Standard Race & Morales Freestyle Bikes Reviewed

An Interview With Steve Veltman The ABA's Number One Pro
the new solo2 series. suede uppers and gum rubber outsoles.

AIRWALK
FOOTWEAR

1-800-AIRWALK
Contents:

Letters
Steve Weltman
How-To
Standard Race Bike
Moreno Valley BS
(ODC Centerspread)
Florida NBL
Morales Bike
Dirt
Deep Seat

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

Rides

CLOTHING CO.

For

Send 2 Bucks For Stickers & Info.
2629 Manhattan Ave. - Suite 115
Hermosa Beach, CA 90254

Dealers Call 800-292-6032

Important Sounding Titles

Boss of no one—Brad McDonald
Macho—Steve Buddendenck
Art Director—Too poor to hire one
Contributing Art Director—Ali Zeigler
King of England—Mark Noble
Now Even More Slack—James Shepherd

Picture People—Armen from France, Chris Banas, Hal Brindley, Jess Dyrenforth, Paul Green, Chris Hallman, Kris Noble, Jamie Roberts, Karl Yasuda

Word People—Chris Banas, Hal Brindley, Steve Crandall, Chris Hallman, McGoo, Jamie Roberts, John Paul Rogers, James Shepherd, Aidin Vaziri

Flash Holder Boy—James Shepherd

Still 2: Fresh—Jeff Tremaine, McGoo, Dave & Larry

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) 735-2911

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

COPYRIGHT 1994 by Ride BMX Magazine
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507
(909) 787-6231

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.

PRODUCTS available*

CATALOG send for.
6647 VAN DIKE st
PHILADELPHIA PA 19135

REMEMBER

send for.
6647 VAN DIKE st
PHILADELPHIA PA 19135

SLEXIC  wea  R
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 tough 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. It 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 LePage, Standard, and Anark 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 Crawn
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 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 Verhulst) 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 Teneros 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 flag—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 seat-post 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, rodeo wraps, death-trucks, 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, Gouin, and Mira 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 gave some statue to my beloved riders Voelker, Miron, Hoffman, McCoy, Rama, and Stephan Pronti, De Jong, and many others. This is all from Spain. I hope you guys at Ride keep on showing explicit ads. Yeah!

Jan Santamarina
Salamanca, Spain

get a job

Dear Ride,

My dad is such an 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 it if I ever get one (which is not often). I asked him and my mom 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 inches, when perhaps, the coverage in zines is just not being given to this group of bikers. I am from Austin, Texas, the cruiser capital 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 you! 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 inches, 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 #3. 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 way better than spending your money on drugs, 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 rather 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
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 it kicks 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 crooked 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 Czap
Palmerton, 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 BMX.
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.
Anyway, 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, 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

Toby Hawk

Please Send all letters to:
Not Another Dumb Letter
c/o Ride Letters
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507

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

The Plywood Hoods PRESENT

Wheelies
video premier YORK jam june 25th 1994
BUDDA PRODUCTS
5121 Crittenden St.
Edmonton, MD 20781
301-699-5982

A COMPANY FROM BMX FOR BMX
Pads, Number Plates, Jerseys, T-Shirts, Hats, Beanies, Sweatshirts, Headbands...

Call 812-836-2691

SEND $2.00 FOR STICKER PACK, GEAR CHART, AND SPECIAL SHEET

JOIN THE DAN'S RACING TEAM

SPECIAL THANKS TO OUR CO-SPONSORS
Woodward Camp
is proud to present
Matt Hoffman &
Jay Miron,
along with the rest of the Hoffman team.

Matt and Jay are experienced Bicycle Stunt Ninja Masters. Let them teach you their secrets about everything from the most basic maneuvers to the hardest tricks in the known universe. This is the first chance ever to train with Matt Hoffman. Add Jay Miron and you have the most incredible training duo ever at any freestyle camp.

Don’t miss the best summer ever at Woodward Freestyle and BMX Racing Camp!

Send for our free color brochure!
Call: (814) 349-5633
or write:
Woodward Freestyle/BMX Camp
P.O. Box 93, Route 45
Woodward, PA 16882

Name:__________________________
Address:________________________
City:________________ State:________ Zip:________
Phone #:________________________ Age:________
TWENTY INCH VIDEO MAGAZINE

the freestyle rider's choice

for the latest on the freestyle scene

TWENTY INCH ORDER FORM

CIRCLE ONE: ISSUE #1 ISSUE #2 BOTH

Each issue is $9.99 plus $2.50 shipping per issue ordered.

ISSUE #1 - 50 min., available now
ISSUE #2 - Release date: May 24, 1994

Name ___________________________
Address ___________________________
Phone (___) _______________________

SEND CHECK, MONEY ORDER OR CASH PAYABLE TO:
TWENTY INCH VIDEO MAGAZINE
3007 SOUTH CLAUDE COURT
DENVER, CO 80210

DEALERS AND ADVERTISERS CALL (303) 759-1332
WAL RIOT FORK
REVOLUTIONARY NEW DUAL THICKNESS STEER TUBE
AVAILABLE SEPARATELY OR WITH RIOT FRAME

WALKESRON
AIRLINES

VIDEO
NONSTOP TO
SAN FRANCISCO

WAL has grown silently since it's beginning and will not stop. Check out this video of Ron and the WAL team as they show you around the WAL headquarters of San Francisco. This vid features:
- Leigh Ramsdell - Gabe Weed
- Mike Kraneich - Ron Wilkerson - UK
- and German WAL riders - S.F. 2-hip jam - OKC B.S. Contest - many, many spots of S.F. + more

SEND BUCK FOR STICK + NFO
P.O. 423921 SAN FRANCISCO CA 94142
415-431-5723 PH/FX
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 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 ’82, 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 with 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
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.

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 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 picked 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.
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 inter­
esting, but I mean these guys are making X-mil­
lion dollars a year, and some aren’t even play­
ing. 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 com­
ments, 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 otf Vans so he and
Pistol Pete could get a salary. I don’t know, he thought I was cut­
ing 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 •

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 cer­
tain 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 pro­
motions 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
RED DOG

PRO SHOP

we are

MAIL ORDER

*FREE PHONE SEX WITH EVERY $100 ORDER

2533 FRANKLIN #16-A
MESQUITE, TX 75150

(214) 329-2453
Wheels Warehouse
Rider Owned and Operated Bike Shop & Mail Order

Support us and we'll support you!

Write or call for FREE Catalog
111 Canfield Ave. Unit A-10
Randolph, NJ 07869

Phone (201) 252-3060
FAX (201) 927-4382
SELLS

SEX
Hoffman Bikes

12400 N. Santa Fe OKC, OK. 73114
Phone #(405) 755-1668 Fax# (405) 755-0144
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.”
Mini Interview: Robbie Morales

How long have you been riding for Standard?

About four months. I talked to Rick (Maliterno) about the middle of last summer and things were tentative. Before I knew it, he had a bike done and 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 straightforward 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 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, seat, and headset
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: 21.5
Top tube diameter: 1-1/8
Down tube diameter: 1-1/2
Chain stay length: 15-1/8
Chain stay diameter: spacers from 7/8 to 3/4
Seat stay diameter: 3/4
Spatula internally diameter: 26.4mm
Fork leg diameter: 1-1/4
Frame and fork dropouts: One piece, 3/16 thick chrome

Finish available: Candy apple red, Daytona blue, chrome, and custom paint jobs.
Purpose: Racing
Rider size range: 5'7" and over

Miscellaneous: Frame has a KTB brace behind the channel, behind the bottom bracket for stiffness. Features stepped 1-1/8 head tube and threadless fork steering and 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 dropouts. One-piece seat post. Standard will be switching to a more common seatpost size.

Contact: Standard Industries
4812 Kensington Dr.
Downingtown, PA 19335
(310) 323-3617

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 Steep, BASE, UGF, Airwalk, ODI, Answer, and my parents and all my friends.
is therefore we are
Austria to take third in expert flat. Ruben Castillo backspinning his way to victory in the Clymer might not have had the most Tremaine. Mike Escamilla proved he can adapt his crazy riding style to a contest format with the baby bowl was this feeble down the handrail from the deck of the vert ramp. Break-off. The Wizard Publications alumni (L-R): Lew, Spike Ionze, Mike Daily, and Jeff s pin. Mike Escamilla came to the camp 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 fake 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 the 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 tailhug air attempts over the elbow (sort of like an alley-oop). Another first place for Mark Loezy’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 Pranil 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 abuba on the rail at the back of the seven foot mini—fourth place. It seems like GT rider Rob Xolli 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 tailwhips 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 Tremaine. Mike Escamilla proved he can adapt his crazy riding style to a contest format with this feeble 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 happening 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 Placensia managed to land his crazy spinning tricks and nailed down fourth place. Sean McKinney rode with the same smooth and very consistent style that’s known for—third place. Second place went to Jesse Puzante, 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.
**COMPLETE BIKES**

- Cruisers available at $94.95
- Redline 340 at $135.95
- GT Mega at $28.50

**FRAME AND FORK SETS**

- GT Elite SRM 90, mox, evr, pro at $185.00
- Dyna Hangman spool at $129.00
- GT Streamer at $129.00

**BIKE PARTS KITS**

- FIS Pro Kit at $299.55

**CRANKS**

- J&F Junior 750 at $119.00

**SEATS, POSTS, CLAMPS**

- GT Elite Seat Base at $12.95
- GT ES Seat at $12.95
- GT Leader Seat at $12.95
- Odyssey 277 Seat at $19.95
- Bell Leader Turbo at $26.95
- Odyssey 2222 Post at $12.95
- GT Junior at $12.95
- S&M Post at $9.95

**STEMS**

- GT Stem at $4.95

**SEAT BRACKETS**

- Odyssey Chrome at $7.50

**FRAMES**

- Odyssey T10 at $39.95
- Odyssey Apollo at $59.95
- Odyssey Apollo at $49.95
- Odyssey Apollo at $39.95
- Odyssey Apollo at $29.95

**HUBS & B.B.'s**

- Tiroco 130mm 700c at $219.00
- Tiroco 130mm at $209.00
- Tiroco 700c at $199.00
- Tiroco 700c at $189.00

**F/R STUFF**

- GT Frame & Fork Kits at $119.00
- GT Frame Kit at $119.00

**CUSTOM WHEELS**

- All custom wheels are built by complete mechanics who double check their way out of a paper bag, they build through our hoop and then build with fun in Austin. This is the main reason at $299.00 to $349.00 or $199.00 for add.

**PLATES**

- Delta Plate at $12.95
- Underdog pilot, gripper, deco at $12.95
- Redline at $12.95
- Zorilla Landing Panel at $19.95
- Side Panel at $19.95

**SHIPPING**

- STANDARD GROUND: 3rd Day: Next Day
- APO/FPO: AK/HK: CAR: WORLDWIDE
- USA MILD AIR

- COD's: $4.75 NO COD's

Phone: (512) 473-2888  Fax: (512) 472-0107

Circle what you want or make your own order form and mail to:
**TREND BIKE SOURCE, 809 WEST 12TH, AUSTIN, TEXAS 78701**

**NAME:**

**ADDRESS:**

**STATE:**

**ZIP:**

**PHONE:**

**CC NUMBER:**

**CARDHOLDERS SIG:**

**PARTS TOTAL SHIPPING**

**3% SALES TAX (TEXAS ONLY)**

**TOTAL SENT**
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 damn 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 (MC5) 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-Rocks-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...
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 Quer 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
CLOTHING CO.

$13 for t-shirts
$2 for stickers & catalog
make checks/money order payable to: michael castillo
send to: lip
1362-C E. Edinger Ave.
Santa Ana, CA 92705

CUSTOM WHEELS
We have Hyper, Source, Crupi, DK, GT, and TNT hubs. Call for prices on custom wheelsets with Avocy or Sun C/P alloy rims and stainless-steel spokes.

93 DYNO SLAMMER W/S&M DITCHFORK $150.00
April '93

KEITH TREANOR’S MENSTRUAL CYCLES
-call for details-

- Mental Jimmy’s BMX

Send a buck for a catalog and some stickers.
Above: One half of the Morales team, Edgar Flonarianski, elephant whipping. Right: Edgar with a trick he calls the That's How Ghetto I Am. Imagine doing a high-speed switch-footsed prog-wheelie, and then flipping the bike 180. Don't ask where the name comes from.
Specifications

Manufacturer: Morals 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 tires used
Bottom bracket height: N/A
Top tube length: 16.5"
Top tube diameter: 1-3/8" (front top tube)
Down tube diameter: 1-3/8"
Chain stay length: 14" (from center of BB)
Chain stay diameter: 5/8"
Seat stay diameter: 5/8" (pair of top tubes)
Seat tube internal diameter: 31.8mm

Frame dropouts: 1-4" and pin-release; CNC cut
Frame weight: Approximately 6 pounds
Finish available: Black and chrome
Purpose: Primarily flatland
Miscellaneous: All tubing is .049" thick;
- Machined bottom bracket and headtube
- Elevate chain stays give more room for stuffing
- Double-caged tuning 10 brakes with bar ends
- Mount under seat stays
- Contact: Morals Bikes
  +19 Main St. Suite 18
  Huntington Beach, CA 92648
  Ph (714) 641-1772 FAX (714) 614-2944
Just What BMX Needed...

another company selling T-shirts!

If you really love riding bikes, you'll want to support the sport by purchasing one of these new Ride T-shirts for only $11.95 + $1.05 shipping ($3.05 foreign). The shirts are XL and feature red and black graphics proclaiming "Not worth the paper it's printed on." All this and more on a high-quality white T-shirt. Send cash, check, or money order to:

Deal Of The Century
C/O Ride Magazine
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507
# WHERE TO BUY RIDE:

In addition to the listed bike shops, Ride is also available through B-Dalton Books, Barnes & Noble, Bookstop, Bookstar, Hastings, Tower Records & Books, and various newsstands and convenience stores.

<table>
<thead>
<tr>
<th>BMX Bike Shop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield, MO</td>
</tr>
<tr>
<td>Torque Center</td>
</tr>
<tr>
<td>New Berlin, WI</td>
</tr>
<tr>
<td>Yorba Linda Bike Center</td>
</tr>
<tr>
<td>Alba's</td>
</tr>
<tr>
<td>Warren, MI</td>
</tr>
<tr>
<td>Kegel's Bike Shop</td>
</tr>
<tr>
<td>Rockford, IL</td>
</tr>
<tr>
<td>Precision Bicycles</td>
</tr>
<tr>
<td>Niagara Falls, NY</td>
</tr>
<tr>
<td>Zumwalt's Bikes</td>
</tr>
<tr>
<td>San Diego, CA</td>
</tr>
<tr>
<td>Sundance Cycles</td>
</tr>
<tr>
<td>Bloomington, IL</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A-1 Cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Westminster, CA</td>
</tr>
<tr>
<td>Bay Area Bike Center</td>
</tr>
<tr>
<td>N. Bend, OR</td>
</tr>
<tr>
<td>Bikesmith</td>
</tr>
<tr>
<td>Roseville, CA</td>
</tr>
<tr>
<td>Dan's Competition</td>
</tr>
<tr>
<td>Mt. Vernon, IN</td>
</tr>
<tr>
<td>Greenline Cycles</td>
</tr>
<tr>
<td>Oraville, CA</td>
</tr>
<tr>
<td>Chuck's Bicycle Shop</td>
</tr>
<tr>
<td>Lithicum, MD</td>
</tr>
<tr>
<td>Wheel Pro High Performance</td>
</tr>
<tr>
<td>Germantown, MD</td>
</tr>
<tr>
<td>Green Door BMX</td>
</tr>
<tr>
<td>Funabashi, Japan</td>
</tr>
<tr>
<td>Crusher Supply</td>
</tr>
<tr>
<td>Burnaby, BC, Canada</td>
</tr>
<tr>
<td>Freestyle Unlimited</td>
</tr>
<tr>
<td>Brooklyn, NY</td>
</tr>
<tr>
<td>Cheshire Cycling</td>
</tr>
<tr>
<td>Cheshire, CT</td>
</tr>
<tr>
<td>Action Wheels</td>
</tr>
<tr>
<td>Bethlehem, PA</td>
</tr>
</tbody>
</table>

| Danny's Rideaway |
| Levittown, NY | (516) 579-7770 |
| Pocono Gateway Bicycle |
| Stroudsburg, PA | (717) 424-1552 |
| IC Bikes Inc. |
| Coral Springs, FL | (305) 341-3073 |
| Los Alamitos Bike Shop |
| Los Alamitos, CA | (714) 927-4303 |
| Twin City BMX |
| Minneapolis, MN | (612) 799-4234 |
| Trend Bicycle Source |
| Austin, TX | (512) 473-2688 |
| Tony's Sports |
| Pine Bluff, AR | (501) 247-9716 |
| Bollingham Bike Works |
| Bellingham, WA | (206) 671-0356 |
| Poor Boy |
| Ft. Worth, TX | (817) 377-0339 |
| Men's Biking Co. |
| Kankakee, IL | (815) 932-1253 |
| Precision Cyclery |
| Madison, WI | (608) 253-0125 |
| Red Dog Pro Shop |
| Mesquite, TX | (214) 329-2453 |

| Grind on a VG Disk! |

Like all VG parts, our Grind Disks are made out of the finest materials available and are virtually indestructible. Order one direct from the factory for only $39, plus $5 shipping. They come anodized in red, blue, clear, black, turquoise, bright green, and unreal purple. Call (408) 778-7250 or write to: VG Components, 365-800 Woodview Dr., Morgan Hill, CA 95037. Send $1 for stickers and info.
Free Ride Stickers

If you sent in a SASE for stickers and it took a long time, sorry. When Taj Mihelich came out to California for the BS contest, he sat and stuffed envelopes full of stickers for hours. He had so much fun, he wants you to send your sticker requests directly to him now. Send sticker requests to Taj at:

Sticker Mania
1209 West 22-1/2 Unit A
Austin, TX 78705
BACK ISSUES
Back issues of Ride are available for $2.95 each, plus $1.50 shipping ($3 for foreign) per order. Even if you order all four, the shipping is only $1.50. What a deal.

Issue #1: Fuzzy Hall cover.
San Jose BS contest, Sacramento scene, Harrington/Peanut/Puente interviews, King Of Concrete.
Fuzzy Hall interview.

Issue #2: Mark Gonzales cover.
Ride Cup contest, Bam Bam robin novelty, Rob Noll/Mark Murphy interviews, Niki Brand, Florida BS contest, Pete Augustine interview, Hoffman Concord Blue Check, Texas scene, Rob Noll center spread.

Issue #3: Jon Peacy cover.
A&A Grand Prix, How to make a video, Adam Murphy/Brian Tabor/Brandon Yaroli interviews, Landesdale MD scene, Boston scene, Hard Master Blue Check, Chicago BS Finals, Chad Harrington center spread.

Issue #4: Anthony Reyes cover.
Del Mar race, Arizona BS contest, Dennis McCoy interview, Hawaiian scene, Rich Wolter/Topo Minichi/Anthony Reyes/Chad Deangst interviews, Dennis McCoy center spread.

Issue #5: Sold out.

Issue #6: Vic Murphy cover.
Chris Moeller interview, York jam, Street Jam, NY/RP scenes, McKenna & Reynolds interview, Manuel De La Cruz center spread.

Issue #7: Joe Rich cover.
NBL Grand Prix, Zine, World Champions, Ponponi, Oklahoma BS contest, Mel/Larry McBride, Mike Esomma center spread.

Issue #8: Dave Young cover.
Leigh Paudel interview, Barncum About Fun, Day Snavl Howat, Mike Griffin, Brian Foster, John Purne interview, Pittsburgh scene report, Nor-Cal 2-Hop contest.

Issue #9: Sold out.

Write to:
Ride BMX Magazine
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507

ampersand

ampersand’s 1994 spring menu

shirts ride your damn bike, clothes for dead people, girl, logo $12.95 (add $1 for xxl)

video "ride your damn bike" professionally edited-chicago-emmasus-team welfare & more $9.95

welfare ‘zine #8 is 52 pages jam-packed with riding and includes product information $1 + .75 postage
canadian orders add $2 per item, foreign orders add $4 per item, us funds only. thanks.

ampersand, po box 194, groton, ma 01450
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...
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 Crawn.

Chris Hallman
A worm's eye view of Jody Donnelly doing a barspin 540 at Dover.
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 Barlowes and Marco Maselli 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 Doggrot'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 Goun Ingreath 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 Southsea 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 here 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 hop-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 anymore?
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.
CAL ENDAR 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 Winsto-Salem, NC
July 2-3 Evansville, IN
July 23-24 Pittsburgh, PA
July 28-31 Waterford, MI (UCI World Champions)
For more info, call (614) 777-1825

Bicycle Stunts Contest
May 14-15 Ft. Riley, KS
For more info, call (910) 222-3450 or (603) 446-3495

2B/Chuck's Bike Shop Contest
April 23, 24 Emmaus, PA
For more info, call (415) 522-3450 or (414) 281-9000

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

MUSIC

The "Hawaiian Five-O" pinball machine at the local pizza joint ain't got nothing on the explosive action the Beasty Boys' latest opus, III Communication (Capitol), offers. With high-speed bumper-to-bumper action, full-body bongos and berserk balls galore, the trio's latest stack of wax has the capacity to blast and indulge in a fat dose of backstage debauchery at every turn? Weil, 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.

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 "Shredding Skin" and "Use My Arms," they've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

Adding to the ever-growing list of rippers coming in companies, Keith Tewson and John Pau have started Mental Cycles. Rum through S&M, they should have frameset available by the time you read this. Along with Keith and John, Sean McKinney took a rather flatland frame from either Kona or S&M and Owen and the EAST.

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

Lowey skates out of Texas is putting together an East Coast BMX team, Mike Schaffler (15X), Aaron Parr (13X), John Pau, Scan Bennelt (14X) and Jeff Kallin (2B). The Oneway Race and Mike Tokumoto to help him get things rolling. They've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

For more info, call (602) 961-1903.

FRIDAYS AT 8PM: Monster of Rock

After 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 cigar, martini and magic tricks. After all, what better forum to discuss lyrics like "I am a big man and I have a gun/ and I have a big old dick and 1/1 like to have fun," from [surprise] "Big Man With A Gun?" And if you think that's twisted, wait 'till you cop a feel of the music on The Oneward Spiral, a blindingly heavy mixture of crass industrialization, swooped-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 "Shredding Skin" and "Use My Arms," they've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

Adding to the ever-growing list of rippers coming in companies, Keith Tewson and John Pau have started Mental Cycles. Rum through S&M, they should have frameset available by the time you read this. Along with Keith and John, Sean McKinney took a rather flatland frame from either Kona or S&M and Owen and the EAST.

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

Lowey skates out of Texas is putting together an East Coast BMX team, Mike Schaffler (15X), Aaron Parr (13X), John Pau, Scan Bennelt (14X) and Jeff Kallin (2B). The Oneway Race and Mike Tokumoto to help him get things rolling. They've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

For more info, call (602) 961-1903.

FRIDAYS AT 8PM: Monster of Rock

After 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 cigar, martini and magic tricks. After all, what better forum to discuss lyrics like "I am a big man and I have a gun/ and I have a big old dick and 1/1 like to have fun," from [surprise] "Big Man With A Gun?" And if you think that's twisted, wait 'till you cop a feel of the music on The Oneward Spiral, a blindingly heavy mixture of crass industrialization, swooped-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 "Shredding Skin" and "Use My Arms," they've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

Adding to the ever-growing list of rippers coming in companies, Keith Tewson and John Pau have started Mental Cycles. Rum through S&M, they should have frameset available by the time you read this. Along with Keith and John, Sean McKinney took a rather flatland frame from either Kona or S&M and Owen and the EAST.

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

Lowey skates out of Texas is putting together an East Coast BMX team, Mike Schaffler (15X), Aaron Parr (13X), John Pau, Scan Bennelt (14X) and Jeff Kallin (2B). The Oneway Race and Mike Tokumoto to help him get things rolling. They've already pieked up East Coast riter Mike Fie ney, and are rebelling against all of their peers.

For more info, call (602) 961-1903.

FRIDAYS AT 8PM: Monster of Rock
If you were Matt Hoffman, you'd get RIDE BMX MAGAZINE sent to you for free! ...but you're not, so SUBSCRIBE!

☐ $10 for a one year subscription in the US.
☐ $20 for a sub to Canada (Canadian check or money order only—no Canadian cash!)
☐ $20 for regular foreign subscription. Magazine is sent surface mail. Payment must be in US dollars.
☐ $34 for foreign sub to be sent air mail. Payment must be in US dollars.
☐ Check box if renewal.

Send to:
Ride BMX Magazine • 5225 Canyon Crest Dr. #71-352 • Riverside, CA 92507

Name________________________________________
Address______________________________________

Phone________________________________________
Age:_________________________________________
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 pilled 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-
tent 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 Parader type stuff; music influences?

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

What made you start to cut out 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).


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.


Interview & Photo: Leigh Ramsdell

---

ROOFTOP BIKES

$1 For Clothes & Bike Parts Information
P.O. Box 37964
MilwauKEe, WI 53237
414.282.7078

phat phuck
shit for those who like fun
One$ stickers&info
c/o Dennis Toyoda
917-I Hausten ST. Honolulu, HI 96826

Hedman Bikes will be releasing videos of all the BS contests. The Morone Valley contest will" hit" the front door out and should be available soon.

TNT is coming out with a street bike called the Hedding/Boozy. That’s greased W-tong. 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 Playground” (Clay Goldsmith’s backyard) in Malaga, NJ. Festivities include food, D.J. lighting, and bleacher seating. Call Hype for more details at (609) 484-4523.

Tony Zanni of Hilton, NY (near Rochester) will be putting on a promo in his backyard on May 21 and 22. His backyard setup consists of a five-foot tall space, 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 be sure to stop by. Call Tony at (716) 982-9263.

Coincidence of the year, UPS employee Mark Easton 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 discovered the box was full of Rock Magazine on their way to the newsstand. Weird.

After a lengthy trademark dispute, BMX smooth guy Bill Ryan has picked up the hottest new brand in the East. Indeed, National Number one BMXer Ronnic Uckara Tech-Supercross’ sole rider.

Chase Gunnell has quit Hoffman Bikes and doesn’t want to be sponsored 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 Jackal” Parse has been picked up by Balance.
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 flanges onto your coaster brake hub for $25. They say this works better than designing a new shell because the gets 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 mini-bikes 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 chromoly, 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...
For more information on any of these products, write to their manufacturers:

- Avenger BMX
  92163-2507
  Denile's Styles
  5800 West Dartmouth Ave
  Suite 103 Box 14
  Denver, CO 80227
  Fax (303) 987-6626

- Foundry
  123 #B Pine St
  Richmond, VA 23220

- Mike Oyler
  Vert Zone

- 373 East Robinson Ave
  Barberton, OH 44203
  216-745-1429

- Play Clothes
  3809 Reynolds Rd.
  Winston-Salem NC 27106
  (910) 922-3450

- Richard Zabzdyr
  P.O. Box 1300
  Poway, CA 92074

- Ph (619) 974-7408
  Fax 619-679-8846

- Sourn Clothing
  7701 Kendall Dr
  Ft. Wayne, IN 46825
  (219) 489-4307

- Standard Industries
  4812 Kimmel Dr
  Davenport, IA 52802
  (319) 326-5617

3809 Reynolda Rd.
Winston-Salem, NC 27106
(910) 922-3450 $1=info
Hey Toto we aren't in Fort Riley any more?

THE MAY 14TH & 15TH CONTEST IN FORT RILEY HAS MOVED..... REPEAT THE CONTEST HAS MOVED!!!!!!

<table>
<thead>
<tr>
<th>Event #1</th>
<th>Co-sponsored by:</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE MAY 14TH &amp; 15TH CONTEST</td>
<td>Bicycle Stunt Contest</td>
</tr>
<tr>
<td>in Fort Riley</td>
<td>12400 N. Santa Fe</td>
</tr>
<tr>
<td>has moved</td>
<td>OKC, OK 73114</td>
</tr>
<tr>
<td>Repeat the contest has</td>
<td></td>
</tr>
<tr>
<td>moved</td>
<td></td>
</tr>
</tbody>
</table>

### May 14th - 15th

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>14th</td>
<td>Flatland &amp; Street/Mini</td>
</tr>
<tr>
<td>15th</td>
<td>Vert</td>
</tr>
</tbody>
</table>

### Sept 3rd - 4th (Labor Day weekend)

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd</td>
<td>Flatland and Mini ramp</td>
</tr>
<tr>
<td>4th</td>
<td>Vert</td>
</tr>
</tbody>
</table>

### November 18th 19th & 20th

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>18th</td>
<td>Street</td>
</tr>
<tr>
<td>19th</td>
<td>Flatland &amp; Mini ramp</td>
</tr>
<tr>
<td>20th</td>
<td>Vert</td>
</tr>
</tbody>
</table>

Classes: Soon To Be (beginner), Need To Be- (intermediate), Stunt Boy (expert), Stunt Men (pro)

For more info call:
(405)755-1668
Sponsor inquiries call above #.

Your best 3 out of four battles count for the year end belt

Thanks to all the riders and sponsors for the support at Ca.

Kansas City Merchandise Mall & Convention Center
Exhibition Hall A
6800 West 115th Street
Overland Park, Kansas 66211

Hoffman Bike Park
12400 N. Santa Fe
OKC, OK 73114
(405)755-1668

S.C.R.A.P.
2350 Hassel Rd.
Hoffman Estates, Ill. 61114
(708)884-0945
Robbie Morales says "Grunge Is Dead!"

Look for his new t-shirt available now!

STANDARD BYKE COMPANY
4812 Kimmel Dr. Davenport, Iowa 52802
(319) 322-3617 FAX (319) 324-0219

Riders send two dollars for SBC Newsletter catalog. Companies send $19.95 for complete specs on our frames. Just to make it easier for you.
I twisted a t-back to a fakie, effortlessly.

D.O. Freimuth

Props
The ONLY video magazine
P.O. Box 291 Deerfield, IL 60015-0291
Phone/Fax# (708) 374-0347
Dealer/industry inquiries invited