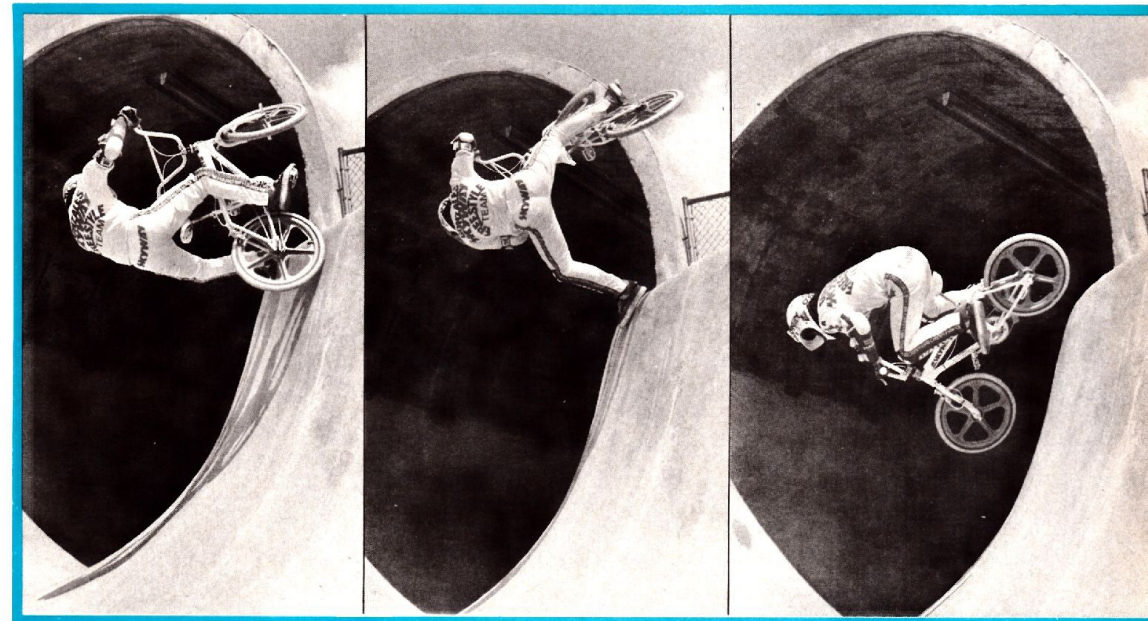




THE SKYWAY STREET BEAT

Serious stuff for high-class 'stylers

Riding by Dave "Reg" Reddick & Hugo Gonzalez Photos by J.K.



Guest test pilot and Skyway factory wildman Hugo Gonzalez is a blast to watch at the Pipe. This guy has no fear.

Writing by the Editors

□ Some things were made for each other. Like peanut butter and jelly. Or bacon and eggs. And how about Abbott and Costello? Oh, don't forget Tuff Wheels and freestyle. Just about every pro in the business has performed with Skyway's plastic masterpieces at one time or another in his career. Woody Itson, Eddie Fiola, R.L. Osborn, Mike Buff and Bob Haro are but a few of the superstars who have depended on Skyway to come through with the right stuff. Since coming out with the Tuff Wheel nearly ten years ago, Skyway has intro-

duced a few other products designed specifically for tricks. Framestands, axle pegs, and handlebars are three things Skyway either invented or perfected for radness. For 1985, Skyway has unleashed a few more tricks for the freestylin' trade. Skyway's biggest leap into heavy-duty freestyle hardware is its new Street Beat frameset. Another new Skyway bolt-on is the Spin Master rear brake mod. The Hot Seat freestyle saddle rounds out Skyway's list of tricks for the modern-day radster. All of this stuff is strictly business-type freestyle hardware—no foo-foo gimmickry here, folks. The Street Beat frameset isn't cur-

rently available as a complete bike, so Skyway had one built up with all of their other freestyle accessories included. Unlike our normal super-detailed bike tests, this shakedown is only going to cover the equipment made by those friendly folks with the plastic wheels. Once we gave our white and green freestylin' machine a careful eyeballing, we let Dave Reddick loose on it. Reg's brutal curbside crankin' and asphalt thrashin' told us almost everything we needed to know. In a few words, the Street Beat's pretty neat. Want the full scoop on everything in the Skyway freestyle lineup? Read on.

◀ Hugo Gonzalez flew down from Northern California for our photo session at the pipe. He said he could have gotten a lot more radical with a few extra days of practice. Hard to imagine, isn't it.

STREET BEAT



So far the Street Beat is available only as a frame-and-fork set, but if you build up a complete unit, this is what it will look like.



Quality construction, aggressive handling and cool looks were the Street Beat's strong suits. The entire collection of Skyway's freestyle hardware provided tons of freestyle trickery. Reg liked the Street Beat for his brand of serious stylin'.

◀ Dave brutalized our test bike's Tuff Wheels with tricks like this cowboy all day. Neither rider nor bike was heard to complain one bit.

THE STREET BEAT

Like their BMX frameset, the TA, Skyway's Street Beat freestyle unit is built right here in the good old U.S. of A. Skyway likes to concern itself mostly with injection-molded manufacturing processes, so all the welding on the Street Beat is done by the Champion BMX frame company. The aerodynamic tubing used for the Street Beat is 4130 chromoly made by True Temper in Tennessee. Needless to say, the quality is first-rate. The seat and down tubes of the Street Beat are aerodynamically shaped, as we said, but the tubing trickiness doesn't end there. The top tube on Skyway's freestyle frame is formed with an indented top section to create a perfect standing surface over its entire length. This top tube design, coupled with the Street Beat's large (but not overly cumbersome) seat stay standing platform, makes all kinds of freestanding maneuvers a piece of cake.

The head gusset on the Street Beat frame is made with a section of Skyway's teardrop-shaped aero tubing. This gusset provides a very large head tube welding surface area, which translates into a stronger frame. This design also allows the front brake calipers to clear the down tube during radical cross-up and tailspin moves. Thanks for keeping it clean and simple, Skyway. The steep seat tube angle of the Street Beat (74 degrees) makes it difficult to line up your grip tip and the front of your seat without the aid of a laid-back seatpost. That's why Skyway has invented its Hot Seat freestyle saddle (more on that later). If you build your Street Beat with all your old parts, be prepared to dump your straight seatpost.

Overall rider positioning felt good on the Street Beat. The design seems perfect for tall 13-year-olds and over. Dave is a gangly sort of guy, and he felt very comfortable on our Skyway.

Unlike other freestyle frames on the market, the Street Beat has no integral frame and fork standing platforms. Skyway's reason for doing this is simple: They make axle extenders. For almost every trick in the book, axle pegs work as well or better than built-in frame-stands or fork pegs. This is sound reasoning on Skyway's part, but a lot of people expect freestyle framesets in the 175 to 200 dollar market to come with integral standing areas. Sorry, but not on the Skyway.

The Street Beat handles great for freestyle. Its quick-steering 74.5-degree head angle demands the rider's complete attention, but it pays off with excellent response and freestyle predictability. The short feel of its front triangle makes

