

american freestyler

WPS 36920

THE NUMBER ONE
FREESTYLE MAGAZINE!

SEPTEMBER 1988

**INSANE
AERIAL
SHOOTOUT!
JOSH VS. MATT:
WHO'S RADDER?**

◀ MATT
HOFFMAN

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6
**NEW TRICKS
YOU SHOULD KNOW!**

**STREETSTYLE
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LAUNCHING LUNATICS
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**VOTE:
LOOK AT THE
PHOTOS INSIDE
& SEND IN THE
BALLOT!**

**SCREAMIN' ON SKYWAY'S
STREET SCENE & BEE-BOPPIN' ON
KUWAHARA'S BRAVO PRO SHOW!**

**WHERE THE HOTTEST
FREESTYLERS HANG OUT:
GUIDE TO LOCAL ACTION!**

JOSH ▶
WHITE

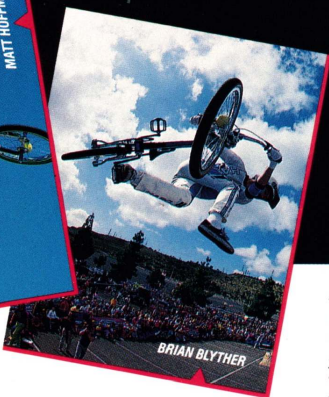
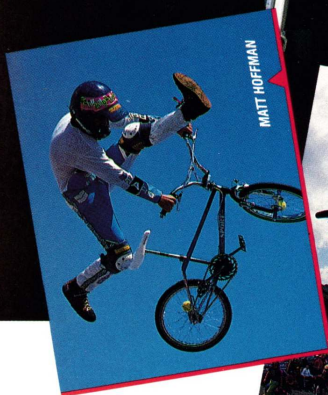


ISSN 0895-4833

**813
JOHNNY
60**



HOW TO BUILD THE ULTIMATE FREESTYLE BIKE...



According to a recent magazine poll where the world's top pros were asked to build The Ultimate Freestyle Bike from scratch (BMX PLUS June '88) they overwhelmingly chose the Haro Sport frame, fork and Pro handlebars as their starting point. Their second choice? The Haro Master frame and

fork. Out of any brand available anywhere, for any price, they chose Haro. We're flattered, but we feel the reason is simple... Haro built The First Freestyle Bike. Ever. The original Haro Freestyler. And while everyone was playing catch-up we continued to

stay one step ahead with features like 100% chromoly reinforced headtubes and bottom brackets for legendary strength... Wrap around, flip-up fork standers and unique L shaped rear dropouts for the ultimate in freestyle footing. Just add durable chrome forks, stays and bold Haro paint and graphics and it's no wonder we're the pro's choice. But the real fact is you don't have to be a pro to appreciate

Haro. And you don't even have to build up a bike yourself... We offer a complete line of bikes built to be the ultimate... The Haro Freestylers.



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american
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SEPTEMBER 1988

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ON THE COVER:—Matt Hoffman and Josh White bust a pair of cancan lookbacks. Matt at home in Edmond, Oklahoma; Josh in Camarillo, California. Photos by John Ker. Cover design by Dennis West. Separations by Valley Film.

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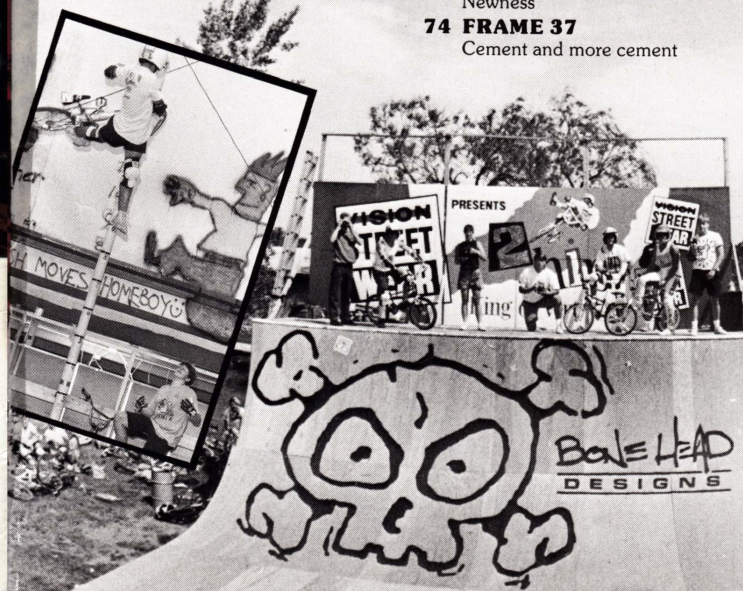
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More 900 attempts than ever



WARNING: FREESTYLE TRICKS CAN BE DANGEROUS. WEAR THE APPROPRIATE SAFETY GEAR AT ALL TIMES. THE EDITORS AND PUBLISHERS CANNOT BE HELD RESPONSIBLE FOR INJURIES RESULTING FROM ATTEMPTS TO LEARN THE TRICKS DETAILED IN THIS ISSUE.

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...NOBODY CARES WHO GOT SECOND.



Dino DeLuca — 1988 Master Series points leader



Team Dyno high flier Dino DeLuca is dominating freestyle this year. Big leads in the AFA's ramp and overall divisions have put him in command. The bike Dino chooses for his aerial



attack is the Dyno Pro Compe Team Model. The winningest bike in the senior ramp class features a 4130 chromoly frameset, Dyno handlebars, and sophisticated GT Superlace alloy wheels. Dyno Axle Extenders, GT Frame



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FACTS & RUMORS

By Mike Collins

CALL IN THE MOVERS

■ The American Freestyle Association has decided to relocate their headquarters. AFA chief **Bob Morales** has decided to turn his job over to **Randy Loop**, current affiliate director. Randy is relocating the offices to his home town of Columbus, Ohio. According to Bob, the move is being made to have the AFA more centrally located. AFA's national program will be run through the Columbus office and the locals will be handled by each affiliate. Meanwhile, Morales is getting more involved in graphic design. He started another company, "Group B," mainly to design brochures, catalogs, stickers, etc. Bob's looking for new, young talent; people with a background in art and/or design. If you have an interest, send a resume to Bob: 15561 Product Ln., Ste. D-8, Huntington, Beach, CA 92647.

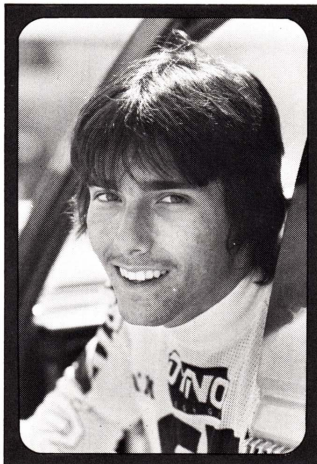
FREESTYLE ACCORDING TO THE NBL

First the ABA jumped on the freestyle bandwagon, now the NBL has followed. Currently the NBL has two local series slated: One in Virginia, and the other throughout the South. They are also planning to hold a freestyle contest in conjunction with the NBL Grand Nationals on September 3rd. Riders who have competed in four local NBL events plus the finals will be eligible for a year-end award. All of the NBL freestyle events feature ramp and flatland competition along with beginner programs. The NBL is still building their grassroots programs and, therefore, hasn't scheduled any national comps yet, except for the contest at the Grands.

TRANSITIONS

Steve Broderson was released from team Mongoose prior to the Flint, Michigan, King of Vert contest. Steve went to Michigan unsponsored, but didn't do very well there. Broderson decided to sell his bike and accept a job offer at a bike shop in Oregon; he packed up everything and moved north.

C. Itoh has suspended their CitiCat bike program and released **Eddie**



Eddie Fiola's deal with C. Itoh didn't last long. When will we see Eddie in a real factory uniform again?

Fiola from his contract after only a couple of weeks. Fiola is still insisting they pay him the \$8,000 agreed upon. Do we see a legal battle ensuing?

NUMBERS

We've gathered a bunch of statistics about how much money a rider can make in the wacky world of freestyle. First, we have to total pro prize money paid so far this year. Then, the average amount each pro makes per contest, then a breakdown by percentages of what was earned by freestylers last year, and finally where the money comes from. Just thought you'd like to know.

YEAR-TO-DATE PRO WINNINGS (all contests, as of May 31)

Dennis McCoy	\$5290
Brian Blyther	4200
Ron Wilkerson	3200
Joe Johnson	2350
Rick Moliterno	1325
Josh White	1250
R.L. Osborn	875
Rick Allison	800
Dennis Langlais	675

NEW STUFF FROM GT

Those crazed minds over at GT have introduced a few new products. They're most proud of their Schralper pants, heavy-duty cotton pants, available in blue or black and in three sizes to fit everybody. Suggested retail: \$38. Then, GT has a new knee and elbow pad on the market. The elbow pad is extended, has a plastic cup and plenty of Velcro. The pads come in black and blue, in medium and large and sell for \$30 a pair. GT is also designing a new jacket that should be in the stores this fall in time for back-to-school. Look for all of these new GT products at your neighborhood dealer.

OTHER STUFF

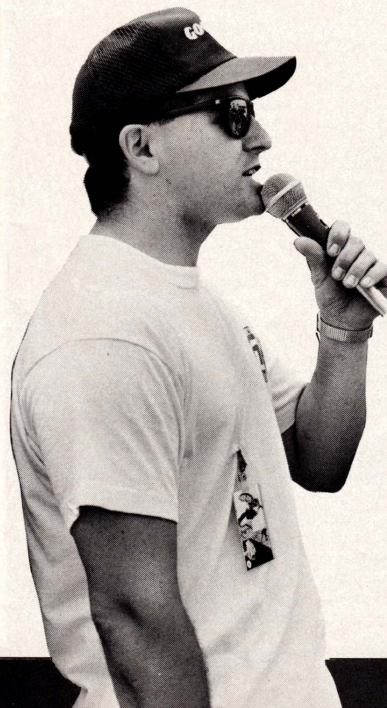
A couple of new freestyle videos are available. Haro's video features all of their riders doing streetstyle, flatland and ramps. It retails for \$29.95 and is available at Haro dealers. **Eddie Fiola's** video is also complete and is going to be distributed in the mass market.

Dennis McCoy, Joe Johnson and **Carlo Griggs** will be doing a short freestyle tour in New York, Pennsylvania and Connecticut this August. No

Mike Dominguez	400
Dave Nourie	400
Jon Peterson	400
Total Year-To-Date Prize Money	\$22,350
WINNINGS PER CONTEST	
Dennis McCoy	\$587.78
Brian Blyther	520.00
Ron Wilkerson	400.00
Rick Moliterno	331.25
Joe Johnson	293.75
FREESTYLERS MONTHLY 1987 INCOME BY PERCENTAGE	
\$2000 or more	10%
\$1000 to \$1999	41%
\$999 or less	49%
FREESTYLERS SOURCES OF INCOME IN 1987, ANNUALIZED	
Paid by bike companies	\$13,771
Tours and appearances	2,807
Co-sponsorships	1,760
Other (camps, TV commercials, etc.)	1,086
Prize money	975
Bonuses/contingencies	297
Total average 1987 income	\$20,697



Chris Potts will be seen on TV doing his entire montage of freestyle antics. You can check him out on the new program "Young Universe" when it airs around the States.



Rick Allison is the latest freestyle maniac to get a job at Sea World in San Diego. You can catch Rick as "Melvin the Nerd" in the City Streets show.

specific dates or locations have been established, but call the Freestyle Hotline in New York for more information: (212) 599-1148.

The Kuwahara team will be instructing kids about freestyle this summer at the Woodward BMX Training Camp near State College, Pennsylvania. They also are going to put on a small tour in Michigan this summer. Look for **Chris Obermeyer, Jay Jones, Kris**

◀ **McGoo in control at Stonehenge. The only question: Will he be in control when he gets married to Rhonda Burns?**

Ketchum, Bill Neuman and Greg Flowers either around Michigan or at Woodward this summer.

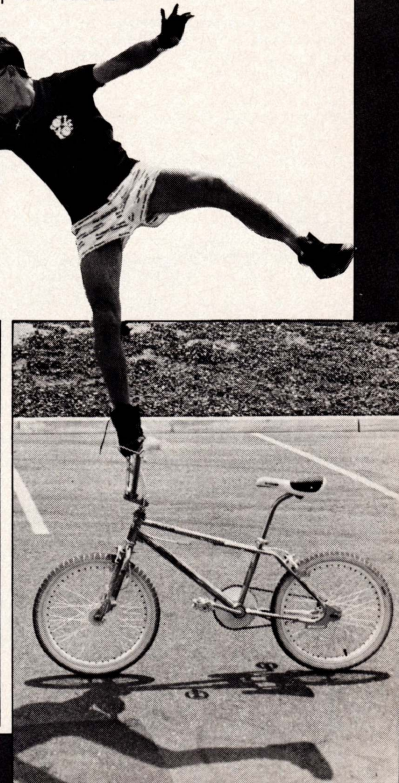
Joel Alamo, who's still in high school, now has a driver's license. **Dave Custodero**, Mongoose team manager, was undecided on whether or not Joel will be allowed to drive on tour this summer. But, as they say, what Dave doesn't know probably won't hurt him.

Rick Allison and **Rick Coronado** are the latest 'stylers employed by Sea World in San Diego for their City Streets show. Be sure to check out the show if you go to Sea World—it's very entertaining.

Harold "McGoo" McGruther is tying the knot. Yup, McGoo's getting married to girlfriend **Rhonda Burns** on October 8th.

Rumor: There may be one final King of the Skateparks contest later this year. The Pipeline Skatepark has decided to close for good, but before they do there's talk of one last KOS event. You know we'll be there, how about you?

Fact: **Chris Potts** can be seen riding ramps and discussing freestyle on a new news program for young people, *Young Universe*. The program will be part of 26 half-hour episodes to be aired in over 50 cities in the U.S. and in a number of foreign countries. For any questions you can call Freestyle Promotions, (619) 434-7028. ■



DR. RAD'S FREE STYLE ADVICE

Transcribed
by Karl Rothe



Karl Rothe believes he's found the secret entrance to Dr. Rad's secret hideout, but he's not curious enough to journey inside. Stay tuned.

- What's your trip? Why don't you try dropping Dr. Rad a line? Get those troublesome questions off your mind, and on to his. He'll surely do you right with the right advice. Join the few, the proud, the happy campers who have already written to and have been answered by the one, the only, Dr. Rad! Write: Dr. Rad, P.O. Box 9502, Mission Hills, CA 91345-9502. •

HOLLOWNESS

■ Dear Dr. Rad,
I got a problem like most everyone else I know. I got a non-hollow stem bolt. How can I make it freestyle-usable? I got a Gyro on for my rear brakes, but no setup for my front brakes since my cable won't go through my bolt. Also, if I can't do anything, please tell me which freestyle stem to buy.

Daniel Hong
Brea, CA

ACS and Pro Neck sell hollow stem bolts as a separate item for around ten dollars. If one of those won't fit the stem you have, you might want to buy a freestyle-ready stem. Just check out last month's stem shootout for any and all info you'll need for the right purchase.

STARDOM

Dear Dr. Rad,
I'm desperate to know how to get onto a freestyle team. I see freestyle stars in the mags all the time, and I want to know their secret.

Chris Feliciano
Chicago, IL

To get on a freestyle team you have to be super good, really consistent, have a good attitude, and most of all, be at the right place at the right time.

BRAKELESS

Dear Dr. Rad,
I'm riding a bike without any hand-brakes. I can do surfers, framestands, and an occasional boomerang. Could you tell me some more tricks that I could do without using brakes?

"Jazzy" Jeff Shelton
Lewisville, AZ

You could do anything from stationary balancing tricks to barrides and forward rolling tricks (whiplashes, steamrollers, etc.). If you got some brakes, you would be a lot less limited. Consider it.

DUSTED

Dear Dr. Rad,
Think of the feeling of falling in the midst of a backward walkaround, or your wheel flying out from under you during a power mower due to your wheels and brakes being packed with dust. I feel like that every day when I try to freestyle on

the dusty road I live on. My brakes never stop halfway-decent! Would Sturme Archer brakes survive in my environment?

Paul Allen
Forest Grove, OR

Yup, they would be your best bet. If your local bike shop doesn't carry them, write to: Sturme Archer, 1014 Carolina Dr., West Chicago, IL 60185.

THIS OR THAT

Dear Dr. Rad,
I just talked my mom into letting me build a halfpipe or a quarterpipe in our backyard. What should I build?

Chris Ropp
Macks Creek, MO
The halfpipe!

POST CRUNCH

Dear Dr. Rad,
Will Araya 1-3/8-inch rims stand up to street jumping, and 30- to 40-inch bunnyhops?

Brian Veth
Chelmsford, MA
It's doubtful.

OVERDOSE?

Dear Dr. Rad,
I was wondering if it's possible to ride too much? My boyfriend rides every day of the week from morning until night. I used to watch him, but he says he can't concentrate with me there. I know freestyling comes before I do, but is a few hours asking too much?

Katie Bertrum
Winona, MN

I'm no love therapist, but a few hours is definitely not asking too much. You could save him from riders' burnout, which is a common result for guys who ride as intensely as yours. It wouldn't be a very fun phase for him to go through. Save him, Katie.

UNCOOLNESS

Dear Dr. Rad,
In my town there are about three freestylers, of which I am one, and a whole mess of skaters. They overpower us. When we see them, they're always asking us what we can do. We're not posers, but we're not pros, either. We can do your basic tricks, but nothing too special. We're going to some freestyle camp over the summer to hopefully learn some cool tricks to show off to the skaters. Maybe (maybe?) then we'll be able to impress them. But anyway, is there anything we can do to kind of balance out the population difference?

Doug Ferguson
Annandale, VA

When you learn those rad tricks over the summer and bust them for the local skaters, they'll probably want to send their boards to a pencil factory and shred on bikes along with you. By the way, have you ever asked them what they can do? ■

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*ALL TIRES SOLD IN PAIRS!

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Be careful where you leave your bike because there's always some shady characters who'll be happy to take it off your hands. ►

Dear American Freestyler,

■ I'm writing because my friends and I are sick of our bikes getting stolen. I've had three bikes stolen, my brother's had two, one of my friend's had four, and my other friend's had one stolen. All of these bikes, except one, were taken out of a garage. We recovered one a week later because we saw the kid riding it and called the police. The point that I'm trying to make is that you should be extremely careful with your bike, and crime doesn't pay because sometimes you do get caught.

Mike Chessnoe
Denver, CO

Try leaving your bikes in your basement. That way if someone wants to steal them, they'll have to take the whole house! Problem solved.



Dear *American Freestyler*,

I'm referring back to the May '88 issue and the East versus West confrontation. I live in Connecticut right now (for the last four years), and I've gotten to know a lot of people who style (like myself). Sure, the East Coast makes up the newest and radder tricks, but who invented the tricks overall? Where did freestyle start? California. Stylin' has become a nationwide sport. It truly doesn't matter where you pull off a trick, just as long as you're still ridin'. California is where I was born and first got interested in freestyle. It's probably the best place to ride because of the weather, but that doesn't mean that West Coast dudes don't practice their hardest to be great freestylers. Certain places on both sides of the U.S. map up and others are lame. As long as there's a place to ride (always, no excuses), the freestyle world will be alive and pumpin'. It's peak for all those in Derby, Connecticut, and hopefully across the U.S.

Chris Aldrich
Derby, CT

Dear *American Freestyler*.

One day I was riding a ramp that had a nail sticking out of it. My bike tire popped when I ran over it, and I flew back and landed on my tush. I carried my GT home and my mom put a Band-Aid on my bruise. Then I got my bike fixed and I rode the ramp again.

Bernie Henninger
Harris, MN

You're lucky. Your tush could've popped instead of your tire. If that happened, you would've had to get a tetanus shot from a doctor to prevent infection (the rusty nail disease). Get out a hammer and pound down all the nails on the ramp. You'll be a lot safer.

Dear *American Freestyler*,

I'm 20 years old, in the Army, and stationed in Schweinfurt, West Germany. I'm curious to know if your mag will ever come to Europe to do a story on Europe's top-notch stylists. In Hambach, Germany, there are a lot of freestyle events being put on by the I.F.A. (International Freestyle Association). If you guys could get us a little more coverage, maybe U.S. companies would consider organizing a major event over here.

Sam Burrell

Schweinfurt, West Germany (U.S. Army)
It's a small world, but not *THAT* small.
That could take a while. We'll surely try.

Dear American Freestyler,

Make "Reader's Rap" more than one page. Make "Dr. Rad's Freestyle Advice" more than one page. Put more pages in your mag. Include more shootouts, project bikes and tests. Oh, and have more contests to win bikes.

Anthony DeNofa
Cinnaminson, NJ

A little pushy, aren't we? You were probably the kind of kid Santa Claus had nightmares about!

Dear American Freestyler,

The other day I competed in a contest at a local bike shop. There were a very large number of skaters in the audience, watching. They went out of their way to be totally obnoxious. They insisted on blowing the concentration of all the freestylers while they were doing their routines. It got me really mad. That's all I have to say . . . nothing else.

Kirk Klemme
Lebanon, IN

That's definitely not cool. They were probably just jealous that they didn't have a contest of their own. That's all we have to say . . . nothing else.

Dear American Freestyler,

I've been looking through a lot of free-style mags lately. When you guys say you've got a poster, you've got a POSTER! It's not a two-page picture, but a huge awesome poster. I just wanted to get that off my chest.

Jason Hodges
Little Rock, AK
Thanks! ■

- If there's something on your mind, write us. If there's something on your friend's mind, write us. We want to get what you have to say out in the open. It would be a lot easier to do if you would drift your thoughts onto a piece of paper, and send it to us. We'll read the pup. Get to it. Write: Reader's Rap, P.O. Box 9502, Mission Hills, CA 91345-9502. •

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PRODUCT PROGRESSION



HAMMER FINGER FLIP SHORTS

■ R.L. Osborn's company, Hammer Bodywear, is expanding with the introduction of Finger Flip shorts. They have a mega waistband that you can "flip" up while you're wearing a pair to expose the Hammer label. You can enjoy the rest of your summer fun in an all-cotton maroon or paisley pair for around \$18. You also have the choice of a suede pair in black or green for around \$22. They come in small, medium or large sizes, and are available in either short or long lengths (the longer lengths will cost you a few extra bucks for the extra material needed to reach below the knees). To order these unique drawers, write to: Hammer Bodywear, P.O. Box 4005, Redondo Beach, CA 90278.

TRP LAIDBACK SEATPOST

Simon Taufique is a freestyle-type dude who's pumping out his own products. This laidback seatpost is an example of his work. It's made in the USA from good ol' 4130 chromoly. It comes with knurling at the top and middle sections to provide a no-slip grip. Its .065 tubing thickness is the same as the legendary Woody Itson handlebars. For \$15 you can take your pick of chrome, white or black. This seatpost is just one out of Simon's "Powertool" line. For more scoop write Simon at: 82 Parkview Loop, Staten Island, NY 10314. You can also call him, if you're lazy, at (718)494-6723.

TNT AXLE PEGS

These pegs could be what you need to succeed in the flatland freestyling world. They have a deep tread design to stop as much foot slippage as possible. They come in 24T and 26T threadings to fit your 24T and 26T axles. They come in silver only and cost about \$10. If you find them appealing, write for more info to: TNT Products, 2 Maple Dr., Linden, NJ 07036.



ODYSSEY RX-5 LEVERS

There's a lot of talk going on about these new gems from Odyssey. They feature a sturdy hinge clamp, so you don't have to take your grips off to install them. They have lock buttons with an adjustable brace to allow you to decide exactly how close to your bars the locking position is. They also have spring-loaded cable tension adjusters built right in. You can get a pair in white, black, silver, blue or red for 22 pops. Send your questions to the guys who designed them at: Odyssey, 17101 S. Central Ave., #G, Carson, CA 90746. ■

ALL THE NEW HI-TOPS ARE IN, TOO. T-SHIRTS, SWEATSHIRTS -- YES, INDEED WE'VE GOT IT ALL ►►

NAMELY PADS [UPPER AND LOWER VARIETY], FREESTYLE PRINTS, AND A COTTON JACKET.

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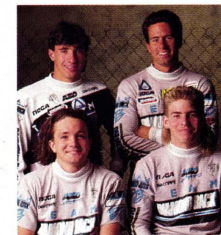
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*Craig Grasso
Innovator of street thrashing*

When freestylin' obsession has got you bouncing off the walls, Diamond Back has the cure. The 1988 Hot Streak.™



*The 1988 DB freestyle team,
(clockwise from top left)
Dennis Langlais, Woody Ilson,
Craig Grasso, and Mike Dominguez.*

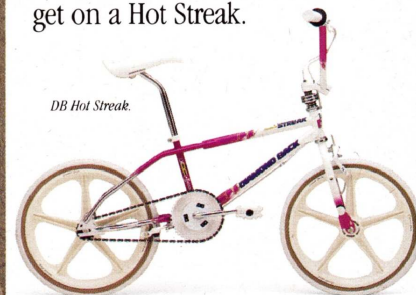
It will satisfy both your street dreams and your lofting lust. The Hot Streak is the only bike in its price range

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So get real. Put the brakes on all those wild freestyling fantasies long enough to get down to your local Diamond Back dealer and get on a Hot Streak.



DB Hot Streak.

DIAMOND BACK
RATTLE THE COMPETITION



■ Skyway has long been famous for their Tuff Wheels, those nylon mag wheels that are virtually indestructible. But more and more Skyway is making a name for their bikes. For '88, Skyway has a line of three freestyle models, beginning with the Street Scene.

WHERE IT BEGINS

Skyway's Street Scene starts with Skyway's own frame design. Skyway uses hi-tensile steel tubing for both the frame and fork to keep its cost down. The whole enchilada is TIG-welded for superior strength.

Unlike the more expensive Street Beat, the top tube on the Street Scene isn't creased, but Skyway adds a frame-standing platform. The tail section is kicked out, but there are no chainstay platforms. Up front the Street Scene has fork peg bosses, but they're a little too high to be very useful for today's modern tricks. The pegs aren't included, either. **ONE OF THESE, ONE OF THOSE**

Of course you'll find Skyway mag wheels on the Street Scene. Their six-spoke models

come as standard equipment. You'll also find Skyway's own Spinmaster II detangling device, Skyway tires made by Kenda, the Pro E-Z bar by Skyway and original Tuff Pads.

The equipment list was fairly well received by the Test Society. The Dia-Compe 890 brakes did the job, especially considering the Tuff Pads which worked superbly well with the mags. Everyone liked the mags; they really didn't make a weight difference for the ramp riders. They flexed, but just a little. A Tioga one-piece hi-tensile steel crank, Victor VP-767 plastic pedals and a Skyway forged alloy stem round out the parts list.

THE RESULTS

What matters is how it handles, how easy it is to ride and whether or not anyone can really pull off any freestyle tricks on it. The ramp riders liked the way it handled in the air, pulling off no-footed cancanes, no-footers and lookbacks with little insecurity. The pedals gripped well, too. Our guys didn't notice any handling problems because of the mag

wheels (which weigh more than spoked wheels), but the bike felt sluggish on the way up the ramp. In the air, however, as we mentioned, it was fine.

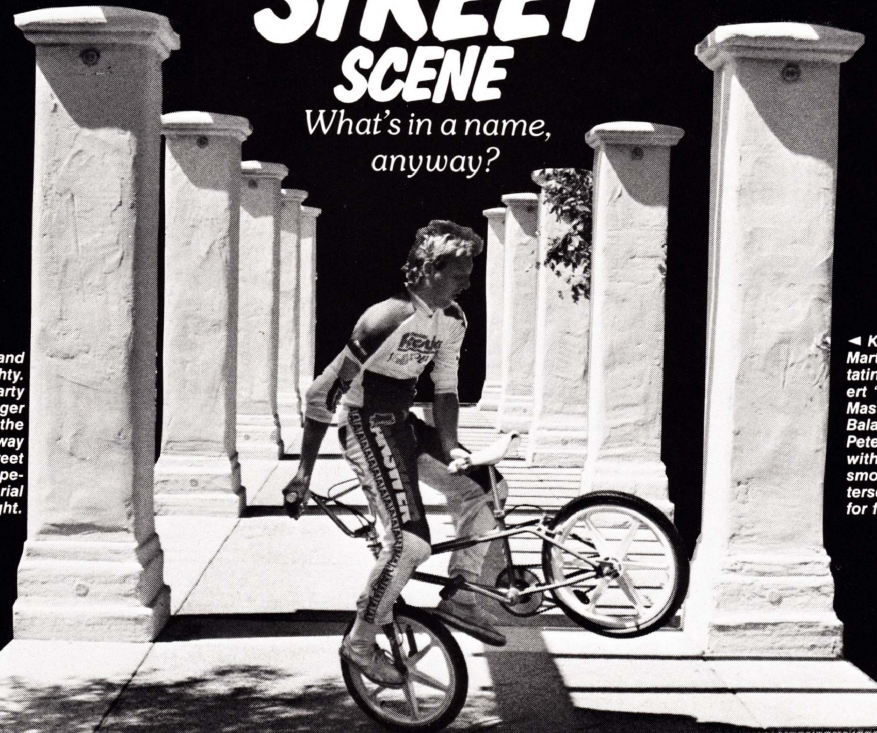
Of course we had to subject the Street Scene to some street thrashin' abuse to see if it would live up to its name. We found a location that offered the proper obstacles, and after a series of footplants, we decided the name fit. Flatlander Kevin Martin jumped aboard the Street Scene and began riding. He became instantly adjusted to the steering angle and was able to pull off tricks like split-legged decades and a variety of street thrashing. Our guy loved the Tuff Pads, which made stopping the bike very simple and very effective. The Spinmaster II worked, but everyone agreed it could have been dialed in better. We also couldn't understand why the fork peg position was so high. Placing the bosses lower would have been more practical.

Dia-Compe's flimsy Tech 6 levers caused the greatest problem. A spacer on the rear

SKYWAY'S SWEET STREET SCENE

What's in a name,
anyway?

◀ High and mighty, Marty Schlesinger and the Skyway Street Scene experience aerial flight.



◀ Kevin Martin, imitating Robert "The Master of Balance" Peterson, with some smooth Petersqueaks for fun.

SKYWAY'S STREET SCENE

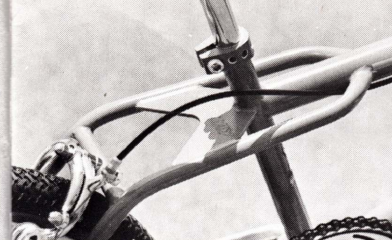


Stretched, peaked and a little tense, Marty didn't trust the Tuff Wheels in the air at first.

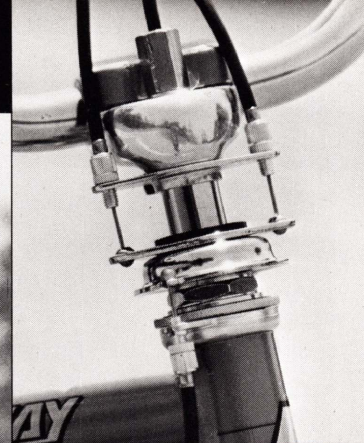
We took the Skyway Street Scene to its natural habitat for a little cement-type analysis. ►



The frame-standing platform is seriously wide, but won't give you many hassles.



The Spinmaster II, Skyway's own creation, provided all the cable detangling necessary. ►



SPECIFICATIONS:

SKYWAY STREET SCENE

I. FRAME AND FORK

Frame design:

Single, creased top tube, integral frame-standing platform, kicked-out chainstay section.

Frame construction:

Hi-tensile steel.

Diameter of top tube:

1-1/4"

Diameter of down tube:

1-1/4"

Diameter of chainstays:

5/8"

Diameter of seatstays:

5/8"

Fork construction:

Hi-tensile steel.

Diameter of fork blades:

1-1/8"

II. GEOMETRY

Wheelbase:

36-1/8" to 37-1/4"

Steering head angle:

74°

Seat tube angle:

72-1/2°

Bottom bracket height:

11-3/4"

III. DRIVE TRAIN

Pedals:

Victor VP-767, chromoly axle.

Cranks: Tioga, one-piece, 175mm, hi-tensile steel, heat-treated, chrome-plated.

Chainwheel: Tuff Neck, 43t.

Bottom bracket:

YST HP-621-A, chrome-plated.

Chain:

KMC, 1/2" x 1/8", 90 links.

Freewheel:

SunTour, MF-2000, E-Z Off, 16t.

IV. WHEELS

Rims:

Skyway 6-spoke O.E. nylon mags.

Hubs:

Loose ball type.

Tires:

Skyway Skinwall, Kenda, 20" x 1.9"

V. STEERING

Grips:

Co-Union, CB-0232, AIME Tri type.

Handlebar:

Skyway Pro E-Z, hi-tensile steel, chrome-plated, 9-3/8" rise, 28-1/8" width.

Stems:

Skyway forged alloy, hi-tensile steel, Potts Mod.

Headset:

YST, HP-665, chrome-plated.

VI. SEATING

Seat:

Viscount Dominator, Skyway logo.

Seatpost:

Straight, hi-tensile steel.

Seatpost clamp:

Alloy.

VII. BRAKES

Front:

Dia-Compe 890.

Rear:

Dia-Compe 890.

Levers:

Dia-Compe Tech 6, locking lever.

VIII. ACCESSORIES

Detangler:

Skyway Spinmaster II.

Pegs:

None.

C.P.S.C. Equipment:

Reflectors & chainguard.

IX. WEIGHT

28-1/2 lbs.

X. PRICE

\$239

XI. COUNTRY OF ORIGIN

Taiwan

XII. ADDITIONAL INFORMATION

Skyway Recreation Products

4451 Caterpillar Rd.

Redding, CA 96003



No feet, no fear. Our Test Society will do just about anything on a bike during the testing process. ■

We couldn't get the Skyway's front cable to slide up all the way through its slot in the left fork blade. Therefore, we had to use a less sophisticated method of cable routing. ►



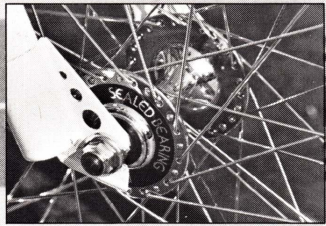
**PRODUCT
PROBE:**



PEREGRINE HP48s

Designer wheels
definitely worth
the designer
price

You'll find these
wheels flexing far
less than most. Of
course at \$190 a
pair, you'd expect
it. ▶



Witness wheel supremacy for the freestyle world.

■For any part on today's freestyle bikes, there are a lot of choices. There are simple, inexpensive components that get the job done but don't offer many extra features. Then there are components that are simply the best. The manufacturer didn't cut any corners along the way. Those are the kinds of things you expect superior performance from—and you pay the price.

In the world of wheels that product is Peregrine's High Pressure 48-spoke wheels with sealed-bearing hubs. For short, we'll call these wheels Peregrine HP 48s.

Peregrine begins with an aluminum alloy

material and forms the rims through a special double-deck construction technique. The spokes are 16-gauge stainless steel and the nipples are also stainless steel. At the center of it all is a Suzue large-flange, 48-hole, sealed-bearing hub with a chromoly axle.

What really makes the Peregrines unique is the plating process. The entire wheel is chrome plated. While many chrome wheels really are just chrome rims, Peregrine chrome plates everything—the rim, spokes and hubs. The result is one of the shiniest wheels you'll ever see.

ANY DIFFERENCE?

But does all of this extra trouble mean anything, really? Yes! Four reasons: The rim has a lip built on the inside designed to solidly seat the tire so you can run your tires at extra high pressure. Chrome plating assists

brake shoes in making solid contact. Solid contact equals superior braking. The 48 spokes keep the wheel rigid and straight. Finally, sealed bearings mean you don't have to mess with repacking bearings or adjust any cones. In other words, barring something stupid, they're almost maintenance-free!

BUT IS IT WORTH THE PRICE?

At \$190 a pair these wheels are anything but cheap. But if you're a freestyler and you use a freewheel, they may be one of your best investments. Peregrine HP 48s are as attractive as they are functional. But if you put a pair on your scooter—don't leave your bike unguarded. You may come back to a bike that's minus the wheels.

FOR FURTHER INFORMATION:
Teel, Inc., 550 Commerce St., Franklin Lakes, NJ 07417 ■

Robert, one half of the Castillo brothers, banking in Westwood.

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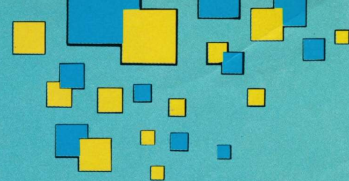
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AFA MASTERS: SERIES: ROUND 4

Steve Swope was getting his inverts so tweaked he's lucky his leg didn't get dented by his top tube. Yes, he did manage to unwrap himself in time to land in one of his classic blo-airs.

No-footed invert served up by Bob "Superman" Kohl. Fourth, 17 Expert Ramps. ▶



The "Texas Trick Test" gets reviewed

By Karl Rothe

■ Blatant remarks. They're heard a lot, but in Austin, Texas, silly ones were heard too often. "Look at that bike gang!" was frequently exclaimed by observing humans on local city streets. "I can do that," was whispered through the lips of a guy trying to sustain a captain cool image for his girlfriend. It happened on Saturday night during the supposedly legendary "Sixth Street" cruising action. "Get a car," was heckled by a guy cruising Sixth Street also. He seemed to feel that if you didn't own a muscle car, you didn't deserve to be on the planet. His personal vessel happened to be a loud and thrashed Dodge Duster that looked like it was worth less than an average freestyle bike. "Why don't you get a job?" questioned a fast food worker who seemed quite old, yet was only a fast food worker.

All these quotes were directed at freestylers on the weekend of the AFA Masters Series, Round 4. The problem is that such renderings get voiced quite often, no matter where freestylers go. That's when the famous saying comes in: "Sticks and chainsaws may break your bones, but pointless blatancy should never faze you!" Now, with the lesson of the month understood, forward your eyeballs to the words of interest describing the "Texas Trick Test" (aka Round 4) for your informative pleasure.

INFO AND ONGOINGS

Texas is a big state containing a lot of freestyle energy. The classic Friday night jam sessions showed off an impressive amount of it in Austin. Riders flocked around in cliques, practicing their routines in the parking lots surrounding their hotels. Some riders tried to head-trip each other out with their tricks, but that's kind of expected the night before battle.





AFA MASTERS

The contest was held in the same building as last year. The arena floor was the same half-wood, half-cement deal. It caused some whines, but no real problems. The small practice area was separated from the arena by a huge metal partition. Practicing was a tight squeeze at times, resulting in a few nasty crashes.

It was a star-studded weekend minus Martin Aparijo. He was out with a messed up foot, while Mike Dominguez was back and kickin' with a healed one. Dave Fox was injury-ridden, also. He showed up with a bashed knee that was swollen up tighter than a stretched balloon, but he rode anyway.

On Saturday night, a few squadrons of freestylers took to the streets. They explored Austin "nightlife" and discovered an intense cruising strip on Sixth Street downtown. The local authorities weren't allowing any hokey pokey from the visiting bikers, though. Not to say that the guys weren't perfectly well behaved to begin with.

On Sunday, right after ramp qualifying, an empty water fountain, not far from the contest building, became very popular. It was an irresistible target for a streetstyle assault. Riders like Dave Voelker, Brian Blyther, Ron Wilkerson, and Eddie Roman showed no mercy, grinding it, carving it, and jumping it.

GROUND POUNDING

Saturday's flatlanding fun turned out to be a battle over which rider had the most advanced tricks. Those that ended up pulling

1. Some tricks never die. A classic trick by a classic performer, Rick Allison.

2. Think back a few years. Would you ever see someone rolling forward on their front wheel minus their feet? Well, meet the man of modern madness, Gerry Smith and the hang-nothing.

3. One slight wiggle and Goro Tamai would plant his coco in the ground. Fortunately, he's an expert at such death-defying risks.

4. Meet Roland Garza who strutted his stuff in the 18 Expert class. His modern style and mellow attitude could make him a common sight on the freestyle scene.

5. Joe Gruttola, exposing the grim feeling of a mere third in the sickly tough 17 Expert class. Most people would be happy to make the top ten.

6. After completing a candybar ankledeath you would look just like Ruben Castillo does before he strings in some combo chaos. Your version may not take home the 16 Expert class win, though.

◀Gerry "The Wizard" Smith unleashed enough of his sorcery for a first place tie in 16 Expert Flatland.



AFA MASTERS

more modern madness usually won their classes.

Eric Evans stomped the 13 and Under class with whiplashes, fire hydrants to funky chickens, no-handed spastic freak squeaks, and a surfer to a barride.

James West finally beat the 14 Expert dominator, Carl Argila, with a montage of rolling tricks connected to scuff stuff. Plus, James' originality was finally noticed.

The 15 Experts suffered the wrath of Jeff Rugg's flawless rolling decades, ankledeaths, and frontyards. They lost.

Some of the hottest amateurs were grouped in the 16 Expert class. Ruben Castillo was red hot as usual and smoked the whole class with rolling rebates to decades, double whiplashes, and lots of spastic scuffling.

There was a tie for first in 17 Expert. Jim Johnson attacked and beat Gerry Smith in a runoff with a triple whiplash, a hang five to frontyard rebate, a rope-a-roni, and a double whiplash to a steamroller.

Darren Pello stomped the 18-year-old division for the fourth time in a row. He did mega footwork, spastic wheelies, and high-energy rear wheel spins for the win.

The 19 and Over class had Kevin Jones, who was favored to win. He did just that with an elbow glide rebate, a spastic caboose, and an excellent attempt at a deathtruck (a rolling rear peg wheelie to a rolling trolley).

THE GROUNDED PROS

There were six pros altogether. Dave Nourie, Rick Allison, and Woody Itson all turned in the classic routines they're known for without any major flub-ups. However, they all missed out on the heated battle for the top three slots.

A very disappointed and frustrated Rick Moliterno landed third place. He busted tricks like switch-footed elbow glides to forward rope-a-ronis, a triple ankledeath, a one and a half decade out of a pedalpicker, and a tail-whip to a splitlegged reverse trolley. Rick could've won, but he touched too much.

R.L. Osborn took a strong second with a switch-footed elbow glide rebate, tons of combo tricks, and a triple G-string straight out of a rollback.

The victory title went to no one else but Dennis McCoy, again. He pulled a triple whiplash, a backward whiplash to a funky chicken, a few handgliders, a rolling decade, and a hang five to a spastic freak squeak. Dennis touched more than usual, but he had enough radness in what he pulled to pull the win also.

RAMP SAMPLING

Sunday's ramp wizards performed their usual insane aerial stunts. A few of the sails ended up in balls, but fortunately there were no serious injuries.

Leading off the pack was the 13 and Under winner, Gregg Macomber. His four foot

airs, along with a few no-footers, scored him his winning points.

Eben Krackau beat the 14-year-old guys again with impressively high variationed airs. He showed off cancons, cancan lookbacks, one-hand one-footers, and a candybar.

Relatively unknown, John Burks amazed the judges with no-footers, candybars, and cancons. He won the 15 class, and may be known quite well very soon.

Matt Hoffman dominated the 16 Experts. His no-handed one-footer, candybar lookback, Hoffmonian cancan, and mass altitude shut the rest of the class out hard.

Camarillo local Ken Powers pulled a no-footed cancan, cancan lookback, and a no-hander. It was flashy enough for a flashy 17 Expert victory.

Chris Potts was definitely a happy young lad on Sunday. One-handed cancan inverts, and top-side no-footed cancons allowed him to get a first place in 18 Experts.

When Dino DeLuca is having a winning streak, it's very noticeable. No-footed cancons, rubberband lookbacks, no-handers, and pedalpicker drop-ins throughout his 19 and Over Expert runs got him the most wanted trophy—first place.

THE AIRED PROS

Rick Moliterno and Dennis Langlais fell to the bottom of the heap of pro rampsters. Their runs just weren't enough to prod higher placings.

Mike Dominguez and Josh White had off days. What they lacked in all-around well blended routines, they made up for with crowd-pleasing high 540s. They tied for fifth, and Josh declined the runoff.

Ron Wilkerson and Joe Johnson had a runoff for third. Ron's no-handed one-footers, rocket airs, no-footed candybars, and 540s slightly edged out Joe's no-footed cancons, lookback fakies, no-handers, and cancan lookbacks. Ron got third; Joe got fourth.

Second place and the pro overall title went to a very respected Dennis McCoy. His no-footed top-side cancons, cancan one-handers, and various lip tricks weren't too shabby for a top flatlander.

Brian Blyther was unbelievable. He pumped his airs past ten feet (no lie!) with Blyther variations like cancan x-ups, one-handed cancons, and super chickens. His dialed 540s added icing to his first-place finish. When he's on, he's on!

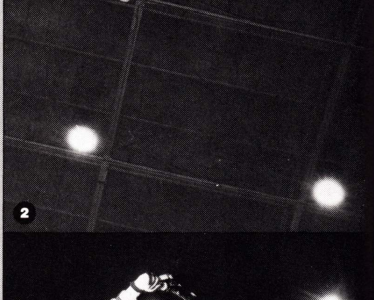
THINKETH

As all this info sinks into your swamped mind, don't let it override the importance of what you've learned for the lesson of the month. Just remember that what cometh around, eventually goeth around. Chow. ■

1. You can't win 'em all, but who says you can't try to? Dino DeLuca, another first.

2. Joe Johnson makes gains on respect as a pro rampster with moves like this scream' one-footed invert. Hall, the new guy!

3. Chris Rothrock can attain air in many ways. Rocket fakie for your eyes only.



AFA FREESTYLE MASTERS SERIES (Sponsored by Vision and Odyssey) Austin, Texas		
PRO FLATLAND	SCORE	WINNINGS
1. Dennis McCoy/Kansas City	85.2	\$350
2. R.L. Osborn/General	85.0	225
3. Rick Moliterno/Haro	83.6	125
4. Woody Itson/Diamond Back	83.4	75
5. Rick Allison/Hutch	82.2	50
6. Dave Nourie/Haro	79.8	
PRO RAMPS		
1. Brian Blyther/Haro	84.4	\$350
2. Dennis McCoy/Haro	84.2	225
3. Ron Wilkerson/Haro	83.4/84.0	125
4. Joe Johnson/Kansas City	83.4/83.0	75
5. M. Dominguez/Diamond Back	82.2	50
6. Josh White/GT (declines run)	82.2	
7. D. Langlais/Diamond Back	82.0	
8. Rick Moliterno/Haro	81.6	
19 & OVER		
EXPERT FLATLAND		
1. Kevin Jones	86.3	
2. Kris Kitchum	85.6	
3. Robert Castillo	84.6	
4. Derek Oriee	83.3	
5. Guy Horsey	82.3	
18 EXPERT RAMPS		
1. Chris Potts	86.6	
2. Kevin Barnhart	83.3	
3. Steve Swope	81.6	
4. Rick Thorne	80.0	
5. Davin Hallford	76.6	
17 EXPERT FLATLAND		
1. Ken Powers	84.0	
2. Chris Saidivar	83.3	
3. Gary Pollak	82.6	
4. Bob Kohl	82.0	
5. Kevin Gutierrez	82.0	
16 EXPERT RAMPS		
1. Matt Hoffman	87.0	
2. Carlo Griggs	86.3	
3. Leo Chen	85.6	
4. Joel Alamo	84.6	
5. Earl Smith	82.6	
15 EXPERT FLATLAND		
1. John Burks	83.6	
2. Troy Tyro	83.3	
3. Chris Cellis	83.0	
4. Jarrett Ganschow	81.3	
5. Roger Sullivan	81.0	
6. Beau Cobb	81.0	
14 EXPERT FLATLAND		
1. Jeff Plugg	85.3	
2. Tommy Simpson	84.6	
3. Brandon Morgan	83.6	
4. Danny Lupold	82.3	
5. Trevor Hernandez	80.0	
13 EXPERT RAMPS		
1. Gregg Macomber	86.0	
2. Eric Evans	84.3	
3. Ben Christian	82.0	
4. Casey Ethridge	80.3	
OVERALL		
PRO: Dennis McCoy/Kansas City	\$350	
19 EXPERT: Dino DeLuca		
18 Experts: Potts		
17: Gary Pollack		
16: Scotty Freeman		
15: Jarrett Ganschow		
14: Ryan Dunman		
13 & UNDER: Gregg Macomber		



He's Brian Blyther. He's bad. And he can win if he wants to. A motivated Blyther on his way to top prize money.



Dennis McCoy on his way to furthering his winning streak. First on the ground, second on ramps, and pro overall were the results for his efforts in Texas.

Eric Evans may not sail high above the coping, but his raddness gets exposed anyway. Eye-level candybar.



Control. You wouldn't attempt pedalpicker drop-ins at the comp until you had 'em completely dialed (right?), unless you're Ron Wilkerson. Simple.

PRODUCT PROBE:

ACS PRO ROTOR

The ACS Pro Rotor: Out of its package, assembled and installed. ▶

Under pressure: ACS' Pro Rotor was smooth enough to handle even the burliest one-fingered, one-footed skids. ▼



Super smoothness at last!

■ Few freestylers take rear brake detangler devices lightly, especially flatlanders. Having a smooth and functional rear brake setup is crucial if you plan on pulling your tricks consistently. Bob Hanson over at ACS believes in the idea of smooth detanglers also, so he designed the ACS Pro Rotor.

It features six lined grooves in the steel tubing that slides onto the stem shaft. This allows six bearings to smoothly glide up and down, killing tons of friction when the rotor does its job. The top and bottom pieces of the rotor are made of aluminum and are separated by a thin nylon washer. Add a few drops of oil and it will detangle your cables without any hesitation. Another bonus is that the snap ring holding the two rotor pieces together has been replaced by a solid hunk of metal. No more exploding rotors because the snap rings don't hold.

Other goodies include a beefy anchor bolt for your top cable, a brace and an adjuster that mounts onto your stem bolt for your top cable, a headset cup with a built-in cable guide, and a strong braided rear cable.

This rotor is the hot ticket for those of you seeking smoothness. We installed one on a test bike. It performed well under the torture testing of Karl Rothe, who cruised it through many tricks.

All in all, the ACS Pro Rotor is quite the desirable product. It's simple, easy, and shouldn't cause its owner headaches. For around \$22 you can be that owner. If you're in need of a rotor, it wouldn't hurt to check out this one. For more info write to: ACS, P.O. Box 2597, City of Industry, CA 91746. ■

SKYWAY TOUGH.



TUFF WHEEL® II



From left to right: Ron Wilkerson, 1987 AFA Masters 2nd Overall Pro and Pro Ramp, Matt Hoffman, 1987 AFA Masters 1st 14-15X Ramp, 1st Overall Amateur 2-Hip King of Vert 1987 and ABA freestyle 1st Ramp Amateur 1987, and Mike Dominguez, 1987 AFA Masters 1st Pro Ramp, and 2nd Overall Pro 2-Hip King of Vert 1987.

In 1975 we revolutionized the bike industry when we introduced the first nylon "mag type" wheel, the Skyway Tuff Wheel. Since our introduction many companies have tried to copy our design, but none have been able to top the Tuff Wheel. Our wheels are the toughest you can buy. They don't need to be tuned or adjusted like alloy wheels and they keep coming back for more when alloys are headed for the trash. That's why some of today's toughest freestyle

riders like Mike Dominguez, Ron Wilkerson, and Matt Hoffman ride Tuff Wheels. These guys know what it means to have a wheel that performs time and time again. So, if you want the toughest wheel around, you want Skyway Tuff Wheels.

All Tuff Wheel IIs are now equipped with double-sealed mechanism bearings.

Tuff Wheels are available in 5 sizes and 11 colors. For more information contact your authorized Skyway Dealer. And remember, if you break a Tuff Wheel we'll replace it for free, that's how tough they are! Wheel replacement limited to normal street and competition use, a shipping and handling charge per wheel will apply.

MADE IN THE USA
SKYWAY

4451 Caterpillar Road, Redding, CA 96003

RISE SAFE — always wear a helmet and proper safety equipment.

WHO'S RADDER?

JOSH WHITE vs. MATT HOFFMAN

You be the judge

◀ The idea is to stretch and contort as much as possible. If you can do candybar lookbacks exactly like Josh White, you may proceed to the front of the class.

■ The real burning question of the eighties? No, it's not why California hasn't fallen into the ocean. And it's not whether or not the Iran-Iraq war will ever end. The real question, sports fans, is who's radder? Josh White or Matt Hoffman? Currently, Josh is the pro to beat when it comes to aerial variation in sanity. And for the longest time, Matt Hoffman has dared to go higher, pulling off more aerial stunts while aloft than any other amateur.

But the thing that's a bummer is we never get to see these two battle it out, one against the other. It seems all we get to do is visualize what it would be like if they dueled each other head to head.

JOSH WHITE

The latest move Josh has been working on is the cancan 540. Insane! It only took him a few practice 540s before he was fully extending his foot. Other moves that you'll catch Josh doing include no-footed cancan one-handers, opposite side one-hand one-footed x-ups, candybar lookbacks and, of course, high 540s.

MATT HOFFMAN

There's little question that if Matt Hoffman turned pro tomorrow, he'd shred. Matt's already consistently pulling off stunts like no-handed one-footed airs, bar hop airs, top-side to bottom-side no-footed cancans into bottom side, no-handers into one-handed no-footers and the elusive nothing. But enough of this talk. Take a look at the evidence (the photos) and you decide who's radder: Josh White or Matt Hoffman? Let the balloting begin!

What a life! Matt Hoffman ponders the possibilities: A pool or a ramp? Both are ready for him to enjoy. Josh White, suited up and ready to ride, has topped the Pro Ramps class twice this year—but is he as rad as Matt? You decide. ▼





True Camarillo air as an envious student tries to comprehend.



An exit stage right rebate, or, in other words, a tweaked no-footed cancan, courtesy of Matt Hoffman.



Josh is one of the few rampsters alive who can actually do candybar lookbacks (Matt is another one). Josh demonstrates his talents.



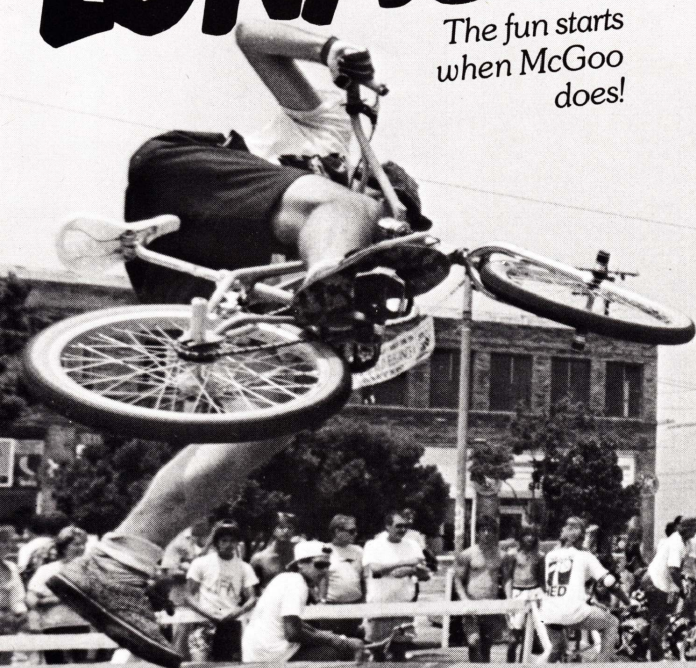
Matt Hoffman at home in the warehouse. He'd normally be in cloud territory if he wasn't under a raised roof.

YOU DECIDE! WHO'S RADDER?
JOSH WHITE
 vs.
MATT HOFFMAN
 Mail your ballot no later than September 30.
 We'll tell you who won in the January 1989
 issue of American Freestyler. ■

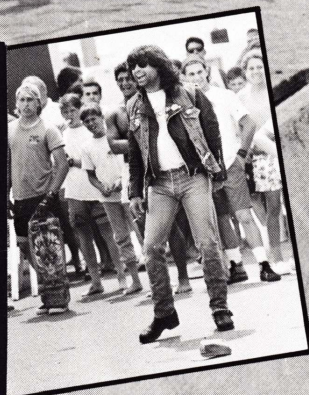
◀ This sickness is only possible by boy wonder Matt Hoffman. Unexplained barhop loft on his home turf.

LAUNCHING LUNACY

The fun starts when McGoo does!



Metal MC as they journey towards musical success. How far that road will be, may be further.



■ When was the last time you rode just for fun? For the mere pleasure of a little radness, a little craziness, or a laugh or two? Think back to when you and the guys used to form a giant posse and would simply go out and live it up. You didn't worry about mastering the latest sick trick in record time, and you didn't cringe about who was better, you or the freestylers in the next town over. Well, for most of us, that kind of fun has been non-existent for much too long. Fun lets people blow off steam. Fun is quite delightful. On one sunny spring Sunday, FUN was GT's Harold "McGoo" McGruther.

EVOLUTION

When people get bored, they find ways to entertain themselves. Building the "Stonehenge" ramp was a form of that entertainment for McGoo and Dave Curry (famed freestyler and current GT artist). They built it at GT during lunch breaks. It's a complex streetstyle ramp with four sides (each having a different transition) and a square deck that the sides are connected to. The thing stands about four feet high and is readily portable. Immediately after its birth, rumors began to fly about the rad creation over at GT. Soon after the word was out, McGoo planned to show off his gem at a ragin' fun fest jam session in Huntington Beach, California. He arranged for the event to be sponsored by GT, the AFA (aka Anarchy For All), Socco Thirst Quencher, and Domino's Pizza,

which donated a fat 50 free pizzas to the cause! McGoo sent out flyers pertaining to the festivities planned and the countdown began.

THE PARTY

When "Stonehenge" day finally arrived, those who had "Gold Cards" (actual cards that McGoo sent out to his riding buddies) were allowed to ride and eat for free. Everyone else had to pay five bucks to join in.

The action got heated during the early afternoon hours. Riders were lining up blasting some serious stuff, like Sean Diveley and his

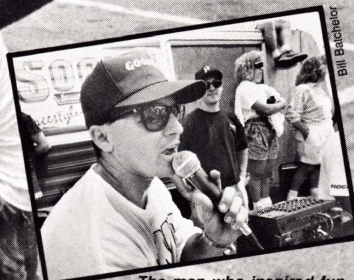
cancan lookdowns, Brian Blyther and his turnaround tabletops, and Eddie Roman who cleared Stonehenge's entire deck with his one-footed 360s. After a while the riders' anxiety burned off a bit and they attacked some cool streetstyle moves, including abubacas done by Craig Grasso, wheelie manipulation done by Scott Towne, and some foot-plant slapping done by Maurice Meyer. More variety was blended in by the riders as they got more and more used to the ramp.

Most every freestyler local to the Los Angeles area attended the fest, including the Skyway gang that journeyed all the way down from NorCal.

Some exotic personalities who showed up were Ceppie Maes (beard and all), who looked like he'd joined a motorcycle gang, and Dave Vanderspek (belly and all) who's still riding all-out, even if there's a little more to him than in his earlier days.

CHAOTIC FUN

Everything seemed organized until a rap group by the name of Metal MC asked permission to use the riding area (because of the wild crowd) to film a video of their latest single, *Born to Party*. That, along with a McGoo-organized bikini contest, set the stage for chaos. People started getting too happy and too weird about the keen sounds of the band and glorious sight of the bikinis. The crowd ate the weirdness up and started a slam pit in front of the ramp. People moshed it up as product tosses started adding to the madness. The scene was out of control for a long time. When the band finally decided to call it a day, the best bikini beauty was chosen by crowd response and rewarded \$94 (she was supposed to get \$100, but \$94 was all McGoo could muster up).



The man who inspired fun for all, McGoo—blaring heckles, caps and various orders at HIS event.



Brian Blyther (being his weird self with a super chicken) aired out in Huntington Beach.



Race-type dude Richard Bartlett tabled classically. Anyone could participate at Stonehenge.



Stonehenge was a recipe for chaos and McGoo was the chef. Here's a mere taste of his creation.

Photo by Tony Donaldson



Even Lewis Markman joined in on the day's festivities with some footplant fun.

THE SETTLING STORM

The rest of the afternoon kind of wound down from there. People ate more pizza, drank more Socco, and hit the ramp a few more times before McGoo handed out the prizes of the day. A Sean Cassidy poster, a miniature circus-type bike, and some slick bell bottoms were divided up between the raddest riders of the day, those riders being Brian Blyther, Eddie Roman, and Sean Diveley, with honorable mentions given to Craig Grasso, Mike Golden, Richard Bartlett, and Trevor Hernandez.

The day eventually came to a close with no police getting involved. It was a no-hassles, no-worries day that hopefully will be repeated very soon. But until then, GET FUN, COMRADES! ■



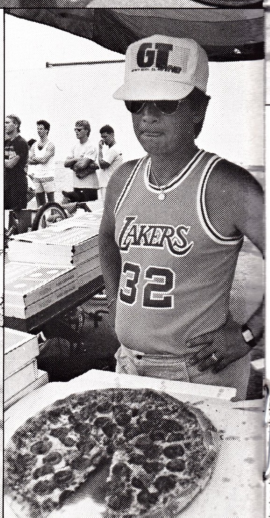
Pint-sized Trevor Hernandez produced gallons of style all day long.



If BMXers and freestylers had a jumping contest, we'd have to say that the freestylers would win. Our proof is demonstrated by a very contorted Sean Diveley.



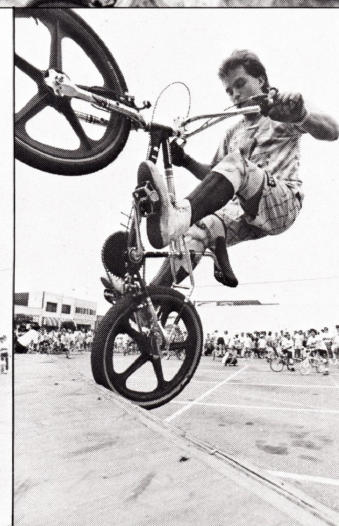
Freestyle thrasher, street-basher and all-around joker Craig Grasso shed none of his clothing and rode well despite.



Pizza and heartburn were provided for all of those who rode.



Just because it's been said that old dogs can't learn new tricks, doesn't mean that they can't still do old ones. Vander, floating.



Known to the streetstyle world as an innovator, Eddie Roman busts a high abubaca to keep his name legit.

Bill Batchelor

Tony Donaldson

■ Walk into any bike shop anywhere that sells Kuwahara bikes and we're certain you'll notice the '88 Bravo Pro. How can we be so sure? Because of its absolutely wild paint job. The frame's black and the bars and seatpost are yellow—it looks like a bumblebee with all of these yellow and pink and blue paint splatters all over it.

Bikes have certainly come a long way from a choice of chrome and chrome.

But what you really get when you choose a Kuwahara Bravo Pro is a mid-range freestyler that will definitely do the job.

TRICK STUFF

Besides the flashy paint job, the first things you'll notice about the Bravo Pro are the twin top tubes and extra tube connecting the seat tube to the downtube. Why? For places for 'styling like yourself to plant those big feet.

The downtube on the Bravo Pro is an extra wide 1-5/8 inches and is gusseted at the head tube. In the back, Kuwahara has included welded-on serrated chainstay platforms. The teeth really grab; you won't have trouble with slippage on these pups!

The forks on the Bravo Pro come with two pairs of peg bosses; the lower set are for screw-in serrated pegs and the top set are for Haro flip-up steps. Way cool!

The Kuwahara handlebars feature a flattened crossbar that makes surfers extra easy (okay, surfers aren't easy, but standing on this crossbar is a definite advantage when attempting them). Dia-Compe Tech 7 Aerial levers are bolted to the bars; we can't think of a better choice.

Looking towards the rear, the Bravo Pro is stopped via a Dia-Compe AD-990 U-brake.

During the test, this break once again proved effective. The stock Viscount saddle is extra-wide and has a molded-in hand grip at the nose.

FIELD TEST

When we decided to test the Bravo Pro, it was apparent that many people's input would be necessary. Besides Associate Editor (and resident freestyle encyclopedia) Karl Rothe, we called upon Dennis Langlais and Ryan Lee Dunman. Dennis rode the bike on the ground and in the air, while Ryan stuck to his forte, the ramps.

It didn't take long for both riders to get used to it on the ramps, although Ryan's adjustment period was a little longer. Dennis was very impressed to say the least. He felt it handled well and was convinced that the geometry was dead on. After first hopping on the

bike, it was only a matter of minutes before Dennis was doing a variety of aerial variations, including lookbacks, one-footers and cancons.

Ryan spent additional time aboard the bike, but he was really getting even more insane than Dennis. Ryan pulled off a series of stretched one-footers and extended cancons. When it was time for the flatland riding, Dennis still really had no complaints. He loved the steering angle and found the flattened crossbar an extra benefit. But then Dennis could pick which mode this bike is better suited to and Langlais picked the ramps, but just by a little.

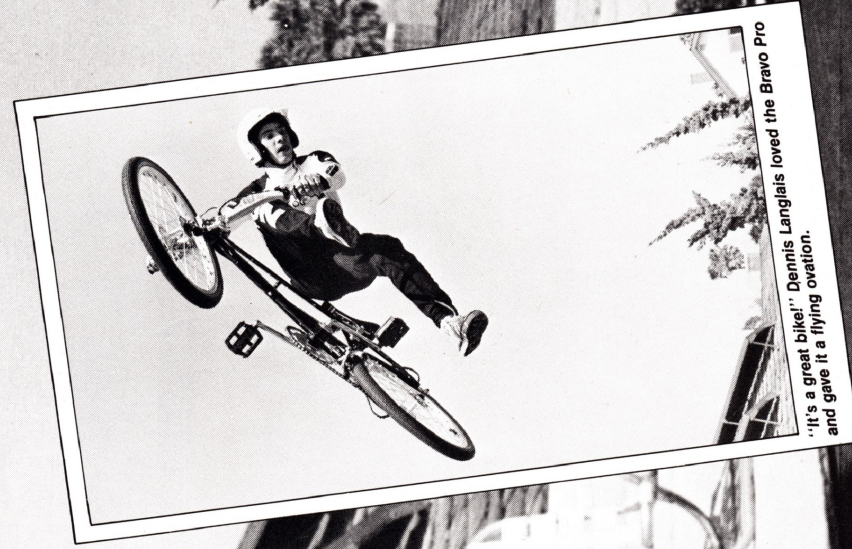
RECOMMENDATIONS

Nothing's perfect, even the Kuwahara Bravo Pro. The hubs aren't red-hot and the rear chainstay platforms, no matter how well they

BEE-BOPPIN' ON A BUMBLEBEE

The Kuwahara Bravo Pro!

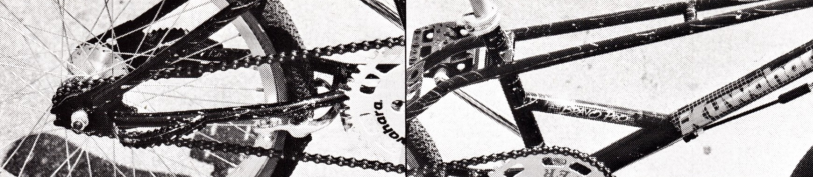
Ryan Dunman felt a tad uncomfortable aboard the Kuwahara. Maybe Ryan's smaller size affected his sailing security.



"It's a great bike!" Dennis Langlais loved the Bravo Pro and gave it a flying ovation.

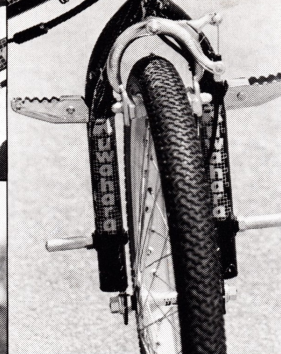


The man behind the shades is Dennis Langlais. The bike behind the testing is the Kuwahara Bravo. Both completed the test minus casualties.



U-brakes, welded-on chainstay platforms and 48-spoked alloys were all present and mostly approved.

The twin top-tubes and the diagonal tube near the sprocket made for flatlanding possibilities.



You get two peg-positioning height ranges on your forks and two pairs of pegs to go with them.

BUMBLEBEE



SPECIFICATIONS:

KUWAHARA BRAVO PRO

I. FRAME AND FORK

Frame Design: Twin top tube, welded on rear platform and frame platform.

Frame Construction: 100% 4130 chromoly.

Diameter of Top Tube: Twin 5/8".

Diameter of Down Tube: 1-5/8".

Diameter of Chainstays: 5/8".

Diameter of Seat stays: 5/8".

Frame Construction: 100% 4130 chromoly.

Diameter of Fork Blades: 1-3/8".

II. GEOMETRY

Wheelbase: 36-1/4" to 37-3/8".

Steering Head Angle: 74°.

Seat Tube Angle: 71°.

Bottom Bracket Height: 11-3/8".

III. DRIVE TRAIN

Pedals: Victor VP-873, chromoly axle.

Cranks: Sugino one-piece chromoly, 175mm, polished.

Chainwheel: An Lun AL-556B, alloy, 44t.

Bottom Bracket: ST-621.

Chain: KMC 1/2" x 1/8", colored.

Freewheel: SunTour MF-2000, 1/2" x 3/32", 16t.

IV. WHEELS

Rims: Araya 7X, 48-hole, alloy, silver.

Hubs: Jou Yu, alloy, large flange, Seal-Tech, 48-hole, silver.

Tires: Freestyle type skinwall, 20x1.75" f/r.

V. STEERING

Grips: Co-Union, Tri-type.

Handlebar: Kuwahara, 100% chromoly, 9" rise, 29" width.

Stem: An Lun AL-5215, forged alloy, hollow chromoly bolt.

Headset: YST-8201.

VI. SEATING

Seat: Viscount 2123.

Seatpost: An Lun, chromoly, laidback.

Seatpost Clamp: Peregrine.

VII. BRAKES

Front: Dia-Compe 880.

Rear: Dia-Compe AD-990 U-brake.

Lever: Dia-Compe Tech 7 Aerials, locking button.

VIII. ACCESSORIES

Detangler: Odyssey Gyro.

Pegs: Haro Flip-up Steps & screw-ins.

C.P.S.C. Equipment: Reflectors & chainguard.

IX. WEIGHT

28 lbs.

X. PRICE

\$325-\$359

XI. COUNTRY OF ORIGIN

Taiwan

XII. ADDITIONAL INFORMATION

Everything Bicycles

1250 Mahalo Place

Compton, CA 90220

Dennis Langlais could loft with enough security to examine tread patterns in mid-air. Confidence demonstrated aboard the Kuwahara Bravo Pro somewhere in Camarillo's air space. ►

gripped, occasionally got in the way. Dennis' heels hit the platform. Dennis suggests either moving them back or making them smaller. Last, the yellow painted bars do stand out, but they scratch too easily and maybe should be chrome plated.

We also had a problem with the axle bolts, which stripped out during the test. We had to mess with 'em for a long time in order to finish the test. And, of course, we weren't thrilled with the fake AME Tri-grips, but what's new?

WORTH IT?

Everything considered, the Kuwahara Bravo Pro is an excellent buy. It's retailing at around \$350 and you get an awful lot of quality, a chromoly frame set, 48-spoke alloy wheels, great brakes and plenty of room to do your freestyle thing. You also get a bike that looks like no other. With a splash of yellow here, pink there, and bumblebee all over. ■





No this isn't Matt Hoffman, it's visiting English boy Lee Reynolds. He'll try anything from extremely tweaked variations to 900 attempts. 'Tis true!



PLAYLAND

JAM

K.O.V. invades Michigan
 Story and photos by Tony Donaldson

■ What comes to mind at the mention of Michigan? Cereal, maybe? Or cars? Half-pipes? Yes, Holmes, halfpipes. Michigan hosted Round Two of the King of Vert series.

The location of this wooded mountain was Flint, Michigan, which is in the middle of the eastern side of the state. Actually, it was located at Playland, a recreation center in the 'burb of Grand Blanc. It's a fairly simple place to find, and conveniently located less than two blocks from Grand Blanc Cyclery. On the way in, a radio station advertised the event, which was pretty cool.

It's a good thing it was so close, too. Bike repairs were abundant. Friday night's practice yielded several broken seats, along with the usual tubes, tires and wheels. At least one frame was bent, too.

Rad variations combined with lots of air is the key to winning ramp contests. In this case Matt Hoffman won with variations like this no-footed one-hander high in the sky. ▸

The scene of the battle before it actually began. ▽



When Dino DeLuca enters the freestyle Hall of Fame his statue will probably take this form. Another lookback variation by the master.

◀ *Josh White's the only lad who can get 540s cancaned. Here he's in the midst of executing the product of his brave originality.*



Josh White risking limbs and life for cameras, judges and approval from spectators. ▸

Connect two quarterpipes with a slab of flatbottom, throw in a canyon or two, and you'll make Brian Blyther quite happy—winner, Pro Ramps. ▽



JAM

Present at practice were names such as Hoffman, McCoy, Johnson, DeLuca, Blyther and White. Other not-so-obvious talent was there in great numbers. There were 15 or 20 practitioners on either side of the ramp perched atop the six-by-twenty-four-foot decks, eagerly awaiting a run.

Saturday morning began with practice at 9:00. Well, 9:15 to be exact. The riders' entry fees (\$30 for amateurs and \$100 for pros) admitted them, but the spectators had to pay the hefty sum of \$8.50. Few complained, though, because of the amount of radness there was to spectate. About 1,000 attended.

THE AMATEURS

The novices showed some talent and warmed up the crowd. Many of them were flying well over coping. Some of the really little guys were getting coping-high with variations.

During the expert eliminations, it was obvious that a young man by the name of Matt Hoffman would be the one to beat. His first run left the crowd wanting more.

The eliminations lasted awhile. This was the biggest expert turnout yet for a K.O.V. event. An hour-and-a-half break allowed time for lunch, relaxing, checking out a skate demo by Kele Rosecrans, and scoring. The action began again at 3:00 with the top twelve going for it.

Hoffman pulled Indian airs, a nothing, a



cherry-picker drop-in, and quite a copious amount of good ol' air—somewhere in the neighborhood of 12 feet. No, not Mr. Roger's neighborhood, Virginia.

Dino DeLuca did a fat variety of no-footed cancan one-handers, rubberband lookbacks, no-handers, and an occasional pedal-picker drop-in. He killed his rear tube in his final run, but jammed overall despite the mishap.

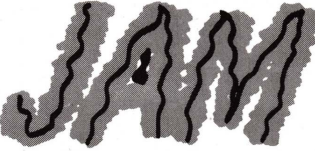
Lee Reynolds, all the way from merry old England, finished his last run with a 900—or three. On his first two attempts, he bailed, but with unlimited time available, he wanted to try one last time. He was twisting so fast he could have flown if he had been a propeller. He came sooo close to pulling off his third attempt, but he washed out at the bottom. Everybody swarmed him, anyway.

THE NON-AMATEURS

On to the pros. Hot tricks seemingly shared by everyone were 540s, candybars, disasters, lookbacks and no-handers. Josh's 540s had a limb or two extended, and Brian B. was doing 'em at around the six-foot mark. Not bad for a ramp that had six inches of almost, but not quite, vertical.

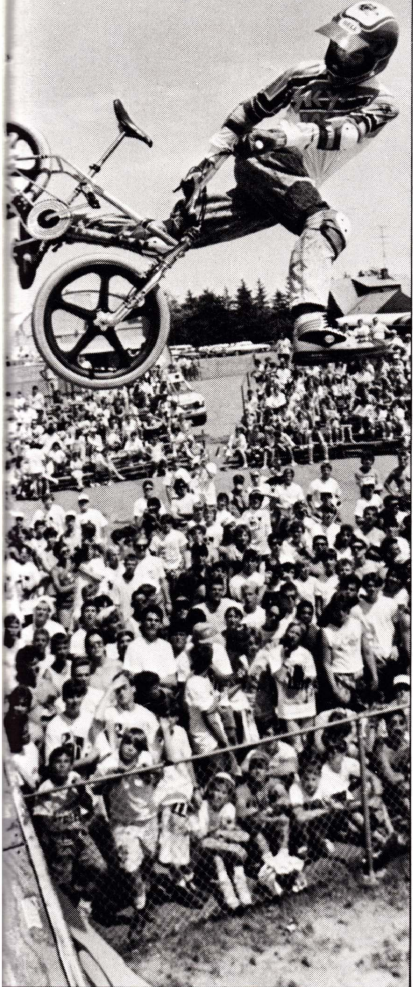
The other hot tricks were the manual (land on the deck and cruise a coaster wheelie, then drop back in) and the candybar foot-plant. Blyther was cool because he'd do a cancan footplant on one deck, drop back in and put his foot over the bars, plant, and get his foot back to his pedal before landing.

Lip tricks came in all shapes and sizes: chainstay grinds, bar-spinner disasters, abu-



Is Joe Johnson thinking about landing this lookdown or sharing a refreshing Pepsi with teammate Dennis McCoy? Probably both.

basas, and pedal stalls to name a few. Air was there. White, McCoy, Blyther, Wilkerson and Johnson, not necessarily in that order, were among the most prominent lofters. Wilker and Blyther were way up at the top of the signs placed to the ten-foot mark. Johnson nearly wiped out a camcorder and Kry's Dauchy with a 540 attempt. Ron, with the final run of the day, ripped up a long run. It didn't include everything in his repertoire, but was quite a sampling: air, a nothing, rockets, lip tricks and two 900 attempts. After his last attempt, he signaled the end of his run and the audience went nuts! He removed his helmet and hurled it to the crowd, who sprang on it like piranha on raw meat. The visor was gone instantaneously as soon as it hit the sea of grasping fingers. After a two-minute wrestling match, surprisingly without injuries or hatefulness, one guy finally managed to get it away from everybody else and marched off victoriously. Brian Blyther has had a tennis ball jammed in each of his wheels since the filming of the Haro video. It must make him lucky. He got a first in the Stonehenge Fun Fest a week prior to this, and he placed the same here. That brought him Numero Uno honors and 1250 pictures of some national leader with false teeth, courtesy of Vision. Wilkerson got a close second, followed by Johnson, White, D.M.C., and new Diamond Backer Dennis Langlais, respectively. In the eternal words of Ron's answering machine, "NO WAY! Flint was RAD!!!"



Jack Smith's getting to know the feeling of the sponsored life. Cancan lookback in factory colors. ■



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1. Brian Blyther/Haro	892	\$1250
2. Ron Wilkerson/Haro	879	850
3. Joe Johnson/Kansas City	856	500
4. Josh White/QT	846	250
5. Dennis McCoy/Kansas City	827	150
6. Dennis Langlais/Diamond Back	755	

OPEN EXPERT

1. Matt Hoffman	691	5. Jack Smith	739
2. Dino DeLuca	648	6. Chris Potts	781
3. Lee Reynolds	818	7. Roger Sullivan	724
4. Bob Kohl	794	8. Rick Neuman	693

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HOT UP AND COMERS

Don't blink!

■ Hot! This month's two new freestyle prospects are so hot they'll make your skin peel if they ride in front of you.

Up! These guys are rising up the ladder of success so fast that if you get in their way, they might have to run you over instead of swerving.

Coming! They're coming to a contest near you. So be on the lookout for John Huddleston and Jay Jones. They're not recommended for those with weak hearts or swelled heads. The preceding message has been a warning. So there!

JAY JONES

AGE: 16

HOMESTEAD: Edison, New Jersey

YEARS RIDING: 3

CLASS: 16 Expert Flatland

SPONSORS: Kuwahara, Peregrine and Airwalk.

CONTEST RECORD: 7th at Round #1, 1st at Round #3.

TRICKS INVENTED: No-handed rear peg wheelie, split-legged steamroller to a spastic squeakerson, circulator (multiple split-legged boomerangs), and a one-handed steamroller.

LIKES: "Riding, eating, and watching Roger Sullivan ride ramps."

DISLIKES: "People who stereotype other people."

GOALS: "To have more fun than I'm having now and to be happy."

WORDS OF WISDOM: "Riding shouldn't be your life. Don't get stuck up. Do school, not drugs."



Your typical East Coast freestyler: Modern tricks, good attitude and hardcore all the way around. Jay Jones is no exception.

◀ Would you trust this guy with your lunch money? Well, he can definitely be trusted to do some of the hardest variations ever. Meet John Huddleston.

JOHN HUDDLESTON

AGE: 17

HOMESTEAD: East Stroudsburg, Pennsylvania

YEARS RIDING: 2-1/2

CLASS: 17 Expert Flatland

SPONSORS: Co-sponsored by Hammer Wear

CONTEST RECORD: 8th at the '87 Velodrome Finals, 4th in Austin, Texas.

TRICKS INVENTED: Tailwhip to locomotive, bar sitting fire hydrant to an elephant glide, elephant glide pinky squeaks, and a switch-footed funky chicken.

LIKES: "Watching Ruben Castillo ride!"

DISLIKES: "People who snag tricks, and then brag as if they invented them."

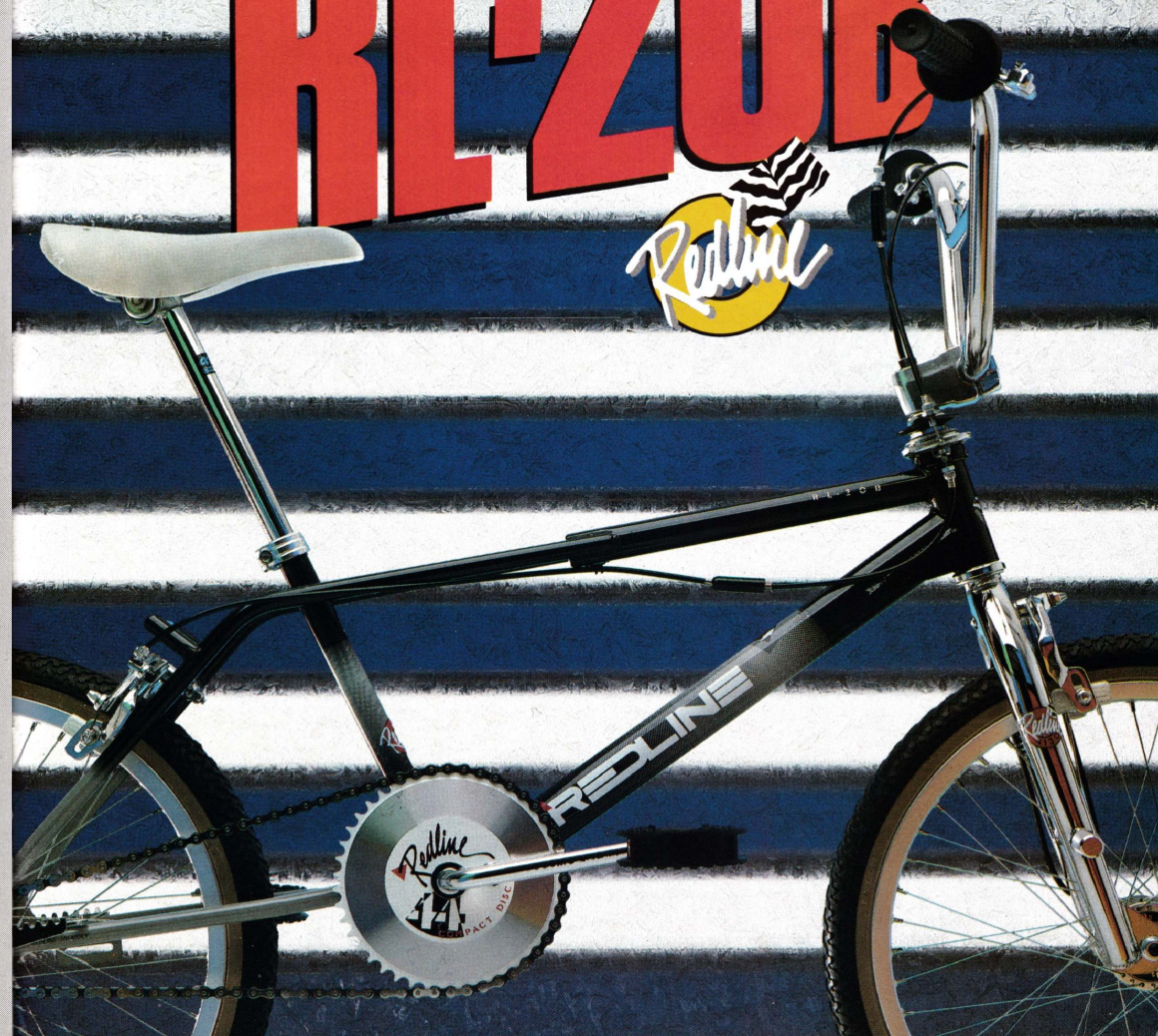
GOALS: "To get a rad sponsor."

WORDS OF WISDOM: "Don't do forward rolling tricks. Make up your own combos. Be original." ■



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THE '88 RL-20B



GUIDE TO LOCAL CONTESTS

'Styling close to home

Freestyle's popularity is growing by leaps and bounds. One way this is evident is through the national contests. You know, the events that all the stars attend. They are exciting and that's where all the newest tricks are revealed. But the biggest reason freestyle is gaining in popularity is because of the local programs—the ones that are springing up all over America.

Grassroots events are where it's at. That's where most new freestylers get their first taste of competition. That's where people like you can try out the newest moves before attempting to strut your stuff at a National comp. Fortunately, both freestyle sanctions—the ABA and AFA—are busily signing up local affili-

WHO TO CONTACT IN YOUR AREA

ALABAMA
Cindy Coy (AFA)
2427 Center Point Rd.
Birmingham, AL 34215
(205)853-9652
ARIZONA
Matt Eggmann (ABA)
2039 E. Broadway #75
Tempe, AZ 85282
(602) 894-2258
Manny Freire (AFA)
2020 S. 6th Ave.
Tucson, AZ 85713
(602)882-3799
CALIFORNIA
Schaub & Ruggs (AFA)
401 W. Parkwood
La Habra, CA 90631
(805)656-2550
Dick Cotter (ABA)
3734 Capetown St.
Lakewood, CA 90712
(213)630-2919
Alan Brown (AFA)
1250-E Yard Ct.
San Jose, CA 95133
(408)292-5962
CONNECTICUT
Steven Grigorian (ABA)
585 John Fitch Blvd., Route 5
South Windsor, CT 06074
(203)289-3401
FLORIDA
Lynn Swoope (AFA)
2331 Riviera Dr.
Miramar, FL 33023
(305)981-6172
GEORGIA
Kathie Donnelly (AFA)
1332 Laxon Ave.
Savannah, GA 31406
(912)352-7206

IDAHO
William Thill (AFA)
793 Lakeside Dr.
Blackfoot, ID 83221
(208)785-6698
Dwight Bickel (AFA)
P.O. Box 7943
Boise, ID 83707
(208)343-1925
ILLINOIS
Ella Stokes (AFA)
7020 S. Jeffery #18
Chicago, IL 60649
(312)493-6435
KANSAS
Nancy Farha (AFA)
2215 E. Blake
Wichita, KS 67211
(316)267-8929
MARYLAND
Jerry Holland (AFA)
P.O. Box 148
Odenton, MD 21113
(301)793-0343
MICHIGAN
Richard Scarzo (ABA & AFA)
27200 Beechhurst
Rosehill, MI 48066
(313)791-7433
MINNESOTA
Dale Matson (AFA)
10697 Jefferson
Blain, MN 55434
(612)757-6886
NEW HAMPSHIRE
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East Rutherford, NJ 07073
(201)935-1140
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Collierville, TN 38017
(901)662-5682

TEXAS
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Charles Alvy (AFA)
177 W. 300 South
Bountiful, UT 84010
(801)292-4153

VIRGINIA
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5511 Leesburg Pike
Falls Church, VA 22041
(703)379-2453
Rodney Roberts (AFA)
227 Fox Hill Rd.
Hampton, VA 23669
(804)851-3219



ates right and left. There are people out there promoting freestyle from coast to coast, holding contests and just basically getting kids excited and interested in 'styling.

HOW TO GET INVOLVED

Getting into freestyle is really very simple. First, of course, you'll need a bike. With that aside, the next thing to do is ride your bike enough to feel comfortable with it. Then you can start practicing your tricks, like the ones you see in the magazines; or like the ones you saw a freestyle star do when he rolled through your town during summer tour.

Jam circles are always popular. Get together with a bunch of your buddies and take

turns riding. The idea is to progressively do harder and harder tricks—sorta dueling bikes. Now, with all of this great practice and experience performing in front of others under your belt, it's time to enter a contest. Find a promoter in your area and give him a call. Find out when the next contest will be, how much it costs to enter, and whether or not you need to join the association before you can ride.

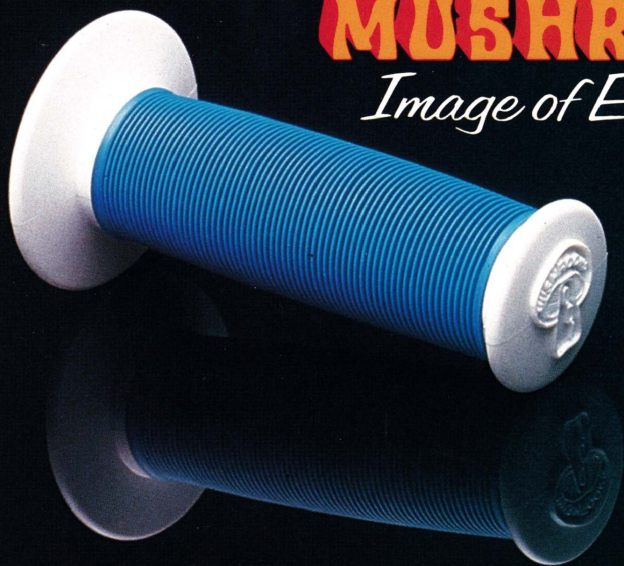
Here's a list of people all over the U.S. who promote local freestyle contests, and a list of the contests scheduled through the end of the year. If nothing is slated for your area, call the promoter and see if something's coming up that we didn't know about. ■

SCHEDULED LOCAL EVENTS

Date	Location	Sanctioned by	Flatland	Ramps	Entry fee	Phone number
8/6	St. Paul, MN	AFA	X	X	\$15	(612)757-6886
8/13	Mesa, AZ	ABA	X	X	\$15	(602)894-2258
8/13	Georgia/TBA	AFA	X	X	\$15	(912)352-7206
8/13	Philadelphia, PA	AFA	X	X	\$20	(215)946-6289
8/14	Canada/TBA	ABA	X	X	\$20	(503)639-1502
8/14	Hampton Beach State Park	ABA	X	X	\$10	(603)823-6090
8/14	Oklahoma/TBA	ABA	X	X	\$12-15	(405)681-4644
8/20	So. Calif./TBA	ABA	X	X	\$15-\$20	(213)630-2919
8/28	Arizona/TBA	ABA	X	X	\$25	(602)894-2258
9/4	Oklahoma/TBA	ABA	X	X	\$12-15	(405)681-4644
9/10	Lakewood, CA	ABA	X	X	\$15-\$20	(213)630-2919
9/11	Stuart, FL	AFA	X	X	\$15	(305)981-6172
9/18	Kelso, WA	ABA	X	X	\$20	(503)639-1502
10/2	Oklahoma/TBA	ABA	X	X	\$12-15	(405)681-4644
10/9	Orlando, FL	AFA	X	X	\$15	(305)981-6172
10/29	So. Calif./TBA	ABA	X	X	\$15-\$20	(213)630-2919
10/30	Tacoma, WA	ABA	X	X	\$20	(503)639-1502
11/19	So. Calif./TBA	ABA	X	X	\$15-\$20	(213)630-2919
11/20	FT. Lauderdale, FL	AFA	X	X	\$15	(305)981-6172
12/11	Homestead, FL	AFA	X	X	\$15	(305)981-6172
12/11	Portland, OR	ABA	X	X	\$20	(503)639-1502
12/17	So. Calif./TBA	ABA	X	X	\$15-\$20	(213)630-2919

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6 TRICKS FOR YOUR KICKS

Start practicing!

■ You wanted tricks, and here they are! We're featuring three ramp lip tricks, and three flatland sick tricks in words and pictures for you! The lip tricks can be described as rad, daring, possible, and far out. The flatland

tricks can be described as insane, difficult, gnarly, and hard. Next month we'll feature ramp and flatland tricks again, making the ramp tricks equally challenging, and the flatland tricks possible. Now, aren't we happy?



SURFER NOSE WHEELIE by Larry Mabie

Start out rolling with your left foot set on your crossbar and your right foot hooked under the nose of your seat (laid back seatposts

are ideal—you can actually stand on them). Rise into a surfer. When you feel steady, lean toward your front end and pull up on your seat with your right foot at the same time. Fight for all the balance that you can get with

your arms when your rear wheel lifts off the ground. If you manage not to flip over, drop your rear wheel back to the ground to end your wheelie. To ride out, just grab your bars and jump back down to your pedals.



ELEPHANT GLIDE TO A BACKWARD DECADE by John Huddleston

Get into an elephant glide and cruise it for a while. When you feel stable, hit your front brakes, swing your frame slightly behind you

with your right hand and step onto your frame (by your seat clamp) with your right foot when your rear wheel touches the ground. Now, force all your momentum towards your rear wheel, hit your rear brakes, and raise your front wheel off the ground as you be-

gin rotating around your headtube. You'll have to stretch a lot when you get directly above your bike. Aim your left foot for your seatclamp as you complete your rotation and land there. Next, set your front wheel on the ground and ride out backward.



CANCAN FLYOUT by Chris Potts

Hit the ramp with enough speed to do a flyout about two feet above the deck. Once you've left the ramp, cancan your outside foot over your top tube and land on it. Keep your inside foot on its pedal and gain control of your balance. When you're ready, throw yourself back into the ramp and bring the leg that you were standing on back to its side of your bike. Then just connect with the ramp again and ride away.



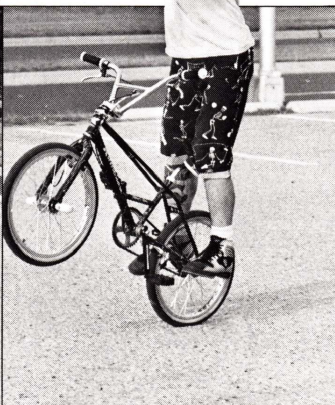
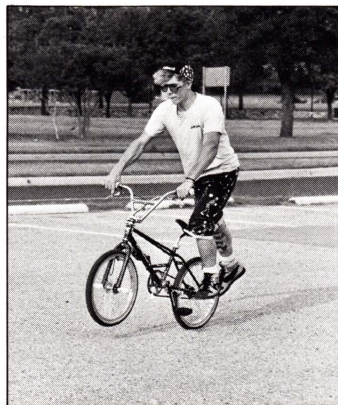
ROCK WALK DROP-IN by Lee Reynolds

Ride along the deck with both of your wheels close to the coping. Hit your front brakes and at the same time swing your rear

wheel out over the edge. As you near a 180-degree turn, pull up on your bars and cleanly dive into the ramp sideways. Straighten out as you land on the ramp's transition and ride away.



6 TRICKS



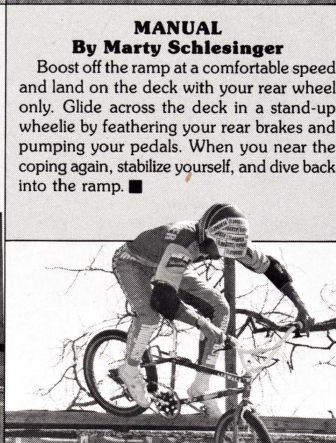
NO-HANDED REAR-PEG WHEELIE by Jay Jones

Start out coasting forward with your feet on your rear pegs and your bars either backward or forward. Pull your front end off the ground and pin your knee tightly against your seat, using your free leg to balance. When you feel steady, let go of your bars and coast steadily for as long as you can. To ride out, just grab your bars again, drop your front end and pedal away.



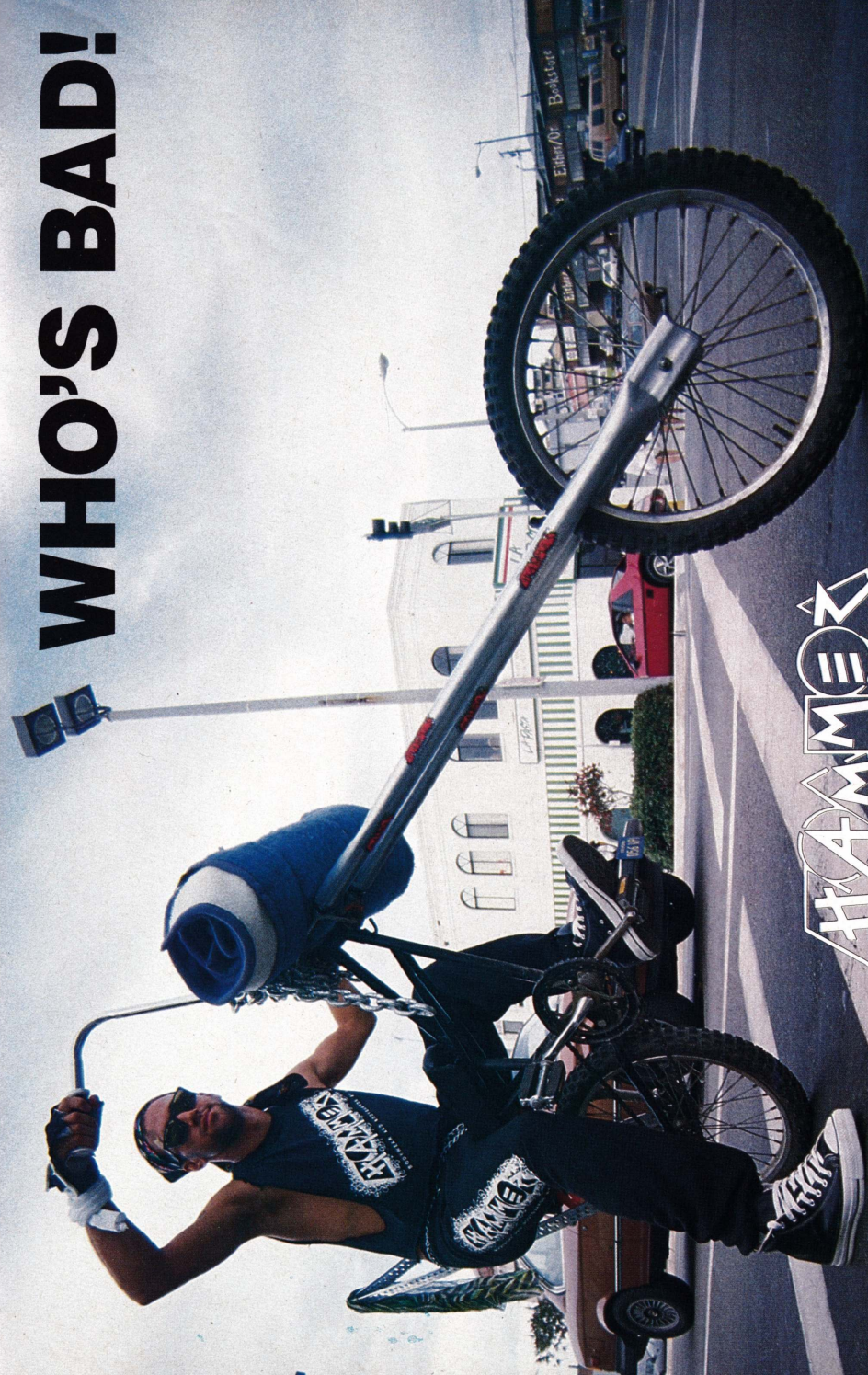
MANUAL By Marty Schlesinger

Boost off the ramp at a comfortable speed and land on the deck with your rear wheel only. Glide across the deck in a stand-up wheelie by feathering your rear brakes and pumping your pedals. When you near the coping again, stabilize yourself, and dive back into the ramp. ■



Note: Please wear all your safety gear when attacking these tricks. Don't try anything beyond your capabilities. Be wise.

WHO'S BAD!



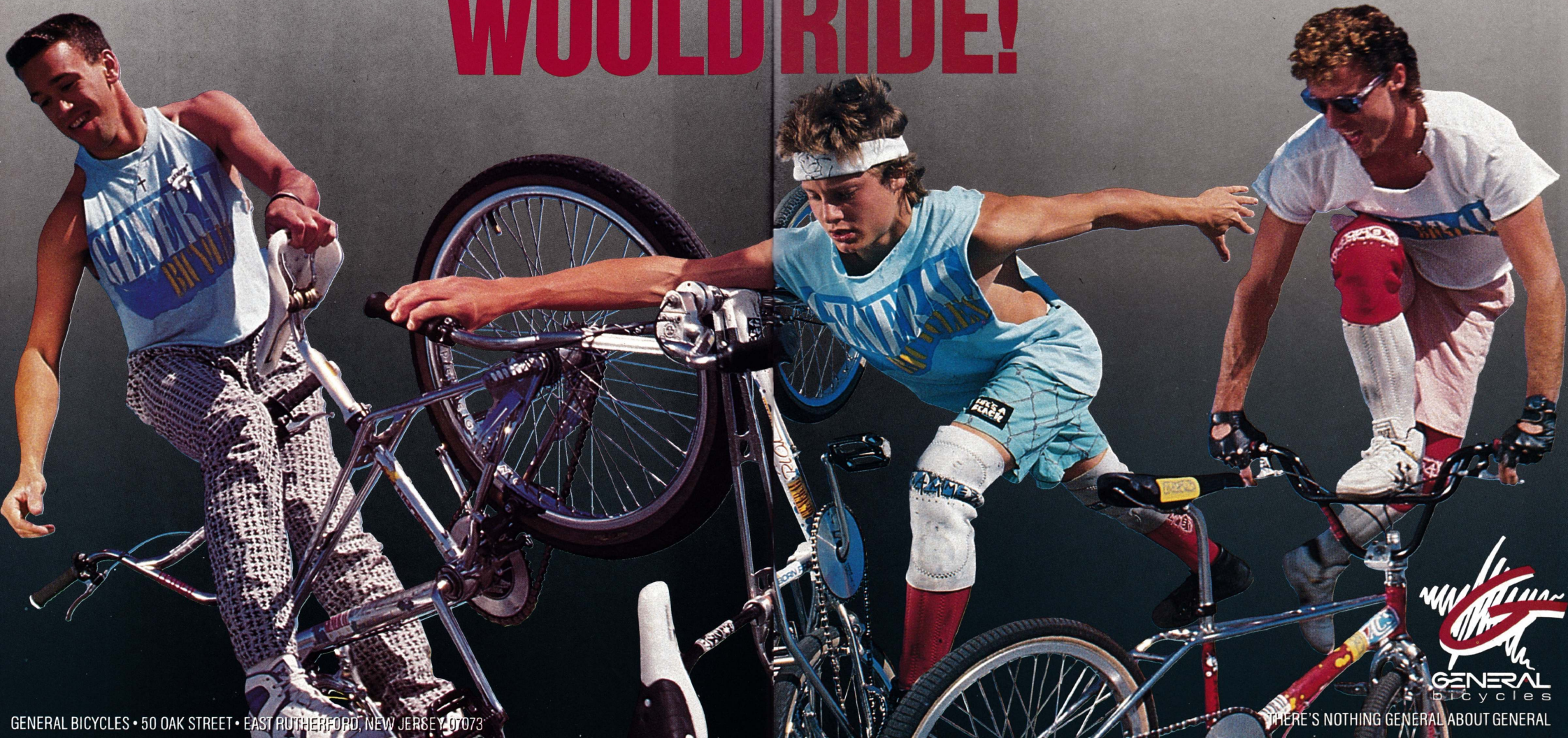
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■ Without a doubt, Martin Aparijo is one of the sport's innovators. The oldest freestyler, Martin has been creating freestyle moves ever since the day he started riding. Many of the fundamental flatland tricks are Martin's inventions, including the cherrypicker, lawnmower and Miami hop-hops. In September '84 Martin joined GT's freestyle team and has been with them ever since.

Today, at 25, Martin spends nearly every waking hour practicing his craft. He drives from his home east of Los Angeles, in Riverside County, to Buena Park, near Knott's Berry Farm, to "The Block." That's where all his friends hang out and that's what gives Martin his enthusiasm to work on a new trick or just fine-tune the routine he's presently working on. Martin's also preparing to renegotiate his contract with GT, something he hasn't had to worry about for two years. And

◀ Practice makes good. So, if you practice as much as Martin Aparijo does, **SOME-DAY** you may be as rad.

he's always excited about what freestyle has done for him and what he's brought to the sport.

AF: How many hours a day do you practice? **Martin Aparijo:** Well, it varies, but I get down here from my house about 12 o'clock or 12:30, then I practice a little bit, maybe an hour before I go get something to eat. Then I come back and when my friends get here, we practice until it gets dark, till about seven o'clock. So we practice about five, six hours a day.

AF: What was the last trick you invented? **Martin:** If it's not the chicken hook switch, then it was probably the firecracker.

AF: How often do you work on tricks? **Martin:** Every single day I'm practicing all the newest tricks. I haven't invented a trick lately because it's the rolling trend right now. There are so many variations, while everyone

else is thinking, I can just be doing. It used to be the pros would invent a trick and the amateurs would pick it up. People would go: "Whoa, that dude's really hot!" Now I just kick back . . . well, I don't kick back, but I let them invent the tricks and I just do them with my own variations.

AF: What's the next trick you're working on? **Martin:** I think I have most of them wired. I'm into rope-a-ronis, I think they're really hot. I do this rope-a-roni that goes directly into an upside-down backward wheelie, a trick they call a stick-b. I do that no-handed, in a circle.

A DAY IN THE LIFE

AF: What's your typical day like?

Martin: I wake up, take a shower and turn on the stereo. I check my answering service, see if anyone called, if I have to go to GT, if I have to meet any people anywhere. Then I get on the road and head to "The Block." I live in Woodcrest, it's near Perris, California, but I drive 45 miles to practice every single day 'cause that's where my girlfriend used to live. So I come down here and I practice and then I eat lunch. My friends come over, we kick back, talk a little bit and then we start freestyling. From there on, it's freestyle for those six hours. It's not a solid six hours, I don't just go out there and practice my tail off until I can't ride anymore. I just go out

Having fun with freestyle's flatland innovator

MARTIN!



there and ride 'til I get whatever I want to get accomplished. Then, about 7:30, we go to this place called Spoons Restaurant; it's our hangout. Finally, about 9:30 or 10 I head back home and start my day over again.

AF: Besides riding freestyle all the time and riding for GT, once in a while we'll see you in a movie or commercial or something like that. Do you have any of those kinds of projects coming up?

Martin: Well, I just finished Japanese soft drink commercial called Mets, that was done in San Francisco. It's really coincidental that Nathan [Shimizu] is here right now 'cause he's the one who got me the audition. He took me down there and I ended up getting the commercial. Yeah, three weeks later they called me and said: "Yeah, get on the plane, you're leaving tomorrow." I said: "Wait a minute, we haven't even negotiated." They said, "Just get to San Francisco and we'll talk about it." I asked if it was a round-trip ticket, they said: "Yeah." So I said: "I'll go to San Francisco and whether I win or lose, I'll just

◀ Some feel the secret to Martin's freestyle ability lies in his incredibly long tail. But we didn't cut it off to test that theory.

MARTIN!

go see what it's like." So I went there, we negotiated. I got SAG wages—\$200 a jump. I jumped a car, and I rode over a car. It took eight days to do. That was my last project and it was pretty hot.

AF: How often do you do those?

Martin: Well, I'm on contract with GT and they allow me to do a lot of things, but I don't like to just go out and look for jobs all the time because I'd rather keep doing shows and stuff like that. I don't want to be like some other riders; they get jobs and neglect what they're getting paid for—being on a freestyle team. Pat Romano gets me things every now and then, but I remember I have a responsibility.

THE NINE TO FIVE

AF: How has GT been treating you?

Martin: They've never stopped treating me well. They've just moved to their new building. If I want something I go down there, ask for it and get it. They put me in all the ads, which is nice. I guess they'd be silly not to because that's what they pay me for. I think the whole outlook about GT and me is really good, I'm happy.

AF: So do you feel you'll be riding for them



Old tricks, new tricks, and just about anything in between, you can bet Martin knows how to do 'em. Example: A modern-day glided locomotive and a scuffed stick-b.

lucky about that. It would have been between me, him and Craig Campbell.

I had everything wired, and then we went jumping. We found this dirt jump with no landing and made this lip about four feet high. With this high lip I was flying far. I was doing tailwhip airs and bailing into soft dirt. One time I just went for a small cross-up, landed and fell backward. My ankle popped out and I tore ligaments all over my left leg. The doctor wanted to put a cast on it and I said: "No, that's not cool." He wanted me to do therapy and all this stuff, so I said: "Just tell me if it's broken." He said it wasn't, he

I'm pushing to win, because I have to. I told Rich [Rich Long, GT co-owner] that I would do really well and I want to come through.

AF: How is competing against Dennis?

Martin: I think it's got more to do with R.L., Rick Moliterno and Dennis combined; it's not just Dennis. I don't think Dennis could whip all of us just anytime he wanted to. I think it would be really close. R.L. had some really great runs; Rick Moliterno had some really great runs; I had some good ones. It's not something to talk about, I just have to go out there and prove it.

IS THE END IN SIGHT?

AF: Have you thought about retiring?

Martin: No, I don't want to retire. I love freestyle. There was a point when I was getting really stressed out, going: "Man, competition's the only thing that's going on." Finally I started to think, and now I'm into it just for the fun. And when you do it just for the fun, everything else comes with it and you start having a good time. So, I don't even want to retire.

AF: So that's something that hasn't even crossed your mind?

Martin: I stress out and cry like a baby to all my friends, "I'm going to quit man, I hate freestyle!" It's just joking around, 'cause I love it, and I want to stay into it. I'm the oldest freestyler by 15 days, but that's got nothing to do with it, because as long as you're in good physical condition you can do it. If I'm not competitive anymore, at least I'll still have an image.

TWO-WHEELERS AREN'T JUST BIKES

AF: What do you do for fun?

Martin: Motorcycle riding is the number-one thing that I do for fun. I live out by the desert and the hills. Eddie Fiola comes out there, all my friends come out there, and we go motorcycle riding. We have tracks, we have water, we have everything. From my house, we ride directly to the tracks. We ride for hours until we run out of gas. We go get something to eat, then we come back and ride for a couple more hours—hard hours.

Right now, it's the most fun—motorcycles, friends and all.

AF: You've had at least one accident on your motorcycle, right?

Martin: Yup, that was a long time ago and it was just something stupid. I didn't hurt myself on my own, a friend ran into me. So I came back to motorcycles. People say: "Wow, you got back on a motorcycle, that's dumb." Well, I didn't cause the accident.

AF: What about your toys?

Martin: What toys?

AF: Cars and motorcycles.

Martin: Oh, I have a neat truck that I slowly put stuff on. I have a Toyota extra-cab, four-wheel-drive with lights and bars and it's lifted a bit. I have car phone in it and a cool stereo. Then I've got seven motorcycles, from 25cc to 500. I got this little "pocket" bike in Taiwan (it's got like a McCulloch chainsaw motor. You can barely sit on it to ride it), a little Y-Zinger Yamaha 50 and on up to a Yamaha Seca 550. So I guess I do have a lot of toys.

RELATIONSHIPS, MARRIAGE, FASHION AND RAMBLINGS

AF: How is your relationship with your girlfriend going?

Martin: It's no longer going. That's big news—after all these years we finally broke it off. The main reason is because every time I did a show, like at Knott's Berry Farm, I didn't like to argue with her in front of other people. She'd get really jealous if a girl would come up and ask for my autograph. A girl would say: "Can I have your autograph?" and then my girlfriend would mimic: "Oh, can I have your autograph?" behind my back. That would really make me mad in front of all of my friends. It's just little things, but we finally broke it off.

Martin rides for hours every day with friends on "The Block." It's his favorite session zone. V



AF: So you're not going to get married?

Martin: Oh, no, that's not even in the cards.

AF: Was it ever?

Martin: No, it never was. She talked about it a lot. I want a career, I really want an acting career. I want to be in show business somewhere along the line, so I don't want anything to hold me back.

AF: Aren't you a celebrity right now?

Martin: Well, in a sense, but I want to be a household name, as they say. I want everyone to know me.

AF: Are you going to buy a house?

Martin: Oh yeah, definitely. I would say within the next year-and-a-half. Taxes ate me up this year, so I have to buy something. It depends on my contract, but I think I'll end up buying a house and some land. My mom, my stepbrother and I—we have a plan. We're going to put our money together and buy ten acres and have three houses on it. I'm not exactly sure where we're going to buy it, somewhere around where we're living now. Woodcrest, in that general area. It's really developing out there and it's really, really nice.

AF: Are you going to take lessons from R.L. Osborn and become a real estate tycoon?

Martin: Well, I'm not sure if I'll take lessons from R.L. Osborn. I think I'll ask Shawn Buckley because he seems to know what he's doing. He has a couple of houses, he's a young guy and a go-getter, so I think I'll ask him questions. I definitely respect R.L., but you just ask different people and take the best bet.

AF: Can we talk about your tail? Do you spend a lot of time each night combing it?

Martin: Oh, my tail! You know what I do? I used to braid it, but I lost a lot of hairs. So now I leave it out of a braid and every morning I put a gel in it and it stays kind of sticky but there's no stress on it and it doesn't crack. I don't really comb it at all, throughout the day. I just comb it once at night and once in the morning. I throw in some gel and I'm off to freestyle the world.

AF: What other comments do you have on the world of freestyle?

Martin: My favorite thing to do is just come into "The Block," see all my friends and have a jam session. We break for lunch at Carls Jr. where they have free refills of Coke. If we goof off or get noisy they kick us out. Then we head on back to "The Block" with full stomachs and we ride our tails off until we can't ride anymore. Right now, Tony is the local reigning endurance champion. He can go for hours—at least two more hours than I do. That sucker can ride forever. So I compete against him every single day on the practice time we freestyle. That's the funnest thing.

AF: Is all your wealth in this gold that's all over your body?

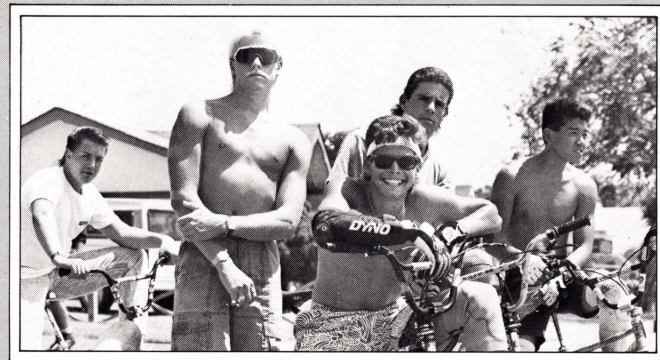
Martin: No, no, these are gifts, see. [Martin starts pointing at various pieces of gold jewelry.] This one's from my mother, this one's from my girlfriend and this one's from my stepbrother—it didn't fit him. My mom bought me this bracelet. It's so awesome. I'm not really into buying my own jewelry, but I will buy it if I see something that I truly like. ■



The life of an executive freestyler: "The Chairman," on the road and on the phone.

MARTIN APARIJO'S VITAL STATS

- BIRTHDATE: April 1, 1963
- AGE: 25
- HOMETOWN: Woodcrest, California
- BEGAN FREESTYLING: 1980
- SPONSORS: GT, A'ME, Dyno, Pacific Palms
- TRICKS INVENTED: Cherrypicker, lawn-mower, rollback long slider, firecracker, chicken hook switch, Miami hop-hops
- FAVORITE FOOD: Mexican and Italian
- FAVORITE MUSICAL GROUP: Jets
- FAVORITE MOVIE: The Untouchables
- FAVORITE TV SHOW: Married With Children
- MOST RESPECTED RIDER: R.L. Osborn



Martin never rides alone because wherever Martin goes, his fans go, too.

again next year when you renegotiate?

Martin: Let's just say I'm hoping that's what's going to happen. I really want to be with GT next year. You can never get enough of a good thing, right?

ON LOCATION

AF: How are the contests going for you so far this year?

Martin: They're going all right. I've gotten two thirds so far. I didn't go to the Texas contest because I was practicing for the Ron Wilkerson "Meet the Street" fest, so I was really ripping it up. I think Dave Voelker's pretty

checked the X-rays, so I gave it my own kind of therapy. I started working on it every day. I got the swelling down with ice then I gave it an alcohol bath, then Ben-Gay and a fresh wrap every single night. I'd exercise it every day. I was back into freestyle only two weeks later, so I'm pretty happy about that.

AF: Besides the last one, you're doing all right at the contests, right?

Martin: Yeah, I think I can take the series if I really get into it hard and heavy. It's like last year, I started out a little slow, sorta like a racer's third moto, that's basically it. Now



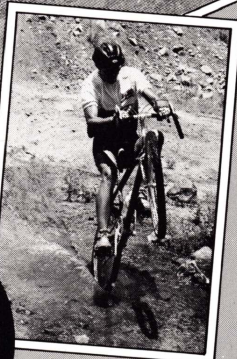
What does Martin do when he doesn't ride? He jumps in his Toyota toy and explores what's to be explored in California.



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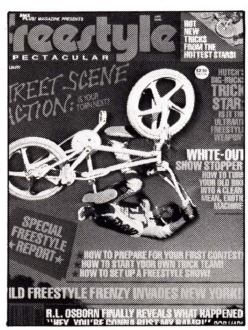
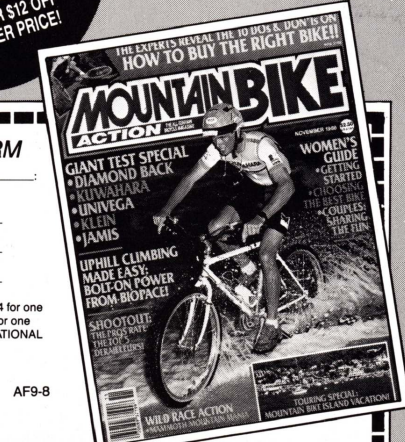
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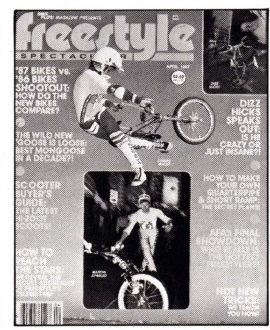
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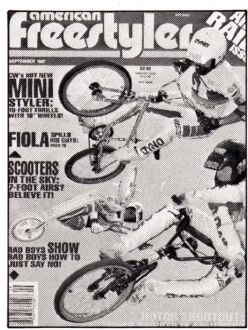
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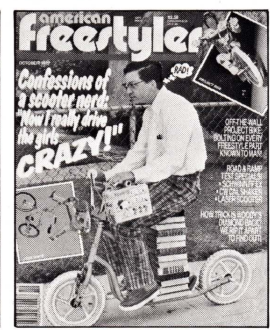
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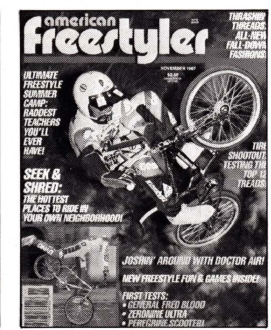
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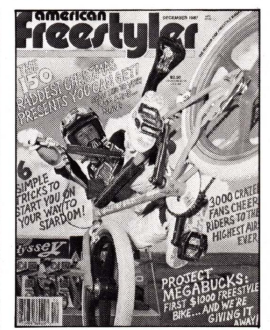
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NOVEMBER '87
General F. Blood, Peregrine scooter, Zeronine Ultra: Wheel truing, Josh White interview, Woodward Camp; ABA California Competition



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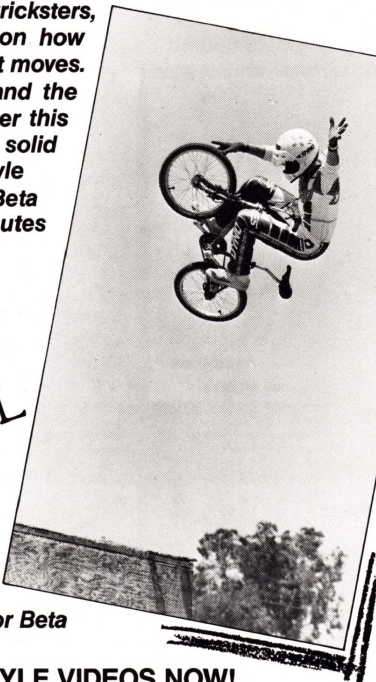


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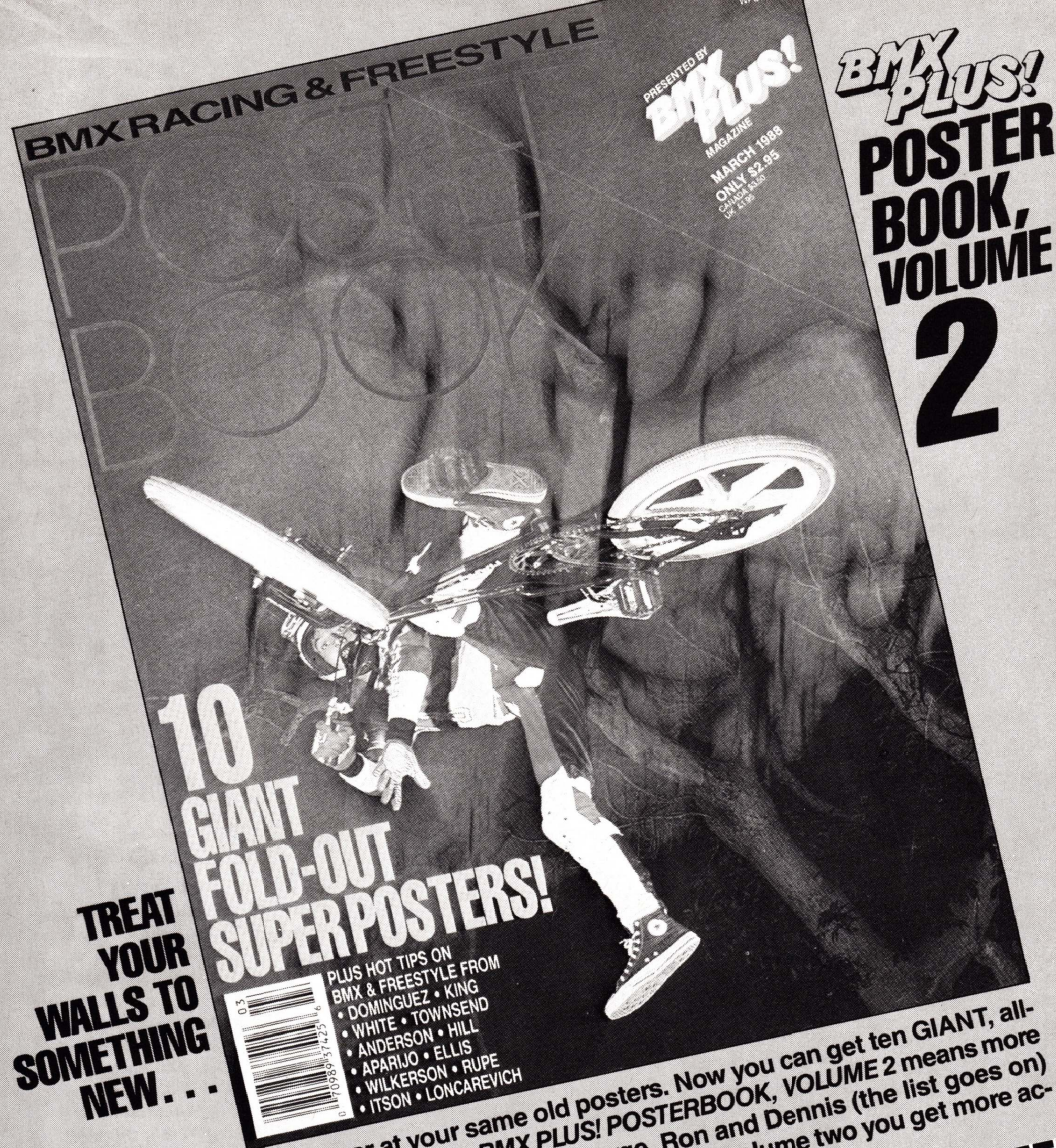
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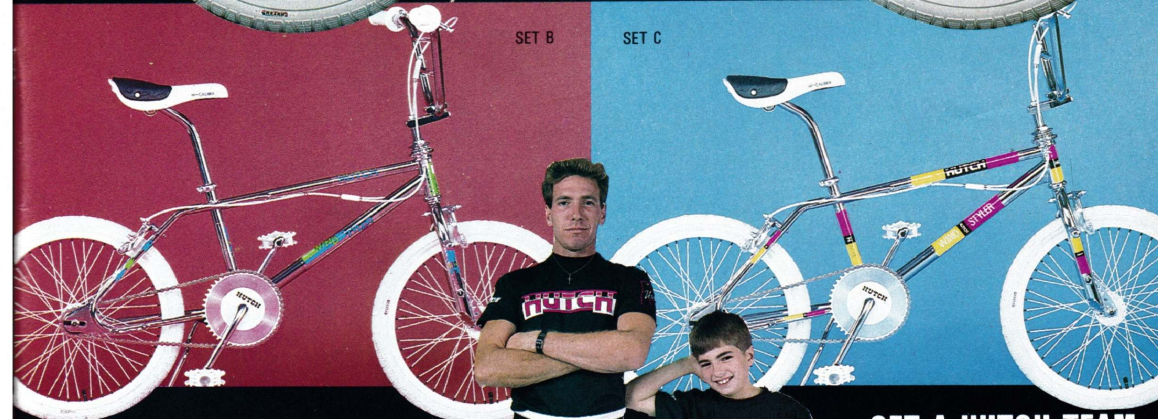
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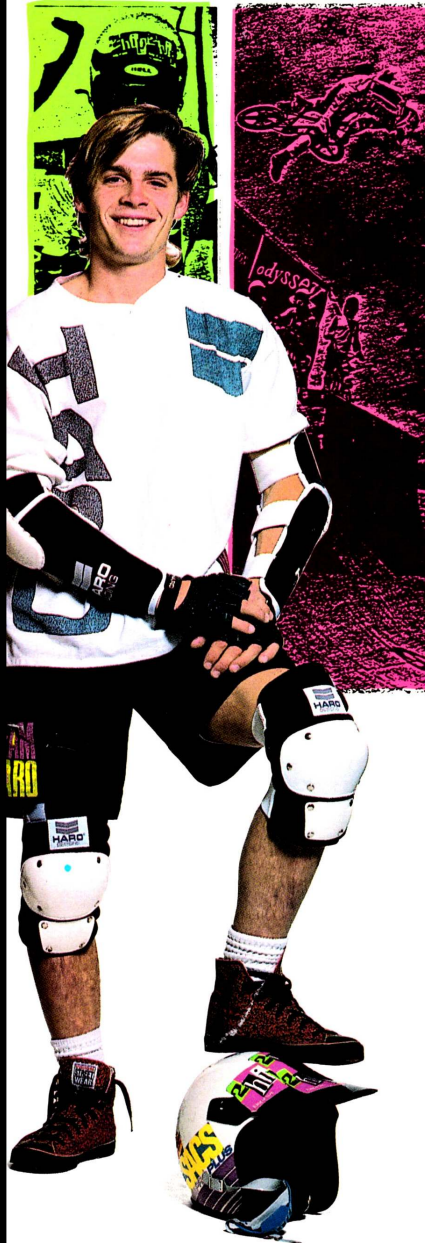
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