

BMX

BMX



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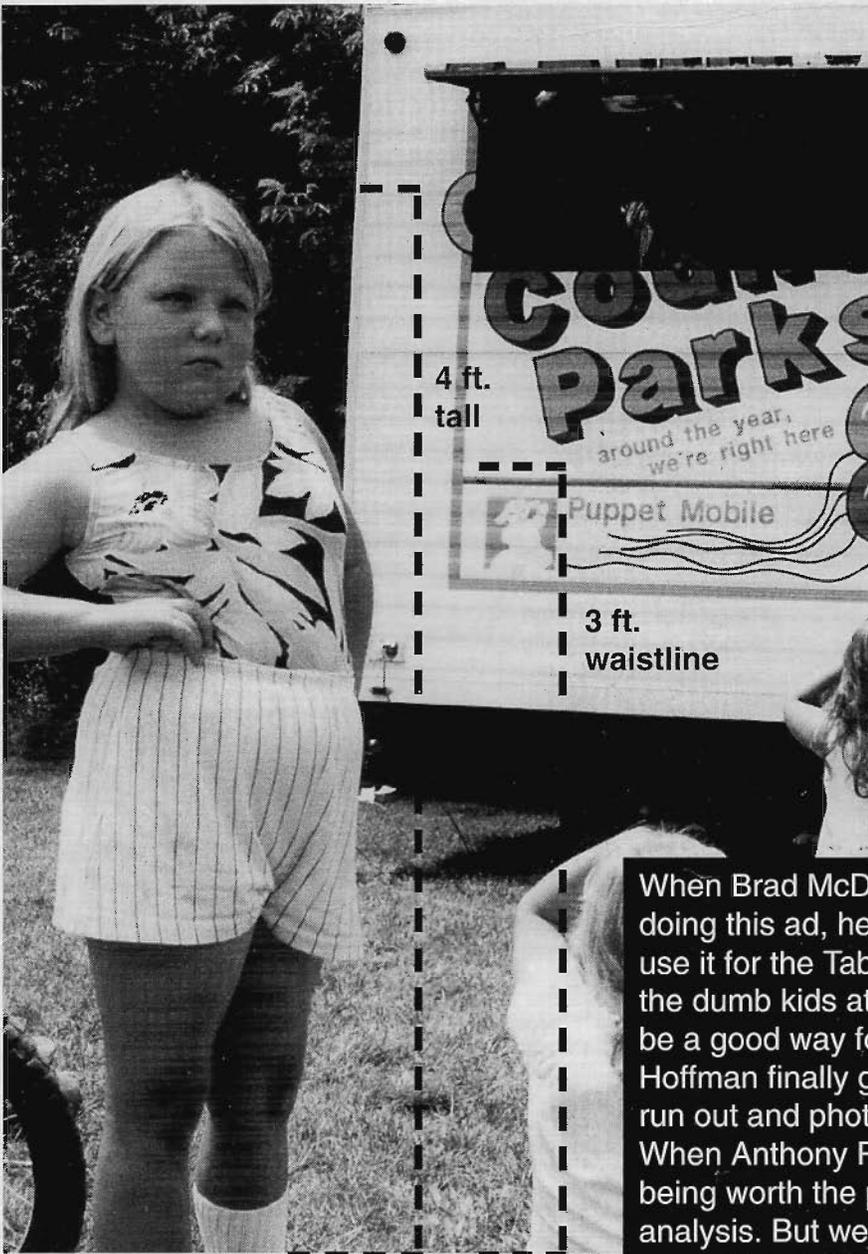
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contents



Used to be Jimmy Levan's girlfriend.

When Brad McDonald found out that no one was doing this ad, he said "Fiddlesticks. Now I'll have to use it for the Table of Contents." When Brad asked the dumb kids at 2B to write it, we said "Gosh, that'll be a good way for us to say 2B for free." When Matt Hoffman finally got someone on his dick, we had to run out and photograph her at the local puppet show. When Anthony Reyes' dad denounced Ride as not being worth the paper it's printed on, we did a cost analysis. But we had to make a few refinements: more biased bike tests, more who's radder, and more lake jumping. When Chris Moeller, Craig Reynolds, Barry McManus, Mark Eaton, R.L. Osborn, and the Butt Brothers were all going to be in the same issue with Vic Murphy on the cover, we said party on, we're headed to Grandpa's Cheese Barn. But it still needed a few refinements—the York jam, Waterford Oaks coverage, the Pig Pen contest, news, and what's radder—street riding or suspension BMX forks. The point is that Brad doesn't care how stupid this magazine is, you're the one reading it.

"Why can't Brad write his own stupid magazine?"—Hal & Steve

ride **BMX**

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Rick Thought of It. Chris Made It. Mental Jimmy's Sells It.

A year and a half ago, everyone laughed when Rick Moliterno debuted the Standard Industries frame at the B.S. Contest in Cable, WI. Nearly 18 months have passed since Slick Rick dragged his overweight brainchild out of Krt Schmidt's van, and power-hungry riders are still waiting for their first taste of Standard's new brew. Chris Moeller, among others, is tired of waiting for them to deliver. S&M has a new frame, and Mental Jimmy's is the first mailorder company with enough balls to sell it.



Heavy As Fuck

If you haven't seen the S&M **Heavy As Fuck** frame and fork yet, you will. This 10-pound behemoth has flame-cut 1/4"

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ride **BMX**

Editor/Publisher—Brad McDonald

Art Director—Aidin Vaziri
(bell bottoms)

UK Ride Correspondent—Mark Noble
(tweaked knee)

Clutch Players—Hal and Steve
(partying hard)

Race Guy—Andrew Thompson
(free film!)

Photographers—Dave Alden, Chris Banes, Steve Buddendeck, Crazy Carl, Larry Danque, Kris Noble, Jamie Roberts, James Shepherd, Dave Wolter, Karl Yasuda
(they don't get jack)

Writers—Dave Alden, Chris Banes, Alex Juarez, McGoo, Chris Moeller, Jamie Roberts, John Paul Rogers, James Shepherd, Todd!
(see photographers)

Nice Guys—Jeff Tremaine, McGoo, Gregg Hansen, Dave & Larry, Connall McCarthy
(thanks)

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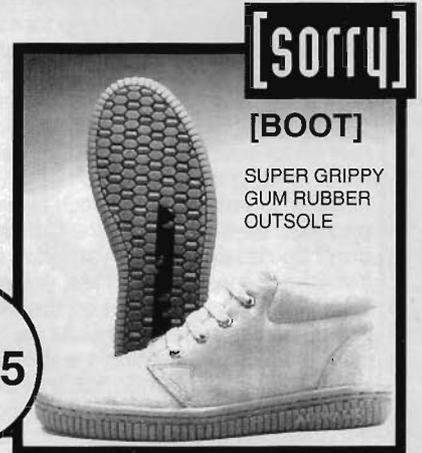
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letters

energize me

Dear Ride,

I'm writing in regards to the June Issue. A real dweeb named Jeremy Verhulst wrote a letter about how backflips are the easiest trick and if you do flips you should not win a contest. Well, Mr. Verhulst, is it not true that you hang with the Standard "guys," and is it not true that none of the Standard "guys" can do or even have the guts to attempt a flip. All I have to say is that if you especially and the rest of the gang stopped trying to shove batteries up your butt, you might just have the guts to try a flip. And for me, I do flips because they are enjoyable for me. As for judges, they like them, along with the crowd, because of the fact that the rider is UPSIDE DOWN, sometimes with hands and feet off, or even upside down twice! The risk of landing on your neck, which I did in Phoenix, is pretty scary. Take it from me and most likely the rest of the pros, if you can't do flips, don't bad-talk those that do. If you have the guts, then yes, you're right, the trick is easy. Variations on the other hand, are not quite so easy. All we are doing, the pros, is pushing the sport up. Keep in mind what FREESTYLE is all about, the name says it all. FREE: Able to do anything you want. STYLE: Tricks, variations. Look, one thing freestyle does not mean and does not need is attitudes like yours.

Bob Kohl
Glenview, IL

rage against Jeremy, part II

Brad,

I've been thinking about writing this for a week, as it would have been to easy to slam Jeremy Verhulst's letter on first read. Corey Bolton has been unnecessarily thrashed in both Ride and BMX Plus as a rookie who was nothing until he learned to loop. I've known Corey for at least five years, and he has been known (i.e. has "made a name for himself") throughout western Canada as a unique (in 1988 doing all the variations the pros were doing, but under coping), and perhaps more importantly as a cool rider, for at least as long. Corey made it to all of the 1992 BS contests (driving all the way from Calgary, Canada) and probably mocked, slammed, or offended no one. Why is it that cool, dedicated riders like Corey are slammed because of a *perceived* lack of talent, while talented but lame riders are hailed? Corey doesn't think he's super-rad, and hasn't turned pro since he started landing loops; i.e. his head hasn't swelled. Steve Swoope was also attacked by Jeremy. Am I the only one fond of axle-

grinds? I recently met Steve at a show and found him to be very down-to-earth (and noticeably in pain after giving his knee to the sport). If I find footage of Matt H. or Kevin J. bailing on a 540 or a decade, have I proven they suck? Jeremy had a good central point to his letter (loops may be overrated), but there is no need to share his ignorant beliefs with us if they attack other (cool) people. The same type of slam was made (understandably?) on Brian Scura for his Ice Capade-type shows. Though I agree with the sentiment, Scura did contribute a lot to our lives (that Gyro on your bike). What I'm trying to say to the riders is this: Be cool to cool people. More importantly to our puny little "sport," be cool to cool riders; there aren't enough of us not to do so.

Wade Nelson
Langley, BC
Canada

P.S. Put me down for "likes Chris."

Jeremy, part III

To bus driver Jeremy Verhulst:

Well, Jeremy, I'm quite bored of backflips myself. It seems as though judges aren't, thus giving high scores to the riders who pull the flips. OK, but if people want to go ahead and pull backflips, let it be. If people want to go out and do Scura pedal slides and moonwalks, let it be. It isn't a rider's fault if a judge scores them high for a flip. I have known Corey Bolton for many years. Corey rules. He drives at least 40 hours to get to every contest, and he never sits around and picks his ass, he rides hard, and he couldn't care less what place he gets, he just loves to ride. He'll drive 12 hours for just a little riding jam, he'll ride vert, dirt, street, and I've even seen him ride flat, and ya know, he's always happy. Get yer head out of yer ass, Jeremy. Steve certainly isn't a slouch, either. What some people lack in riding skills, they make up for in their attitude. Like the ad says, "You gotta have the right 'tude." If you ever come to Canada, we will pelt you with snowballs. People who judge other based on what tricks they do, or the way they look, need not apply.

Super Novice
Ken Paul

the lone wolf

Dear Ride,

First off, let me say that your mag is rad. Secondly, I'd like to say I agree totally with Jeremy Verhulst, from the last issue. I was at the BS contest in Thrasherland and watched the pro class. Backflips are fucking stupid. Every pro does them. They're old as hell. It takes more talent to do a nothing variation, especially from the lip on the dirt jump at Thrasherland. Anyway, if

anybody is trying to learn them—DON'T! If you're gonna get bloody from learning a trick, learn something halfway decent.

A rider who jumps
Brian Steiner

P.S. Herrington is God.

ninja turtles

Dear Brad,

I am stoked about your mag and hope you keep up the good work. I am a dirt rider who races occasionally, and I have a small problem with people who have an attitude about racing. I can understand how some people don't like it, but I just want to clear a few things up.

In defense of your race coverage, I would like to point out that there isn't much! If any anti-race people want to get bent about that, be thankful that there isn't more of it.

I can understand how some anti-racers don't like racing. As Chris Moeller's letter pointed out, the ABA's holier-than-thou attitude is offensive to most real people. The corporate BMX companies, the ABA, and that other mag seem aligned in marketing BMX to the spastic, Teenage-Mutant-Ninja-Turtle-watching, pop-music-loving, snot-nosed daddy's boys of the world. I know; it makes me sick too. Unfortunately, I want to race, and I must deal with these losers. The good thing is that there are others like me who want to race, and they will forget about all the bull-shit that is involved.

Furthermore, it is too easy stand aside and rap shit about racing. It's like slamming mountain-bikers. Imagine trying to keep up with a professional mountain biker like Tinker Juarez on a cross-country course. Just in case your shit-talking, non-racing readers didn't do their homework, Tinker was one of BMX's original pros and one of the first to ride freestyle in a skate park. Remember, it all started with dirt-lot races. That will never change.

Kurt Pena
Die-Hard BMXer
San Jose, CA

P.S. If your race coverage pisses-off pussies like Josh Fields (June '93), who seems to think he speaks for all of your subscriber-ship, then fuck 'em. That fag probably got his one-pedal-startin' fool-ass treated once and has been afraid to race ever since.

jungle gym

Dear Ride **BMX**,

I was kind of disappointed when I got back from the mailbox and opened up the latest issue of Ride BMX. There wasn't very much racing at all. Now I know what you're thinking—Racing gets all the attention from Plus, BT, and American BMX'er,

and that street should get some hype. I have no problem with that; your "journalism" is straightforward—the way I like it and I think you've got a good opportunity to reach our sport's readers collectively. So why not throw in some BMX? After all, that's what it says on your cover—Ride BMX. By the way, last month's Josh Fields needs to get off his rolling jungle gym and get a life. Thanks folks.

K. Pittner
Atlanta, GA

role model

Dear Ride,

I recently returned home from my freshmen year of college to my hometown of Westboro, Massachusetts. I was pleasantly surprised to see something my town has not seen for many years: young kids on BMX and freestyle bikes. "Back in the day" when I started riding, there was a group of five or six of us that used to ride all day, everyday. Unfortunately full time jobs, school, and other commitments have forced the two of three of us left, to ride late at night in empty parking lots. There is a new wave of kids in my town, and in towns across the country, that are asking Santa for HAROs instead of cheap department-store mountain bikes. It is our job to encourage them.

Every rider out there can point to one or two people that got them into riding, for me it was Tony Peligrino and John Morrison, as well as my close friend Jermaine Adams. It is our turn to get people involved. I don't care how "hardcore" you think you are, nobody wants our sport to die, and it will if we don't encourage the "next generation" to keep at it. It is very simple to show kids easy tricks, to give them old parts, and to let them tag along at riding sessions. I suggest you try it, the kid you sell your old GT Performer frame to could be the next Dennis McCoy.

Glen Goland
4 Brady Rd. Ext.
Westboro, Ma.
(508) 366-4736

charity case

Dear Ride,

I am a 15 year old lonely rider from Mitchell, Indiana. I only have 2 guys to ride with. Bummer! Most of the time they are gone somewhere! So if anyone wants to write this poor little boy a letter and set up a jam session, that would be great!

Brice Menaugh
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This month's Reader Photo is from Cameron Tower of Eugene Oregon. For his efforts, Cameron receives nothing except endless fame. Photographer: Phtographer: Unknown.



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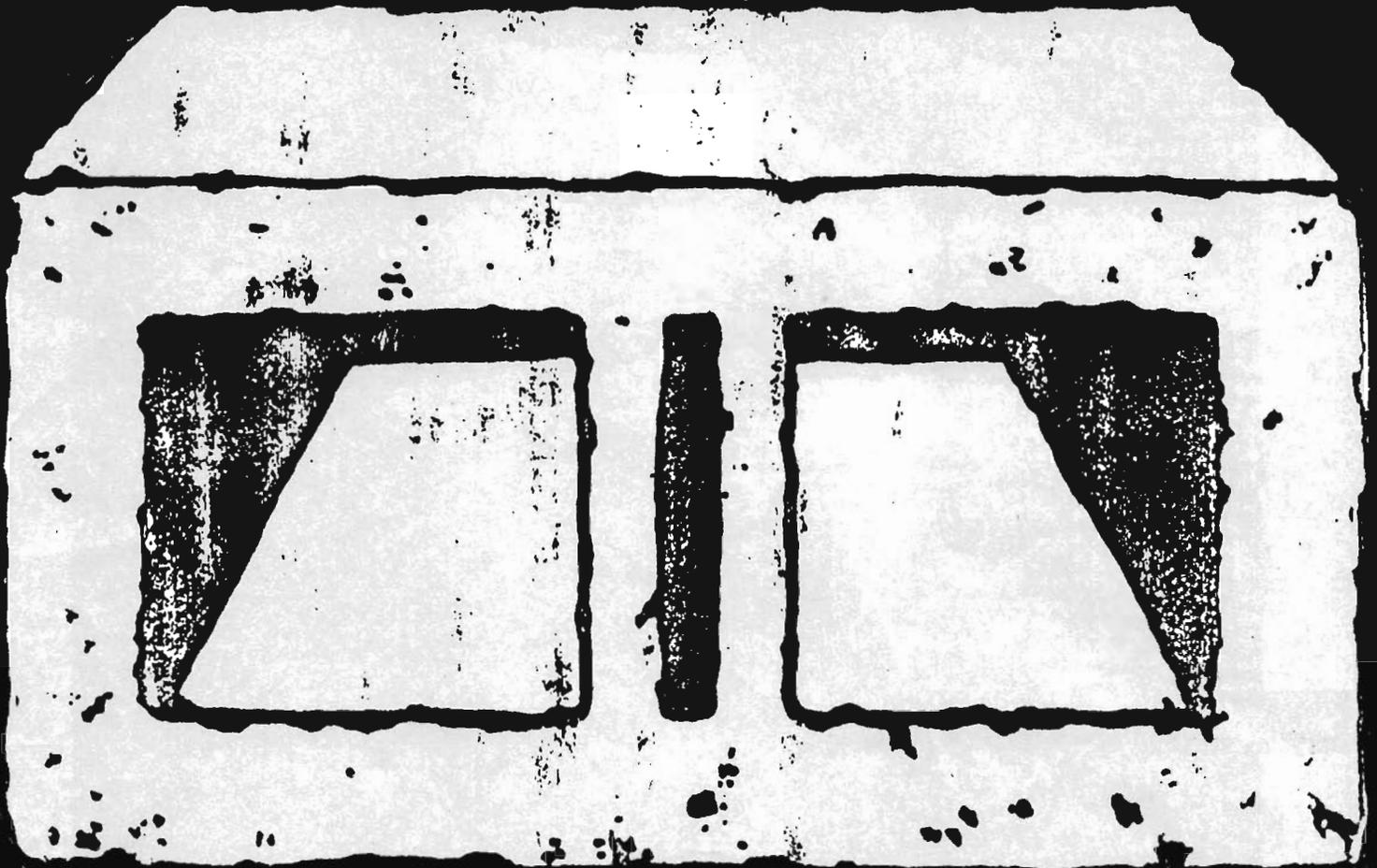
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BMX prophet or know-it-all-jerk?

who does

CHRIS
MOELLER

think he is?

photos and interview by brad mcdonald (and john paul rogers)

Just as Chris Moeller has an opinion on everything and anything, anyone who has met Chris has an opinion about him. Usually a strong one. While most people are careful about not burning bridges, Chris douses them with gasoline and throws on the match. Is his outspokenness and know-it-all attitude based in experience and intelligence, or arrogance and stupidity? Who knows. What is certain, however, is that this interview will do nothing to quell any of the controversy Chris thrives on. Read on, as Chris fans the flames.

How old were you when you started S&M?

16

How old are you now?

22. This is the six year anniversary—June first, 1987.

How's everything going with the company?

It's going fine, selling a lot more stuff.

JP: Do you still do it for the same reason?

Yeah.

Which is?

(long pause) I have no idea, to tell you the truth, it's just what I do, I don't have a reason.

JP: When BMX isn't what you do, what are you going to do with S&M?

I'll just probably let someone else do it.

So if you weren't into BMX as a rider, you wouldn't run the company?

No, I don't think so. I'd just get into something else, whatever I'm into. Like if I got into music, I'd start a little label or have a store.

Do you do the company because it's a fun thing to do, or do you do it because it will give you a future?

I do it for a lot of reasons. One big reason I do it is because that's just what I do. That's just all I do, it's my whole life. It totally is my entire life—that's it. I get up every morning, and I do it. I don't have a lot of money by any means, but we have enough to cause a little bit of chaos, and I think the face of BMX racing and jumping has changed a *ton* since we started S&M.

Do you think that's because of what you started?

I think we're responsible for a lot of it.

Do you think a lot of the other companies are following on ground that you paved?

I think we sort of opened the door for a lot of people, but I think skateboarding helped out, too. I mean, everybody saw how skateboarding was going, they saw all the skaters starting their own companies, and it was the same thing. It can only

help, though. It can only be better and better.

JP: Do you have a hard time spending money on all your riders and sponsoring things?

Not really. Take this week for instance, I have to give Dave \$250 to go to Holland, Keith \$150 to go to Hawaii, I had to pay Jimmy and Mike's entry fees at two nationals, I had to pay Luc-E's entry fees at the Rampage contest, we're going to Oregon next week, we gave away \$400 worth of stuff a night for three nights now at this race series (the S&M Pro-AM), I sponsored a freestyle contest in Ohio, I sponsored a jumping contest at Posh coming up. It's unbelievable, it's sick. It's way too much, actually. I want to get to the point where we're making stuff that people want to buy, and they're not having it shoved down their throats. It's always been our stuff's real cheesy and real generic and just normal double-steel dropouts made at B&E. Just generic Revcore frames that they buy because they think Dave Clymer's cool and he's a dirt bag and all the normal S&M shit. I want to get away from that, I want to make stuff that people want to buy, that's what we're trying to do now. That's why we've got these new flame-cut dropouts, I don't have to go into all the technical crap, but we're trying to make parts that people want and they'll go



seek out and buy, and not buy just because of the image and junk. 'Cause that's why they buy it—an S&M is exactly like a Revcore, or a Hyper, or anything. They're all the same! A Brackens, a Supercross, a Free Agent, it's all the same shit. It's made by the same people. The metal comes from the same place, it's cut by the same people, welded by the same people, polished by the same people, the stickers are all made at the same place. It's a big joke, it really is. They just buy it because Dave gets pictures in the magazines and he's got grungy hair or something.

So is S&M going more mainstream, or do you think the mainstream is moving to you?

Oh, that's real philosophical, I don't know. I know we're taking a step back and the company's probably gonna get a little smaller coming up here, because we've got a lot of stuff the shops aren't going to like, the shops won't want to carry. All the shops are real comfortable with our stuff right now—we're a normal line, we're like a regular frame company. They'll carry Holmes' and Dirt Bikes, and they don't have a problem that the Holmes is named after a porn star anymore, like they did when it first came out. Now they're getting a bike like the Heavy as Fuck, or they'll get T-shirt like, you know, "Give head, ride mountain bikes," or "Fred Blood, Ride BMX" and they'll be uncomfortable and they'll squirm and they probably won't like it, and that's fine.

JP: Do you think it's funny the way all the underground companies copied that Jimmy Levan ad in Ride?

I think it's hilarious, I think those ads are completely funny. I'd do the same thing. But what they don't understand, is that they're exactly the same as us. I mean, James Shepherd teases us about lifting the graphics out of Low Rider magazine—the same type style that says "Dirt Bike" but it's in a low rider type style. But yet, The Mack is the exact graphic off of the video tape "The Mack." If we bit it that hard, our bike would be called "The Low Rider Magazine." At least we just use the same type style, we didn't actually use the name. They used everything! It's just "The Mack"—straight off the

thing from the movie. But that was just the goofiest one ever. The Hoffman ad was the most hilarious thing ever. It was just the funniest thing ever, because it was obtuse—it didn't make any sense whatsoever. It was just fuckin' stupid, it was great. But the Homeless ad was just a real feeble attempt at bagging on us and it seemed like they were kind of whining, I thought. If all these little companies are gonna spend their money poking fun at people, I think they ought to poke fun at really ridiculous people, like Todd Huffman (marketing director of GT) and GT, and Mongoose, and Haro, and all these complete kooks who have no idea what's going on. It's like, ask Greg Hill or Harry Leary what a nose pick is! They don't know. Seriously, they don't know anything, about anything at all.

JP: How many times have you been punched at a BMX race?

I've been hit by Todd Blazer, I've been hit by Harry Leary, Darwin Griffin, swung at by Mike Miranda, and hit by a bunch of weirdos that nobody would've ever heard of. Those guys are alright, though. That's the kind of stuff I like about racing—if that stuff didn't happen in racing, racing would be really, really stupid. That's what has to happen—racing has to get people so fired up that they'll do stuff they won't normally do.

What happened between you and Gork? Weren't you guys friends at BMX Action?

Yeah, we were friends, and then... I guess maybe we are still friends, I don't know. No, we're not friends at all. I don't like Gork, actually. I don't like Gork at all. Gork completely changed, I think, when he moved to Arizona. He turned into a fruitcake. He takes himself too seriously and thinks he's like responsible for guiding the direction of BMX. When in actuality, he is involved in BMX, but he doesn't know that much, he's not as important as he thinks he is. He's not holding "the reins" to the whole sport of BMX, like he thinks he is. It's really terrible. I started thinking he was kind of a fag when he wrote all that stuff when he left BMX Action, you know about "making and breaking people" and how it was the editor's job to "make or break stars," "make new stars." I don't think there

are any real stars in BMX, but I think people get most of their success on their own merit—not off of "Gork's guidance." He's the magazine's editor, it's the job of the magazine's editor to cover what's going on, not "guide." You know, "create heroes," all that shit. It's a bunch of crap, I think.

Does it bother you that a lot of people naturally assume that you're into drugs because you're against the ABA drug testing?

No, I think they're all buffoons, they're not using their heads. Just because I don't think it's any of the ABA's business to drug test people, doesn't mean I'm on drugs. I don't do drugs.

A lot of people think that, you don't care?

I don't care what they think. It would bum me out if little kids went out and did drugs if they thought I did drugs and they looked up to me, but I seriously doubt that's happening (laughs). If somebody's gonna get fucked up on drugs, it's not going to happen because they think a BMX star is doing it. I mean, that's only one little facet of their life. It's more their friends and the people they hang around with.

Do you have any ambitions as a writer?

No, I keep trying to write, I sincerely want to write things, even normal things, but I can't write anything. I sit in front of my computer, I have nothing to say, I have nothing to talk about, nothing to write.

You have everything to say about BMX, is that all?

Who wants to hear about BMX? BMX and girls, maybe. But no, I'm not really into writing right now.

You think everyone's stupid, except you. Who's someone that you respect?

Oh, I respect everybody, tons of people. For different reasons. In a weird sort of way, I respect Rich Long (president of GT). When he goes to work everyday, he goes into the eye of the storm. I think those people fear the man, I think he's like big brother. But he just keeps doing it. He just keeps going, doing what he wants to. I respect anybody that's doing what they want to do and they don't make any bones about it. My real problem with GT is that they won't just be honest—they won't just be



sequence: Mark Noble

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the "big company," they won't just be the biggest BMX company that ever existed. They have to keep trying their hardest to seem like the little garage company. All their advertising and all their attempts to be hardcore and all that shit, they just keep trying to go back and gain what Dee Snider would call "street level respectability." They're striving for street-credibility all the time, and it's a bunch of shit! They ought to just take all their money, and make the best stuff they can possibly make. They make really average stuff, and they're the one's holding the BMX business to average standards. Lots of people would like to have oversized head tubes, oversized seat masts, all kinds of stuff. But they can't, because GT sets the standard for what's acceptable in a bike shop. As long as they're making fifteen-millimeter hubs, everyone's gonna have to conform to their parts. It's starting to change a little bit, with guys who have money and balls and have an idea what's going on, like Matt (Hoffman). Hopefully, it's gonna start changing. But in the meantime, they just keep everything as normal as possible. Every year, they make little cosmetic changes, and they keep trying to appear hardcore and on top of it, when in actuality, they're not on top of it, and they know it. They've got all these people running around trying to keep them on top of it, but they're not. It really bothers me because they have really young, involved guys working in their business, and it doesn't even seem like they listen to them. I'm glad they don't listen to them, they just keep going down the wrong path.

JP: What do you think about the ABA's TV coverage of races?

I think it's stupid. They're using it to try to promote BMX, but they don't understand that a kid goes, "Hey, am I going to get into rock music, or rollerblading, or Nintendo, or skateboarding, or surfing, or ATC riding," or any of this stuff, or are they going to race BMX bikes. When they saw it on TV, it wasn't Dan Cortese and fast music, it was a six-year-old and a redneck announcer like Dugan Finnell going, (in thick hick accent) "All right, this guy's a powerhouse, a six year-old powerhouse. Dwight Tardy, the Powerlite Powerhouse, layin' it

down, puttin' it to ya'. He's on fiiiiirre!" What do you do at that point? You turn the TV off and you go, "God damn, that guy's a dork." It just sucks. They ought to get rid of mandatory drug testing and have mandatory belt-buckle testing. They ought to kick Dugan Finnell right off of the TV, let him be behind the scenes, let him be in the office.

Especially after watching it on TV, BMX looks so gay. It looks pathetic, I'm embarrassed to be a BMXer. It's so obvious to look at the TV coverage and see the problem—they've got these really stale old redneck announcers that don't know anything—they don't know Brian Foster from Alan Foster. They aren't even involved. They really do know nothing. They have Eric Rupe doing "trackside commentary"—he's about as out of it as you can get. They've got these tracks that are smooth and fast and all this, but the jumps are weak, and it's just slow-paced and nothing's happening. All the answers are so easy. I go to the races and I tell Clayton (John, president of the ABA), I give him my suggestions, and he just looks at me with this sort of politically-correct smile, and it just goes in one ear and out the next. He doesn't listen, he doesn't want to listen to anybody. Then you've got guys like Todd Huffman, and Harry Leary, and Greg Hill, Mark Thomas (advertising director at BMX Plus) sitting around having meetings about the "state of affairs" in BMX. It's the biggest joke in the world—and they exclude the editors of the magazine because they feel they're part of the problem. What is the problem? They're covering BMX! If BMX is going somewhere that they don't like, then hold on! Because that's where it's going. What are you gonna do—if you try to force it, it's not going to work.

Hopefully the whole thing will die, it'll just implode, the whole thing will just collapse and die and Todd Huffman will go get a job in the wicker furniture business. Do you know what I mean? The whole thing'll just collapse, and everyone will go away and do what they have to do to make money so they can pay their house payments and take their dumb wives out to Chili's for dinner on Friday night. Then a couple kids will take bikes, build a



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track, start racing around in a field, some fruithead coke-addict like Scot Breithaupt will wave a flag around and the next thing you know, it'll all be going again. And they'll wonder why they're not a part of it. But by then, they'll be firmly entrenched in the wicker import business. They're all fruitcakes. They run around talking about BMX, but you know as well as I do that the only reason they talk about it is because they say people's "livings" depend on it. That's a bunch of shit. They have no right—what makes them think they have a right to a living from twenty-inch bikes!? They got themselves there because that's what they were into at the time, they're not into it anymore, they ought to just get out of it and get into something that they are into. Greg Hill, Harry Leary, Todd Huffman, Mark Thomas, all those fruitcakes are clinging onto BMX because it's a business. Like how you started off this interview, "What would you do if you got out of BMX?" Well I can guarantee you that if I stayed into BMX, I would go with it and I would try to supply kids with what they wanted and I would go with the flow. I wouldn't have this set in stone, pre-conceived notion that BMX should be like it was in 1979, because nothing's like it was in 1979. In 1979, skateboarding had slalom races and 360 contests. Look at it now, it's been a constant evolution. The equipment changes, the fashions change, the attitudes change, everything changes.

What happened in freestyle is the exact equivalent of what I'm hoping would happen in BMX—all the dicks would get out of it. The ABA is stupid. If they just protected their own financial interests better, they'd listen to guys like me, they'd listen to lots of people. They're just bad business people. They spend all their money and time concentrating on things like dogging the NBL Grands. They're going to have this goofy race in Las Vegas with a \$17,000 pro purse, to "teach the NBL a lesson." A \$17,000 pro purse just to keep people from going to the NBL Grands? Why don't they take \$17,000 and buy a truck load of dirt and go build a jump at the next race. I told Clayton John at the last race, I said, "Before you waste your time on drug testing, and all this other shit, and TV coverage, why don't you learn to put the lip at the

top of the jump, not in the middle of the jump." Because when the lip's in the middle of the jump, everybody wrecks. Nobody can jump it first of all, then everybody wrecks. Put it at the top. "Yeah, we're checking into that." In one ear, out the next. They don't care. I hope they all go broke, but Clayton just bought a new Jaguar and some crazy house, so he doesn't care either. That's BMX racing for you—it has to be like that. There has to be a bunch of dorks in charge, that way we can all bitch and scream at the officials, and that's half the fun.

and then he goes down to the trails and puts on that neon uniform, rides a Robinson with Pro Forx and does a BMX Plus photo session. I've got a real problem with that kind of stuff. I think Dave's a buffoon for doing that kind of stuff, he ought to tell them to shove it up their ass! If they asked me to test a Robinson with Pro Forx in a goofy neon uniform, I'd tell Mike(Daily) his feet are too small and he's a buffoon (laughs). I really wouldn't do it. I used to do it, and look what it got me—I'm "Mad Dog" now. Dave's the "Space Commander,"

though. He really is the antithesis of everything that he likes people to think he is. He's a strange bird. It's a null argument, though, because he could say just as shitty of things about us, and they'd probably be true.

Where do you think BMX is going?

That's the big question. I don't know, it's not going to do anything different. Nothing different's going to happen, I think it'll be exactly where it is now—there'll be kids jumping, kids street riding, kids riding ramps, and all the skills that people have will advance. And guys like GT will keep trying to do the same thing and hold on to their pre-conceived notion of how BMX should be. The rest of us will do what we want to do, and luckily there's guys out there like you that'll cover what's actually happening, and at some point people will quit looking at BMX Plus, which is the ideal "model of BMX," and they'll start looking at magazines like Ride or whoever starts a magazine and see what's actually happening. I think it'll continue like that, small

companies keep making products better. I think all this underground influx can only help it—it forces guys like GT to rethink the way they do things. They probably would have never let their guys wear matching shorts in their shows if weren't for guys like us, and Ron Wilkerson, and Matt Hoffman, and everybody.

JP: Why can't you live with people?

I'm the quirky one. I'm moody, sometimes I just don't want people to talk to me. I mean, I really don't want them to talk to me at all. Why can't I live with people? Because I'm quirky and I'm weird, and I'm temperamental, and I'm moody, and I'm a fucker (laughs). That's how it is.



But it would be decent if they could put the lip at the top of the jump. (pause) What did that have to do with anything? What are we talking about? You're not out of questions, are you?

JP: What annoys you most about Dave Clymer?

Oh, man. That's a tough one, Dave's a tough one, Dave drives me crazy. I've wanted to kill him about 400 times. But if I just spend a little time with him, he's into his own thing, he's got a completely different set of goals and motivations than I do. He's an alright guy, I just flip out 'cause we're a lot different. It's like that stuff we were talking about today—he called Sal a sellout for getting a haircut,

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dorks invade york



**A TOURIST'S VIEW
OF THE YORK JAM,
BY ALEX JUAREZ.
PHOTOS BY HAL B.**

Waking up at 5:30 A.M. on a Friday morning is not one of my favorite things to do, but this morning I was flying to York, PA for one of its annual jams. After having some very bad airplane food, and getting lost in Harrisburg on some damn turnpike, I finally arrived in York at around 5:00 P.M.

I managed to find Big Daddy's bike

shop, home for Geoff Martin, Tex, and Leif Valin, at around 6:30, but no one was home. After sleeping in the parking lot for a couple of hours, I finally got a hold of Geoff. So I cruised on down to Mark Eaton's house in my Dodge Shadow rental, where Mark and Geoff were putting the finishing touches on Geoff's sec-

tion of the video. By the way, Geoff has fully shed the Metallica music and switched to a much more ravey sound.

Sat. 11:00 A.M. June 26

The day of the Jam has finally arrived, and without a shower we were off to Kingsgate parking lot. On the way over the lot, Geoff tells me of

a guy by the name of Kibby, who has challenged Kevin Jones to a flatland contest in February of 1994. I guess it's going to take him a few months to learn some tricks before the contest actually takes place. Upon arrival I notice that there has to be around 100 riders, that to my knowledge did not care about a grind rail or a launch ramp. They just wanted a big smooth place to ride.

I hooked up with my west coast buddies who drove in a van all the way from California. After walking around the parking lot I overheard riders asking each other what time the jam started and whether there

was going to be a contest. I guess they did not understand what the word "jam" actually meant. Brett Downs



decided to announce that the jam would start at 1:00 and anybody caught jamming before then could not jam later in the day (just kidding).

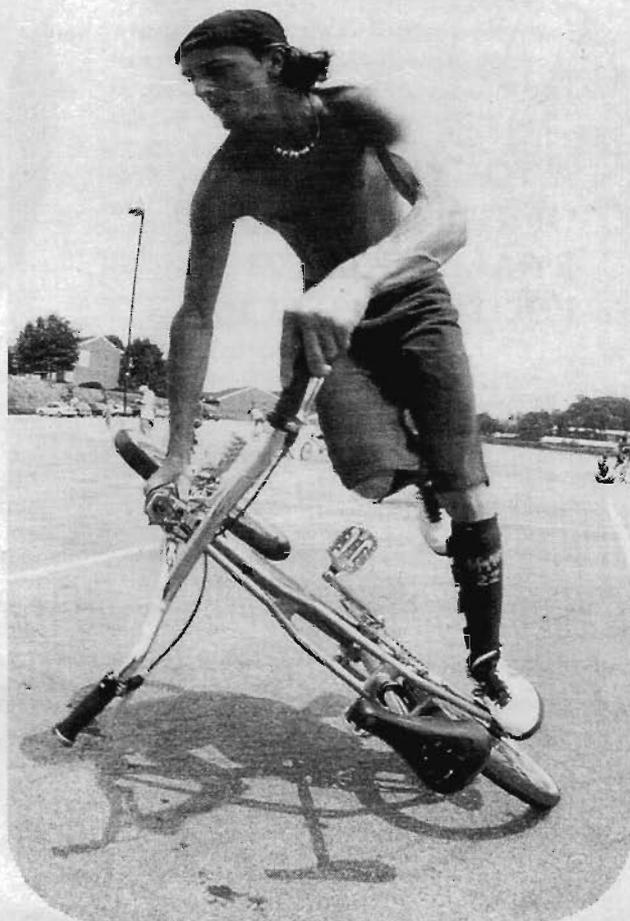
There were a bunch of hot riders

whose names I can't remember, but hey, I was only a tourist. Chase, a veteran of these jams, was ripping as usual, as was west-coaster Jesse Puente. One notable rider that was not riding was the Big Daddy himself, Kevin Jones. Would you ride if you had cameras and a pest named Kibby always hounding you? The BACO kids were absent from the jam, but I heard that they went to Rampage to ride some ramps. The highlight of the day must have been Craig LePage coming down to flex his muscles.

The end.



Previous page: "Dorks"—Bobby Fisher (no offense, Bobby).
 "York"—Carl Potts. Above: Kibby. Left: Identifying riders can be difficult when the photographer is 3,000 miles away from the caption writer. Unknown rider. Right: American Freestyler scooter king James McGraw.



a little sidebar on

Mark Eat On



Imagine a theater packed, wall-to-wall with bikers from all over the country & some assorted bakes (local groupie girls). Pouring in, finding a seat, throwing a little popcorn, yelling "BILLEEEEEEEEE" over and over, and waiting for the video projection unit to come into focus. It never does, but finally the lights go down and after six rewinds of Mark Eaton's entry to the Michael Jackson "Who is it" MTV video contest, the soundtrack kicks in and everyone is wired to the screen. Within seconds you realize that you are experiencing something magical. You can tell that everyone around you knows exactly what's going on, even if it's a little blurry, with every synchronized and thunderous "yeah," as the newest and dorkiest horizontal riding to date is once again revealed. This is Hypnosis, the latest addition to the longest running bicycle video chronicle; Dorkin in York.

At the end of the video, Mark strolls halfway down the aisle with a bucket of popcorn and gives a little smile and a wave. Amidst a roar of applause and recognition, Mark turns to go and meet his next obligation.

How does this smooth guy pull it off? Let's go back and take a look.

It is 10:48 PM, Friday night. The night before the jam. The video will premiere in less than 24 hours. Only 19 minutes and 12 seconds have been completed.

Geoff Martin and Mark are sitting in the 'editing room' working on Geoff's part.

"It makes me wanna

bust out of here and go back to Arizona for some open space." Geoff and his ever-present baseball hat are referring to the claustrophobic 12 X 12 room in Mark's house where all the magic happens (yeah, he still lives at home). Obviously Geoff is more comfortable on the rave floor. Looking around I see stereo mixers, cameras, VCRs, carbonated beverages, and a calendar labeled with a big skull and cross bones on the day of the jam. On Thursday it says 4:53, meaning that four minutes and 53 seconds were completed last night. How long will the video be?

"Well get this... I could only afford a 30 minute master tape!" Why, how much is that? "Uhh.. about 8 dollars." As you can see, Mark has poured his every last cent into this project. With most of it shot on 16mm movie film, this is his most expensive video to date. Two weeks ago, Mark quit both of his jobs to devote all of his time. "The video was done all in one week, but a lot of planning went into it." Yeah, sure, Mark. You were still taping footage last week with rented equipment. But at least it's up to date. I remember 5 months ago when Mark told me, "I'm gonna get it done early this time. Gonna have copies and everything at the jam."

But term papers are to college what videos are to Mark Eaton. It's due tomorrow and it's gonna take an all-nighter. But the video premiere isn't

the end.

After the show tomorrow night Mark has to DJ at a club from 2:00 at night til 6:00 in the morning. Then he has to drive to Atlantic City by noon to rehearse for 3 months of shows at the Trump Regency Hotel.

So yeah, he's busy.

"It's titled Hypnosis, for people who just sit in front of the TV and watch videos over and over til they memorize them." Does this really happen? Do kids care that much? Well just the other day, I got a letter from a kid in Singapore who said, "You sent me the wrong shirt. I wanted

the one Mark Eaton was wearing in Dorkin 5."

Apparently the same kid wrote and asked Kevin Jones to buy him a pair of the shoes he wore in that same video.

Isn't that a lot of pressure, knowing that there are kids out there worshipping every single second of footage? Does Mark show it? Damn right he does. There's sweat pouring off his brow and the phone is ringing every five minutes. But every once in a while, he smiles his pearly smile and you can tell he wouldn't have it any other way.

It is now 11:17 PM. "I got about another 6 hours ahead of me. Right on sched-

ule. No stress."

However, due to lack of time... I mean thanks to Lung's marketing brilliance, he has decided not to show the last 5 minutes of the grand finale at the premiere. "You'll just have to buy the video to see it." It'll be available August 6 (yeah sure).

So if you pass an apartment in Atlantic City, NJ this summer that's pumping Frank Sinatra tunes, stop in and pick up a copy from Mark.

(The video features flat riding from Chase Gouin, Kevin Jones, Leif Valin, Geoff Martin and Chris Young. Vert from Jay Miron and Dave Mirra. Street, dirt, and mini from Joe Rich Luc-E and of course Mark Eaton.)



WHERE IS STREET RIDING

That was the question we wanted answered. Why? Who cares, it seemed like a good opportunity to run some photos and get input from a few top riders who are known for their street ability. Read what Vic Murphy, Rick Moliterno, Keith Treanor, James Shepherd, John Peacy, and Dennis McCoy have to say, then answer the question for yourself. If you care.





This photo illustrates just how far even the most basic tricks can be taken. Vic Murphy with a curb-jump. Below: Keith Treanor with a new-school trick on old-school terrain.





When did you first start street riding? (Not jumping curbs when you were eight years old, but serious riding) **Peacy**: I'd have to say the summer before my horrifying high-school career. The old 6-inch bank to wooden plank fence wall ride. **James**: It's kind of hard to say. I didn't take it all that serious back when bench footplants and acid drops were "street." I think most people weren't all that serious about street until the first 2-Hip/Meet The Street contest. I have always been into street, but I guess that was about the time it really broke. **Vic**: When I was eight jumpin' curbs, I was probably more serious than I am now. If you street ride seriously, you're doin' it wrong. **Dennis**: I'd say about 1980, that's when I first started bunnyhopping things, jumping down stairs and off ledges, etc. Next came the footplant everything in sight stage, and then around '84, I learned how to manual benches and stuff. Only we called them coast wheelies back then.

What's the main difference between skatepark-style and street-style? **Keith**: Most skateparks these days are made of wood, and to me wood isn't as scary as cement. So I kind of like to ride wooden obstacles better than cement one's just because it hurts a little less. **Rick**: The main difference is the environment. A skatepark is predictable, and you can sit around and think of what you WANT to do. With street (true street), a rider has the opportunity to adapt his skills to an unlimited variety of obstacles and challenges. I prefer true street riding to skatepark riding, but I happen to own a skatepark, so I get the best of both worlds. **Vic**: The main difference is you probably won't find one thing on the street that you'll find in a skatepark and I think skateparks are easier because you have the obstacles to get rad on. On the street, you have to improvise—it takes a lot more effort. **Dennis**: The main difference is that skatepark-style is performed in a skatepark, whereas street-style is done in the street.

Do you think the best street riders win street contests? **Keith**: No, because the contests we go to are done on wooden ramps, not real cement street obstacles. And anyway, I don't think anyone could be the best street rider because everyone who rides probably has a rad street riding spot that they have dialed and someone else might not be able to ride. **Peacy**: Not even close in my eyes, but I guess my idea of a great street rider is a lot different than most people's. It's all about the style, flow, and rhythm of the tricks. **James**: If you plan on winning a street contest you have to ride skate parks—street riding won't help much. Most of the good "street" riders don't place that high because it's not



Top: Jon Peacy with a stair/handrail jump. Don't even think about what would have happened to him if he had slipped a pedal. Above: Dave Clymer splashes through the *Piss*

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pl

Ditch and carves a wall ride. Would you believe he can peg-stall the wall? It's true. Below: Peacy—feeble-grind to front peg grind at full-speed.

the same. I really don't think most street riders are competitive. If they were, they wouldn't ride street. There can never be a "best" street rider, only a favorite. Dennis For the most part, if not, then they are won by people who are capable of being great street riders. Jay Miron, for instance, won a ton of street contests before he was really into riding street. But given a week of pure street riding, I bet he could learn almost anything out there. It's just a matter of being talented. Anyone who rips at skateparks can learn to be rad at street. Especially vert riders—street is tame in comparison.

Is street riding progressing slower or faster than it was a few years ago?

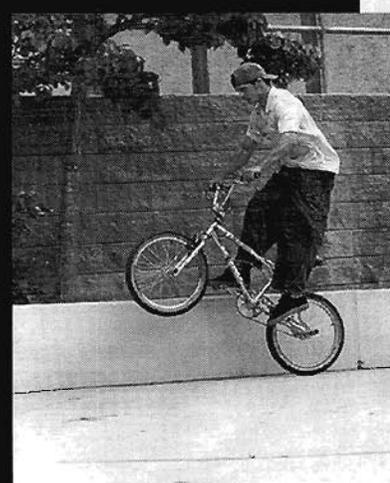
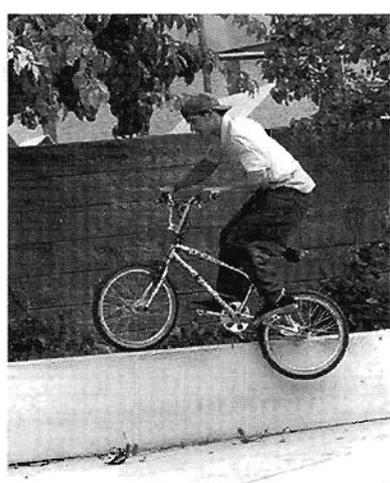
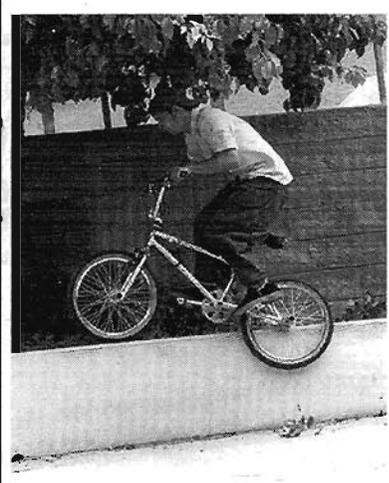
Keith: I think it's still progressing the same, it's just that mini ramp type stuff is getting all the publicity lately. Rick: I don't know if I can say at what rate it is or was progressing at any given time. But I can say that the opportunity for future progression in street riding seems limitless. Peacy: That's hard to say, but I think it's moving at a good pace right now. It's getting more tech, so that's cool. James: It's progressing a whole lot faster than it was a few years ago. I think street has come of age. It's not just something people do on the way to 7-11 anymore, it's gone past that. A lot of people are into the street thing these days, and anytime a lot of people do something, it progresses fast.

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What kind of obstacles do you look for when you ride?

Keith: I don't go out looking for any specific thing to ride, if it appeals to me, I'll ride it. Peacy: It's not really obstacles I look for. It's more like you see a crazy-ass handrail, run to the top, look down, and the craziest feeling flows through you. It's that feeling I look for. I guess. James: Banks are really cool, hipped banks, banks to air out of, and banks to ledges are fun. Anything



that has to do with stairs. Stairs to 180 down, ledges down stairs are really cool to grind, and of course handrails. Lately, I've been looking for gaps. I just found one where you have to jump from a sidewalk, down a grass hill, and over a fire hydrant into the street. That's the kind of stuff I look for now, but I'm sure six months from now it will be different. **Dennis:** Rails, wallrides, big sets of stairs, trials-type stuff, etc. I also keep an eye out for gas stations with free air and convenience stores with king-size fountain drinks on sale.

Do you worry about the legal aspects of street riding? **Keith:** No, I'll ride it until I get kicked out or knocked out. **Rick:** No—what legal aspects? We do not vandalize or destroy any obstacles that we ride so that we can return in the future. **Peacy:** Not even bro, I'm super punk rock! I'll kick a bum in the teeth, then lay a fat peg grind down. **James:** 99% of the time that you street ride, you're breaking the law. It's all part of the game. Even if the city built public street parks to keep kids away, it wouldn't matter. The best things to ride are the things that were never intended to be ridden on. I don't give guards a hard time or anything. That just makes the spot a bust. It's no big deal to most people as long as you're cool about it. **Vic:** ANYONE who is serious about street riding will tell you it pays to have your own lawyer!

Are you more into technical or big tricks? **Keith:** I'm into both forms, but I pretty much do it all out of control cause I ain't got much skills. **Rick:** Both, they both give great rewards when success is achieved. **Vic:** If I had to choose between big tricks and technical tricks, I'd probably choose big technical tricks. I really like wheelies, they're crazy! **Dennis:** Both. I like long manual combos that can take all-night just to pull once, and I like burly stuff that has to be pulled first try if you wanna live to tell about it. I also still pledge to 360 any set of stairs that I can physically get the speed to clear, in return for a color cover cover sequence of the deed—pulled or not.

Who are the most progressive street riders? **Keith:** Todd Lyons, Dave Clymer, Mad Dog, James Shepherd, McCoy, and Vic Murphy are some of my favorites to watch, but I think everyone who rides is progressing hard. **Rick:** Kevin Gutierrez, Jeff Crown, Joe Rich, KRT Schmidt, Rob Nelli. I haven't really seen everyone ride, but these guys come to mind first. These aren't the guys I think are the best riders, but they seem to be pretty darn progressive. **Peacy:** I'll just say that Sheps is king, and the rest of Homeless is up there as well. Rick and his Standard army are definitely on top of it. **James:** I respect Kevin Cut, Ed Koenning, Lee Sultimer, and Dave Parrick a lot. Listing my own team guys must sound stupid, but I ride with them every day and I know what they can do. Then there's Jon Peacy, who I think has the best style going. Keith Treanor and Dave Clymer are super good. I haven't seen him ride in a while but Vic Murphy deserves a lot of credit, so does Pete Augustin. I hope I didn't forget anyone. **Vic:** I think the most progressive street riders are the riders that progress a lot. **Dennis:** Ice Money is pretty much single-handedly responsible for where street riding is today. I saw him ride at the Philly art museum in June, and he was unreal. Let's just say we've all got a lot of catching up to do.



Manuel De La Cruz
attacks a burly rail without
brakes or a single pad.





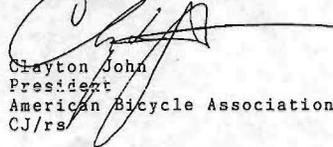
July 14, 1993

Chris Moeller
1362 Unit 3 E. Edinger Ave.
Santa Ana, CA 92705-4428

Dear Mr. Moeller:

This letter is to inform you that your actions this past weekend, in Eugene, Oregon, leave us with no choice other than to suspend your ABA Pro Competition licence privileges. This suspension shall be for a period of no less than ONE YEAR, from July 12, 1993, and shall prohibit you from racing or practicing on any ABA sanction track. All tracks will be notified of your suspension.

Sincerely;


Clayton John
President
American Bicycle Association
CJ/rs

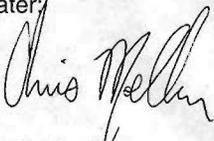
P.O. Box 718 • Chandler, Arizona 85244 • (602) 961-1903

I've been kicked out of the ABA for fighting, crashing people, clubbing a track director with a baseball bat, etc, but never have I been suspended for wearing a "GT SUCKS" T-shirt. Obviously, GT calls the shots at the ABA. It's unfortunate that the ABA isn't large enough to tell Rich Long (GT owner) and his current ass-sucking sidekick, Todd Huffman, to fight their own battles. 24

In Oregon, I raced with a "GT SUCKS" T-shirt for a few motos, before changing into one that read "TODD HUFFMAN SUCKS." As a result of my clowning around, I was choked and threatened by Greg Hill in the middle of vendor row. Within minutes, an enraged Todd Huffman and Greg Hill called a meeting with Clayton. What happened under the tower in this "closed door" meeting? According to an infiltrator, Todd threatened to pull out GT's sponsorship from the ABA if they didn't suspend me for life. Greg warned Clayton, "If you don't do something about this guy, I'm gonna take him out into the parking lot and do it myself."

After "the meeting," I asked Clayton why Greg Hill was allowed to choke me in public and threaten me with suspension for life from the ABA, when he doesn't even work for the ABA. Clayton told me not to worry about anything. He said, "Those guys (Greg and Todd), are just full of hot air." One week later this letter shows up...now who's full of hot air? I guess money talks.

Later,



Chris Moeller
S&M Bikes
GHP/ica

1362-C E. Edinger Ave. • Santa Ana, CA 92705 • (714) 835-3400

Road



trip

If you live back east (or anywhere outside of southern California, for that matter) and think your scene doesn't get the coverage it deserves, you're absolutely right. The fact is, however, I don't have enough money to travel around and give all the various scenes their proper respect. So it seemed only logical that while back east for the BS contest in Pennsylvania (last issue), I take some photos and expose a little bit of the east coast scene to the rest of the world. The trip started out in New York City, where I hung out with Trent Chavez (of Fuse), Rich Day, Rich Wolter, and Steve Ranger (thanks for loaning me a bike, Steve). When we went out to PA for the contest, we were able to check out the much-talked-about Posh scene. Believe me, this place lives up to any stories you've ever heard about it. Crazy jumps, and even crazier riders. Check out the pictures, and read what Danny Parkes has to say about New York City, and what Hal Brindley thinks about Posh.

New York City. Many a person has said, "A nice place to visit, but I'd rather not be stabbed, mugged, raped, and pummeled." But if you ride a bike, you'll have fun.

How do you describe the NYC scene? Small, yet intense, a very close-knit bunch of riders. There's mainly two spots to ride in the city, one is Mullaly Ramp Park in the south Bronx. This place has been around for about 5 years, and has undergone many reconstructive changes since its inception. You've gotta admire the imaginative ramp building skills of the local's local, Luis Perez, and unfortunately accept the penchant for pyrotechnics (fire starting) of the many non-



Previous page: Rich Day at the Green Grass jumps in Queens, NY. **Above:** A Queens local whose name I forgot. Sorry. **Below:** Fuse owner and all-around good guy. Thanks for picking me up at the airport at 6:00 AM, Trent. **Top right:** Rich Day fakies the infamous Brooklynn Banks. **Bottom right:** Rich Wolter spinning some crazy trick while dreaming about his brother's priceless Kentucky wristwatch and his prized class ring.





respecting hoodlums and idiots in the area.

The park's current setup is a six-foot tall mini ramp (28-foot wide with 8-foot decks and steel sheeted), and an eleven-and-a-half-foot-tall vert ramp, a four-foot high box-jump (fresh), a four-foot high spine next to the box, a five-foot-tall quarter-pipe to provide speed leading to the box jump, and many other little ramps strewn around the park, whose locations change daily.

Then there are the Greengrass Jumps in Forest Park, Queens. When the lip of the tabletop jump isn't fucked with, this jump hangs with the best of 'em. It definitely throws. Picture a 50-foot downhill runway leading to a steep 8-foot -tall launch. Six-foot high (at least) and 15-foot later, you're landing on the backside, only to power through a sharp 180-degree berm that takes you downhill yet again to a set of four-foot doubles. Bust your freshness and trek up the hill to start your psycho roller coaster once more.

Besides these actual two spots, there are numerous fun spots to ride in Manhattan. One can usually hook up with other locals for a spontaneous all-day (or all-night) escapade in the city. Washington Square Park (the three tits you can jump), Union Square Park (flatland area), and the Brooklyn Banks, are old-time favorites. Or you can put your life in your hands and ride down 5th Avenue during rush hour, or through Central Park after dark.

So if you think NYC is the place for you and you want to check it out, feel free to write or call me: Danny Parks Jr., 3530 Bainbridge Ave. #5E, Bronx, NY 16467. Or phone (718) 654-6448.

The most disgusting, revolting, repulsive bunch of uneducated, perverted scumbags I've ever met. In case you haven't figured it out yet, I'm talking about Bethlehem, Pennsylvania, the biggest brothel of down-and-dirty bike riding talent on the east coast. No lie.

How could a depressed and dying steel town full of hilly streets and squealing pick-up trucks breed such a concentration of incredible riders? Easy...

- 1) start smoking at an early age.
- 2) drop out of high school.
- 3) hang out at Posh.

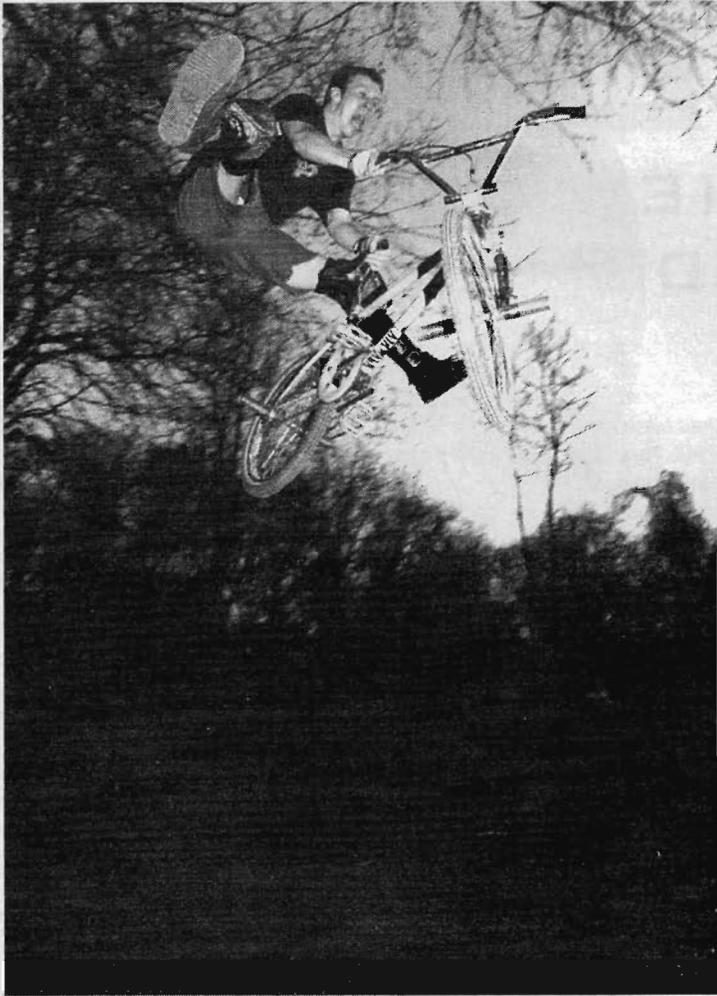
What is Posh? Only the punkest jumping trails this side of Sam Black Church. "Punkest" isn't even a real word. That's how punk it is. Five foot high twenty foot long quads (the first one's a step up). There's a table there for the young upstarts and pansies like me, with a longer pit jump next to it. There are also plenty of rhythm sections, a fat set of steep roller doubles, a "ski jump," and a huge set of doubles reaching 30 ft or more. There's just jumps everywhere and they're all sick. Thanks to a man named Mach 7.

But you still don't know what Posh is until you've stood there as a fourteen year old Pennsylvania boy one day after school with your piece of shit bike. What is it that makes a little kid put out his cigarette and kill himself over a huge set of doubles? It is a dangerous and powerful force that could have serious repercussions on your social life. Teasing. That's right. If you get made fun of by the big kids in front of those girls, you're screwed. So go for it. If you get hurt really bad, they might even feel



Above: John Wold. Below: Not exactly a local, Taj Mihelich. Top right: A no-footed toboggan from James Holman. Bottom right: Mr. Popularity, Jeremy Verhulst, not doing a flip.





sorry for you.

The guys who obviously ended up with the best girls would have to be John Englebert (Luc-E), Joe Rich, Brian Stimmel, Jeff Crown, Keith Gower, Matt Stauffer and of course Greg Speicher. If you want to see what these suburban rednecks are really capable of, you should watch the ECD/Butt Brothers video called Uncharted Territory, by Matt Stauffer. You will find that these guys all rip on street, mini, and dirt with even some vert and flat thrown in for spice. Most of them even race. I mean, sure there's some guys out there who ride everything, but they usually suck at most of it. Not the Butt Brothers. No siree bob. And the strange thing is that you've probably never heard of these guys.

Well consider yourself lucky, because the next time you see Greg Speicher, he might be wearing girls under garments, eating his own defecation and thrusting unusual objects into certain parts of his anatomy. They don't call him Butt Man for nothing.

The scariest part about it all is that if you spend a night at the rotten stinking lair of the Butt Brothers (known as the Butt Hutt), you might find that they're really just a bunch of nice guys that are fun to ride with.

You guys kick ass and I respect you.

East Coast Destruction will never die.

(This story is dedicated to Jeff Crown—one of the most versatile, raddest and plain old nicest riders to come out of Bethlehem. We're all right there with you Jeff. As they say at Posh "you got it". I know you're gonna pull this one.)



BIG BIKES,

AN INTERVIEW WITH CRAIG REYNOLDS AND BARRY MCMANUS

By Steve Buddendeck (with help from Robbie Morales)

The sport of BMX is full of harsh judgments. Ask any member of the chain wallet/flannel BMX crew and they'd be quick to tell you that Craig Reynolds and Barry McManus are trick stars. Factory guys, neon, and too good to talk to nobodies. These are harsh judgments, indeed. Craig and Barry are actually some of the nicest, loudest, most outgoing pros you could meet at the track. Both would deny ever being a trick star, and they've recently outgrown their neon in pursuit of their Reynolds Racing project. Now selling bikes and still winning nationals, the Midwest's fastest Superclassers are on the verge of making the big jump to AA, where becoming a trick star is inevitable. I caught up with Craig and Barry while their heads were still small.

Robbie (Morales), what do you think of these gentlemen?

RM: *If you've ever had to ride against Barry and Craig, let me tell you—it's like having a hot blade put through you stomach. Smooth, fast, and powerful. These guys are the mack daddy's—lady killers with their fresh bikes.*

CR: Whoa, Barry is the lady killer, I've got a girlfriend—The Griff.

The mack daddy's of Sunday, South Park '93—Craig got first, and Barry second.

RM: *Yeah dude, you guys are the talk of the weekend, new bikes and all that.*

Tell me about your bikes.

CR: Okay, I got dropped by Badd and nobody was gonna pick me up. Sponsors always start out cool, then leave you hanging, so I started my own bike company, Reynolds Racing. I was always selling bikes for Badd, so I decided to do my own thing. Big bikes. My bike is the Fresh 40, 40-inch wheelbase with a long front end. It's fresh, Cyclecraft is building them for me, and I just picked up Whitey Williams, Mike Hummel, and Brian Colegrove to ride for me. I sold my first batch so quick. Too many kids ride bikes that are way too small and put some dumb XXXL stem on them. Man, get a bigger bike.

BM: Dude, I run a XXL stem and my bike is huge. My bike is the biggest on the planet. The Rap 42, huge 42-inch wheelbase, it rad. Buy the

big one.

RM: *Your bikes are the most dialed bikes here at South Park, they've got to be strong 'cause Barry breaks stuff easy. He just got so excited that he ripped his lawnchair in half—he's so strong.*

BM: This is the second one I've broke this weekend.

RM: *He just sits in a lawnchair and breaks it. It shows you how strong those Reynolds bikes are.*

CR: The bikes are strong, Barry was manulling over four picnic tables and dropped the front end into the ground. He broke the headset and the stem, but the frame and fork held up.

BM: I set up four tables with a foot gap in between them and I'd bunnyhop up and manual 'em.

RM: *What was the gap doing there? Was it for extra skill?*

BM: Yeah.

Is that how you train? Bunnyhopping picnic tables?

BM: Yep.

RM: *You should have seen him in France, he speed jumped a drained pool. He had the French in a tizzy.*

CR: Dude, Barry can manual anything—the last straight at the Grands (NBL), the last straight at South Park.

I saw Robbie manual the last straight here, it was pretty fresh. Let's talk about girls, Brad loves girlie stuff in his magazine.



CR: The Griff. Michelle Griffin, that's all.

BM: Let's talk about something else. (laughter)

RM: *I remember some girl flew in to the ABA Grands to visit you. You snuck away to the airport to pick her up.*

BM: Dude, not even. Craig is the one who had the phone call from the Griff at 9 A.M. She called him every day.

CR: That's how it is.

BM: Let's not talk about girls, I'll be on the curb after this interview comes out.

You guys are so BMX, tell me about your cars.

BM: Slammed S-10.

CR: Reynolds Racing is all about big bikes and lowered cars. Me and McManus just lowered my CRX. Got the hammer out and went to work. The authority.

This is so BMX—lowered cars, boomin' systems. Tell me BMX stuff, this isn't a mini-truck magazine. Who are your BMX idols?

BM: Dude, I used to like Todd Corbitt so much. When I was 15, I'd run to the sidelines to watch him race, he was the coolest guy—he had no money, he talked to everybody. Last summer he came to a national in Michigan and there were no other AA Pros, so they had him race Superclass. He cried cause I pimped him over a berm. He protested me and I lost my cash. He rides for one of the biggest companies in the industry and he was crying over \$200. He shouldn't have been there anyway, he should've been ahead of us. When he gets home, he knows there's a paycheck from GT in his mailbox. When I go home I'm struggling.

Todd transformed into a trick star, huh?

BM: It's different in AA. Like in Florida, I beat Veltman to the first turn in practice and he pushed me into the grass. He said he couldn't let me beat him cause I was Superclass. It was funny actually, Steve's cool.

CR: Veltman is the fastest man on a bike!

AA is rough—bumping smart and all that (laughter).

BM: 18 & Over Expert is rough when Brian Colegrove is racing it.

Talking about Colegrove's fight with Ryan Dodd at NBL Memphis (Colegrove steps up)

Colegrove: Man, I think fighting is good for the sport. What am I supposed to do, let somebody push me around.

BM: Dude, Brian Colegrove is the most aggressive rider in the sport. He's rad.

23

LOWERED CARS

Must be a Midwestern thing?

CR: Barry and Brian are the aggressive ones, me and Scotty Yoquelet stay out of trouble.

Barry, tell me about how the trick stars used to want to fight you.

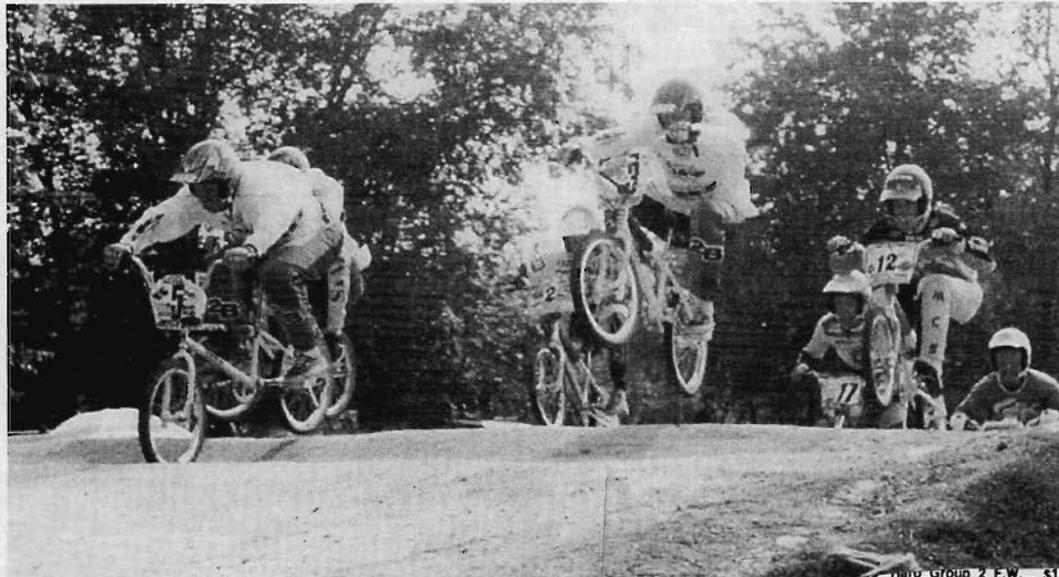
BM: As an amateur, nobody could stand getting beat by a cornhusker. Cullinan, Pritchard, Rayner Matthews, Tony Szynaka. I swear, me and Tony would fight every weekend. They all hated me. I'd cut them off out of the gate every time. They already had an advantage cause they live where it's warm all year round. It's freezing in Indiana. Why give them any more advantages, I'd cut them off as soon as I snapped. The NBL took my #1 plate away from me for cutting Rayner Matthews out of the gate at the Grands.

At the Christmas Classic one year, James Pritchard crashed me so I grabbed his seatpost and took him down with me.

CR: Dude, McManus is like that in practice, too. I remember at Woodward we were in the gate and he said he was moving over on me and I was like, "No way, dude." Next thing I know, he snapped and me and some girl were laying on the ground. He took out a girl.

Why do you sponsor him then?

CR: Man, McManus is fresh, it's a friendship, not just a sponsorship. People see McManus and are in awe. He's totally nice, too. Yesterday, he ran up to the gate to help some kid fix his bike and the kid's dad yells, "Barry fixed your bike, now ride like



Barry." It was hilarious. I'm lucky he's riding for me.

BM: After I doubled both days at Christmas, everybody wanted me, but riding for yourself is totally cool. It's way better. At Christmas I paid my own entry fees, stood in line, all that. Badd & Company, TNT, MRC, and Viper all wanted to do that for me. The Reynolds/2B thing is like a family.

But you don't get a very big allowance.

When are you guys turning AA?

BM: Before the NBL Grands.

CR: Maybe before the Grands, it depends on how much money I make. If I can stay Superclass, I'd like to get another top 5 number. Last year was the best I've ever done under pressure, Superclass #3.

And you Barry?

BM: I blew it last year at the Grands, I crashed

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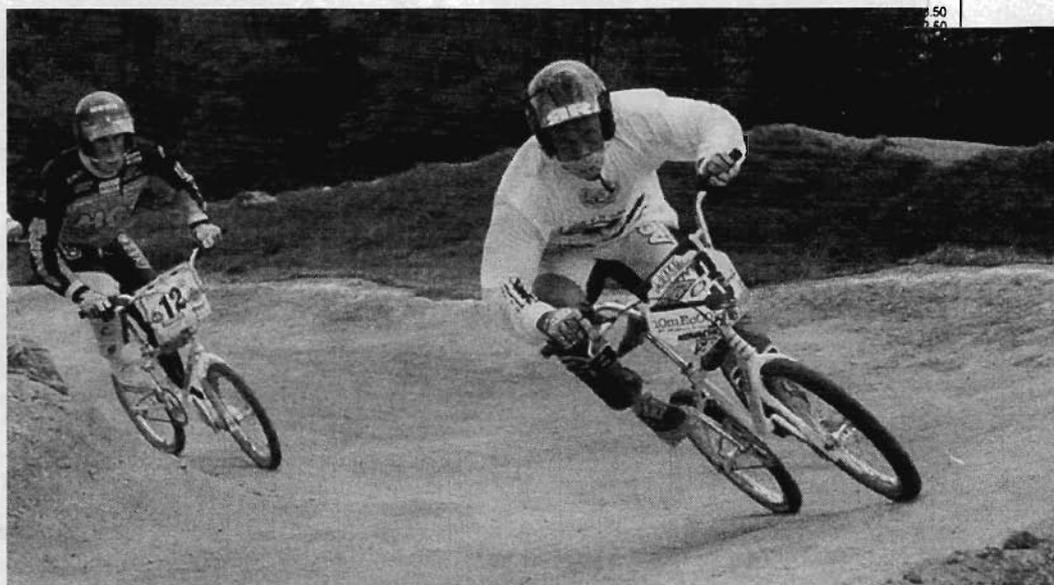
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OE BOX

AIRWALK



Left page: McManual and Reynolds Rap strike a pose at team headquarters. Top: McManus and Reynolds. One and two in Barry's last Superclass main ever, he's now AA. Left: Chicago's fastest, Craig digs into the crust of Waterford's turn two.

deep seat

Chuck's Bike Shop in Maryland is holding a contest August 29 at Landsdowne skatepark. It's going to be co-sponsored by S&M and Hoffman Bikes and will have prizes, and possibly live bands. Chuck has secured permits from the city, so the contest is completely legit. For more info, call (410) 850-5700.

The Beijing Government Sports Commission contacted GT about organizing a BMX and skateboard tour of China. Originally, Woody Iton was trying to arrange for GT and Hoffman riders to do the shows, but the Hoffman team had previous commitments. The final lineup consisted of Kevin Owens, Pat Miller, Chris Young, Day Smith, Todd Selligman, Bart De Jong, Stephan Prantl, John Parker, and Rob Noll. The tour consisted of 15 shows over the course of 18 days, and should be over by the time you read this.

While at the York flatland jam, Jesse Puente was arrested for burglary. Details are very sketchy, but apparently Jesse was very drunk and stole a credit card from someplace. Although the charges would seem to be fairly minor, it appears York, PA is not a good place to be arrested. As an example of York-style justice, Jesse told about a cell-mate who is serving an 8 month sentence for stealing a pork chop from a grocery store! Jesse is currently awaiting trial and is being held on \$50,000 bail. His trial date was set for nearly three weeks after his arrest date—I guess the right to a speedy trial doesn't include York. Jesse has also quit the Standard team. After becoming upset because SI wrote

about Jesse's incident in their newsletter, Jesse quit the team. To my knowledge, this is the first time a rider has ever quit a team from jail.

After temporarily going under, BMX Now from the UK is back in business. Will Smyth is now going to be taking care of things and improving the mag. If you want more info, write to Will at: BMX Now, P.O. Box 3, Belfast, BT 7 1BT, N. Ireland.



Will Smyth

Corey Hengen (of H3D) called to let everyone know

that The Turf skatepark in Milwaukee, Wisconsin is now letting bikes ride the park on Mondays from 4-9. The park consists of 5 cement pools, a 16-foot wide vert ramp, a 10-foot wide mini, and a cement street course. For more info, call The Turf at (414) 282-9000. Or if you want someone to ride with, call Corey at (414) 282-7078.

Rob Sigaty from Canada is organizing a contest in Nelson, British Columbia on July 31 at the Garage Skatepark. The contest is sponsored by Hoffman Bikes. The categories include mini, street, and flat. There will even be a pro class with purse money. Call Rob at (604) 352-3443.

With GHP's demise, Bill Grad of ODI has gone out and hooked up some new co-sponsors for their race team. The list includes Answer Pro Forx, S&M Bikes, Kovachi, Profile, and JT racing. The current team roster includes current number one NBL A pro John Purse, Erik Abbadessa, Adam Richards, and Matt Hadan.

On a tragic note, Posh local Jeff Crown suffered a serious accident while riding at SCRAP skatepark in Chicago. While landing from the box-jump, Jeff's forks broke, causing him to land face-first on the cement. Jeff broke his nose, knocked out all of his front teeth, and suffered a broken neck. At the time of this writing, Jeff is paralyzed from his chest to his feet, but is showing improvement.

Although Jeff was wearing an open-face helmet, his accident serves as a terrible reminder of the importance of safety gear. If you would like to send Jeff a get-well card, write to him at: 17 Woodside Ave., Newton, NJ 07860. Good luck, Jeff.

Taj Mihelich has left the Standard team to ride for Albe's as his main sponsor. Taj is still on great terms with Standard and will remain co-sponsored by them.

Mark your calendar on August 28 and 29 for the King Of

OUT IN OCT

This is the From Fairborn 3 video ad. 1/2 hour of flatland and mini ramp stunts. Footage from Chicago+Penn. BS contests, York, North Olmstead, and much more.

To get your copy, send \$12 to: Colin Winkleman 7860 Palmer Rd. New Carlisle, OH 45344. Questions? Call (513) 879-1922.

The Big Noise in the Hood

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Concrete at Southsea skatepark in England. One of the biggest events in Europe every year, KOC features flat, vert, and street categories. This year it's being sponsored by Bench, Carve, Hoffman Bikes, Backyard, Haro, Custom Riders, Hot Wheels, Mongoose, ACS, Lick Me Designs,



Some guy manoulling at last year's KOC.

Vision Street Wear, KHE, Hot Shot, Odyssey, and Peregrine. For details, call Geoff Catlow at 011 44 705 733 363.

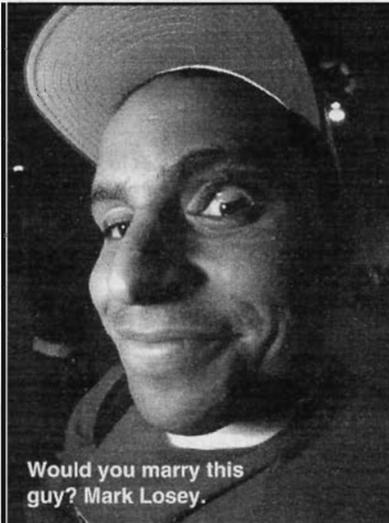
Rich Day is organizing a jumping contest at Pig Pen, in Natick, Massachusetts on August 28 (August 29 is the rain date). The contest will have tons of prizes donated by its sponsors: Ride Magazine, S&M Bikes, 2B Homecooked, Junkie, & Ampersand, Fuse Concepts, Airwalk, Fat Bald Men, Hoffman Bikes, Wilkerson Airlines, Homeless, Dick Maul's Bike Shoppe, and Kryptonite. For more information, write Rich at 95 Richard Rd., Holliston, MA 01746. Or call him at (508) 429-5281.

New York City's Victor Ortiz has organized a three-date contest series for Mullaly skatepark. The first one has already happened, but the last two are scheduled for July 31, and August 21. In case of rain, the contests will be held the next day. Call Victor at (718) 589-1696.

Armen from France told me a crazy story about a guy named Stephane "Shogun" Meneau who bungee jumped with his bike. Apparently Shogun did a flip and various other tricks during this fantasy-flight. Strange.

Airwalk rider Brian Foster broke his leg while riding back in Florida.

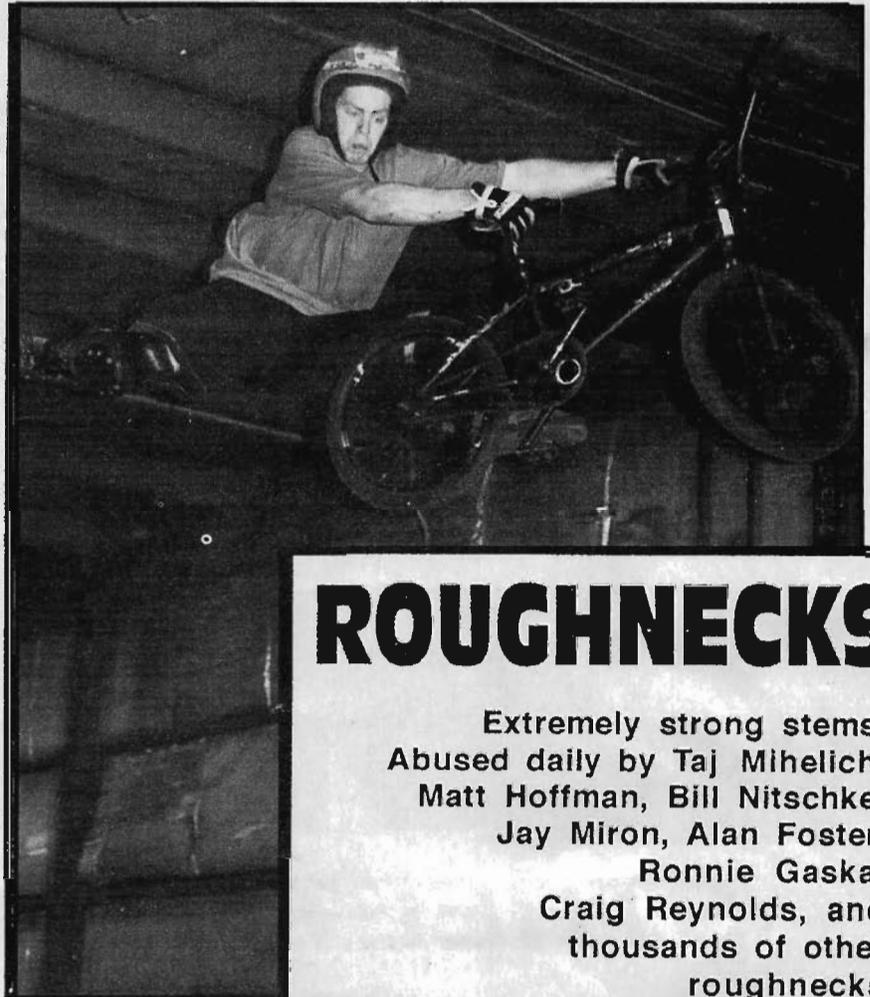
Mark Losey, BMX Plus assistant editor, went out and did the unthinkable—he got married. Send any wedding presents to him in care of BMX Plus. Congratulations, Mark.



Would you marry this guy? Mark Losey.

Support The **underground**, **EAT BALD MEN**
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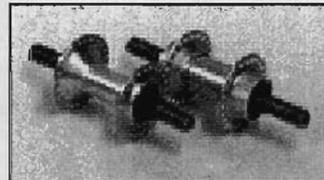
Ells is also working on a video called "Ded" (pronounced Deed), which will be an uncensored documentary on Chase Gouin. Look for that one around Christmas.

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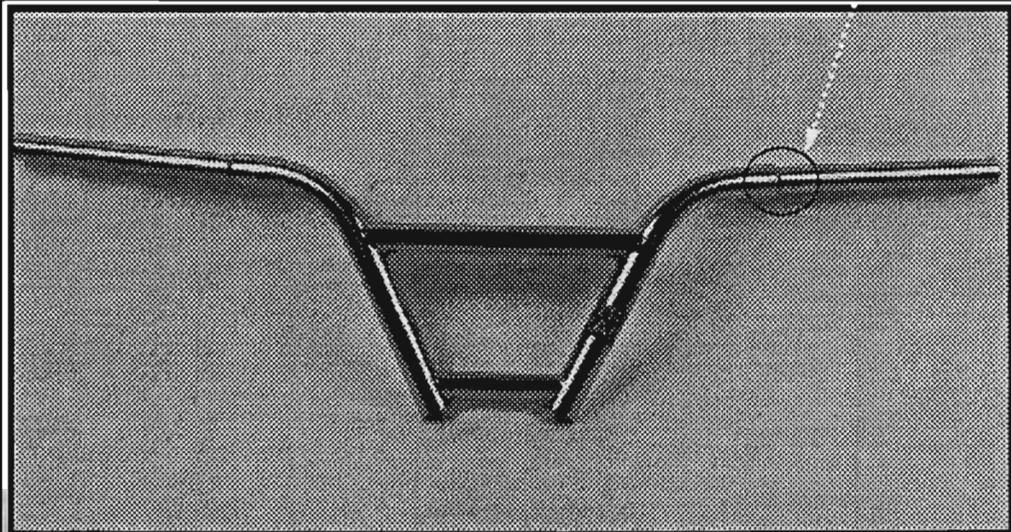


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36

MINI INTERVIEW

R.L. Osborn



What's going on with your life, how are you making a living these days?

I've got the bikes and Hammer, which is a good part of my living, and then I've got a carpet cleaning business. The carpet cleaning business is rad because it's where bikes were about eight years ago when they were just skyrocketing. We're not the huge success, but I think it's a funner ride when you're going up. Bikes, too—the bikes are starting to do really good. Bikes have always just been a hobby, and now we're doing pretty good.

How did you get into carpet cleaning?

When we started getting bad bikes from Taiwan—they started doing these really shitty bikes for us, nothing that we had ordered—I just stopped everything. We shut down to get rid of all the bad stuff and get our new designs together with all the American stuff. When I did that, I had no income at all, because I just stopped it. I didn't want to sell any of the stuff, 'cause it was shit. All my money was going into testing bikes, and I was kind of bored, too. So I hooked up with this company and started doing carpet cleaning, learned everything, and went and started my own company. We've been jamming ever since.

Was it kind of humbling to have to go out and get a job?

Yeah, but I think I've always been pretty humble, I've never been the big movie star. It's amazing, I've got a lot more friends from carpet cleaning than when I was riding bikes.

You mean true friends?

Yeah, true friends. Not people that were strange around me or looking weird or acting strange. There was always something weird going on, people just treat you different. I had about two friends that were normal and wouldn't treat me like anything different.

What changes have you seen freestyle, or BMX in general, go through? Where do you see it going?

Everyone's loosened up a lot, which is cool, but I think some riders think we're going in a gang-direction or something. The new style's great, but don't blow it out of proportion—there's a lot of kids on the bottom and they don't really know what's up. We were the total opposite before—we used to conform ourselves to make the guys that ran the big companies happy. So when they saw us as clean-cut little kids, they'd pay us more money, basically. So we started loosening up, 'cause there wasn't as much money, we all went back to our styles. I left some pretty big contracts just to go back to my style. I was tired of putting on that show.

What do you think about the trend of rider-owned companies?

I think it's killer, 'cause a lot of the guys that are doing it deserve it. The bikes are good. The companies are run by riders, and we know what riders need and what makes them happy, 'cause we're riders ourselves. I also don't

think there's anything wrong with big businessmen coming into the sport and starting companies. That's cool, 'cause it just brings money into the sport.

Getting back to the transition from being a high-paid rider and everyone wanting your autograph, to having to go out and hustle up a carpet cleaning business...

It's a really cool thing—the whole thing was harder than hell. I like the struggle. I like to struggle, I like to be in things that are scary. I like to go through things that are humbling or just hard. I call it weathering the storm, and I went through a really hard storm. It's really cool, because when you're struggling and you're motivated, you're the sharpest you'll ever be in your life. It's when you're on your way up, when you're thinking, you're answering the phone, and you're doing the work, and you're building the bikes, and you're doing everything—that's when your mind is in full production. When you get to the top and you have people doing all that shit for you, that's when you start going to sleep. Going out and having to change like that was a total challenge, having to see if I could do it again, the second time around. This is my second time around. Now I'm in a position where I'm making more money doing carpet cleaning than I ever did riding bikes.

Really?

All together, I don't make as much 'cause when I was riding I was doing real-estate, so I was making a lot of money all combined. But bikes compared to carpet cleaning, I'm making more money carpet cleaning.

How do you think it affected other top riders, when the money was gone and they were left with nothing?

I don't know, I'd sure like to talk to them and hear about it. I'd really find it interesting to see what kind of trips people went through—I know I went through some heavy trips. You can't do anything, 'cause if you move you spend money. If you get on the phone, you spend money. If you build an ad, you spend money. If you run the ad, you spend money. If you hire a rider, you spend money. So you can't move and it just kills you—I just went to sleep. When things started picking up and I started doing carpet cleaning, I started thinking again, and that's what really turns me on—having my mind really occupied. I learned so much—I knew so much about bikes, and then carpet cleaning was a whole new world. I knew nothing, now I know a lot.

Was it a low point in your life overall when freestyle died down?

Oh, yeah. But it's like, if you don't have a really bad time, how do you know if you're having a good time? So I knew that I was paying my dues. I couldn't make any more gains in the sport. I had ridden, made a ton of money, and it was like "been there, done that." Money really wasn't a big deal with me anymore. It was really good to start over—it was hard—and yeah, I was way out of my head. But I also like to stand back and be the outside person and go, "Look how down this guy is, look at how he's struggling." I was sitting in my house with an ocean-view, my contract with General was over, and I was sitting there going, "This is boring. I have nothing to do." I had all this money, I had an ocean-view—the ocean-view doesn't mean shit to me, the house doesn't mean shit to me. I was really bored, nothing was scaring me anymore. I had no thrill, my ass wasn't on the line. And now, my ass is on the line again, and I love it. Now when I get to go ride, it's a treat because I've been busting my ass getting this business going. So when I have a day off, I ride. It's like when I was young again.



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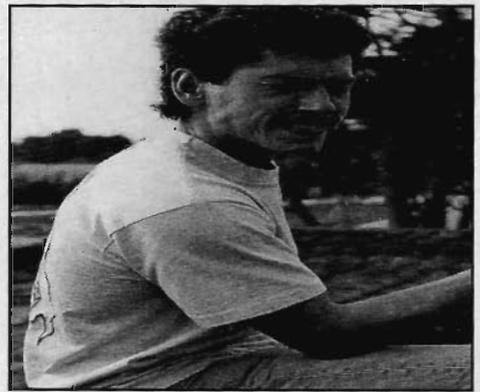
Here's some news that we forgot to put with the rest of the news section:

Ron Wilkerson has confirmed the dates and locations for his **2-Hip/WAL** contests. The first part is going to happen on October 30 in **Sacramento, CA** at the Daily Grind skatepark. This will be a street jam, with bands playing that night. The second day of the event will take place on October 31 at a skatepark at Hamilton Air Force Base in **Novato**, about 45 minutes away from Sacramento. This day will have flatland, vert, and mini classes. Since the Hamilton skatepark is not normally open to bikes, practice will only be for the week prior to the contest. For more information, call Ron at (415) 431-5723. Or write him at P.O. Box 423921, San Francisco, CA 94142.

There's a rumor floating around that the **Haro** management team is in the process of buying the company, which is currently a subsidiary of **Darby Cycles**. There's no firm word on exactly what this would mean, but we've heard they are interested in getting more heavily involved in freestyle again.

The **Baco** guys have some plans to put together a series of instructional freestyle videos. They plan to sell the videos through department stores and hope it will attract new riders into the sport. If you're interested in learning more about this, contact **Chris Rye** at 1610 Schaefer Circle #24, Appleton, WI 54915. Or call him at (414) 830-6819.

That's all we've got. The picture of Carlo Griggs on the right is just filler.



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RACE REPORT

NBL BMX: Waterford Oaks, Michigan.

"If you're gonna do this for a living, you're gonna have to concentrate your efforts on it. You can't be running around with girls all night before the race. The girls will be there after the race."—Mr. Schmith, father of Brian Schmith, Mongoose AA Pro.

Listening to Mr. Schmith pump Brian with his pep talk reminded me of how serious BMX racing is. Too serious at times, but that's probably what brews BMX's controversy and confrontation. The NBL's freedom Nationals in Waterford Oaks, Michigan were taken seriously indeed and ended up being what I'd say was the best NBL National so far this year.

The main difference between Waterford and other NBL Pro Series Nationals this year was that there was no competing ABA race this weekend. This meant that plenty of the big factory teams were out in force (GT, Auburn, Powerlite, Robinson, Haro, MH Factory....) which lead to some "serious" competition and "serious battling on the track."

On Saturday, the stupid NBL vs ABA war was most noticeable in 13X where Haro's Shea West started picking on some "clumsy" NBL riders.

Later he added a few elbows to his words and ended up being pipped hard over the 4th turn by DK's Mikey Evans. "Punk" Evans was DQ'd on both bikes for the day and was quick to tell me of how Shea got last in his main anyway. Kevin Dougherty (Pro Cycles) probably won, he flies. 14X was just as punk as everyone watched an unknown Mike Strechansky (Reynolds Racing) beat the neon California crew from start to finish out of lane 8.

15X is hard as hell. Cory Muth (DK), T.J. Taylor (Badd), and Miles Davis (TNT) take turns beating each other's asses at every NBL National. Their biggest, baddest wrestling buddy Robbie Miranda (Cyclecraft) celebrated his 16th birthday and went on to bodyslam with the bigger boys. GT's Alexis "Slim" Vergara and In Hee Lee both slammed Robbie left and right, but the big man would not go down. Every now and then, DK's Matt Polekamp would flex his muscles, too. All four riders rip, welcome to 16X/16-17 cruiser Robbie. I think in Hee Lee might have won it.

Tim Strolecki (Auburn) was my pick in 17X. After practicing the stretching techniques in last month's NBL paper, Tim seemed like a sure thing. Tim and almost teammate Corky Gainesford (Powerlite) both had the speed, but staying up was a problem. Ronnie Gaska (TNT) and Ryan Vanderveen (Robinson) went fast, too. 17X is tough, and so was the first turn.

Mike Lausman told me that 18X



Top: Scotty Yoquelet with speed, Keith Mulligan with style. Above: Even if Rocket's Bill Prince hates this magazine, here's Corey Demberger. Below: Going off the rails behind a crazy train? Amtrac rails the first turn.



was the class to watch at Waterford Oaks and I'd have to agree. Mike's pick to win was Keith Mulligan (Cyclecraft), but I had my money on the midwest—Colegrove (Reynolds/2B) or Yoquelet (Badd). Little did Mike know that as a child Keith would hit himself in the head while playing Pac Man, I still don't think that he has ever fully recovered. Colegrove mini-trucked his way through motos both days but no glory in either main. Same with Yoquelet. S&M Challenger Jimmy Levan challenged himself by hitting the gate a lot and still won some motos. Jimmy had to deal with DK's Greg "Playboy" Beem, too.

Larry Miersch (Robinson) kicks ass. So does Greg Romero (Auburn), and I can't forget Cory Demberger (Rocket). Greg and Cory took turns winning the mains each day. I had to mention Larry cause he was flying.

Saturday's Superclass was the real class to watch. Mike Lausman (S&M) told me about how he had been training over some cold twelve packs, so I thought he'd be the big little money

winner. Billy Au (DK), Jody Donnelly (Bully), and Percy Owens (Pro Cycles) all looked fast, too. Maybe the fastest superstars on Saturday were the Reynolds Twins—Rod and Rex. No, actually, I meant Craig and Barry. Fast as hell. In fact, Barry won and Craig took second. Close behind followed Billy, then Lausman. On Sunday, Au won it start to finish, Reynolds pulled a miraculous first straight (screwed in gate) for second, and Gary Debacker (Revcore) took in third.

Sunday was Barry's graduation to the AA Pro class. Yes, McManus was the first to make the \$1,500 leap to battle for big bucks. (Au and

Reynolds are both at \$100 or less now) It was a tender moment as Barry exchanged high five's with all of his fellow mini-truckers and just about everybody else at the race. I've never seen so much crowd support, Barry—damn a lot of people like you.

AA Pro went something like this. Purse. Purse. Purse. Yes, John Purse (OD) won the big bucks both days. On Saturday, he was followed by Amtrac (Robinson) and Mr. T. (Vans). On Sunday, new-school AA McManus motored into second ahead of Tennette and Townsend.

Probably the biggest disappointment of the weekend had to be for Mr. Schmith. Brian never quite digested his pep talk and went home empty wallet-ed. To celebrate the fact that he had pulled girls the night before, Brian spun a big 540 off the last jump into the scum pond during his last Pro Open moto. Don't worry about Brian, I don't think he'll ever get too serious.

photos and story by
Steve Buddendeck

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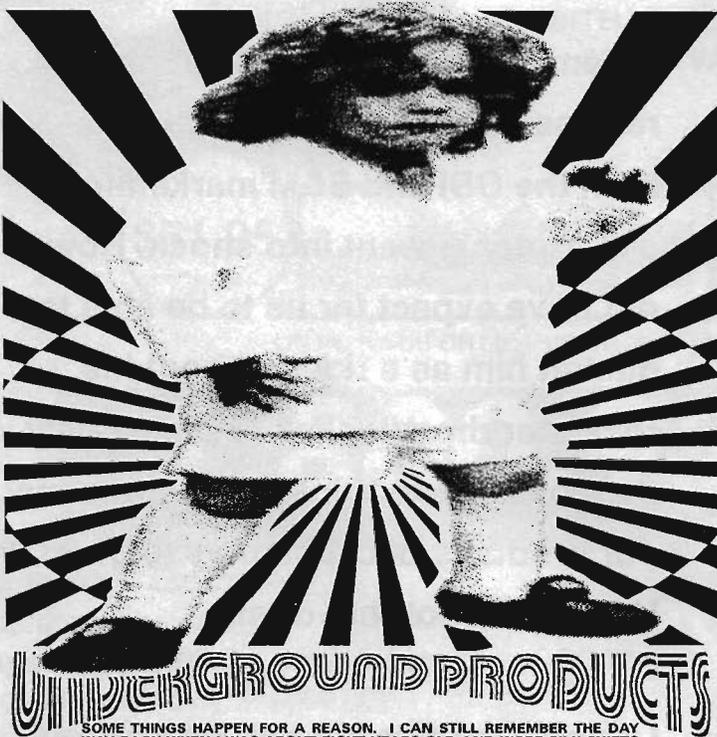
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SOME THINGS HAPPEN FOR A REASON. I CAN STILL REMEMBER THE DAY WAY BACK WHEN I WAS ABOUT EIGHT YEARS OLD AND WORE SILK SHIRTS AND BELL BOTTOMS. ONE DAY MY FRIENDS AND I WERE PLAYING AROUND IN THE HOUSE AND BROKE MY BEDROOM DOOR OFF THE HINGES. TIME PASSED AND THE BROKEN DOOR JUST SAT IN THE GARAGE COLLECTING DUST. AS I GOT OLDER, I SEPARATED WAYS FROM MY FOOTBALL AND SOCCER BUDDIES AND STARTED MAKING STICKERS FROM DESIGNS THAT CAME OUT OF DOODLING DURING HIGH SCHOOL. THE OBVIOUS NEXT PROGRESSION WAS TO CLOTHE MY NAKED FRIENDS WITH T-SHIRTS. ALAS, ALONG COMES THE LONG LOST DOOR FROM SOME TEN YEARS AGO, WHICH I USED FOR MY FIRST T-SHIRT PRESS. SO NOW IT'S TIME TO OPEN YOUR DOOR TO A NEW WAY OF THINKING.

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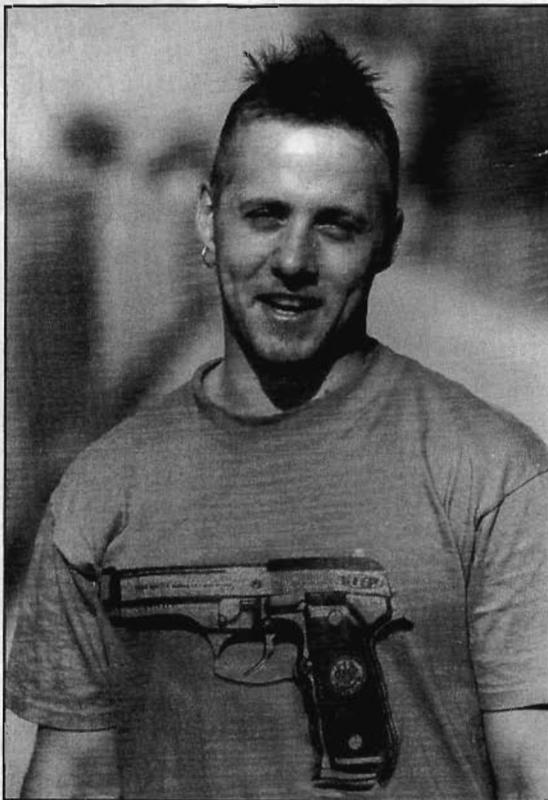
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JAM COVERAGE

This day, it didn't matter if you jumped six inches, or six feet high. It didn't matter if you jumped the little jumps or the big jumps. It didn't matter if you did nothings or nothing at all. The whole idea behind the Fuse dirt jumping jam was FUN. There was no contest. There were no judges. There was no stressing over who was the best. It was just an excuse for a bunch of riders (about 50-60) to get together and have fun. Some riders went crazy with sick variations. Others just took pictures or videotaped all day. Some did both. Standard Bikes was very cool and flowed a bunch of stuff to be given away. So, many thanks go out to them...thanks Rick. Everybody had lots of fun and that was the whole idea.

Above: A guy whose name might be Kevin drives the bus. Right: Charlie Ronayne extends a no-footer.

Words: Trent Chavez
Photos: Kieran Chapman



When Dave Clymer sent out press releases announcing his haircut, both the ODI and S&M marketing departments went into shock. How did Dave expect for us to be able to market him as a rider without his rock-star dreadlocks? Is Dave really so foolish as to think that people buy our products because they're good? No, Dave's not that dumb.

I wonder how much hair extensions cost?

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Wilkinson Clash 48's Silver Twisted	69.95
Wilkinson Riot 48's Chrome Twisted	119.95
GT 48's silver	52.50
GT Mega blk, wh	45.95
Standard FreeWheel	7.50
Homeless Pimp HP-48's chrome, sealed	149.95
Homeless Earthworn 48's silver	59.95

CUSTOM WHEELS

All our custom wheels are built by complete morons who couldn't fight their way out of a paper bag, they can build wheels though... as we hired them to build with Sun or Araya rims in your choice of 20" or 24" in 3- or 4- cross lacing. Extra for endcut.

w/ Suzuki Sealed Hubs \$77.75
w/ TNT Derringer I or II \$189.95
w/ TNT Revolver III Flange \$159.95
w/ Crupi hubs \$139.95
w/ Bulleye \$149.95
w/ GT Race Flip flap \$109.95
w/ GT Superlace \$109.95
w/ Hutch \$119.95
w/ DK \$109.95
w/ Hutch Magnesium \$139.95
RB-17 or C-10 rims add \$25
Chrome or Hard Anodized rim add \$10
Stainless Double Busted spoker add \$10
Twist or Radial Lacing Available add \$10
all hubs available separately call

SEATS - POSTS - CLAMPS

GT Dymo F/S Seat blk, wh	\$5.95
GT Elite BMX Seat blk	9.95
GT Leather Seat blk	19.95
GT Layback Post cp, wh, blk	6.50
GT Straight post cp, blk	6.50
GT Seat Clamp, rfd	3.50
GT Double Clamp sil, blk	6.50
Skyway Grabber	8.50
Free Agent Straight cp 14" or 16"	8.50
Peregrine Seat Clamp sil	4.95
Odyssey Post stop sil, blk	10.50
Odyssey 222s post	14.50
Odyssey 277 Seat	12.95
Dymo Drainpipe cp, blk	7.50
Sella Turbo Leather	29.95
DK Seat Post Clamp	7.50
Revoce Straight post	14.50
Revoce Hagpole	22.50
TNT Clamp sil	9.95
Elf Zip Back	18.50
Homeless Dolomite Post straight or layback	7.50



SERVING RIDERS SINCE '85

TREND

SUPPORT THEM THAT SUPPORT THE SPORT

HOMELESS PRODUCTS

New Designs: Soul Bro, Mask, Sun King, Logo t-shirts in dark colors \$11.95
Pimp Gear Shirts \$25.50
Thick American Neoprene with plush inside and removable pads, three extra wide velcro straps for longer life, assorted prints available
Gyro Covers \$4.95
New! Homeless Knee and Elbow Pads \$49.95
All American made, designed for bikes

TIRES

Haro F/S blk, wh	\$6.25
Haro Holeshot 1.9 BMX	8.50
Dirt Research 1.9	9.95
Odyssey Barefact wh, blk	6.95
Odyssey Renegade	7.95
GT F/S or BMX tire wh, blk	7.50
GT 2.1 HF F/S blk	12.50
GT Mirage 1.75 or 2.0	9.95
Tioga Comp III all 20" sizes	8.99
Tioga Comp III 24"	10.95
Tioga Comp ST wh, blk (2.125-\$12.50)	8.50
Tioga Comp Ramp or Pool wh, blk	8.50
Tioga Comp V sew up	24.50
Tioga Camp Trials	12.50
RE Edge 100 psi blk	11.25
Homeless Fury's Self Sealing Tubes	7.50
Primo Pro Lite Tubes	10.95
Primo Pro Sit Tubes	2.99
Tuber all sizes	2.00

PEDALS & CHAINS

1-PC CRANKS = 1/2" * 3-PC CRANKS = 9/16"	
Victor XC-11	\$12.50
Odyssey VFX sil, wh, blk	13.95
Odyssey Turbo Trap blk	9.95
Odyssey Triple Trap sil, blk	18.50
Crupi or DK cages	15.50
Crupi Pro Pedals	82.50
Razoback cages	10.95
Shimano DX	in stock CALL
GT Double Cage pedals (add \$25/sent)	27.50
GT Platform Pedal black plastic	7.95
GT DX Platforms sil, blk	25.95
GT Power Series Pro	82.50
Hutch Pro Pedals	62.50
Revoce Pro Pedal	79.99
All Chrome Chain	8.95
Izumi Chain	6.95
Seal Sport chain silver add \$4	8.95

FREESTYLE ACCESSORIES

GT Frame or Fork stands wh, blk	\$10.95
Grip Tape blk	1.00
Odyssey/Haroc Sprocket Pocket	17.50
Homeless Logo Jimmy Hats	1.50
Standard Coaster Shell	49.95
Standard Un-Brake	10.95

ROTORS

ACS Rotor	\$8.95
ACS Pro Rotor	14.95
Odyssey Gyro	13.33
Odyssey Gyro Cables wh, blk	3.75
Homeless Gyro Covers	4.95

SOFTGOODS & CLOTHES

JT Bum/Zager/Dead Beats (add \$20 for mirror lenses)	\$22.50
Haro or Dymo Caston Gloves	4.95
JT Leather Gloves	19.95
Dirt Research Gloves	19.95
Dymo Knee Pads	13.50
Mouthguards JT, Haro, blk, wh	8.95
Haro Elbow Guards	13.95
Ecko Helmets Five in the factory	CALL
Dyno Helmets	57.50
T-Shirts: Dymo, GT, GT F/S, Dymo Scary Air, Trend Kix Logo, Trend Industrial BMX	9.95
2-Hip T's Logo, Man, Air, Member, Ramps	10.95
2-B Homecocked Trucks, new designs	10.95
Anarchic Adjustment T's call for new designs	11.95
Anarchic Hats	19.95
Homeless t's new designs	11.95
S&M Logo T	10.95
Haro & Vision Keychains	2.50
Paddies: GT, Free Agent, Auburn, Flite, Cyclecraft, Dymo, Elf, Haro, SE, S&M	12.50

SHOES

Veion 14000 or 15000	\$49.95
Veion Canvas Hi-top	as low as 17.50
Veion Canvas Low Top	as low as 15.00
Veion Metro Series	as low as 32.50
Airwalk Velocity Mesh one, Burn out	54.50
Doe Marten Monkey Boots	44.50
Vans Hi-Top Suede black	44.50
Vans Low Top Canvas	27.50

CLUB HOMEBOY

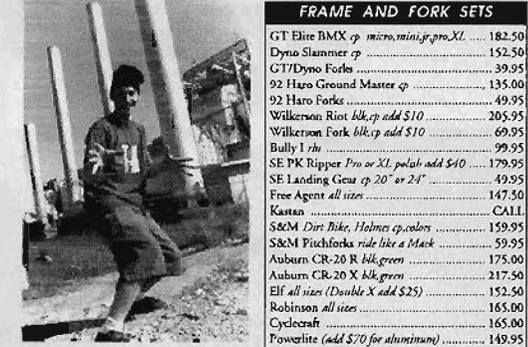
T-Shirts: Chuck Brown, Dark Logo, Dead Leo, Bio/Defendable, Man Scouting, Ugly Fish, Deli Man, Life Member, Plain, silver	\$10.95
New Shorts Elastic Band black, prints	25.00
Fitted Shorts Black print	35.00
Caps: wool, novilt, crew print	22.50

VIDEOS

Matt Hoffman's Head First	\$19.95
Trend, Reality/TV	17.50
2-Hip	29.95
Dorkin II, III, IV	17.50
Dorkin 4 1/2	14.50
Dorkin 5	17.50
Iudy KOV or Homeless I	15.00
Homeless Product	17.50
Homeless Highway to Hell	17.50
NEW Homeless 4 - Trash	19.95
Cloves Full of Hate	19.95
1992 Trend Demo Video	9.95
Dirt Brox Video	17.50
Haro Video on sale!	9.95
Ells Bells Dope Ammo, 665 1/2	17.50
Wilkinson Airlines	22.50

PLATES

Dyno D-Force	12.95
Underground mini, pro, groove	10.50
Redline	9.95
Zeronite all types	9.95
Zeronite Landing Panel	14.95
Zeronite 4's	99



NEW HOMELESS T'S EVERY DAY - CUSTOM DYES AND XXL'S

BRAKES - LEVERS

Odyssey Pitbull cp, wh, blk	\$14.95
Odyssey RX-3 Levers sil, wh, blk	10.50
Odyssey RX-5 Levers sil, wh, blk	11.95
Odyssey Pitbull lever sil, blk	5.95
Odyssey Pitbull II Lever sil, blk	7.95
Odyssey Slic Cable blk, wh	1.75
Odyssey Triax Pads wh, blk	3.75
Odyssey Post Stop sil, blk	10.50
Dia-Compe 883 (cp add \$1)	17.50
Dia-Compe 990 sil, blk	15.50
Dia-Compe 730 sil	11.50
Dia-Compe Bulldog sil, blk	13.50
Dia-Compe Tech 77 sil, wh, blk	13.50
Dia-Compe MX 77 blk	7.95
Dia-Compe Pads reg or 990 blk, wh	4.50
Copy Tech 77 levers	7.95
ACS BOA blk	13.95
ACS BOA levers	10.95
Kool Stop F/S Pads wh, blk	3.99
Kool Stop Vans blk, wh	4.25
Mathausser pads	5.50
Mathausser fanned	12.95
GT Speed Pads blk, wh	3.99
TNT X-Tenda Pads	2.95

SPROCKETS & DISCS

Redline Flight Wheel 39-47	\$17.50
Peregrine or Odyssey CD	10.95
Pro Neck chainwheels 39-47	7.95
Haro or GT CD	12.50
Kasan 401 Adapter Disc	24.50
Freewheels 16t	7.50
15t	17.50
14t	12.50
17 or 18t	9.95
Freewheel Remover	4.95
GT Power Series Alloy Chainwheels	22.50

CRANKS

Tioga 1-pc crono crank	\$11.95
GT Power Series 1-pc	14.50
GT Power Series 3-pc 175, 180, 185mm	139.95
Peregrine 3-pc sealed	87.50
Redline Flight 401 175, 177, 180, 185mm	134.50
Cooks "New"	119.95
Fusion 3-pc sealed	75.00
Profile 3-pc sealed	135.50

AXLE PEGS

GT Steel XL 24 or 26 t	7.75
Standard cp 3.5", 4"	23.50
Standard Industrial sil 4"	18.50
Homeless 40's	9.50
Odyssey Grinders	9.95
Havack Pegs	9.95
Wilkinson Airlines Damage Pegs	9.95

TOOLS

Wrench	\$4.50
Spoke Wrench	2.95
Freewheel Remover	7.50
Crank Arm Remover	7.50
Cable Cutter	12.95
Tai-Flow 3-oz	2.95
Tool Kits: wrench, spoke, r levers, allen, 3rd hand	19.95

FRAME AND FORK SETS

GT Elite BMX cp micro, mini, pro, XL	182.50
Dymo Slammer cp	152.50
GT/Dymo Forks	39.95
92 Haro Ground Master cp	135.00
92 Haro Forks	49.95
Wilkinson Riot blk, cp add \$10	205.95
Wilkinson Fork blk, cp add \$10	69.95
Bully 1 rhd	99.95
SE PK Ripper Pro or XL, polish add \$10	179.95
SE Landing Gyro cp 20" or 24"	49.95
Free Agent all sizes	147.50
Kasan	CALL
S&M Dirt Bike, Holmes cp, colors	159.95
S&M Puchforks ride like a Mack	59.95
Auburn CR-20 R blk, green	175.00
Auburn CR-20 X blk, green	217.50
Elf all sizes (Double X add \$25)	152.50
Robinson all sizes	165.00
Cyclecraft	165.00
Powerlite (add \$70 for aluminum)	149.95
Bonzi frame only aluminum	259.95
TNT all sizes	152.50
TNT Longfella	175.00
Hoffman Condor blk, cp	239.95
Hoffman Forks	CALL
Homeless Soul Bro cp, camel	199.95
Homeless Mack cp, olive	169.95
Homeless Pops cp	49.95
Frame Sticker Pack	CALL

HANDLEBARS

Cyclecraft Fred Z or MCS Ron C	\$39.95
DK cp, 6" or 8"	36.50
Free Agent mini, expert, pro, cruiser	23.50
GT 4-piece F/S Bar cp, blk	23.50
GT Pro Series Bar cp	21.95
GT Pro Series 065 cp	26.50
Dymo F/S cp, wh, blk	21.50
Haro Pro Kneecover add \$5 for cp	22.50
Redline Bars U or Straight cp	32.95
Bully Bars cp, blk	28.50
S&M Slam Bars cp	27.50
Kasan Forklift pro, expert, cruiser	27.50
Powerlite Alloy mini, expert, pro	19.95
Powerlite Crono expert, pro, cruiser	24.95
Peregrine Pro II or Q cp, blk	24.95
Auburn CR 20 Pro cp	27.50
Elf 6-piece	51.50
Wilkinson Airlines San Quentin Bars	42.50
Skyway Pro FZ Bars cp	12.50
NEW Handlebar bars	CALL

GRIPS

A nice Round of Tri's wh, blk, red, blue	\$3.25
A nice GT's wh, blk, Hi or Lo flange	4.75
ODI Longnecks	5.75
ODI Tech 7 blk	7.75
Five Handles blk, wh, red, blue Hi or Lo flange	6.75
EZ Jives blk, wh, red	4.75

STEMS

GT USA Pro Series F/S Stem	\$34.50
GT F/S Stem wh, blk	19.95
GT Pro Series Stem pro, pro XL, pro XL	24.50
GT Mallethead sil, blk	22.50
Haro Pro F/S XL	27.50
DK mini, pro, pro xl, pro xcl	21.50
DK Inverted mini, pro XL, pro XXXL	27.50
DK F/S	24.50
DK bolt set fit or bmx	9.95
TNT mini, pro, pro XL, pro XXXL	27.50
TNT F/S	32.50
Cooks "New"	32.50
Fusion 3-pc sealed	75.00
Profile 3-pc sealed	135.50
Homeless F/S stem pro, pro XL	27.50
Homeless F/S Wedge hardened steel	7.50
Homeless F/S Bolt set	13.50
Wilkinson Airlines Stem	29.95
ACS Wedge/lock	23.50
Hutch F/S wh	17.50

H-SETS & BOTTOM BRACKETS

Redline Techmatic Sealed	\$39.95
Ultraamax Sealed BB for 401's	29.95
Tioga Sealed Tech BB for 1-pc	14.75
Tioga Sealed BB for 1-pc	22.50
Tioga Sealed BB w/ spindle	32.50
Crupi BB (add \$35 for titanium)	66.50
Odyssey Dymaton H-set or BB	7.95
Tioga Bearrrrr II h-set	6.95
Tioga Jr. Headset	19.95
YST H-set or BB	4.95
GT Epoch H-set	9.95
DK Headset	12.50

Circle what you want or make your own order form and mail to:
TREND BIKE SOURCE 809 WEST 12th, AUSTIN, TEXAS, 78701
 NAME: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____
 PHONE (____) _____
 CC NUMBER _____ EXP _____
 CARDHOLDER SIG. _____
 PARTS TOTAL + SHIPPING + 8% SALES TAX (TEXAS ONLY) = TOTAL SENT

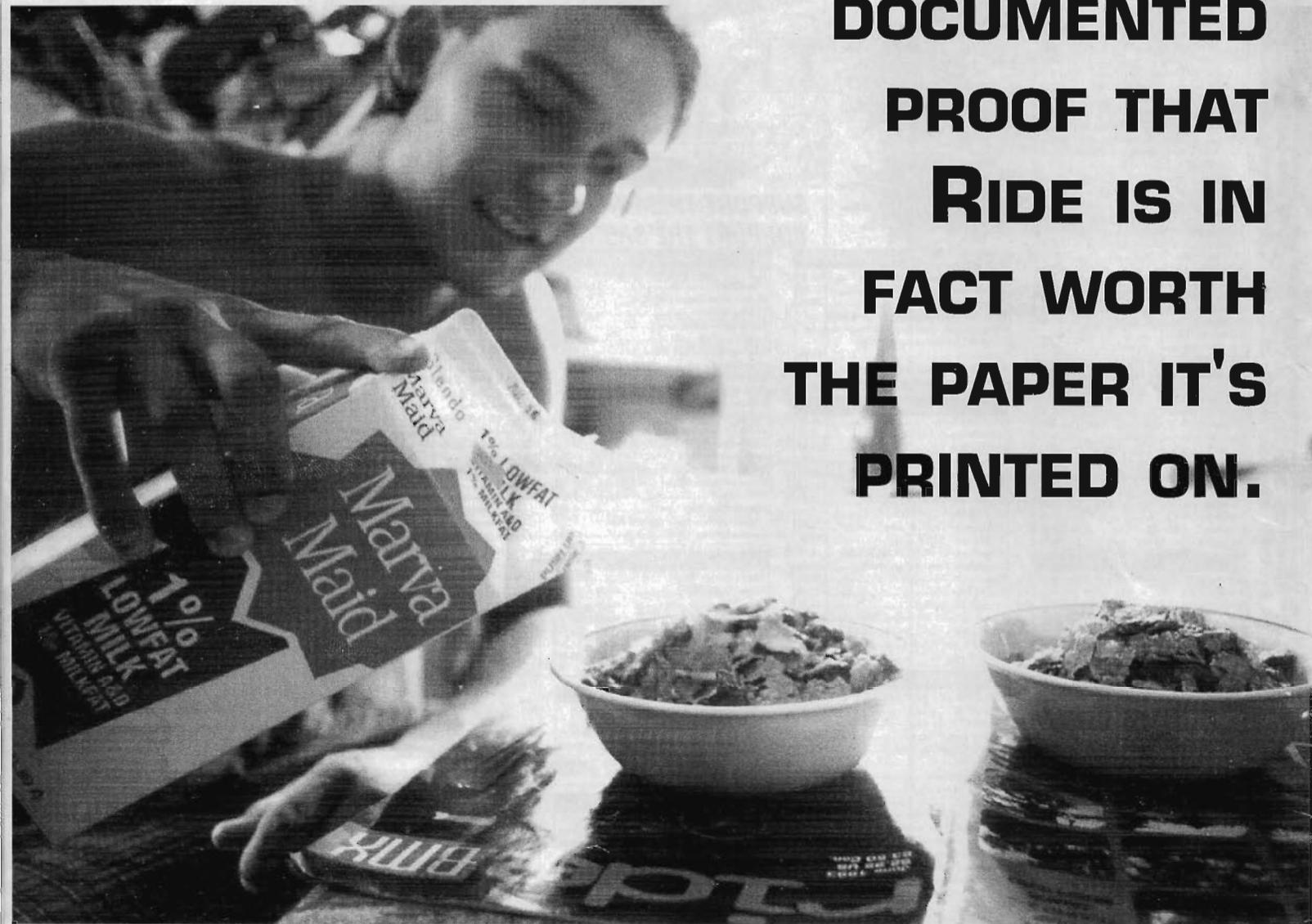
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SHIPPING	STANDARD GROUND	2nd DAY	NEXT DAY	AP0/FPO	AK/HI	CAN	WORLDWIDE
\$0 - \$25	4.50	6.75	14.50	8.00	7.75	8.00	25.00 50.00
\$25 - \$50	5.50	9.75	17.50	10.00	12.75	12.00	33.00 65.00
\$50 - \$100	6.50	13.75	23.50	12.00	18.75	15.00	38.00 79.00
\$100 - \$200	9.50	19.75	28.50	18.00	24.75	25.00	55.00 120
\$200 - UP	10.50	23.75	34.50	22.00	30.75	30.00	65.00 135
COMPLETE BIKE	13.50	42.75	52.50	30.00	45.75	36.00	176 199

COD'S - 4.75 **COD NOT AVAILABLE**

PHONE ORDERS: Mastercard, Visa, Discover (Need acct number and exp date) C.O.D. (cash or cashier's check only) have parents handy when you call
 MAIL ORDERS: Send Money Order or Check (allow 2-4 week delivery when paying by check) Make sure you include sizes and colors.
 RULES OF THE GAME: Prices are subject to change without notice and are mail order only.

STEVE BUDDENDECK PRESENTS DOCUMENTED PROOF THAT RIDE IS IN FACT WORTH THE PAPER IT'S PRINTED ON.



Actually, this is just another opportunity to show a copy of Ride Magazine in a stupid picture for a subscription ad. If you like the fact that this magazine tells you the truth about what's going on in freestyle and racing, please show your support by subscribing. Thanks. u

One year subscription
for only \$10 in the U.S.
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or cash to:
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5225 Canyon Crest Dr. #71-352
Riverside, CA 92507

Name _____

Address _____

Phone _____

Vern's Party Time BMX - a name in bikes you can trust. Especially since they're products that are already proven- blue Hutch Freestyle tires and yellow Tioga Comp III tires. Available with Vern's Party Time name. As far as we know, this is the second time anybody's ever tried anything like this. We got company partiers Hal Brindley and Steve Buddendeck, pictured here partying hard as hell, to don more info upon us.



WHAT'S THE DEAL WITH VERN'S PARTY TIME?
 "Well it's mostly because all the other tire companies suck. We don't think that they treat their riders good at all either. And that's what it's all about is riding and partying.

HOW DID YOU GO ABOUT DOING IT?
 We returned all the kegs, taps, and empties we had laying around and we ended up with a load of money. We called up Hutch cause in 1984 they made the best blue tires. Dude, just read the ad.

**VERN'S
 PARTY TIME
 BMX!**

when Vern kicks up the jams, he'll party only in 2B homecooked!!!!



at Vern's, we party harty- we'll beat any price!!!!!!*
 * except for ALBE'S

party tires

VERN'S KEG KICKERS (blue only) \$6/each
 freestyle tread, ridden by woody- 20x1.75
 VERN'S BMX BLASTERS (yellow only) \$10/pair
 tioga comp3. ridden by Vern stout 20x1.75

party clothes

- 2B hOmEcOOkEd tees (XXL add \$1) \$13.95
 - fork - banner - goat - beater - loaf - 10 pin -
- 2B long sleeve tees (XXL add \$1) \$15.95
 same designs as above
- 2B b-ball caps (banner, box, or fork) \$13.95
 - black - purple - green - maroon -
- 2B hOmEcOOkEd shorts \$32.95
 one really big size
- 2B hOmEcOOkEd pants \$39.95
 same big fat size as shorts
- 2B bowling shirt \$29.95
 gawdy 100% polyester
- 2B hoodie sweatshirt \$22.95
 - fork - banner - goat - beater - loaf - 10 pin -
- 2B BBSS (hooded knit pullover) \$29.95
 the big baggy silly shirt (stripes)
- 2B hOmEcOOkEd stocking cap \$12.95
 long striped rave caps

warning: Vern's may seem too good to be true. Vern's is for real. All products listed are for real. Even the tires. Party.

all prices include shipping. send check or money order to 2B- box 5251 Richmond, VA 23220. questions?, call or fax the party line: (804) 353-5610. ask for Vern.

THE FOLLOWING IS AN ADVERTISEMENT PAID FOR BY THE FREESTYLE LIB- ERATION FRONT, A GROUP SPEAR- HEADED BY JAMES SHEPHERD.

In 1988, I met a guy named Dave Parrick. He was doing a thing called HOMELESS, mostly stickers with offensive slogans and pictures of homeless people on them. Dave turned out to be a really funny guy and a good friend. We put our ideas together and in the two years that followed, we rode, made t-shirts and videos, got kicked out of AFA contests, and basically had a good time. Towards the end of 1990, I had the crazy idea to start making bikes. Like every other nineteen year old, I had a lot of good intentions, but very little capital. So I asked my friend Gregg Hansen if he had any ideas. He said he would take care of the financial backing if I made sure everything got done. So now everything is rolling. From then on, the soap opera has been fairly well documented, Jesse Puente thought it sucked, the anti S&M ad, last place contest finishes, but for some reason a few of you liked it. Now it's 93 and it's time to open a new chapter, me and the rest of the team are going solo. That's right, I'm starting a whole new deal, as if the whole thing wasn't confusing enough. The rest of the team and I will be riding Homeless bikes until my new framesets are done (it could be a month, it could be eight months).

So why the fuck am I running an ad for a company I haven't even come up with a name for? Well, I promised Brad I'd run an ad this month, but mostly to let you decide. The way I see, bike companies and magazines don't mean shit, you do. You have the real power, so I'm gonna put up or shut up. Cast your vote, should I start a new company or not, it's up to you.

Hell yeah, you're the man. You're the only thing that makes my life worth living.

Fuck no, Chris Moeller is right, you suck. I hate you.

Send your vote to:

**STOP THE MADNESS, c/o James Shepherd, 1209
West 22 and a 1/2 unit A, Austin, TX. 78705**