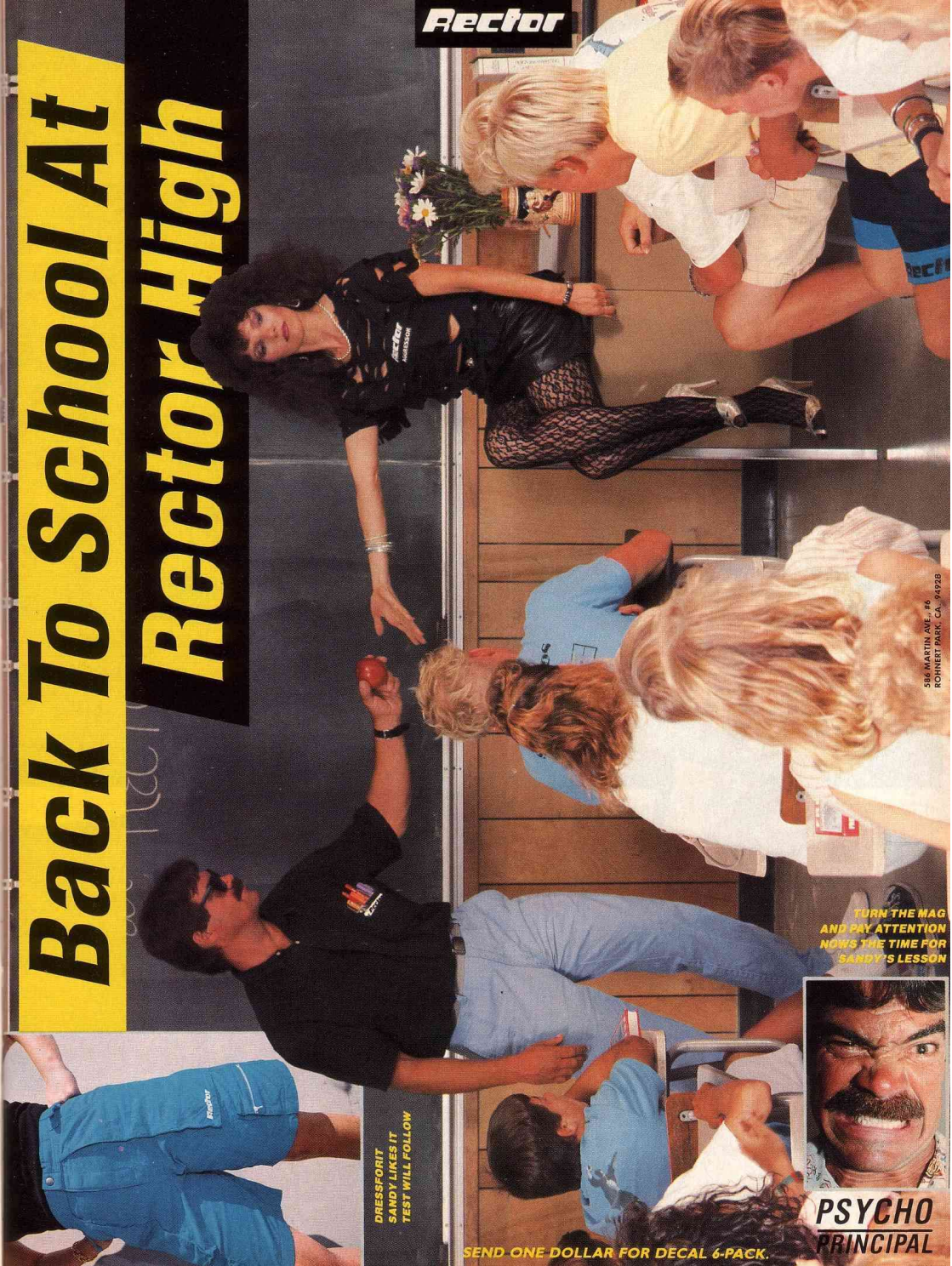
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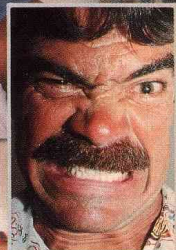
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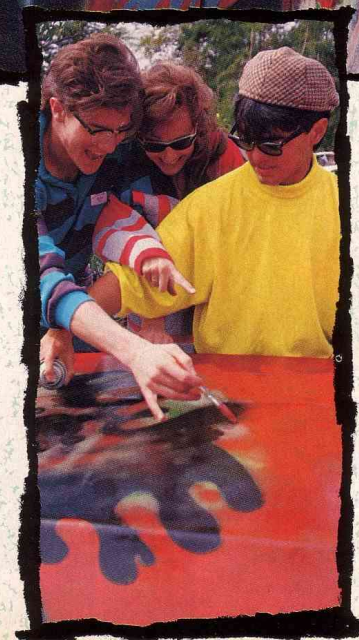


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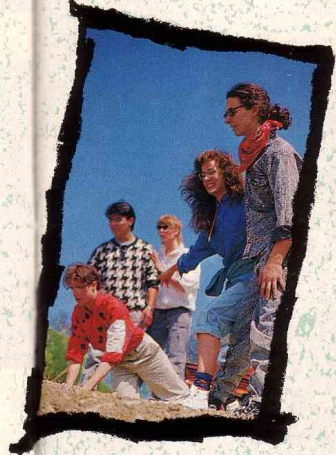
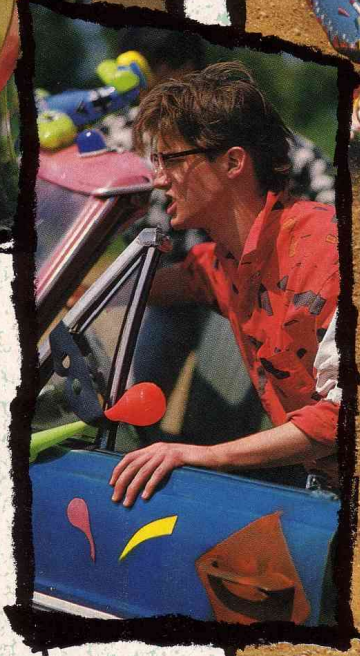
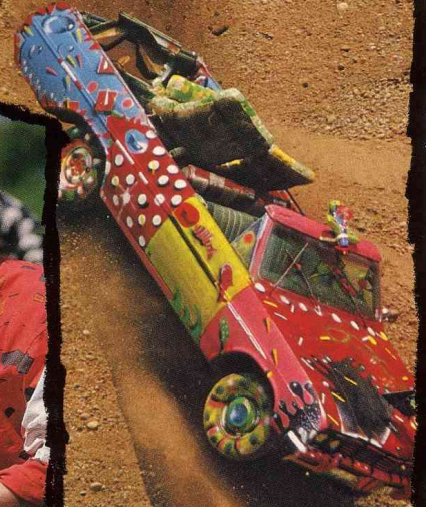
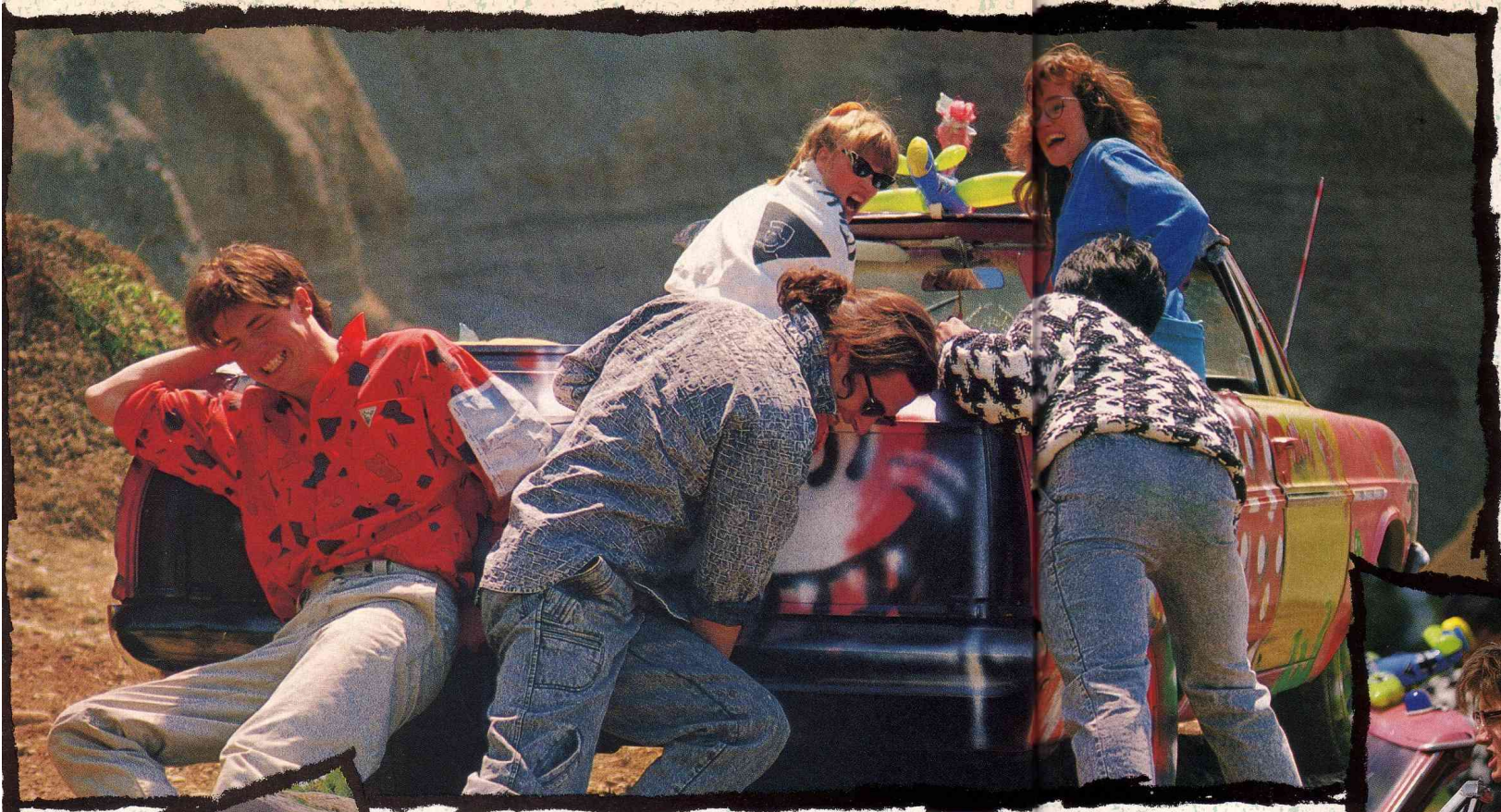
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Eye



SATURDAYS

Your votes get the Number One Rider this—a Yamaha YSR 50.



NORA Cup winner responsible for all tax and licencing on YSR 50.

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awards

NORA CUP 1988 NUMBER ONE RIDER AWARD
NORA CUP 1988 NUMBER ONE BIKE AWARD
NORA CUP 1988 NUMBER ONE TEAM AWARD
NORA CUP 1988 NUMBER ONE
ADVERTISEMENT AWARD

I never knew what NORA stood for up until today. I just thought it was a word. I thought it had to do with sports or athletes . . . or grandmas. Now I know it means Number One Rider Award. This prestigious title is up for grabs once again, along with the usual Number One Bike and Team Awards. This year a new category is also going to be on the ballot, the Number One Advertisement Award. Now is where you come in. In this magazine is an Official 1988 Nora Cup Ballot. Grab

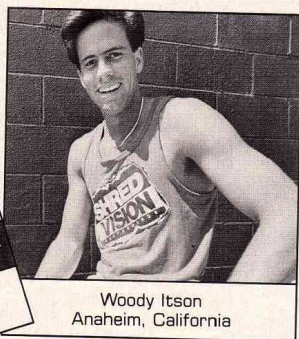
a pen, pick your favorites, connect the two and transfer onto ballot. Your votes should also be accompanied by your name and address (don't worry, there's a place on the ballot for it). After you drop it in an envelope, affix a stamp, and deposit it into the nearest Postal facility, Mike will take over. Mailman Mike, that is. He will graciously deliver your ballot card through rain, sleet, snow or hail, to Wayne Systems, Inc. Once all of the cards are received, the Wayne Systems guys will tally up the votes, under drastic security of course. They will then give the results and all of the ballots back to Mike who'll then bring them to us. We will thank him kindly and then ferociously tear open the box to see who was elected. We will call the winners and announce the final results. The lucky

four will each receive a hand engraved silver trophy—the now legendary BOWL. Along with this dining room table centerpiece comes the inalienable NORA title for a year. But that's not all. The Number One Rider will also get to claim a Yamaha YSR 50 along with his NORA BOWL. Then once the excitement settles we will randomly draw a half of a dozen ballots from the box. These six lucky mugs (ie, maybe you) will each receive a cool bike compliments of a cool company (ie: GT, HARO, SKYWAY, CW, SCHWINN and/or DIAMOND BACK). Thanks to all of the above mentioned companies, for without them this would not be possible. So there is the information, do with it how you please.

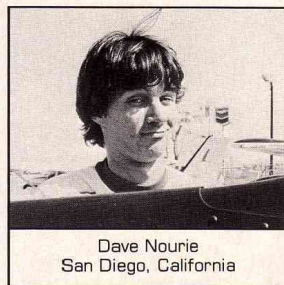
WORDS BY SPIKE



Chris Lashua
Boston, Massachusetts



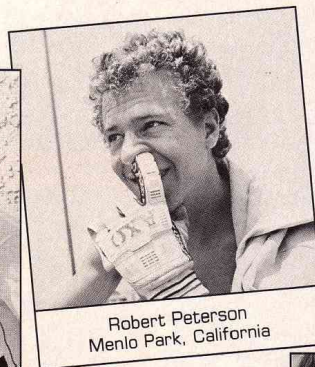
Woody Itson
Anaheim, California



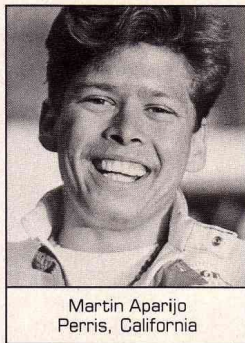
Dave Nourie
San Diego, California



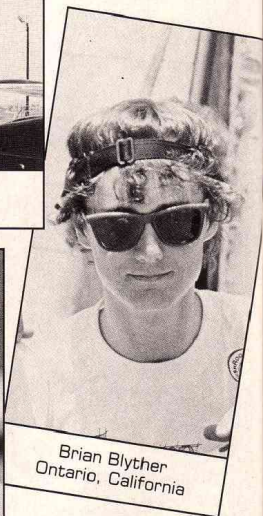
Rich Sigur
Whittier, California



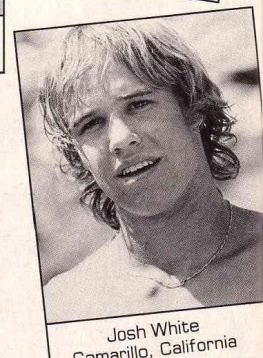
Robert Peterson
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Martin Aparijo
Perris, California



Brian Blyther
Ontario, California



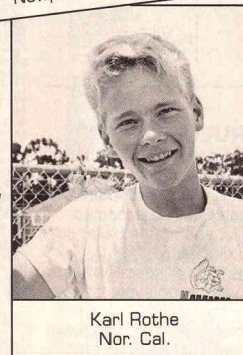
Josh White
Camarillo, California



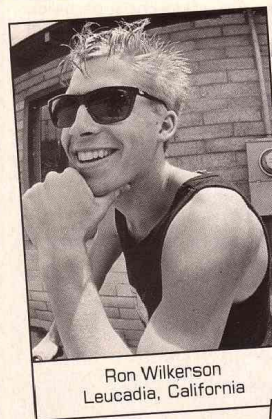
Eddie Fiola
Torrance, California



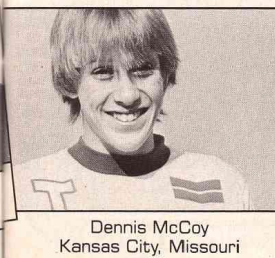
Rick Allison
Newport Beach, California



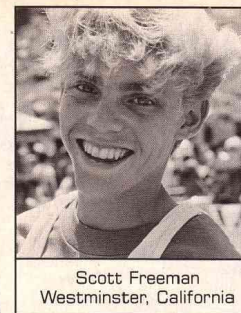
Karl Rothe
Nor. Cal.



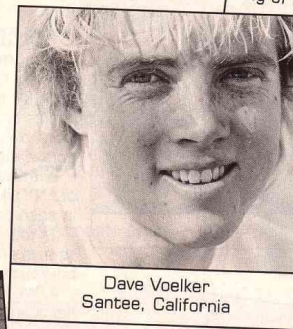
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Leucadia, California



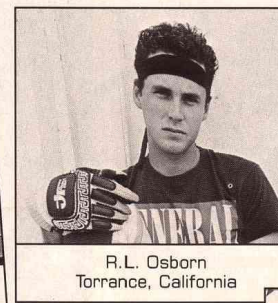
Dennis McCoy
Kansas City, Missouri



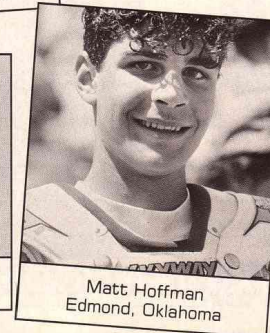
Scott Freeman
Westminster, California



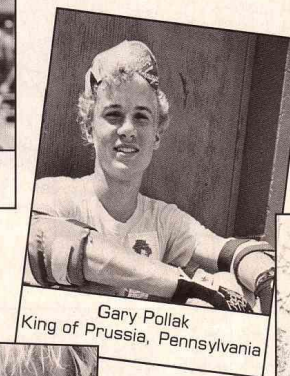
Dave Voelker
Santee, California



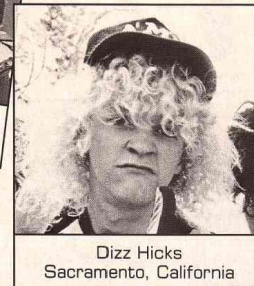
R.L. Osborn
Torrance, California



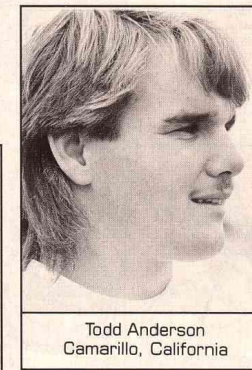
Matt Hoffman
Edmond, Oklahoma



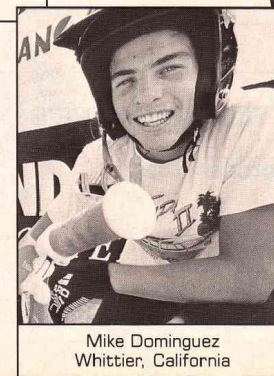
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King of Prussia, Pennsylvania



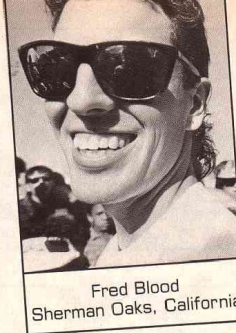
Dizz Hicks
Sacramento, California



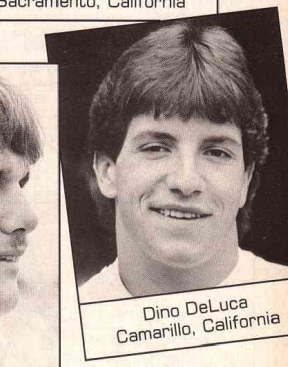
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Camarillo, California



Mike Dominguez
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Fred Blood
Sherman Oaks, California



Dino DeLuca
Camarillo, California



Joe Johnson
Stoton, Massachusetts

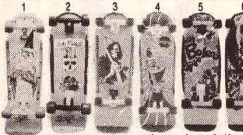
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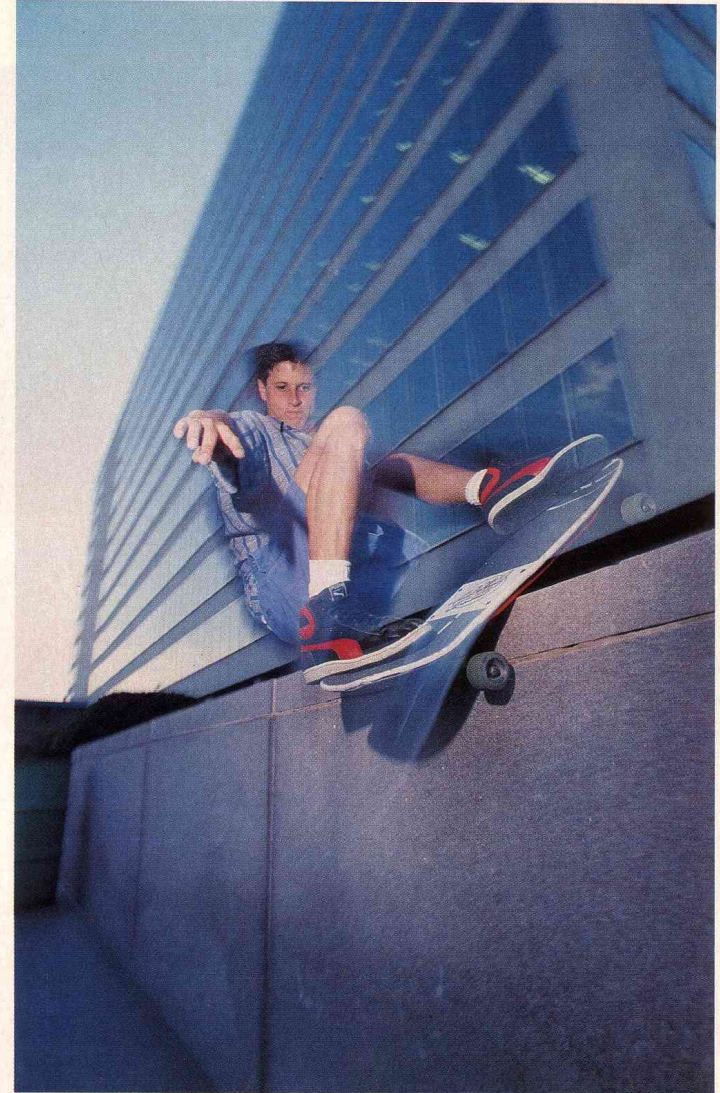


Guerrero could make Sean Penn jealous. Madonna. PHOTO: O

Man, I'll tell you what. Sometimes I hate skating. Well, not really HATE it but burn on it, you know what I'm sayin'? And it's not really skating that I'm bummed on, it's MY skating. Like when I just can't get the snap out of my

tail and fall short on every Ollie. Or when I'm pushing and leaning for a slide and it just won't make that screech . . . it just sticks—and I'm running 97s. I really hate it when I'm skating so limp that a small pebble

PHOTO: SNAVELY
Tail boardslide layback. Kendall.



throws me. Jeez.

So I'll push home. And think. And push some more. Flow. Lift over cracks and stuff.

The other day I did this and when I got home I just sat there a while and went, "Blaaa . . ." You know, kinda sank in my chair and grumbled. Then Lew, Spike, Andy, and Nub came in.

"Hey man, check it out . . ." And a

black box big enough to hold about 50 worms landed in my lap—my sharply honed eye identified it in less than 10 seconds . . . a VHS video. The title was most unreadable . . .

"It's Animal Chin dude." Nub says before I could figure it out on my own. Bones Brigade III. Spike yanked it from my digits and slipped it into the machine, which greedily swallowed it

PHOTO: WINDY
Christian's mosquito air.

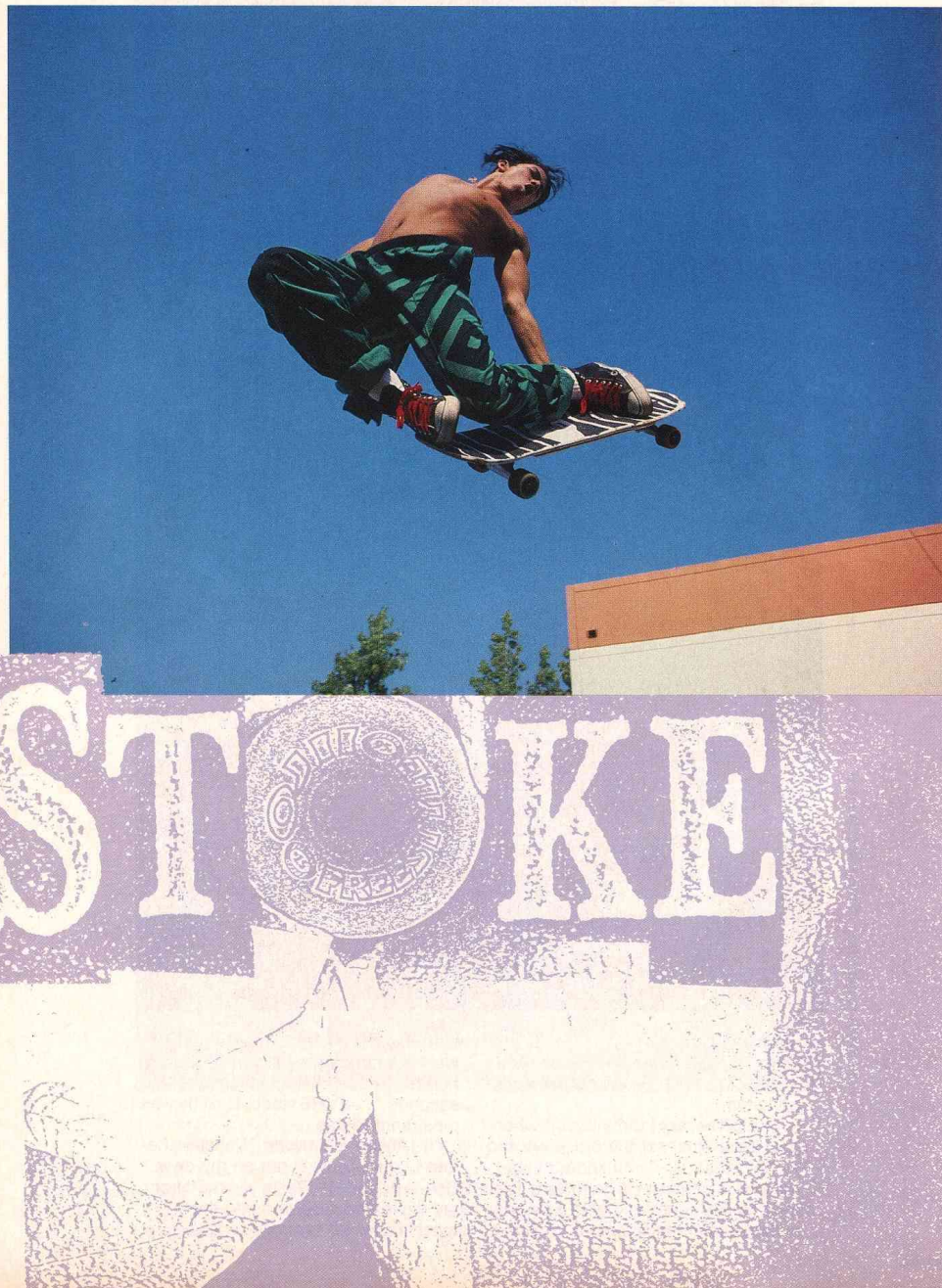
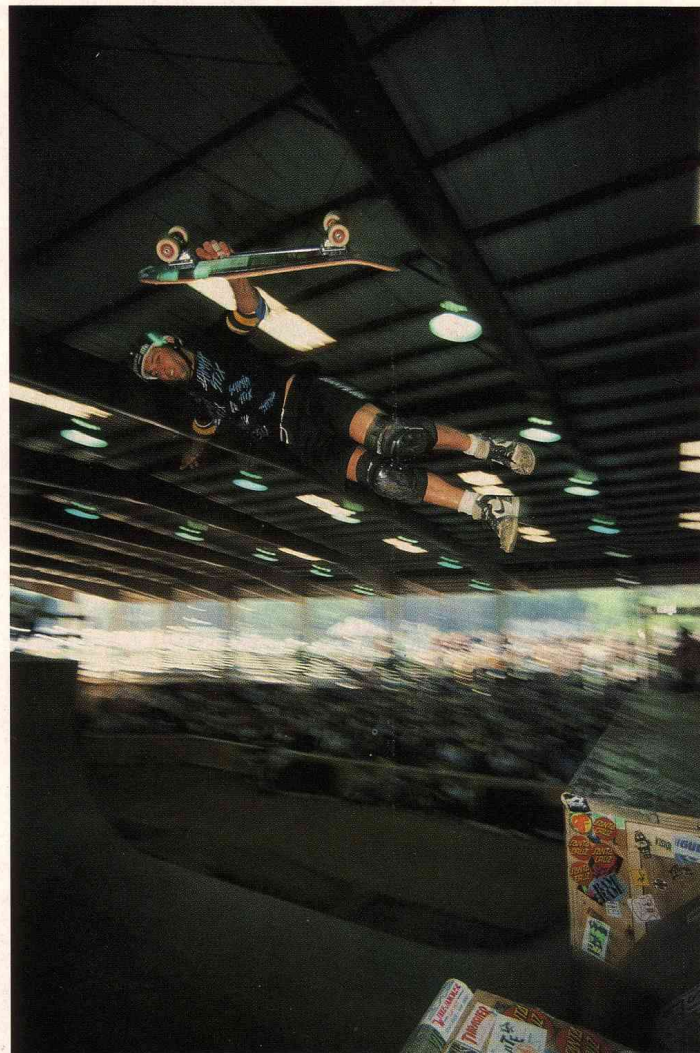


PHOTO: BONEBAG
Nolder with divine extention.



up. Onto the screen spewed stuff that made us laugh and scream words like "YEEEEAH," and "NO WAY." Even " . . . " Well, can't print that one . . .

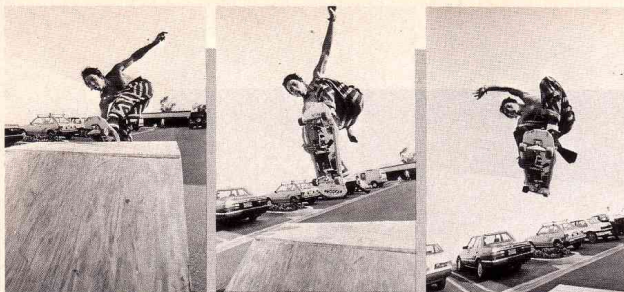
Then about an hour later we were skating with an energy only attained by a new state of mind. Understand? Sweating and laughing, man, sweating and laughing . . . Fun.

So you know, when you're not happening on your stick, look for inspiration. It comes in a lot more forms than

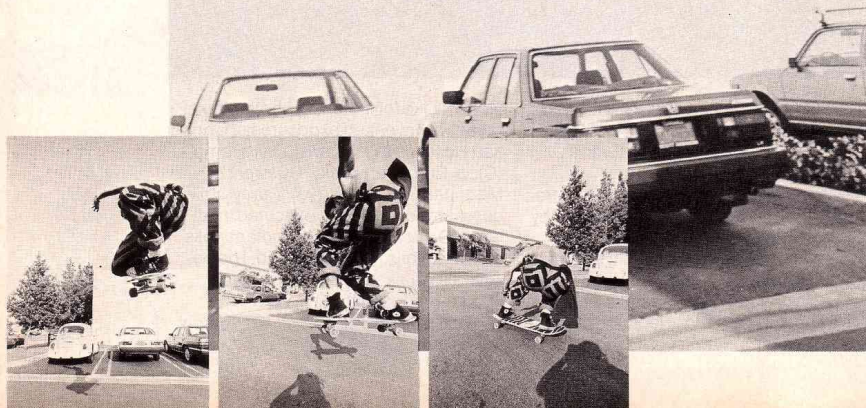
videos. Like for instance, photos. Take these way tweaked exposures of Christian Hosoi on the Wizard launch ramp (C), a European Nicky Guerrero's Madonna at Lance's (A), Monty Nolder's famed airwalk as executed in Atlanta (D), or Jeff Kendall's Indianapolis street exploits (B). Yes indeed. I do believe I'll go skate now. Maybe you should too . . . with new vigor.

"Ripping style holmes . . ." —Tommy Guerrero.

—mEL B.



Frontside air taken to extremes. Hosoi.



STREET WISE

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Scott Freeman
AFA 14-15 Expert Flatland.

"When it comes to freestyle,
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multiple choice



This juvenile is wearing a box because...

CLUB HOME BOY

- A) He has no fashion sense.
- B) Peer pressure--all his friends wear them.
- C) He is hiding the new CLUB HOMEBOY shirt available only to Official Lofters of Jive... (ie blatant members)
- D) All of the above.

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CRAIG GRASSO

PHOTOS BY WINDY
WORDS BY LEW

I guess it would be pretty easy to tell you about this month's SPAM candidate, Craig Grasso, by simply listing a few of the things I've learned about the guy since we became friends a couple of years ago. The first time I met Grasso was in the middle of the sidewalk. He was on his way to the store and I was just riding around aimlessly. We linked up and went riding down in Redondo next to a place called Captain Kidd's, which was later to be dubbed the Spot by the two of us. This was back in the days when Craig had a funny little crown-shell haircut and was on SE with Fred Blood.

Oh what a nutty, nutty boy. Laid out across the hood of his Honda Civic we have one Craig Grasso.

SPAM

I remember Craig used to borrow my helmet and elbow guards a lot whenever he stopped by Wizard to ride the late great T.O.L. ramp. He also used to get my stuff pretty sweaty, so I told him to start wearing his own helmet. He ended up getting a half-page shot in People Magazine wearing my gear.

Grasso, myself, Shinglehead, and Gork, my roommate and editor of another well-known magazine, used to do a lot of riding down at the Spot. A new kid had just moved to Redondo from San Diego. His name was Chris Day. Craig's hair was getting pretty long, and he used to pull it a lot whenever he watched Chris ride.

About that time, an unknown company from somewhere back east was just getting into freestyle. They needed West coast riders. Grasso was happy with SE, but wanted to travel more often. He began talking with this new company, which was known as General. Craig ran up a phone bill, but didn't sign. It wasn't until Fred Blood began negotiating with General that Craig got on the team.

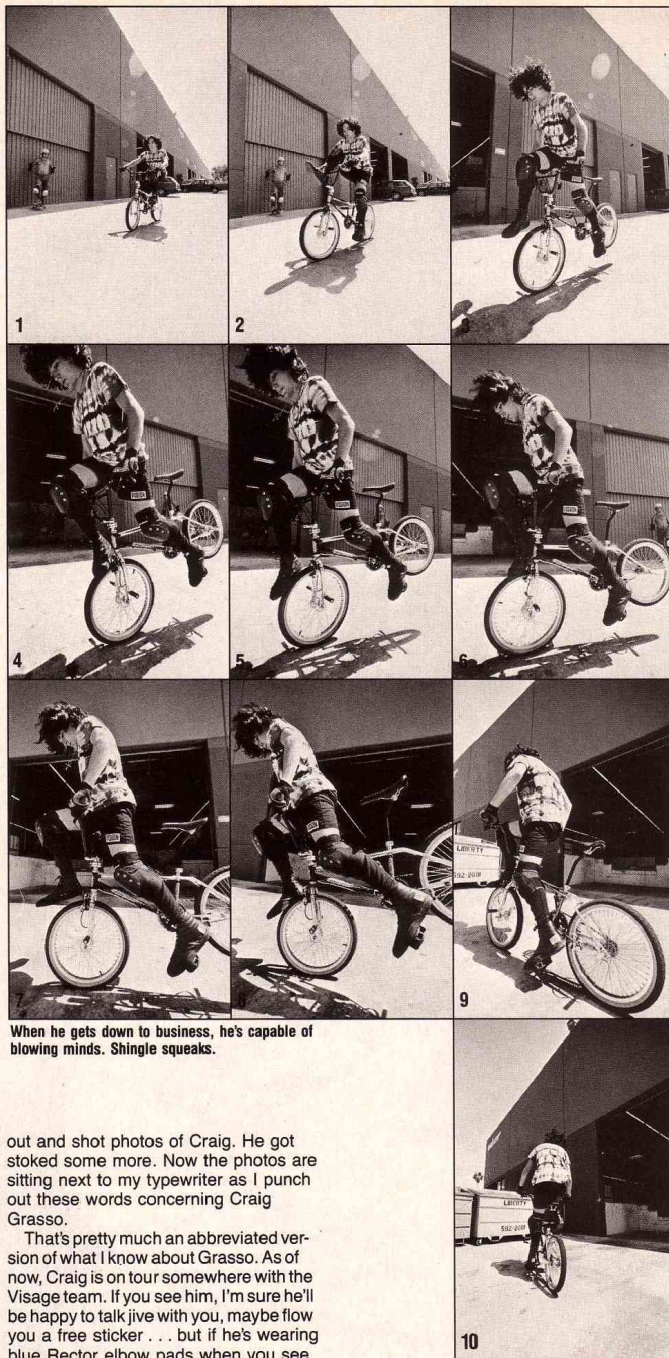
Craig dyed his chin-length hair black and looked like Robert Smith of the Cure. Kids at freestyle shows thought he was Ceppie Maes, so he used to sign Cep's autograph in place of his own.

It became a game amongst us Spot locals to try and trick tourists who asked us stupid questions. Grasso was the best at that game. He had a complete dork routine and a fake name (Willie). His new General bike was blue.

General began sending Craig to competitions all over the country. Craig began getting national attention. His hair kept growing. He got sponsored by Vision for shoes and stuff, and they also gave him a free board, so Craig began skating with Andy and I a lot after work. In Florida this year Grasso broke his foot in 16-18 ramps and yelled loud. He stopped riding ramps for two months but rode flatland with his cast on and his toes sticking out. The day after he got the cast off his foot he crashed practicing on Visage's ramp. He dislocated his thumb and it was put in a cast. Grasso was bummed. The new Cure single came out and Grasso was even more bummed because it was top-40.

A week before the Austin, Texas AFA contest Craig got the cast off his hand, but grabbing his brake lever felt real weird. He wasn't too sure if he could ride to his potential in Texas. Instead he did bunnyhops, skids, wheelies, endos, and some breakdancing. The crowd ate it up. Grasso got something like 57th place but didn't care. He proved his point that freestyle doesn't always have to be serious to be entertaining.

Soon after the Texas contest Tony Dwyer asked Craig to tour with Visage for the summer—Visage's ramp rider, Mike Tokemoto, had injured his knee. Craig agreed as long as he could remain on General. General said it was cool. Craig got stoked. Visage got stoked. We went



When he gets down to business, he's capable of blowing minds. Shingle squeaks.

out and shot photos of Craig. He got stoked some more. Now the photos are sitting next to my typewriter as I punch out these words concerning Craig Grasso.

That's pretty much an abbreviated version of what I know about Grasso. As of now, Craig is on tour somewhere with the Visage team. If you see him, I'm sure he'll be happy to talk jive with you, maybe flow you a free sticker . . . but if he's wearing blue Rector elbow pads when you see him, do me a favor and tell him Lew wants them back. Thanks.



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OFF THE DEEP END

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STREET LIFE

There's a guy named Joe that we know of. He lives on the street. His spot is on P.O.M. over by Lucky's. He's a "camper." Brew and Winkle know him, they buy him food on occasion and talk with him. You know, one time they wouldn't let Joe into Burger King when he was with those two. I guess they really can reserve the right to refuse patronage to anyone, huh?

Anyway, another time Joe found a full dozen donuts in a dumpster. He took three of them and neatly replaced the rest. "What if someone else comes around here looking for food?" he insisted.

Joe collects things and hangs them around his neck. He has binoculars, a stop watch, two whistles, a passifier, a Disneyland keychain, and the letter O.

Joe wears a cap on his shaven head made from a flared pant leg. His transportation are his feet and his closet a shopping cart.

Joe wears lots of layers. When he finds the right clothes he just puts them on. Most of the time he just wears them all at the same time, but the other day I saw him without his down jacket. It was about \$5 out.

We always wonder about Joe's past. When Winkle asked him what he was doing living on the street he just replied, "Camping."

One time when I lived in Denver on the fourth floor of an apartment building, I saw two campers from my apartment window. They were squabbling with a guy who drove up in a red El Camino from Safeway. He was repossessing their carts. Their closets. Their homes. I don't know if Joe gets hassled like that.

Oh yeah, he's got a portable radio too. It's always on 92.3 KJOY. But he doesn't sing along.

Since meeting Joe our adventures into the street have become a little more real.

--Andy J.



The streets are home to more than one life form. Inset: Joe. Spread: Brett Hernandez.

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GRAFFITI

I N F O.

continued from page 25

AFA MARYLAND COMP

Jerry Holland, Maryland's AFA affiliate is the bloke behind this organized activity. Monthly competitions and serious freestyle are often accomplished. At a recent contest in Hempstead, Maryland, where the shot of Alder was taken, about 50 entrants performed for a crowd of around 200. That's pretty good for a town that nobody's ever heard of. It was run smoothly and casually. The contests have ramp, flatland, and scooter classes in the novice, intermediate and expert levels. Fun is had by almost anyone who attends one of these freestyle gatherings.

—Spike

Future dates for future contests:

September 20, Rockville BMX, Maryland State Championship Qualifier Round Four. Sponsored by GT and Rockville BMX

For further info call Jerry at 301-793-0343 or Rockville at 301-424-3177.



James Alder, also known as one of the Alder bros., catches some hefty scooter air in Hempstead, Maryland.



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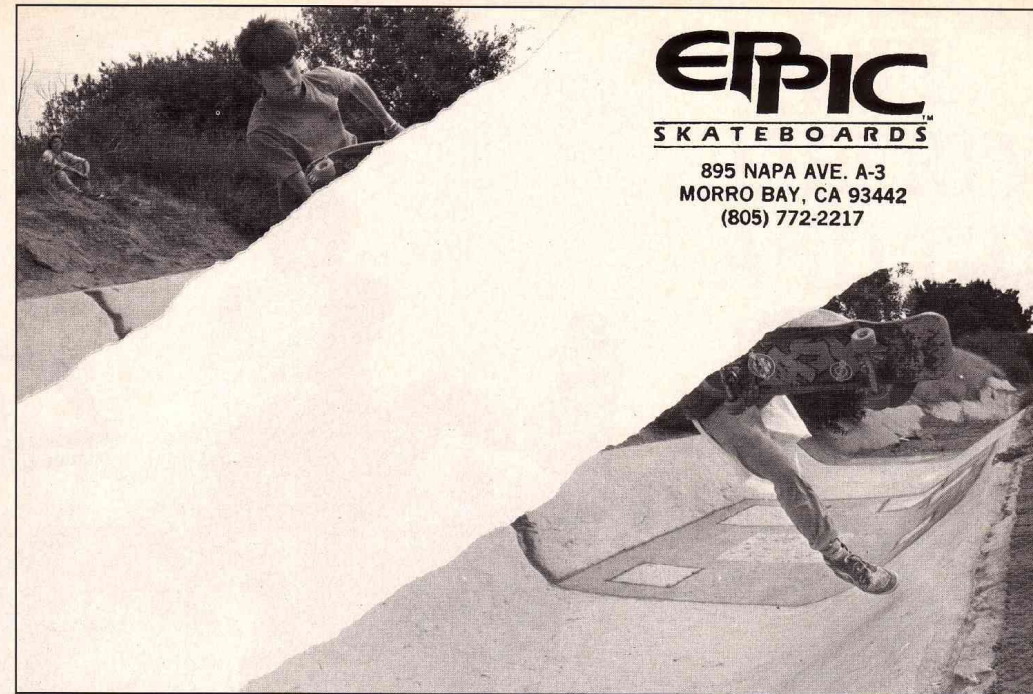
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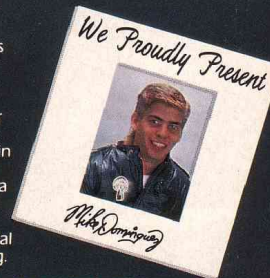
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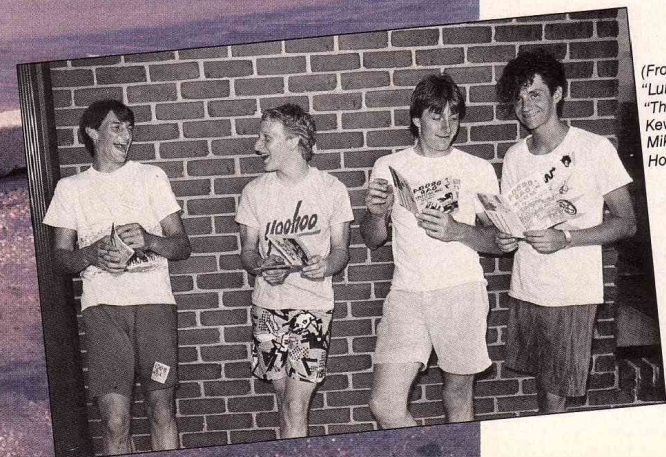
Lungmustard Eaton bank jumping
in downtown York.

PHOTO: BOB STUKEY



LIFE, LIBERTY, AND THE PURSUIT OF THE PLYWOOD HOODS

WORDS SPIKE JONZE
PHOTOS BOB STUKEY



(From the left) Mark
"Lungmustard" Eaton, Dale
"The Unknown Hood" Mitzel,
Kevin "The K" Jones, and
Mike "Aggro Rag" Daily.
Hoods all.

You'll get to know this guy pretty good real soon. NO he's not coming to your house, he's Skyway's new East Coast flatlander . . . The K busting out THE hanglider—a Kevin Jones original.



PHOTO: BOB STUKEY

Well, I just got kicked out of Lew's office, so I think I will take this opportunity to transcribe these golden words of wisdom. I had a chance to record these words on a recent trip to York, Pennsylvania while chatting with these underground legends, the PLYWOOD HOODS. This team consists of four ground riders: Mike Daily, Dale Mitzel, Mark Eaton and Kevin Jones. Here are their words:

• • • • •

Dale: "Mike thought up the name, so give him credit for that."

Mark: "Yeah, in late '84 we formed."

Mike: "We were really into ramps back then and we wanted a name that kinda suited us. Back then it was really bad with cops and everything, we were like hoods. We'd be ridin' and the cops would be killing us. Like 'Get outta here!'"

Kevin: "They still do."

RIDING

Mike: "We go downtown, fidge, practice hard. To keep practicing fun we like to fidge. It's like . . ."

Dale: "Messin' around."

Mark: "Slacking and chillin'."

Kevin: "Doing something pointless."

Mike: "A dork session."

• • • • •

Kevin: "I've been riding since '80, jumping and stuff. I only raced for about a week."

Mark: "We all used to just ride. In '84 we saw Daily doing tricks and he got us into freestyling."

Kevin: "I don't think it's (riding) as cool as it was back then. Right around the BMX Action show."

Mark: "1984."

Kevin: "When it was brand new."

Mark: "When we first saw front wheel hops and rollbacks, and that kind of stuff."

• • • • •

Mark: "When we go to a contest and see someone doing a trick we cannot do, we think we're behind. It makes us try harder."

Dale: "We feel bad even if it's only one trick."

Dale: "Kev also gets us going."

Mike: "Yeah, I'll be practicing and like sketch or ball, and Kev will be like 'SMOOTH

. . . Ew yeah, alright.' It will make me practice harder, so I get the trick down to really convince him."

CONTESTS

Kevin: "They have to have contests to see who is the best, but they don't seem to really show who's the best. You're really just riding for the judges. Some people just go out there and do easier tricks, ones they know they will pull off."

Mark: "In Texas, the only five people that didn't know Kevin won his class were the judges."

GIRLFRIENDS

Kevin: "Keep ya from practicing."

Mike: "Not really . . ."

Dale: "I dunno Mike, see how good we get from riding every Friday night while you're out carousing?"

• • • • •

Mark: "Every Tuesday night, my Mom and I are bummed out. We turn on the TV and it's all reruns; Moonlighting has gone downhill."

SPONSORS

Mike: "Kay Guerr and ODI have been really good to the Plywood Hoods. They sponsored us back when we were just a struggling underground team. They sponsored us 'cause of Aggro Rag. I sent them the 'zine and I told them we were really involved with the sport. They wrote us back and said they would be glad to support a team that's putting out as much effort as us. Now we still have a product sponsorship from ODI. They send us almost anything we need. RIDE ODI!"

• • • • •

Dale: "Kevin just got on factory Skyway."

Kevin: "Yeah, I'm psyched."

Mark: "It's perfect timing."

Kevin: "Yeah, if I would've gotten sponsored earlier, I probably would have quit a long time ago. But this way I had to really work for it. Now I have to ride hard to prove myself."

PARENTS

Mike: "Everything the Plywood Hoods have accomplished so far, meaning: shows, going to contests, anything of that sort, we've done on



The parking garage, winter sanctuary of the Hoods. Dale with the rolling nightmare—backwards wheelie whilst spinning the bars.

PHOTO: BOB STUKEY

our own with basically no parental support at all. Seriously. All of our parents are definitely not into it. If there's any kids out there that don't get any help from their parents, don't let it hold you back. Just go for it."

Kevin: "Yeah, my parents are trying to get in on it now, but it's too late."

Mark: "If any of us had a dad building ramps and stuff, doing everything fully behind us . . ."

Kevin: "We probably wouldn't be into it."

Dale: "We'd be sitting around watching TV."

DAILY'S DAD: THE PROFESSIONAL MAGICIAN

Mike: "Yeah, he used to be. Now he's just a magic book collector and he sells them. He has a mail order thing. His magic business is like the Rockville of the East Coast for magic."

AGGRO RAG

Mike: "Aggro Rag is . . . um . . . Well recently it started getting too commercialized, too varied. It used to be local

*Plywood Hood
ringleader and
zine maker, Mike
Daily floating a
boomerang.*

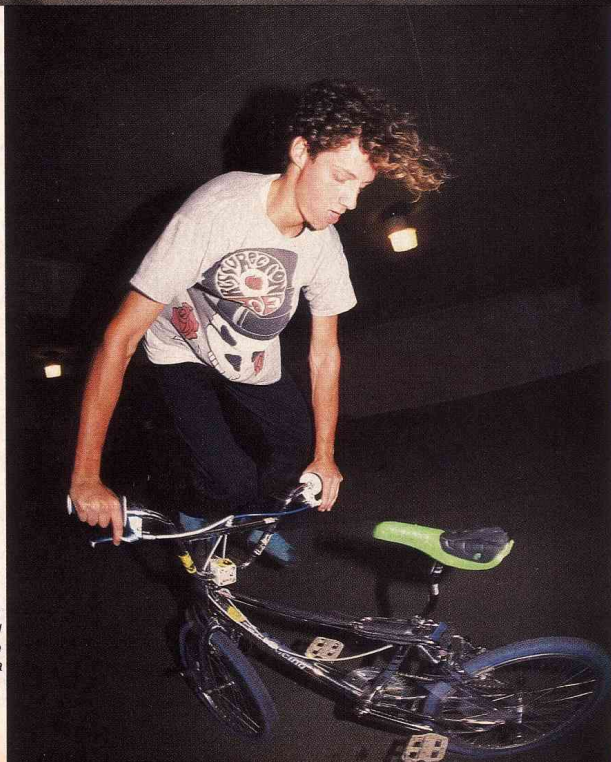


PHOTO: BOB STUKEY



Air? Yes, The Barbedos Ramp. Lung, he NEVER rides ramps . . . as far as the lack of helmet goes, guess how they got their name . . .

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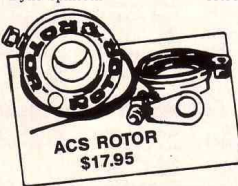
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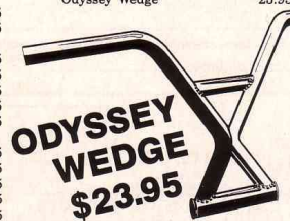
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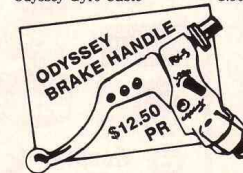
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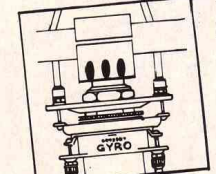
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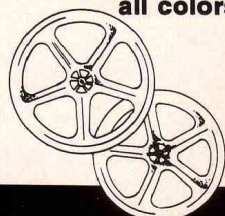
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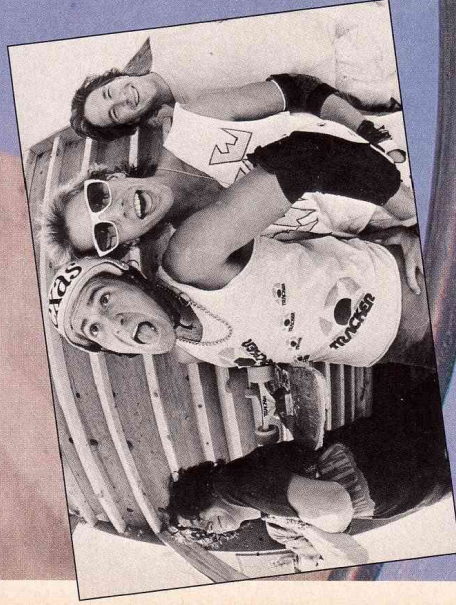
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PICTURE THIS...



Okay, the Visage team really does exist. Yeah, they used to be the Harter team but don't tell anybody. As far as putting their ad in upside down, that was **THEIR** idea — so stop writing and telling us to apologize to them. The inveterate Zorlac skater

Todd Prince from Texas. The ramp is a fold-up, eight foot wide, towed by a van, model that Visage is now touring the country with. In the mug shot are tour members Craig Grasso (guest rider — yes he still rides for General), then Todd, Tony "The Guy Who Set The Whole Thing Up" Dwyer, and their announcer Rich Carstensen. Should be a ripping show, Holmes... see it.

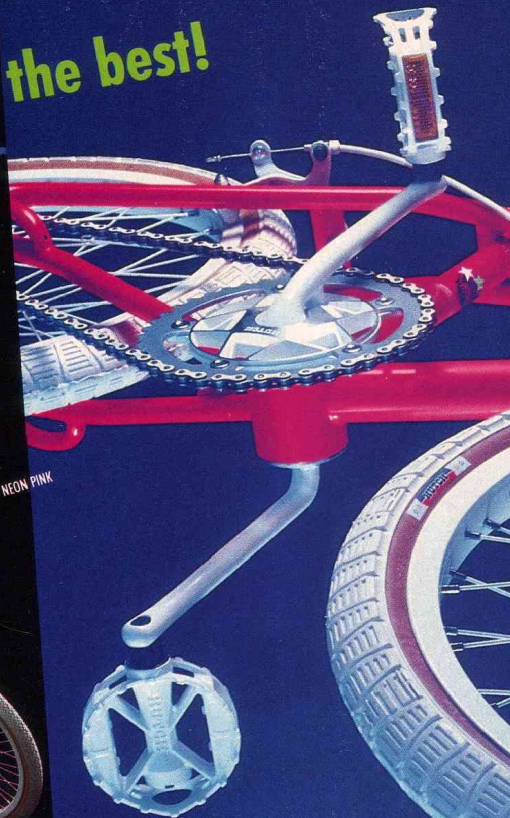
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George Holguin clicked and watched.
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HELICOPTER VARIATIONS

WORDS BY LEW
PHOTOS BY WINDY



Ask the average civilian what a helicopter is and they'll describe to you a large machine with rotor blades on top used as a means of air transportation. Now go ask the same question to a group of deck monkeys at the local half-pipe, and I'm sure they'll rant and rave about an aerial variation that involves twisting the handlebars 180 degrees—also known as an X-up.

This month's how-to involves the use of the helicopter—not the air transportation—the trick. If you haven't learned to do one yet, you're best bet is to put the magazine down now, go learn helicopters, and begin reading again after you've mastered the move.

In order to help you learn today's

tricks we've recruited two prime Southern California air guys to help out—Brian Blyther and Chris Potts. The first heli variation is what's known as a can-can X-up... invented by England's Craig Campbell, done here by Blyther.

1). Approach the transition with enough speed to get at least five feet of air. You'll want to carve a bit as opposed to going straight up and straight back down.

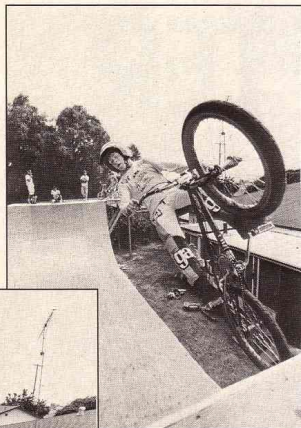
2). As your front wheel leaves the transition, remove your topside foot. At the same time, begin twisting your bars counter-clockwise. Make sure your topside foot is over the top tube before you completely cross up the bars.

3). When you're fully peaked out,

Smoothness, height, and courage are all factors in learning this trick.
Blyther excels in all three categories.



CW/Awesome shoe man Chris Potts takes us through proper steps needed to execute his latest creation.



your right hand should be tucked behind your topside knee. Keep a finger on your rear brake lever just in case you begin to loop on landing. Hold your clicked position for as long as possible.

4). As your front end begins dropping, start uncrossing the bars and begin bringing your leg back over the top tube onto the topside pedal. Watch the coping at all times to see where you'll be landing. Since most of your weight will automatically be thrown to the front of the bike during this trick, shift some of your weight back and make any other necessary mid-air corrections before landing.

This next trick is called the combination platter—what it boils down to is a topside one-footed helicopter into

a can-can named after a Long John Silver's dinner special. The man to hold accountable for such a dastardly deed is also the man who we used for the how-to. In case you're unfamiliar with him, meet Chris Potts.

1). Find a good ramp.

2). Approach the ramp with a fair amount of speed—you'll need at least six feet of air to pull this off 'cause your bike will want to drop pretty fast once you pull off the first part of the trick—the topside one-footed heli.

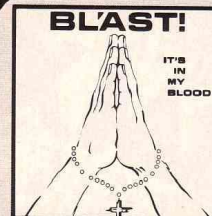
3). As you leave the ramp, begin spreading your knees apart a bit to give you some extra room when crossing the bars up. Bring your topside foot off the pedal sideways—don't pick it up off the pedal, just slide it off to the side. At the same time start crossing your bars up 180 degrees in a clockwise direction.

4). By the time your bike is peaked you should already be uncrossing your bars and bringing your foot over

the top tube and into the can-can. You'll have to do the can-can while you're re-entering the ramp—that's why it's so important that you get plenty of air for the combination platter. Without enough air you'll end up slamming when you try your can-can. Just make sure you keep an eye on the lip at all times to know where you're going to land.

5). Getting your foot back over the top tube and onto your bike is the tricky part because you'll notice your body and bike are re-entering the ramp at an alarming rate of speed. Sometimes you'll land with your foot off the pedal or juuuuust barely get it back on in time. Don't sweat it. On this trick, any landing you ride away from is a good one.

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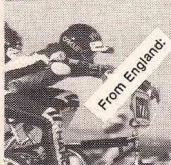
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another subliminal message:



Johnny says...

"RIDE!"

freestylin'
MAGAZINE

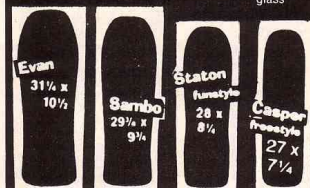
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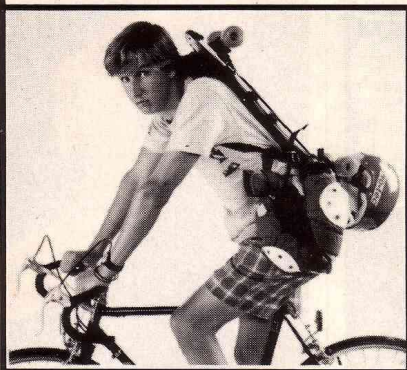
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STREET TALK

continued from page 14

there seem to be more ads than good, quality stories that enhance our educations and give us the will to live and ride. If you need more stories then ask for some. I like Windy's and Snave's photos, they are hot. Underground 'zines are the only way . . .

As far as the Shingle fund goes . . . Taco Bell has a new item out that we've been testing called a fajita something 'er other . . . but fear not Shing is headed out to So. Cal. again soon. To ride, sleep, and "borrow" a few items from the crew. In fact, a recent rumor has him moving to Phoenix, Arizona. And as far as stories go, we always accept contributions. But read the fine print under the "who does what" column first. —A.J.

SINNER

Yo Guys,

Bless me A.J. for I have sinned. It's been one month since my last subscription came in the mail.

I read another mag. I couldn't help myself. I'd read your mag already and was desperate for more freestyle. I am truly sorry for this sin. Please forgive me.

Thank you,
AJ II

Prospect Park, Pennsylvania
P.S. I know some pagan freestylers down the street who worship your mag.

Jeez, II, I don't really have the authority to forgive you. Repent brother. —A.J.



John Kopke shoots Brian Iverson contorting at a bank session. Phoenix, Arizona.

o d y s s e y



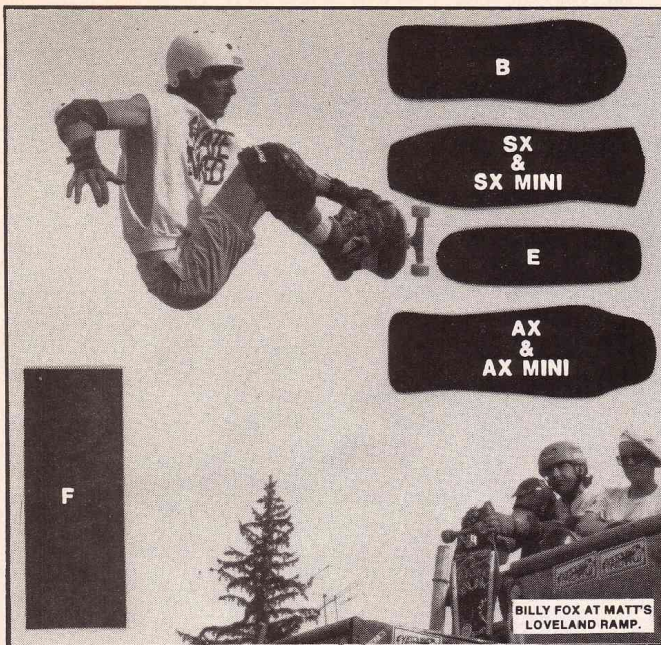
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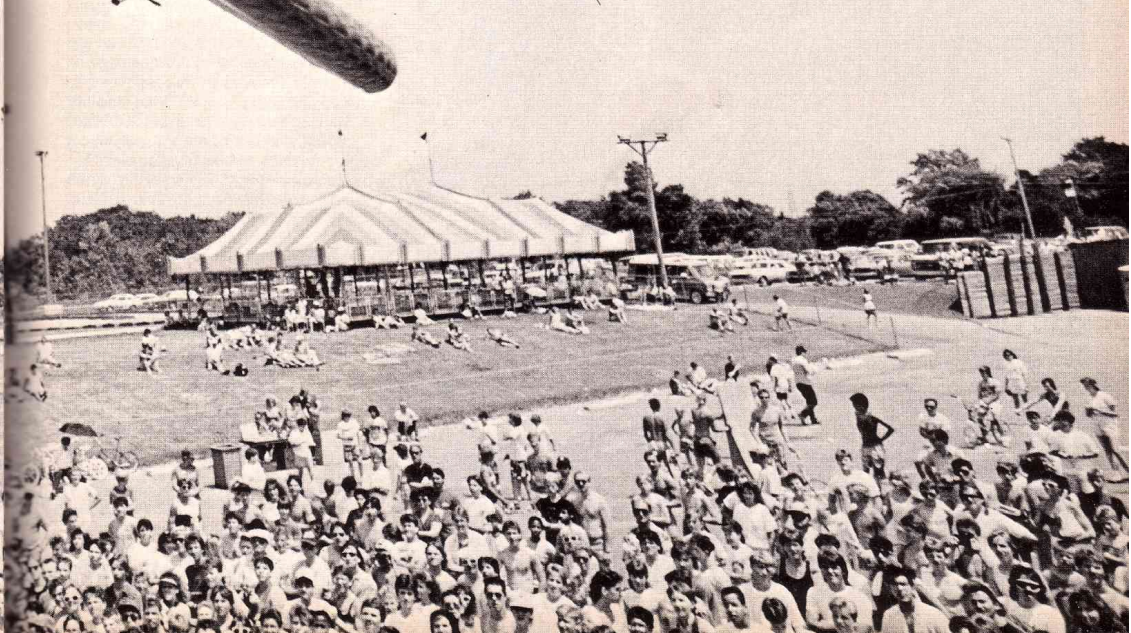
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W E L C O M E
T O P L A Y L A N D

2-HIP KING OF VERT FLINT, MICHIGAN

PHOTOS BY WINDY
STORY BY LEW

Chris Potts playfully throws a foot off while
in mid-heli.



Ron getting stretched without the aide of aerobics.



It's been a good three weeks since the Flint, Michigan Playland jam—round two of the 2-Hip King of Vert. I figure it's about time I wrote the story, so here goes. Sitting on my right I have the World Famous Spike J. Jonze, who happens to be here for the sole purpose of helping me out in this literary adventure. For those of you who aren't aware of it, Spike is our new assistant editorial lofter of jive.

"So Spike . . . how was the contest?"

"It was like icing on cake. It was an amazing feat. I wasn't there."

"Then what are you doing trying to help me write the story. Go finish up the Plywood Hoods article."

"Okay . . . see ya later."

Now that that's taken care of, we can get down to business. Like I was saying, I was in Michigan, which I might also note is my home state. I was psyched. Of course, I was hard at work the whole time . . . especially the night before the contest in downtown Flint with Greg Flowers and the Reflex crew. By the way, just so it gets mentioned somewhere in the story; let it be known that the whole Flint jam wouldn't have been possible if it weren't for Gary and all the other extremely cool people at Grand Blanc Cyclery along with Greg Flowers, who was responsible for ramp construction. Thanks for supporting the scene, you guys.

Speaking of the ramp . . . when you check out the photos, remember that the top of the banners was marked at a little over ten feet. You can imagine my surprise when several of the competitors began hitting variations above the banners. 18 ams, four pros, and 900 or so screaming observers showed up to participate in what was to be one of the best contests ever held. The deeds that took place on the ramp ranged from the common to the outrageous.

On Saturday morning practice started early, and a hefty crowd was gathered beside the ramp in anticipation. The usual pre-contest tension was in the air, but so was a lot of casual heckling and joking. Blyther and Dominguez were a little TOO casual, seeing as how they both missed practice completely due to oversleeping. After a few flat tires, some humidity, and a lot of 2-Hip shirts had been sold, it was decided that everyone was thoroughly warmed up and ready to go. Judges were gathered and briefed, an order was drawn for the ams qualifying runs, and the infamous yet dreaded 2-Hip jam tape was popped in the P.A.

One of the best things about 2-Hip contests is the qualifying system—each rider is given two one-minute runs with the top riders transferring into the jam. With 18 ams in Flint, this meant that



Voelker John Hancocking a shoe.



Ramp constructor/Reflex team captain Greg Flowers.



Brian and Mike coping with pleasant Michigan humidity.

Mike D. with a mid-jam 540.



Fakies on a half-pipe are scary, and no-handed fakies on a half-pipe are unreasonable. Wilkerson getting out of hand.



quite a few guys wouldn't be making it to the final jam. It's impossible to give you a blow-by-blow account of how the am qualifying went, but let's just say it was hectic. The following riders had the flow, skill, and style to make the cut: Dave Voelker, Chris Potts, Mike Gibbons, Marty Schlesinger, Dale Mattson, Steve Broderson, Kurt Schmidt, Gabe Marroquin, and Bob Kohl.

There was a two-hour break for lunch, rest, sticker tossing, yelling, sunstroke, and whatever you can do in a two-hour period. By the time the experts had regrouped on the decks, the crowd was thick along the fence surrounding the ramp. Blyther and Dominguez finally took the trouble to wake up and make a graciously awaited appearance at the ramp, where they were promptly mobbed. Ha ha.

The jam lasted 20 minutes and contained all the things that are talked about for months afterward. One rider that instantly comes to mind was a fellow by the name of Bob Kohl. His height and flow would have put him way up in the placings anyway, but

Kohl also possessed a lexicon of tricks that made him a crowd favorite as he busted variations on both sides of the ramp every run. CW/Awesome shoe rider Chris Potts had savage contortions at eight feet, taking him to a well-deserved third place. Gabe Marroquin was one of the smallest guys riding, yet glided and carved gracefully with a style likened to Mike Dominguez. Fourth.

The only injury of the contest occurred in one of Steve Broderson's final runs when he slammed from a high air, breaking his foot. But banner height airs, 540s under coping, and Camarillo style still netted him a tie for fifth with his ever-bio teammate, Minnesota Marty Schlesinger, that is.

The winner from the first 2-Hip contest, Dale Mattson, showed up in Flint with friend Kurt Schmidt, and the two of them managed to take seventh and eighth places, respectively. Florida's Mike Gibbons destroyed his rear wheel when qualifying and rode to ninth in the jam on a borrowed rim.

In the end, the battle for first was

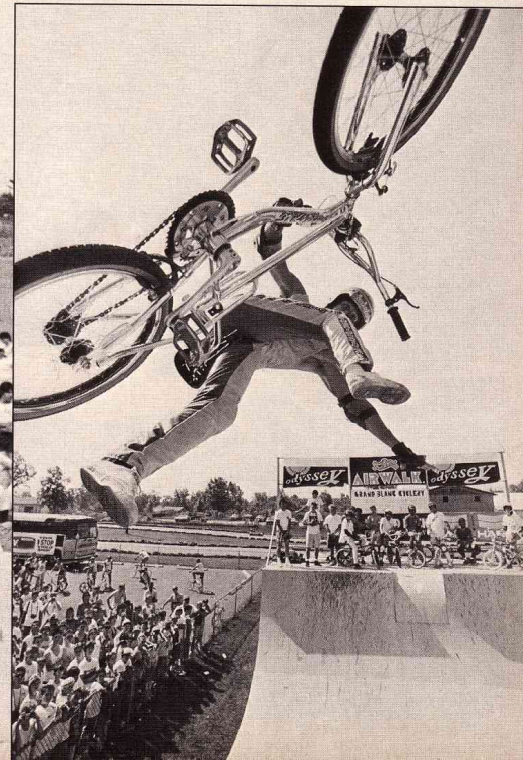
REAL close between Bob Kohl and Dave Voelker. Pulling 540s over coping, inverted footplants, and generally shredding the ramp was the norm for Voelker. If there was one thing Dave did that edged out Kohl, I'd have to say it was his 540s. Either way, it was super close and both guys ended up stoked with the finishes, which is all that counts.

The crowd was primed and ready for action after seeing the amateur jam, so it didn't take much convincing from cult hero/announcer McGoo to get the place real loud when the pros took to the ramp. Loud enough to completely drown out the music coming from the P.A. for the entire 15 minute jam.

In fact, things were worked up into such a frenzy that as Wilkerson dropped in for his first practice run, everyone thought he was starting the jam. Instead of re-starting everything, Ron went for it and proceeded to hang-up in a big way, bending (don't ask) his rear Tuff Wheel. I didn't find it out until after the contest, but Ron told me he

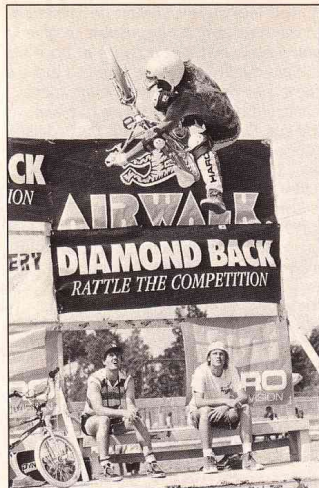
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What is impossible to some is a cake-walk for others. Josh White is one of those "others".



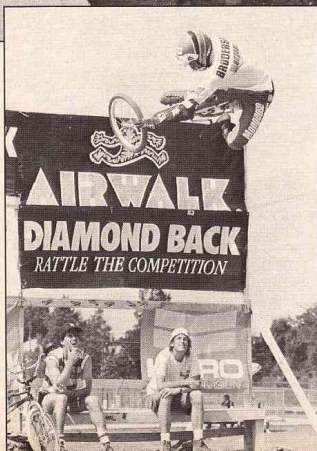


Micheal shocking the over-amped crowd.



Bob Kohl pushes an invert to ceiling height.

Gabe Marroquin boning up and looking back during practice.



This is how good Broderson looked BEFORE he broke his ankle.

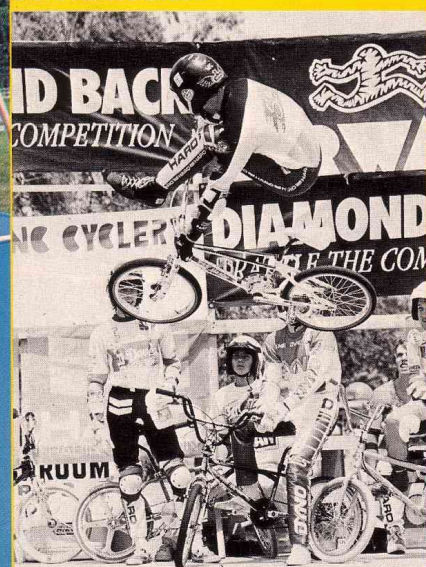


Torqued, stretched, and clicked are three fine adjectives that describe Josh White at this moment in time.





Yes, this move is mental. It's called the candy bar, and HE's called Brian Dahl.



continued from page 107

was forced to unhook the quick-release on his rear brakes for the whole jam so his rear wheel could spin. Insane.

Dominguez was obviously caught by surprise at the early start of the jam, too, 'cause his second air was a flailing no-hander about seven feet out, which he somehow saved—I swear he missed his left grip about three times before he grabbed it.

Blyther looked exceptionally smooth throughout the jam carving higher and higher to the frantic crowd's delight. 540s, chicken-butts, lookdowns, lookbacks, can-can lookbacks, helicopters, and a realm of lip tricks. Josh White started out blazing and rode the whole jam lofting his crooked style like I've never seen. Josh and Dominguez were both spinning 540s that were pushing six feet. Wilkerson was probably the crowd favorite, and he gave his screaming followers his

all—rocket airs, abubacas, tail taps, no-handers, and even a couple of runs aboard Blyther's bike after Ron got a flat. Wilkerson will try almost anything if the crowd is loud enough, so you tell me how loud they were when he went for a no-hander no-footer riding Brian's bike.

Toward the end of the jam things were raging harder than ever. Everyone was pumped. Josh was removing limbs during variations so forcibly that on one particular can-can his bike was sent flying through the air in a riderless tailspin. During one of his last runs, Dominguez was about 850 degrees through a McMike (900 air) before deciding it was time to abort. Each pro had his fair share of balls, but luckily they were all unscathed by the time it was over. Stickers, shirts, shoes, jerseys, and even helmets were fed to the army of groping hands and shouting faces that made up the crowd. It took a good

fifteen minutes for things to calm down, and another 30 passed before Ron appeared with the results; Josh with his first pro victory, Blyther in second, and a tie for third between Mike and Ron.

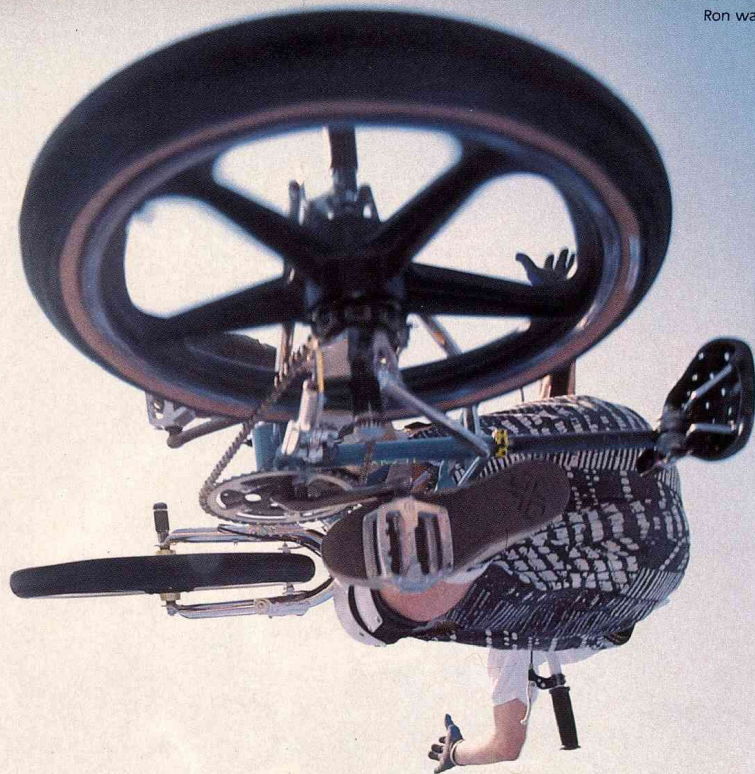
So, here it is, three weeks (going on four) after the contest and I'm still stoked. You've probably already looked at most or all of the photos from the contest by now, so you have an idea what it was like in Flint. All I have to say about 2-Hip King of Vert contests is this: SEE ONE.



Continued



Ron warming up for the day's events.



RESULTS— 2-HIP KING OF VERT ROUND II FLINT, MICHIGAN

PRO

Josh White
Brian Blyther
(tie) Mike Dominguez
Ron Wilkerson

AMATEUR

Dave Voelker
Bob Kohl
Chris Potts
Gabe Marroquin
(tie) Steve Broderson
Marty Schlesinger
Dale Mattson
Kurt Schmidt
Mike Gibbons



A bent-legged J. White on his way to a pro victory.

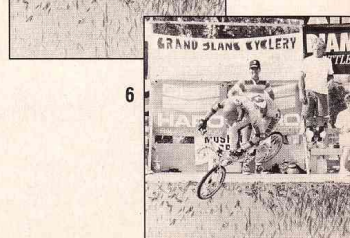
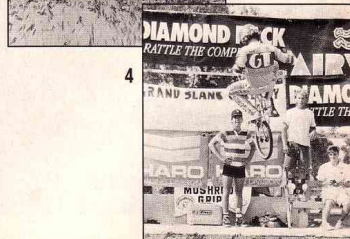
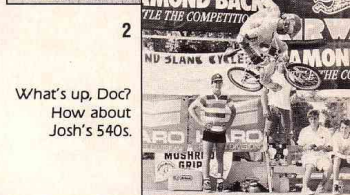
The guy to beat in the amateur division—
Lord Voelker.



Chicago resident Bob
Kohl well on his way
to second place in am.



Chris Potts wasn't too well known going into the contest, but you can bet his name will be remembered for a long time by the Flint crowd.



What's up, Doc?
How about
Josh's 540s.



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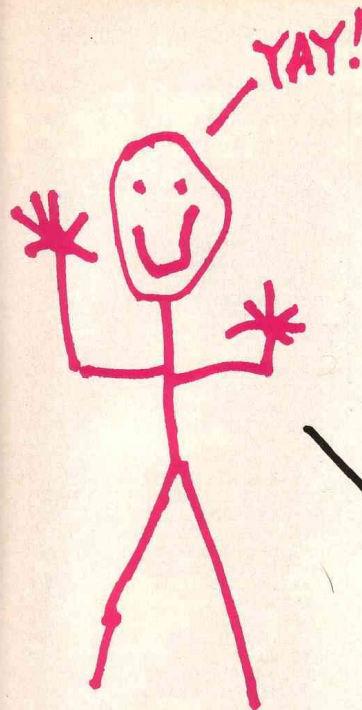
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INDEX OF ADVERTISERS

ACS	9, 19
ACTION BMX CYCLE	62, 94
AIRWALK	35
THE AIR WEAR SHOP	67
ASICS TIGER	23
BADD BOYS	97
THE BARE COVER	47
BICYCLE CORP. OF AMERICA	49
BIKEFACTORY	98
BMX HOT-LINE	100
BURTON SNOWBOARDS	12
CAD/D APPLICATIONS	95
CALIFORNIA HOT PRODUCTS	48
CLUB HOMEBOY	56
CONVERSE, INC.	8
DIAMOND BACK	26, 27
DYNO	56, 57, 119, 120, 121
ENDLESS GRIND	67
EPPIC SKATEBOARDS	73
FIRST CLASS BMX	28
FRANKFORD BICYCLES	82, 83
FREE FLIGHT	123
FREESTYLIN' II: THE BOOK	96
GENERAL BICYCLE & MOPED CO.	22
GT BICYCLES	11, 13, 15, 17
GULLWING TRUCKS	124
HARO CYCLES	21, 126
HIRSCHBERG PRODUCTIONS	100
HUTCH PERFORMANCE PRODUCTS, LTD.	88, 89
KUWAHARA	61
LASER BICYCLES	69
LEE CHI ENT. CO., LTD.	85
LOGO HOUSE	67
MERRITT MAIL ORDER	101
MONGOOSE (BMX PRODUCTS)	115
NAKED BOARDS	100
NIGHTHAWK BMX	66
NORTH STAR BMX	81
NSI VIDEOS	96
O.D.I.	73
ODYSSEY	24, 97, 99
POWER HOUSE BICYCLES	68
RECREATIONAL PRODUCTS OF TEXAS, INC.	98
RECTOR	37
ROBERT'S ENT.	97
ROCKVILLE BMX	16
ROCKVILLE BMX/VANS	68
RUN BMX	69
SANTA CRUZ SKATEBOARDS	7
SATURDAY'S SPORTSWEAR	38, 39, 40, 41
SCHWINN BICYCLE CO.	2, 3, 4, 5
SEATTLE BIKE SUPPLY	10
SKATE CORE	71
SKATE WAREHOUSE	20
SKATEBOARD SPECIALISTS	34
A SKATER'S PARADISE	36
SKYWAY RECREATION PRODUCTS	25, 55
SPLATS	118
SR SAKAE	95
SST RECORDS	93
STICK-EM UP	81
STLYIN'	84
TIOGA CONTEMPORARY PARTS	125
TIOGA COMPACT DISC	69, 70, 71
TREND BIKE SOURCE	72
ULTRATECH (ADVENTURE SPORTS)	81
VISAGE (FREESTYLE CYCLE CO.)	63
VISION SPORTS	29
WES' BMX EAST	116
WES' BMX EAST/DYNO	67
WOODEN WHEELS	118

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LAST BITE

There's a guy that lives in Michigan and owns a bike shop that Lew used to work at. He's a member of the NRA and now owns a large bruise on his arm courtesy of the guy in this photo (Josh White) and his "new" move (bail). That man, is Vern Towne. That "bail" is now being made into a "new move" by Josh.

PHOTO: WINDY



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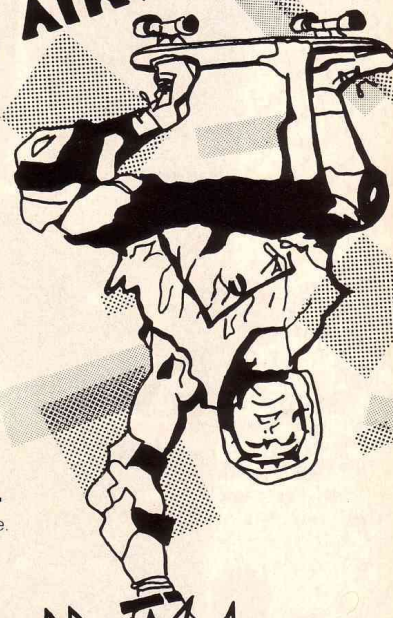


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☐ 8: Neon pink, Black, Black ☐ 9: Neon green, Royal blue, White
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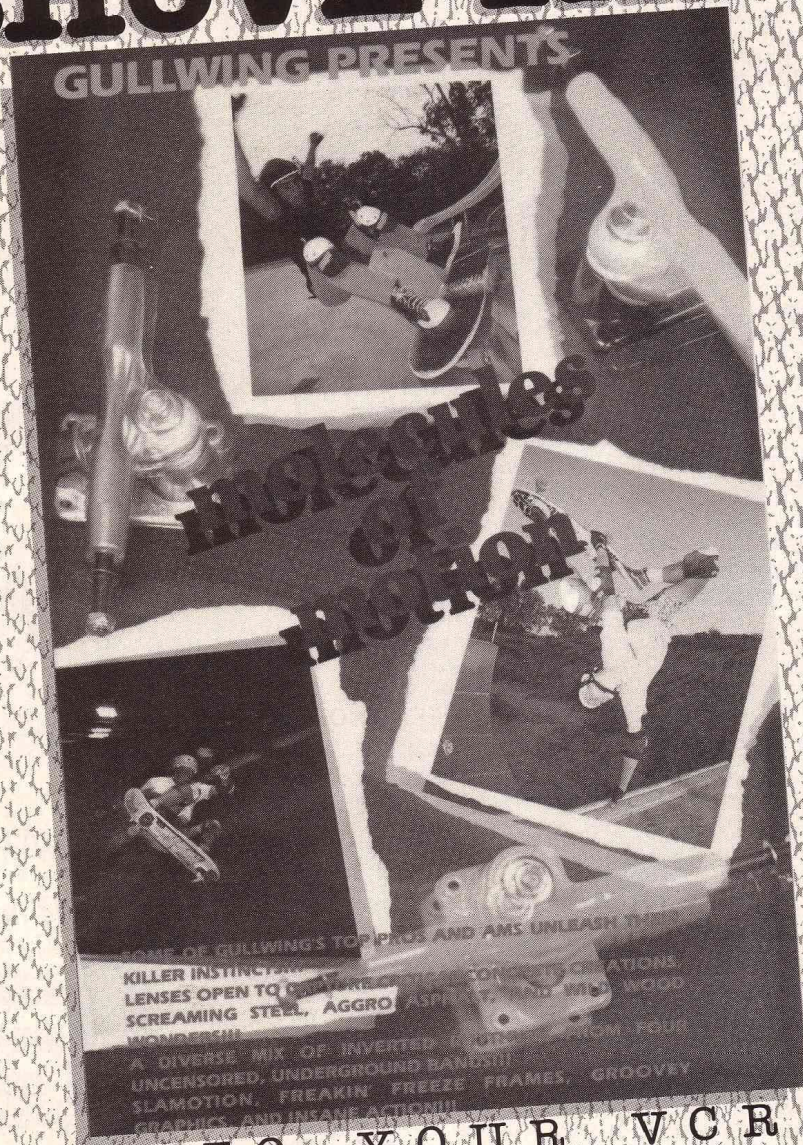
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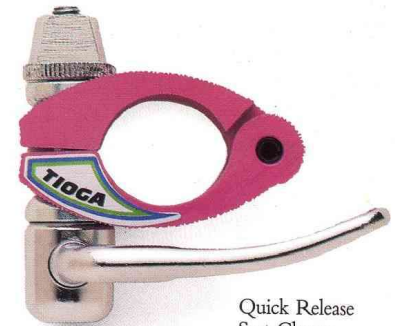
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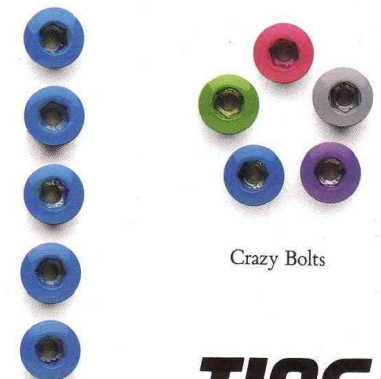
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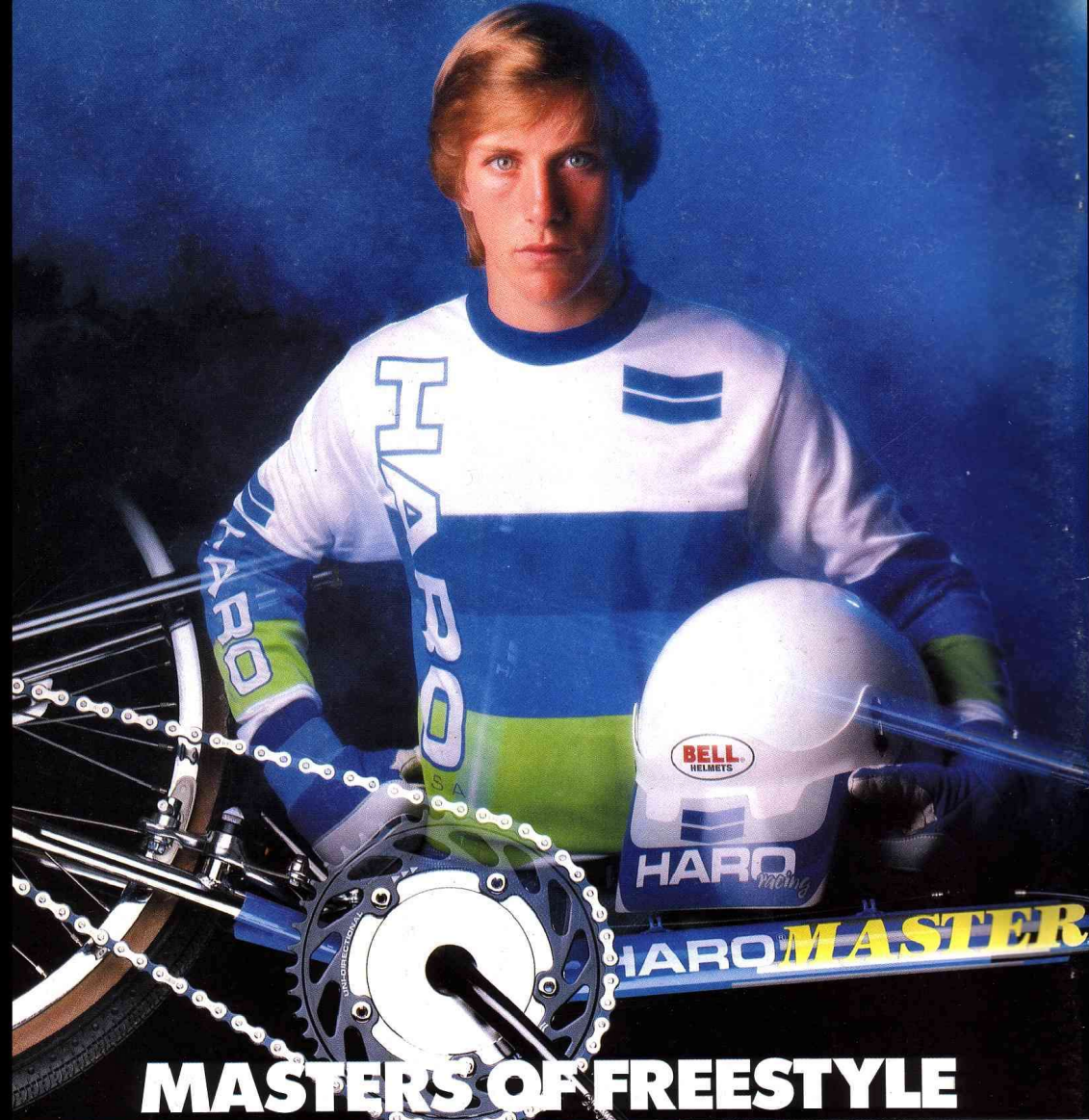


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