



GENERAL

FRED BLOOD

Freestyle thrills for under 2 bills

■ A perfect bike would be cheap, light, strong, good looking, have all the necessary platforms, good brakes and great handling. So far, such a bicycle doesn't exist. Sure, there are bikes that almost fit the description, but they usually lack the first characteristic: a small price tag. There are plenty of cheap bikes around, too; you can go to your neighborhood Kmart and pick up a "freestyling BMX" for under 100 bucks. Any kid fresh off the cabbage truck can tell you that those are totally bogus for any kind of serious shreddin', though. So what's a guy on a tight budget supposed to do, take up croquet?

NOT HARDLY

Frugal freestylers may be in luck. General's low-end Fred Blood model goes for about \$175. (In case you've been saving, there's also a Blood Pro Series that goes for \$350.) It even has a genuine ACS Rotor and screw-in fork pegs! Now, before you start buggin' your parents for \$175, you'd better let us take a look at the bike to see if it's any good.

LOOKS THAT KILL

The bike looks great with its bright paint and graphics. Some of you may even dig the wheel covers—they're totally useless but add a streamlined look and are a great place to

Except for the windsailing wheel covers and slight weight problem, the General is a stable flier. Chris Rothrock X-up action.

◀ **Whether a bike costs \$175 or \$575, you don't tweak turndowns on it if you don't trust it. Obviously, Chris Rothrock trusts the General Fred Blood. By the way, it sells for \$175.**

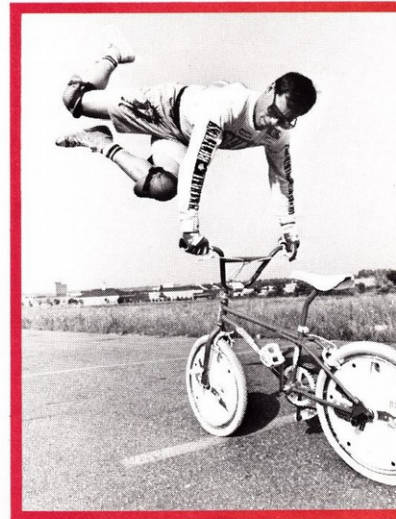
put stickers. The looks and price alone will sell tons of these bikes to the street-cruisin' set.

The Rotor and fork pegs we told you about, but the rest of the components aren't exactly famous brand names. That's not necessarily bad, though. The frame, forks, bars, seatpost, wheels and cranks are all mild steel. Mild steel is much less expensive than chromoly and aluminum (remember that price tag), but it's heavier than aluminum and weaker than chromoly, so more material is necessary to get the same strength. The end result is a difference of about six pounds and \$200 from a pro-model bike.

The rest of the Blood is a stew of generic Taiwanese componentry, as any bike in this price range would be. Formos alloy calipers, a Hutch-type stem and imitation Mushroom grips are prime examples.

BELIEVE IT OR NOT

Believe it or not, this bike rides amazingly well. It looks an awful lot like an '86 GT Performer and shares similar geometry. The semi-mellow 72-degree head angle gives greenhorn stylers a controllable ride, but it



Captain Fred Blood on the General Fred Blood. ▶

Scott Towne

STREET WISE



"In the world of freestyle, you can't buy a bike more choice."

Scott Freeman
AFA 14-15 Expert Flatland.



"When it comes to freestyle, I wouldn't trust any other bike. Skyway's the best."

Matt Hoffman
AFA 14-15 Expert Ramp Champion

If you're ready to crank it up and hit the streets, we've got the bikes that'll change your attitude about freestyle. Just check out our Street Beat and Street Styler. Tricked out with Skyway's patented Spinmaster II, and E-Z Pro Bars, you can really get down to some serious stunts with these pups. And when you're out there, trust Skyway to dominate the action with the highest quality components from Dia-Compe, Suntour, Odyssey, and Viscount. With

100% Chrome-Moly tubing, and heat treated dropouts, you know Skyway built these bikes to be street wise. And you know they built them to last. Street Beat available in blue/grey and red/white. Street Styler available in blue, grey or white. Want to get street wise? Get Skyway.

SKYWAY
WE BUILD 'EM BETTER

4451 Caterpillar Road Redding, California 96003

Specifications subject to change without notice.
C.P.S.C. equipment included but not shown.
RIDE SAFE - Always wear a helmet and proper safety equipment.

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GENERAL FRED BLOOD

isn't chopperish enough to hinder harsh stunts. The low profile and roomy front triangle will accommodate almost any sized rider (with proper bar/seat adjustments) in the five-to six-foot range.

You'll probably want to add rear frame standers or axle pegs (we bolted on Odyssey Bullets for the test), and maybe take off the wheel covers (you can sell 'em to your cousin or brother or someone) or keep them if you wish, but other than that, this bike is ready to ride. For lawn mowers, tail whips, front/back wheel hops and similar basic moves, the General performs perfectly. The top tube platform is small enough to stay out of your way, and it gives your feet plenty of room for one-footed backwards-bar-spinner frame-stands or whatever. It works fine for standard-issue framestands, too.

The bars and seatpost do their job and keep your body in fine form. There isn't a whole lot to say about the forks, but the pegs are in the right place and are a good size.

BELIEVE IT OR NOT, PART II

This bike even handles on ramps. It's comfortable, stable and controllable. The weight limits how much you can throw it around, but that'll keep beginning ramp raggers from sketchin' out as badly as they might on a super-light bike. One-handers, one-footers, combinations of the two, X-ups and even lookdowns were pulled off during our plywood punishment session.



Rotor? Great. Screw-in fork pegs? Perfect. Kenda tires? Cheap-o's but they work. GT-Inspired frame design? Blatant but functional. Steel rims? Cheap and weak. Wheel covers? A fine place for the Hustler stickers, but useless and sketchy in wind.

With a set of rear pegs or platforms bolted on, the Blood is ready to rage. Backyard by the guy who could sweet-talk Eskimos into buying automatic ice makers. ►

IT ALMOST HELD UP

The only failure we had with the General was that the front wheel bent during some I-hops (not to be confused with the pancake restaurant of a similar name). We bent it back to usable condition by jumping on it with our feet, but that made us even more doubtful about the strength of the steel rims. Surpris-



SPECIFICATIONS

GENERAL FRED BLOOD

I. FRAME AND FORK

Type: Freestyle, age range 10 & over.
Frame design: Single top tube with platform at seatmast, curved, GT-type down tube.
Frame construction: Mild steel.
Diameter of top tube: 1-1/8" O.D.
Diameter of down tube: 1-1/4" O.D.
Diameter of stays: 5/8"

Fork construction and design: Tubular, leading-axle design.

II. GEOMETRY

Wheelbase: 36" to 37".
Steering head angle: 72°.
Seat tube angle: 73°

Bottom bracket height: 11" (center of B.B. to ground).

III. DRIVE TRAIN

Pedals: Victor VP-767,

nylon body, chromoly shaft.

Cranks: Steel, one-piece, 165mm.

Front sprocket: Steel, 41T.

Bottom bracket: Steel, retainer ball.

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

Freewheel: Standard, 16T.

IV. WHEELS

Rims: Jin Lin, steel.

Hubs: Joy Yu, steel.

Tires: Kenda, 20" x 1.75".

V. STEERING

Grips: Mushroom II type, plastic.

Handlebars: Steel, 27" wide by 8" high, knurled crossbars.

Stem: Hutch-type, alloy clamp, steel shaft.

Headset: Steel, retainer ball.

VI. SEATING
Seat: Viscount Dominator.



Seatpost: Steel, laidback.

Seatpost clamp: Steel.

VII. BRAKES

Calipers: Formos, alloy, front and rear.

Lever: Formos, Tech 4 style.

VIII. ACCESSORIES

Platforms: Screw-in fork pegs, top tube platform.

Detangler: ACS Rotor.

C.P.S.C. equipment: Yes.

Others: Plastic wheel covers.

IX. WEIGHT
31-1/2 lbs.

X. PRICE
\$175.

XI. COUNTRY OF ORIGIN
Taiwan.

XII. ADDITIONAL INFORMATION
General Bicycles

50 Oak St.

E. Rutherford, NJ 07450



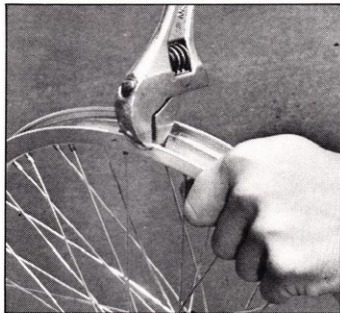
HOW TO TRUE YOUR WHEELS

Straight & simple

◀ Tricks like this Miami wedge can be hazardous to your wheels' health. Here's how to keep 'em alive.

■ If you've been reading every issue of *American Freestyler* lately, you're becoming more aware of your bike's mechanical operation. You know how to adjust brakes, grease a headset and even apply new frame stickers. This month we go for the wheels. Yup, those wobbly, brake-rubbing, tweaked and thrashed alloys you've been ragin' on forever. Hopefully, it's not too late!

It takes about as long to true the average pair of wheels as it takes to wash a large car. Confucius says, "sketchee washee, sketchee lookee." In other words, take the time to do it right. You may want to read all five steps before trying something this delicate. As with freestyling, practice is essential. Find an old junk wheel (if possible) and experiment on it first. Good luck!



STEP ONE: REMOVE ANY LARGE DINGS. Big (ramp hang-up) dings can sometimes be taken out with an adjustable wrench, a bench vise or (in extreme desperation) a hammer. Slip the wrench onto the rim, tighten until snug and then gently bend out the ding, checking progress as you go. Work back and forth along the ding, instead of starting at the center of it.



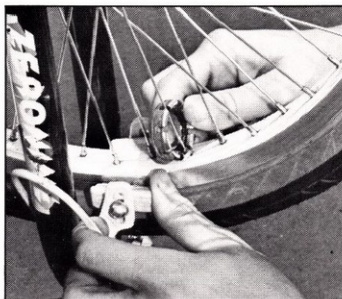
STEP TWO: CLEAN AND LUBRICATE EACH SPOKE AND NIPPLE. Wipe spokes clean with a rag or paper towel. Then drip a penetrating lubricant (Tri-Flow, WD-40, etc.) into and around each spoke nipple. Note: Excessive rust may prevent turning of the nipple. After cleaning and lubrication, try turning a few different nipples using a spoke wrench (available at most bike shops). If movement requires excessive force (i.e. stripping of wrench or nipple), you may not be able to continue with this procedure. Try more or different oil, continue riding your wheels the way they are, or consider buying new wheels.



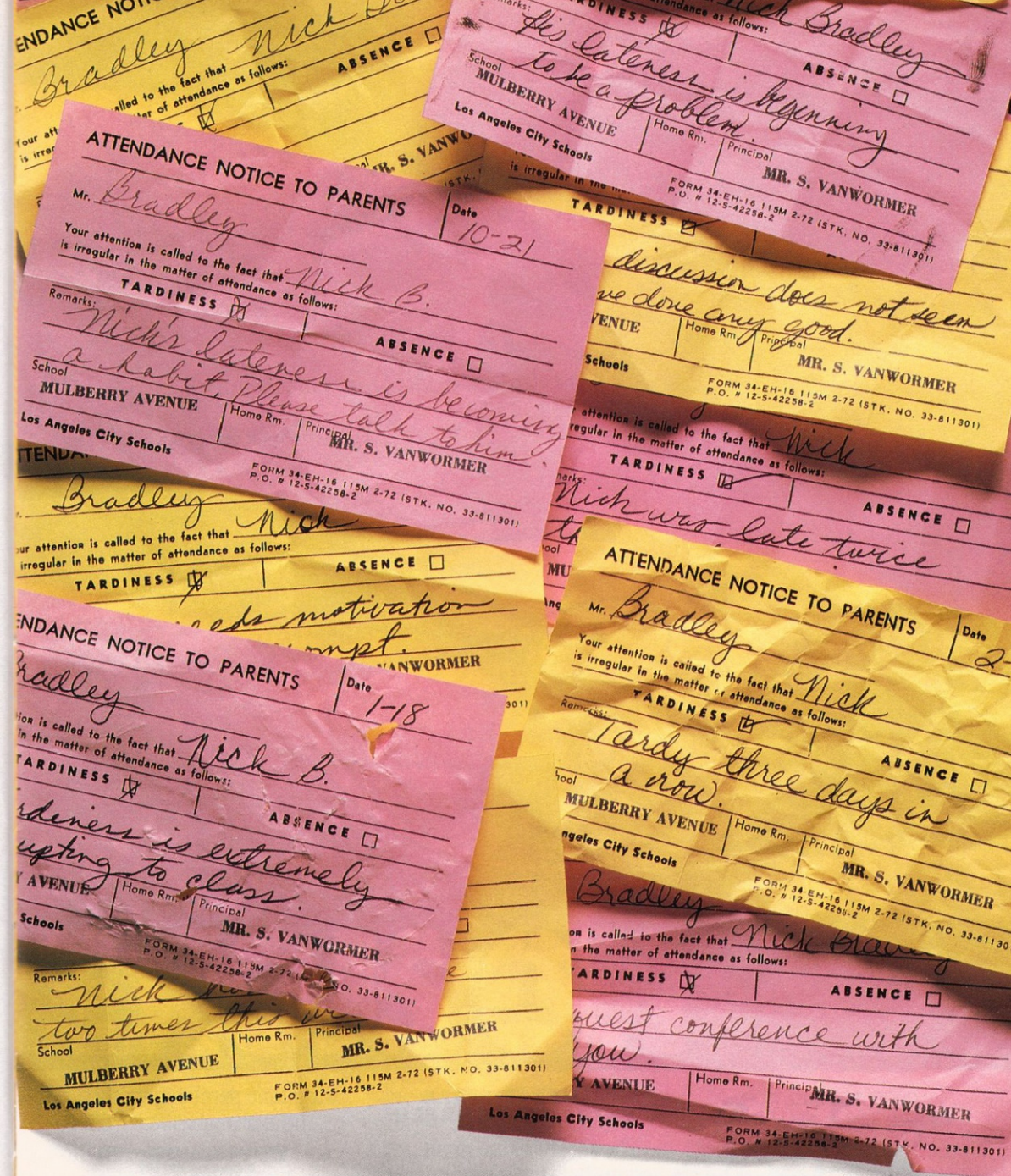
STEP THREE: USE YOUR THUMB OR FOREFINGER AS A GUIDE: Spin the wheel slowly in either direction while feeling for any side-to-side motion (where the rim moves outward, brushing against your finger as it's held against the frame, fork, or a brake shoe) by moving your finger toward or away from the side/brake surface of the rim. Make a mental note of anything major and then repeat this on the other side of the rim. Determine which side has the most outward movement (bend, warp, tweakage, etc.) and then slowly roll the wheel back and forth while looking and feeling for the exact start and finish of this (the biggest one first) bend.



STEP FOUR: ISOLATE THE AREA. Grasp the spoke or spokes that are opposite the outward bend and that also line up with the beginning and end of this bend. These are the spokes you will be tightening to pull the rim into its proper shape. This is normally two-to-four spokes for each bend.



STEP FIVE: TIGHTEN THE APPROPRIATE SPOKE/SPOKES. Use your spoke wrench to tighten these spokes one-quarter turn each (clockwise). Constantly check progress by repeating steps three and four. Use one-quarter wrench turns only, to avoid over-adjusting or creating new problems. Average adjustment requires one-to-two complete wrench rotations, depending on the original tightness of the wheel. Take your time, be patient and read these instructions over again before starting. ■



EXCUSES, EXCUSES.