

# ride **BMX**

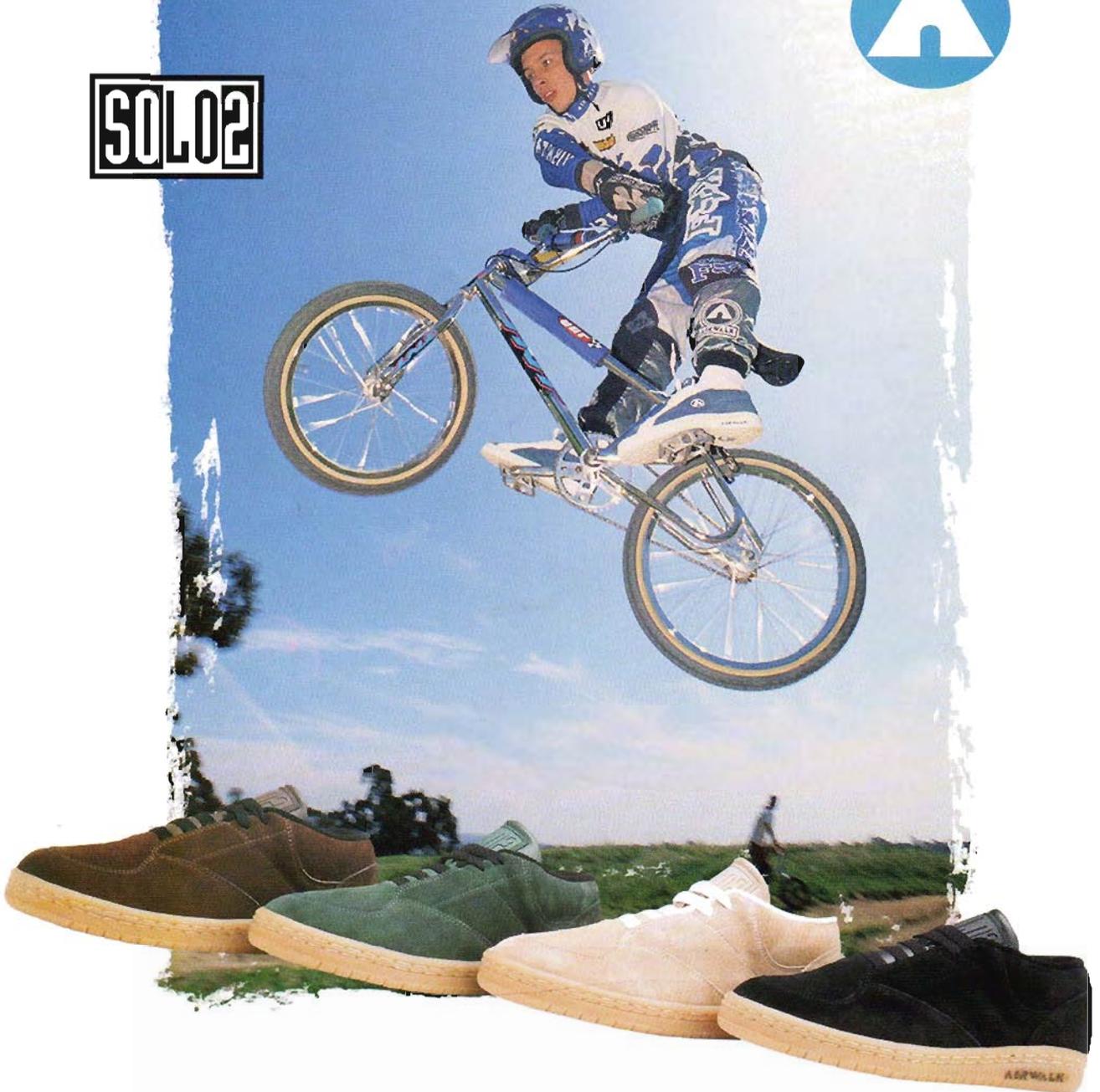
Standard Race &  
Morales Freestyle  
Bikes  
Reviewed

An Interview With  
**Steve Veltman**  
The ABA's Number One Pro

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June 1994, Issue #10



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# RIDE BMX MAGAZINE

June 1994, Issue #10



John "Luc-E" Englebert: 270 to ice-pick.

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Ride BMX Magazine (USPS # Pending) (June 1994; Volume 3, issue 2, number 10) is published bi-monthly by Ride BMX Magazine, 5225 Canyon Crest Dr. #71-352, Riverside, CA 92507. Annual subscription cost is \$10 in the US, \$15 to Canada, and \$20 elsewhere. Application to Mail at Second-Class Postage Rate is Pending at Riverside, CA, and at additional mailing offices. POSTMASTER—Send address changes to Ride BMX Magazine, 5225 Canyon Crest Dr. #71-352, Riverside, CA 92507.

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Art Director—Too poor to hire one

Contributing Art Director—Ali Zeigler

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For Information Regarding Newsstand  
Circulation Contact: Warner/International  
Periodical Services, Inc. (909) 989-1169

For Newsstand Circulation On The East  
Coast. Contact: New England Circulation  
Associates. (401) 738-2911

For Information Regarding Bikeshop Sales  
Contact: Brad McDonald  
(909) 787-6231

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Riverside, CA 92507  
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Ride BMX Magazine is published bi-monthly. Yearly subscriptions are \$10 for the U.S., \$15 for Canada, and \$20 elsewhere. Payment must be in U.S. dollars.



## down but not out

Dear Ride,

I would like to thank everyone who has written to and supported me throughout this whole ordeal I'm going through. It has been rough trying to deal with this shitty situation I've been forced into. My whole life was bike riding since I was eleven. I rode for nine years and all I wanted was to be sponsored. Well, it finally happened. I was sponsored and got a picture in the magazine. My dream came true. I was living the life I always wanted and it was great. What could go wrong, right? Little did I know everything would be lost. Just like that, it all disappeared. Except my friends. Thank God for that. So far, all my friends have stuck with me through it all. Kids who I barely knew wrote and called me and showed support. This kept me alive through the hard times and I would like to thank all of you. Especially my good friends Joe, John, Marco, Chris, Jaime, John W., and Jym D., and my boys from back home. And to everyone who donated money, I would really like to thank you personally. If I ever get the time, I will either call or write to these people. Thanks to Peregrine, Craig LePaige, Standard, and Airwalk for sponsoring me. Well, I could thank people all day and fill this whole magazine, so I'll end it now with one last thing. I now can move my right foot. My first step towards some type of recovery. Yeah!

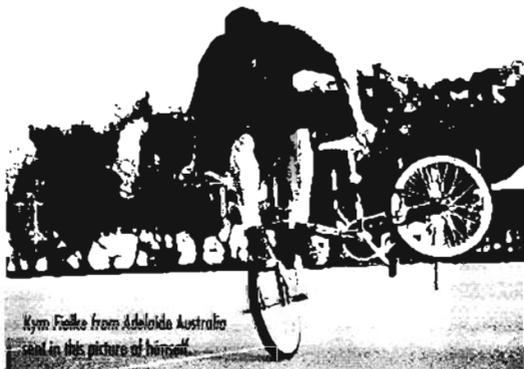
Thanks,  
Jeff Crown  
Woodside, NJ

P.S. If I forgot to thank anyone, please let me know.

## angry foreigner

Hello Ride!

A good mag you guys print out! I'm in the right mood to write about those idiots. I'm talking about Hal Brindley and Steve Buddendeck. Man, I can't believe they



Kym Fielke from Adelaide Australia  
sent in this picture of himself

brag so much about U.S. riders and put down The Worlds of freestyle held in France (issue #7). To me, they were as good as they could be. Lots of backflips (excuse me, Jeremy Verhuist) and good street riding (I didn't see you guys at the street place, so I guess you missed the event). A ramp rider and friend of mine name Eduardo Tenreros broke his leg when trying a backflip on vert. This got him out of the comp, but he would have probably gotten in the top 5 of the Master's Class. Some nut guy backflipped real high and fell down in the middle of a flair—great headbongo at sixteen feet up!

Doesn't this show there's a great level in Europe? No way! Hal Brindley is such a macho guy... He pulled off a backflip on the dirt jump with no protection or seatpost and he believes he's a god. And he thinks U.S. stuntmen are owners of the heavenly glory, too.

You guys are wrong. My friends in Spain can pull off X-up backflips, barspin 360's, saron wraps, deathtrucks, Roloids, and many advanced tricks. We don't have as many freestyle possibilities as you guys in the U.S., but we still do great in freestyle! I finally got it off my chest!

I met Hoffman, Goun, and Mirra at The Worlds. I thought they would be snotty people, but they're down to earth. As Bart De Jong would say, we're still a big freestyle family.

Hello you, Jim Johnson (St. Louis, MO) I hope they raise some statue to my beloved riders Voelker, Miron, Hoffman, McCoy, Roman, Moeller, Stephan Pranti, De Jong, and many others.

This is all from Spain. I hope you guys at Ride keep on showing explicit ads.

Jan Santamarina  
Salamanca, Spain

*I guess sarcasm doesn't translate too well, does it?*

## get a job

Dear Ride,

My dad is such a asshole. He doesn't let me do anything to any of my bikes, whether it's to grease my bearing or it's to put a new part on if I ever get one (which is not often). I asked him and my ma if I could have a pair of rims for my birthday, but being the asshole he is, he said no because I took off the fucked up paint job on my Haro Master. The only reason I think he won't buy me parts is so he can buy parts for his car. What do you think I should do?

Matt King  
Westland, MI

P.S. Please print this so if anybody else's dad or mom is an asshole.

## The OM?

24-Inch Cruizers:

Where are you? Reading bike zines it seems as though the only people riding BMX are on 20 inchers, when perhaps, the coverage in zines is just not being given to this group of bikers. I am from Austin, Texas, the cruiser capitol of the world, where there may be more cruisers than anywhere else in the world. Well, if there are any of you outside of Austin, let's hear it from ya! And if not, some of you 20 inchers need to start looking at the beauty of a 24 inch. If there is a misconception on the part of the editors that cruisers are not as versatile and exciting to watch as 20 inchers, then send your photographers out here and we will give them a good bit of dirt-track freestyle jumping. Now the secret is out, cruisers are not just for going from one place to another, we enjoy the taste of the sky as well. Give respect to those who deserve it, long live the King, and ride on!

ELF  
Austin, TX

## italian suits

Dear Ride,

Thanks for creating a sensible and realistic magazine about riding BMX. I'd also like to send a sincere "right on" to Taj for his words in issue #8. I think he has captured what most of us feel about our dedication to this "sport." There's really no need to justify what we are doing, but if you feel you must, tell your friends that it happens to be fun, and it is tons better than spending your money on drugs, or Italian suits, or posing in trendy restaurants. Quit worrying and do what it says on the cover—Ride BMX.

31 and still riding,  
Mark Rakoczi  
Seattle, WA

## the optimist

Ride,

I've been riding since about '85, and though my life doesn't center around riding the way it did from ages 14-18 (I'm 22 now), there will never be a time when my bike is not in running condition if I get the urge to ride. I still ride at least once a week or so, I've never "quit" so to speak. Anyway, I've had a really dim outlook on the state of the sport ever since the end of Go. I can't begin to tell you how happy I am to have found your magazine. It gives me new hope that the sport that is so much a part of me will survive in its true form, despite the efforts of big business.

May the force be with you,  
Mitch Beagle

Covington, KY

## the pessimist

Hello Ride Men,

How are you this fine snowy day? Well this is the first time I am writing anything into a magazine and it makes me feel kind of funny. Let me just tell you that your magazine kicks some ass nicely. I am kind of glad that you guys don't suck the big member like *BMX Plus*. They will never say a product sucks, they just like to kiss ass and say what a wonderful product it is so they can get more money from companies such as GT. Like this past summer, I cracked three beautiful GT frames. Isn't that good quality? I only had to work (I mean sleep) most of the summer at McDonald's until they decided to let me go or fire me. The thing that makes me sick is all these companies brawling and these people afraid to get filmed for free. Like Jay Miron, he thinks people are evil just for thinking he's good and putting him in their video. Well, sorry, you suck. Does that make you happy? Well, that's about all I have to say that would be polite, so later alligator.

Brian Czup  
Palmeron, PA

## stoked his buds

Ride.

First and foremost, I must thank you. Thank you for motivating my butt to start riding again. *Ride* is the best thing to come down the trail since the mighty *BMXA*.

The interview with Jay Miron was excellent. Am I stupid to say it was good to read an interview on a "serious note"? I sometimes tire from rider's replies to gay questions.

Anyhow, the mag is totally rad. You not only have helped me reach my 20 inch roots again, but have stoked a few buds of mine in this land of never ending snow. When all the white shit melts off, I'll strap on my Rectors and remember again, after three years, what it's like to be stoked on riding. Any of you that have a stamp laying around, I'd be stoked on more motivational words.

Mark Mack  
1019 Ashmun #4  
Sault, MI 49783

## goin' crazy

Ride.

Airight, it has been driving me crazy, and I just can't take it anymore. If John

Purse is 21 and has a fourteen year old stepson, then how old is his wife? In addition, I'd like to say you guys do a great job with *Ride*. It has been a long time since a magazine excited me enough to ride more than I already do.

Toby Hawk

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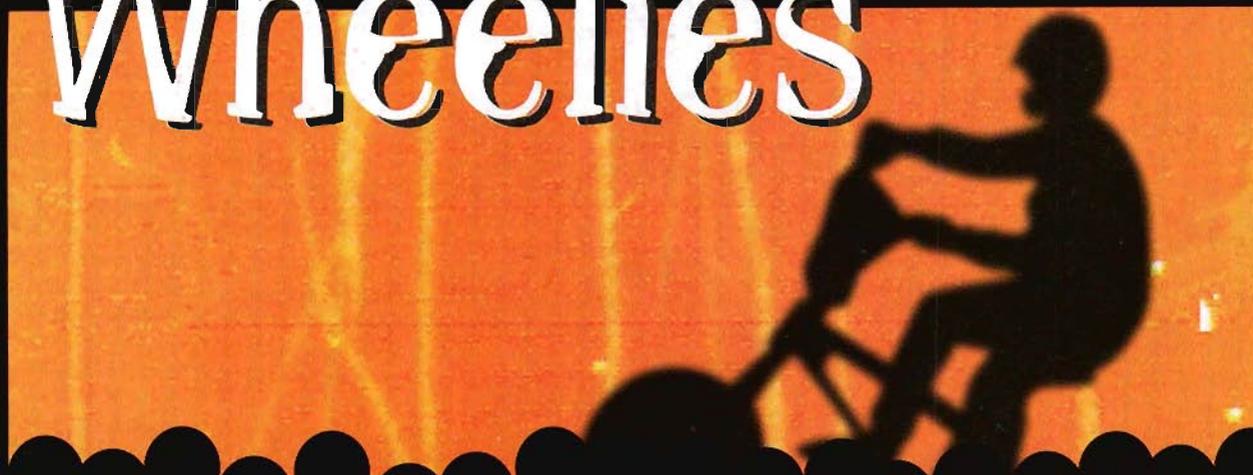


This is Matt Mack, a 16X at Viniger Hill Trails in Pennsylvania.

# The Plywood Hoods

## PRESENT

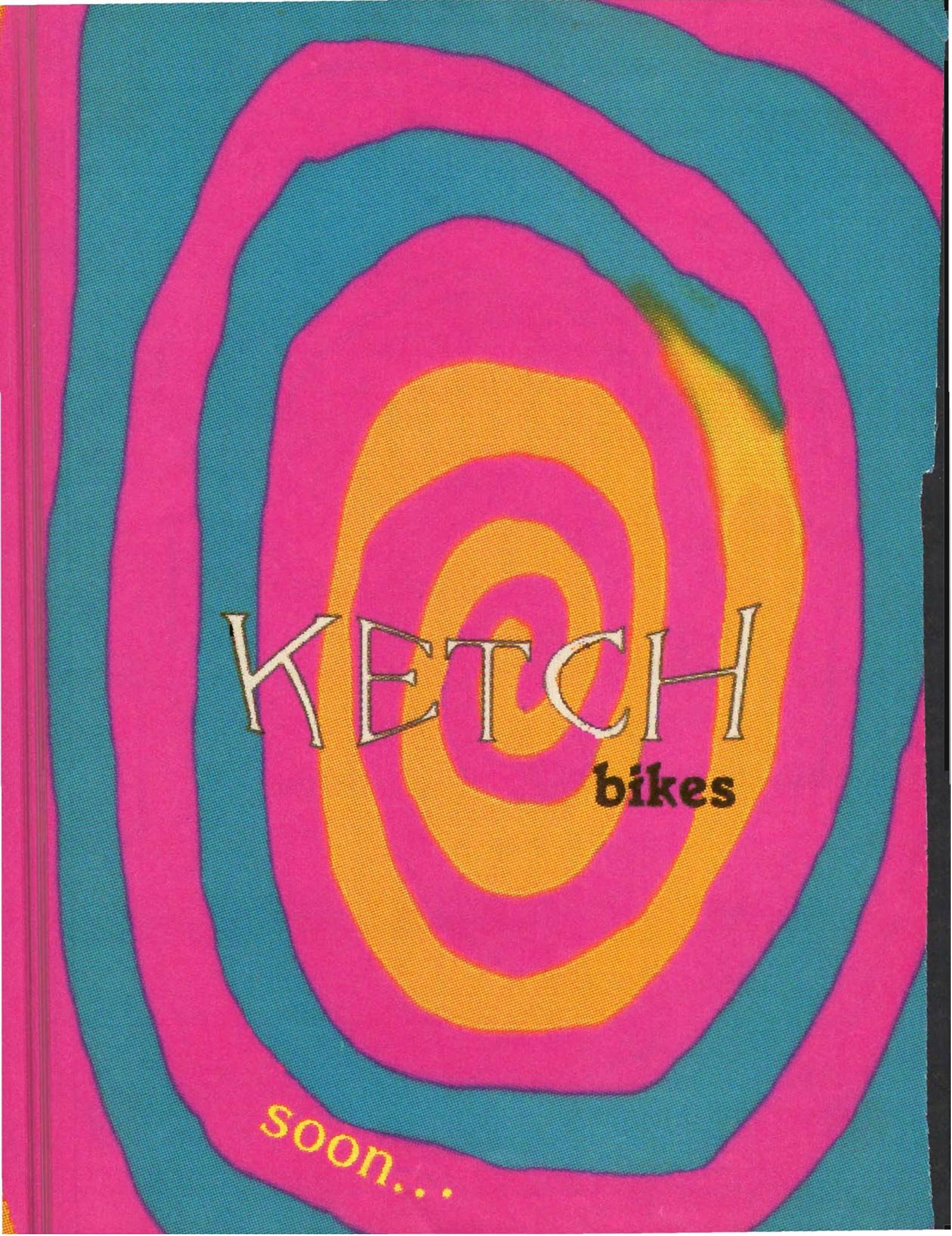
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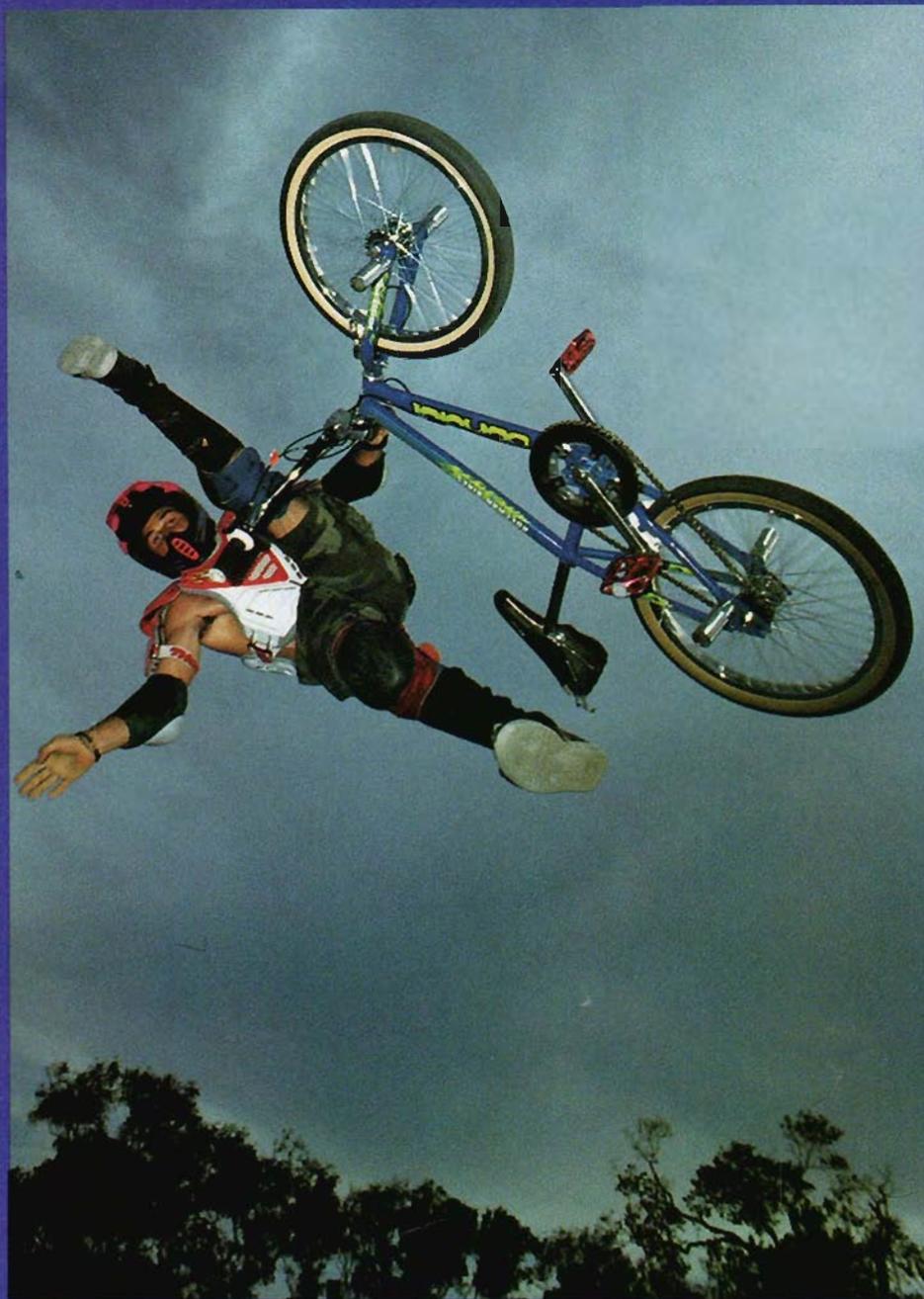
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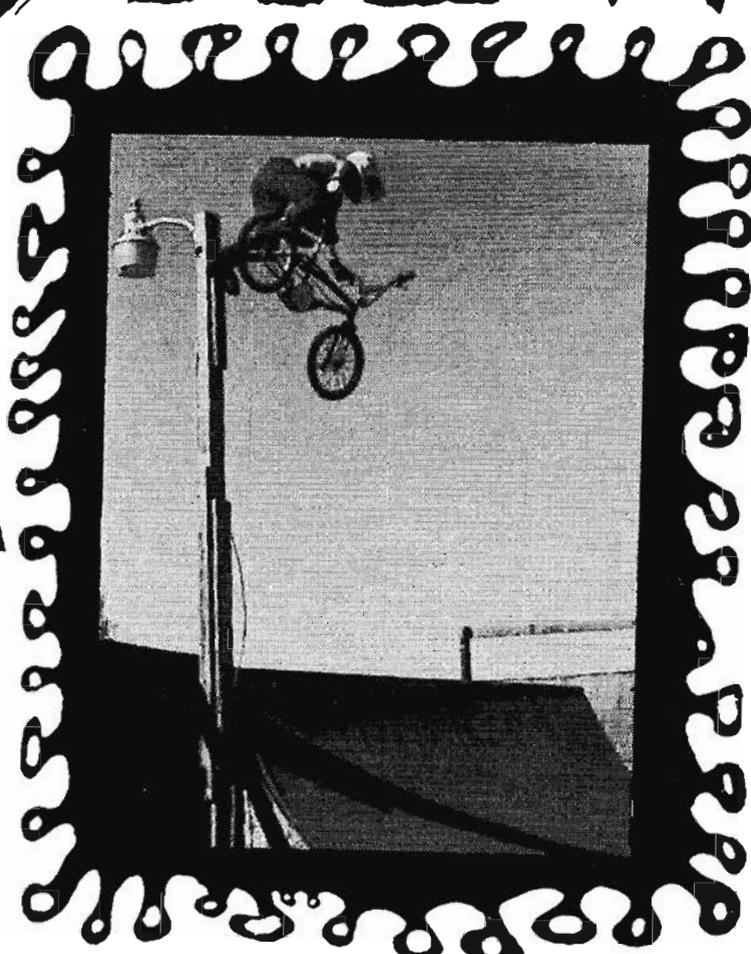
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# Steve Veltman

.....

**a**n anyone who has ever seen Steve Veltman roll every jump and flow through Meadow Brook, his local riding spot in Dallas, TX, knows that he is a lot more than just another muscle-bound racer. Steve's bike handling skills and power are absolutely incredible. While in the past, Steve's devastating speed had proved too much for even him to handle, he managed to put it all together to win the ABA's prestigious Number One Pro title in 1993. While Steve has won every ABA title he's gone after, he still wants more. So at 24, Steve begins his quest for another Number One title.

(This interview was conducted in a Jack In The Box and questions were thrown at Steve by his friend Johnny "Red Dog" Murdoch, his friend/sponsor Steev Inge from Poor Boy, and Brad McDonald.)

Brad: How come you didn't want to take any pictures of you spinning doughnuts in your ABA truck?

Because I'm required by the ABA for no excessive chirps for the period of one

year. Brad: Excessive chirps? Chirping the tires (laughs). Inge: Over-chirping, you gotta give it to the guy next year, you don't want to break it. Remember when the ABA wouldn't even give you that tassel-hat they put on you for the pictures, not that you'd want it or anything. Inge: They would like put the hat on your head for photos, then take it off and take it from you? This year is like the first year they gave people the hat. Brad: It probably still has Kevin McNeal's dandruff in it. Inge: Kevin McNeal? Brad: I saw him a few months ago, he lived at Twin Palms behind a bush. A bush? Brad: He literally lived in the bushes at Twin Palms. Aren't there kooks who hang out at Meadow Brook and tell stories about when they used to ride? I hate heads like this, "Hey man, you race? I used to race, I used to ride for GT." "Oh yeah, what's your name?" He would tell me his name. "Factory team." "What year was that?" "It was like 1983, somewhere around there." "Funny I don't remember your name, I was on the circuit then. I knew everybody who was on GT." "Well, actually I was co-sponsored." Red Dog: What do you think the ABA would do if you jumped curbs in your truck? It's my truck, I don't care. Brad: I heard you had to keep the sign with your name on it on the truck. I've got to keep it on for a year. Brad: What would they do if you took the stickers off it? They hold the lien title for it. Inge: Until when? Until the Grands. I can't sell it, I can't take the stickers off it, and I have to bring it to any race within X-amount of miles from me. Inge: Really? For like the Fort Worth race, I have to drive it. Red Dog: Crazy. Carter wins his in NBL and has no stipulations. Brad: That's the way it should be, you won it. By the time the year ends, it'll be faded and you won't even be able to take the stickers off. I'll just have it buffed out. Inge: Are you satisfied with the interview BMX Plus did? Am I satisfied with it? Inge: You had to win Number One to get it. I think that is kind of wack, though. Brad: Do you think you didn't get the right amount of coverage? I don't think I had enough coverage last year, for the amount of winning I was doing. Red Dog: What about

"Thunder" Danny Nelson? All I know is "Thunder" Danny Nelson got a cover this year and he just turned pro this year. Red Dog:

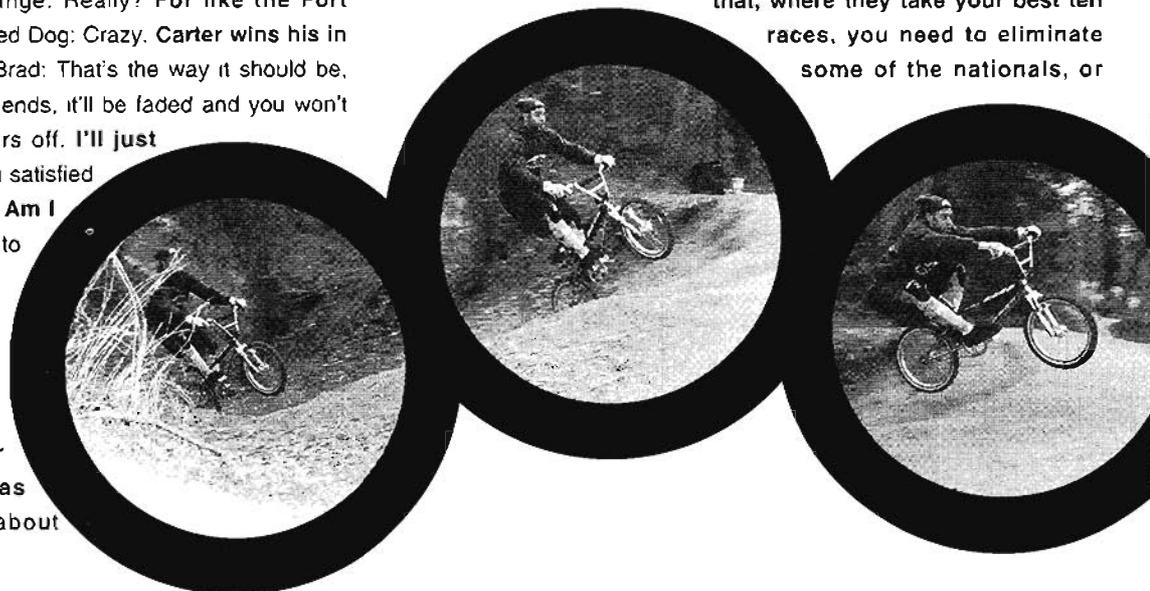
Yeah, but he's "Thunder". you're just "Prime Time." Inge: How do you like being called "Prime Time?" I don't mind it, it

kind of grows on you after a while. Brad: So what do you do besides race? I like to sky dive, dance, and... Inge: What kind of dancing?

Country kicking dancing? Personally, I like to doe-see-doe. Brad: So what's a typical week for you? Work on developing products, within the bike industry and outside the industry. Brad: What kind of stuff outside the industry do you do? I'm working on a sports bandage. I'm working on that and some other bicycle-related products. Brad: How come you don't try to get a big sponsor who can pay you more? As far as a factory sponsor? Everyone: Yes. Boss pretty much got me where I am right now, and it would be kind of shitty to just up and leave them like that. In '92, I wasn't even planning on racing in '93, I was just going to work on products and maybe go to a few nationals here and there. Total for the year I'd probably go to four nationals. Just do it in my spare time because it's something I enjoy doing and focus on my career. Then Jesse (Guymon) came along and offered me the full deal. I always knew I was capable of getting Number One, but without the proper backing to get to enough races it's kind of impossible, because you can't win every race. I like Boss because it's pretty casual, I know everybody there real well, we have a pretty good relationship. It's not a big corporation, so it's not like you have to go through someone else and get shafted because they don't know who you are. They also make really good products. Brad: What do you think of the ABA points system? It's pretty screwed up. I think if you're gonna have a points system like that, where they take your best ten races, you need to eliminate some of the nationals, or

# BMX is an exciting sport, bottom line

Red Dog: What about





Red Dog: But you make a lot of money going fast. True, but if you over-ride the track, you have a tendency to blow up. Not to say I never do that anymore, but I've definitely decreased it a lot. Brad: You would rather settle for a second or a third than risk getting nothing? In most cases. Sometimes you get bent out of shape. Red Dog: So did you and Mike (King) get bent out of shape in L.A.? I think it was more payback-against-payback. Red Dog: Do you think you can take him? (Joking) I think I could. Brad: What happened? When we got to the main event, the second main I was trying to cut him off. I basically tried to cut everybody off to the inside so I could establish the inside line going into the first turn, but he

raise it to more than your best ten races. In some ways I can see what the ABA wants to do—they want an exciting race at The Grands, but it's kind of unfair for someone who has been treating all year long. You should be rewarded if you treat all year, just like in other sports, like supercross, or whatever. Someone who dominates should be rewarded for doing that. Brad: What about school. what are you taking in school? That's kind of unusual that the Number One Pro's been going to school all year. I don't know, no other pros go to school. I'm taking business classes. Brad: Are you going to transfer to a university when you're done? I have gone to a university before, I've been going to school on and off since I graduated high school. It's just that I'm not one to hammer through something. Brad: So you just do it to learn? It's for myself. I intend on opening a business structured around what I want to do, exactly the way I want it to go. Brad: What about your bike? It's kind of weird to have a 29 pound race bike. It's strong! Real strong, kind of like the heavyweight of AA. It's not worth having light parts if they break and cause you to lose. Red Dog: You were a lot smoother this year than in years before, where you would just blow up in a corner. Inge: That bike's holding him down on the ground. I just decided that you blow a lot of money if you try to go too fast.

just happened to be one of the people there and before I could actually get over to the inside, I locked up with Eric Carter. I got my pedal in his front wheel or something, my pedal stopped, I was already drifting that way and my momentum stopped and I started falling that way and I just kind of conveniently fell in front of Mike. I guess he got bent on that so he took me out in the last main. Brad: On purpose? Yeah, he told me he did, but he went down with me. Red Dog: So why didn't you chuck his bike? I thought about it. Brad: Why what? Why didn't I toss his bike. Because when he bailed, he rolled to the inside, and his bike was right in front of me and I plucked it up and about tossed it into the stands, but I just figured it wouldn't be the best thing to do at the time. Inge: Do you like to fight? Red Dog: Would you fight Clayton John? I think I could take him. Red Dog: He's a big man. He's probably in a different weight class than me, like super-heavyweight. Red Dog: At 24 years old, how much longer do you think you'll be racing? As long as I can stay motivated. I'm looking at the next two to three years at this point. Brad: Do you still like racing? Yeah, I still enjoy racing or I wouldn't do it. Brad: Do you feel like this title caps off everything you've done in racing? In a way yes, and in a way no. Brad: Sort of like it would make it easier for you to retire from racing because you've won



Number One Pro. It would definitely make it easier, but I've got goals beyond Number One. Inge: So do you feel you have a certain responsibility with the youth of the ABA to be a role model? I would say yeah, anyone who is number one in anything has a responsibility. Inge: What do you think of the idea of having a supercross-style BMX sanctioning body where it's total exhibition with big, burly jumps? I think that's good, I think that's what BMX needs. Inge: Bikini girls walking around telling you what moto it is. I think that's good, you put it in a professional format like that with just the older amateurs and pros, just people who were good enough. Brad: Good enough to be interesting? Right. So you do something like that, and then have it on a format like that, have it during prime time TV hours, not at three o'clock in the morning. That would sell BMX, because BMX is an exciting sport, bottom line. There just are not enough people who know about it and when they think of BMX, they think of little kids. They don't know that there are guys twenty-plus years of age jumping 30 to 40 foot sets of doubles or something. People need to be educated. Brad: Do you think it'll ever happen? I was hoping that the ICA was going to do it. Instead of trying to develop a whole new sanction, I think they should have done a pro circuit or series. It's going to obviously take someone with some money and a certain amount of connections for the promotions and to get it set up properly. At the NBL Christmas Classic, the pro section there was pretty fat. You know, a good set of doubles that you can get big air. I remember sometimes I would be blasting and I would look straight ahead and my head was level with the second level of the stadium and I'd look at kids sitting on the rail, now that's pretty fat. If you can design a track around that with good sized berms that you can maintain speed, I mean, have it set up where there's speed and there's skill. I don't want something so tight it's like Billy Griggs' backyard. If it can be the best of both worlds, that will be good. That's what it needs, I think, to really go mainstream! Red Dog: What do you think the ABA should do as far as the pros go, with money, points, prizes, and the way they treat the pros altogether? As far as courtesy, it's not like the ABA's jerks to the pros. I think they should probably listen to the pros' opinions more and, obviously, I think the prize money should go up. Red Dog: ABA's pro purses stink. It's just been the same for so long. It was this much money eight years ago, and that was fine eight years ago, but this is the nineties. Red Dog: Actually, didn't it used to be a little more than it is now? No, it's actually \$20 more. I think was \$850, now it's \$870. I don't really know the ABA's financial state, but I know they should give the pros more money if they have it in their budget. I think the best thing would be for them to find a good corporate sponsor. I know that they are shooting for that, or they have in the past. If they can land something like that from whatever company, they

i think i  
could take  
him



could put it into different aspects of their program, pro class being one of them. I mean, you've got intense racing now—double or triple the purse—think what you're gonna get then.

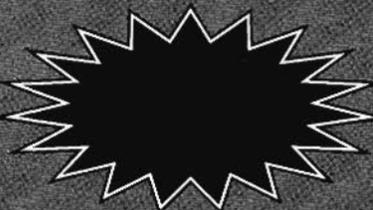
Plus, for a sport to get respect, a lot of people look at the money aspect of it. Pro football—the game is interesting, but I mean these guys are making X-million

dollars a year, and some aren't even playing. That is kind of hard to justify to a guy on a twenty-inch bicycle who goes out there and wins his class and makes less than \$900. Red Dog: Give us some closing comments, bag on somebody? Brad: Don't you have any dirt? I don't like to bag on people because then it comes back to you. Red Dog: But Terry Tennette bagged on you once before. I don't care, I treated him all year long.

Brad: What did Terry say about you? He was saying something to the extent that I should ride for Auburn, or something like that. It came out as a bag, but I don't think his intent was to bag on me. Red Dog: Yeah, it was. You want me to tell you what he said? That you should be off Vans so he and Pistol Pete could get a salary. I don't know, he thought I was cutting into their deal, but I wasn't. Everett (Rosecrans) was doing that on the side, but that's old, I don't even care about that. (Joking) But I think I could take him ●

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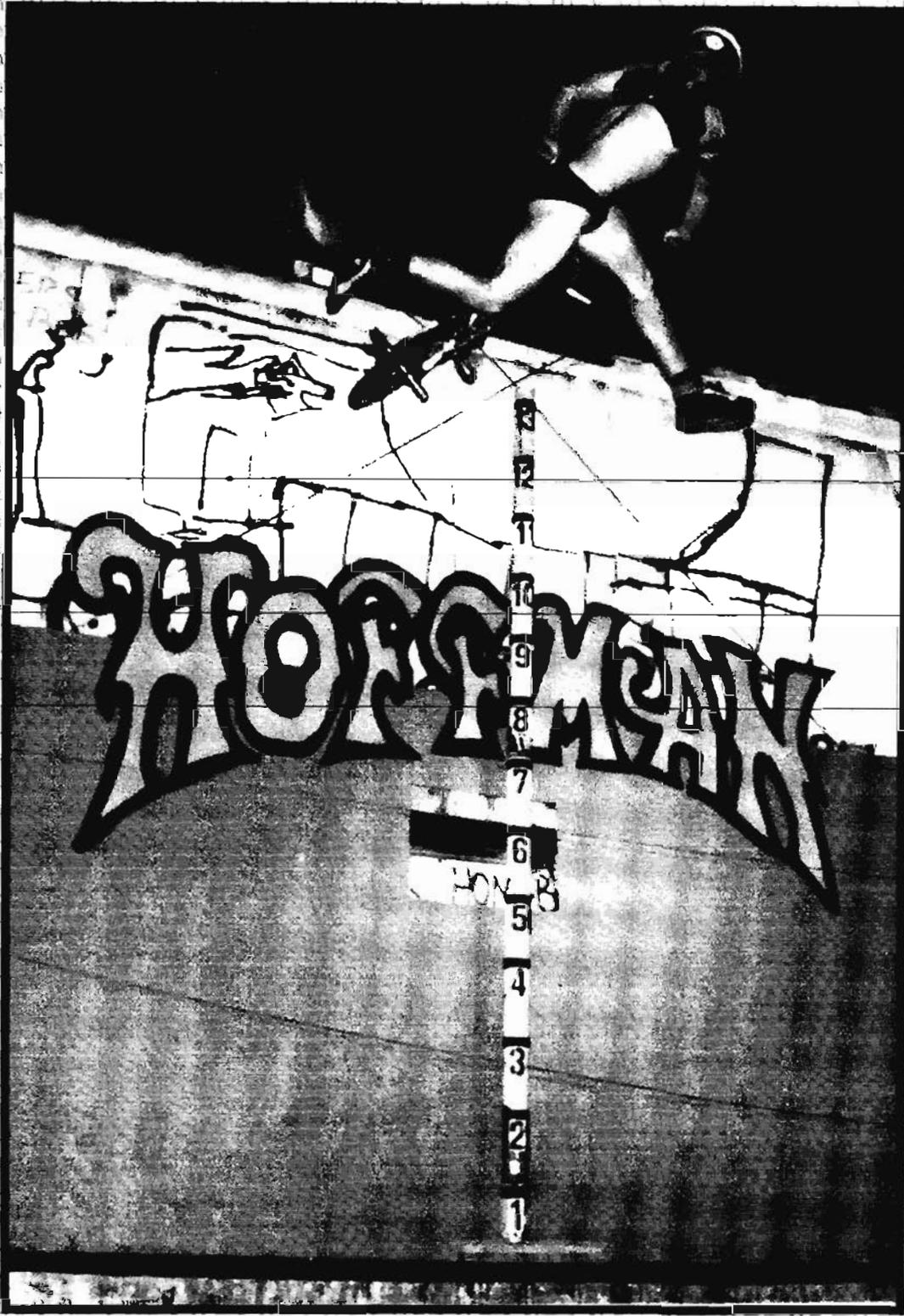


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# HOW-TO:

## ice pick to barspin



## by mike "the boy" ocooboc



As explained by Keith Treanor: "First of all, you need to know how to do ice picks. And in order to do an ice pick, you should know how to do a peg stall. It's the same basic concept as a peg stall, except you lean back and keep your weight centered over the back axle. To do the barspin part, you clamp the seat with your knees, spin the bars, and hope you grab 'em. Try not to lean back too hard, because you might loop out. Once you catch your bars, push your weight forward and into the ramp, and you'll ride away perfectly."

# Standard Bicycle Motocross Frameset



## Mini Interview: Robbie Morales

**How long have you been riding for Standard?**

About four months. I talked to Rick (Mollierno) about the middle of last summer and things were tentative. Before I knew it, he had a bike done and he asked me for some ideas. Rick's really cool, there's some sort of enigma about him. I had never met him, but I was at Posh and he walked up and introduced himself to me, and I respect him for that because he's really straight forward with his dealings with me so far. The bike is pretty much the way I wanted it.

**Did you have anything to do with the design?**

Yeah, totally. I designed it, basically. I've ridden for a lot of different companies and ridden a lot of different bikes, so I just took a little bit of each and added it in. It's totally race geometry—medium-size front end, short rear end, so it picks up real easy.

**And it's not heavy, huh?**

It's not heavy at all! (laughs) Everyone picks it up and they go, "It's not heavy!" I go, "Yeah, it's their race bike." Their freestyle stuff is burly, but this is a total race bike. I'm pretty impressed with it.



## Specifications

**Manufacturer:** Standard Industries  
**Model:** Bicycle Motocross frame, fork, stem, and headset kit  
**Price:** \$279-329  
**Head tube angle:** 73.5 degrees  
**Seat tube angle:** 71 degrees  
**Wheelbase:** 37.5"-38.75"  
**Bottom bracket height:** 11.5"  
**Top tube length:** 21"  
**Top tube diameter:** 1-1/4"  
**Down tube diameter:** 1-1/2"  
**Chain stay diameter:** 15-1/4"  
**Chain stay diameter:** tapers from 7/8" to 3/4"  
**Seat stay diameter:** 3/4"  
**Seat tube internal diameter:** 26.4mm  
**Fork leg diameter:** 1-1/8"  
**Frame and fork dropouts:** One-piece, 3/16" thick cromoly  
**Frame weight:** 3 pounds, 14 ounces  
**Fork weight:** 1 pound, 14 ounces

**Finishes available:** Candy apple red, Daytona blue, chrome, and custom paint jobs.  
**Purpose:** Racing.  
**Rider size range:** 5'7" and over.  
**Miscellaneous:** Frame has a 7/8" brace between the chainstays behind the bottom bracket for stiffness. • Features oversized 1-1/8" head tube and threadless fork steering tube that uses a Dia Compe Aheadset system and clamp-on Standard stem. This setup saves weight by eliminating a stem shaft and wedge bolt. • Tubing is a combination of Tange Prestige and Reynolds 531. • Future production models will have double butted top and down tubes. • One-piece cromoly dropouts. • Standard will be switching to a more common sized one inch seat tube on the second production run.  
**Contact:** Standard Industries  
 4812 Kimmel Dr.  
 Davenport, IA 52802  
 (319) 322-3617



The people who make it, Waterford, are totally professional. They make mountain bikes, so they're light years ahead of any BMX stuff right now.

### What are you going to be doing this year with your racing?

The next race is Orlando, it's going to be on ESPN 2 and it's going to be pretty cool. After that, I'm gonna go to Iowa, we're going to arrange a summer tour with clinics and the whole deal.

### Who's going to be on the tour?

It'll be me, Rick, and we're looking for another rider. We'll probably pick an older amateur who does well and can travel this summer. We'll go from Iowa out west, then back out to the east coast and do clinics at all the local tracks.

### Anything else?

That should do it. I just want to thank Rick and the guys who are helping me out, like Step, BASE, UGP, Airwalk, ODI, Answer, and my parents and all my friends.



todd  
lyons

is

therefore  
we

are



HARO BICYCLE CORP. 5922 Farnsworth Ct. Ste B. Carlsbad, CA 92008...Straight up down.

After mini ramp qualifiers, things usually pick back up with flatland finals, but since flat was being held on Sunday, they needed something to kill time while the points were added up. They chose the most logical time killer, a break dancing contest. One would have thought that it would be more of a joke than a contest, but after things got going, it looked more like the battle scene in *Beat Street* than a bike contest. There was even a guy who stopped by the contest site in the morning, heard about the breakin' deal, and came back that night with a few of his boys, all of whom paid five bucks to break on the flat bottom of a mini ramp. Day Smith, Armen from France, Sean McKinney, Mike Castillo, Chris Young, Vic Murphy, and Ruben Castillo all proved that Puma running suits mean much more than just retro fashion. When the battle finally ended, the crowd chose Ruben the victor. His attitude, headspins, and groin-grabbing windmills that hopped six inches off the ground were simply too much for the other competitors.

Even though the excitement had pretty much peaked during the breakin' comp, they still went ahead and ran the mini ramp finals. In the expert class John "Luc-E" Englebert showed up with a new sponsor, Standard, and got fifth place with tricks like a spine transfer toothpick to half barspin. Mike Escamilla also came to the comp with a new sponsor, Family Bikes. His runs in the finals seemed to be more flowing and even a little conservative, but that's only by his standards. He still managed big bus driver fakie attempts, 540's over the elbow, 540's from the five foot

spine to the vert ramp, and a barspin from the seven foot to the three foot bowl for fourth place. After winning the last street comp, Haro's jack-of-all-trades, Todd Lyons, was thinking about entering the intermediate class (because he never rides mini ramps). After being heckled by his peers, Todd rode expert and made up for his lack of technical tricks by doing tricks as big as possible. Tricks like five foot airs to tail taps, fastplants from the five foot mini over a railing to dive into the seven foot, and several flip twist attempts over the five foot hip (one of which resulted in an ass to coping impact). Third place and a lot of Ben Gay. Standard's Joe Rich rode with a green cast on his wrist, which I'm sure effected his riding, but it's hard to tell with Joe. His lip tricks were still as tech as it gets, but his flow was not quite as good as normal. He still almost pulled a truckdriver (360 barspin in the middle of a 360) over the seven foot spine. Without the cast, who knows what would have happened. Second place for Joe. After winning the last mini ramp contest, Albe's rider Taj Mihelich seemed to be the man to beat here. His runs were not quite as clean as he would have liked, but they were most definitely burly. Big carve airs over the seven foot spine, backwards ice pick grinds to transfers over the same spine, and big downside tailwhip air attempts over the elbow (sort of like an alley-ooop). Another first place for Mark Losey's favorite rider.

The pro class wasn't the biggest or best it's ever been, but it was the peak of the mini ramp action. Alex Reinke from Germany had a smooth, flowing style but was held back to fifth

place by bike trouble. Stephan Prantl is also from Germany and is one of the most flowing riders around. 270 nose pick to 50/50 stall over the seven foot spine, manuals to lawn mower, and a huge abubaca on the railing at the back of the seven foot mini—fourth place. It seems like GT rider Rob Nolli places a little bit higher at every contest he enters. This third place finish is his highest placing to date. He got it by doing what he always does—pulling big tricks and staying on his bike. Flip flyouts on the five foot ramp, long nose wheelies, and tails whips over the elbow took Rob to third place.

There's not a lot that can be said about Dennis McCoy that hasn't been said before. He's been there and done that as far as riding goes, but he just keeps getting better. With six foot airs over the spine, 360's about that high, and several flair attempts, second place was all Dennis'.



**Left:** Pat Miller is now full-factory GT and living in California near this skatepark. **Right:** After his first place finish, Trevor Meyer is now GT's newest flatland pro. **Bottom right:** Dave Clymer might not have had the most technical tricks, but this transfer from the mini ramp to the baby bowl was sure rad. **Small pictures, clockwise:** Richie Rich came all the way from Austria to take third in expert flat. Ruben Castillo backspinning his way to victory in the break-off. The Wizard Publications alumni (L-R): Lew, Spike Jonze, Mike Daily, and Jeff Tramaine. Mike Escamilla proved he can adapt his crazy riding style to a contest format with this fooble down the handrail from the deck of the vert ramp.







While everyone else had trouble adjusting to the slick ramps, Jay Miron went off. From the first time Jay dropped into the ramps, school was in session. Nobody rode as clean as Jay. His first run was flawless except for a missed 180 over the spine (after his time was up), and the rest of his runs were close, too. Jay's trick list included 270 to 50/50 transfers over the spine, long fast ice pick grinds, seven foot high 360's over the spine, carve airs to bottom side ice pick bonks on the spine, and just about everything else you can imagine. Like I said, school was in session—first place.

Saturday night in Moreno Valley isn't the most heppening place on earth, so everyone just went to sleep and thought about Sunday morning's flatland finals. In the expert class, Richie Rich (a crazy Austrian) got third place, first place qualifier Leif Valin missed a couple of tricks and settled for second, and Sean Peters took the win. Sean has been turning up in the top spots for some time now, so do yourself a favor and remember his name.

In the pro flat class, four of the top five finishers were Southern California riders. Day Smith had trouble staying on his bike and wound up in fifth place. Edgar Placencia managed to land his crazy spinning tricks and nailed down fourth

place. Sean McKinney rode with the same smooth and very consistent style he's known for—third place. Second place went to Jesse Puente, who rode with the attitude and crazy links that have taken him into the winner's circle in the past. If you haven't already guessed, Trevor Meyer won the class. In the past, Trevor seemed to lack what it takes to be a consistent winner. If he can keep riding like he did here, he could be a new heavy in the pro class, but only time will tell.

After flatland finals, most everyone wanted to get things rolling so they could leave, so things picked back up with the vert finals. In the expert class, Jimmy Walker took third place with a good blend of lip tricks and airs. GT's Pat Miller rode in the first ever 2-Hip mini ramp contest and did five foot airs. Back then, I wondered why I never saw him ride vert. Well, a few years have passed and Pat now rips on vert—second place. By the way that Rob Sigaty rode the eleven foot vert ramp, you would never figure that he only has a crappy eight foot halfpipe to practice on back home. Rob ended each of his runs with flip fakies that he came close to pulling. First place for Hoffman Bikes' other Canadian rider.

In the pro class, Dennis McCoy ended his two

contest winning streak, but not once did he fly off the ramps into an unsuspecting bystander, if that says anything. Dennis had a little trouble landing his big tricks (540 with a 360 barspin), which held him back to third place. New pro John Parker seems to be holding his own like the rest of the veterans (i.e., he flings himself blindly into the air, lands on his head, and gets up for more). In my mind, his roll in straight to a seven foot no-hander was his best trick. He couldn't quite hit a flair and most of his other big tricks left him on the flat bottom. The one big trick that could have put him in the top spot was his 540 tailwhip. He didn't pull it, so second place was the best he would get today. I'm sure you already know that Jay Miron won, so I'll spare you the corny crap and just tell you what he did: Not one, but two double barspin airs, backwards ice pick grinds, and a big 540 straight into a tailwhip air straight into a backflip fakie (pulled perfectly). To tell you the truth, Jay could have sat down during the rest of the comp after the flip. I don't think a single person thought Jay had anything but first.

So with that comes the end of yet another BS contest report. With the next one set for Kansas, and both Matt Hoffman and Dave Mirra expected to be riding, it should be a good one. See ya.

Photo: Ben Mistak

Rider: Ryan Corrigan

Girl: Nikki Willis

Photo: Ben Mistak

Rider: Ryan Corrigan

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# NBL Gator National

Being the home of both the fast action excitement of Nascar's Daytona 500 and the highly technical bicycle riding skills of hundreds of senior citizens, BMX racing brings to Daytona, Florida the best of both worlds—high action and excitement, yet plenty of recreational value.

Daytona's 1,000 foot long dirt track is just what the community was craving—enough open track for Dale Earnhardt, while still having as much challenge and dilemma as an episode of the Golden Girls. With doubles and triples in all the right places, Daytona makes BMX look pretty dam exciting.

The NBL Gator National was exciting, indeed, as the Pro pressure boiled to the point where they start making all kinds of stupid moves. Probably the most entertaining was when rookie pro Tony Szynaka (MCS) slammed Hyper's Eric Carter over the second to last turn. While Tony

thought he was well on his way to moving up a spot, Carter put his trusty mountain bike skills into action. As if it was the NORBA I-Love-Rocky-Road Championship or something, Carter managed to stay on his pedals (without the aid of toe-clips) and ride down the back of the berm unscathed. Even more fascinating was how he headed after Szynaka dodging jumps and turns (cutting the track) to catch him in the last turn. With the grace and agility of Randy "Macho Man" Savage, Carter atomic dropped Szynaka so hard that it sent him flying over the last turn and as coincidence would have—right into one of the original members of the Golden Girls (Blanch). It was an ugly scene as half the crowd cheered in Carter's bliss and the others ran to aid Blanch's wounds.

Stupid move number two happened to involve Daytona's Adam "The Bomb" Richards

and Balance's new recruit, John Purse. While the inexperienced Richards railed turn four with a vengeance, he left the line open for the Jackyl (that's John Purse's nickname) who quickly swooped it up with both hands. Saddened by Purse's skill, Richards put his hands to work, too, as he reached out and grabbed John's wrist during the blaze of glory. Purse escaped while Adam bombed down the back of the berm (unfortunately for Adam, he possesses no mountain biking skills). Purse was slowed down by the incident, but still made Saturday's main (and won Pro Open both days).

Just like when Carter was the victim of a cheap move, Purse dodged plenty of obstacles and headed right after the culprit—the NBL. Indeed, the Jackyl spent almost the entire next day complaining in front of NBL registration about how his lanes sucked and how Richards



Left to right: Matt Hadon, John Purse, Alan Foster, Tony Szynaka, and Adam Richards

This picture of Eric Carter has no caption.



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should've been disqualified. If it had been Crazy Ronnie, he would've smashed the computer that drew his lanes, then kicked the turn official's ass—but not John, he kept his cool.

While dirty riding is interesting, there are surely many more rewards and merit in giving it your all and winning in a clean fashion. That's for sure, and it's all-American kids like Dave Milham (no nickname) and Cory Demberger (Pookie) who rode fair and were rewarded with the most cash for the weekend. Milham made his pro debut by winning on Saturday and taking second on Sunday (behind Carter). It was truly amazing as Milham torqued for the top spots both days. Cyclecraft's Cory Demberger proved himself to be a real winner, too, as he took the Superclass win both days—look for Cory to be moving up to Pro very soon.

Plenty of amateurs were, as Oz would say, "baking those cakes." While it's stupid to attempt to mention them all, Pro Cycles' Kevin Dougherty, Rocket's Chris Quier and Tony Hardin, DK's Cory Muth, Cyclecraft's Robbie Miranda and Mike Hammond, BASE boy Ronnie Gaska, and Kovachi Wheels' Keith Mulligan were just a few hot ams lookin' faster than greased moose poop.

Most importantly, in Daytona I learned the beauty of BMX is that while it is definitely not as exciting as driving at speeds of over 170 mph with the life-threatening risk of crashing into other cars or a wall, bike riding is a lot better exercise and will last well into our golden years.

Words and Photos by Steve Buddendeck

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Above: One half of the Morales team, Edgar Plasencia, elephant whipping. Right: Edgar with a trick he calls the That's How Ghetto I Am. Imagine doing a high-speed switch-footed peg wheelie, and then flopping the bike 180. Don't ask where the name comes from.



# Freestyle Frame

## Specifications

**Manufacturer:** Morales Bikes

**Model:** Freestyle Frame

**Price:** \$195 (frame only)

**Head tube angle:** 73.5 degrees

**Seat tube angle:** 70.5 degrees

**Wheelbase:** N.A. (varies with forks, use 5)

**Bottom bracket height:** N.A.

**Top tube length:** 16-3/4"

**Top tube diameter:** 5/8" (twin top tubes)

**Down tube diameter:** 1-3/8"

**Chain stay length:** 14" (from center of BB)

**Chain stay diameter:** 5/8"

**Seat stay diameter:** 5/8" (part of top tubes)

**Seat tube internal diameter:** 21.6mm

**Frame dropouts:** 1-4" one piece steel, CNC cut

**Frame weight:** Approximately 6 pounds

**Finishes available:** Black and chrome

**Purpose:** Primarily freestyle

**Miscellaneous:** All tubing is .649" thick •

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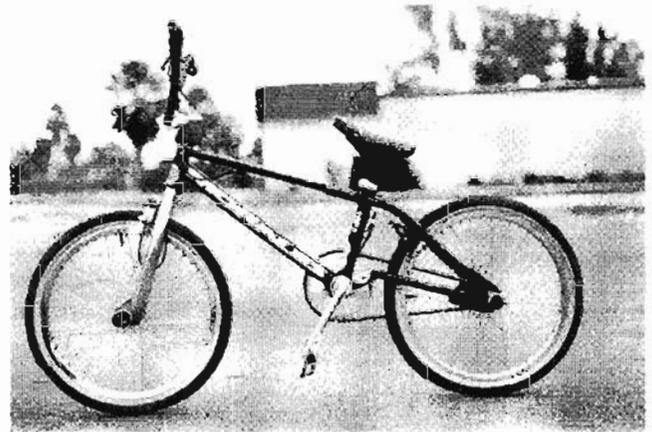
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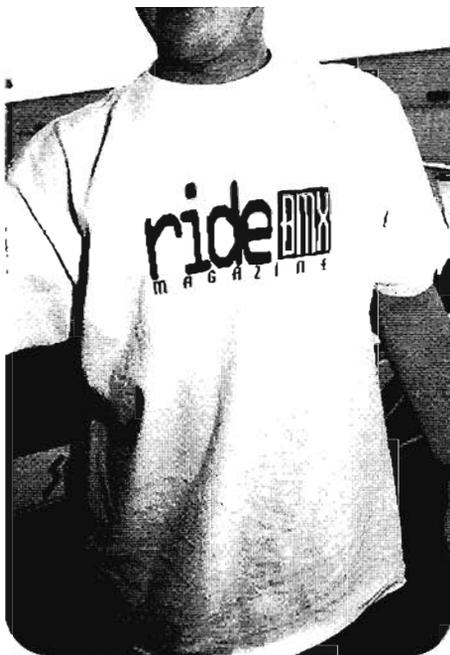
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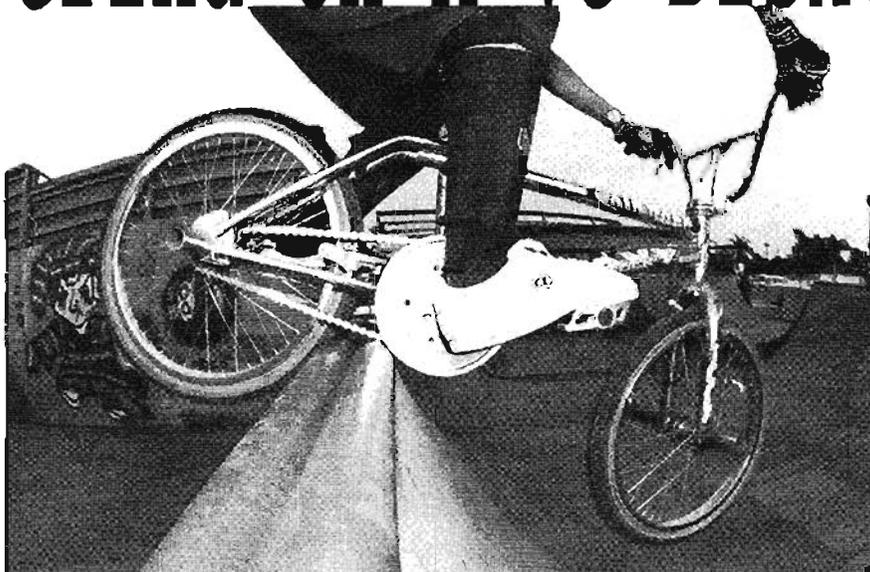
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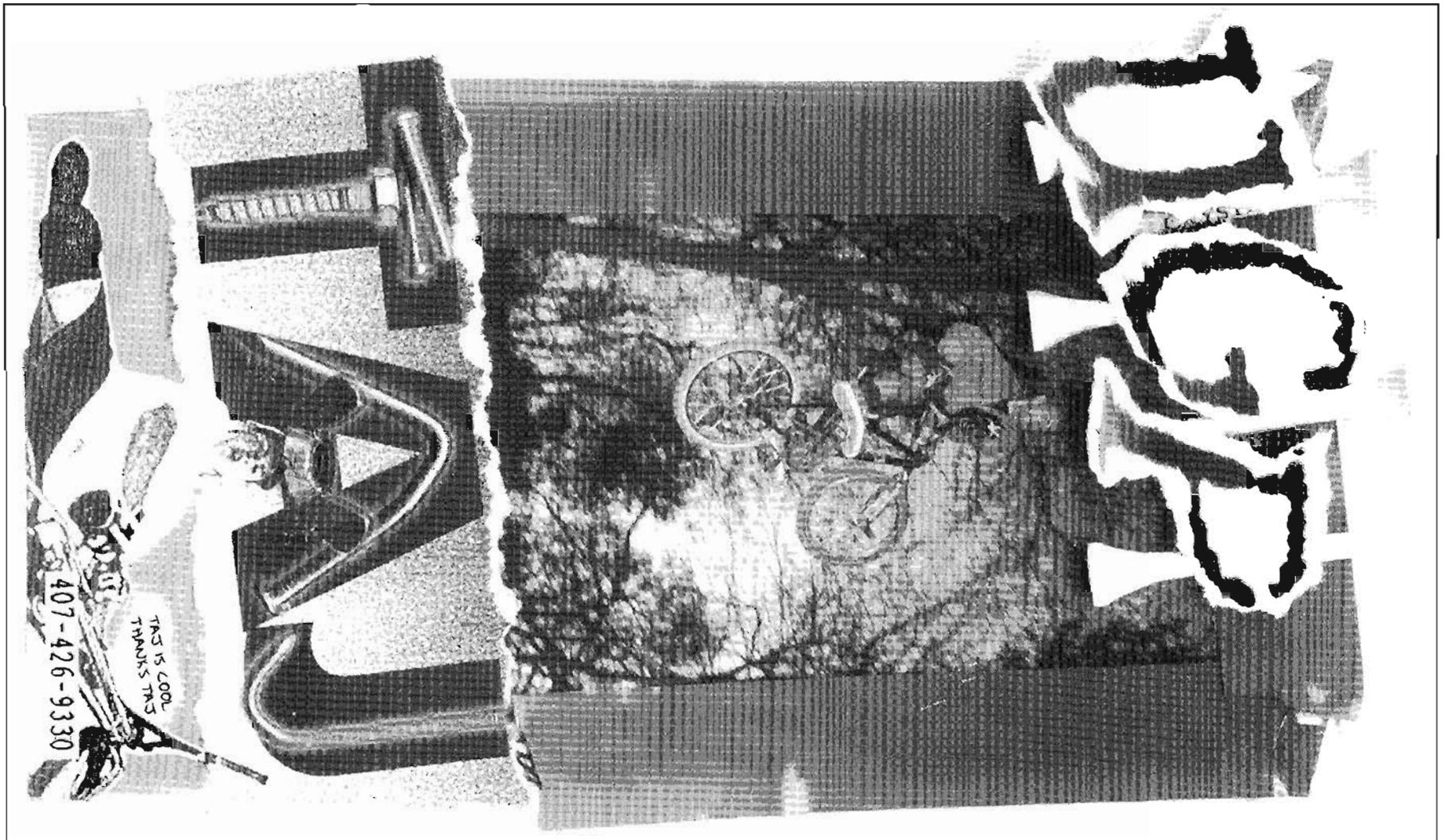
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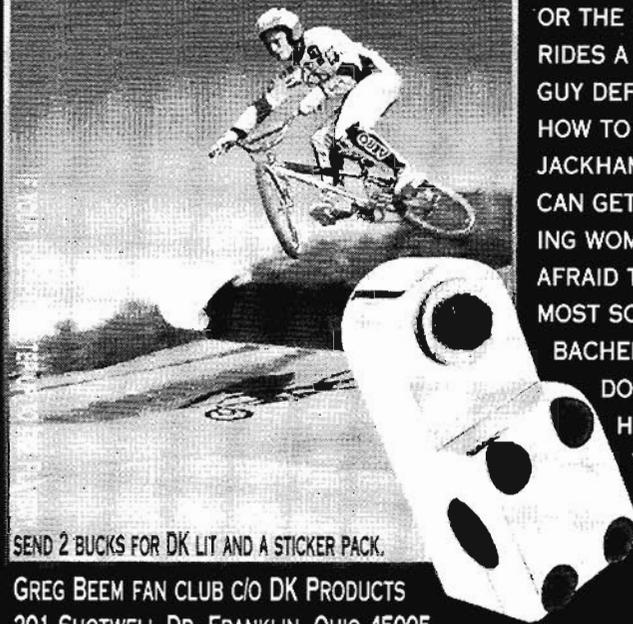
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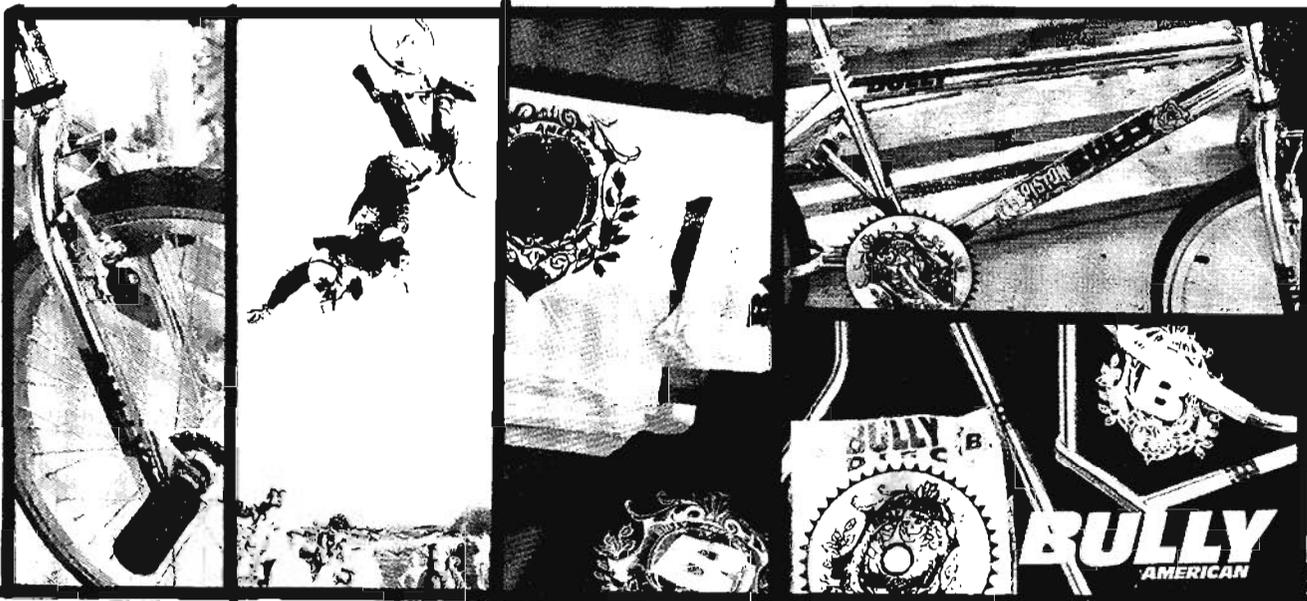
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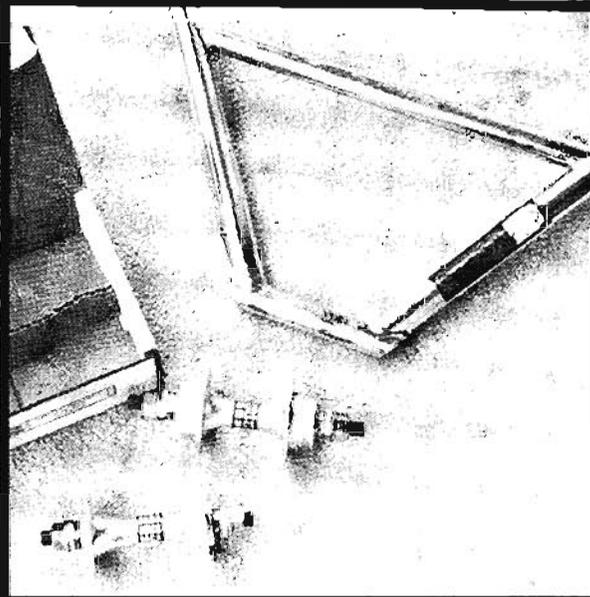


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# dirt



(not just sassy for boys)

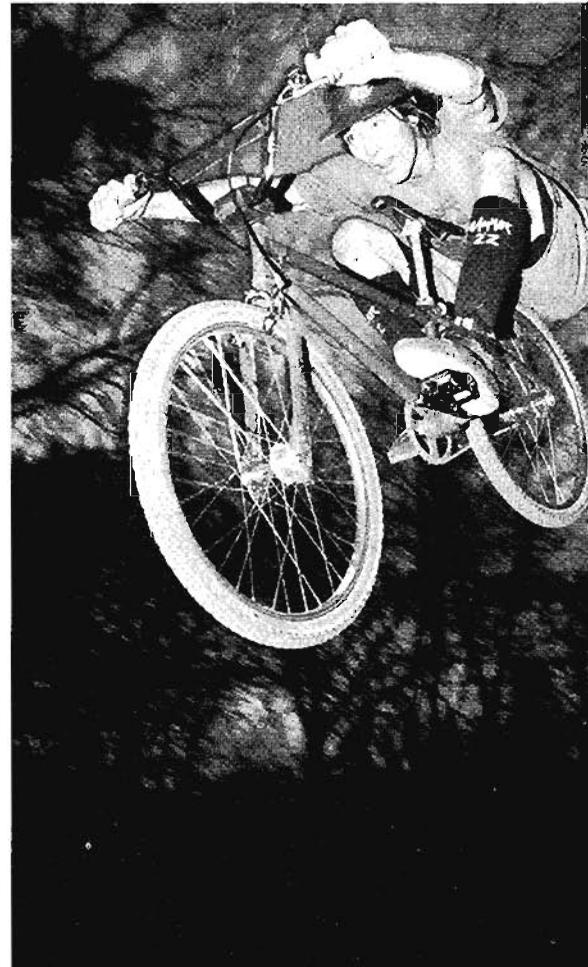
# What

is this whole bicycle motocross thing about anyway, this incessant journey through pain and glory, in a never ending search for that familiar rush? Well, in a lot of ways it's like a tree; a big scraggly, twisted oak with many divergent branches all struggling for the same thing—to reach the sun filled sky above, all stemming from a common trunk, with strong roots firmly planted in the nourishing soil. Soil-dirt, dirt-BMX, get it? It's an analogy about riding, and how it all started with a bunch of guys riding their bikes in the dirt. Don't you see? This article, this sport, it all goes back to dirt jumping, and it's as exciting now as it was back in the beginning. It's about dirt, filthy, dusty, cruddy, muddy, dirt!

Riding for me started the same way. First building jumps in the corn-

field behind my house, then racing, then flatland, then ramps, and here I am almost 22 and still dirt jumping in places like Posh and Push. The thrill of jumping never loses that edge, it's constantly changing and progressing as you are, with new challenges, new thrills, and new pain. Change makes it great, leaving the door open to never ending possibilities, and that is what riding is all about.

Sometimes, however, it seems as though the door swings both ways, when change comes suddenly, brutally ending all your fun and hard work. When I was a kid, this change came every year when the farmer plowed my jumps back into the earth, and more recently a similar fate befell Posh, as developers moved in and leveled most of Mach 6's famous playground. It happens everywhere eventually, but it still pisses you



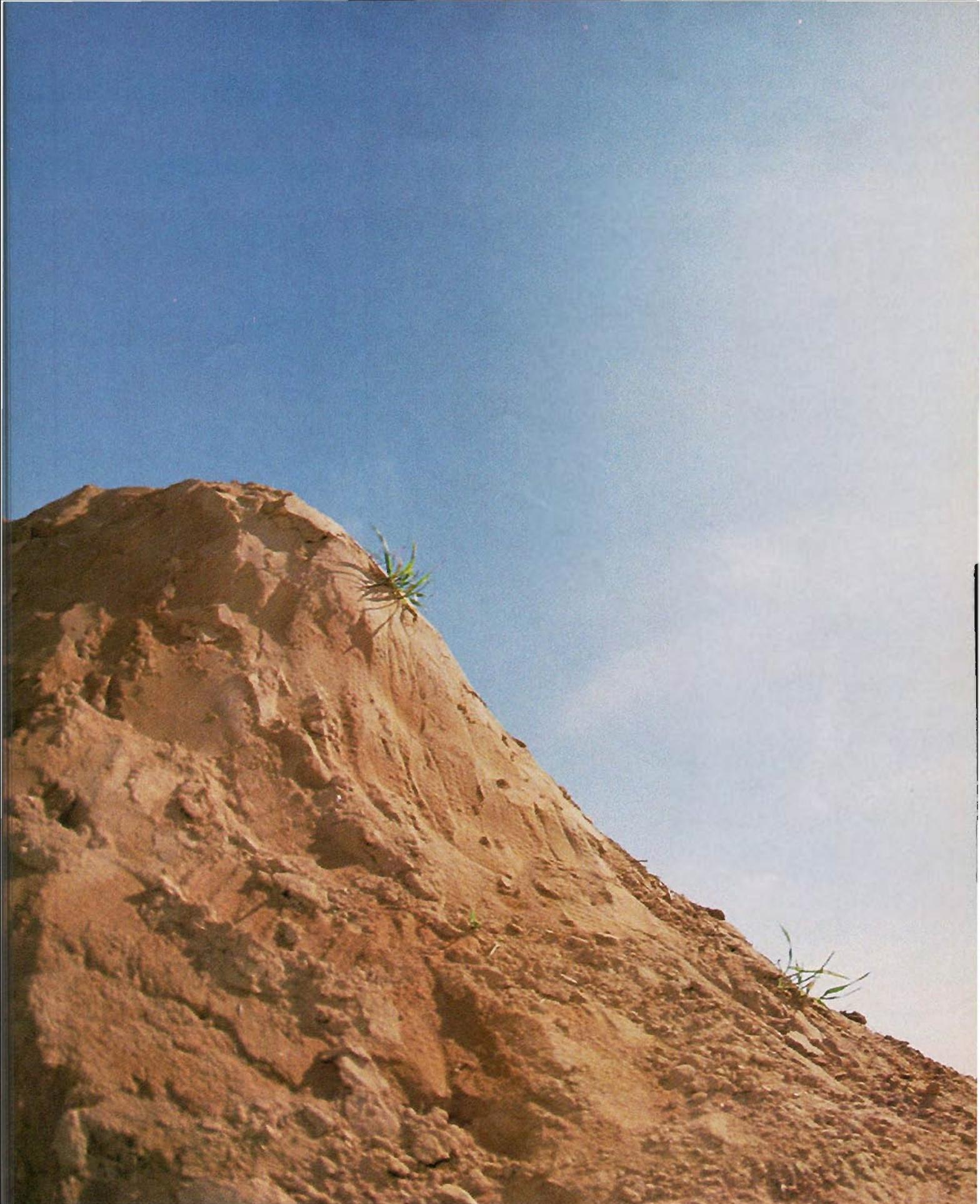
Previous page: Taj Mihelich at the Ninth St. Jumps in Austin, TX. Top and left: Unidentified riders at Posh. Photos by Chris Hollman. Above: Part of the massive Austin cruiser posse, Jeff Pearce. Right: Mach 6 is the man behind both Posh and this jump—respect due. Photo by Chris Hollman.

off when someone decides they can make better use of the space than you were. Surprisingly, Mach took it all rather well. Instead of dwelling on the fact that his old trails were gone, he looked at it as a chance to build new trails. Mach's a pretty smart guy, and the moral is this—dirt is everywhere, and any change can be a good change, it all depends on how you look at it.

So the next time you're bored, or you're complaining that you have nowhere to ride, get off your lazy arse, grab a shovel, and go make some fun; because it's not going to come get you. If you need a little inspiration, take a look at these pictures of others enjoying the fruits of their labor and dream of your next big session. Make a change, keep the faith, and peace to Jeff Crown.

*Chris Hallman*





A worm's eye view of Jody Donnelly doing a barspin 540 at Dover.



# deep seat

To help fill in some of the gaps in this year's BS contest schedule, 2-Hip will be holding two contests in 1994. The first one will be at the Turl Skatepark [(414) 281-9000] in Milwaukee, WI on June 25 and 26. The cement bowls at the park have been filled in, but there will be ramp, street, and flatland classes. The second contest will be at Hudson Valley Skatepark [(914) 565-5370] in Newburg, NY on October 1 and 2. Categories there will be street, flat, and bowls. Pros should note that each contest will have a \$3,000 pro purse (\$1,000 for each category). Also, the new WAL video, Nonstop To San Francisco, is now out. For more info on the contests, the video, their new forks, or any other 2-Hip/WAL stuff, call (415) 431-5723. Talk to Geoff, Ron's new employee.

Both Taj Mihelich and Mike "Rooftop" Escamilla are now riding for Family Bikes. Taj is in the process of designing his own model, so look for it in the months ahead. Mike recently turned down a sponsorship offer by GT, but is getting hooked up with stuff by Trend, Etnies shoes, and VG Components.

Someone who did accept an offer from GT was pro flatlander Trevor Meyer. After he won pro flat at the Moreno Valley contest, Woody thought Trevor would be a good guy to have on the team. Look for him to be going to all the BS Contests.

Cyclero: It's Cory Demberger has turned pro. After winning Superclass both days at the NBI, Dixie National, Cory surpassed the \$1,500 pro limit. He's darn good.

Anyone who is looking for something to do this summer should check out Woodward at Lake Owen summer camps. The Hoffman team will be at Woodward for part of the summer, and Jay Miron and Bill Nirsche will be at Lake Owen from July 31 through August 13. For more info, call or write: Woodward Summer Camp, P.O. Box 93, Route 45, Woodward, PA 16882, (814) 349-5633. Lake Owen can be reached at: Lake Owen Train

## VIDEO GUIDE

### Props Video Magazine

Structured like a regular magazine, Props is loaded with interesting articles that take advantage of its video format. This first issue features up-to-date BS contest footage, an interview with Barry McManus and Craig Reynolds, race footage, riding and bike maintenance how-to's, an interview with Joe Rich and John Englebert, news, and a lot more. Combining the high production quality that its producers (Chris Rye of Baco, and Chris Banes and Marco Massei of A Few Good Men) are known for with great riding, this video is definitely worth buying. Props is currently being released every other month for \$9.95 a copy, or through subscriptions (\$25.95 for three issues or \$45.95 for six issues). Props, P.O. Box 291, Deerfield, IL 60015-0291, (708) 374-0347.

### Fat Ones, Standard Bykes

If you liked the last Standard video, you'll love this one. Packed with the kind of unreal riding you expect from the Standard Army, Fat Ones ranges from street to dirt to flat, and has probably every mini-ramp trick in the world in it. Standout sections are Joe Rich's and Chad Degroot's. Edited

by Chris Rye, Standard Bykes, 4812 Kimmel Dr., Davenport, IA 52802, (319) 322-3617.

### Chasing The View Off The Cliff

The sequel to Neato Stuff. Chasing The View Off The Cliff has highlights from the York Jam, the OKC and Chicago BS contests, and Sprocket Jockeys shows, all mixed in with footage of local East Coast riders. With good video quality and editing, this video is well worth checking out. Featured riders are Jay Miron, John Englebert, Dave Mirra, Dennis McCoy, and Chase Gouin. Ingreat Productions, (717) 871-1284.

### Ben Franklin Lives, Fuse Concepts

Starting off with some East Coast dirt jumping and mini-ramp footage, Ben Franklin Lives (the sequel to Flying A Kite In A Lightning Storm) has extensive coverage of the last few BS contests, as well as tons of coverage of the King Of Concrete at Southseas Skatepark in England. Although the picture quality is a shaky, it's worth a watch. Cost is \$15 including postage. Fuse Concepts, 48-25 41st St., Sunnyside, NY 11104, (718) 786-7040

## ON THE COVER:

**Name:** Jesse Puente

**Age:** 24

**Hometown:** Los Angeles, CA

**Sponsors:** Morales, Graveyard, A-1 Cycle

### What's up with riding for Morales?

He's just helping me out, because nobody else would for a really long time. He believed in me, that I still rode and everything. A lot of companies are like, I just don't even want to call them. It's temporary until Graveyard comes out. I discussed it with Bob (Morales) and he knows I'm there for him now and he's there for me, so it's cool.

### What have you been up to?

Just riding a lot. I did a lot of commercials, but I look stupid. I'm acting now, too. I'm in acting school now. I auditioned for a play, a hip-hop version of Romeo and Juliet. We're going to go to Italy in April. I want to be doing the bike stuff. They want the art to show, they want me to learn how to act and stuff. They don't want me to do commercials, it's all about acting and stuff. They want freestyle to be known as an art, and I told them I don't want to go out like a sucker. They told me to stop doing commercials and stuff.

**You don't want to do commercials any-**

**more?**

I do, but they said it would be selling out. I want big roles, so I shouldn't sell out. I've been listening to them, because they know what they're talking about.

### What else do you have going?

We've got some shows planned, we're going to try to help the youth, do some programs for DARE, YMCA, and the Boy Scouts. Our first show is this Sunday, we'll be doing shows for kids and stuff.



# CALENDAR OF EVENTS

## ABA Races

April 22-24 El Paso, TX  
May 13-15 Louisville, KY  
May 27-29 Sacramento, CA  
June 10-12 Colorado Springs, CO  
June 24-26 Atlanta, GA  
July 8-10 Rockford, IL  
July 22-24 Toledo, OH (ABA World Cup)  
For more info, call (602) 961-1903

## NBL Races

April 30-May 1 Louisville, KY  
May 14-15 Mullica Hill, NJ  
May 28-29 Springfield, IL  
June 18-19 San Bernardino, CA  
June 25-26 Winston-Salem, NC  
July 2-3 Evansville, IN  
July 23-24 Pittsburgh, PA

July 29-31 Waterford, MI (UCI World Championships)  
For more info, call (614) 777-1625

## Bicycle Stunts Contest

May 14-15 Ft. Riley, KS  
For more info, call (405) 755-1668

## 2B/Chuck's Bike Shop Contest

April 23, 24 Emmaus, PA  
For more info, call (910) 922-3450 or (800) 448-3495

## 2-Hip Contest

June 25-26 Milwaukee, WI  
For more info, call (415) 431-5723 or (414) 281-9000

## MUSIC

The "Hawaii Five-O" pinball machine at the local pizza joint ain't got nothing on the explosive action the **Beastie Boys'** latest opus, *Ill Communication* (Capitol), offers. With high-speed bumper-to-bumper action, full-tilt boogie and berserk balls galore, the trio's latest stack of wax hurls all over the animated streets of Honolulu, bouncing off hip-hop flavored romps like "Root Down," hard core head crushers like "Heart Attack Man" and wacked out mystical expeditions like "Bodhisattva Now." To further crank up those Maui-Wowee bonus points, the Beasties will also set out on the sensational Lollapalooza '94 caravan after the album's May release, sharing the stage with a few names you just might recognize: Do Nirvana, the Breeders, Smashing Pumpkins, George Clinton, and A Tribe Called Quest ring any bells? Of course they do.

After hearing the latest angst-ridden epic by **Nine Inch Nails**, appropriately titled *The Downward Spiral* (Interscope), you'll be mighty keen to invite singer/lyricist Trent Reznor over for a discreet night of cigars, martinis and magic tricks. After all, what better forum to discuss lyrics like

"I am a big man/and I have a gun/got me a big old dick and I/I like to have fun," from (surprise!) "Big Man With A Gun"? And if you think that's twisted, wait 'til you cop a feel of the music on *The Downward Spiral*, a blindingly heavy mixture of crass industrialization, souped-up feedback fuzz, and glaring noise. Yes, this album packs quite a va-va-voom quality to it, indeed!

In a world where most of the Monsters of Rock have retired to Jurassic Park, isn't it good to know that those **Pantera** boys are still rather proud to tattoo their skulls, crank up their guitars and indulge in a fat dose of backstage debauchery at every turn? Well, now get a load of *Far Beyond Driven* (EastWest), a rather respectable thrash fest produced by none other than the thrash-meister himself, Terry Date. With songs like "Shedding Skin" and "Use My Third Arm" kicking up the heavy metal thunder and a record company who insists on representing Pantera's lead singer as such: "Philip Anselmo's monstrous growls portray that of a possessed madman who drives his point across like an upper-cut to the jaw. His reprisal is your submission," this lot gives new definition the term "tough guy."

Well, ain't **Les Claypool** the prolific one? Besides the usual world tours and hit singles with Primus, it seems he's also managed to squeeze in starting his own record company and knocking around with a second band his spare time. The record company is called Prawn Song and is responsible for current releases by artists as eclectic as MIRV and Charlie Hunter Trio. Meanwhile, band number two is **Sausage**, whose debut album, *Riddles Are Abound Tonight*, rears its head on Interscope this spring. Not only does this project re-team Claypool with original Primus drummer Jay Lane and guitarist Todd Huth after five years apart, but it also manages to kick the flavor at the same time. You've simply got to wonder, where does he find the time?

Aidin Vaziri



ing Center, HC60 Box 60, Cable, WI 54821, (715) 798-3785.

Jeff Phillips Skatepark in Dallas is reopening after being bought by an inline skater. They're also changing the name to Rapid Revolution Indoor Skatepark. It is scheduled to open sometime in April. Call (214) 350-6419.

Pint-sized 16X David Maltezos has finally landed a sponsor. Wilk Racing out of Connecticut is Dave's new ride. In celebration, Maltezos has double-doubled at his last two nationals. Bonus: David's younger sister, Alisha, rides for Dan's and rules 14 Girls most of the time.

Things are stirring over at Bully/Hammer. R.E. has hired Mike Tokumoto to help him out and get things rolling faster. They've already picked up East Coast rider Mike Foreney, and are redesigning some of their parts.

Adding to the ever-growing list of riders starting new companies, Keith Treanor and John Povah have started Menstrual Cycles. Run through S&M, they should have framesets available by the time you read this. Along with Keith and John, Sean McKinney (look for a flatland frame soon) and Mike Oeoboc are on the team.

Separate from S&M, John Paul Rogers was contemplating starting a bike company called "Fuckin' A." Instead, however, he decided to buy Mental Jimmy's from McGoo. Unrelated to anything at all, John Paul was arrested for peeing on a police station.

Lowey axles out of Texas is putting together an East Coast BMX team. Mike Schaffer (15X), Aaron Parr (13X), and Sean Bennett (14X) are the first three riders on the squad.

Poser of the year: Some of you might remember a pretty rad reader photo (April '93 issue) of a guy named Chad Willie from Las Vegas doing a no-footed X-up seat grabber. It turns out that the shot was faked and that Chad and his friends were actually on a trampoline.

Standard biker "Budda" was witnessed attempting front flips over the box jump at SCRAP in Chicago. White Budda wasn't quite pulling it he was coming close. Luckily SCRAP was full of inline skater to take out his frustrations on.

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# Green Day

March 14, 1994. Green Day put on one hell of a show. Pure energy mixed with a little twisted humor makes for a great show. About 300 people piled into a small club to see them. Plenty of stage diving and slamming going on with the one diver who took off his pants before plunging into the crowd. All I can say is great show and cool band. Read the interview.

First of all, I hear people yelling sellout because you want to a major label, how do you feel about that?

Billie Joe: I guess... well I don't know I don't even know what that means anymore. There's so many different definitions of it. We never sold out our musical intentions, and as far as having money, we don't have any. So what exactly is a sellout and why would you consider us one? There's just people that are so con-



tant in a band staying underground.

Billie Joe: Well you know, we are responsible for our songs, they're not. So we can do what ever we damn well please with them. Besides, no one can claim ownership over anybody. I mean in a way, that's just as pigheaded as a corporate label, you know.

Where are you all from?

Billie Joe: I live in Berkeley

I did some bike shows in Berkeley.

Tre: Yeah, I go to schools and I steal bikes that have thin little chains on them. Girls bikes mostly. I'd get 'em and just give them to kids who are walking to school.

Billie Joe: There should be so many bikes that you can just go up and pick any one you want and ride it. All free.

Tre: I know, there should be way lots of bikes, there's not. There's a lot of cars.

Alright, since this is a band interview let's talk nothing about music. Does it bother you to have a lot of people coming in and asking to do interviews?

Billie Joe: Um, no whatever. Everyone does what they have to do and that's respected.

Tre: It'd probably be cooler if you took that in and recorded the show.

Let's do Hit Parade type stuff; music influences?

Billie Joe: Queen (laughter) um, I don't know, it's been such a long time since that question's been relevant to us anyways.

What made you start out to do what you're doing?

Tre: Why did we start playing music? Well, basically, we were getting beat up everyday in school so we might as well stay home and play guitar..

Billie Joe: And beat up each other.

Tre: Beat on the drums. It's tough going to school. It's a pretty rough occupation.

How old are you all?

Tre: I'm 18 (laughter)

Billie Joe: You lie I'm 22, he's 21 and Mike's 21.

Have you guys been friends all along?

Billie Joe: Me and Mike have been friends since we were eleven.

Tre: I'm still not their friend yet.

Billie Joe: He has to earn it.

Tre: My mom sends them checks every month.

You guys seem like a not too serious bunch of people.

Tre: What! No I'm running for Senate. I never inhaled.

Interview & Photo: Leigh Ramsdell

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Hoffman Bikes will be releasing videos of all the BS contests. The Moreno Valley contest will be the first one out and should be available soon.

TNT is coming out with a street bike called the Hwalong Daddy. That's pronounced Wa-long. Don't ask where the name came from, but look for it soon.

On May 14, Hyper Bicycles will be holding a jumping jam at "The Clayground" (Clay Goldsmit's backyard) in Malaga, NJ. Festivities include a live (not dead) DJ, lighting, and bleacher seating. Call Hyper for more details at (609) 694-4523.

Tony Zanni of Hibon, NY (near Rochester) will be putting on a jam in his backyard on May 21 and 22. His backyard setup consists of a five-foot tall spine, a five foot tall hip, a seven-foot tall mini, and a ten-foot tall vert ramp. They'll also be having bands play, so it should be nonstop fun. Call Tony at (716) 392-9263.

Coincidence of the year: UPS employee Mark Eaton thought nothing of it when he saw a broken open box come down the line for him to tape closed. Imagine Mark's surprise when he saw that the broken box was full of *Ride Magazine's* on their way to the newsstand. Weird.

After a lengthy trademark dispute, Hal Brindley has been forced to change 2B's name. It is now called Play Clothes, as in clothing to play in. Look for new designs everyday.

Speaking of legal trouble, BMX smooth guy Bill Ryan has picked up the hottest expert in the East. Indeed, National Number one 18X'er Ronnie Gaska is Tech-Supercross' sole rider.

Chase Gouin has quit Hoffman Bikes and doesn't want to be sponsored at all anymore. He's also retired from competition, claiming that he wins contests on his name alone. Don't worry, though, you haven't heard the last of him.

After sounding skeptical about ever getting a major sponsor in his interview a few months back, John "The Jackyl" Purse has been picked up by Balance.

# NEW PRODUCTS



Albe's hat and Vert Zine shirt



Standardidas shirt and hat



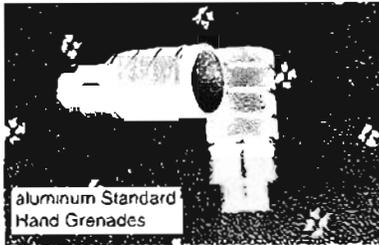
Scum t-shirts



Play t-shirt and Foundry hat

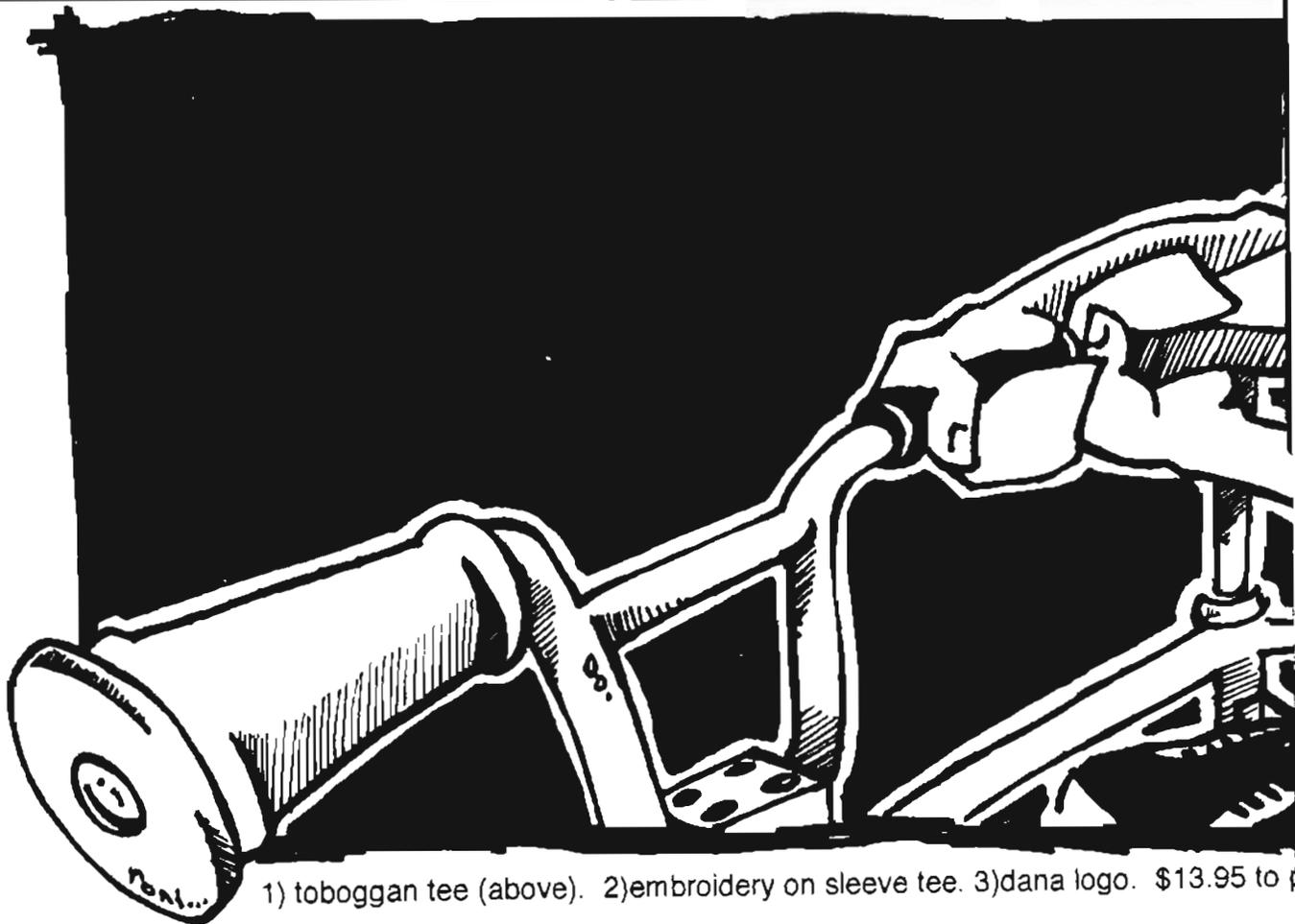


Standard hats and shirt



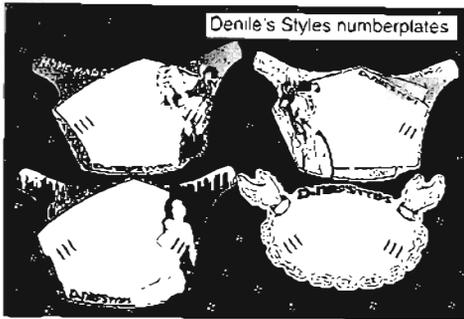
aluminum Standard Hand Grenades

The stem on the right is a prototype from Graveyard Products (they also make those strange looking bars tons of Flatlanders are using). It's made out of some exotic aluminum and has a 1/2" aluminum wedge bolt that fits teflon-lined mountain bike cables. Graveyard will also weld new stainless steel langes onto your coaster brake hub for \$25. They say this works better than designing a new shell because the guts may not be compatible. They've got lots of other custom modifications, so call or write. The bike on the right is from Bonanza, a company that made minibikes in the 1970's and a Fast Attack Vehicle for the military (?) in the 1980's. Called the Avenger, it's made out of 4130 cromoly, features oversized tubing, and is available in chrome or painted.

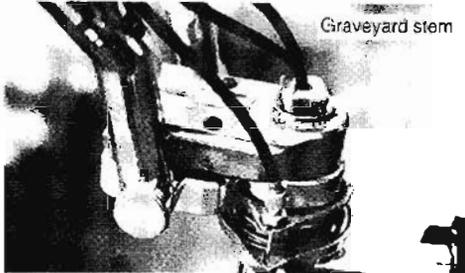


1) toboggan tee (above). 2) embroidery on sleeve tee. 3) dana logo. \$13.95 to p

Denile's Styles numberplates



Graveyard stem



Avenger BMX



For more information on any of these products, write to their manufacturers:

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(313) 264-1152

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Bonanza Bicycle Division  
P.O. Box 90507  
San Diego, CA

92169-2507

Denile's Styles  
5600 West Dartmouth Ave  
Suite 103 Box 14  
Denver, CO 80227  
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Richmond, VA 23220

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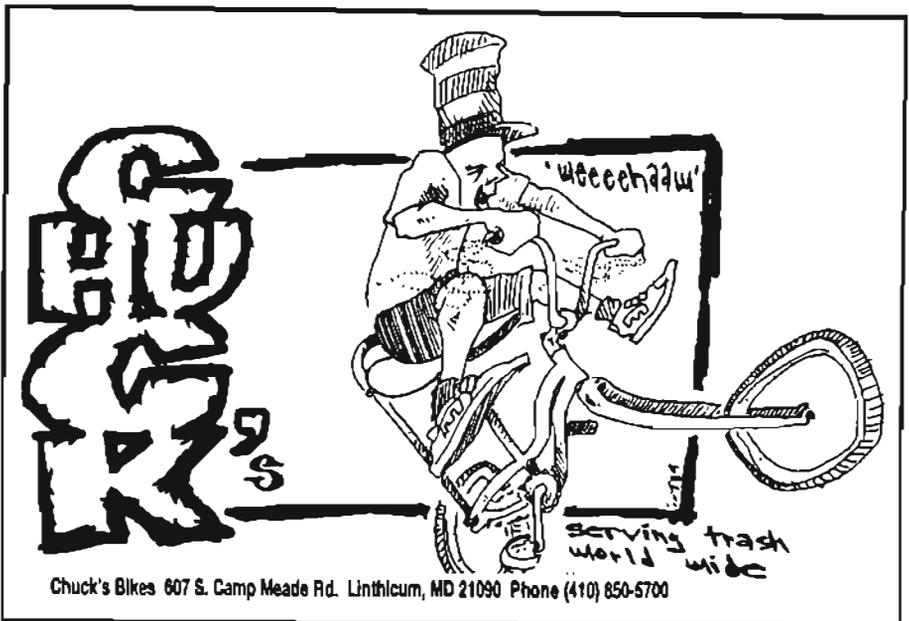
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**#3**

3rd - Flatland and Mini ramp  
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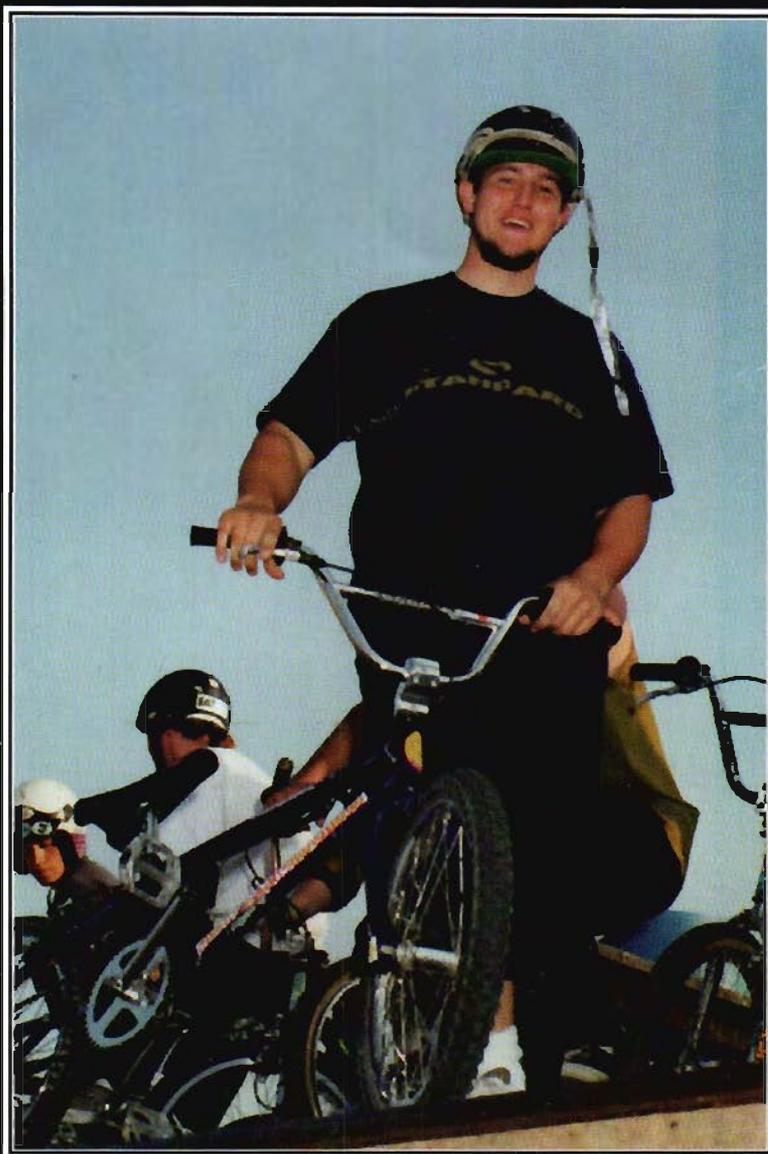
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# Robbie Morales

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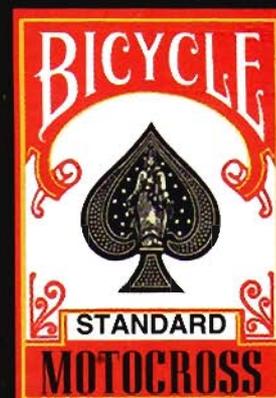
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