



The louder the crowd gets, the more pumped Dizz becomes. The crowd was LOUD!

THE GORK MACHINE: CW'S CALIFORNIA FREESTYLE

"Have you seen the new CW?"

"Country and western?"

"No . . ."

"Oh, that one dude in the old flicks — C.W. Fields! Does he have a new movie out?"

"That's W.C. Fields, you dope. And no, he doesn't have a new movie out — he's dead."

"Oh."

"Does Coast Wheels ring a bell?"

"Uhhmm, wasn't that a bike shop?"

"FINALLY — you got something right (sigh)."

* * *
Coast Wheels was a bike shop started in late 1977 by Roger Worsham. Roger was heavily into BMX and by 1980 he decided to step beyond the bike shop and formed CW Manufacturing. His first products were qual BMX racing frames.

Check out CW now. We're talkin' six different BMX frame and fork combos, six complete BMX bikes, twelve different handlebars, PLUS a whole new line of mountain bikes. BMX has been beddy beddy good to dem.

The California Freestyle is CW's first venture into freestyle. They've made a few changes on this puppy since the first generation was introduced a few months back. You can spot one of the changes immediately — they got rid of the, uh, luggage rack. The California still has a standing platform, but it's been greatly reduced in size and is WAY more

functional and WAY less bulky. That's not to mention that the change was a MAJOR improvement on the bike's looks. The new CW's platform tubing attaches to the top tube about a quarter of the way to the head tube and to the seat stays just behind the seat post tube. CW added a cross brace on the platform behind the seat tube that makes it a bit easier to stand on during a hectic frame stand.

The other change was in frame geometry. The original version had a head angle that was sooo steep . . .

How steep was it?

It was so steep that it made unicycles seem chopped. Just kidding. But seriously folks, the angle was about 80 degrees! The production model has got a 77 degree head angle. Much better; thanks CW.

The second generation California Freestyle is basically a modified CW Pistol Pete (named after their factory BMX pro, Pete Loncarevich). What CW did was play with the head angle and add the frame standing and chain stay platforms. Yes, it has chain stay platforms. Cool.

You're definitely gonna notice the new CW freestyle bars. CW is known for their original bar designs, this one included. The unique feature on these are the dual crossbars — they give your foot or your tush (whichever one you happen to be resting up there) a little more surface to make use of. You can buy the bars as an

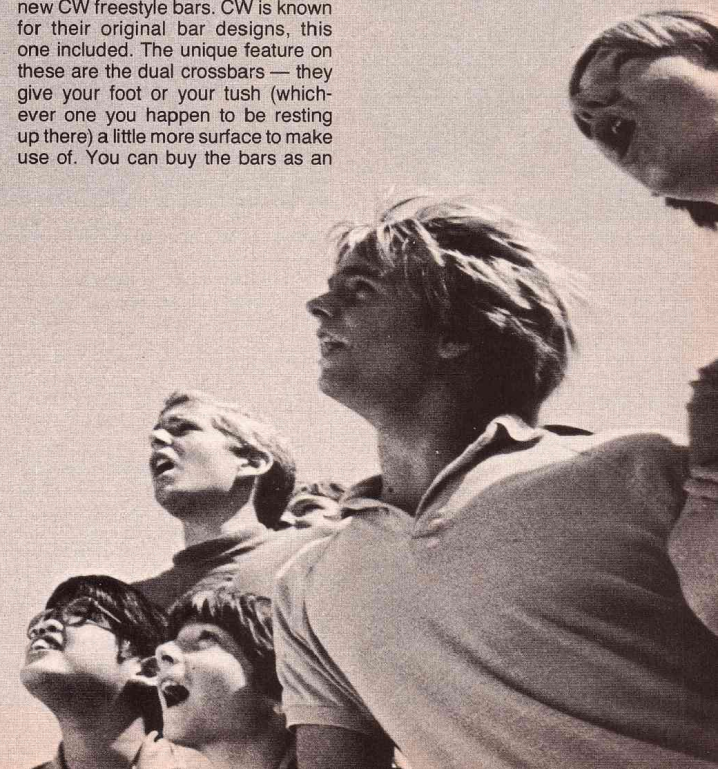
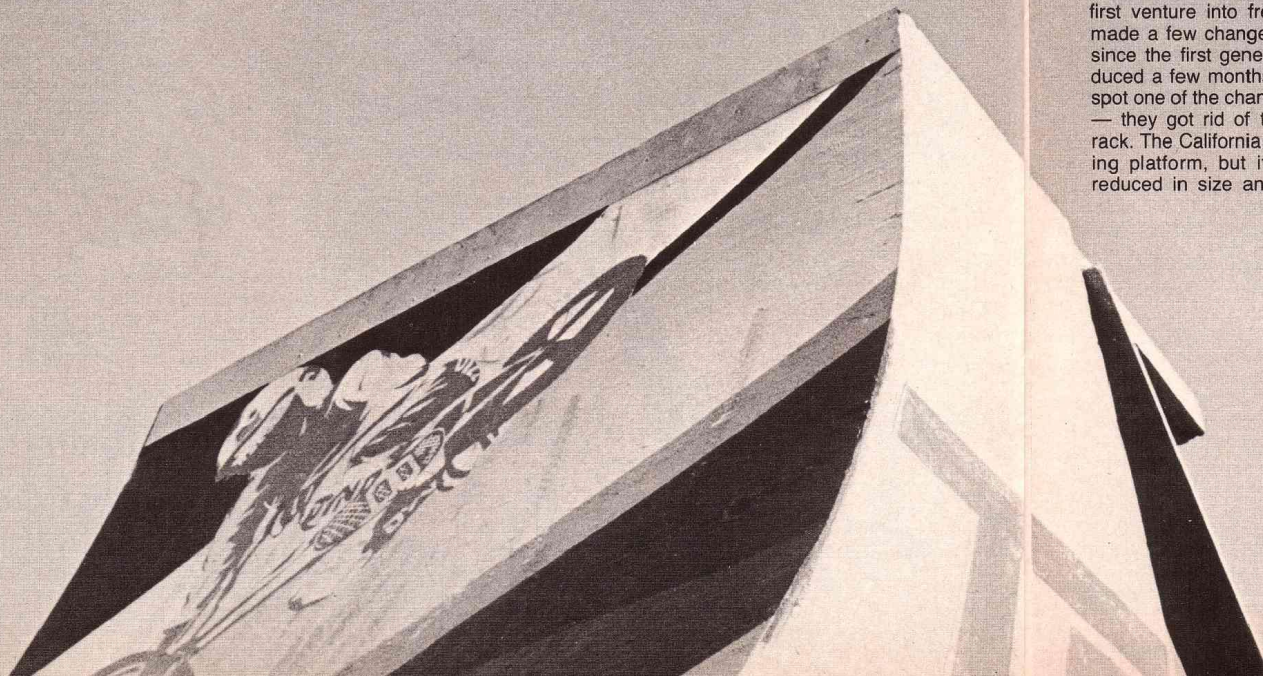
accessory too — which, it seems, more than a few people have been doing already.

The forks are standard CW units 'cept for a couple of little things. They've got standing pegs welded on 'em right at the point where the fork blades start curving.

Chrome caps cover the open ends of the fork pegs and the ends of the crossbars as well as the cross brace on the standing platform. A nice touch, although they have a tendency to pop out when you start crawlin' all over the bike.

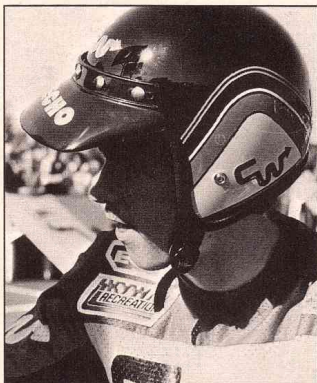
The scooter we received for the evaluation was the first one CW put together of the second generation batch. There will be a few changes on the California Freestyles you'll start seeing on the streets. Let's go through 'em.

Our bike had a Pro Neck II stem — no Potts Mod. The production model will come with a DK Freestyle stem that has a variation of the Potts Mod. Instead of runnin' the cable THROUGH the stem bolt, DK opted to run it alongside by using a hole





Gork announces all the team's shows and he is HOT. Rumor has it that he may start working for the AFA in So. Cal.



Robert McClary.

drilled through the side of the clamp and into the stem. You retain the dependability of a solid stem bolt, but the problem is that you can only run the cable through — not the housing — which makes adaptation and maintenance a bit tougher for the average human bean to handle. BUT you DO get a Potts Mod — a must for the serious trickster.

The tires will be changed from the Tioga Comp IIs to a white freestyle tread made to CW specifications.

A few minor changes include switching the Takagi front chain-wheel to a Shimano and trading the A'me Dual grips for a set of Oakley imitations — all in the interest of maintaining a reasonable price on the scoot. That's all the changes.

A cruise through the components



This boy gets AIR! Dizz, aviating over Winston Churchill Jr. High in Sacramento, California, and a lot of its daytime residents.

reveals some primo freestyle motatin' equipment. Skyway Tuff IIs to start with. What can you say about these 'cept that almost every freestyler in the world runs 'em. They're SunTour coaster brake equipped, of course.

The CW comes with Dia-Compe 890s front and rear. These calipers, when tuned up, will provide enough stopping power to halt a herd of stampeding rhinos. The stock Dia-Compe brake pads work WAY better than you think. Tech 3 levers round out the braking system.

The cranks are 175mm Takagi chrome-moly one piece units with a Tioga chrome-moly spider. Attached to the cranks are a qual set of Shimano SX pedals, the little brothers of the DX models.

The seating facilities you say? Why, a Kashimax Aero, of course. The seat post is a CW straight chrome-moly one; no need for a lay-back unit on this bike — the seat tube angle is a lazy 65 degrees, giving you plenty of room to move about as you wish. The seat post clamp is a Tange aluminum jobber.

That's it folks. You've just been taken through a complete scrutinization of the CW California Freestyle. How does it fare? Not bad 'all — typical CW quality and qual componentry add up to one fine freestyler. With the Potts Mod and the freestyle tread on this baby, it'll be HOT. And with the Gork Trick Team and the CW California Freestyle as a combo, look out! Welcome aboard, all you guys. ●

SETTING UP A SHOW: THE GORK METHOD



The Gork rig. The quarter pipe — "Big Boy" — was designed to fit into the trailer, making transportation a cinch. The small ramp tucks in underneath "Big Boy" at the front of the rig.

Somewhere else in this mag, we talk to the masters of the freestyle show business and pass along their secrets of putting on totally dialed-in flatland and ramp riding presentations for unknowing folks around the globe. The Gork team — those champions of all downtrodden 'stylers who are paying their dues on the bike shop and schoolyard circuit — wanted their chance to offer some words of encouragement and caution to fellow tricksters everywhere who are ready to take their act on the road. Knowing that we might be sentenced to 30 days solitary confinement with only a ghetto blaster and a Twisted Sister tape if we didn't let 'em, we happily obliged.

The Gork Method is simple. Craig (Gork), the team's promoter and show coordinator, makes initial calls to bike shop owners or the teachers in charge of each school's student council. He tells the person about the Gork team, what they do, the show fees (usually around \$50 for a half-hour school show, a little more for a bike shop), and asks him to think about having the Gork team do a show. A week later, Craig calls again to see if a

decision has been made. If the answer is positive, he sets up a meeting with the people in charge.

At the meeting, Craig brings out the big guns — the promotion package. While some trick teams have an expanded resume, the Gork dudes have a full-on media kit with photos of the team, copies of newspaper stories that featured the guys, short (and hilarious) biographies of Dizz, Wobbley Bob, and Gork, a sponsors list, and a homemade video of a Gork trick show.

"We play the video for the people and watch for their reaction," says Craig. "One time, one of the teachers said, 'This type of thing has a tendency to get the kids riled up.' I said, 'That's the object!'"

After the video is shown, it's final decision time. If the final is agreed to, the date, time and location of the show are hammered out. Then Craig produces a waiver of claims. (We suggest that you might play it safe and either get insurance or have an attorney look over your version of a waiver of claims to make sure everything is legal and binding.)

"All the waiver form means is that I

don't hold the school or bike shop responsible for any injuries and damages, and WE aren't responsible for any injuries and damages," Craig explains. "We've never had insurance on any of our shows and we've never had any problems. For personal injuries, I'm covered by my parents' medical insurance, and Dizz has Kaiser (a group medical plan)."

Since most of the Gork team's shows are around their home base of Sacramento, California, promotion is pretty easy. All shows are announced in the team's monthly newsletter, THE BOGMASER, which is sent out to 150 people around the Sacramento area. Craig also notifies the local newspaper, which usually prints a small announcement, and he distributes about 200 to 300 flyers. "We haven't got into radio announcements yet, but we probably will as we get bigger," says Craig.

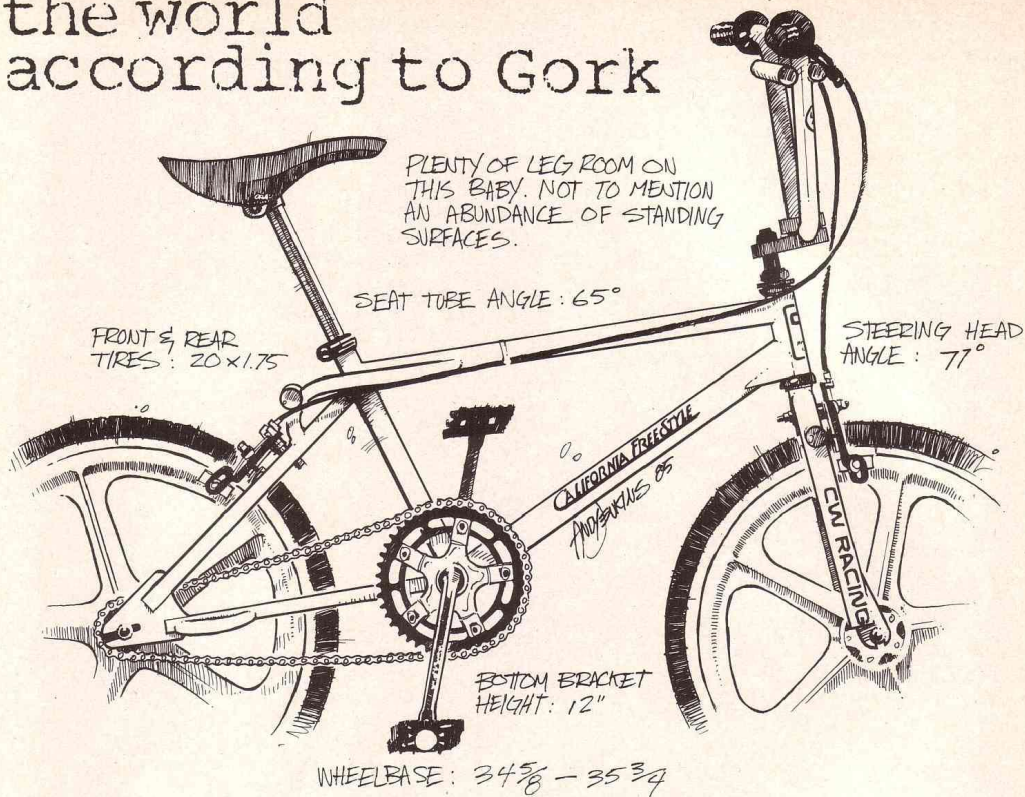
On the day of the event, the Gork guys load their small ramp and "Big Boy," a wooden quarter-pipe (it's eight feet tall and six feet wide with a 4 x 8 foot platform), their bikes, and banners and poles to rope off the riding area onto their four-wheel trailer, and head for the show site. Upon their arrival, they enlist the help of some locals to set up the ramps and equipment. "There're always a massive number of kids hanging out at our shows, so I just say, 'Hey, who wants to be a roadie?' They go, 'Yeah! Yeah!', and they help us set up."

The show isn't complete without killer tunes and a PA. The Gork sound system has grown over the years from a thrashed-out system to a "disco box," to their current setup — a custom suitcase featuring a built-in Alpine tape deck and two speakers. It roars. Craig used to announce the shows from a bullhorn; now he does it from a rented PA system. THAT'S progress!

If you're thinking that doing freestyle shows is the hot tip way to make a quick buck, you'd better think again. Take it from Craig (who pays for transportation, phone bills, PA rental, and flyers), expenses take a healthy bite out of each show's take (if they get paid at all). "We did freebies for the first year to get experience," Craig says. "I've lost a lot of money. Actually I don't consider it losing money, it's like investing it. Some kids party and blow their money. This is MY way of blowing money."

Now the Gork team's hard work and dedication is paying off. With a heavy sponsorship from CW and possibly a MAJOR increase in the fees they charge for shows, Craig, Dizz, and Wobbley Bob are making it.

the world according to Gork



CW CALIFORNIA FREESTYLE

SPECIFICATIONS

COMPLETE BIKE PRICE: \$350.00.
FINISHES AVAILABLE: Chrome and white with black and lavender components.
COMPLETE BIKE WEIGHT: 28 pounds, 12 ounces.
FRAME WEIGHT: 5 pounds, 14 ounces.
FORK WEIGHT: 2 pounds, 1 ounce.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE: 9 inches.
HANDLEBAR WIDTH: 27 1/8 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 1/8 inches.
BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: CW California Freestyle, chrome-moly.
FORK: CW California Freestyle, chrome-moly.

HANDLEBAR: CW California Freestyle, chrome-moly.
HANDLEBAR STEM: Pro Neck II, aluminum and chrome-moly (will be changed for production).
GRIPS: A'me Dual, rubber (will be changed for production).
HEADSET: Tioga Bear Trap II.
WHEELS: Skyway Tuff Wheel II, Zytel plastic.
TIRES: Tioga Competition III, 20 x 1.75 front and rear (will be changed for production).
BRAKES: Dia-Compe 890, aluminum, front and rear. SunTour coaster brake.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe Tech 3.
BRAKE CABLES: Dia-Compe.
PEDALS: Shimano SX, aluminum and chrome-moly.
CRANK: Takagi, chrome-moly, 175mm.
BOTTOM BRACKET SET: Tioga.
FRONT SPROCKET: Takagi aluminum

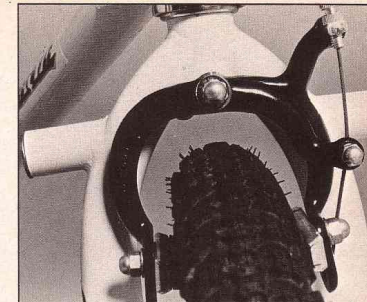
chainwheel, 44 teeth (will be changed for production).
SPIDER: Tioga UV-1, chrome-moly.
REAR SPROCKET: Shimano, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Kashimax Aero.
SEAT POST: CW, chrome-moly.
SEAT POST CLAMP: Tange, aluminum.

OVERALL EVALUATION

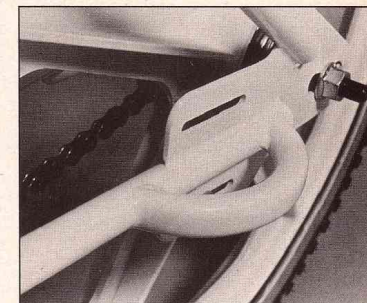
QUALITY OF FINISH: Very good to excellent.
QUALITY OF WELDING: Very good.
QUALITY OF COMPONENTRY: Excellent.
MANUFACTURER:
 CW Racing
 731 South Melrose Street
 Placentia, CA 92670
 (714) 996-1660



The CW California Freestyle.



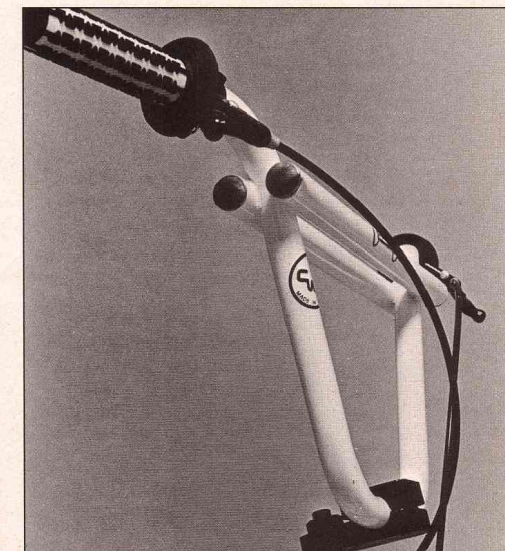
The standing pegs are cool, but the metal caps pop out when you start doin' hops with your feet up there. Braking is supplied by Dia-Compe 890s.



The chain stay stands are big enough to stand on and small enough that they don't get in your way. Good stuff. We couldn't figure out why there were two coaster brake brackets, though.



CW's new version of a standing platform - WAY better than the original design.



Trick bars. The dual crossbars give you plenty of room to stand or sit on. The A'me Dual grips are great on your palms.