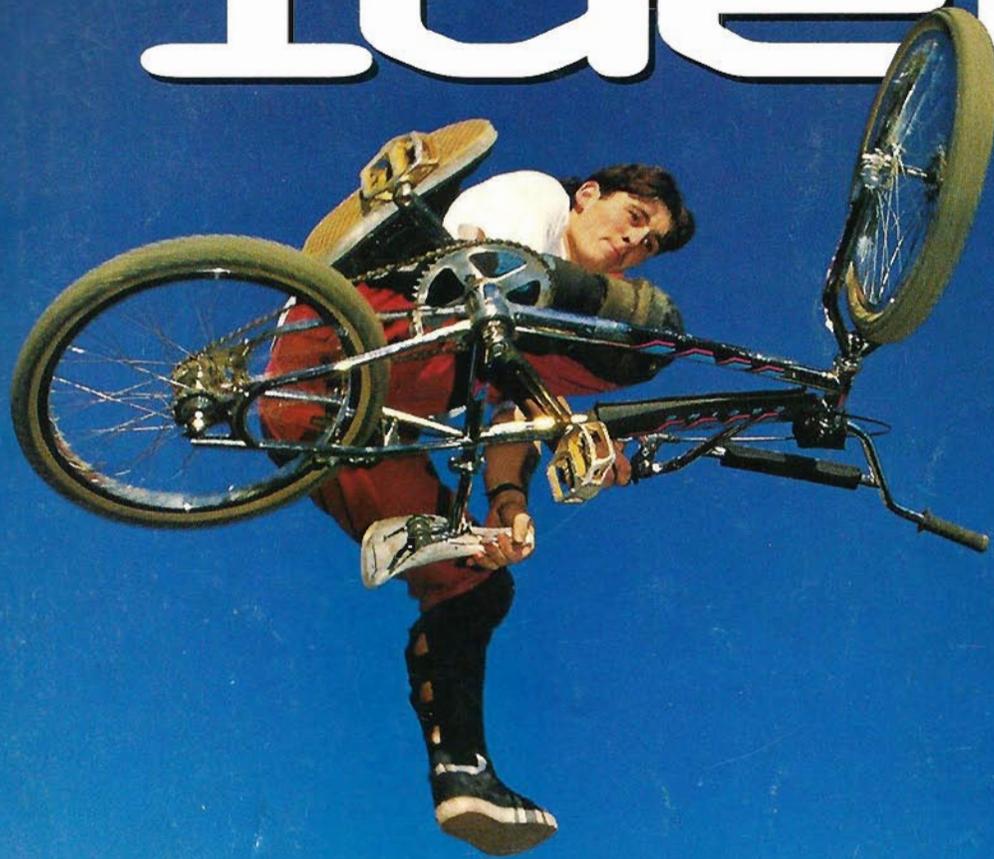


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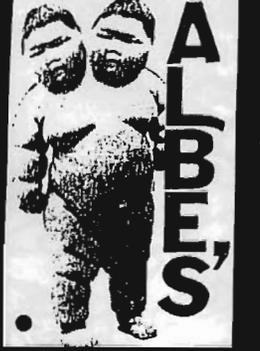
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letters

hates greg and harry

Ride,

All the shit about Greg Hill and Harry Leary is kind of lame, they seem so concerned about getting burned by Chris. I understand that it's fair Greg and Harry to speak their minds, but not for two old buzzards to come out and bag on your magazine and guys like me. I find it hard to believe that these guys are so involved in BMX and they can't run a fuckin' ad in your mag or even pick up a copy (unless it says shit about them in it). Harry Leary should get a fuckin' clue—it's Ride BMX, dumb ass. What the hell is Balance Bikes? Do they make BMX bikes? And if so, how the fuck would I know? You guys should take your mini-truckin' asses back to the Valley and shut up. BMX doesn't give a shit about you or your neon uniforms. If you want to wear a helmet, then do it. Safety gear? Sure, it saves me, but when I look at your words all your seem to say is, "I'm pissed that you guys (Ride) run pictures of riders without helmets, when I can make big money off of all these riders by selling them gear." Greg and Harry only seem to see the sport as a business and not a creative outlet, which in turn leaves with only dollar signs in their eyes and maybe a fat check.

You guys (Greg and Harry) must be real cool. What do you tell your buddies at the golf course? "Oh yeah, I sell neon uniforms and MTB shit to little kids at BMX races and piss about how the older guys in the sport make fun of me." I hope the sport as you know it crumbles right in front of you, and has your ass crawling to that mountain bike industry. We don't need idiots like you telling us what to do. Leave the 20 inch thing alone, before it leaves you alone.

Love,
Joe Daugirda
Ft. Wayne, IN

history lesson

Ride,

What's up? First of all, I would have to say thanks for the interview on Greg and Harry. It was funny as hell! They used to be the rebels when I raced back in the day, and now they are like all the politically incorrect and money-motivated guys they hated. I mean, Greg Hill was the dopest in '82 when he had the Porsche and the first pair of Haro leathers, but now he blows a second chance at a company by closing GHP again (Chapter 11). Is this the reason that they hate Chris, who's company is far from broke? I don't think Chris is perfect either. I remember at the '87 Bike Show in Long Beach when S&M's "Mad Dog" frames were being handled exclusively by

MOR Distribution (the same company with the freestyle scooters) which was co-owned and run by...Todd Huffman! And was it not Gork who sucked Mad Dog's dick in print for us all to read every month in mighty BMX Action? Was he not at least somewhat responsible for taking Chris from being the Orange track local and Pedalpower shop rider and turning him into the main mag's super test guy? This fame allowed a rich kid from Huntington Beach to be a star with his own pair of forks (pre-S&M) and a dick to his fellow bike shop teammates. I'm not dissing Chris, but it seems that Chris is dissing his past and you'll get caught perpetratin' like Dr. Dre! I guess what I'm trying to say is this: Don't try so hard to be something you're not. Be proud of who you are! Sure, it's O.K. to better yourself or even change your image. But never diss yourself by dissing your past, because sooner or later Chris will have to answer to authority and he too will have to make a choice; either be like Greg Hill, or cool like Bob Haro who got out and stayed true to himself and still got paid. The moral: Stay true and the game will take care of you.

Matt Jones
New York, NY

hates bmx plus

Ride,

After reading the "rebuttal" from Greg Hill and Harry Leary, I felt the urge to write. As for the whole "State of BMX" debate, I haven't decided on a stand, but it is very good to read both sides of an argument, not just one person's views.

When I read the portion about helmets and BMX Plus, I got sick. I never have like BMX Plus, and when I read in the Cookbook a long time ago what they did to Gregg Hansen when he tried to start his own mag after Go died, I made up my mind then, never to buy another issue.

Now it sounds to me that (once again) BMX Plus is showing how much they care about the riders and the sport (not at all). They just want to sell issues and keep their fat wallet advertisers happy.

I am a complete believer in safety gear, but censorship sucks, and that's what their new "helmet rule" comes down to.

Magazines are supposed to show us what is going on in the world of riding, to report on it, not to create an imaginary "ideal" riding scene where everyone gets along, no one swears, and everybody always has a helmet on.

I'd also like to thank Brad McDonald for Ride BMX Magazine. He's not out to make everyone

happy, but to show us what's real, good or bad. I appreciate that, and I always look forward to getting the next issue. I'd also like to mention Hal Brindley and Steve Buddendeck of 2B, for the Cookbook, another excellent 'zine with something besides money in mind (well, not entirely in mind). Thanks, Hal and Steve, you guys rule.

Micah Bauer
Burnsville, MN

soul rider

Dear Ride,

I just finished reading Ride number six and seven, the interview with Chris Moeller and following rebuttal from Greg and Harry were excellent. Although my initial reason for reading Ride were these two articles, I found myself reading every line. You've got a great magazine here, a lot like the free press and underground publications of the late sixties, maybe not as hard-core, but enjoyable; you get the job done.

Its good to have another BMX mag out there to counteract that other publication which has become over-polished and way too corporately driven. BMX is much more than the ABA or NBL, and contrary to misdirected hype, it's not driven by any mega corp. bike manufacturer. It's driven by the riders (not just kids), who for every hour that is put on the track, put a hundred hours on the street and in the dirt. What track in the ABA or NBL ever became legendary like Sheep Hills or in the early days the Palmdale U. I remember in 1962, or somewhere around there anyway, a friend of mine found this little 20 inch bike, it was kinda beat up, it had no chain guard or fenders, but it has neat. We all took turns riding that little bike to death. Down the street, in the desert, we found some jumps and I still remember what it felt like to catch some air, we're talking massive air here, maybe two or three feet if we were lucky, but it was great. That's what has always driven BMX and that's the only reason it's still here today.

Brad, you and your crew put out a



great magazine, keep it up, be open, put out the truth and I really hope it will last.

One more thing before I go, to clear up something Chris said. It's not all the "same shit", Tommy Brackens and I build the Brackens bike, by hand, in a small shop in Lancaster, CA. Beyond our bike's clean lines and quickness, believe me, it's the only BMX bike with heart and soul. We can't build them any other way.

Thank you for your time, GREAT magazine, GREAT articles.

**Rod Girard
Brackens Products
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death threats are cool

Ride,

I think your magazine is a cool way for riders for riders to give other riders death threats. While everyone else is at each other's throats, I'm in an empty parking lot with glass and beer cans in it, learning a new linkage on my bald front tire. Let's face it folks, figuring out how to kill Mr. Verhulst and Todd Huffman isn't gonna get us very far. There comes a time when you can toss your egos aside and ride, have fun, smoke the ganja, and be

friends.

**Zach Stewart
Cheney, WA**

hates mcgoo

Dear Editor,

I had the chance to enjoy the weekend in OKC and it was well worth the 1200 some odd miles that it took to get there. I thoroughly appreciated all the hard work on the part of the whole Hoffman crew to manage the event. We all had a blast. However, I thought it was disappointing to see RIDE waste print space on every Freudian brainfart that McGoo had to offer.

Too much effort is expended on trying to be some kind of verbal rogue while a great sport suffers by it. BMX doesn't have loads of cash flowing through but at least we're all supposed to be the guys who stayed to ride, right? Imagine us all on the sideline cramming moon pies down our throats instead of riding, because we feel inadequate and have nothing better to give to the sport than to bag on everybody who actually rides.

If McGoo really has some psychological need to cut on everything and everyone around him then he can stuff his fat rump into some high acreage spandex,

bolt on 4-5 sq. yards of gel-padded titanium for a seat, put those '84 Oakley's back on and pedal his sorry ass on out. It would be great practice for his true career destiny, replacing Jesse "The Body" Ventura as the color commentator on the WWF.

There is entirely too much good riding going on every weekend for those of us having a good time riding to bother listening to the constant stream of mindless, random, drivel spewing out of some insecure fossil who hasn't been seen on a bike since 1984.

Maybe that gay-bar-Buddha/Howard Stern wannabe posing on the sidelines could try saying something both positive and funny about the events around him. That is unless of course, he can't be so gabby without pissing on everyone else's cornflakes. Or....maybe....he could just shut his fucking mouth and RIDE.

**I'm going out to ride,
Don Wigent aka: "Scooferman"
Raleigh, NC**

"...can't we all just RIDE along..."

**Please send all letters to:
Ride Letters
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507**

MORALES

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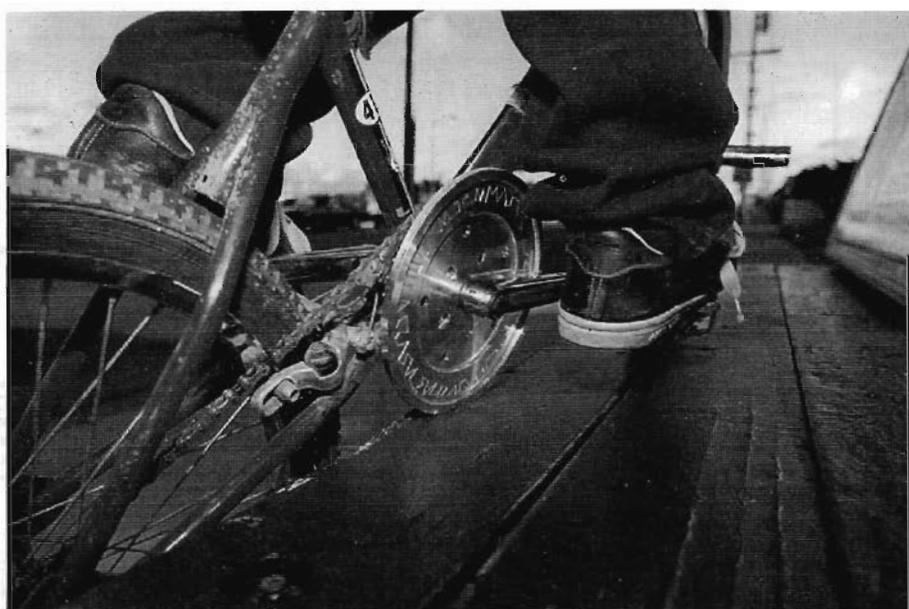
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Alloy Nipples (all low lead, zinc, gold) \$10.00	Add \$15
Twist Leading (Mokos, Wabes, 3/8" 51 range) \$10.00	Add \$20
Titanium Spokes \$10.00	Ask \$125

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\$100-\$200	\$8.75	\$10.75	\$12.75	\$14.75	\$13.75	\$12.75
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Thanksgiving Dinner

For \$9 the ABA provided a scrumptious turkey dinner complete with incredible BMX entertainment. For \$3.25 Kinko's Copies provided three fake Press Passes (all access) which would've gotten you and two friends into BMX's Greatest Banquet on Earth practically

What could be worse than covering 400 motos of BMX racing for a magazine who obviously doesn't care a whole lot about who actually won? Well, probably having your backpack stolen which happened to contain your film, camera lenses, mini-cassette recorder, walkman-style radio, and your favorite Reba McEntire tape (Greatest Hits).

In my fit of rage my first instinct was to say "Fidlesticks!—who cares about that martyr Brad anyway." But then I remembered what really mattered—finding my backpack.

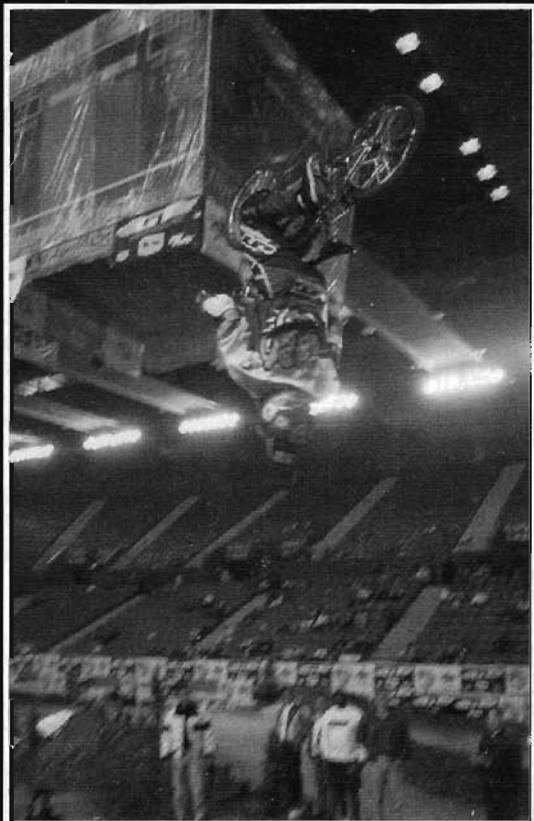
So Brad, when you said, "It sounds like you were at a different race" (due to my lack of "important" happenings at BMX's biggest race)—you were right. I was no

longer at the ABA Grands—I was on a quest to find Reba.

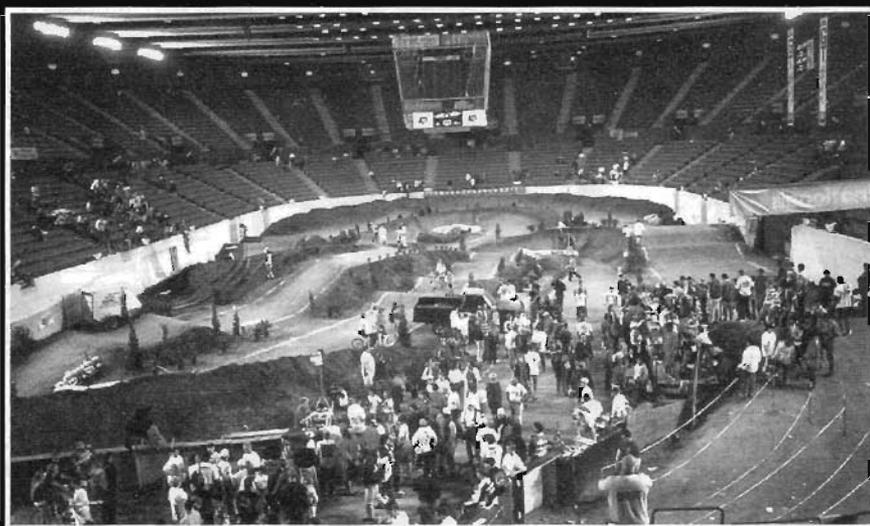
free.

Whether it was cunning linguist Tinker Juarez's "well read" BMX Hall of Fame induction speech or Robbie Morales screaming "Bring back the Moosegoose," a large dinner of BMX'ers is always highclass. Other Hall of Fame awards went out to some of the sport's biggest supporters—GT and Charlie Litsky.

As the BMX world continued to carbo load for the weekend's racing action—Gork entertained with some mind blowing video action for all Reader's Choice Award Nominees. Words cannot describe...or maybe they can—Jimmy Garcia, Jimmy Garcia, Jimmy Garcia... The Award winners were ELF (#1 Bike), GT (#1 Team), Danny Nelson (#1 Rookie), and Steve Veltman (#1 Pro).



By Steve Buddendeck



Left: Todd Lyons flipping his to second place in the King of Dirt. Photo by Paul Green. Above: An overview of the track. Photo by Paul Green. Right: Grands winner Gary Ellis powers out of a turn. Photo by Steve Buddendeck.

King of Dirt

If you never found a ride to Kinko's, would be the K.O.D./Pro Spectacular fans had to shell out \$6 to witness the most hyped BMX event in existence. I'll spare you the racing and say that the ABA's K.O.D. was a doozy. Before the battle of who looked best in BMX leathers, the K.O.D. practice was a slaughter fest. Bloody faces, bent forks, and torn neon were all the direct result of a very kooky lipped jump. Luckily by the time that all 25 invitees had finished hurting themselves the lip had finally packed and the jumping was sano!

Jay Miron looked the best in BMX leathers. Suited up in Brian Foster's Airwalk leathers, Jay looped laid out fat flips, big one footed 360's, and the biggest non-BMX moves imaginable. Unfortunately, Jay's sponsor was being roughed up by the ABA's tight security thugs and may have missed some of the action. Even more unfortunate was the fact that Matt was trying to judge at the time. Matt, I'm sorry about your shoulder, but this is something that a trip to Kinkos could've prevented. Oh yeah, Jay got first place and \$300.

Todd Lyons is no stranger to BMX trickery. While feeling right at home inside a pair of silky BMX nylons, Todd also flipped and flipped for second place bucks (\$200). Always a crowd favorite, Haro's grunge image nomad made the most of his runs by executing some dandy wall rides after each jump. I can't remember anything but flips

from Todd, but I do recall that during Todd's AA Pro motos Mr. Announcer would encourage him to try backflips—especially in the quads.

Possibly the nicest BMX leathers belonged to Fox co-sponsored underdog Vaun Stout. 2B's unknown jumper from Pittsburgh left the crowd asking two questions: Who is this kid?, and How did he pull that? Lookback 360's, superman seat grabs, and nothing variations are just a few of the insane stunts that Vaun managed to pull off by the skin of his teeth. Third place and \$100 went to the Clayborn Kid who was riding under the pressure of having his little sponsors help pay his way to Oklahoma. Has Vaun finally blown his underground status?

Racing

With over 400 motos of intense BMX action, you can bet that I paid close attention to every last one of them. Maybe I did miss the time that the overweight la bamba singing announcer messed up one of the jumps, but I was doing something more important—looking for my backpack. What everyone really cares about anyway is who won the prestigious ABA number one titles.

#1 Girl

As always, all eyes focused on the most exciting clas in BMX—the nine year old girls. Luckily, MRC's Mike Redman had Sarah Wilson buffed out for the big BMX



showdown and she brought home the gold. Yipee, Number One Girl goes out to possibly the happiest third grader in BMX.

#1 Girl Cruiser

Cindy Davis is fun to watch—sometimes even on her bike. Despite never seeing the movie “Quicksilver,” Cindy rides one (Quicksilver) and gets what Gork considers “perfectly timed gate starts.” Before going into staging, Cindy even let me take her bike for a spin, but I can’t prove that I had any affect on her win. To top off Cindy’s luck, the well tanned titan of feminine fastness is headed to Factory GT for 1994.

#1 Cruiser

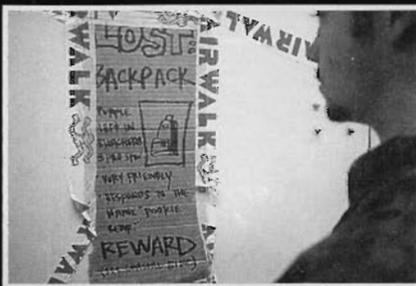
A big old BMX yeehaw goes out to AXO’s Anthony Freeman. Whether it was his constant selection of gate 8 during practice, or the fact that he wears Kareem Abdul-Jabbar style eyeglasses, Anthony has been going faster than greased moose poop all year long. What could be better than Number One Cruiser? Maybe racing mountain bikes.

#1 Pro Cruiser

With the renewed interest in cruisers (either money or their similarity to mountain bikes), pro cruiser was almost exciting. Riding for the company who once made break-dancing shoes, Terry Tennete pumped his Pro Forx over every obstacle to add another Number One title to his collection. As always, Terry rode with more style and pizzazz than Lawrence Welk.

#1 Amateur

What more can you say about CFC’s Adam McGuire than “he must be good.” Make that great because Adam beat out plenty of the big factory guys for perhaps the ABA’s most prestigious award. Probably the best reward for



From top to bottom: Mongoose’s Brian Lopes; Vaun Stout with a no-footer in the King of Dirt; Lost backpack; A rider I can’t identify and Brian Foster. Photos by Steve Buddendeck.

Adam’s title is the fact that he was picked up by Factory GT. Adam announced that he’ll be staying amateur for 94 and his Number One will surely look great in upcoming GT ads.

#1 Pro

Face it, with 14 National wins this year Steve Veltman deserved to be the ABA Number One Pro. Of course the ABA wanted to keep the race exciting and leave the title up to the Grands, but after 14 wins? But then again, consistency should play a part (i.e. This year’s Nascar Champ, Dale Earnhardt took the title with six wins and plenty of top five finishes over Rusty Wallace who won ten Nascar events. Few rednecks are complaining so it’s obvious that the same system could be applied to the ABA). The close second went to the Lumberjack who almost pulled off the miracle win. After winning the first two Pro mains, Gary could’ve pulled the upset for #1—but no luck, he’s #2 again. Still, Gary did win for the day.

#1 Team

If anyone actually cares about who won the “best” team in BMX, AXO won #1 Bike Shop Team, and Haro/Crupi won #1 Factory. Yee freakin haw—look forward to new ads in American BMX’er.

Conclusion

I never did find my back pack. When you consider that Reba McEntire is from Oklahoma, whoever found my bag was probably pretty pissed that I had a bootleg copy of her “Greatest Hits” anyway. As I looked around the convention center for my belongings, I began to notice all of the different ways that the ABA was making money off of this race. I guess that’s way they like to call it the Greatest Race on Earth.

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13

Frame Guide

If you're in the market for a new freestyle or jumping frameset, this guide might help you out. Listing detailed specs on five new framesets, this article is not intended to be a test, but rather a guide to help you decide which frameset is best for you. Also, keep in mind that both Wilkerson Airlines and Morales Bikes currently have flatland bikes in the prototype stages. A Powerlite freestyle frame should also be out soon.



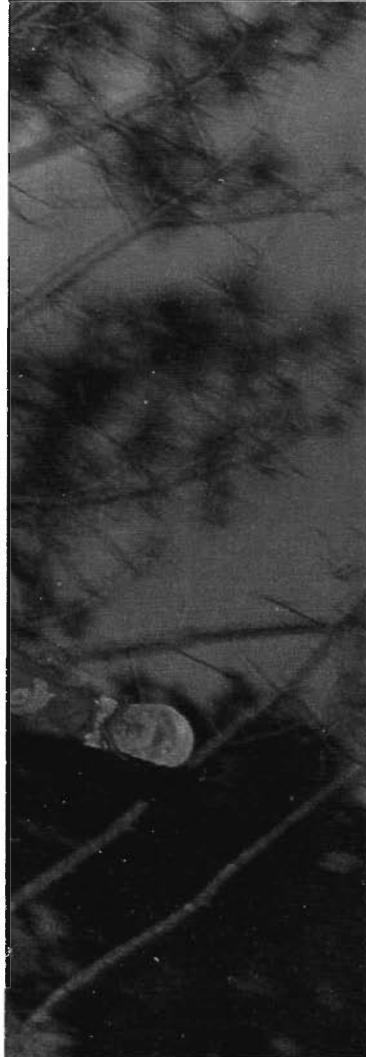
Clayborn's Kent Huntsman at The Pits in Pensacola, FL. Photo: Scott Bernsend.



Manufacturer: Clayborn Cycles
Model: Back Bone (XL)
Price: \$185 (\$195 with optional 990 mounts)
Head tube angle: 74 deg.
Seat tube angle: 72 deg.
Wheelbase: 38.5"-39.5"
Bottom Bracket Height: 11-5/8"
Top tube length: 20"
Top tube diameter: 1-1/4"
Top tube thickness: .035"
Down tube diameter: 1-3/8"
Down tube thickness: .049"
Chain stay length: 15"-16"
Chain stay diameter: 5/8"
Chain stay tube thickness: .049"
Seat stay diameter: 5/8"

Seat stay thickness: .049"
Seat tube internal diameter: 7/8"
Fork leg diameter: 1-1/8"
Fork leg tube thickness: .049"
Frame dropout thickness: 3/16"
Fork dropout thickness: 3/16"
Frame weight: 5.25 lbs
Fork weight: 2.25 lbs
Warranty: 90 days
General Features: Reinforced head tube, bottom bracket, and seat tube. Comes with built in seat post clamp, and optional 990 mounts on chain stays.
Address: Clayborn Cycles • 137 Highpoint Dr. • Gulf Breeze, FL 32561 • (904) 934-5200.

14



GT stress-case George Smoot doing nothing big.

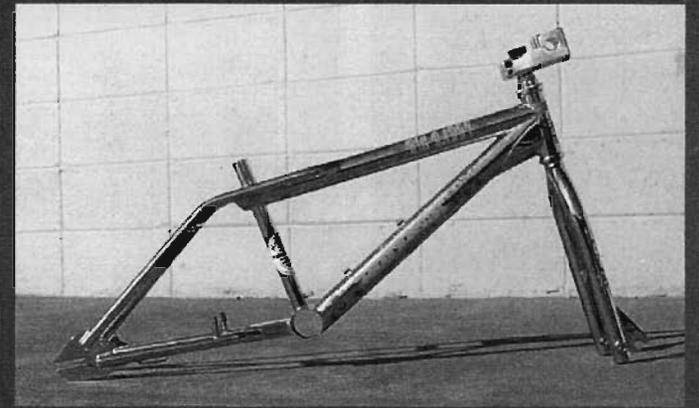


Manufacturer: GT Bicycles
Model: Fueler
Price: N/A
Head tube angle: 73 deg.
Seat tube angle: 71 deg.
Wheelbase: 37.5"-39.5"
Bottom Bracket Height: N/A
Top tube length: N/A
Top tube diameter: 1-1/2"
Top tube thickness: N/A
Down tube diameter: 1-3/4"
Down tube thickness: N/A
Chain stay length: N/A
Chain stay diameter: 3/4"
Chain stay tube thickness: N/A
Seat stay diameter: 3/4"
Seat stay thickness: N/A
Seat tube internal diameter: 26.8mm
(mtn. bike)
Fork leg diameter: 1-1/4"

Fork leg tube thickness: N/A
Frame dropout thickness: Two piece, 1/4"
Fork dropout thickness: Two piece, 1/4"
Frame weight: N/A
Fork weight: N/A
Warranty: lifetime warranty under the original owner
General Features: The frameset comes as a kit with a Dia Compe Aheadset, Dia Compe 985 C cantilever brakes, a GT alloy seat post clamp, and a GT billet aluminum stem. The frame uses an oversized 1-1/8" headtube. The forks feature a threadless steer tube and a clamp on stem.
Address: GT Bicycles • 3100 West Segerstrom Ave. • Santa Ana, CA 92704 • (714) 841-1169



John Povah tooth-picking the POW mini ramp aboard his S&M.



Manufacturer: Hoffman Bikes
Model: Big Daddy
Price: F&F, \$225. Complete, \$450.
Head tube angle: 75 deg.
Seat tube angle: 69 deg.
Wheelbase: 34.5"-36.125"
Bottom Bracket Height: 11-5/8"
Top tube length: 18-1/2"
Top tube diameter: 1-1/2"
Top tube thickness: .049"
Down tube diameter: 1-1/2" X 1-3/4" ovalized
Down tube thickness: .049"
Chain stay length: 15"
Chain stay diameter: 3/4"
Chain stay tube thickness: .049"
Seat stay diameter: 3/4"
Seat stay thickness: .049"
Seat tube internal diameter: 7/8"

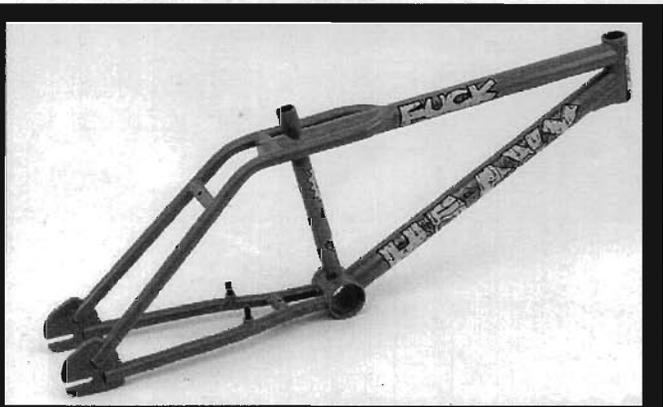
Fork leg diameter: 1-1/8"
Fork leg tube thickness: .058"
Frame dropout thickness: One piece, 1/4"
Fork dropout thickness: One piece, 1/4"
Frame weight: 7 lbs, 4 oz
Fork weight: 2 lbs, 8 oz
Warranty: 90 days for manufacturer's defects.
General Features: Extra large gusset behind head tube, strength brace between bottom bracket and chain stays, square tube for conventional brake mounting, 990 mounts on top side of chain stays. Will be available with Superfork stem/fork combination in April.
Address: Hoffman Bikes • 12400 N. Santa Fe • Oklahoma City, OK 73114 • (405) 755-1668.

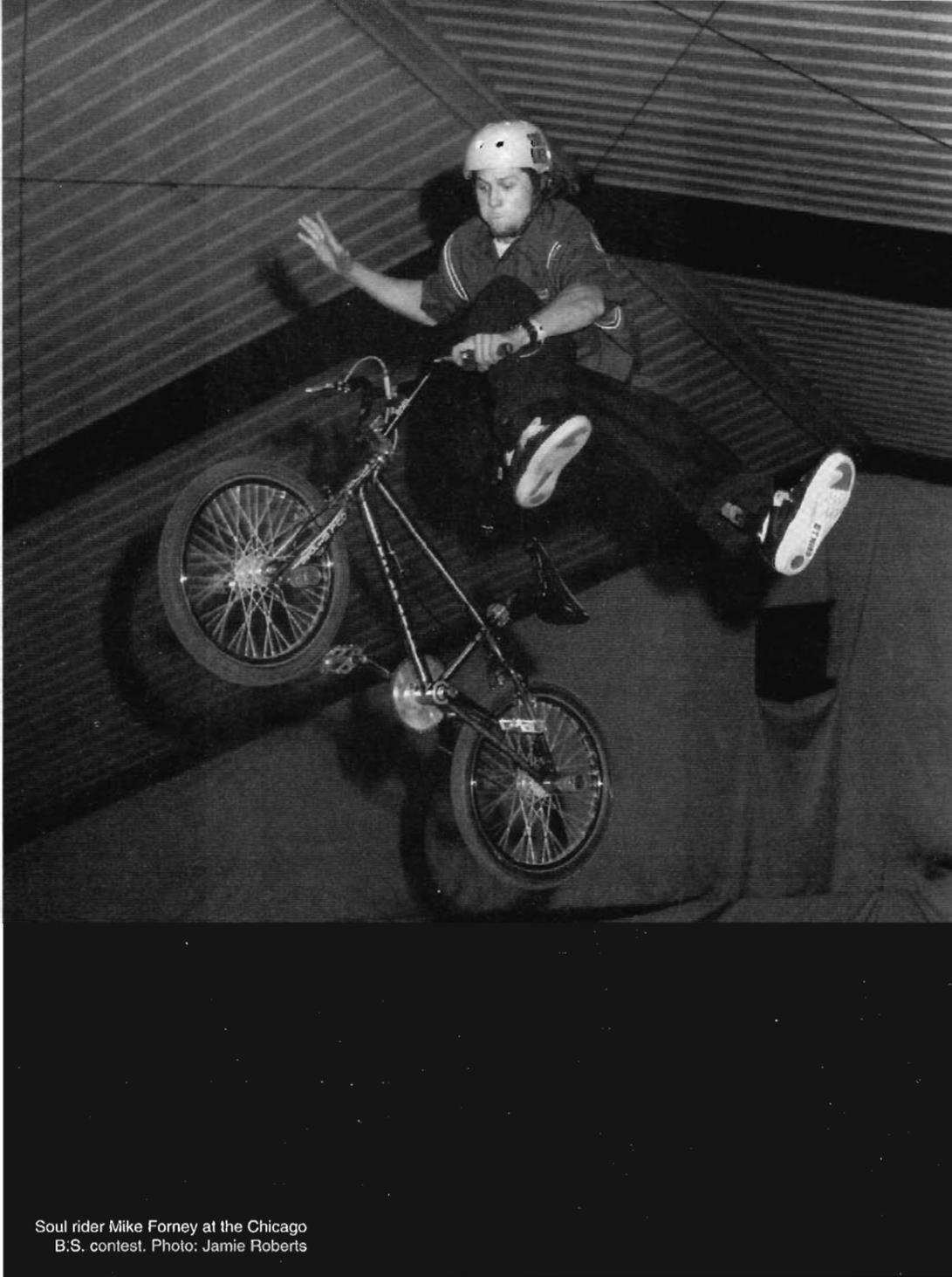


The Standard dirt jumping bike is still in the prototype stages, but here's roughly what it will look like. Contact them at: Standard Industries • 4812 Kimmel Dr. • Davenport, IA 52802 • (319) 322-3617.

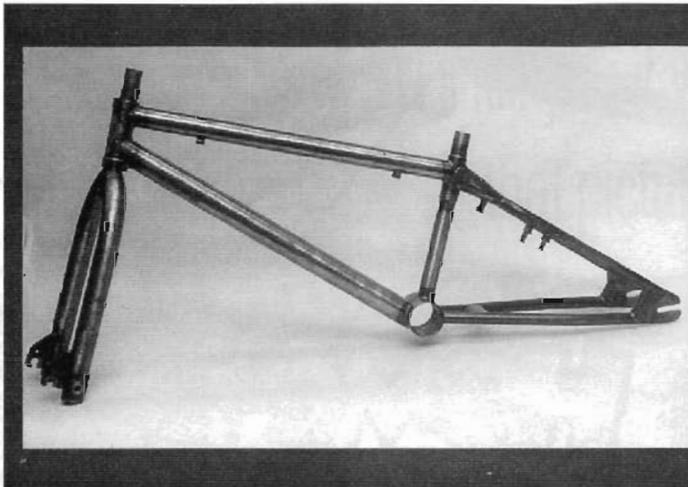
Manufacturer: S&M Bikes
Model: Heavy as Fuck
Price: \$279
Head tube angle: 73 deg.
Seat tube angle: 71 deg.
Wheelbase: 36.75"-38"
Bottom Bracket Height: 11-1/2"
Top tube length: 20"
Top tube diameter: 1-3/8"
Top tube thickness: .049"
Down tube diameter: 1-1/2"
Down tube thickness: .049"
Chain stay length: 14-7/8"
Chain stay diameter: 3/4"
Chain stay tube thickness: .049"
Seat stay diameter: 3/4"
Seat stay thickness: .049"

Seat tube internal diameter: 7/8"
Fork leg diameter: 1-1/8"
Fork leg tube thickness: .065"
Frame dropout thickness: One piece, 5/16" flame cut
Fork dropout thickness: One piece, 1/4" flame cut
Frame weight: N/A
Fork weight: N/A
Warranty: Call S&M and argue with them.
General Features: 990 mounts, machined bottom bracket, 1/4" headtube, all 4130 cro-moly construction. Forks feature threaded peg bosses.
Address: S&M Bikes • 1362 Unit C East Edinger Ave. • Santa Ana, CA 92705 • (714) 835-3400.





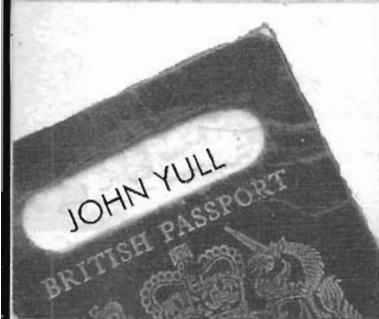
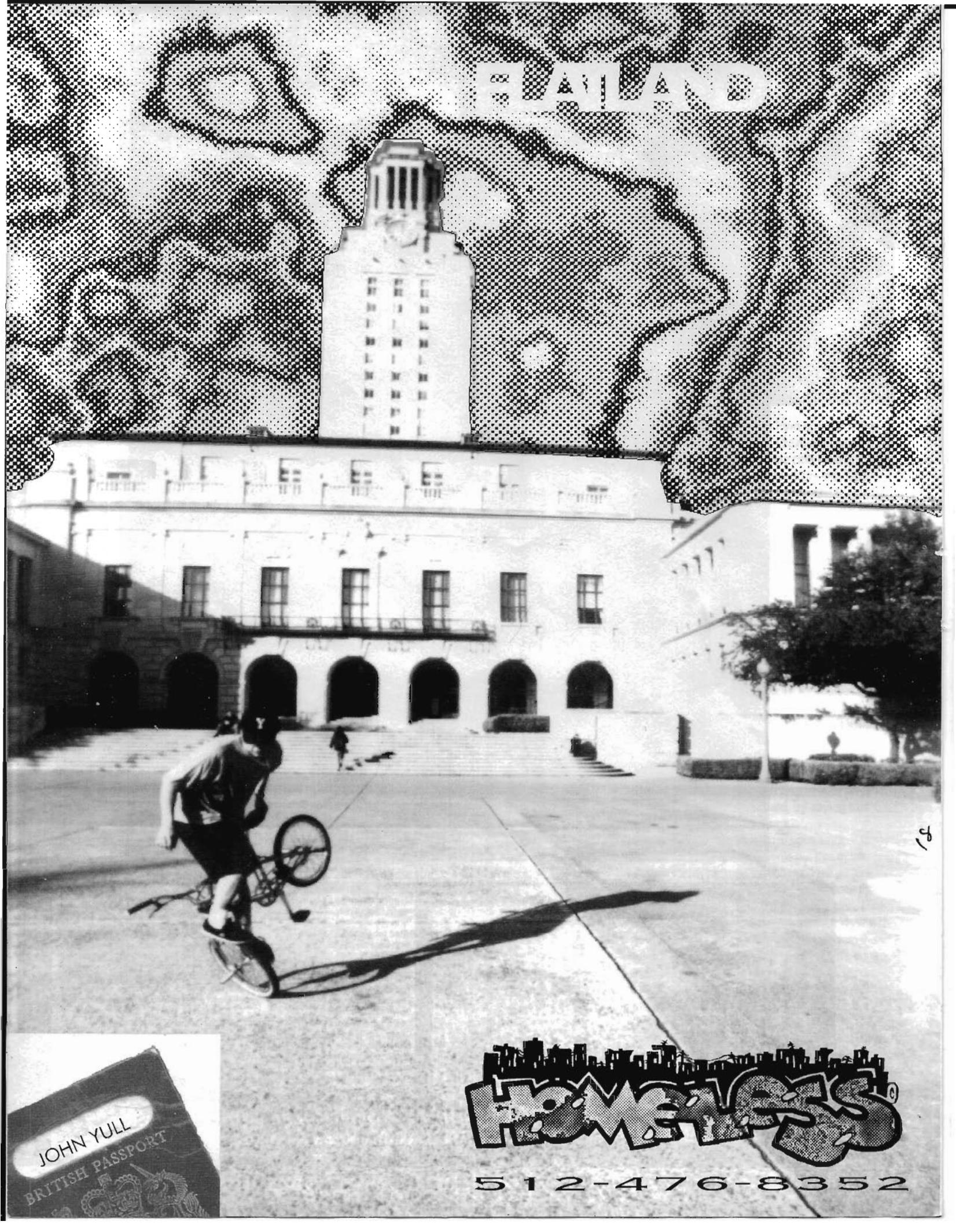
Soul rider Mike Forney at the Chicago B:S. contest. Photo: Jamie Roberts



Manufacturer: Soul Bikes
Model: Soul Train
Price: N/A
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Seat tube angle: 73 deg.
Wheelbase: 36.5"-38"
Bottom Bracket Height: N/A
Top tube length: N/A
Top tube diameter: 1-1/4"
Top tube thickness: N/A
Down tube diameter: 1-1/2"
Down tube thickness: N/A
Chain stay length: N/A
Chain stay diameter: 3/4"
Chain stay tube thickness: N/A
Seat stay diameter: 5/8"
Seat stay thickness: N/A
Seat tube internal diameter: 7/8"
Fork leg diameter: 1-1/4"
Fork leg tube thickness: N/A
Frame dropout thickness: One piece, 1/4" laser cut
Fork dropout thickness: One piece,

1/4" laser cut
Frame weight: Approx. 5 lbs
Fork weight: 2-3/4 lbs
Warranty: N/A
General Features: Machined bottom bracket and headtube; reinforcement sleeve welded over the seat tube; 1/4" laser cut brake bridge; coaster brake tab; cable guides. Frames are available with either cantilever mounts under the seat stays, 990 mounts on top of the chain stays, or without any brake mounts. Forks: No rake; dropouts welded on both sides; drilled out slots on the dropouts for washers to hook in to keep the wheel centered; drilled out brake hole; cable guides; reinforcement sleeve pressed into the lower portion of the steer tube; peg bosses in-line with the axle.
Address: Soul Bikes • P.O. Box 2483 • Columbia, MD 21045 • (800) 448-3495.

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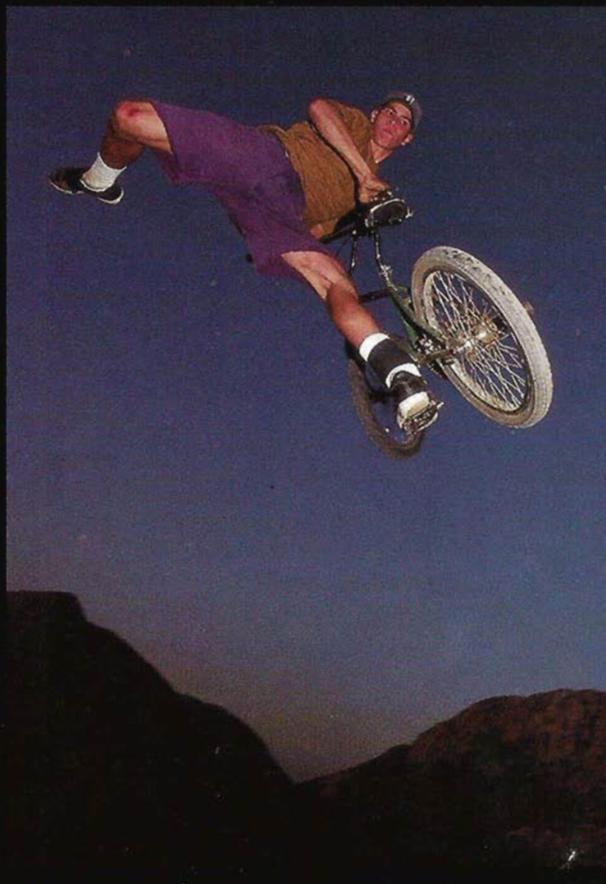
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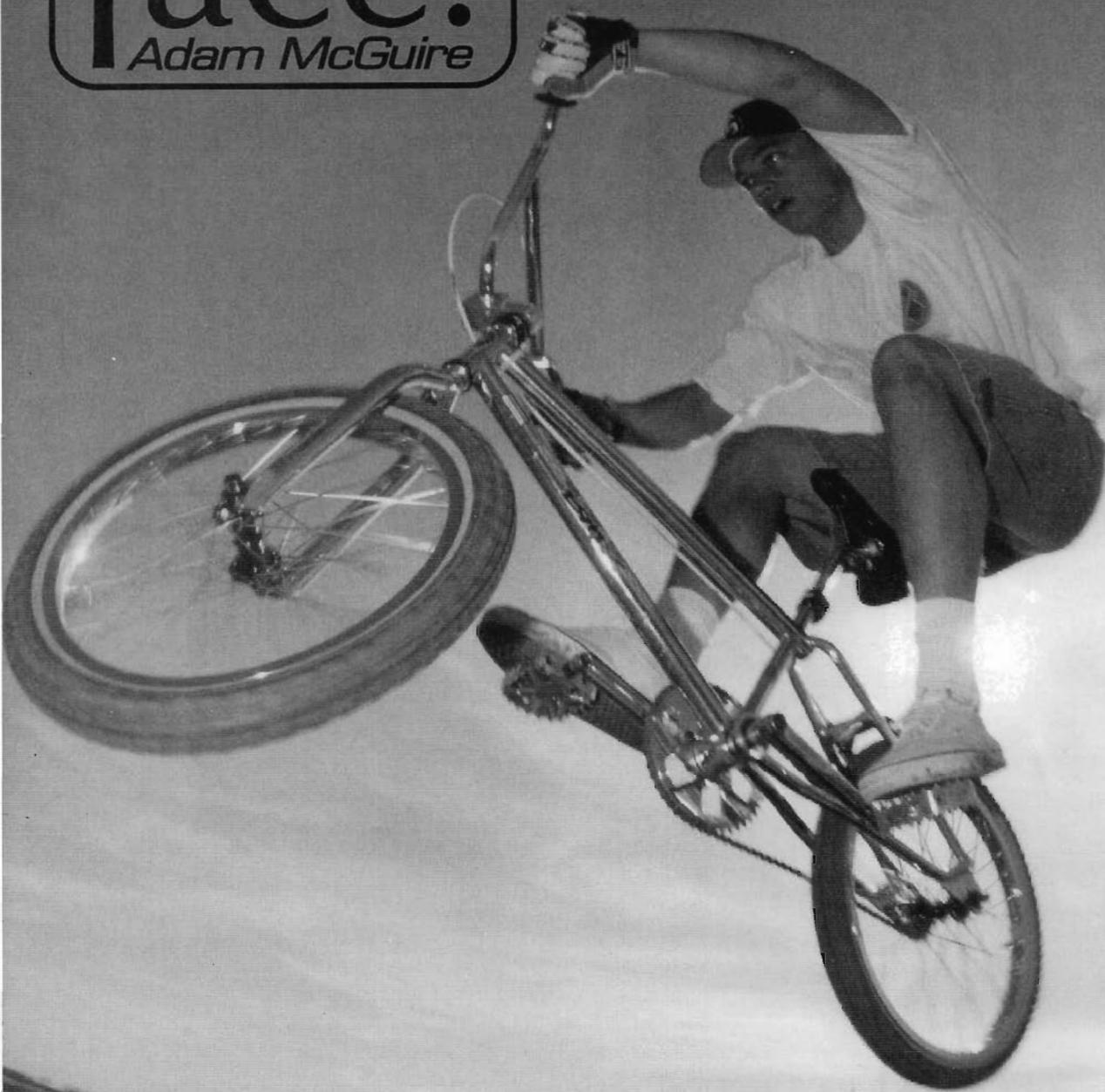
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Adam McGuire



Interview

by Aaron Krueger

What do you like to do for fun?

Um... Like at night and stuff. I don't know. Just

what do you like to do? Let's see... What do you do on Wednesdays? Go

out. Where do you go? Go out to some bars, that's about it. You don't go to TJ (Tijuana)? Yeah, that's what I'm talking about.

What kind of girls do you like? Dude, this is supposed to be about bike racing... (laughs) How many amateur titles have you

won? One. (laughs) What was your favorite track? The Burbank track, in LA. What kind of food do you like? Chicken. Do you

lift weights? Not at all. You don't? No. Are you on steroids? No. I go to the gym about three days a week, ride my bike the

other two days, and go to the local track three days a week. Where are you from? San Diego. California? Uh, no, Missouri.

What's your favorite riding place? Sheep Hills. Not Mission Trails? No. How old are you? Nineteen, going on twenty. How

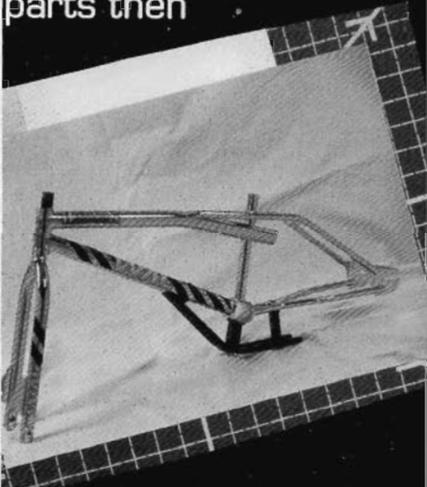
much can you bench? About 245. How many people offered you a sponsorship after you won the title? Two. GT and Haro Crupi.

How come you went with GT? I think they're a lot better people, and they're GT. When are you planning on turning pro? After the '94 season. What kind of girls do you like? Um, cute ones. Fat ones? (laughs) Yeah.

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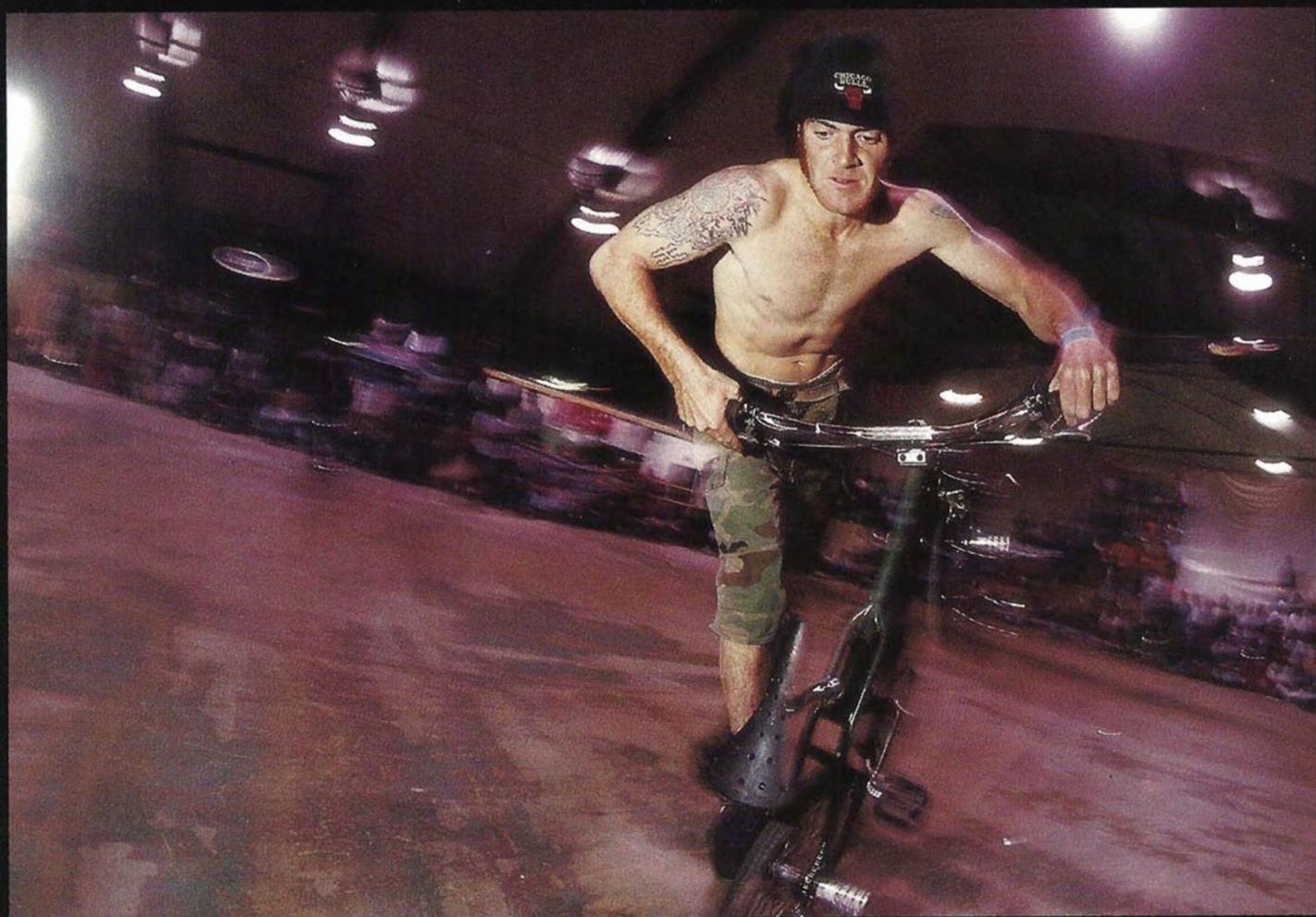


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B.S. Finals

chicago, il



Words: James Shepherd
Photos: Brad McDonald

Left: GT ramp warrior John Parker went into this contest with the number one title in amateur already wrapped up, so he turned pro. No-footed seat-grabber on his way to fourth place. Above: Chase Gouin's first place finish quickly put to rest and rumors that he's fading.



In the weeks prior to the '93 BS finals in Chicago, rumors were again flying about impending showdowns and altercations between various riders and companies. After last year's tension and conflict-filled event, no one really knew what to expect this year. Luckily, however, the rumors never materialized into



anything and the focus finally seemed to be back on riding.

Upon arriving at the contest site, it became obvious that slightly less people turned up than last year. Keep in mind, though, that last year's contest was more than likely the biggest one since the late



eighties. The smaller number of people seemed like a blessing to me, it meant there would be more spectator area and more room to ride.

The park hadn't changed much from last year. The street course had a jump box, decked spine, five foot quarter, eight or nine foot quarter, four foot tight quarter with a four foot sub box, two foot punk ramp with a big railing behind it, and two new editions—a four foot high elbowed hip, and a small banked fun box. The mini ramp was the same, with its five foot decked spine and slow transitions. The vert ramp looked like every other one I've ever seen, just picture a mini ramp at twice the scale.

Another one of my keen reporter-like observations was that not only were there a great deal of new faces, but new faces in contention for top-ten placings. This

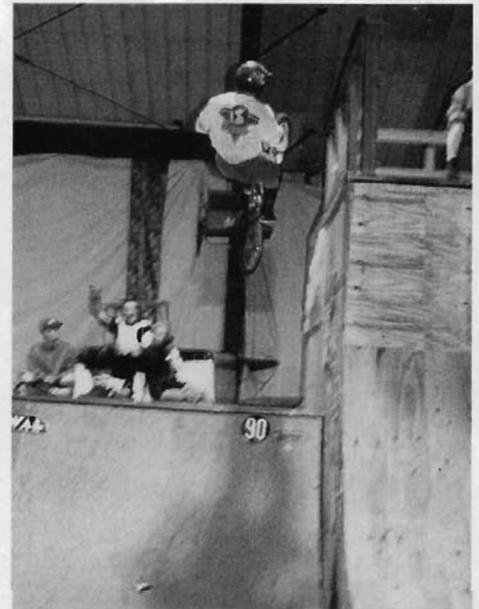


meant there would probably be some unlikely names turning up in the year end points race. I am surely going to lose any street credibility I have left by saying this, but the points race was actually exciting to me. I don't really know why, I mean if the only difference between best and second best is four or five points, does that really make them the "best" rider of the year? Probably not, but it was still really dramatic.

Here are some of the more noteworthy parts of the points race: In Stunt Boy street/mini, Jon Peacy basically just had to show up to win the year end title. With his clothing company, Folded, just starting to take off, he opted to stay home and take care of business. Even so, his points lead was big enough that without being there, he still stood a good chance. Second place holder Eben Krackau blew his chances by missing sign-ups for street. Third place holder Joe Rich had a very good chance because of his consistency,

but was out with an injury. Although I don't know their exact placings, top three finishes in both classes might have been enough for Jon "Luc-E" Englebert or Taj Mihelich. Car trouble for Jon and bike trouble for Taj kept them both out of the street comp. As a matter of fact, with this many heavies sidelined, top three finishes might have been enough for anybody to take a top spot in the year end points.

The other big points race was for pro flatland. Since there were only three flat-

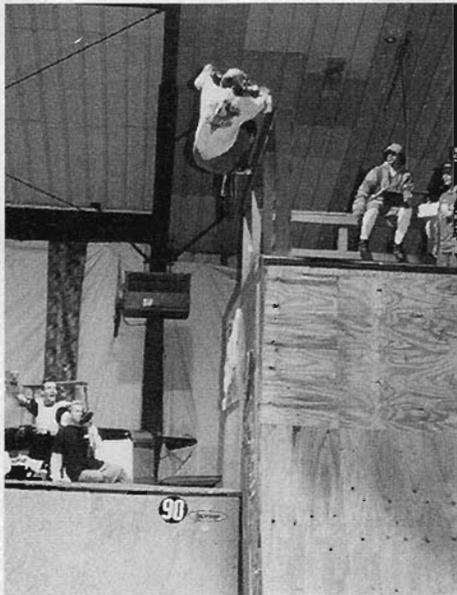


land contests this year, and only two events count for year end points, things were pretty interesting. Chase Gouin (The favorite at the first of the year) missed the Oklahoma contest and many people seemed to be writing him off. Chad Degroot already had second and third place finishes under his belt, but with the



Kevin Robinson with a 900 attempt.

lowest contest being dropped, Chad more than likely would have to get a first to win the year. Edgar Placencia (one first place finish) and Day Smith (one second place finish) each could win the title with a first here. With four guys in contention, the pressure was on.



Things really got rolling on Friday night when Stunt Boy street started. One guy who didn't make the final cut but did stoke everyone was a guy named Smiley. In Dave Clymer fashion, he rode across and off the deck of the vert ramp, attempting to land on the transition of the quarterpipe next to it. Unfortunately for Smiley, he overshot the quarter for a brutal flat cement landing. You could actually see every part of his bike bend upon impact. It was more punk rock than a Black Flag box set.



Ross Smith in the middle of an attempted double rolaid.

Here's a rundown of guys that made the top four in Stunt Boy Street: George



Smoot, 4th place, worked the course a little more than most, which helped his scores. A well-rounded run that included a nice tailwhip from the spine to the three foot fun box. Rob Sigaty, 3rd, has a very

Stunt Man like style, i.e. back to back tricks—a flip over the box to flip over the spine to flip over the spine to flip fakie attempt on the eight foot quarter. Rick Thorne, 2nd, seems to be doing fine back on the freestyle horse again. If you were there and thought his run looked dialed and even pre-planned, it's because they were. He pulled flips over the box, the spine, and after a few harsh slams, he pulled one to fakie on the big quarter. Back on the freestyle contest front and sporting a new full-factory ride from Haro, Todd Lyons came in a strong first place. As always, Todd rode fast as hell and completely insane—the biggest flips in the amateur class, and jumps from the hip to the vert ramp deck in all his runs. It was cool to see him at his first BS contest, he's burly.



In pro street, Kevin Robinson (6th) and Bill Nitschke (5th) rounded out the class. Rob Nolli took fourth place, just 3 points out of third. Jay Miron was really sick (literally). After one of his runs he even came close to passing out. On the course, I don't think too many people noticed his illness. Except for cutting his runs short, he



Some guy doing a nice no-footed can can over the box jump.

B.S. Finals

chicago, il

seemed to be in top form. Big one-footed 360's, barspin jumps to one handers, flips on the box and spine, and backwards grinds on the rail behind the punk ramp—3rd place, 93.6 points. Here's a small portion of one of Dennis McCoy's runs: Big flip over the box to flip over the spine to abubaca on the punk ramp railing to crash. Missing one or two tricks was the only thing keeping DMC in second place. Other highlights include him making a 360 tailwhip manual, manuals on the sub box, and a 360 with a 540 barspin thrown in—93.87 points. You might have already guessed that Dave Mirra won. Just like last year, Dave won by landing big tricks. "How big?" How about giant indian air 360's over the box, the biggest flip jumps, and a perfect flip twist on the big quarter. The craziest part about the flair was that the ramp was only eight feet wide. That was probably the trick that gave Dave the extra .06 points he need for first place—93.93 points.

Saturday's big story was flatland, proving that Oklahoma wasn't just a fluke. The general consensus was that flatland (especially pro) was more dramatic than the other classes because about six guys in each class stood a chance of winning.

Stunt Boy flat was also pretty exciting. After a second place tie between Cardoso Lionel from France and Sean Peters, the judges re-figured the scores (this time dropping the lowest score), giving Cardoso the win. California flatlander Sean McKinney won both the class and the title with a nearly

flawless run. After his class, he also decided to turn pro the same day (Not unlike Matt Hoffman a few years back.). Pro flat would be anything but boring.

In pro flat, only six points separated first from eighth place. With that many rad guys in one class, I didn't want to leave anyone out, so the following is a short blow-by-blow account of each of the eight finalist. Ross Smith rode with a blend of old and new school originality. When I first saw Ross back in '89, he had every trick dialed. His run in Chicago proved that since I've seen him last, he's definitely been riding—a lot. Sporting a Led Zeppelin t-shirt and riding to (what else) Zep, Ross pulled a double straddle roni and went for several double rolaids attempts (definitely the crowd's favorite trick). I heard that he pulls double and even triple rolaids—8th place and 89.2 points. Sean McKinney faired well in the stacked pro class and proved that he has no problem learning the newest tricks. Dark side slide to hitch hiker—7th place with 89.4 points. Day Smith didn't have the run of his life, but he did take his shirt off in mid-run which (I can only guess) was because it got caught on his bars, not to impress the ladies—6th place and 91.2 points. Edgar Placencia, who I think rides for Bob Morales' new bike company, did really well. He rides with a clean fast style, and if he could have stayed on a little more he might have scored another win—5th place and 91.6 points. Chris Young is starting to make quite a name for himself in pro flat.



Chad DeGroot, second place in pro flat.

His fluid, consistent style works very well in the contest environment—4th place and 92 points. Canadian Steve Roy doesn't make it to very many comps, but when he does he always places top three. He has a classic style—fast, smooth, and flowing, with a lot of old and new school tricks blended together. He also came sooo close to a quadruple decade—3rd place and 93.2 points. Chad Degroot has been making up tricks like crazy as of late. Flatland is all about originality, and Chad is just that. Some people thought that his run deserved a first place finish, but don't worry he is due for a win real soon—2nd place and 95 points. The only person who stood in Chad's way was Chase Gouin. After a few months of obscurity, Chase burst back on the scene with a little help from Gun and Roses. Nailing every trick in his book, Chase rode with the aura of a true freestyle rock star—1st place and 95.6 points, and the year end title.

I would like to say that there was an intermission between flat and mini, but there wasn't, so with no time to spare things started right back up with mini ramp. In Stunt Boy mini ramp, Eben Krackau took third place and had a good time goofing around during his runs. Despite his clowning around, he still managed to do some great riding. Pennsylvania rider Mel Cody did a nice tailwhip over the spine and tried a 720 on his way to second place. Speaking of tailwhips over the spine, Taj Mihelich did the biggest one I've ever seen. He carved at least ten feet up the transition wall and hit one at about five feet. Like everyone else, he had trouble with lip tricks on the mellow ramp, but more than made up for it with huge jumps over the spine—1st place. After all the points were counted, Eben Krackau ended up with the mini ramp/street year end title.

In Stunt Men mini ramp, the battle for the top three spots was between Dennis McCoy, Jay Miron, and Dave Mirra. DMC had his usual bag of tricks and it went something like this: Tailwhip to tailtaps, nose manuals, 360 barspin to 180 attempt over the spine, flip over the spine, and a 180 flip to axle stall attempt for 94.1 points and third place. There seemed to be a contest within a contest going on between Jay and Dave. It went on all weekend long, but was most exciting during mini ramp. Jay started with a big flip over the spine. In his next run, Dave pulled one even higher. During Jay's next run, he pulled one that could have only been higher if Steve Swope had pulled him on his motorcycle. At Dave's next at bat, he too pulled one higher than humanly possible. I really couldn't tell who went higher, there's a point when things just seem too big to measure. The guys who had the job of measuring gave Jay second place with 94.1 points, and Dave first place with 96.1 points. Dave was now unbeaten so far in the comp, but Jay won the mini/street year end title. Much respect for both.

After staying low key Friday night, I decided to party down on Saturday night. Me and a bunch of riders jammed over to the Burger King, ate a couple of Whoppers and started raging. Then we packed back in the ride, turned on the radio super loud, and started rocking out. Man, I didn't even have my seatbelt on. It was crazy! After all that, I decided to slow down before someone got hurt, so we headed back to the hotel for some much needed rest.

With my head still hurting from the night before, I made it to the contest just in time to see Mike Ocoboc win Soon To Be vert. He also won the year end title. Pat Miller won Stunt Boy vert with tricks like front flip flyouts and good old-fashioned

big airs.

The real showdown of the day and the part of the contest that always draws more spectators than a monster truck race was pro vert. Jon Byers and Dave Brumlow tied for sixth place with 88.4 points, and Kevin Robinson locked down fifth with 92.13 points. New pro John Parker didn't pull a couple of key tricks, which kept him to fourth place, but only by .3 points. Jay Miron and Dave Mirra tied for second place, here's a list of a few their tricks so you can make you're own call. Jay: Flair attempt, barspin to one-hander, one-handed one-footed to can can 540's, plus a perfect backflip fakie. Dave: Big airs and back-to-back tricks like tailwhips, no-footers to no-footed can can to no-footer, big 540's, framestand tooth picks, feeble to fakie to crash into the wall, and a flair attempt. 94.6 points and a second place tie for Dave and Jay.

By now, I'm sure you figured out that Dennis McCoy won. Big airs, lookdowns, lookbacks, a clean 360 barspin 360 manual, 360 barspin 540 air attempt, 900 to front wheel hang, and an X-up to plow into the crowd (a DMC trademark) earned Dennis 94.93 points and first place. Considering that most people don't ordinarily think of Dennis as a vert rider, it's ironic that he's won three of the last five vert contests. He also won overall for the year, something he did the first year he was pro (eight years ago).

With another year of contests under their belt, the Hoffman crew (Matt, Steve Swope, and Chuck D.) are gearing up for year three. The BS series has proven to be the only thing in freestyle that consistently brings all the best riders together and pushes the level of riding even further. If you've still never been to one of the contests, do yourself a favor and check one out.



Dave Mirra flairs on the quarterpipe.

POORBOY

ENTERTAINMENT FOR RIDERS

PLAYTHINGS DATA SHEET

NAME: Chad Degroot

BUST: 11 C WAIST: 24 HIPS: 35

HEIGHT: 6' WEIGHT: 165 lbs.

BIRTH DATE: 3.23.74 BIRTHPLACE: Greenbay, WI

AMBITIONS: live a long life; ride every day;
beat allen foster in a bike race.

TURN-ONS: mark hillison; tall girls; dialed
brakes; the way dave freymuth's butt meets his back.

TURNOFFS: mark hillison's legs; reminiscing
about the past; cockroaches.

BEST HEART-POUNDING EXPERIENCE: riding at Rampage
wearing nothing but my G-string bikini.

WORST HEART-POUNDING EXPERIENCE: being hit in the head
by a hockey puck; waking up with a roach
in my mouth.

HOW TO REALLY MAKE MY HEART POUND: gentle smiles;
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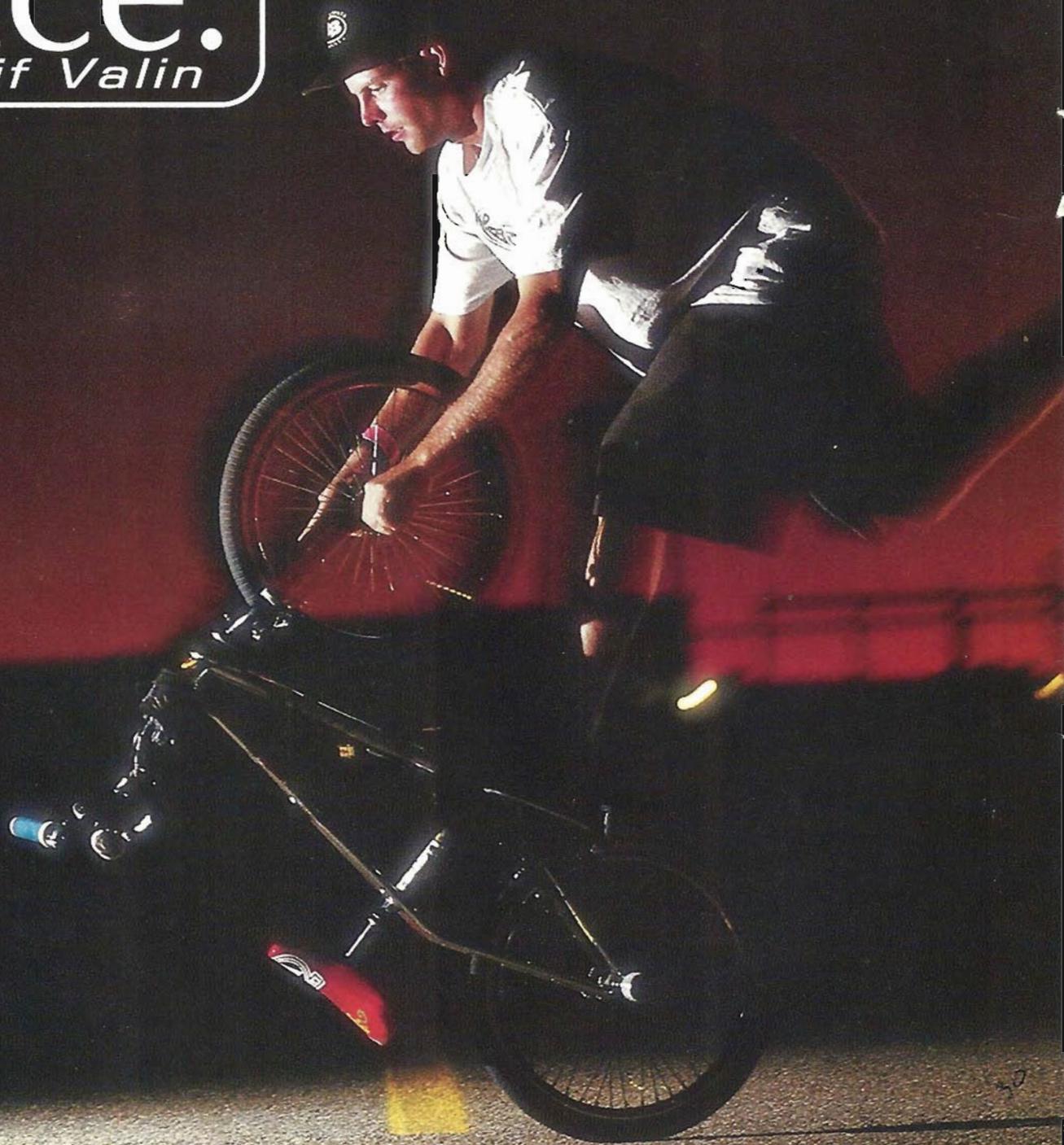
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Leif Valin



This interview was recorded over the phone while Leif worked the night-shift at a Turkey Hill convenience store in York, PA. Leif has a really dry sense of humor. (Phone ringing) Turkey Hill. Is Leif around? Yeah. (pause) Is this him? (pause) Um, yeah. Hey, this is Brad McDonald. What's up? I want to do an interview with you for this coming issue. Alright. Can we do it right now? I'm on deadline now, I have to have the whole magazine done by tomorrow morning. Oh, shit. James (Shepherd) already did something. He said it didn't come out, his tape recorder got screwed up. What did you guys talk about? Um, Turkey Hill. Oh yeah? No, just stuff like what I thought about doing original tricks. Well, what do you think about doing original tricks? It's fine for Kevin Jones, but I don't have any interest in it. No, I'm just kidding. Riding's a lot better when you do original tricks, it's more satisfying. But I don't think you should just only do your own tricks, you'd never get anywhere. So you're living in York now? Yeah, since April, I lived in Phoenix and Denver before that. What's something about you that most people don't know? Let me see... I'm not as rich as people think I am. Like if I'm at a contest and I show up with a Big Gulp or whatever, people think there's tons more money where that came from. Or my car. What kind of car do you have? A '77 Honda Civic. People think I'm rich just because I have a nice car.

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Odyssey Triax Pads	2.75

•COMPLETE WHEELS•

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Perregine HP-48 silver	68.95
Perregine Super Pro	142.50
Perregine Axles	9.95
Perregine Axles w/bearings	16.95
Standard Axles for Perregine or Coaster	12.95
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GT Mega bk, wh	62.95

•TOOLS•

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Dirt Research Gloves	19.95
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Dyno Helmets Full add \$10 (w/visor)	78.50
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PLEASE INCLUDE SIZE WHEN ORDERING

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GT Pro Series Stem pro, pro XL	27.50
GT Mallethead sil, bk	22.50
DK mini, pro, pro xl, pro xal (purple top)	24.50
DK Inverted mini, pro, pro xl, pro xal	27.70
DK S	24.50
DK Bolt set F/S or BMX	9.95
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TNT F/S	32.50
Wilkinson Airlines Stem	29.95
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\$25-\$50	5.75	9.50	11.75	17.50	10.00	16.75	12.00	33.00 68.00
\$50-\$100	6.75	11.50	14.75	23.50	13.00	19.75	15.00	47.00 83.00
\$100-\$200	9.75	17.50	20.75	28.50	19.00	25.75	25.00	62.00 120
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PARTS TOTAL	SHIPPING	8% SALES TAX (TEXAS ONLY)	TOTAL SENT
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Coming across a set of damaged headset bearings at the bottom of a jump is a good sign in the normally boring sport of BMX. It's a sign. A sign that someone crashed hard, which as cold as it may sound, actually means that something exciting happened. Unfortunately, BMX isn't always that exciting. The NBL Christmas Classic was exciting this year. Well, the 7 year old experts were still as boring as ever (although the Powerlite Powerhouse was layin' it down and drivin' it to ya), but the pro class was actually fun to watch. Honest.

It all started when the NBL brought enough dirt to the Ohio Center to build a good BMX track. Sure, it was bumpy in spots, but they took that dirt and built up a pro section that had plenty of pros complaining. One reason to complain was that the first pro obstacle was a twenty foot long tabletop with a three foot tall spine protruding from the center of the jump. While sorta wacky, it was baffling enough that everyone had to jump the whole thing to stay smooth. Another reason to complain was that once you had jumped the spine, you had to truck full speed to clear the twenty foot set of doubles that broke plenty of pro's bikes. But probably the best reason to complain was that Todd Lyons designed the damn thing. Indeed, with guidance from guru Bob Tedesco, the NBL took Todd's input and even let him construct the pro part. Obviously something was wrong because you shouldn't let a POW help with the pro section, it might be too radabonzical.

Most pros endured. While Brian Colegrove did mock the big doubles by riding through them on his way to moto wins, the pros with the best nicknames jumped them with ease (even the Amtrac, who was chugging hard both days).

Classic cash winners were Boss' Primetime Steve Veltman on day one, and Hyper's Eric Carter on day two. In Superclass, MCS' David Milham won it all

NBL Christmas classic

both days. As far as the Masters Class, I must've missed it, but I think that Mark Losey stayed sober long enough to catch the action. While we usually cover the amateur

action, the only amateurs worth mentioning were Powerlite's Powerhouse and Wilk Racing's Jon Goll (Jon gave me some food and his mom invited me to stay at their house).

In the end, it was none other than Todd Lyons who broke his bike in half over his own creation, but he (and Dave Clymer) did manage to backflip the thing. When asked if the jump was in fact too tough, Todd's reply was, "No way, the doubles were way better when they were six feet further." BMX would never be boring with 26 foot doubles.

Words and photo by Steve Buttonhead



actual
employee

All day long our 16x Cory Muth slices vegetables, mops floors, cleans toilets, and bakes fresh bread- just so he can ride his bike.



\$2 FOR STICKERS

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Amtrac and Primetime. Buns up and full-tilt bozo.

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HERE

34

Jay Miron

What do you want to talk about?

I don't know—life, Hoffman Bikes, whatever.

Talk about your sponsorship history. Who did you start out with?

I started out talking with R.L., trying to get hooked up with Hammer pads, around the summer of '89. He sent me a pair of shin guards and a T-shirt. Then I went to the New York City Meet The Street at the Brooklyn Banks and Mike Miranda offered to pay my entry fee for Vision, so I just rode for Vision instead and kind of forgot about the R.L. thing. That winter when I heard Wilkerson was starting his company, I had been practicing and had gotten a lot better, so I figured I was good enough to get sponsored by a bike company. I talked to Ron and he said he'd sponsor me, so I rode for Ron. Then he ripped me off \$200, so I quit Ron's team. Then R.L. called me up and offered me a Bully sponsorship. So I took that and I rode for him for about four months, but it just didn't seem to be going anywhere. He didn't want to help me out as much as I wanted to help out. He was pretty cool to me, he was the only sponsor I ever had that didn't lie to me, which is pretty cool. Then I just got sick of breaking stuff (laughs). I pretty much was going to just quit riding, then my buddy Brent from Edmonton convinced me to move out to Edmonton because he lived right near a ramp warehouse. I went out to Edmonton, then went to the Meet The Street and hooked up with GT. I rode for them for two years and then got a real sponsor from Hoffman, and that's been the best ever since.

What about when you got fired from GT?

The whole thing was about Ron Haro just being full of crap. Ron Haro and Bill Hawkins lied to me so much, it was just a complete joke. They told me to come out to California, they're going to pay me all this money, everything's going to be rad, and I was

going to be like this millionaire biker from the mid '80's. I went out there and they never gave me anything. I was starving—I could only eat two meals a day at the most because I had no money. I was begging them for money and they were teaching me how to go to McDonald's and tell them that my Big Mac was raw last time so I could scam a free Big Mac, that's how bad it was. I said, "Ron, I seriously have no money to eat, I'm completely poor, and I'm starving. I can't fly back to Canada, I can't do anything.



"I'll kill you if you use that picture."

I'm gonna die here because I can't eat, I can't ride, I don't have medical insurance, I'm totally screwed." I never had any fun out there because I was always sick because I was seriously malnourished. He wouldn't pay me, and he just kept ripping me off and lying to me. I was going to quit the team and then he started telling me I was going on salary soon, so I

believed his crap. Finally, it got to the point where they just dissed me so hard I couldn't even care less. I just stopped wearing the uniform and whatever. I just got as much free stuff as I could and sold it all.

Sold bike parts?

Yeah, I just got everything I could and didn't even care about my sponsor anymore, and then he fired me.

So then you went to Matt?

It was funny, because he (Ron Haro) goes, "Did you wear your uniform in Chicago?" and I said, "No I didn't even wear the shirt, I wore my buddy's shirt. My buddy started a clothing company, so I just wore that." He said, "Well, you better call Matt up and ask him for a sponsor."

He didn't really like you in the first place, right?

We sort of got along. He was cool when we were on tour together, but when it came to money, he just totally ripped me off. It wasn't money coming out of his pocket, but GT basically told him that if the program didn't turn a profit that year, they were fired. So they were using the riders as much as they could to make as much money as they could, but they were such idiots that they screwed up the whole program and weren't making any money. So they just tried to screw the riders instead, so they didn't have to spend as much. But, I guess that's how it goes when you listen to stuff like that. It was lame. I'm not dissing GT, because it wasn't the guys from GT who did it, I think Todd Huffman's pretty cool and everything. They just... riding for GT was the worst experience of my life. Nothing against the company, it was just the situation and the guys they had running it. They fired them and everything, so that's cool. It was funny because I was always telling him, "Man, we ought to get our stuff together like Hoffman, because he's totally dialed." So when he fired me, he goes, "Why don't you just give Hoffman a call and ask him for a sponsorship." So I hung up the phone, got the magazine open to the Hoffman Bikes ad, called Steve, and I go, "Steve, I want to be riding for you next year," and he got pretty stoked. I talked to Matt and I said,



"Send me a bike, I'm gonna ride for you." He said, "Well, you know you won't make a whole lot." I couldn't care less, I was just like, "Give me a bike, I'm going to have fun next year."

So you just make money doing shows?

Yeah, I did last year, I'm on salary this year. It was funny, because was giving me everything he could possibly give me. He wanted to give me so much and he couldn't afford to, but he promised me a certain amount last year, and after everything, I figured out that he paid me four thousand more than he promised me. That was incredible. This year I had no car to drive, Matt bought a car and a he let's me drive it whenever I need. It's just so rad to have Matt, Chuck, and Steve—such good friends—anything you need, you can count on them, always. It's just so rad riding for Hoffman Bikes right now.

What do you think about the way the contests have gone for the last two years?

I think they're totally rad. Flatlanders get dissed at the comps, it's such a bummer that flatland's coming back so big now and they have to ride in lame areas. I'm not known for being a rad flatlander or anything, but I like to ride flatland when there's a really good area. I get bummed when there's a really bad ramp, so I'm sure they get bummed. But Matt's doing the best he can—you can't have a comp with everything perfect unless you do a quarterpipe AFA-style comp and the ramps are lame. But as far as the locations and everything, it's been really cool. It's just so good to have a comp where you can just go and everything's casual and fun.

What do you think about a lot of the top experts calling for some sort of B Pro class?

I think it's lame. As it is, we barely have any pros. I get really sick of everyone complaining that me, Matt, Dennis, and Dave win all the time and no one else has a chance to win. In every sport you have dominant athletes, people that always win. I think if you're going to call yourself a pro, you should be competing against pros.

What do you think about some of those guys saying that it's a "name game," that if you're one of the top four guys you sort of get the benefit of the doubt in the judge's mind?

Honestly, without trying to have an attitude like we're all radder than anyone, I have not seen one situation—I've seen a couple close calls—but I haven't seen one situation where the top four—me, Matt, Dave, and Dennis—where someone clearly beat us. I understand that there are close calls, but we were all in that position, too. I was in that position when I started out. When I started out—this is something that really bummed me out—I was an amateur and I was competing against guys like Hoffman, Voelker, DeLuca, Pollak, and they were pretty much factory paid professionals entering amateur. They got the salary and everything, they got flown to the comps. I was in school all day, then I'd go home and go to work for twenty hours a week, and then I'd ride. I had to compete against those guys, too. I think it was harder back then to make a name for yourself then it is now.

Do you feel like those guys just don't want to pay their dues?

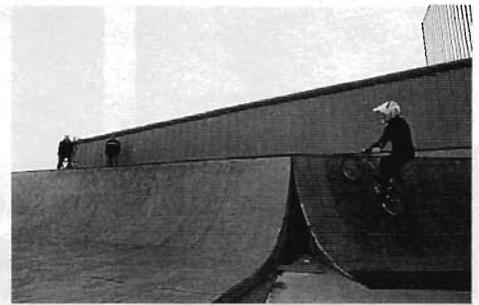
In a way. I think a lot of them have and a lot of them are good enough to ride pro.

Do you feel like they're trying to take away something that you've earned, by saying that you're getting it on your name?

I don't know. I haven't had anyone say that to my face, but it doesn't really bum me out that much because I think I earned it—you don't get a name unless you earn it. It's the same for the rest of the guys, we all earned where we are today. Matt, especially. Matt rode more than anyone and he dealt with more pain than anyone, and it's the same with the rest of us, just not as extreme as what Matt's done. But that's why Matt is famous outside of the sport now, he tried the hardest. The guy who tries the hardest deserves to win, that's the way I see it.

Who are your favorite riders?

I've got tons of riders I think are cool. Matt, Steve, and Chuck for sure. They're so much fun to ride with, we have some rad sessions in the warehouse. When we all get together and ride when everyone's healthy, that's just the best thing ever. My friends from when I lived in Edmonton, Brent Oswald and Steven Roy, are really good friends of mine. We're still really close even though I haven't lived in



Edmonton for a little over two years. The Terminator, Jamie Merritt, back in Thunder Bay is really rad. I've been friends with that guy for so long. I think Sheps is really cool, James Shepherd. I really get stoked when I watch James ride because he's got that flowing style and I like to flow myself. I think Day Smith is really rad, I think he's the raddest of the flatlanders to come out now. I think Nitschke's underrated, I think he's really rad. Taj is so rad, I could watch him ride everyday for a year and not get bored. Pat Miller is rad, I think he's going to be a really rad rider pretty soon. Dennis is like the guy I looked up to when I started riding. I've got so much respect for all that Dennis has accomplished. It's just incredible how much he's accomplished in the sport being an overall rider, because I'm an overall rider myself. I know how hard it is to be good at both, and he is.

What do you do here in Oklahoma City?

We just work a lot (laughs). We work a lot, we ride, we go out to clubs and stuff. It's really cool because the guys I work with are my best friends, so we just do whatever and find a way to have fun. It's not the most happening city, there's a lot of cowboys and stuff, but we find cool stuff to do.

Are you kind of psyched to be on Hoffman because you're a more important part of it all? Do you feel like you're part of something small that is going to be big?

Yeah, I'm so stoked when I go to a comp—I'm just so proud to be on Hoffman Bikes. I'm so proud to be wearing the shirt and I'm just so proud to be a part of the company, like I'm actually helping the company grow right now. I work in the office everyday and I'm contributing a whole lot more than I have with any other sponsor. I like to do that, I'm the kind of guy who likes to help out and get in there.

Everyone's talking about freestyle getting big, do you see that happening?

I thought it was going to get really huge again, but I don't know. It seems if it was going to grow, it would start growing. You never know, something could happen to spark interest, but as of now it doesn't seem like it's growing that big. I don't really care, I like it this way. I think it's way better to be able to go to a comp and just hang out with your friends and do whatever you want. Contests are the best right now. I want to do good and everything, but it's more fun just to go out and have fun in a comp than to really worry about riding.

Do you go for the titles, or do you just try to make your runs as good as you can? When you're at a contest, do you look at the big picture, or do you just try to ride really well right then?

Yeah, this year after I won the first two comps, I was like, "Wow, I might be able to win the vert title." That's something I never even thought of before. I

just thought that Matt would win it every year, but then Matt got hurt and I actually had a chance to win a vert title. So I was kind of worried about it this year, which was kind of lame.

What are your favorite tricks?

Lookbacks are probably my all-time favorite trick, 540's are real fun, I like doing no-footed stuff. When I'm riding mini, I'd rather just flow, instead of doing technical tricks. I like tricks where you're rolling and going fast, that's the best way to ride. I think flowing is way more important than the difficulty of your

tricks.

You said you're a lot more into vert riding now...

I ride everything, but when I moved out to Oklahoma—that's like the center of vert in the world. With the really good indoor ramp, I've just been so into vert lately.

What do you think about all the people who put out videos? I know you've got a lot to say about that.

Yeah, I get totally bummed when I watch a video



Sequence: A one-hander one-footer seven feet out and thirty feet across at the Hoffman skatepark. **This photo:** Jay doing his favorite trick, a lookback.

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that someone puts out and it's like they go to the comps and they tape them all, and then they sell your riding. I don't mind if someone comes and video tapes me, I get really stoked and take it as a compliment that people want to tape me and see me ride. But in the same respect, they go home, make a video, and sell your talent. I think that's really lame. I've had guys come up to me in the past and ask me if I want to buy a video, and I'm like, "No, thanks." Not to dis them or anything, I just don't really want to buy a video, I always get to see them anyway. And the guy will be like, "Well, you're in it," as if I'm going to want to buy the video even more. Really, if I wanted to watch myself ride, I could just video tape myself, or else I could just go outside and ride and it would be better. The only guy that ever asked me if he could put me in his video was Kevin Jones, and that's why I'm always stoked to be in a Dorkin' video, because they've always been cool.

What do you think they should do, give you a free copy or ask you?

I think everyone should ask, and I really don't think they should be filming us at the comps and then selling it because we're going to be putting out a Hoffman Bikes video pretty soon and that's only going to hurt our sales, because people have already seen it. Basically, Matt's sponsoring me and giving me all this stuff so he can use me in his video. Why should he have to do that if those guys can just come and use me for free? I don't mean to be lame and have an attitude like I don't want to be videoed or anything like that, but it comes to a point where you've got to be loyal to your sponsor. If everyone can video for free, he's paying me for nothing.

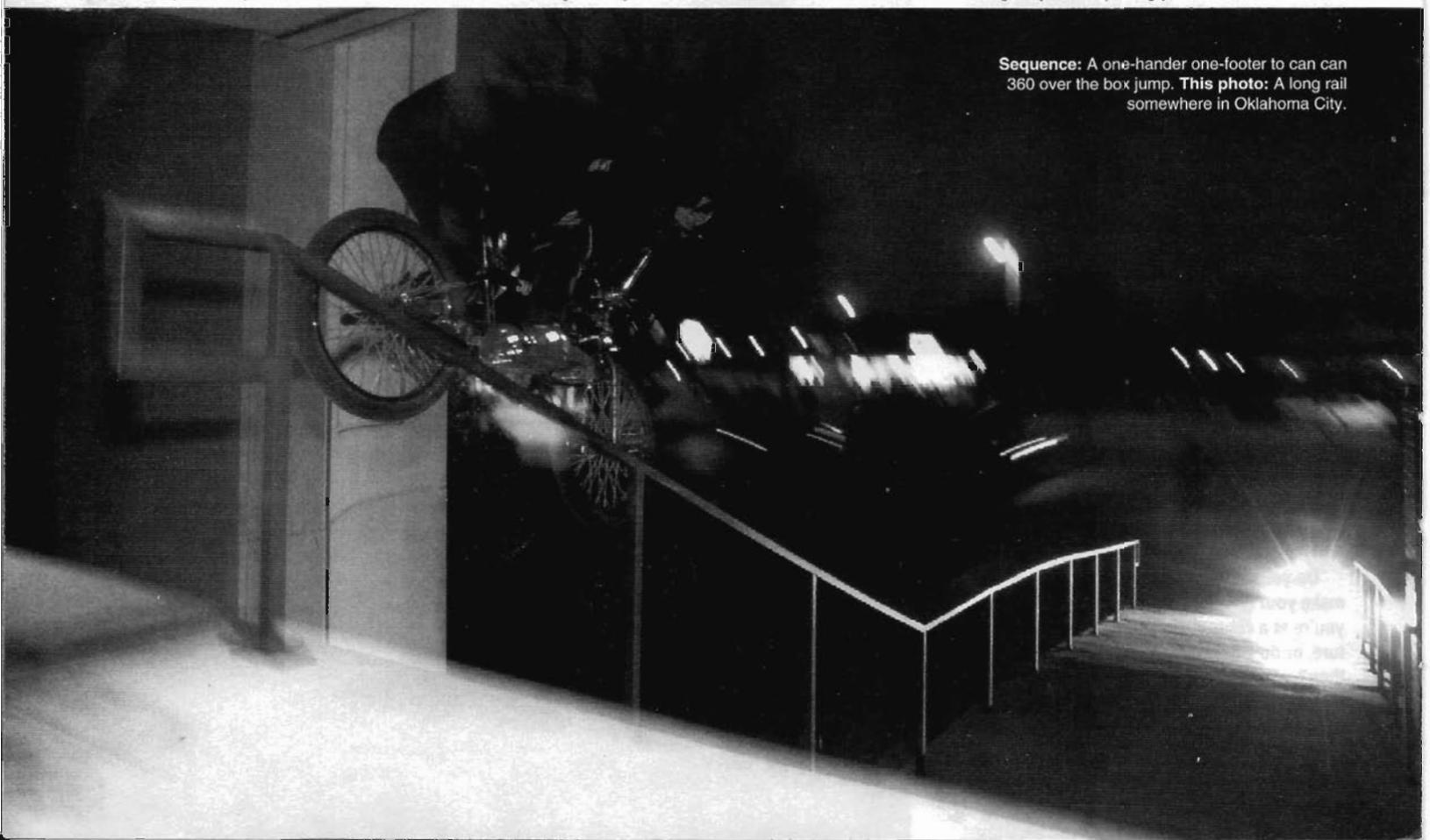
Who are some of the guys you looked up to when you started riding?

Blyther is the main guy—Blyther, McCoy, and Dominguez. Blyther is the raddest dude ever, he was

like the first guy I ever watched who was really super good on ramps. I went to see a Haro show and Blyther was the best thing ever, I couldn't believe how rad he was. At my first 2-Hip in D.C., I was totally intimidated because there were so many guys and I had never ridden a ramp that big. You'd get ready to drop in and all these guys would snake you. Blyther noticed this happening to me—I had never even spoken to him or anything before—so he rolled across the ramp and popped out on my side. He said, "I'm going to get ready to go, and when I get ready to go, you drop in." So he stood up like he was going to roll in, everyone stopped, and he let me roll in. That's was totally cool, he's always been cool to me. Dave Voelker, too. When I first started going to contests, Dave Voelker was always cheering for me, even when he didn't know who I was. He just saw a guy that was trying hard and he was always there cheering for you and patting you on the back when

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Sequence: A one-hander one-footer to can can 360 over the box jump. **This photo:** A long rail somewhere in Oklahoma City.





you were done. I thought that was really cool for guys to do that.

What do you think about the attitudes in riding right now?

I think it's good, the whole attitude in riding's really good. I like the fact that our sport doesn't base itself on fashion or anything like that. There's so many different guys from different areas with different styles that totally hang out together at comps and stuff. The whole new attitude of the riders taking over, that's the best thing that could have ever happened to the sport. That's what I like about *Ride Magazine*, it doesn't matter what all the big companies do—they hate *Ride Magazine*, they hate what it stands for. It just stands for being open and honest and telling the story like it is. I know all those big companies hate it, but they can't do anything about it because there's too many dedicated guys right now willing to back it up, which is really cool. We're the ones controlling the sport now, and I think that's the best thing that could have ever happened to it. We got rid of all those glam idiots.

What do you think about a lot of guys getting into mountain bikes?

I don't know, they're making a lot of money, but I don't think it shows too much dedication to the sport of BMX or freestyle. I think if you're dedicated to BMX, you should be more interested in pushing BMX. I know it's cool to go to the mountain bike circuits and make lots of money and sign hundred thousand dollar contracts, but I think it's really lame for the sport of BMX. It doesn't do a whole lot for it if all our top pros are going over to race mountain bikes. You can't really look down on them for doing it cause it's their choice and who am I to say what they should do, but I really wish people would concentrate more on BMX. It seemed like the same thing happened with skateboarding when *Freestylin'* Magazine started covering skating. They built it up to be the cool thing, when really freestyle's ten times radder.

What do you think about all the little wars between some of the companies in freestyle?

I think it's totally lame that that kind of stuff happens, but obviously everyone's not going to get along. That kind of bummed me out about *Ride Magazine* at first, it seemed like all these guys learned how to cuss for the first time in their life. They just totally got their chance to cuss someone out and it was real stupid how everyone started

thrashing on each other. Now they could finally do it, and it's almost better when they don't have an opportunity to do that because it keeps the attitudes a lot better and it keeps everyone stoked. That one comp in Chicago ('92) was really lame, because it seemed like everyone hated everyone. Now it's like everything's cool with everyone again. It seems like everyone's pretty much agreed that that's really gay and it's stupid.

Do you think you're really determined as a person?

Yeah, a lot of times when I go for stuff I just concentrate on it. If there's a trick I want to learn, I can usually learn it really fast just because I'll think about it enough and focus in on it enough that I can learn it. If I don't learn it right away, I won't stop until I do. Like when I learned 900's, I just decided that day that I was going to pull one, no matter what. I slammed eight in a row before I pulled one—I just kept totally killing myself and getting up again. It hurt—the next week I was hatin' it—but it was totally worth it to pull one. I got that sense of accomplishment, especially overcoming the pain.

Do you ever think about how much of your ability is natural talent and how much comes from sheer determination and hard work?

I think I have a lot of natural ability, but the one thing I have a lot of trouble with is landing smooth and going high. That took a lot of hard work, I'm still working on that. I still don't go that high compared to Dave, and Matt, and Dennis. It's just one of those things where you've got to put your mind to it and practice. Variations and that kind of thing, they come pretty easy. 540's were tough, everyone has to work to learn 540's. The guys who are doing them high and doing them good, you know they all worked for that. We were all the same guys that were going three-quarters of the way up the ramp and slamming over and over again before you learn it. You have to be determined if you want to be good. You have to be prepared to put your time in.

Are you afraid of getting hurt?

No, not anymore. I go through moods, if I don't get hurt for a while then I slam hard and don't get hurt, I'll start getting in this indestructible mood where I'm real confident and I can go for anything—that's when I start getting hurt. But it's real cool before you get hurt when you're in that mood, because you just go for everything and you're just

totally fearless. But you have to be prepared, if you're going to learn 540's, or tailwhips, or backflips, you're definitely going to get hurt. If you can deal with that, you'll be a hundred times the radder rider.

What do you think holds you back as a rider?

(Long pause) I sort of get scared of it sometimes. I get scared a lot when I'm just laying in bed thinking about riding. I get totally scared of riding and I don't really want to ride because I just think of all this gnarly stuff that's happened to me, all the crashes and everything. But then when you start riding, you don't really think about that anymore and you've got to ride. So that kind of holds me back—and work. It's kind of funny that I live in Oklahoma, we've got all these ramps, I ride with the best riders and all this stuff, but it's no different from when I was home pretty much. I work nine to five everyday, even on weekends.

At Hoffman Bikes?

Yeah. I put in about sixty hours a week at the company, and everybody else does, so it's really hard to ride. Everyone thinks we have it better, but we all have jobs, especially Matt. I know that's hurt Matt's riding a lot in the last year, the fact that he's just been too busy working to really practice as much as he should. I'm the same way. It's a bummer that it has to be that way—it would be real cool if we could be factory pros and just ride everyday, but that's not the way it is in the '90's and you've got to put your time in.

Is there anybody you want to thank?

I'd especially like to thank Matt and Steve, those guys have been totally cool to me. Everything I've done in the last year, I can thank them because they had a lot to do with it just by being there for me, for being my sponsor, for always having my back—it took so much pressure off me and let me be a radder rider. All the co-sponsors, like 90 Clothing, and Profile cranks, and TNT stems, and Peregrine wheels—it's so much less expensive when you have cool co-sponsors that are willing to hook you up. Hal Brindley hooked me up with 2B stuff, and I appreciate that. I want to thank Kevin Martin, because he was always there helping me out when I was coming up. He got me on Wilkerson Airlines, and he was always real cool to me back in the day, and I still remember that and I think it's real cool of him. I guess that's about it.

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deep seat

The Baco guys have abandoned Wisconsin for the winter. Chris Rye and Mark Hilson went off on an east coast tour for five months, and Chad DeGroot moved to Phoenix, Arizona. If you want to order anything from them, call Chad at (602) 788-7853. Or write to: Baco Designs, 18202 N. Cave Creek Rd. #255, Phoenix, AZ 85032.

Freestyle mega-hunk Matt Hoffman got married on December 30 to his girlfriend, Jaci Keel. Now that his swinging days are over,



The smooth operator.

Matt is also seriously considering cutting his hair off and selling it to a wig maker. After several calls to Ride headquarters for advice and moral support on this monumental decision, it looks like Matt is ready to hack it all off. The big question now is whether Steve Swope will let him stay on the team without long hair.

More Hoffman Bikes news: After endless supply problems with their frame maker, SE, they have decided to set up their own machine/welding shop. Helping them out is Kris Gack of Gack Bikes. It looks like Kris might move out to Oklahoma City and help them run the shop. They hope to have everything rolling by April and their supply problems taken care of.

GT will be bringing out a Powerlite freestyle bike in the next few months. No word on whether they'll be picking up any new riders, but John Parker will be riding

VIDEO GUIDE

Code 4130, The GT Video

OP shorts, painter caps, and the "GTV" video were all considered cool a few years back, but a lot has changed since then. Proving they're a little more on top of things than most people think, GT hired Eddie Roman to make their new video. Riding wise, it's about 80% racing, 17% freestyle, and 3% motocross (?), so race fans rejoice. Highlights include speed-metal during part of a race scene, high production quality, Vic Murphy's tabletop one-footer off a curb, and the fact that it didn't make racing look stupid. Available at your local bike shop or through mail order.

Loose Change, The Poor Boy Video

A good first video from Poor Boy Steve Inge. The grass-roots editing gives it that underground feel and the 25 minute running time means you don't waste your day watching TV instead of riding. Highlights include Joe Rich's and Chad DeGroot's sections and footage from the BS contest in Oklahoma. Poor Boy, P.O. Box 123551, Ft. Worth, TX 76121, [817] 377-0839.

Homosexuals, Baco Five.

The Baco guys have learned a lot about video production over the years, the film quality and

camera work are about as good as it gets. Nudity (all male) and homosexual overtones are blatant throughout, so you might want to wait until the parents go to bed before you pop it in the VCR. As far as riding goes, this video is a non-stop whirlwind. There's just enough of all types of riding to make it enjoyable for anyone, but if you ride flat this is a must-have video. Chad DeGroot is unreal.

Ride Your Damn Bike, Ampersand video.

Put out by Dave Muggleston, this video features highlights of the Pennsylvania and Chicago BS contests, a contest in Montreal, and Massachusetts riders—Team Welfare. With broad coverage of flat/vert/street/mini, as well as a heavy Kiss influence, this video is available for \$10. Ampersand, P.O. Box 194, Groton, MA 01450.

4130, West Coast

Starring Day Smith, Edgar Placencia, and Sean McKinney, this video is a flatlander's delight. Along with some mini-ramp riding from Mike Ocoboc and Keith Treanor, this video has something for everyone. Send \$16.95 to Alex Juarez, 2249 S. Towne, Pomona, CA 91766.

PRODUCTS



Plaid Block pads



Block T-shirt



Block beanie and baseball hat



Fuse Pendulum T-shirt

CALENDAR OF EVENTS

ABA Races

February 25-27 Ft. Worth, TX
 March 11-13 Fresno, CA
 March 25-27 Wichita, KS
 April 8-10 Rochester, MN
 April 22-24 El Paso, TX
 May 13-15 Louisville, KY
 May 27-29 Sacramento, CA
 For more info, call (602) 961-1903

NBL Races

February 12-13 Daytona, FL
 February 26-27 New Haven, CT
 March 19-20 Atlanta, GA
 April 2-3 Orlando, FL
 April 16-17 Las Vegas, NV
 April 30-May 1 Louisville, KY
 May 14-15 Mullica Hill, NJ
 May 28-29 Springfield, IL
 For more info, call (614) 766-1625

Bicycle Stunts Contests

February 26-27 Moreno Valley, CA
 May 14-15 Ft. Riley, KS
 For more info, call (405) 755-1668

2B/Chuck's Bike Shop Contest

April 23, 24 Emmaus, PA



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Da Groove Zine/T-shirts
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 Badin, NC 28009
 (704) 422-3350

For more info, call (910) 922-3450 or (800) 448-3495

NBL Races on ESPN

All times given are Eastern Standard Time. If you can't figure out what that means, ask your parents for help.

Christmas Classic: Sunday, Feb. 6, 10:30 PM; Tuesday, Feb. 8, 3:00 PM; Sunday, Feb. 20, 10:30 PM.

Easter Classic: Sunday, May 8, 10:30 PM; Saturday, May 14, 12:00 PM; Friday, May 20, 3:30 PM.

These dates and times are tentative. Look in the TV guide to make sure they are correct.

ON THE COVER:

Name: Jimmy Garcia
Age: 21
Hometown: Gilroy, CA
Sponsors: TNT, UGP, Airwalk, ODI, 2B

What kind of training do you do?
 (Laughs) "Just riding and jumping. I try to ride as much as possible. Mostly just dirt jumping."



it instead of his Performer.

SK8 Underground in Moreno Valley, CA (the site of the first BS contest this year) is now letting bikes in on weekdays. Memberships are \$25 and daily cost is \$5. For more info, call them at (909) 924-4573.

Ron Bonner (UGP), with help from Ted Nelson (formerly of STEP) have opened a small clothing shop in Orlando, Florida. Juvce Hall is the name and small company clothing is the inventory. Ron also wants everyone to know that Mike Griffin actually rides for UGP, not 2B.

Speaking of STEP Designs, Ted has given the entire STEP empire to his friend Jeff Allen. Who knows what he'll do with it, but Jeff has always been a fun guy.

After not thinking to put his hands down, Ron Wilkerson knocked his front teeth out after crashing on a wall ride. \$700 later, his smile looks pretty again. In his never-ending quest to live life on the edge, Ron is also going to India and Thailand for a five week vacation. He's also going to be holding two contests this year, one of them back east for sure.

Chuck from Chuck's Bike Shop and Hal Brindley from 2B are holding a contest in Emmaus, PA at the Shimersville skatepark on April 23,24. Co-sponsored by Airwalk, Indy Industries, S&M Bikes, and GDO the contest will have a pro class and looks to be big. See their ad for more details.

Number-one *Ride Magazine* supporter Dugan Finnell has quit the ABA. Darn.

Is Mike Dominguez really in jail for counterfitting money? Maybe.

Jason Scott is starting a bike/clothing company called Underground Bikes. T-shirts and shorts, and framesets are on the way. For more info send a buck to: Underground Bikes, 5101-237th St. E., Graham, WA 98338.

After seeing the success of 411, a skateboarding video-magazine, the Lip Lords from Colorado decided to put out one for biking called "Twenty-Inch Video Magazine." Covering everything

MUSIC

from BS contests to rider interviews, the video costs \$9.99 and will be put out quarterly. Any dealers interested in carrying the video can call them at (303) 759-1332.

After hearing about the Lip Lords video-magazine project and thinking it was a great idea, Chris Banes, Chris Rye (of Baco), and Marco Massei decided to do their own video mag. called "Props." Scheduled to come out on March 15, Props will be covering both racing and freestyle. They are also looking for contributors, people interested in selling it, and good bands to submit music. Cost is \$9.95. For more info, call them at (708) 374-0347.

Justin Green has turned pro and switched over from GT to Auburn. It'll be Justin's job to take over where E Teamer Todd Corbett left off.

S&M is coming out with a three-piece cromoly crank soon. Similar to the Boss cranks, the arms will wrap around both the pedal and spindle bosses for extra strength. Also, Jimmy Levan has been kicked off S&M and he doesn't even know it yet.

The news out of Standard is that former pro B Pro Rick Moliterno is taking up racing again. He'll be hitting the nationals with their other racer, Robbie Morales. Standard spin-off company, Ribco, has picked up Jon "Luc-E" Englebert, and Joe Rich has moved over from Standard. Apparently Joe and Luc-E will be giving major input into Ribco's direction. Look for a frameset, bars, pegs, a sprocket, and stem out by summer.

Mike Luna turned pro and as a result was booted from Haro/Crupi. Well, at least the Haro part, he's still on Crupi.

Dave Mirra was seriously injured after being hit by a drunk driver. Dave was leaving a club when a 20 year old girl ran him over, fracturing his skull and injuring his shoulder. After spending three days in intensive care, Dave is recovering well. People who've talked to Dave say he sounds fine, but he can't ride until a blood clot on his brain goes away. When all this happened,

Much like Evel Knievel jumping over 25 flaming buses, **Soundgarden** know what true heaviness means. Just check Superunknown (A&M), the Seattle foursome's latest audio detonator. Robust with thick guitar distortion, bad-as-hell rhythms, and Chris Cornell's monster wails, the 15-song epic rolls over your speakers with all the might of a sonic bulldozer. Sure, there are a few delicate, introspective moments here and there (if you're a wuss, "Black Hole Sun" is recommended) but overall this is quite the heavy metal experience. Still shirtless and shaggy haired, Soundgarden haven't lost any of the bite that gave their old Sub Pop and SST offerings venom. Instead, they've carved the grunge of yore into a precise art form with definite purpose, and cuts like "My Wave" and "Limo Wreck" couldn't pack any more raw power if they tried. Superunknown is superdope, period.



Ice Cube puts on his best fat Elvis impersonation with Lethal Injection (Priority), the latest drop. Once South Central's most crucial shit-kicker, Cube let's the tough-guy temperament that once made him oh-so hard melt away in minutes with weak ass cuts like "Bop Gun (One Nation)" (which features funk has-been, never-will-be-again George Clinton) and "Make It Ruff, Make It Smooth," two of the driest rap numbers you'll come across in a long time. If you need further evidence of Cube's fall, check out "Down For Whatever" with its strictly fifth-grade rhyme style. We've got only two words for an album this weak: wack and wack.

Prepare yourself for **Prong's** two-fisted attack when they take to the road in early '94 with new members Paul "Killing Joke" Raven and John "Murder Inc." Bechdel. The New York quartet's latest Epic album, Cleansing, rips with barbed-wire inflicted cuts like "Home Rule" and "Whose Fist Is This Anyway." Add to that the supreme production styling of Terry Date—the man responsible for the wickedest moments on vinyl of Fishbone, Pantera, and Mother Love Bone—and you've got yourself one mega slab o' wax. Although the industrial/thrash/metal thing is a touch more trite than acid wash jeans this year, there's no denying the conviction or force with

which Prong lays on its sonic assault. It's sort of like a peanut butter and jelly sandwich laced with jalapeno peppers type of thing. Dig it?

Alice in Chains. Heroin addicts? Grunge gods? Stone Temple Bozacks? Si, señor. All that and more... but what it really comes down to is Jar of Flies (Columbia), the band's second acoustic-influenced EP which follows on the heels of the stupendously successful Dirt. Okay, so it sort of makes you sick in the stomach to think of a great, loud rock band like Alice in Chains wasting time on a bunch of cuts that sound like fucking Rod Stewart. And you can imagine the screwy expressions on Layne Staley's face when he tries to sing with some real emotion. But put your barb bag aside and crank up that volume knob, because these clowns ain't half-bad at this unplugged business. Sure, they're still a bunch of sissies for trying to pull this over on their fans as an excuse for a real album, but for the time being it should do just fine.

Aidin Vaziri.

GOOFY TRIVIA

The first person to correctly identify the rider in this photo will win a free *Ride* T-shirt. Send your entries to:

I Know The Answer
c/o Ride BMX Magazine
5225 Canyon Crest Dr. #71-352
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Hint: It's not In Hee Lee



Quit BMX Now—Mountain Biking Is on Fire!

In the same entrepreneurial spirit that brought CHiPs' Larry Wilcox to BMX and vertical rollerskater Fred Blood to freestyle, it's time for every BMXer to open their eyes to what's hot—mountain biking. While past BMX pros Tinker Juarez and John Tomac caught the big bike bug early, mountain biking is at an all-time high. Yes, mountain biking is what's hip—get involved now before it's too late. If you're not convinced yet, here are a few more

reasons:

- Mountain bikers get to wear spandex. You won't have to give up the neon excitement of BMX racing, it looks even better when it's hugging every last part of your anatomy. BMX "leathers" aren't really made of leather anyway.
- No more busted shins, thanks to toe clips. Scarred and scabbed shins look awful when wearing shorts. Toe clips are really safe.
- Finally get your money's worth out of "energy bars."
- Gain respect from your peers. Friends, family, and especially girls are much more likely to accept mountain biking than riding little 20-inch bikes.
- Fit in on any college campus. Students love mountain biking.
- BMX races don't last long enough to really get the most out of carbo loading.
- Impress everyone by actually having control of your bike in the downhill and dual slalom events. (Don't worry about not having the endurance to race the cross-country events—tell anyone who questions you that cross-country doesn't give you enough of an adrenaline rush)
- There is big money in mountain biking. Tell any bicycle manufacturer that you raced BMX and brace yourself for a big bucks contract—even if you've never even ridden a mountain bike before.
- Make better use of suspension technology. Suspension forks can be more easily justified during a 60 mph downhill than during a 30 second race around a BMX track.

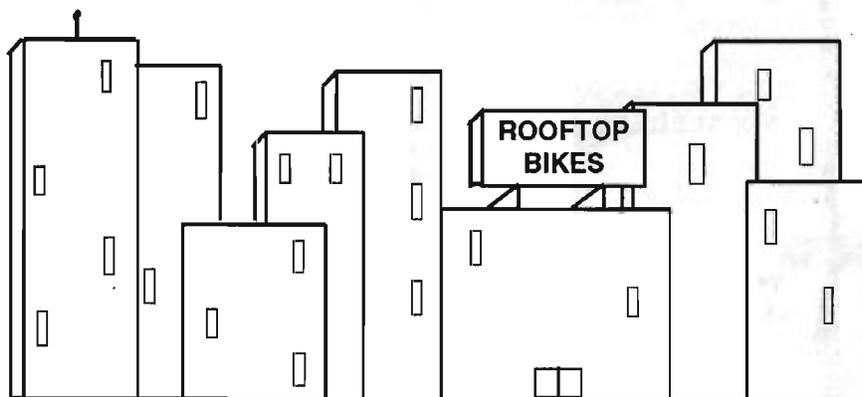
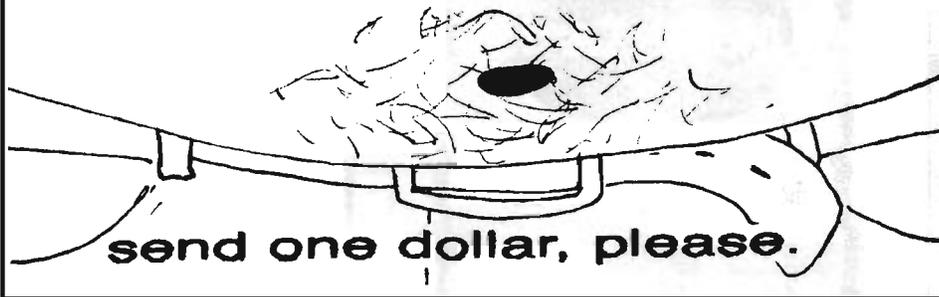
By Steve Boondock

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Dave was in the process of negotiating a sponsorship deal with GT (who he had been talking with even before his fight with Jay Miron). Although he was originally scheduled to start riding for



5.0 Dave.
GT on January first, his accident has temporarily pushed the date back. If he feels like riding, GT says they'll bring him out for the Moreno Valley, CA BS contest.

Cyclecraft has changed company policy and picked up three new skinny guys for their team—Superclass/A Pro Cory Demberger, TJ Beach, and Brian Iarroc.

Mike King showed up at the NBL Christmas Classic in GT garb and ended up getting it dirty in a minor crash that broke his thumb. I guess that would make it a major crash because Mikey had to miss a big mountain bike race in Germany.

Harry Leary has found a replacement for Mike King. Matt Hadan is the new man for the job at Balance.

After being impressed with his National #23 standing in novice, Bob Tedesco (NBL president) offered 2B boy Steve Buddendeck a position in the NBL office. Rumor has it that Steve will have his own garbage can and two calendars by the time you read this. I guess you could say that Steve is now running the place. His job has something to do with marketing and attempting to keep BMX somewhat cool.

As this is being written, Southern California is recovering from the big earthquake. Thanks to everyone who called to see if the Ride corporate towers were still standing. Everything's OK here, but unfortunately *BMX Plus* wasn't so lucky—it seems that their whole building basically collapsed and they are now working out of their houses.

We're Serious About Mail Order.



If you're like Brad McDonald, you call us 15 times a month. Here's one of the reasons we never answer your stupid calls. That's John Paul shredding the fresh pow at Big Bear on his brand-new stick from Harlow at Joyride. Please leave a message after the tone—one of us will return your call after our Airwalk Snowboard Boots dry.

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Ditchfork NEW w/H/D plug	\$79.00
S&M Slam, Gay or Challenger Bar	\$31.00
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TNT Pro, Pro XL Stem	\$30.00
TNT F/S Stem	\$32.00
Profile3pc. crankset	\$160.00
Profile Gears (42-46t)	\$26.00
Redline 3pc. w/ S/B BB	\$140.00
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GT XX-Cage Pedals	\$25.00
GT xx-bolt S/P Clamp	\$8.00
RB-17 C/P rims w/ S/B	
Redline Flip-Flop Hubs	\$140.00
ODI Short/Long Necks	\$7.00
Great 48 C/P, S/B Wheels	\$135.00
T-shirts (all kinds-call)	\$13.00
UGP Pants	\$40.00
UGP Shorts	\$35.00
Hammer, UGP Shinguards	\$30.00
GT Thick-railed Saddles	\$10.00
S&M Seatpost	\$10.00
Redline Micro-Adjust S/P	\$18.00
NEW S&M Pad Sets	\$12.00

NEW STUFF ARRIVES DAILY—CALL



There's a 3-5 foot base of good shit in our warehouse waiting to be ridden. For the latest report, give us a call. Send 2 bucks for stickers, a catalog, and other stuff right now.

7861 Clay Ave. #14
Huntington Beach, CA 92648
(714) 847-8514

let's do a little experiment...



mischievous child

+



mom's credit card

=

2B shorts \$32.95
2B pants \$39.95
bowling shirt \$29.95
b-ball hat \$15.95
knit hat \$14.95
tee shirt \$13.95
long sleeve \$16.95
sweatshirt \$24.95

yes we accept credit cards now. just call
(910)922-3450

for fresh baked goods.
2B hOmEcOOkEd
3809 Reynolda Rd.
Winston-Salem, NC 27106

LIP

a clothing co.



don't

be

caught

naked

with

your

disk

in

your

hand.

send \$2 for info. & stickers
1362-C E. Edinger Ave.
Santa Ana, CA 92705

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Shimerville miniature golf competition
 April 23-24 1994
 Emmaus, PA



classes: MINI/STREET (saturday,noon) FLATLAND (sun morn) VERT (sun afternoon)
 entry fee: BEGINNER,EXPERT (\$25.00) PRO (\$40.00) SPECTATOR (\$3.00)
 prizes: PRO PURSE (2B and Chuck's are puttin up cash plus full payback) BEG/EXP(lots of good stuff)
 info:CHUCK'S BIKE SHOP(800) 448-3495 2B HOMECOOKED (910) 922-3450 SHIMERVILLE (215) 966-4909
AIRWALK, INDY INDUSRIES, S&M BIKES, GDO
 SHOW UP OR LEIGH RAMSDELL WILL BEAT YOU WITH A STICK



SNOWBOARD WITH THE BEASTIE BOYS!

TO BENEFIT TEENS WITH AIDS

We're planning an all-day snowboard party at Snow Summit Ski Resort with a bunch of big-name musicians to raise money for LIFEbeat, the music industry's AIDS assistance organization.

HOW TO GET INVOLVED:

- 1. GO TO THE CONCERT!** March 6, 1994 at the Hollywood Palladium. Call TicketMaster for information and to reserve your tickets.
- 2. GO TO BOARD AID!** Snowboard with the Beastie Boys March 8, 1994 at Snow Summit Ski Resort in Southern California. We'll be raffling off great prizes like gold records, snowboards, and guitars. Celebrity snowboarders there will include rock stars and top pro snowboarders. Call TicketMaster for your special discount BOARD AID lift ticket.
- 3. GET A BOARD AID MEMBERSHIP PACK:** limited edition XL T-shirt, new music CD, condom, AIDS information, and stickers.

SPONSORED BY:



warp
SKATE>SNOW>SURF>SOUND



SNOW SUMMIT



FOR YOUR SPECIAL DISCOUNT BOARD AID LIFT TICKET CALL:



HERE'S HOW TO GET INVOLVED!

YES! I want to help! Here's my donation of \$25 to LIFEbeat/BOARD AID for my membership pack. Send me my T-shirt, CD, condom, stickers and info now!

Name _____ Age _____
Address _____
City _____ State _____ Zip _____

Send this coupon in today to: LIFEbeat/BOARD AID c/o Warp, 353 Airport Rd., CA 92054. For more information send a self-addressed, stamped envelope to BOARD AID.



Free Ride Stickers

Send a self-addressed stamped envelope to:

Ride, Dept. BMXP
5225 Canyon Crest Dr. #71-352
Riverside, CA 92507

If you are a foreigner and can't send American postage stamps, send something of comparable value (CD's, magazines, etc) and stickers will be sent to you in return.



Mike Escamilla, 13 step rail to busdriver.

DIRTY DEEDS

A video by
Dave Parrick.
Available Feb 25th
from your favorite
mail order
company.

46

Eulogy

Steve was a special guy. I mean, not special like he had a learning disability or anything.

Just the kind of guy you could sit down in a cold parking lot and eat a raw hot dog with.

Steve was the kind of guy who could say, "If she's got a _____ I've got a _____."

without being a sexist pig. Steve was the kind of guy who could walk right up to Mike Wagner, the assistant manager at Food Fair and say, "Mike, I'm Steve. I'd like to have that Brooks and Dunn lite beer display when you're done with it." And you know what? Mike said

OK. Because people liked Steve.

He was the best friend I ever had.

Now that he's gone I wonder how I'm going to get along without him. Or if I even want to.

Steve, I miss you buddy.



July 16, 1971 - January 11, 1994

If you're interested in donating a dollar to the Steve Buddendeck memorial fund please send it to:

1B

3809 Reynolda Rd
Winston-Salem, NC
27106
(910) 922-3450



yes, Steve moved to Ohio.

THE

DIOS

standard flatland

chris
young

chad
degroot

ride the cobra
northward
southward

A stylized cobra logo with its hood flared, positioned in the center of the circular text.

(319) 322-3617
fax(319) 324-0219

WHERE TO BUY RIDE:

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

BMX Bike Shop

Springfield, MO
(417) 866-4242

Torque Center

New Berlin, WI
(414) 786-4420

Rabbit BMX Bremen

Bremen, Germany

Yorba Linda Bike Center

Yorba Linda, CA
(714) 777-1807

Albe's

Warren, MI
(313) 264-1152

Kegel's Bike Shop

Rockford, IL
(815) 229-5826

Oakville Bike-a-Rama

St. Louis, MO
(314) 487-5556

Precision Bicycles

Niagara Falls, NY
(716) 283-4006

Zumwalt's Bikes

San Diego, CA
(619) 296-2453

Sundance Cycles

Bloomington, IL
(708) 980-3136

A-1 Cycle

Westminster, CA
(714) 838-3706

Bay Area Bike Center

N. Bend, OR
(503) 756-4522

Bikesmith

Roseville, CA
(916) 797-1189

Dan's Competition

Mt. Vernon, IN
(812) 838-2691

Greenline Cycles

Oroville, CA
(916) 533-7885

Chuck's Bicycle Shop

Linthicum, MD
(410) 850-5700

Wheel Pro High Performance

Germantown, MD
(301) 540-4600

Green Door BMX

Funabashi, Japan

Crusher Supply

Maple Ridge, BC, Can.
(604) 467-0308

Freestyle Unlimited

Bronx, NY
(718) 654-6448

Cheshire Cycling

Cheshire, CT
(203) 250-9996

Action Wheels

Bethlehem, PA
(215) 868-3039

Danny's Rideaway

Levittown, NY
(516) 579-7770

Westport Bicycles

Tiverton, RI
(401) 624-9220

Pocono Gateway Bicycle

E. Stroudsburg, PA
(717) 424-1552

IC Bikes Inc.

Coral Springs, FL
(305) 341-3075

Los Alamitos Bike Shop

Los Alamitos, CA
(714) 995-5803

Twin City BMX

Minneapolis, MN
(612) 729-4234

Trend Bike Source

Austin, TX
(512) 473-2888

Tony's Sports

Pine Bluff, AR
(501) 247-9716

Bellingham Bike Works

Bellingham, WA
(206) 671-0856

Poor Boy

Ft. Worth, TX
(817) 377-0839

Redlands Cyclery

Redlands, CA
(909) 792-2444

Messier's Riding Co.

Kankakee, IL
(815) 932-1263

Precision Cyclery

Midlothian, IL
(708) 535-0125

Red Dog Pro Shop

Mesquite, TX

(214) 329-2453

Grummett's Cycling & Fitness

Sterling, IL
(815) 625-2587

Landry's Bicycles

Framingham, MA
(508) 875-5158

Gordy's Bike Shop

Glendale, AZ
(602) 843-6490

Slim's Speed Shop

Macomb, IL
(309) 833-4490

Ray's Bikes

Tonawanda, NY
(716) 836-3664

Smith's Cyclery

Adrian, MI
(517) 265-8555

Section 8

Little Rock, AR
(501) 221-9297

Rooftop Bikes

Milwaukee, WI
(414) 282-7078

Calabasis Cyclery

San Jose, CA
(408) 366-2453

Active Pro Stuff

Gothenburg, Sweden

K&S International

Japan

Various shops

throughout the UK

If you would like to sell *Ride Magazine* in your shop, call Brad McDonald at (909) 787-6231.

BACK ISSUES

Back issues of *Ride* are available for \$2.95 each, plus \$1.50 shipping (\$3 for foreign) per order. Even if you order all four, the shipping is only \$1.50. What a deal.

Issue #1: Fuzzy Hall cover.

San Jose BS contest, Sacramento scene, Herrington/Peacy/Puente interviews, King Of Concrete, Fuzzy Hall interview.

Issue #2: Mark Gonzales cover.

Rider Cup contest, Barspin roll-in how-to, Rob Noll/Mark Murphy interviews, NBL Grands, Florida BS contest, Pete Augustin interview, Hoffman Condor Bike Check, Texas scene, Rob Noll centerspread.

Issue #3: Jon Peacy cover.

ABA Grands, How to make a video, Adam Murphy/Simon Tabron/Sean Yarroll interviews, Landsdowne, MD scene, Boston scene, Haro Master Bike Check, Chicago BS Finals, Chad Herrington centerspread.

Issue #4: Anthony Reyes cover.

Del Mar race, Arizona BS contest, Dennis McCoy interview, Hawaii scene, Rich Walter/Taj Mihelich/Anthony Reyes/Chad Degroot interviews, Dennis McCoy centerspread.

Issue #5: Sold out

Issue #6: Vic Murphy cover.

Chris Moeller interview, York jam, Street riding, NY/PA scenes, McManus & Reynolds interview, Manuel De La Cruz centerspread.

Issue #7: Joe Rich cover.

NBL Grands, Zines, World Championships, Pictorial, Oklahoma BS contest, Hill/Leary rebuttal, Mike Escamilla centerspread.

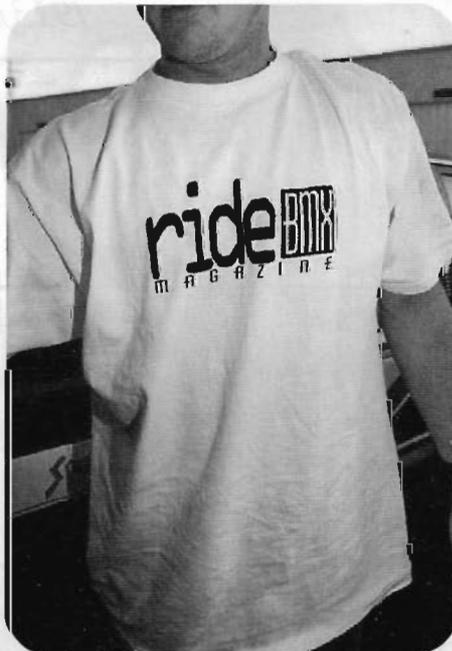
Write to:

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

Just What BMX Needed...



back



front

another
company
selling
T-shirts!

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

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

1994 Series 9

BELT CONTEST

Classes: *Soon To Be* (beginner), *Stunt Boy* (expert), *Stunt Men* (pro)
 * *New Class*- (intermediate), .

February 26th & 27th

Covered by
 MTV Sports.

Sk8 Underground

26th - Flatland & Mini ramp
 27th - Vert

Fullface may be mandatory
 at this park,
 Call park for further info.

24550 Sunnymead Blvd.
 Moreno Valley, Ca. 92553
 (909)924-4573

May 14th - 15th

Big Red 1 Skate & Bike Park

14th - Flatland & 88ft wide Mini ramp
 15th - Vert

Camp Forfyth on the Corner of 6th and D st.
 Fort Riley, Ks. 66442
 (913)539-9590 or (913)239-8143

Sept 3rd - 4th (Laborday weekend)

Hoffman Bike Park

3rd - Flatland and Mini ramp
 4th - Vert

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

November 18th 19th & 20th

S.C.R.A.P.

18th - Street
 19th - Flatland & Mini ramp
 20th - Vert

2350 Hassel Rd.
 Hoffman Estates, Ill. 61114
 (708)884-0945

Thanks to all the **Riders, Magazines** and **Airwalk** for the support in 1993. If you have any suggestions or comments please write to:

For more info call
 (405)755-1668

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

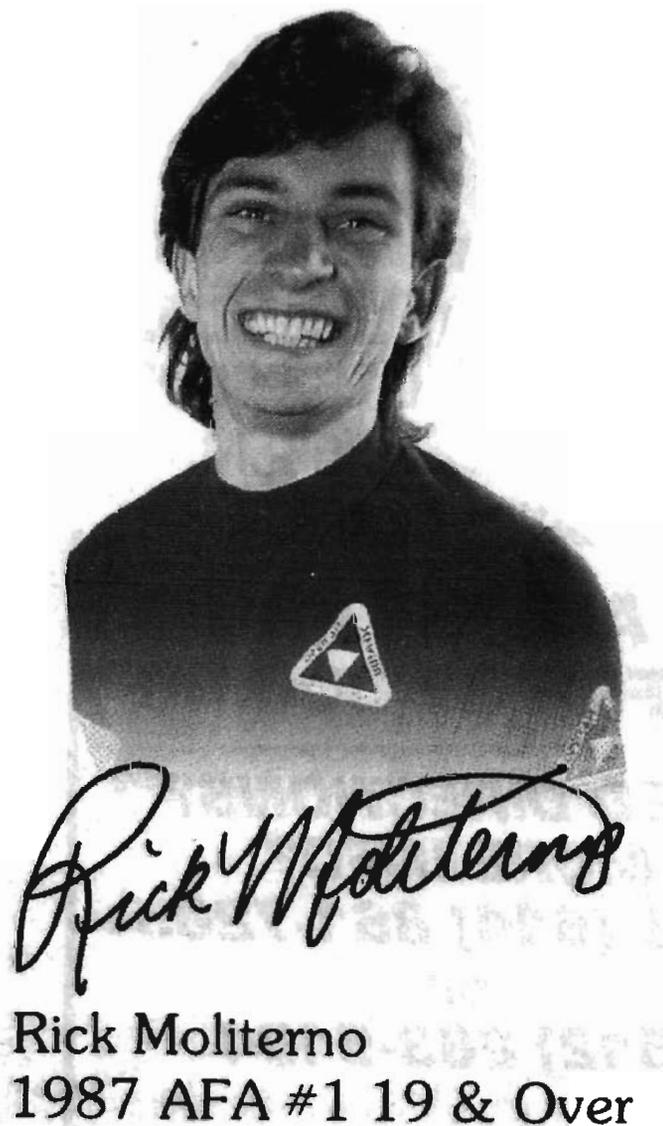
Bicycle Stunt Contest
 12400 N. Santa Fe
 OKC, OK 73114

Freestyle, BMX, What's The Damn Difference...

Smilin' Rick Is Finally on S&M.

"Smiling" Rick

Molesterno is the newest member of our team. It took him a while to decide between us and **Bike N' Hike**. Dork. Seriously though, with him, "**Hot Dog**" **Herman C Frank**, "**Marvelous**" **Marv Nielson**, and "**Saucy**" **Simon Cudby**, we now have half a gate full of nervous 30 and over cruiser riders. Word.



For a slice of partially burnt toast, and a diagram of Rick's top 4 money earning gate start technique send 2 dollars to:

S&M Bikes, 1362 Unit C East Edinger Ave., Santa Ana, CA 92705, (714) 835-3400

James Shepherd, Dave Parrick, Kevin Gutierrez, Ed Koenning, Eben
Krackau, Lee Sultimier, Ruben Castillo, Steve Orneleas, Jon Peacy

grow on our family tree

family

family bicycles • 1209 west 22-1/2 unit a • austin, texas 78705