

# ride BMX

Matt Hoffman

interview:

the condor speaks

April 1995  
\$2.95 U.S.  
\$3.50 Can.

Local Scene Reports:  
Austin,

Indy +  
So. Cal.

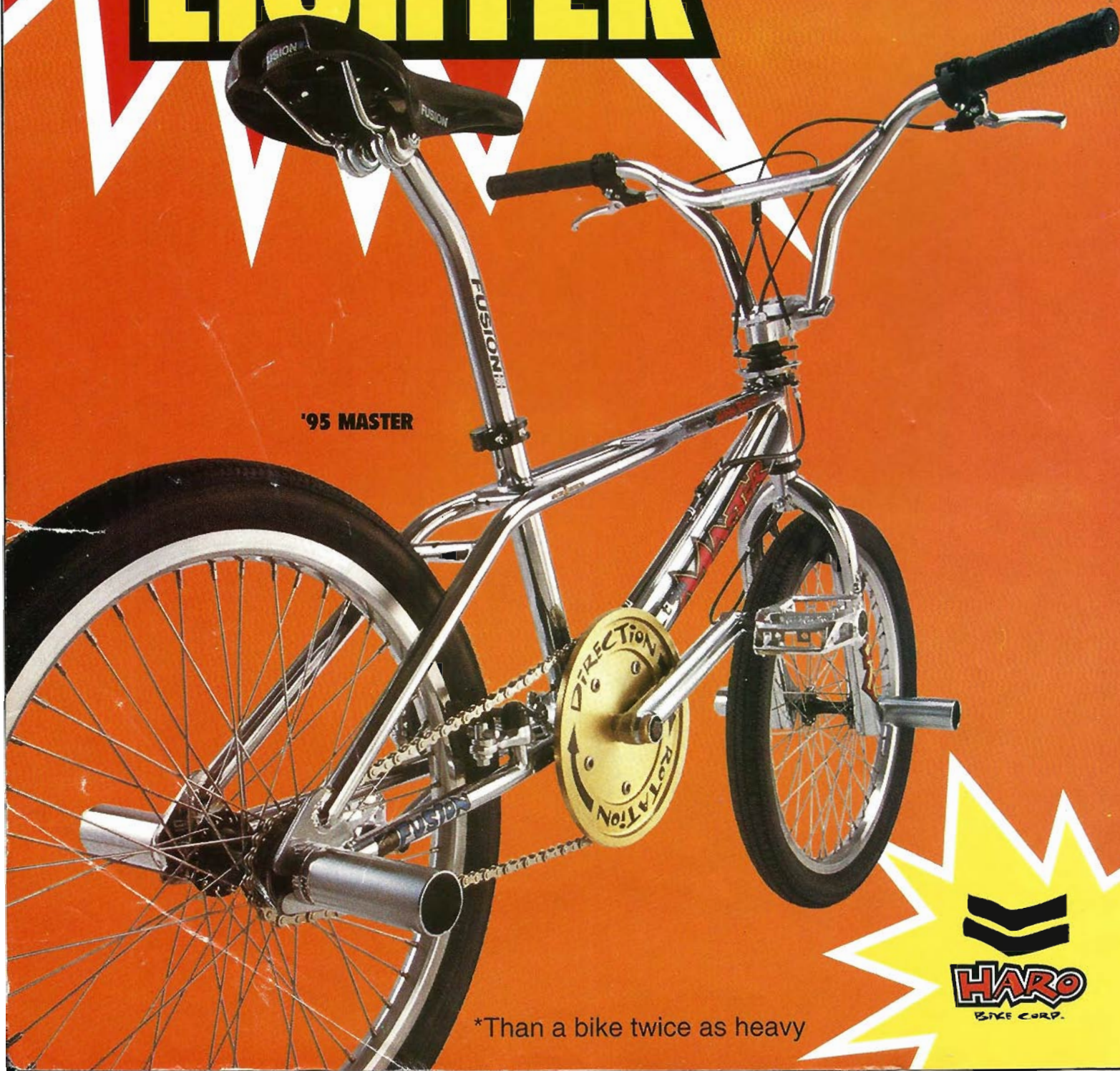


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Todd Lyons

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Photo: Losey



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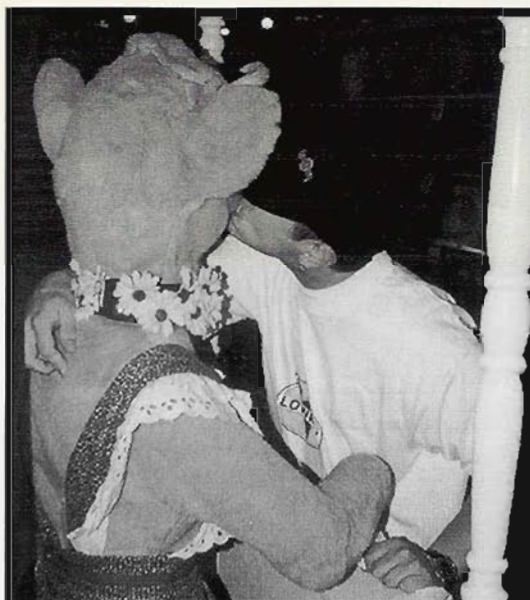
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*P-Nut thought that  
after loosing his last girl-  
friend he would never  
find another, But boy  
was he wrong... It was  
love at first sight...She's  
even a better kisser...*

## lowkey



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# letters

## idiot

Hey,

I just got done reading the story on the Chicago B.S. finals. What in the hell was McGoo talking about. What happened during the contest is what I'm interested in. Like for instance who won Beginner flat or who won Need To Be vert? What the hell's the purpose in having those classes if you're not going to cover them? I'm not saying write down who did what, but at least put their placing in the magazine. I mean, sure they're not Dave Mirra or Trevor Meyer, but heck if they made it through qualifiers then shouldn't they at least be able to see their name? Other than that, let someone do the write up on the contests who knows what's happening! Bring Taj back! He did good! How was my spelling Mr. Harold McGruther?

Eeny, Meeny, Mi Kneel  
Michigan

*Pull your head out of your ass, dildo. I didn't write the Chicago story—Hal Brindley did. By the way—your spelling is acceptable, but your punctuation, syntax, and grammar sucks.—McGoo*

## chick

Ride,

Superior coverage on Chicago. There was no photo or story credit, though. Wassupwitdat? Also, what's up with the femme fatale freestylers? Are there none? Or do they all suck (hey—there's a way to get coverage). Perhaps I coincidentally missed the comps they ride in. I think I can trust that you swell fellas wouldn't discriminate and lump them into one measly article (that I might have missed). Hmm...

Oh well, I suppose I'll have to expand on that crowd-pleasing half barspin I'm learning and create the girlie class. One more thing—McGoo is the master of the mail-room! I vote he stays.

Lovingly,  
T. Black  
NYC

*The mere subject of girls and bikes opens a Pandora's box of stupid puns (Does she know any tricks? No—but she turns them), double entendres (She sucks. Not hard enough), and sexist slams (Ride this,*

*bitch), which is precisely why I won't bother. Even the phrase "Pandora's Box" is too overtly sexual to be repeated in this reply. I find it funny, however, that you use the word "swell" when addressing the editors of this magazine. Not one sentence later you use the terms "lump" and "expand". What's on your mind, T.? If you want to hump, why don't you just say so?—McGoo*

## Nazi

Editors of Ride magazine,

After looking thru your magazine you sent us to possibly sell in our store, I decided I had to write this. If the letters in the October 94 issue are what you call promoting BMX, you better go back to school and learn the definition of "promote". Cussing and swearing will turn off most parents in a heartbeat. I for one will not sell any magazine with words like you put in print. Yes, people do swear, but most decent magazines do not print trash. Trash such as this is only fit for file 13. All this will do is turn people off to the sport of BMX. Out of ten parents who looked at this issue, all ten would forbid their children from buying it. If you learn to keep it clean then you can truly say the magazine promotes BMX. Learn to edit, that is your job. Trash letters and trash language, does not belong in the hands of today's youth, regardless what you may think. Clean up your act and decent stores might sell your magazine. Print trash and no way will we sell it.

J. Bookwalter  
Mansfield, OH

*Contrary to Mr. Bookwalter's limited understanding, the letters in Ride magazine are not written in an effort to "promote the sport of BMX". If Mr. Bookwalter would go back to school and learn the definition of fascism, he would realize that failing to let his customers and their parents read Ride magazine for themselves is undemocratic. Hitler was a dictator. Mr. Bookwalter is half way there. He's a dick.—McGoo*

## geek

Ride,

I was looking at your June issue and noticed Jesse Puente's top rotor cables. Not to put him down or anything, but he's got them cut wrong. I'm basing this statement on the supposition that he's cut the cable shorter to reduce friction

and to brake better. Well, he should have cut the cables after the split, not before. Why, you ask? Think about it this way—if he cuts the cables after the split, he's cutting two cables, not just one. Or to say it an easier way, if he reduces the friction 20% by cutting the cable before the split, he would reduce friction 40% by cutting the two cables after the split. Also, when you put the knarps on the bottom of the cables, leave about an inch between the end of the cables and the cable housing. This allows more room on the rotor for you to pull up on. In other words, more leverage and more braking power. I did this to my brakes and now they work 100% better.

Joel Sell  
Renaca, Chile

*Your cleverly conceived and well analyzed hypothesis regarding Mr. Puente's top cable holds absolutely no truth, for one very simple reason: Jesse doesn't use a Rotor. He uses a Gyro. But since we're on the subject of anal retentive flatlanders, here's an easy formula for calculating the actual percentage increase in braking power by using the process you describe:*

A = arc of brake lever, in centimeters

F = friction, in grams per linear centimeters

G = vertical distance of Gyro collar from top cable stop, in millimeters

$(F+A+G)^2 = \text{Joel Sell}$

*I hope other flatlanders are able to put your awesome technology to good use.—McGoo*

## dork

Dear McGoober,

I'm writing just to tell you how much you suck. You are an old, over-the-hill pussy who probably can't figure out how to use a brake lever. All you can do is sit around and dig out your ass hole with a sucky neon pink pencil. Where do you get off telling people to get cans to pay for their parts? I do think your caption for Phillip Tanak's picture was pretty damn funny, though. But you are still an ass wipe. Other than you, you guys at Ride put out a kick-ass magazine. Keep up the good work, but maybe make it monthly instead of every other month.

Tim Kondas  
Johnson City, TN



A sucky neon pink pencil? What kind of derogatory comment is that? If you want to play hardball, I can play hardball. Brace yourself, Kondas, here I go... Doo doo head! Poo poo face! Queerbait! Faggot! Liar, Liar, pants on fire! Yeah, that's what I thought.—McGoo

## ditto

### Ride,

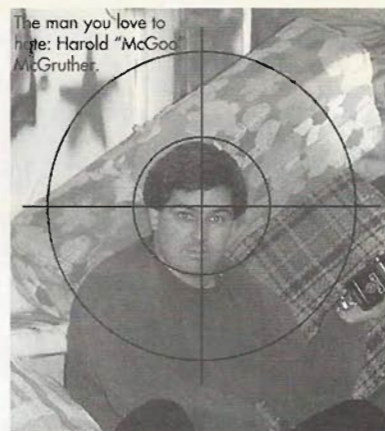
This letter is going out to all the kids who merely want to ride and have fun, but, like me, have parents pressuring them on grades and education and stuff. The way I look at it, the normal procedure (high school, college, job, etc.) is set up to make life hell and boring. I may not be getting the best grades but damn it—I'm having fun. I've now realized that life is just a stupid game and you have to live it to its fullest. To me living life to its fullest isn't burying your head in a book for hours every night or getting as drunk or as high as you can every weekend. Dumb, just plain dumb is what it is. I would be happy as a rat if I could work at McDonald's, live with four or five other bikers to split rent, and ride. What the hell more do you need? Maybe even eventu-

ally save some money with these other bikers and get a bike shop going or whatever. You know? Just have fun. So next time, parents, when you're bitchin' at your kids because they have bad grades or don't seem too interested in the same things as a so-called "normal" kid, think a little. It's their life, and if they play their cards right they'll be just fine.

Kris Bennett  
Titusville, PA

*Since you seem to have life all figured out, why don't you move out of your parents house right now and take that high-paying job at McDonald's. At \$4.25 an hour, you and the rest of your know-it-all buddies should be able to save enough money to open a bike shop in no time. And if that 6,000 dollars per year just doesn't add up fast enough after bike parts, rent, food, insurance, automotive expenses, and utilities, go apply for a business loan at your local bank. Since your education and employment record won't be that impressive, you might have to put your bike up for collateral. Face it, Bennett—there's a lot more to life*

than Big Macs and bike riding. Stop whining and start learning.—McGoo



Please don't cancel your subscription because of McGoo. He's harmless, really. If you're going to send in a letter, please have it to us by March 29 so that we can try to get it in the next issue. Otherwise your letter will be outdated and irrelevant by the time we receive it. Thanks.

Send all letters to:

Ride Letters

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# NEVER SAY WHAT YOU MEAN

UNLESS YOU'RE JOKING



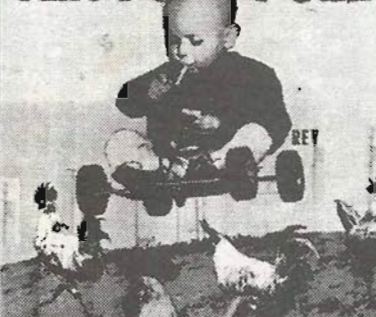
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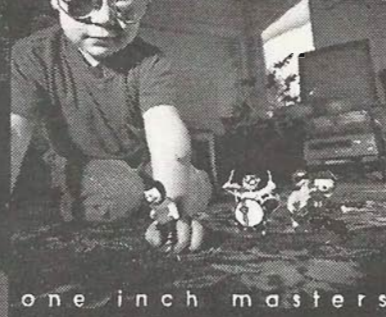
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- Leigh Ramsdell
- Ron Wilkerson
- Sean Peters
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- Mike Krnaich
- Cameron Birdwell  
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**Edgar Placencia**  
**Team Rider**

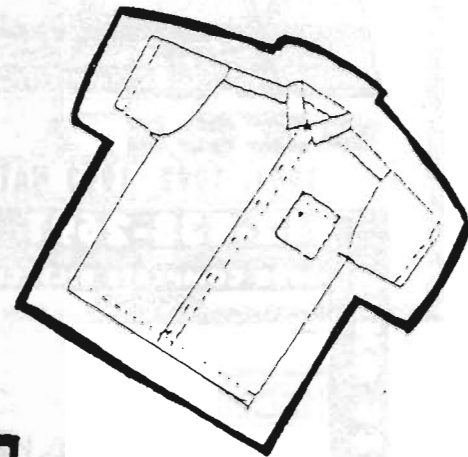
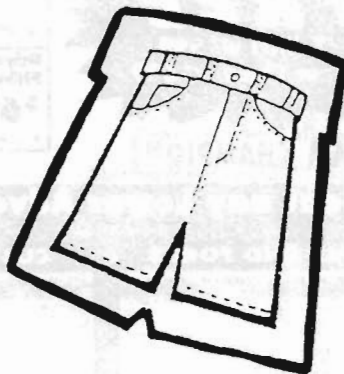
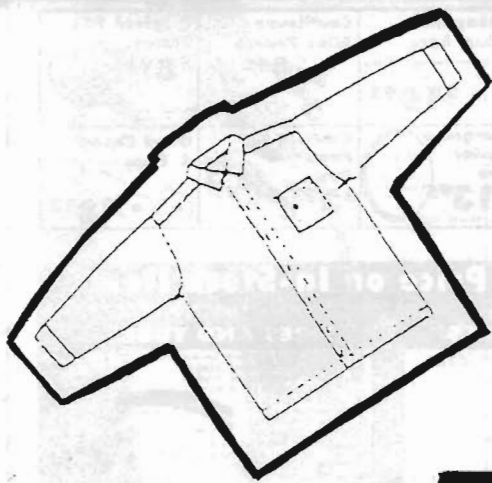


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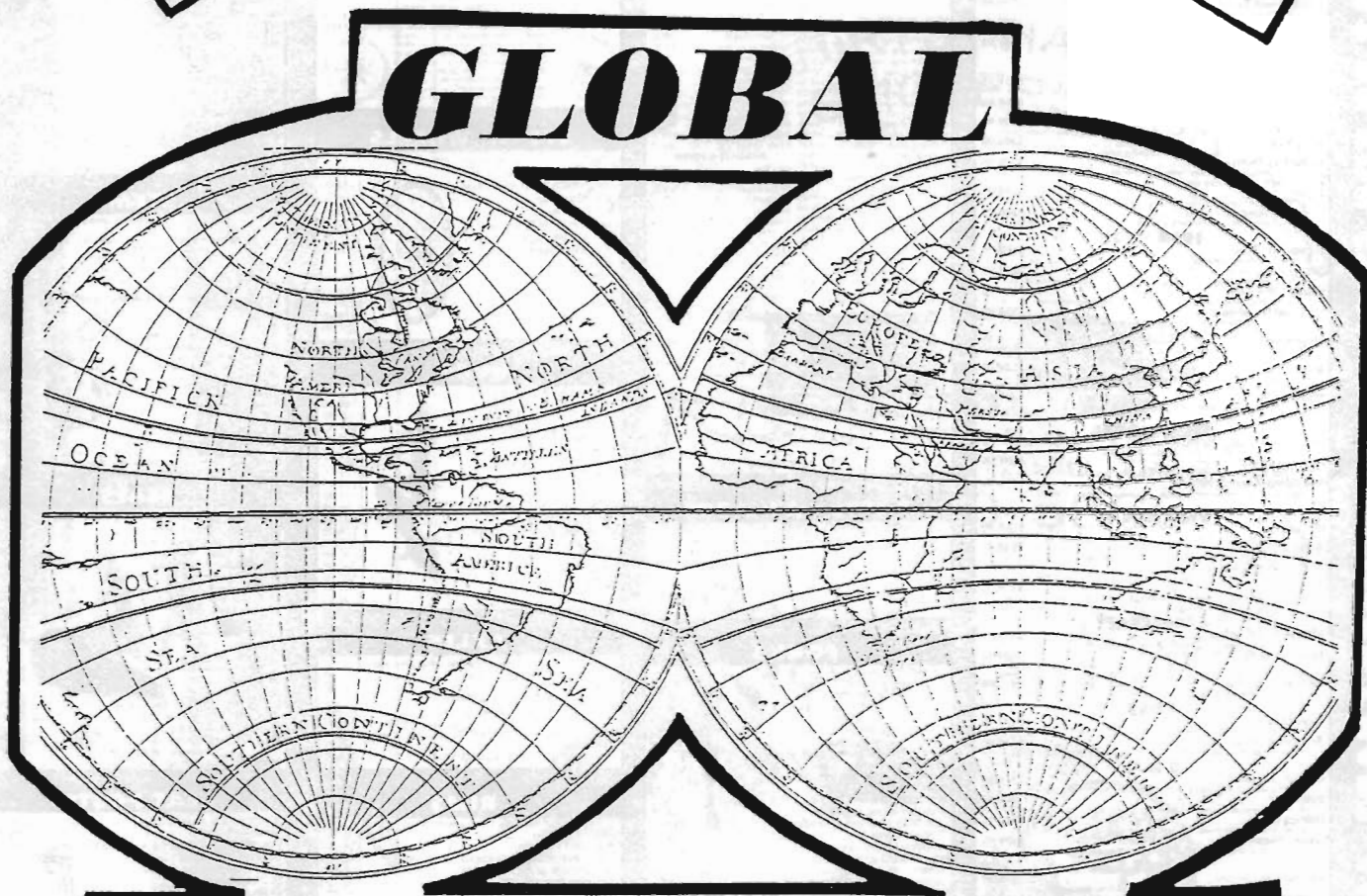
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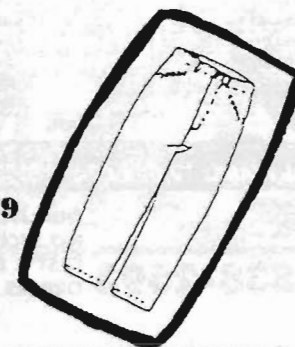
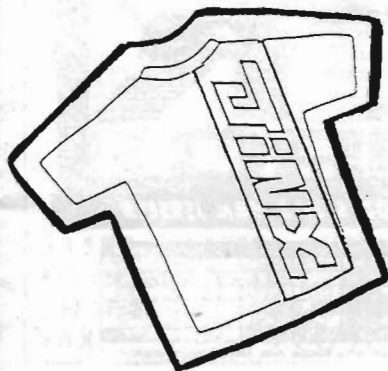
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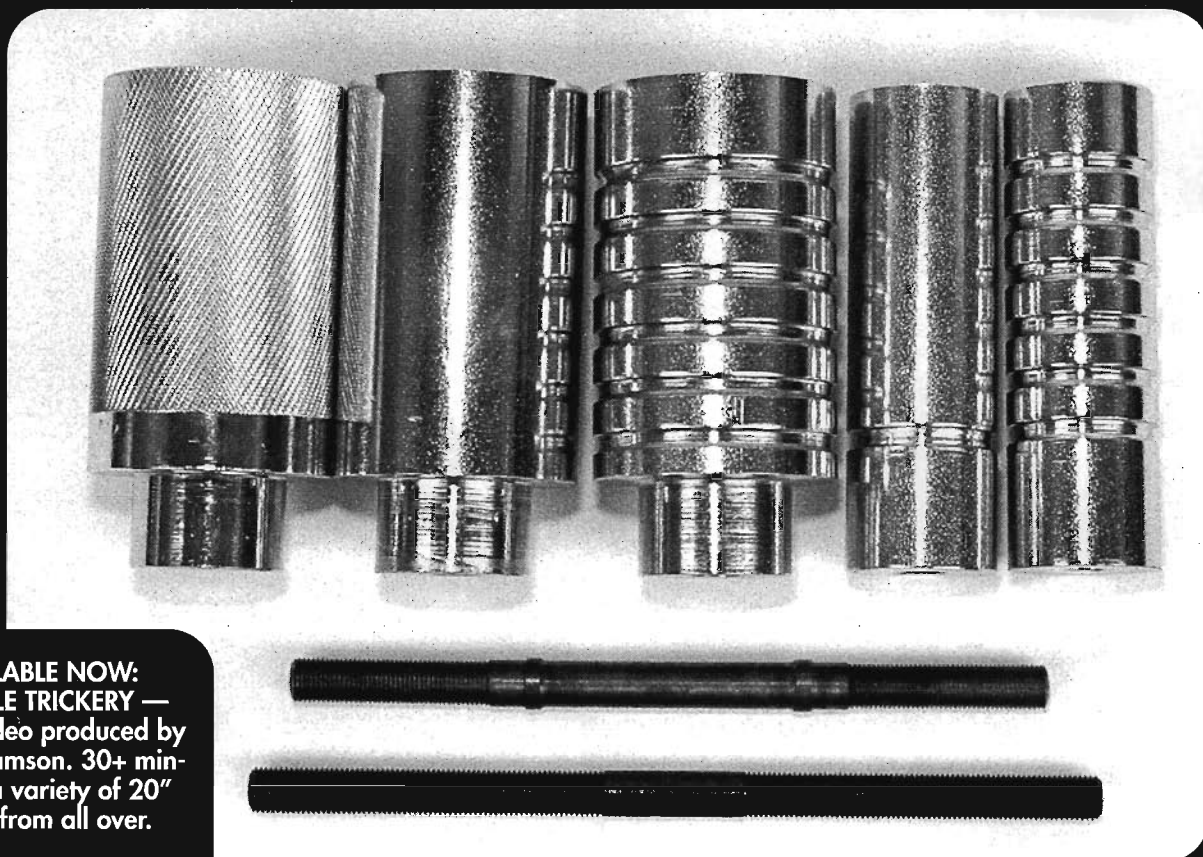
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# Annual Reader Survey № 3

Please send in this survey. We forgot to line up some incentive prizes to motivate you to send it in, but hopefully you'll do it anyway. This is your chance to be heard and tell us what you think about the mag. In order for us to make educated decisions about what to put in the mag, you have to tell us what you want. All surveys must be received by June 1, 1995. Thanks.

**Name** \_\_\_\_\_

**Address** \_\_\_\_\_

**Age** \_\_\_\_\_

**Sex: (Circle answer)** Male, Female

**Do you have a job?** Yes, No

**Total annual household income:** Under \$20K, \$20-30K, \$30-40K, \$40-50K, \$50-60K, \$60K or more.

**Do you ride?** Yes, No

**How long have you been into BMX?** Under 1 Year, 1-2Y, 2-3Y, 3-4Y, 4-5Y, more than 5 years

**What type of riding do you usually do? (Circle all that apply)** Street, Mini, Vert, Flatland,

Dirt jumping, Racing

**During a six month period, how much money do you usually spend on bike parts?**

\$50 or less, \$50-\$100, \$100-\$200, \$200-\$400, \$400-\$600, \$600 or more

**Do you buy bike parts by mail order at least once a year?** Yes, No

**If Yes, why?** Selection/availability, price, service, convenience

**What brand of bike(s) do you currently own?** \_\_\_\_\_

**What type of bike is it?** Race, Freestyle, Jumping

**How long does a frameset usually last you?** Under 1 month, 2-6 months, 6 months-1 year, 1-2 years, over 2 years

**Do stories or advertisements in RIDE influence what bike parts and accessories you purchase?** Yes, No

**What is the next brand of frameset you plan to purchase?** \_\_\_\_\_

**Why?** \_\_\_\_\_

**What types of music are you into? (Circle all that apply)** Techno/Rave, Hard Rock/Metal, Rap,

Alternative, R&B, Punk Rock, Classic Rock, Pop

**How many tapes, records or CD's do you buy in a typical month?** \_\_\_\_\_

**Are you a member of a tape or CD club?** Yes, No

**What are your three favorite bands?** \_\_\_\_\_

**Do music reviews or advertisements in RIDE influence which tapes/CD's you purchase?** Yes, No



**What other magazines do you buy regularly?** \_\_\_\_\_

**Besides BMX, what other activities are you interested in? (Circle all that apply)** Skateboarding,

Snowboarding, Mtn. Biking, Surfing, Snowskiing, Clubbing, Music

**Where do you normally buy your clothes? (Circle all that apply)** Mail order companies,

Skateboard/Surf shops, Mall/Shopping centers, Freestyle contests, Bike Shops

**How many pairs of shoes do you buy per year?** \_\_\_\_\_

**What's your favorite brand of shoes?** \_\_\_\_\_

**What's your favorite brand of clothes?** \_\_\_\_\_

**Where did you get this magazine?** Subscription, Newsstand / Bookstore, Bike shop,

Grocery/Convenience store, other \_\_\_\_\_

**When did you start reading RIDE?** Issue #1 (Oct. 92), Issue 2-6 (Dec. 92-Aug. 93), Issue 7-12 (Oct 93-Oct. 94), Issue 13-present (Dec. 94-April 95)

**How many people, besides yourself, read your copy of RIDE?** \_\_\_\_\_

**What is your favorite ad in this issue of RIDE?** \_\_\_\_\_

**Why?** \_\_\_\_\_

**What would you like to see more of in RIDE?** Bike tests/equipment articles, riding how-to's, interviews, contest coverage, local scenes, random stupidity, news and information

**How would you change RIDE's coverage of various types of riding?**

Dirt jumping: Less, Same, More

Street riding: Less, Same, More

Flatland: Less, Same, More

Vert Ramps: Less, Same, More

Mini Ramps: Less, Same, More

**What is the best article you have seen in any issue of RIDE?** \_\_\_\_\_

**Why?** \_\_\_\_\_

**What was the worst article you've seen in any issue of RIDE?** \_\_\_\_\_

**Why?** \_\_\_\_\_

**Overall, what do you think about this magazine?** \_\_\_\_\_

Please send this survey to:

Ride BMX Magazine Reader Survey  
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**\* not really**

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- ☐ \$35 for foreign sub to be sent air mail. Payment must be in US dollars.

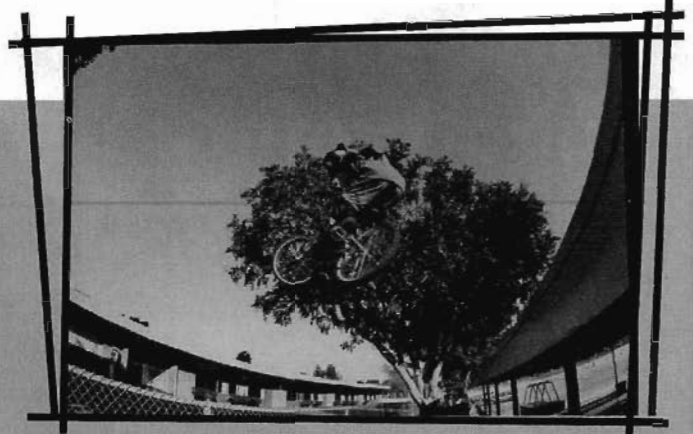
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# *super punk!*



Photos - Weird Al

Mike Escamilla jumps off roofs; he also

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Haro Sport F&F	179.95
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Hoffman Forks	59.95
Hoffman SuperForks	109.95
Homesless or Haro Forks (cp)	54.95
Homesless Player or Mack	CALL
Hyper F&F Pro, ProXL	189.95
Kastan	199.95
Kastan Fork with or w/o threads	65.95
Kastan Frame only paint	255.95
Kastan Frame only pol. alum.	339.95
Morales (cp, blk)	195.95
Powerrite P51 & P61	169.95
Powerrite P51 Alum. Kit	329.95
Reynolds Racing F&F Pupoy, 40, 42	189.95
Robinson F&F	169.95
Robinson or GT Pro Series "Kits"	299.95
S&M Challenger (w/ canti, add \$10)	169.95
S&M Dirt Bike/Homes w/Pluch (S&S add \$5)	189.95
S&M Ditchlock	63.50
S&M Planchettes 20" or 24"	59.50
SE Assassin (cp)	189.95
SE Landing Gear cp 20" or 24"	54.95
SE PK Rigger Pro or XL (blk/pol add \$40)	167.50
Standard F&F	CALL
Super cross F&F pro, pro xl	195.95
TNT all sizes (red, blk)	165.95
TNT Longella (red, blk)	195.95
Wilkinson Fork (cp)	69.95
Wilkinson Riot blk, (cp add \$10)	205.95

Cruisers available from most of the above companies.

### BIKE PARTS KITS

BMX Pro (Alloy 1.75 w/ Suzue, 1 pc)	\$239.95
BMX Team (cp 36 w/ Sealed, S&M bars, Profile)	449.95
Cruiser Pro	249.95
Cruiser Team	449.95
F/S Pro Kit (1 pc cranks, Pereg Q, Gyro, Alloy 48s)	269.95
F/S Team Kit (Profile 3 pc, cp 48s sealed)	459.95
Mini/Jr. (1 1/8, 1 3/8 w/ Suzue, Sugino 3pc)	259.95

Or build your own kit and take 10% off total.

### CRANKS

Boss 3pc cranks	\$179.95
GT Power Series 1 pc	15.50
GT Power Series 3 pc (175, 180, 185mm)	144.95
NEW Prime titanium spindle	85.95
Odyssey Black Widow Cranks (175mm or 180mm)	149.95
Powerrite 3 piece	169.95
Profile 3 pc sealed	135.50
Redline 1 piece	15.95
Redline Flight 401 (175, 180, 185mm)	145.95
S&M Prince Albert Cranks (175, 180, 185mm)	189.95
SALE JM 1 pc cranks	9.95
SALE Odyssey Excalibur 1 pc	12.95

### F/S STUFF

ACS Pro Rotor	\$18.95
GT Bashguard	32.50
Gyro Shorteners	4.95
Homesless Gyro Covers	4.95
Lowey Dropout Protectors (sil, prpl, blu)	11.50
New Haro Grind Disc	45.95
Odyssey Gyro	14.50
Odyssey Gyro Cables (wh, blk)	3.75
Odyssey Sprackel Packet	17.50
Redline Dropout Protectors (sil)	9.95
Standard Coaster Shell	CALL
Standard Un-Brake	10.95

### SEATS, POSTS, CLAMPS

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Dyno Drain Pipe	9.95
El Zipback (1" 7.95)	16.50
GT Drop Nose Plastic Seal	8.95
GT F/S Seal	8.95
GT Layback Post	7.50
GT Leather Seal (drop nose add \$5)	19.50
GT Single Clamp (Double add \$2) (cp, blk)	4.50
Haro Fusion Seats	13.95
HARO Straight or Laid Back	8.95
Kastan post w/ shim	11.95
Odyssey 222Z Post	14.50
Odyssey Post Shop	12.50
Odyssey 277 Seat	12.50
Redline post w/ clamp	13.95
S&M Post	9.95
Sella Leather Turbo	29.50
TNT Clamp	9.95
Uni Beam alum. post	13.95
Uni Layback post	16.95
Viscount Dominator	5.95

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ACS BOA (blk)	CALL
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Dia Compe 990 (cp)	21.00
Dia Compe Big Dog	18.95
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Dia Compe MX 99	14.95
Dia Compe Pads reg or 990 (blk, wh)	4.50
Dia Compe Tech 77 (sil, wh, blk)	24.95
GT Speed Pads (blk, wh)	3.99
Malhauser pads (finned add \$10)	5.50
Odyssey Pitbull (cp, wh, blk)	15.50
Odyssey Pitbull II Lever (sil, blk)	7.95
Odyssey Pitbull Lever (sil, blk)	5.95
Odyssey RX 5 Levers (sil, wh, blk)	15.95
Odyssey SLC Cable (blk, wh)	1.75
Odyssey Triax Pads	2.75
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TNT X-Tenda Pads	4.95

### COMPLETE WHEELS

48 hole wheels, sil (cp add \$10)	\$59.95
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Peregrine Axles w/bearings	19.95
Peregrine HP-48 (sil)	68.95
Peregrine Super Pro	142.50
Skyway Tuff II (wh, blk, wh)	55.95
Standard Axles for Peregrine or Coaster	12.95
Wilkinson Clash 48s Sil Twisted	68.95
Wilkinson Riot 48s Cp Twisted	125.95

### TOOLS

Cable Cutter	\$12.95
Crank Arm Remover	7.50
Freshwell Remover	7.50
Spoke Wrench	2.95
Tool Kits - wrenches, spoke, 1-levers, 3rd hand	19.95
Tri-Flow 3-in-1	2.95
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### TIRES

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GT Double AA Pro 1.75/2.0	11.95
GT F/S or BMX tire (wh, blk)	8.95
GT Magabite 1.75 (2.0 add \$2.00)	9.95
HARO Holeshot (blk) 1.75/2.1	9.50
HARO multi. surface (blk) 1.75/2.1	9.50
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Tioga Comp III 24"	14.95
Tioga Comp III all 20" sizes	12.95
Tioga Comp ST (wh, blk)	12.95
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DK F/S	25.95
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HARO Fusion F/S Stem	19.95
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TNT mini, pro, pro xl, pro xl	28.50
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El Pro Bars	34.50
GT 4-piece F/S Bar (cp only)	26.50
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Haro Pro Knee Saver	27.50
Haro Race Lite Bars	27.50
Hoffman Patriot Bars	39.95
Peregrine Q bars (cp only)	27.50
Powerrite Alloy mini, expert, mx	21.95
Powerrite Cr-Cr alloy expert, pro, cruiser	25.95
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S&M Slam Bars (cp)	30.95
SALE Peregrine Pro II cp, blk & Q bars blk only	24.50
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Wilkinson Airlines San Quentin Bars	42.50

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GT Platform Plastic (blk only)	8.50
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SALE Hutch Pro Pedals	79.95
SALE KMC chain blk, gold (CP add \$1)	4.95
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GT Steel XL 24 or 261	7.75
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Odyssey Grinders	9.95
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Jive Handles (blk, wh, red, blu) Hi or Lo flange	7.75
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All padsets (Bomber, DK, Elite, Robinson, etc.)	\$12.50
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Taj Mihelich at Ninth St.



Dylan Worstay, backwards decada.



# AUSTIN TX

## two tales of a city

PHOTOS BY Brad McDonald



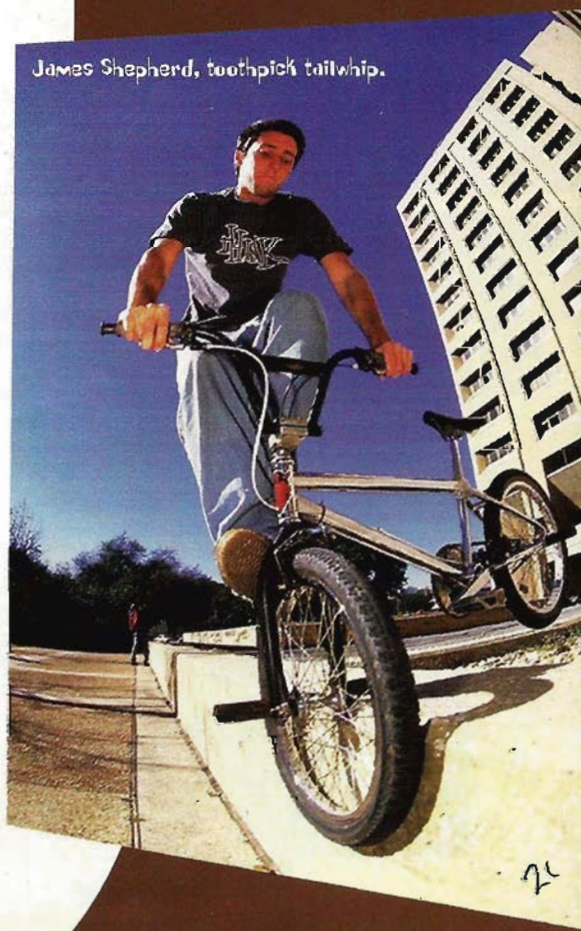
It's strange to write about Austin for a glossy magazine. The scene reminds me of someplace you'd read about on the pages of an underground 'zine. That's not to say it's a small scene — it's actually as big or bigger than any other place I've been — it's just that the riders are such an eclectic group. I'm sure that a large num-

ber of the riders here don't even know that their scene is ever in magazines or gets coverage in videos. On the flip side, while shooting for this story, a well-dressed college student at UT asked if we were doing a photo shoot for *Ride*.

There are some things in life that just must be experienced to be understood. How can I truly relate to you what its like to see a guy who's pushing thirty trying tailwhip jumps on a Mongoose. It's not that the scene is just made up of the strange and unusual. There is a larger tight-knit group of "hardcore" riders who, at least in part, gather together every day to ride.

Over the last year, the place to gather has been 9th Street. 9th Street is a lot more than just a dirt jumping spot. It holds the scene together. Almost anytime of the day, you can find someone to ride with there. You can hook up to ride street or mini ramp or just stay and dirt jump. The weekends can get a bit crazy, though. There can be up to 70 or more people fighting to get a line in. It wouldn't be as bad if a large part of the people weren't silly little freaks on VFR's. All in all, though, this town is the only place I would ever want to live. The love I have for the scene and friends I'm surrounded by makes Austin more than just a great place to ride, it's my home.

—James Shepherd.





Just over a year ago I parked my car on a steep city street, opened the door, and placed my foot on Austin soil for the first time. Instantly, my eyes were greeted by the blur of a man, well into his thirties, speeding past, rolling backwards down the hill on a BMX bike. He was leading a large convoy of disgruntled midday traffic that was cursing and honking for him to get out of the way. He defiantly continued his rollback, laughing in their faces. He must've seen my jaw hit the ground because just before he drifted out of sight, he smiled and waved. Welcome to Austin, bike freak town USA.

Not too long after finding an apartment, I had been riding and stopped to get my mail. An attractive woman asked me if I freestyled, and I answered, "Sure... I guess I do." Well, this twenty-six year old medical grad student was happy to hear that because she had just bought a freestyle bike and was trying to learn tricks.

A few weeks later I had got a part-time job at a grocery store. It was there that I noticed close to a dozen cruisers or BMX bikes parked outside the store everyday. One Sunday afternoon while riding home from work, I stumbled upon a punk band playing in the parking lot of a bike shop. It turned out to be a punk rock bike party. Leather, spikes, purple mohawks, and BMX.

I was invited to the bike joust and the strange thing was that none of the bikers at the party had ever ridden with me at the 9th Street jumps.

It's an oddity in itself that 9th Street even exists. What other city has dirt jumps that are downtown? On top of that, where else could you see fathers and sons riding together, guys on cruisers tail-whipping, bikes constructed from huge



Taj pulls a big feeble grind on a ledge at the UT campus.

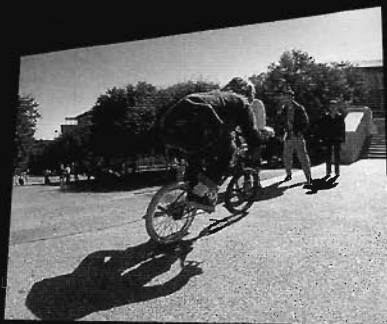


# WELCOME TO AUSTIN, BIKE FREAK TOWN USA

motorcycle frames, sorority girls on cruisers (Delta, Delta, Delta, here to help ya, help ya, help ya), or some flipped out 200 pound middle-aged lady dressed in pink spandex surfing down hills and getting genuinely turned on by guys jumping (higher! higher! higher!)?

Aside from all that, it still seems awfully weird to me to have a dozen or so good riders to ride with every day.

— Taj Mihelich

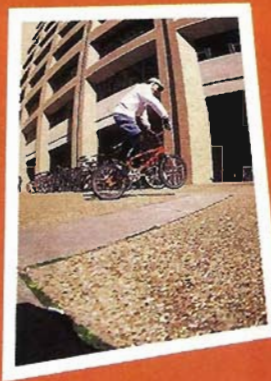
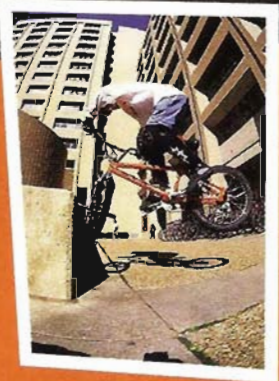
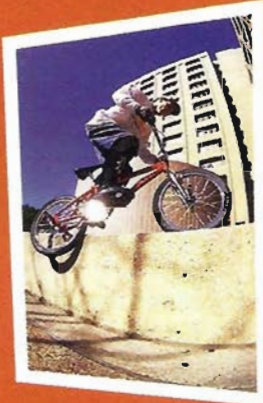
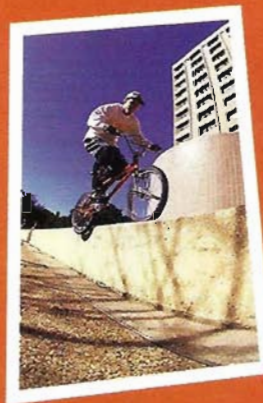
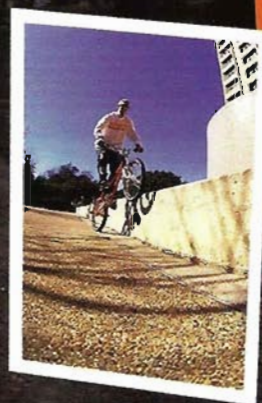
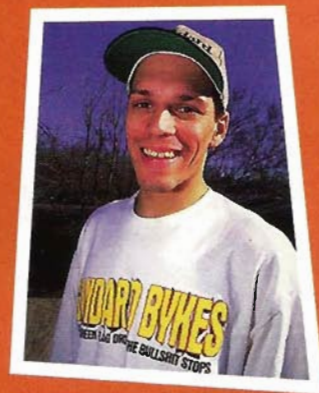


Far left: Ron Kimler  
toboggans the big  
doubles. Center:  
Ed Keonning with a  
Neil Armstrong (?)  
Right: A guy named  
Sky. I don't know  
his last name.





an interview with  
michigan transplant  
**RON KIMLER**  
by james shepherd



Main photo: Backwards X-up. Sequences:  
Fobbie grind to toothpick 180.



# LEATHER, SPIKES, PURPLE MOHAWKS, AND BMX

You moved to Austin from Michigan, how do you like Texas?  
"Austin is really good. It's actually really mellow because there are tons of great riders, but there's no pressure... everybody just rides for fun and hangs out, but everybody is really good. It pushes you to want to get better even though it's relaxed."

What are some of your favorite places to ride?

"Austin for sure, and then probably any skatepark. I think that the east coast is really rad. Everybody out there is great and there are good spots everywhere. And definitely Woodward."

You've been a counselor at Woodward, how is it there?

"It's definitely one of the best places to ride as far as having all different sorts of ramps for beginning little kids to start and then going all the way up to a big 12-foot vert ramp. I didn't go last year and I missed it a lot. It's just really good, everybody is cool, and there are a lot of chicks."

The Standard team is big and full of really good riders. Have you ever felt overshadowed by your teammates, or left out of magazines, videos, etc...?

"Yeah, I suppose to an extent. Everyone on our team is really good. There are so many good people, like Taj was, Joe and Luc-E, and now Chad and such, but they deserve everything they've ever gotten as far as coverage and publicity. More power to 'em, they're doing great and that's cool. It just makes me want to do better so that I can be right there with them. Everything is cool with that." Do you consider yourself a technical rider or a burly rider?

"For a long time I just learned technical stuff, but now I'm trying to ride smooth and controlled, but I want to

go bigger. Bigger and faster is what I think is good now, and I feel better on my new bike. Everything feels better when it's faster and bigger, and maybe higher, so I'd like to get a little burlier. Now that I have more control, I wouldn't really classify myself, I'd say that I'm working on going higher and doing burly stuff, but I can still keep my technical side."

Is there anyone that you'd like to thank?

"Yeah, Todd from Albe's, Standard of course, Poor Boy, Airwalk, and lots of people that have helped me out. Hal... and Eric from Perfection Tattoo."

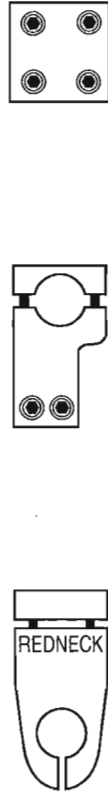


Local rider Greg Tate with a  
no-footed x-up.

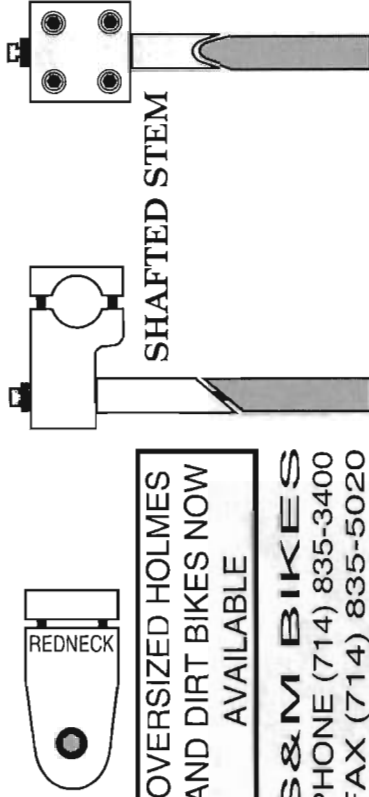


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# NO LIMIT

interview and photos by Brad McDonald

It's hard to think of words of praise for Matt Hoffman's riding that haven't been said thousands of times before. What's really left to say about a guy who ignored all established limits and redefined vert riding — at age 15? While most people would be satisfied to rest on an accomplishment like this, Matt's not like most people.

a n i n t e r v i e w w i t h

When existing bikes and contests just weren't good enough anymore, Matt started Hoffman Bikes and the BS contest series. When their frame builder couldn't keep up with Hoffman Bikes' demand, Matt defied conventional wisdom and set up his own manufacturing shop. In many ways, Matt's become bigger than the sport itself. Even people who know nothing about freestyle know the name Matt Hoffman and have seen the 25-foot airs on MTV Sports. While aware of all he has done, Matt would be the last person to flaunt his accomplishments. Behind the obsessive drive and do-or-die-trying attitude lies one of the most humble people you could ever meet. Read on and try to figure out exactly what makes Matt Hoffman tick.

**Do you feel like you've accomplished a lot for only being 23?**

I kind of have two different perspectives I look at it from. I can look at it and think, *Wow, look at all the stuff I've been able to do, and then I have another way I look*

*at it and think, Look at all the stuff still left to accomplish. Meaning, now that I have all this experience, I could do anything with it. If you eliminate the boundaries and just say, Hey, you can do whatever you want, it's pretty cool. There's ton of stuff to do if you don't limit yourself.*

**Do you think that turning riding into your career at 14 has steered your life in a certain direction that maybe you wouldn't have gone in otherwise?**

Since I was 14 and being on the road and touring and stuff, you kind of have to learn things the hard way, which is good. When I was going to school and riding, I kind of got, well, I got kicked out of school, so everything I learned I had to learn the hard way.

**Did you get kicked out for not going?**

Yeah, because I was on tour all the time. It's funny because my mom had told them that I was going to be gone all the time and worked it out.

I was making up all of my work and getting good grades and stuff, but by the time I ended up going back and making up everything they said, "Oh, sorry but you've missed too many days." Well, no kidding, I told you I was going to miss this many days. They said I shouldn't go back to school and get home study instead. I did that with my mom for a while until she got sick, so I couldn't finish that up. So I ended up pretty much learning everything by trial and error. Which, I don't think I would trade it for anything. I've heard people say that if someone told you everything you were going to have learn when you got into something, and all of the stuff you were going to have to go through to accomplish it, no one would start anything. So I figure that my stupidity for starting things and learning as I go is kind of a pattern from when I was younger having to do it that way. Starting something and learning as I go helps me out a lot now.

**How old were you when you got your semi, 16?**

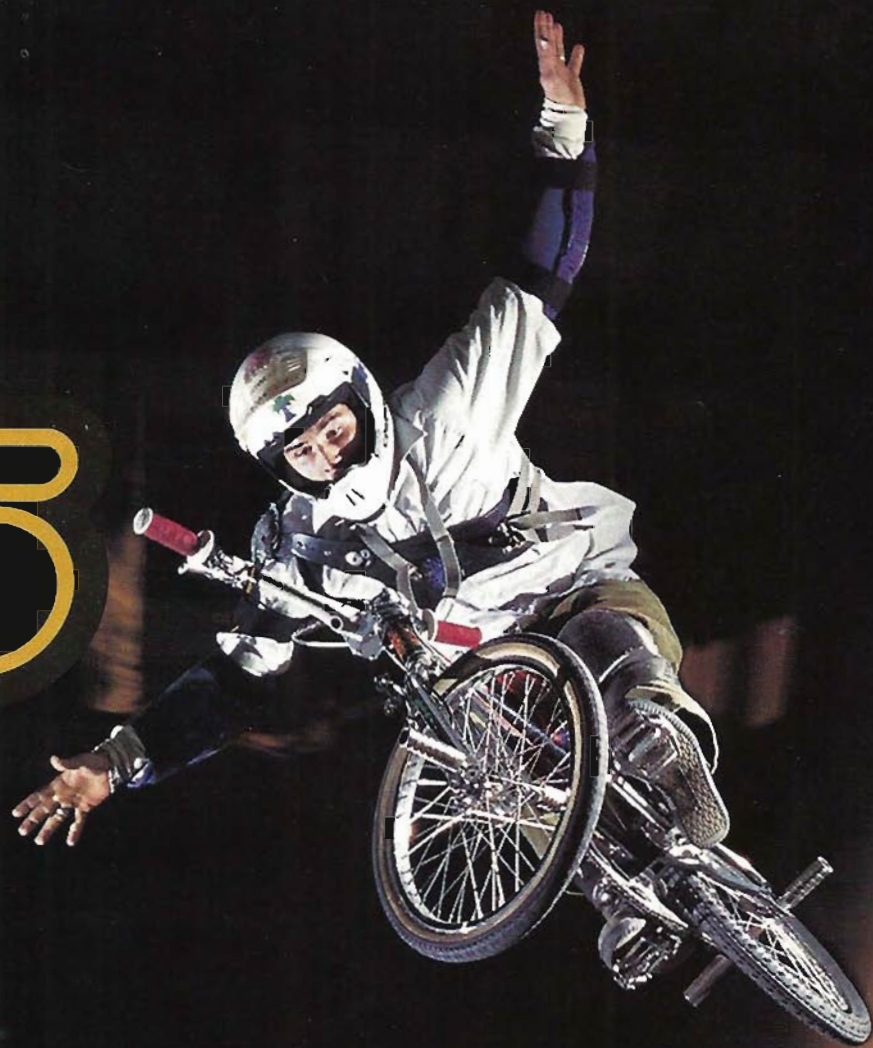
Yeah, I think so.







S



m a t t h o f f m a n



**That's kind of unusual for a 16 year old to have a semi.**

Yeah, then we painted flames on it and put a big ol' bumpin' box in the back. You know how every town has their cruising strip? I used to make fun of it all the time, because I used to ride my bike around there and I used to always get made fun of or beat up by the jocks. So I just figured it would rule to put flames on the side of it and put a big bass system in the back and just go cruisin' up and down Broadway and try to race people and stuff.

**In a semi?**

It was so funny, man. It was a good feeling.

**Steve Swope:**

**"He got the semi when he was 16 or 17 to use to pull the halfpipe trailer. It was kind of expensive, but we got a real piece of junk. We had no idea how to drive it, we had driven big trucks before, but nothing this size. You can't even get a semi license until you're 18, and you can't get one to drive cross-country until you're 21, so neither of us had a legal semi license. So we would just blow by weigh stations on the highway — which is highly illegal — or avoid them completely, which is also illegal. We had no idea about any of this, we'd just blow right by them."**

**Do you ever feel you are locked into bikes now because you've been doing it so long and you didn't finish school? Like, maybe this is all you can do?**

I really pride myself on playing with the limits. I think biking has really taught me that. I think if I let myself think that I'm locked into it, it would contradict that.

**What do you think drove you to become the best vert rider? Motivation. I was that guy that every time I had a birthday, I wished to be the best biker that I could possibly be.**

**A lot of people wish for it, but you actually did it. What makes you different where you actually go out and achieve your goals and you're willing to put up with the pain and all of the sacrifices that it requires?**

I was taught — maybe I taught myself — I don't know, that if you want to experience all of the pleasure in something, you have to be willing to sacrifice. I'm not satisfied just going through life and seeing who crosses the finish line first. I want to see how much I can do and what's possible and try to experience all the pleasure life has to give me. That's so important to me that I'm willing to sacrifice everything it takes in order to achieve that.

**Jay Miron:**

**"A lot of people might think that Matt has more natural riding ability than anyone else, but I don't think that's true. I think his awesome riding comes from his incredible drive to succeed. If he decides to do a 27-foot air, spleen or no spleen, shoulder or no shoulder, he'll do it — no matter what."**

**I'm sure you always hear people say that when you're 40 you're going to be in so much pain. What do you think when people tell you that?**

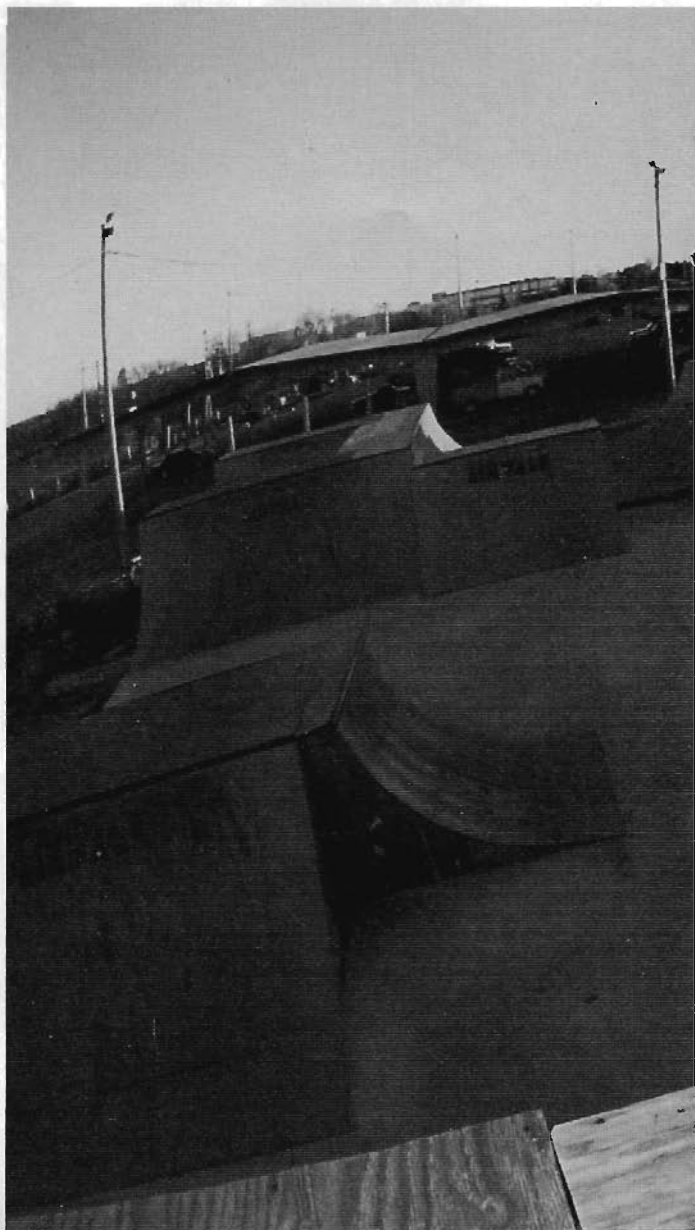
Like Dennis (McCoy) said to me once, I'm practicing hurting myself now so that I'll be used to it when I'm older. I've also heard studies on arthritis that say a lot of it's physical, but a lot of it's mental in the fact that if someone's bitter about life, their joints and stuff flame up because they're tense all of the time and regretful. Everything that crosses through my mind, I have to give it a try. I'm just a sucker for opportunity. I have to try it. Because of that, whether I've failed, or messed up, or succeeded, either way I won't be regretful because I know that I gave it what I could.

**Does it bum you out that everyone else doesn't have the same attitude as you?**

What do you mean?

**Do you wonder why people settle for mediocrity?**

I wish I was one of those people. It would make life so much easier. I'm sure they don't settle for mediocrity, they're just happy with it. They're content with the way things are or the way someone did it before them. I remember I was at Woodward and I was driving past a little town and I looked over and I just saw





some old man and old lady just sitting on this porch looking happier than I've ever been in my life. That's all they were doing. They just live in this little town. I'm sure they grew up there and this is all they know, but look how happy they are. I was just like, that rules. I wish that was me. I wish I could be that happy, but I'm that guy that just has to get more out of life than that.

**So you think your drive is almost a curse?**

Exactly, I have to challenge myself everyday and make up new challenges and achieve them to get as much if not less pleasure than this person sitting on this porch throwing rocks at his cat.

**You do a 25-foot air and get on MTV Sports, and you get less pleasure out of it than sitting on the porch drinking a beer.**

Exactly, it's like, *Wow, life could be so simple.* But then at the same time, everything is relative. They might be happy, but still I think I've achieved more to where I think I can look back and at least I'll feel like I had some purpose. Maybe their purpose is just to sit there.

Maybe people like that just don't care about having a purpose. I think that's what makes me drive so hard. I really worry that I'll look back and go, *Man, what was the purpose?* I want there to be a purpose and I don't even know what the purpose is yet, but someday maybe I'll find out.

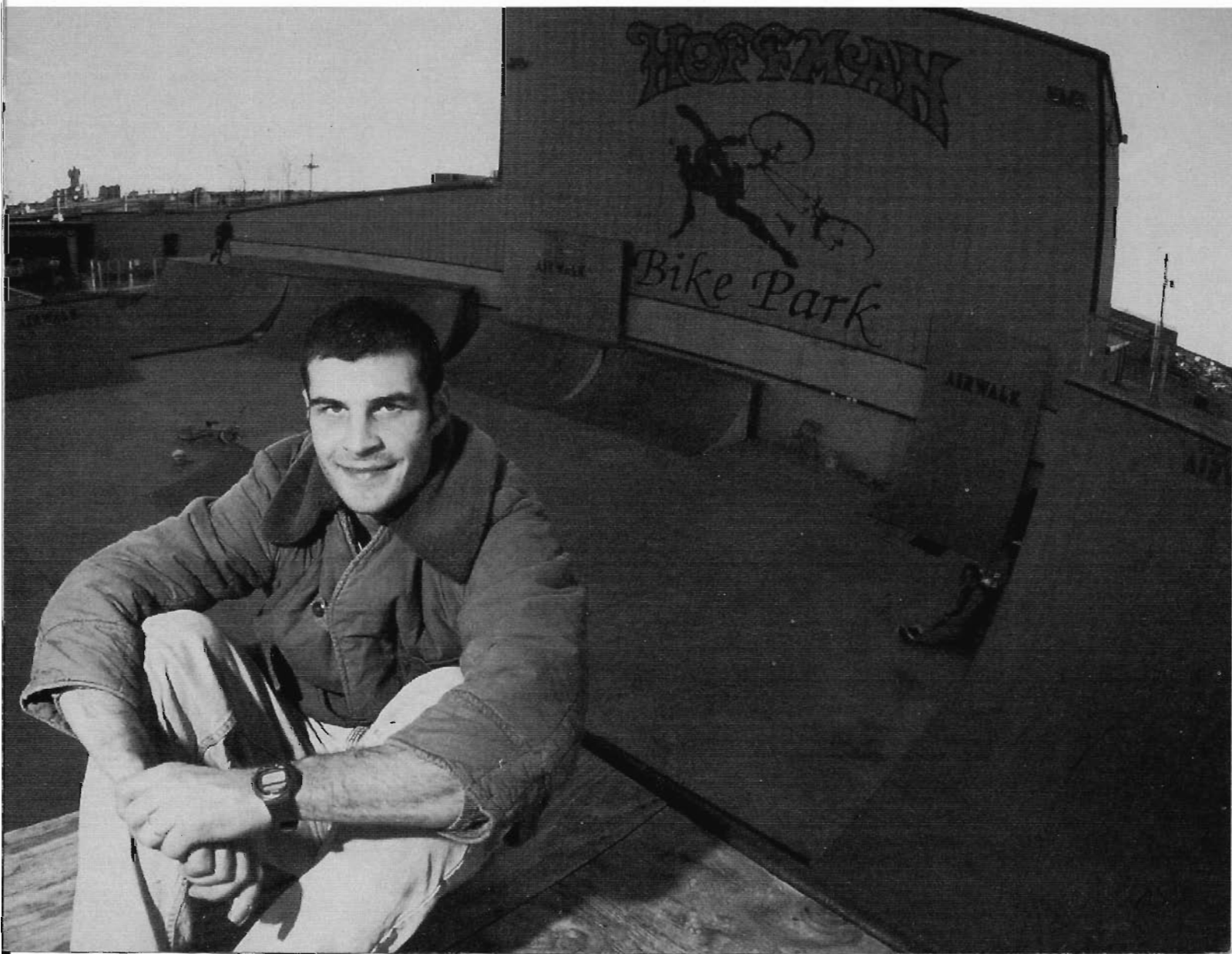
**(Sarcastically) You'll find out what your special purpose is?**

Jaci (Matt's wife) already tells me I have a special purpose. I don't know what she's talking about...

**Steve Swope:**

"He's got determination like I've never seen in anybody. When we were building the 21-foot halpipe, it was in February, and we were on three levels of scaffolding 24 feet high on this rocky slope. On top of that, he's standing on a stool with a cinder block on top of it. It was dark and it was sleeting, so the scaffolding was covered with ice, the ladder and stool are 24 feet off the ground, and he's standing on a cinder block on top of a stool holding a nail gun over his head trying to put in cross-braces for the deck. I had to almost physically pull him off of it. I said, 'Matt, we can do this later. It's sleeting, there's ice all over the board, we have to get down.' He still worked for another half an hour until I could pull him off of it. He was so determined to get that thing done."

Do you think you're an extremely









**competitive person?**

With myself.

**Not with other people?**

No, as far as competitions go, it's a time where I can challenge myself. I challenge myself to see if I can get the best out of me that I can right then, but as far as being competitive with other people, no. I'm always just trying to outdo something that I've done before, that's competition for me, that's competitiveness.

**Do you try harder at a contest, or do you try just as hard if you're riding in the warehouse by yourself?**

I ride better and harder when it's just purely for my own satisfaction. I've competed before where it was just for my own satisfaction, but I've also competed where it was more or less to impress people. That's kind of where you lose your focus, it's mechanical. There's not much soul in it. It's kind of like you're doing tricks, but who cares. That little bit is the difference between a mediocre run and an awesome run. When I don't have so many factors to disrupt what I'm doing, like if I'm riding in my warehouse with a couple of my friends, I think you can do a lot more stuff. Everybody rides better at home or by themselves. At contests you have to many different factors to contend with. At that very moment you have to do this and this. It's mechanical. It's fun to use a contest and say, *Okay, let me get through these runs and try something I've never tried before, like a backflip twist or something, and you just go for it, because you've got people to pick you afterwards if you need it.*

**So you do try new things in contests that you wouldn't try if you were just riding with your friends?**

I wouldn't say that, because I did backflip twists before I ever did a backflip fakie in public. It's always good to use something like that if you're scared of trying something. It's always good to say, *Okay, I'm going to do it here, and then know that you have to do it there.*

**It seems that someone like Dennis (McCoy) is just the opposite. He's the kind of guy who'll come up with a trick and save it and try to win a contest with it, where you'd be just as likely to try in practice the day before and kind of blow the surprise of having that big trick.**

I think I like blowing the surprise.

**You do it just for the thrill of doing the trick?**

The reason I always used to do like a 900 in practice or the first run or whatever was just to get it out of the way, because I feel like people are waiting for it too much. Everybody has more expectations than you do for what you're doing.

**Like it overshadows the whole run because they're just sitting there waiting for you to hurry up and get to that one particular trick?**

It takes the "personalism" out of my run if I feel like I'm doing all of this stuff, but everybody is just waiting for this one thing.

**Do you like being recognized outside of the sport, like on MTV and in Spin and Thrasher? Do you feel like these kinds of things make you sort of the unofficial spokesman for freestyle?**

Yeah, it's good for the ego, but I try not to feed on that too much. It does make me feel acknowledged for what I'm doing, and that's nice. I do feel the responsibility as a spokesman, but I accept it and have fun with it sometimes, too.

**Do you ever worry about your image?**

**Like what people would think about you riding in a Speedo in the "Sex Sells" ad?**

Actually, that ad probably helped my image because I think it was the first ad without

any spelling errors. No, just kiddin'... I probably spelled something wrong there, also. If you're into the sport for expressive reasons, then it's pretty personal and public image shouldn't be a factor. At least that's the best way to view it. But, an even better way is like politics, just try to ignore it and enjoy yourself.

**What do you think about the complaining at all of the contests? Like about vendor fees for people selling t-shirts, admission fees and everything like that.**

I can understand it because I went to that contest in Germany this year and I found myself complaining about all kinds of stuff and realized, *Wow, I would hate myself if it was me running the contest.* But I would also hate a guy like me coming up going, *Man, two minute runs, that's stupid.* I kind of see both sides of the coin. For every one person that has something bad to say about everything going on, there's at least two people that really respect it and understand what's going on and are enjoying it. Those are the people that I'm doing it for.

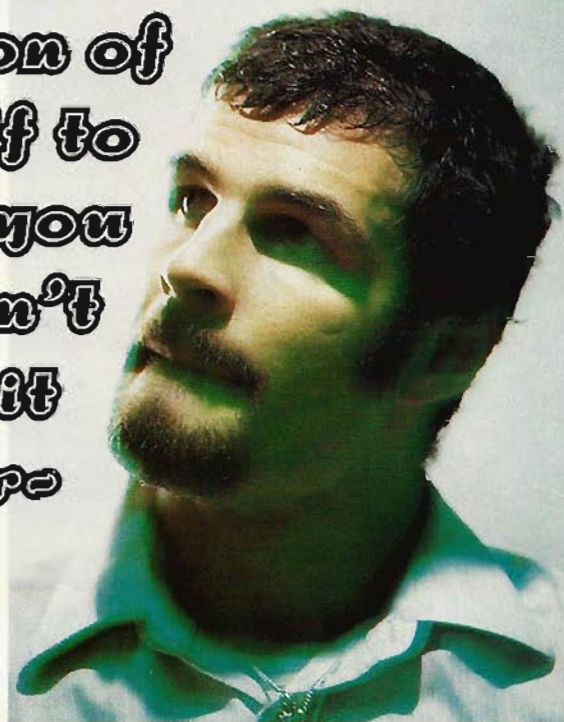
**But they kind of just quietly go home happy.**

I know in the back of my head those people are out there.

**Dennis McCoy**

*"Matt's showed me his black-list before. He's got this book where he records the name and whereabouts of anyone who's ever complained, and he faxes the info over to his "family" in Sicily. No one has ever complained twice (laughs). He tells us all these things about how he's got mob ties in Sicily or something."*

There's a  
ton of  
stuff to  
do if you  
don't  
limit  
yourself





**What do you take the most pride in, riding or running a business?**

In order for me to put a lot of pride and expression in my riding, I have to be achieving a personal goal for myself. Right now I feel like I'm so programmed. Meaning that for the last few years I have let myself get caught up in this idea that I have to live up to the expectations of other people. Now, I have to surpass other people's expectations before it becomes personal to me again. Even though I do find some enjoyment through the challenge, it can get exhausting if you don't put limits on it. That's why I love the 21-foot ramp so much. It was so much my thing again. Nobody had any expectations for me. The only expectations I had to deal with were my own and that's what it is about for me. Same with business, nobody expects me to be good at it, so I get to draw my own expectations and not have to worry about impressing other people before I can impress myself. So, I guess I take pride in both business and riding.

**Jay Miron:**

**"He runs his business the same way he rides. I can't even count how many people in the bicycle industry told him there's no way he would ever get a machine shop up and running. It was a lot of hard work and stress, but he did it."**

**Why do you think no one else has built a big ramp and tried it?**

Probably because you have to have a long runway at it and a lot of wood. You would have had to have built a lot of ramps just to figure out how to build the thing. I think that has a lot to do with it, actually. I think a lot of people would see it and love to try it, but they aren't going to go out there and build a 21-foot ramp and spend all the money and all the time it takes to build it, and find a place to put it and everything, because it's not their idea. It was my idea. That goes back to the whole theory of flatlanders getting mad at other people for doing their tricks. It's not so much that they're copying their tricks, they just want them to use their own. Show them the satisfaction that can be achieved by coming up with the idea yourself with no one else influencing it and succeeding at it yourself. That's the whole reason behind them innovating new tricks. The biggest satisfaction to riding is doing it yourself to come up with the idea and to accomplish it. Since it was my idea, I think that's why I would go through the lengths it would take in order to accomplish it, because it was personal. It was something I came up with and I'm going to reap the benefits of it.

**Have you ever been burned out on riding?**

Yeah, all the time.

**From touring?**

I get burned out on riding because of my attitude. Usually if I'm burned out on riding it's because I've got the wrong attitude when I'm riding. If I'm riding because I have to be riding right then, I get burned out. If I'm riding just because I want to be riding, I can ride all of the time and not get burned out. I think it's just whenever you're expected... you know, because I'm part of Generation X, if someone expects me to do something, there ain't no way I'm doing it. (laughs)

**How do you explain Oklahoma humor?**

This guy, he walked into this bar and said, "ouch."

Uh-huh...

Is that a good explanation?

Wow, that's a good one.

I'm nervous doing an interview.

**Are you?**

Yeah, I guess 'cause I haven't had one in so long.

**How would you describe what it's like when you get into your zone when you're riding?**

I think it's just like a soul transfusion. You just feel really good. It's like how a lot of people get in their zone and get real serious and stuff and just ready to take on the world. But I think it's more whenever you're just really stoked or you're just happy and you're really getting into it type of thing. Just feeling like you're going to have a good time at all expenses.

**It looks like intense concentration.**

Yeah, it's because you get to a point where you're ready to sacrifice whatever it takes to get the most out of yourself at this particular time. Right then, you're putting everything on the line and saying, *This is what I'm going to do, and I'm going to do it the best I can, and I'm going to exclude fear and any other factor that could take away from the concentration of actually doing the job that I have set forth for myself.* When you're in that state, you concentrate on one thing because you made a commitment to yourself that that's what you're going to do. It's really pure.

**Does that help you block out pain when you're riding?**

I've learned — because my body is so screwed up anyway — I've learned how to block out pain pretty much every time I





ride. You know how guys get injured in a contest and they don't really notice it until way after the contest? I think that's the reason why — at that time since they are so focused, they aren't focusing on anything else except for the challenge that they set for themselves. Adrenaline has a big part to do with that, too.

**Steve Swope:**

**"I don't think he's the best athlete and I don't think he's got the most natural talent, but he's got the ability to focus intensely on exactly what he's doing and let nothing else get inside that zone."**

**What was it like when you got beat in that contest by Dave (Mirra) in Florida? You hadn't lost a contest in about three years.**

It was weird. At first I was kind of stoked because it was like, Wow, competition again, this rules. Everybody else seemed more concerned than I really was. I was kind of bummed out that I had lost because I felt almost like I had let people down. Then I realized how stupid that was to be upset because I felt like I was letting other people down. It should be for myself. Then I realized it was the best thing that ever happened to me — I've got competition. It kind of re-motivated me. Now I realize that everything

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counts now. It's not like before where

you could screw up about five times and just not really concentrate and just go through mechanically and you'd have a good chance of winning. And it's like now if you feel yourself messing up, or if you get a little off balance on something, you bring it back into control because every little bit counts now. That was a lot of fun because it made it more challenging.

**Do you think the level of competition is better than it was two years ago?**

Oh yeah, for sure. It just seems like everybody has a shot at winning now, and that's great. I don't feel very good with my riding ability as far as contests because I haven't felt like I've been doing as good as I could. As far as a group, it's fun just to kick back and watch everybody else now.

**Does the stress of running the contests effect your riding?**

Oh, yeah, for sure. Sometimes it's gotten to the point where I said, *Forget it, I'm not going to put on contests anymore, I'm only going to go to contests.* Just because I can see it effecting my riding so much. But for one, it would be kind of selfish. And two, I think I enjoy running the contest at some point.

**If you didn't do the contests, there wouldn't be a contest to go to.**

Yeah, that's kind of how I see it. That's kind of why I had to weigh the two responsibilities and say, *Well I can still ride at home and enjoy myself and just 'cause I look like a buffoon in front of everybody, hopefully people will understand that*

**I'm not  
satisfied  
just going  
through life and  
seeing who  
crosses the finish  
line first.**

*I'm a stress-case now from running these things because they've gotten so big. I actually enjoyed it at first, especially the Kansas City contest and stuff, just because it was such a challenge. You had to do all this junk and then compete.*

**Because you had to set up the whole course?**

Yeah, you had to set up the whole course and we had to build the vert ramp and then you had to run the contest and then jump in my gear and compete. It was just all this stuff you had to do and it was so challenging. It was enjoyable but then that was the biggest challenge of the year as far as running the contest and so everything else became almost annoying.

**A distraction?**

Yeah, and I wasn't motivated because I had already accomplished that one in Kansas City as far as doing everything and feeling like I still rode all right in my runs. After that, I felt like it was annoying to have to do all of the contests and just not concentrate solely on competing, and the whole year just kind of went that way as far as frustration because I just knew that it was taking away from my riding. I don't know really what I'm going to do, I want to do good in the contests, but I also feel some sort of responsibility, well, I feel a huge responsibility, to run the contest, but I feel my responsibility is a little deeper in running the contest than it is actually competing in them right now. I think I'm going to concentrate more on running the contests, and then if I feel like I have enough free time to compete, then I'm going to go ahead and compete and enjoy myself. If not, I'm not going to put more pressure on myself by feeling like I have to compete all of the time in order to prove something to myself.

**Have you ever thought about not competing at all?**

Yeah, I was seriously thinking about not competing this year, but then I thought that's just as bad as saying I'm going to compete at every one this year. I'd rather just do whatever I want to do this year. Like if I'm at a contest and I'm done adding up scores and I hear pro practice and I don't have anything to do and I feel like I could compete, then I'll go compete and enjoy myself. If I'm stressed out trying to add all of this stuff up and just trying to run everything, I'm not going to stress myself out more by having to go out and compete also. I'm just going to try and enjoy myself a little bit more. It's pressure enough just competing and pressure enough just organizing a contest, and the two together is just hard.

**Do you ever feel pressure to not let people down, like thinking some kid might have come to the contest just to see you ride?**

Yeah, well that's a good point. I fully feel that way and it's not so much I personally feel that way, but I'm reminded of that all of the time. Like if I'm not riding, a kid will come up and say, *"Oh, I came all the way here to just see you ride,"* or something, and you're just like... It's kind of a catch 22. One way or another, I'm going to disappoint someone, somewhere. Whether it's myself, or whether it's the kid that came and wanted to watch, or whether it's the guy that I screwed up the overall points with. So somewhere along the line, if I don't do everything, someone's going to be disappointed. That's one thing I really learned about running contests, you're always going to be the bad guy. Like I was saying, there's always those guys out there that respect what you're doing, but those are the quiet guys. They just go home happy, but the people that you're going to hear about are the people that don't like it. You're



always going to be the guy that screws up, because you're running things. If there's ever a problem, it's your fault and you have to accept that. I have to accept that it's my fault, so I screwed up, I'll do better next time.

**Do you feel like now that you're on the other side of the fence from where you were four years ago, you see the other people's viewpoints that you used to deal with? Like now that you run a bike company and contests, do you understand things that happened that you didn't understand before when you rode for other people and when you competed at other people's contests?**

I still think the lame things are lame. That's why it's so nice to do my own company. Like take the AFA, for example. If someone came up and said this contests sucks, they'd say, "So what?" And now, if someone comes and says this contests sucks, then tell me what to do. Because the contest series is just as much everyone's contest series as it is mine, as far as my views are towards it. I remember there were so many suggestions to the AFA and it was just all ignored. I don't know, what was the question?

**Can you sort of sympathize with those people more?**

I don't know. No, I can't. That's the whole thing, that's why I think everybody is doing their own thing, because everybody knows it can be done better. Everybody is striving to do it a little better.

**Put more effort into it?**

Yeah, exactly. Just have more effort. Whether it's not so good or it's better, at least there's effort being put into it now.

**What are some of your other interests?**

Snowboarding, skydiving, um... crabwalking, making purple clouds in the swimming pool, spelling my name in the snow, wombat juggling.

**What's that?**

Wombat juggling?

**Uh-huh?**

Where you just get some wombats and you juggle them.

**Oh, okay.**

You've never wombat juggled, huh?

**Nope.**

Yeah, that's probably the top of my list.

**So, pretty daredevil sports.**

Yeah, skydiving is probably my next favorite thing to riding bikes.

**What kind of music are you into?**

Fugazi, Fugazi...

**You'd never guess that from the BS contests...**

Fugazi, Embrace. That's still Ian MacKaye, though.

**Minor Threat?**

Yeah, Minor Threat, but Embrace and Fugazi are my two favorites. I like Counting Crows, Hole, 7 Seconds, Billy Goat — Billy Goat all of the time. I like Hagfish a lot, too. I saw them the other night.

**What about all of your computer gadgets?**

Hey, I like Bob Marley, too.

**Oh, okay.**

The computer gadgets, what about them?

**You're a computer nerd.**

Not really, I just like gadgets. Okay, here's a good example of probably the happiest time of my life. This is how good this was: I've had to call Steve, because he's someplace I'm supposed to call him, and I'm driving in the car and I realize, *Oh, I've got my mobile phone*, so I look up Steve Swope and it tells me his pager number.

**In your computer watch?**

In my computer watch. Then I dial his



pager number on my mobile phone while I'm driving down the road and it beeps him, and then he calls me back on my phone. I thought that was pretty cool.

**That's using technology.**

That was technology, huh? Yeah, I was pretty stoked on that.

**You're never without your laptop anymore, huh?**

No, I like that thing. I've got it all docked up, so it's like a desktop now.

**So you can link it with the mothership?**

Yeah, and I linked it to the other computer in the other office.

**What do you see in your future?**

Wow, it's already that time, huh? I've got to be thinking about my future now, huh? Maybe Vo-Tech [Vocational school].

**What do you want out of Hoffman Bikes? Do you want to keep it a little company making just freestyle bikes, or would you want to become a big, mainstream bike company?**

I don't really have any limits, especially with this manufacturing company. Whatever is cool and whatever is fun to make, we just make. It doesn't really matter to me. I was never into bikes for the bike itself. I was into it more because it was cool, it was fun to just get on a bike and make up stuff. It's kind of like a little expression tool, I guess. I feel like I've kind of committed myself to bikes because I've gotten so involved in them and I'll always ride and I'll always make bikes, but if there's something else I'm interested in, I'll do that, too. I don't like putting limitations on anything.

**Would you care if people thought you were selling out?**

I am a sellout. I guess selling out can only really be evaluated through the person that is selling out. If the guy is doing something because the guy wants to do it, then he's not selling out.

**As long as they're not going against something they said they'd never do?**

Yeah, exactly.

**(Sarcasically) So, right here you're telling everyone you're going to start making rollerblades?**

Well, actually just accessories. I wanted to make the neon around the bottom of them. The rollerblades would be kind of tough to get into, but accessories are cool. I'm going to get some hydraulic rollerblades, too.

**How do you like being married?**

It's awesome. It's very good. I'm a lucky guy. We went out for so long and we lived together and all that, so I didn't really think it would be any different after we got married, but it is because you have this commitment.

**Were you scared getting married so young?**

I never really thought of it. I was always one of those guys who thought he would never get married, just because I didn't get along with anybody. I was just one of those totally scared guys about getting married. But when you find someone that you're that compatible with, it's not tough and the next thing you know you're married.

**How old were you when you got married?**

22, no wait, 21 because I was almost 22.

**Did you ever have to worry about becoming an egomaniac with everyone telling you how great you were all of the time?**

I learned young to differentiate between what other people saw you as and what you really are. I think mainly why I learned it is because I would hear all of these things about myself, and there's no way I can live up to that. I can't do that, I can't be that. It would stress me out so



much thinking that I had to live up to this, because people expected it out of me and then I realized that was just hype. They don't care. That's not you. That's just some fictional character the media creates to sell whatever they're selling. I kind of learned that there'd be you as a commodity, and there's you as a person, and they're a lot different. I think that helped me out a lot as far as not being stressed out thinking I have to live up to something that I wasn't.

**Who are some people you respect inside and outside of bikes?**

Steve Swope, Kim Boyle — he's done a lot for me. And Airwalk, they supported me a lot. As far as riders, Dennis McCoy, Day Smith, Kevin Jones, everybody on the team pretty much, Rick Thorne, Chuck D., Taj (Mihelich), Jay (Miron), Billy my invisible friend. He's always been there for me. Dave Mirra 'cause he just has that carefree Dominguez attitude. He's just such a natural. I'd like to say thanks to all of the riders that support us through contests and buying HB stuff. And you, Daily and Losey, Gack and Shane Kinsley, the guys in the shop, Peregrine, and Jaci, and Ian MacKaye. Me and him — you know I've talked to him once — but I very much look up to that guy.

**He's a fanatic.**

He's a fanatic, but I like him. Also, Guy Picciotto, Jinx, Kennan Harkin, and Robbie Morales for just being Robbie. I don't have any idea why I want to thank him. He just makes me laugh every time I see him.

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**Jay Miron**





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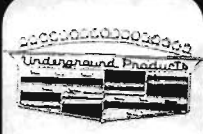
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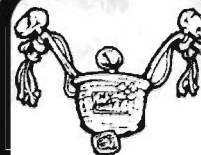
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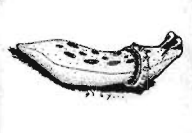
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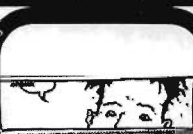
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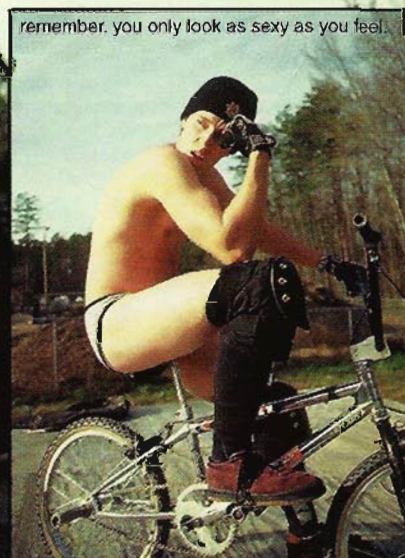
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Dropouts	Laser cut, 1/4" thick	Laser cut, 1/4" thick







# Bully Big Block Review

photos by brad



**Top:** Bottom bracket grind over the spine by old-school veteran and Bully rider Chris Day.  
**Bottom:** 180 toothpick to fakie over the spine.

For '95, Bully has brought out the Big Block and the Small Block framesets. Both new frames are basically beefed up versions of their previous model, the Piston. The Big Block kept the same geometry as the Piston, while the Small Block is an inch shorter for riders who don't want such a long bike. The forks are also much improved over last year's, featuring a thicker gauge tubing in both the legs and steer tube. Bully also shimmed the fork steer tube to make it more resistant to bending.



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**BRENNAN BROWN**



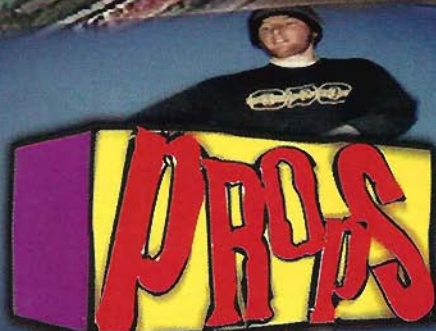
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Photo by Tedd Nelson Concept by Mr. Garvin Mac stuff by Backbone Design



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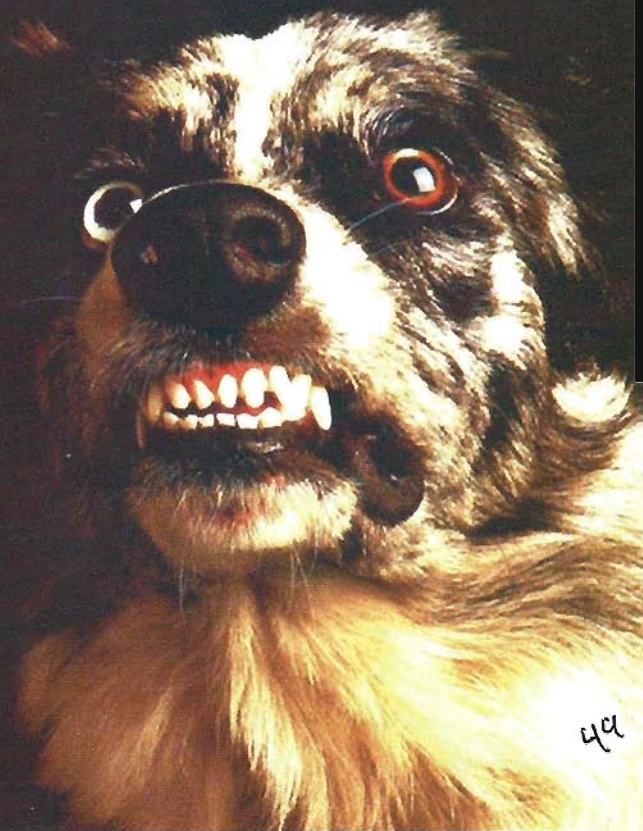
"Riding doesn't relax me, cause I'm no good at it.  
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- Mr. McGoo, Freestylin' Magazine  
September, 1988 • Issue #40

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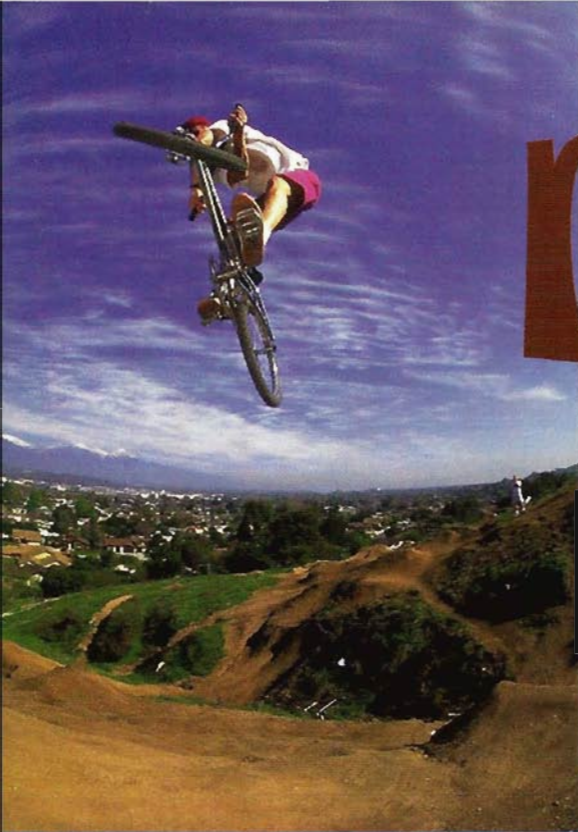
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# DIRT SCENE

POMONA, CALIFORNIA

ABOVE: NEW  
PARKS  
RIDER SCOTT  
SOQUELET  
TWISTS AN X-  
UP. MAIN  
PHOTO: FORMER  
LONG ISLAND  
LOCAL TIM  
STRELECKI  
FLIES OUT OF  
THE BOWL  
JUMP.





Dirt jumping can be considered the simplest form of riding. Most kids become interested in BMX after jumping their bikes and like jumping because it's easy. You control how fast you hit a jump and how high you fly into the air.

Dirt jumping isn't all that simple if you're riding at Bo Usher's trails in Pomona, California. Bo's trails are certainly interesting, but they're far from easy. At these trails, you don't control how fast you hit a jump and it's tough to control how high you're shot into the air. As Robbie Morales put it, "Everyone has crashed pretty hard at Bo's."

What makes these jumps so tough is that they're built into the side of a mountain. While riding on the side of this mountain, you jump a set of doubles that sends you diving into a huge bowl and then jump out of the bowl onto a higher landing. Riding sessions are spent jumping in and out of this bowl at somewhere around thirty miles per hour. It's safe to say that this place is pretty crazy.

With Sheep Hills currently flooded, tons of its locals have joined Bo and his friends for daily rides down the mountain. A good scene like this provides an excellent opportunity to take some pictures, so we did. This is the most simple form of riding — dirt jumping.



ABOVE: BRIAN  
FOSTER  
LAUNCHES OUT  
OF THE BOWL  
AND TWEAKS  
WAY BEYOND A  
NORMAL X-UP.  
MAIN:  
UNIVEGA  
RIDER ROBBIE  
MORALES  
TABLES OVER  
THE HIP.





# SOB ROCK

the Indy skatepark scene, by Steve Buddendeck



This page, left: Dayton, Ohio native and now Fat House resident Kevin Landis adapts his BMX style on the mini. Above: Well known Indy local Bill Nitschke left his wrestling shoes at home, but still stalls a mean icepick.

Right page, top right: DK's Colin Winkleman and a really big gap. This time he launches off the mini, over the doorway, and onto the wallride. Bottom left: Fat Bald Man Jeremy McGill clicks a lookdown just hours after being flashed by a 300 pound woman on the freeway. Bottom right: Kevin Landis, again — they don't call him "The Pro" for nothing.



To some people Indiana is considered the most average state in America. Its friendly small towns, amber waves of grain, and love for high school sports make it as normal as can be — or at least that's what they said in sociology.

Indiana doesn't seem all that normal once you visit the "80's Rock" ramp park in Indianapolis. The small park full of tight ramps, fun lines, and locals wearing wrestling shoes and riding Hutch Trick Stars with no brakes starts to sway you from any ideas that Indy is average. These locals rented some space inside a run down shopping plaza, built some ramps inside, and now have a bike park of their very own. This park is definitely 80's and the locals ride with the kind of vengeance necessary to win an AFA Masters title.

Aside from the locals, Bill Nitschke lives in Indy and riders from the Fat House, the Playboy Mansion, and the Dan's Competition crew migrate to 80's Rock to escape the cold winter weather. This melting pot of riding styles and attitudes makes for an interesting scene that can't be considered average. The park contains a large mini half, a big wall ride, a spine ramp, a box jump, a nine foot high quarterpipe, and a small lounge that doubles as a tiny flatland area. Every ramp is heavily sessioned and there are plenty of creative lines and transfers to be explored. If you're looking for a unique cold weather getaway in the mid west, seek shelter at 80's Rock. If you're looking to check out some of that Indiana "normalness," check out the Burger King down the street from the park.

Directions to 80's Rock: From downtown Indianapolis take I-65 south to exit 109/Raymond Street. Travel east on Raymond Street through approximately four stoplights. Look for a McDonalds on the right. 80's Rock is in the plaza behind McDonalds. Go behind the plaza and look at the BMX track. Then go in the only door that has steps leading to it. This is 80's Rock. It will cost you \$3.00 to ride.





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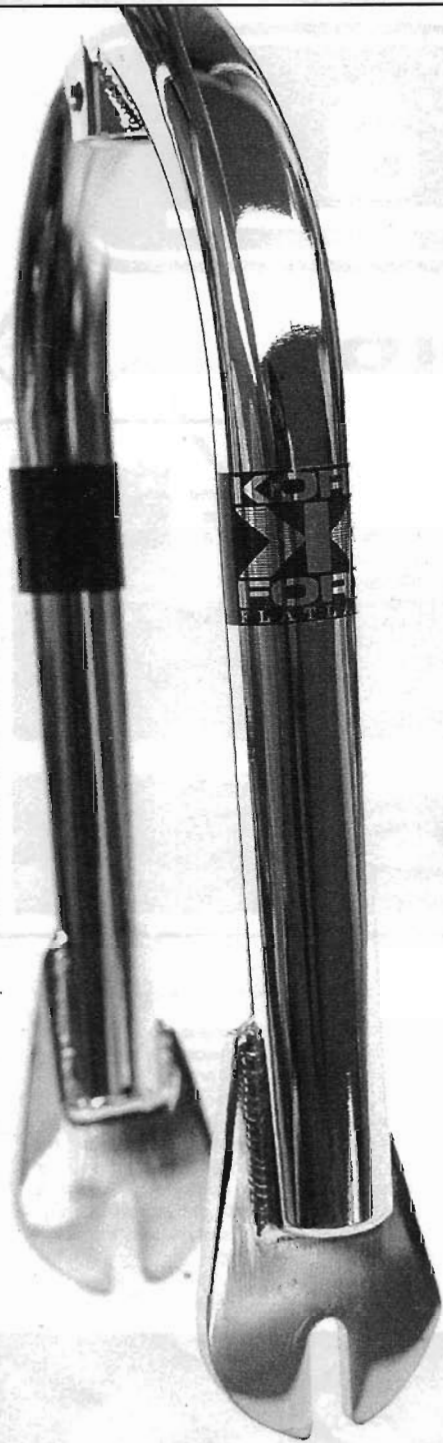
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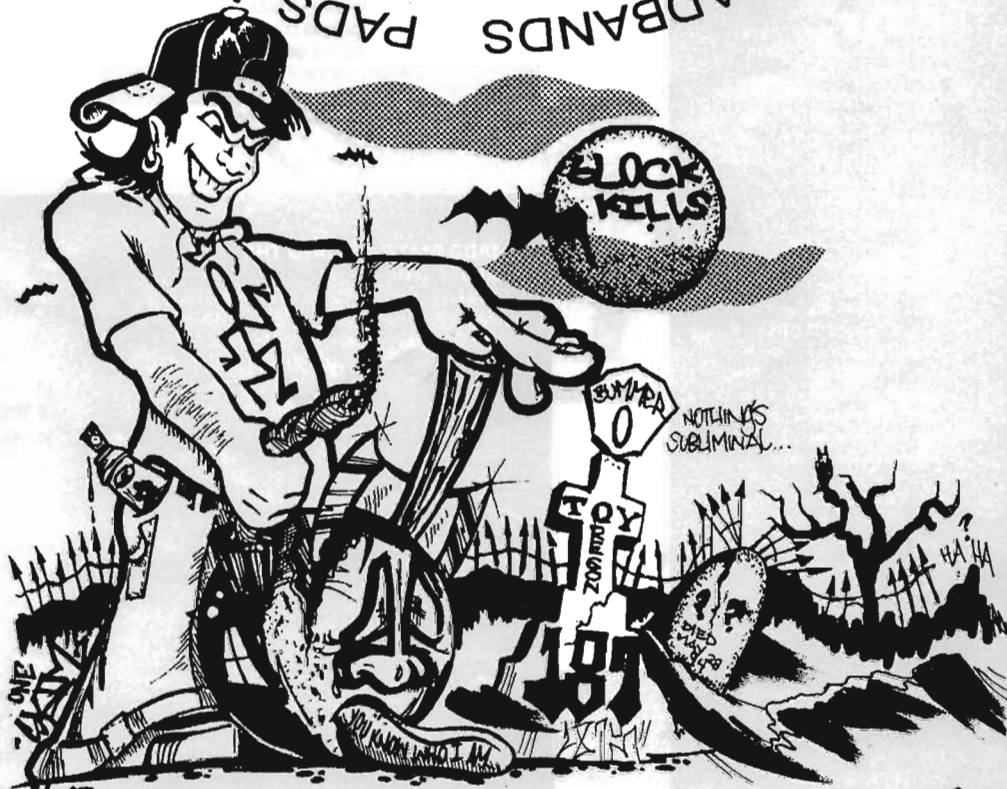
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# deep seat

## VIDEO GUIDE

Haro's Bikes' Little Buddy Dave Mirra has left the Empire State of New York to live in the Redneck State of North Carolina. Dave made the move in search of better weather and more people to ride with. North Carolina is now bursting at the seams with freestyle talent including Leigh Ramsdell, Jon Byers, Steve Nowak, Hal Brindley, and numerous other hot riders.

As always, there's a lot going on in Davenport, Iowa. First off, Standard Bykes and Rampage will not be leaving Iowa for Minnesota as rumored in the last issue. In fact, Rampage is currently under construction with plenty of new ramps being built in time for a contest in late March. Other Standard news includes Rock Star jumper Brennan Brown being added to the Standard flow list. Lastly, Luc E has finally recovered from his serious ankle damage, and flatlander Chris Young has recovered from his broken wrist.

Steev at Poor Boy is about to unleash a hoard of new products including new shinguards, new t-shirts, and a new video. The new Poor Boy video is being produced by Steev, Marco Massei, and Chris Rye.

Be on the lookout for two new prototype framesets built in Oklahoma by Hoffman Bikes. Both Jay Miron and Taj Mihelich have designed their own signature frames and are currently testing them out. The frames will be available as soon as both Jay and Taj get their bikes exactly how they want them.

Former RIDE cover rider Rob Sigaty has left the Hoffman Bikes' camp to ride for Ron Wilkerson and 2-Hip Bikes. Rob joins Leigh Ramsdell, Rooftop, Gabe Weed, Sean Peters, Mike Kranich, and Cameron Birdwell on the 2-Hip squad. Look for the new Big Boy frame soon and the 2-Hip Tour this summer.

Leif Valin has left the flatland capital of York, Pennsylvania in search of warmer weather. He is currently living with Hal Brindley in North Carolina and designing new bike parts. Leif claims to have some new brake reinforcement systems in the works, including a remote controlled system that harnesses fiber optic technology.

Ian Morris and Jason Ball are currently testing two new S&M

### OUT THERE

The latest video from Carl Potts, Out There features flatland riding from Bobby Fisher, Scott Powell, Dave Schaefer, and Chris Young. Colin Winkleman handles most of the mini and street riding. There is also some footage from the Kansas City BS contest that has highlights from the street and pro vert classes, and has footage of Hoffman, McCoy, and Miron. The video is pretty straightforward with non-stop riding, and has a few wacky video effects thrown in for added excitement. Although Out There focuses mostly on flatland, there's still enough other good stuff to satisfy non-flatlanders. Available through Dan's Competition and Albe's.



Scott Powell just can't get a break.



### JUVENILE TRICKERY

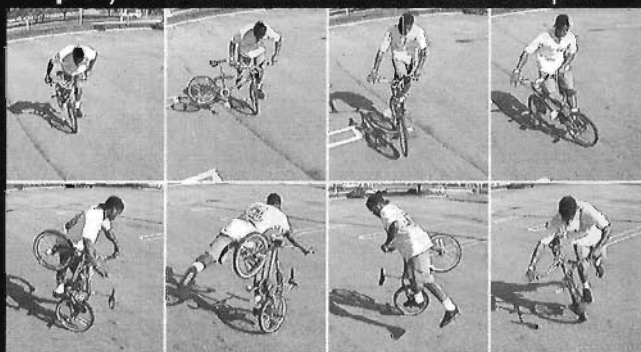
Fort Wayne, Indiana's Fat House is known among the mid-west for partying and filth. The Fat House is also well known for insane riding. Juvenile Trickery could be considered a documentary of Fat House in that the majority of the riders in the film live there — Jody Donnelly, Mike Tagliavento, Jeremy McGill, The Pro, and Steve Crandall are just a few of them. Ride Letters regular Kip Williamson calls the Fat House home and Juvenile Trickery is his look at the mid-west's thriving riding scene. Insane dirt jumping makes up the majority of Juvenile Trickery, but the video also contains plenty of good flatland, street, and some mini ramp stuff. Highlights include footage of Fort Wayne's Ravine jumping spot, the Fat House mini ramp, and Jody Donnelly grinding that long handrail in the Bully ad. Jody also straps the camera to his chest and jumps a big six pack and even barspins the last set. Kip's editing skills and the overall quality of his work has improved immensely since making Express Yourself, so you may want to contact Indy Industries to get yourself a copy. Juvenile Trickery also includes brief shots of Colin Winkleman, Brennan Brown, Matt Pohlkamp, and possibly the longest train of consecutive dirt jumpers ever documented on film.

### MADD MATT: BEYOND THE VELODROME

Madd Matt is the highly anticipated stunt video from the boys at Hoffman Bikes. Besides being Hoffman Bikes' first film, Madd Matt is also Mark Eaton's first flick away from York, Pennsylvania. The thought of Matt Hoffman riding and Mark Eaton editing should be enough of reason to buy Madd Matt, but there's more. Matt riding his 21 foot high halfpipe, Taj at 9th Street in Austin, Day Smith's flatland originality, and Jay Miron ripping hard at Woodward are just a few of Madd Matt's hottest footage. Most of the footage is very original (not contest footage), so expect fresh, unseen stuff, including Jay nearly pulling a double backflip. Good riding by Steve Swope, Rick Thorne, Dave Brumlow, Rob Sigaty, and Chuck D round out the riding, while random dorkin' within Hoffman Bikes and a pretty hilarious opening insure that the video is worth watching. Madd Matt is available at your favorite bike shop or by mail order.



Top: Jay Miron with a double truckdriver over the spine.





# CALENDAR OF EVENTS

## Oregon Jumping Contest at The 30

March 26, Coos Bay, OR  
The 30  
For more info call (503) 267-3287

## Play Clothes Daredevils of Dirt

April 15, Orlando, Florida  
NBL Easter Classic at Orlando BMX  
For more information call (910) 922-3450

## Mysterious Promotions Flatland Series

April 22, College Park, MD  
Wells Ice Rink  
For more information (205) 348-9625

## Backyard Jam

June 24-25, Hastings & Bexhill, England  
To verify date call Backyard at  
011 44 01424 718143

## Bicycle Stunts Contests

July 1-2, Hampton, VA  
Hampton Skatepark  
For more info call (405) 755-1668

## The FAT JAM

August 18, 19 & 20, Aarle-rixtel Holland  
For more information call Bart De Jong  
011-31-4928-1825

## PRODIGY

Put together by a rider named Clint Millar, Prodigy is made up solely of Australian riders. With a pretty even mix of dirt jumping, street, skateparks, flatland, and vert, Prodigy has something for everyone. While the riding may not all be pro-level by American standards, it's still very respectable and well worth checking out. If nothing else, it's cool to see riders and spots from a scene you rarely hear anything about. This video should also inspire you to want to check out the multitude of public cement skateparks that Australia has to offer. The cost is \$20 (Australian Dollars) for standard NTSC video format, and \$15 for foreign PAL video format. Send to: Clint Millar, 150 Mt. Joy Tce., Manly Queensland 4179, Australia.

## PROPS: 1994 REVISITED... THE BEST FROM '94

If you like to reminisce about good times, then you'll love Props: 1994 Revisited. 1994 Revisited is a thirty minute stunt biking journey back through the biggest names and biggest events of last year. This fast paced, quick cut video explores scenes from all of the B.S. Comps, Rampage, the York Jam, PUSH, NBL Jumping Contests, the King of Concrete, the Backyard Jam, the Fat Jam, the Freestyle Worlds in Germany, and random personal footage of riders both known and unknown. There are no interviews, no contest coverage, no bike tips, no news, and no commercials. It would be stupid to try to single out highlights from this highlight film, so look forward to crazy shots of Ian Morris, Paul Osicka, Brian Vowel, Colin Winkleman, and even a cameo appearance by the musical sensation Jamco. Robbie Morales is a recurring theme in the video and Props producers Chris Rye and Marco Massei even have riding shots. 1994 Revisited is available at many bike shops and mail order companies.

## CHENGA CORPS: TARDS EVERYWHERE

Thanks to a letter that he wrote to Plus!, Scott Powell has become a popular rider in flatland circles. His letter echoed the fact that he was overlooked and underrated. Well, Tards Everywhere is where Scott proves himself. Tards Everywhere is thirty-one minutes of almost entirely flatland riding from northeastern Ohio's best: Scott, Chris Young, Dave Schaefer, Kevin Cunningham, and Brian Rybek. The vid basically takes place in a local parking lot in which the five flatlanders ride and basically cause chaos with the help of many random "tards." Flatland shots are sprinkled with shots of a bunch of dumb kids. Even if you don't dig flatland, an opening shot shows some midgets wrestling where one wrestler slides across the entire ring on his head. This shot pretty much sets the tone for the entire video. Tards Everywhere is available from Indy Industries.

bikes. Ian is aboard a beefed up Dirt Bike which has oversized tubing and reinforcements, while Jason is testing a similar frame with Holmes geometry. Other new products from S&M include a revised Heavy as Fuck frame with a wider back end to accommodate fatter tires, redesigned Prince Albert cranks with a thicker spindle, and a new S&M video due out very soon. The video is being produced by Dave Parrick's Trash Productions.

Homeless Bikes is set to release two new Texas-built products including new flatland bars and flatland forks.

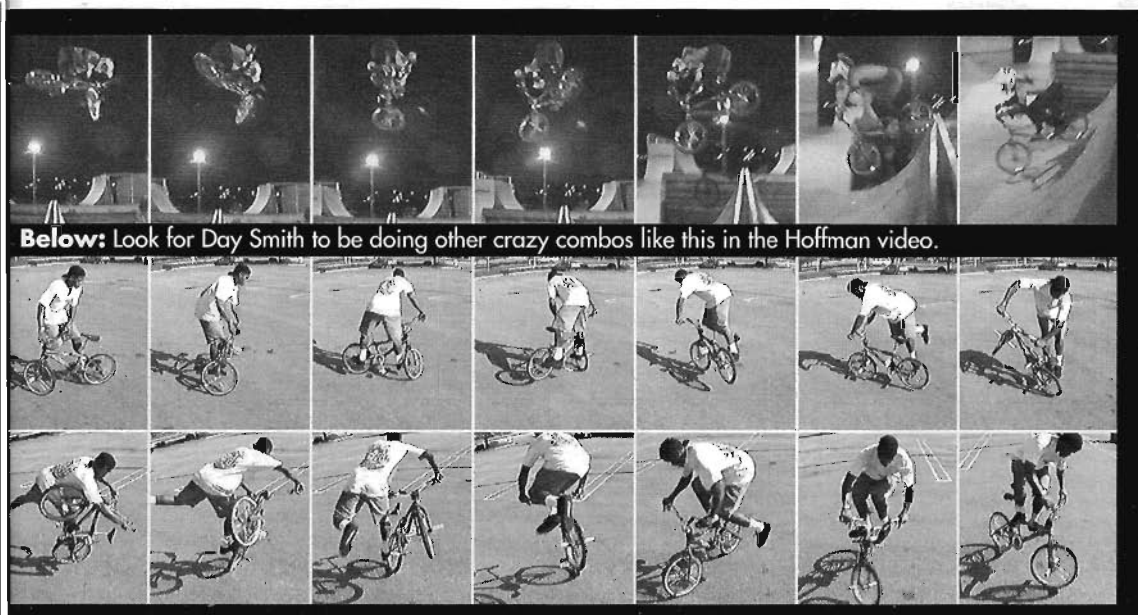
Colin Winkleman is still riding for DK Products. Last month we mentioned that Colin had been picked up by the Standard team, but he's actually on DK, but riding a Standard bike. DK has also picked up Mr. Pleasant, Pennsylvania's Mike Hummel for his racing and jumping skills. Mike is well respected at Pittsburgh's infamous PUSH trails. Also look for new DK four piece handlebars with a super low crossbar out soon.

You may remember Steve Emig from his days at Wizard Publications, or maybe you don't. Well, Steve has started a new 900 number for all the contest/race hungry riders out there. By calling 1-900-443-7903 you can catch up on all of the latest BMX/freestyle contest and race information that you need. Calling the number allows you to choose different messages on freestyle, BMX, mountain biking, skateboarding, snowboards, and even rock climbing. 1-900-443-7903 will cost you \$1.50 per minute.

Chicago's top vert rider Jimmy "Sky" Walker is now getting support from Haro Bikes. Other news from Haro includes a brand new video in the works that will be based on the lifestyles and riding of Todd "The Wildman" Lyons and Dave "Money for Nothing" Mirra. Word has it that both Eddie Roman and Mark Eaton were approached about producing the flick, but Eaton most likely has the job.

UK flatlander Dylan Worsley has moved to the rider mecca of Austin, Texas to ride in warm weather and work at Trend Bike Source. If you order wheels from Trend, there is a good chance that Dylan will build them.

Dylan's Standard teammate, Chad Degroot, is also on the move having migrated back to sweltering Arizona for the winter. Dylan had planned to move to AZ with Chad, but the crazy lifestyle there was just too much for him. Instead Standard's Paul Osicka and Britain's Phil Dolan are living with Chad in some really plush condo.





# NEW PRODUCTS

Baco's Mark Hilson and a local skater alive opened a new skatepark called FUNBOX in Appleton, Wisconsin which Chris Rye says is "fully kickin'!" The park now houses Dave Freimuth's famous backyard mini from Baco 6, a wall ride/jump box combo, and other random skate/bike obstacles. Look for FUNBOX in the new "Props: 1994 Revisted" video. For more information call (414) 730-0043.

Anyone interested in checking out the Sprocket Jockey's shows featuring Matt Hoffman, Jay Miron, and/or Dennis McCoy may want to write down the following dates: April 20-23 Mobile, AL, Mobile Spring Fair; May 4-13 Lexington, KY, Blue Grass Fair; May 18-20 Bensalem, PA, Bensalem Fair; June 1-11 Philadelphia, PA, Fairmount Park Spring Fair; June 15-25 Hempstead, NY, Nassau Coliseum Fair; September 29-October 22 Dallas, TX, State Fair of Texas. More shows to be announced.

Bully Bikes' Jody Donnelly recently quit his job in order to concentrate on riding. Look for Jody at all of the major contests and BMX races this year.

Leigh Ramsdell didn't make the final cut for MTV's Real World, but was recently contacted about MTV's new show "Road Trip."

Although this helmet from Vigor Sports was designed for racing, it should work just fine for freestyle. Priced at around \$100, it's



available through your local bike shop, or direct from Vigor Sports. For more info, write or call them at: 13929 Equitable Rd., Cerritos, CA 90703. (310) 407-1013.

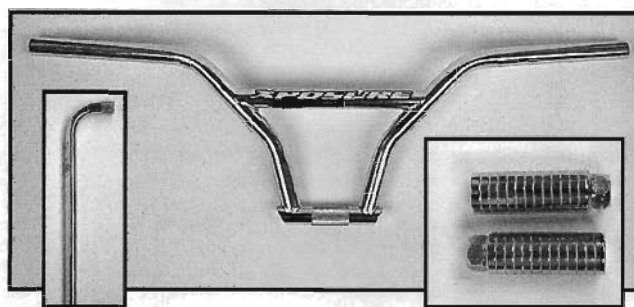


These shorts, hats, beanies, and shirts are from a new company called Playground Products. For more info, or to request their catalog, call or write them at: 2608 La Plata, Kettering, OH 45420. (513) 293-1075.

Morbid has some new t-shirt designs and they're \$11 each, plus \$2.90 shipping. Morbid Enterprises, 126 W. Columbia Ave., Knoxville, TN 37917.



These products are from a fairly new company out of England called Xposure. The bars and seat post are made from cold drawn seamless English tubing and look strong and high quality. The pegs are grooved for grip and have capped ends. All Xposure products are distributed in the US by Seattle Bike Supply, so have your local shop contact them if you're interested in checking this stuff out.



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# soundtrack

by aidin vaziri

We're high in the sky at the Indigo Ranch Studios in the Malibu Hills, overlooking the vastness of the Pacific and the even more remarkable vastness of Axl Rose's former residence. It's mid-afternoon in late July, so the occasion naturally calls for three-degree salsa and lots of loud music. It is, after all, a rock 'n' roll party.

Indigo Valley is the current home to Korn and a decent handful of friends. Tonight there's a few extra bodies roaming around as the band finish work on their Immortal/Epic Records debut. Inside the studio, the album's producer and engineer are twiddling knobs, adjusting levels and talking wires and valves. They keep playing the same drum fill over and over making dramatic, inaudible changes every time around. Since they're so caught up in this quest for perfection, we're asked to mill about for fifteen-minutes before we get a preview of the new Korn material.

In the kitchen, marinated chicken and various vegetation is being processed by due hands while a continuous flow of food finds its way onto baggy shorts, overalls and corkscrewed mouths. At the table, two girls with Hello Kitty backpacks compile a list for a grocery run as a parade of shirtless boys with shaved heads, goatees and tattoos make strange requests. It seems like the perfect opportunity to explore the spread.

And what a magnificent spread it is! In the living room adjoining the studio there is a TV the size of a Mack truck with satellite hook-up broadcasting a gymnastics show from Bulgaria. The walls are lined with gold records by artists who have previously resided here: Neil Diamond, Lenny Kravitz, and an additional list of about a hundred. And there's also a king-size desk for dealing with king-size business.

Then there are the living quarters, a multi-level wood adorned cabin just a few feet away from the main unit that's presently littered with too many sleeping bags and band members' girlfriends. The actual rehearsal space itself is huge, boasting one of Liberace's many pianos as its centerpiece. Again there are sleeping bags everywhere and empty bottles of beer crowning the amps.

Outside, there's a huge barbecue pit surrounded by picnic tables and benches, a meadow with horseshoe spikes and a path that leads out around the rugged terrain and hills. Most of the congregation has gathered around the fire and the pick-up

truck blaring Cypress Hill. We make for the trail and wind our way through the hills before reaching a rock that overlooks the entire 28-acre property. It's wild. We sit, watch the water in the distance and hear a creek that runs a few hundred feet beneath us through the thick of trees. This is the ultimate rock 'n' roll introspective resort.

It's from this vantage point that all of Axl Rose's pompous posturing makes sense. It's from here that you can see why Neil Diamond adorns himself with gold and Lenny grows out six-foot thick dreads. Everything has to be grand when you're sitting up here like an insignificant insect. When you sit out here all night you have no choice but to go back in and make one huge, blazingly boisterous album.

Back around the camp things are picking up. More people have made the impossible drive up to hang around, more souls have crawled out of bed and the general vibes are picking up. Drummer David (no last name) has collapsed in front of the big screen, mesmerized by some international sporting event. Guitarists Welch (no first name like Brian) and Munkey Munk (whatever) are making the social rounds. Bassist Fieldy (née Reggie) is busy keeping the tunes roaring and the keg flowing, and vocalist Jonathan Korn (hint: not his real last name) weaves in and out of rooms. The producer and engineer are still messing with the exact same drum fill.

"Killer vibes tonight," says Welch. There are general nods of agreement all around.

Before the end of the night, everyone will be tuned in with the vibes. It must be something in the air up here, but it's definitely contagious. There's a strong sense of anticipation as we wander around waiting to hear the new material.

Fieldy replaces Rage Against The Machine on the stereo with White Zombie. It sounds ballistic hearing them grind their guitars amidst all these trees and serenity. Yet somehow it makes sense. We stuff our mouths with more chips, salsa and beer before we're finally given the green light to enter the studio.

At this point, the room fills up with half the party goes along with all the band members. The engineer and producer cue up the tape, sit back and grin. Korn's "Blind" erupts from the speakers and suddenly Fieldy pulls an invisible bass from the air and plays along. Jon bobs his head up and down as if possessed and Welch looks seriously awe-struck. The volume is blinding, but it seems like the only appropriate way to hear the melange of feedback, scratches and growls. It sounds like somebody took all the music we were listening to outside and stuck it in a blender.

Two more songs spew out of the system, and we realize a few remarkable things. One, this band really got it together in their brief two-year existence. Two, Jon finally learned to sing a proper note, a good sign considering he names Simon Le Bon as his teenage hero. Three, if the Offspring hadn't already beat them to it, this is the band that would put Huntington Beach on the map.

Later, when Jon and I are secluded away in the rehearsal space, he becomes contemplative. "I really don't know how to explain what we do or how we do it," he mumbles. "It's totally there, though. It's the vibe. We know it. You can see it when we play. You can feel it."

He goes on to relate his story of transplanting from Bakersfield to Huntington Beach, the history of the band, the harassment he faced in high school because of his

## K O R N

musical tastes, difficulties growing up, his stint as a coroner, how the band finally managed to get signed, that name, he lays it all on the line. It's a harrowing story, worthy of a novel someday. But not here, not now. The album says all that needs to be said.

"It's honesty," Jon says. "We discuss issues that people don't want to talk about and block out. It's like a reality check. It makes people think. And for us, it's like therapy."

We decide we'll leave it at that until the major label debut comes out, until the band takes the road with Biohazard and House of Pain.

Back outside everyone is buzzed from the music and the vibes. It's beautiful up here at night. Around the fire everyone sits in anticipation. Something big is going to happen, we all know it.



## R E V I E W S

**White Zombie** are some crazy mofos.

*Astro-Creep: 2000 Songs of Love,*

*Destruction and Other Synthetic*

*Delusions of the Electric Head* (Geffen),

their latest record, is one fat testament to the grimy life of matted hair, greasy fingers and super-charged guitars.

Mass sonic destruction abounds on soon-to-be Zombie classics like "Creature of the Wheel" and "El

Phantasma and the Chicken-Run Blast-O-Rama."

Is there anything sadder than a new **Skid Row** record in this day and age?

Me thinks not. Just for your information, the piece of crap in question is called *Subhuman Race* and is on Atlantic Records. Proceed to your nearest record store and defecate on it.

**Ned's Atomic Dustbin** are wankers.

That's an English word that means "champions." Ned's are champions of making boring, spineless, stupid-ass, infinitely wack caca poo-poo monkey music. When I got their new album *brainbloodvolume* (Chaos/Columbia) I droppicked it out the window. Then I looked at the shreds of the cover. I thought it was funny how the songs "Borehole", "Your Only Joke" and "I Want It Over" neatly summed up my feelings about this band. In conclusion, I hate Ned's Atomic Dustbin.

## free wanker t-shirt!

We happened to stumble upon a handful of **Ned's Atomic Dustbin** t-shirts recently, but we don't really want them because a) they don't come in extra small sizes, b) they're not of the iron-on variety, and c) we can't stand that friggin' band of skinny, pouting English wankers. Therefore, they're all yours for the taking. Just send a postcard to this beloved magazine mentioning your favorite wanker, we'll put your entry in a big hat and draw three lucky winners. Satisfied?

bc

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## COMPLETE BIKES

BEST PRICES & BEST VALUE GUARANTEED!

### ... MONGOOSE ... 1995

DMC (ch)	569.95
Expert (ch, purple)	199.95
Expert Pro (ch, green)	249.95
Hooligan (ch, green)	349.95
Menace (ch, blk w/red&blu)	169.95
Motivator (ch, blk, blu)	149.95
Solution Pro or XL	379.95
Solution Pro Team	569.95
Villain (ch, blk, blu)	189.95
Villain w/Mags (ch, blk)	199.95

### ... REDLINE ...

RL 140 Mini (ch)	239.95
RL 240 FS or 440 (ch, blk, bl)	199.95
RL 340 (ch, blk, bl, red)	149.95
RL Profile (ch, green)	259.95

### ... MCS/BULLY USA ...

Bully Hot Rod FS	329.95
Bully Big Block, Small Block	419.95
MCS Hurricane Junior	299.95
MCS Mag Pro, XL, Mini	299.95
MCS XL Team	469.95
MCS Cruiser 24"	369.95
MCS Cruiser Team 24"	469.95

### ... ELF - USA ...

Elf ZRI (ch)	319.95
Elf Pro or Pro XL (ch)	329.95
Elf Doublecross (ch)	369.95
Elf Expert Junior (ch)	359.95
Elf Cruiser (ch)	419.95
Elf Team (ch)	499.95

### ... FREE AGENT ...

Amblush (bl, ch)	218.95
Eluder (ch, purple)	189.95
Enforcer (aluminum frame)	499.95
Cruiser - Custom (ch, blk)	399.95

### ... H A R O ...

Sport (ch)	299.95
DVB (Deny)	229.95

### ... BOSS ...

Slayer (ch, blk) - 1pc crank	399.95
Terminator (ch, blk) - 3pc crank	559.95
Cruiser	CALL

### ... SE Racing ...

Bronco Best Value	179.95
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### ... 1995 Custom Bikes ...

Hoffman Conder 1 pc	489.95
Hoffman Big Daddy 1 pc	499.95
Hoffman GT Custom Bikes	CALL
Hawk Team 3 pc	699.95
Hyper Pro 1 pc	399.95
SE PK Ripper 1 pc	489.95
Standard Team 3 pc	699.95
Supercross Racer X	399.95
Supercross XLT Team	649.95
TNT Pro 1 pc	399.95
TNT XL Team 3 pc	589.95
Wilkinson's	399.95

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Also available: skateboards, scooters, snowboards, inline skates. Best Prices!



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20" or 24" x 1.75, 1.5, 1 1/8, 1 3/8

### Araya or Sun rims

(Odyssey 1000 or RB17 add \$20)

w/ BP 22 sealed 38H	89.95
w/Bullseye 159.95 w/Elf	149.95
w/Suzue unsealed	69.95
w/Suzue sealed 48 HF	119.95
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w/DK FF	109.95
w/GT Superlace	119.95
w/Hyper HF	169.95
w/Mohawk	189.95
w/Nuke Proof	209.95
w/Cruipi (Hi Range add \$30)	139.95
w/TNT Deranger (Revolver +30)	139.95
w/Pulstar	199.95
w/Phil Wood or PMC	179.95
Araya RB17 w/ Redline	119.95
Peregine: HP48	79.95
Superno 48	139.95
GT Tri spoke/Skwyw Tuff II	69.95

## STEMS

Answer 69.95 Brand X Titan	129.95
Boss 32.95 Cruipi	28.95
DK Mini, Pro, XL, XXL, FS, imtd.	24.95
EF Stems	34.95
GT Power Series Pro, FS	24.95
Haro Fusion 27.95 KHE	49.95
Mongoose 23.95	
Odyssey 15.95	
Peregine FS	18.95
Profile 34.95	
Redline Stealth	23.95
TNT 28.95 S&M	39.95

## Shipping Rates 48 States

Up to \$ 15	\$5.00	\$100 - \$149	\$8.95
\$15 - \$ 49	\$5.95	\$150 - \$199	\$9.95
\$50 - \$ 99	\$6.95	\$200 and above	\$10.95
Complete Bike	\$15.00	AP0 & FPO Bikes	\$34.00
C.O.D. \$5.00:		Parental Permission Required.	
		NYS 8% Sales Tax added for NYS residents.	

Same Day on Stock Items. Satisfaction guaranteed.

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Cannondale Alum. Hand Made	429.95
Dyno Slammer	179.95
Elf (Mini + 10) all sizes	159.95
Elf DBCross Pro, XL, 24	184.95
Free Agent all sizes	149.95
GT AL Kit '95	369.95
GT Elite or FS: Pro, XL, Mini, Jr.	169.95
GT Fueler Kit	299.95
Haro Sport/Master	169.95
Hawk's alum. frame Pro	349.95
Hoffman Conder/Big Daddy	239.95
Homeless Player or Mac	199.95
Hyper Metro Pro/XL	179.95
Kastan (alloy CALL)	179.95
MCS Magnum all sizes	169.95
Mongoose DMC	CALL
Mongoose Hooligan (blk)	149.95
Mongoose Solution alum.	CALL
Morales	189.95
Powerlite Alum Pro kit	319.95
Powerlite (Alum, Mini, Jr. +70)	139.95
Redline Alum, Pro	239.95
Robinson AMTRAC	169.95
SE Floval Flyer alum	209.95
SE PK Ripper Pro, XL (sil.+\$30)	189.95
S&M Holmes/Dirt Bike, Challenger	169.95
(Add \$20 for Pitchfork/990 U brake)	
Standard Pro, XL	339.95
TNT (Longfellow 219.95)	159.95
Wilkinson Riot II	229.95

## ... FORKS ...

GT Elite 44.95, Kore Flatland 89.95

Hoffman (with stem) 99.95

SE Landing Gear 59.95

S&M Pitchfork, Ditch 59.95

Titanium USA 249.95

Answer Suspension ProFork 169.95

Brand X (bl, gr, pr, sil 2403) 279.95

## HANDLEBARS & GRIPS

Answer Pro/Cruiser (Mini 26.95)	49.95
Auburn PRO	289.95
Brand X Alum Pro, Exp	109.95
Boss USA, 8, 6, Cruiser	48.95
Bully F/S	36.95
DK Pro 6" or 8"	38.95
Dyno 4pc	26.95
Elf Pro	32.95
Elf 6 piece Pro Blast	48.95
Fred Z: 6" or 8"	39.95
GT Pro/FS 4 pc or Racing	24.95
Haro Kneesavers	29.95
Hoffman Patriot 38.95, Hyper Pro	34.95
Mongoose Pro FS	28.95
Peregine Q Bars, Pro II	25.95
Powerlite Exp Pro Cruiser	25.95
Powerlite Alum: Mini, Jr., XRM	19.95
Redline Forklifter alum.	34.95
Ron C Pro, Cruiser	36.95
Robinson Pro	23.95
S E Powerwing 8", 10"	29.95
S & M Slam/Gay/Chall.	32.95
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Wilkinson Airlines	39.95

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GT Powerseries	6.95
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Jive Tentacles	9.95
Mongoose	6.95
Mushroom	7.95
Odyssey Power Paw	6.95
Odyssey Longneck, Tech	7.95
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Haro Flo Panel	8.95
Redline Plate	10.95
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Zeroline #s (0-9) each	1.25
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KHE Alloy Pegs	CALL
GT Fork or Frame standers	10.95
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Odyssey Ade Grinder Pegs	9.95
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Dirt Research Titanium	39.95
Kashimach Aero	9.95
Mongoose Kevlar	54.95
Odyssey Cobra or Z77	13.95
Odyssey Svelte: Steel 19.95, Titan. 44.95	
Redline seat	8.95
Redline Titanium	39.95
Uni: Turbo, mini	24.95
Vetta Gel Lycra	24.95

## ... POSTS ...

Brand X (Titanium 99.95)	59.95
DK/Free Agent 16" or 18"	9.95
Elf 16" or 18" post	12.95
Elf Zipback seatpost	19.95
GT or Haro Micro Adjust	17.95
GT Str/Layback	8.95
Mongoose Str./Layback	10.95
Odyssey 2222	14.95
Redline Micro Adjust	15.95
Robinson Str or layback	9.95
S & M post 9.95 Standard 1"	16.95
Uni Post	14.95

## ... CLAMPS ...

Boss clamp	14.95
DK round clamp	8.95
Elf double clamp	13.95
GT 2 bolt or Haro Fusion	7.95
Mongoose clamp 1"	6.95
Odyssey Pozl Stop	10.95
PMC	12.95
Powerlite 2 bolt hex	6.95
Profile Sillet (sil, pur, blk)	13.95
TNT double clamp	10.95

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Dyno Helmet OF (FF 84.95)	74.95
Ecko Helmet OF (FF 74.95)	64.95
Monarch OF (FF 64.95)	54.95
Vector Helmets	49.95
Dyno / Ecko visors	7.95
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Hammer elbow pads	28.95
Hammer shin or knee 2Z	29.95
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Hammer Combo knee/shin	49.95
Poor Boy shin	CALL
Rector knee guards	34.95
Ecko Helmet Bag	14.95

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## DISCS & FREEWHEELS

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Standard Industrial	22.95

## ... Sprockets/CDs ...

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GT Buzzsaw (24.95) Powerlite	29.95
GT Power Series CD for 3 pc	24.95
GT Powerspider	11.95
Mongoose CD	18.95
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Profile Chainsaw	26.95
Tri-Fan Chain Ring	29.95
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Redline Right Sprocket	18.95
Shimano/Sunbaur FW 16-18T	11.95
Dica 16-17T 6.95: 14-15T	14.95
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Hypnosis FS	24.95
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GT double cage 27.95 sealed 52.95	
GT Elite 9/16	79.95
GT Platform Alloy/New Caged	25.95
Haro Race Lite	54.95
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Odyssey Black Widow	64.95
Odyssey VPK	14.95
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Replacement bolt set for cages	3.95

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ACS Boa brakes	14.95
ACS levers (2)	14.95
Dia Comp Bulldog brakes	19.95
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DC 500 or 730	11.95
DC 990 U brake	28.95
DC Tech 77 FS each	12.95
DC MX 88 R	16.95
DC MX 99 Big Dog	22.95
Odyssey Pitbull brakes	14.95
Odyssey Pitbull II lever	9.95
Peregine Freestyle brake	18.95

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Kool Stop, Ody., GT, Skwyw	4.95
Matthausen (Finned 14.95)	4.95
Odyssey Gyro cable front/rear	4.95
Odyssey slick cable	2.95

## HUBS, RIMS, & SPOKES

Bullseye Sealed hubs	94.95
Cruipi LF 84.95 HF	109.95
DK/GT: 48H 89.95, 36H 59.95	
Hyper sealed	109.95
GT Mohawk, Phil Wood	139.95
JP sil, bl, pur	89.95
KHE free hub 48	129.95
Nuke Proof silver	32.95
PMC Hubs new	139.95
Suzue sealed 36 (48 - \$44.95)	39.95
TNT Deranger 88.95 Revolver	109.95
Araya/Sun rim, silver	19.95
Purple or chrome	24.95
Araya RB17/Chinook chr	29.95
T-1000 /Odyssey rims	34.95
Spokes CP 14.95, Dbl Butted SS	24.95
Axles: Sil, M, Pado, DK, GT, Per, TNT	12.95

## Answer Gloves

Dirt Research	27.95
Dyno leather	24.95
GT leather	24.95
JT Half Breed	32.95
Zeroline Wrist Wrap	22.95
Knit Gloves Dyno, JT	6.95
Caps: S & M, GT, RL	14.95
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**LOVE HANDLE  
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OR THE  
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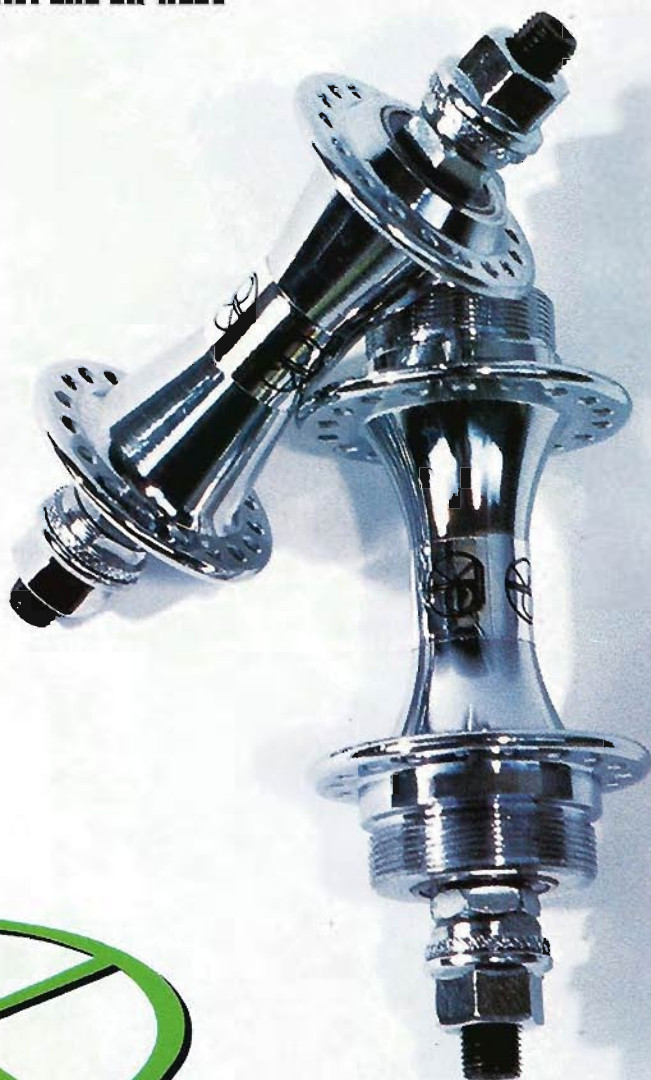
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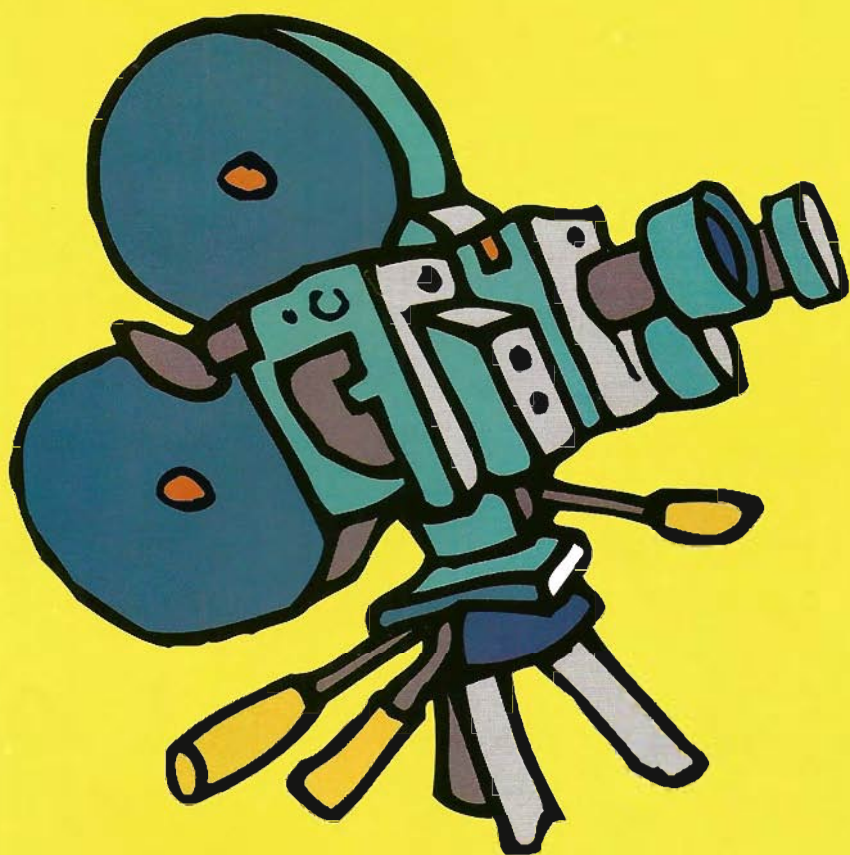
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# Poor Boy

products



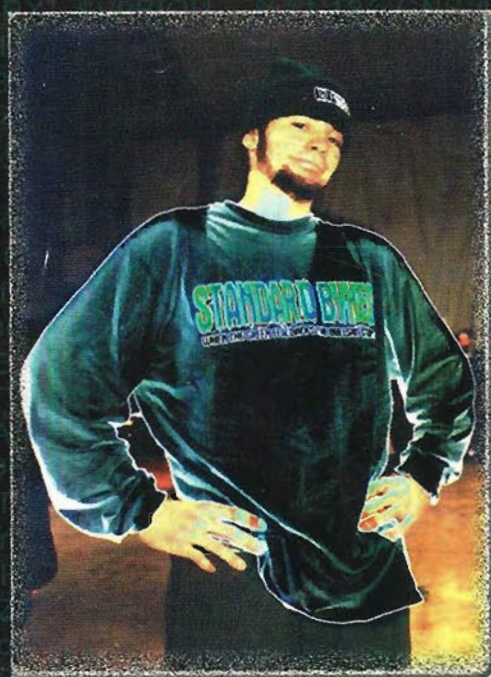
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# PAUL OSIKA



photo by brad mcdonald

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