

BMX

ACTION

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VOLUME TEN
NUMBER NINE

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Chris Karol

Photo: James Cassimus

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ACTION LINE



SOB, SNIFF, ETC.

Dear Ed,
I've had a sub to the Great and Powerful Mighty BMXA for four years, but recently my sub ran out. You might think that I would just quickly resubscribe, right? No can do. I have to get my WIZdom teeth pulled and it's going to be pretty expensive. It'll leave me broke, so I have just one word to say . . . HELP!

Jay Force
Larkspur, Colorado

Dear Ed,
I'm at that age where I'm too young to get a job, and too old to give my parents the pitiful look and bum off them. I'm currently saving for a set of black freewheel Tuffs for my 20-inch. I even sold some of my baseball cards (ouch!), but I spent the money for a helmet and a subscription to ACTION. Boy, what a life.

Duane Ridenour
Clinton, Tennessee

Ed,
Being 11 years old sucks! My mom won't let me race this summer because I got a C- in history. Then my dad cut off my allowance because he said I was old enough to earn my bucks. I got a paper route, mostly to get a sub to my scriptures (BMXA), and then I got hit by some slob in a Jeep and broke my leg up in the thigh. What's worse is that the Jeep mashed the rear wheel on my 'Goose. To top it ALL off, the newsstand at the store only carries your so-called competitor. No more BMXA!

Does life get any better at 12? Please say yes. If not I'll cry, and I

Hey, radsters, do you want to beam your message across the known universe? Are you in dire need of advice? Do you have a burning question that's just craving an answer? Well this is your place to go for it. You can even pick our brains for any and all Top Secret info. Just send your ramblings to:

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Torrance, California 90510

Due to the mega-loads of mail we receive, we can't answer all your letters. The laws of survival apply here, dudes. Only the best make it.

haven't cried since I was little (well except maybe when I broke my leg).

Mike Hunt
Winnemucca, Nevada

All right you guys, we may be tenderhearted, but we're not THAT gullible. Ever since Oz gave Jason Smith a free subscription (Dear Wiz, December '84) after Jason (snicker, chuckle) ran into his mom's car with his aunt's tractor, and then laid one of R.L.'s old jerseys on Eric Lee (Dear Wiz, May '85) when Eric's fave old Red Line T-shirt bit the dust, we've been deluged with sob stories. Besides, you guys could have been a little more creative (though Mike's story is pretty hot). And yeah, Mike, life DOES get better at 12. — Ed

DEFENSE SYSTEMS

Dear Ed,

I'd like to give a warning to your readers. If you like your bike, defend it. I'm speaking from experience. Spend the extra frogskins and buy a good lock. Your wallet will appreciate it in the long ride.

"Floyd"
Granada Hills, California

Yeah, getting your bike ripped is a bugger, ain't it? There's NO worse feeling. I've had a few bikes disappear, and the sad fact is, you can't take your eyes off your scooter — or anything else that you value — for even a second. Buying a lock is half the solution. Taking the time to USE it everytime you leave your bike is the other half. Even if you're only gonna be away from it for just a second or so. — Ed

IF THE BIKE FITS . . .

BMXA dudes,
In the August 1984 issue of Mighty BMXA, you said that the recommended age range for a Red Line 500a was 11 to 13 for racing, and 10 to 14 for street riding. What can I do to upgrade the parts and make it suitable for a 14 year old racer?

Mike Harden
Atlanta, Georgia

All right, Mike, don't panic. When we do the recommendations for the age range, we're taking the STOCK bike into consideration. Sometimes a single, easily changed component inhibits the use of a bike by larger folks. For example, looking back at a few of our recent test bikes, there were a couple that we would have said would be suitable for much older riders except that the handlebars were WAY too small.

Also, these are just suggestions to get you into the ballpark. When we mention age ranges, we're thinking about AVERAGE sized riders. There are probably some small 16 year olds who could easily fit on the 500a.

Now, just about any bike can be fitted to an older (and most likely larger) rider with a few simple modifications. For example, a lay-back seat post, a stem with a longer forward reach, bigger bars, and adding a link or two to the chain to stretch the wheelbase can raise the upper end of the suggested age range. — Ed

MINIMUM WAGE

Most benevolent Ed,

My cat Woodstock says that when Cosmo the Watchcat bites the dust, he'll take over. He says his salary

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ACTION LINE

has to be minimum wage, at the very least.

The one and only T.J. Cowern
Millford, Pennsylvania

Are you kidding? Cosmo bite the dust? Never. Besides, with all the benefits like the free bikes, a private kitty practice track and quarter-pipe, a plentiful supply of Meow Mix, easy hours (that means mucho nap time), and the multitudes of little kitty moon babes that are ALWAYS after our official Factory Watchcat, Woodstock would be lucky if we didn't CHARGE him to work here. — Ed

BRAKIN'

Dear Ed,
You always hear about Harry Leary outbrakin' guys and winning the turn. But if front brakes work so good, why don't all the pros run 'em?

Chip Sovek
Bethel, Connecticut

In the hands of a highly skilled rider, a bike equipped with front brakes can go faster because it'll haul you down from Warp speeds MUCH quicker than with a rear brake only. That means you can pedal way farther into corners before you get on the binders. Why? Because your weight is shifted forward onto the front end and you can get on the front brake harder without losing traction.

Why doesn't everybody use one? Most likely they just enjoy the simplicity of one brake. It takes tons of practice and a LOT more concentration to be able to crank further (up to the panic point) into a corner and then get HEAVILY on the front stopper without landing yourself on your ear. Also, some guys don't like having to dial in another set of brakes, there's the extra weight to deal with, and it's just one more thing to get tweaked in a crash. — Ed

MORE MOTO-POETRY

Dear Ed, THE NIGHT BEFORE THE NATIONALS

*'Twas the night before the nationals,
And all through my pad,
Was not a thought for tomorrow,*

Except to get rad.

*I sit in my garage,
With my helmet in hand,
My trusty bike,
Sits poised on the stand.*

*Grease dripping from the chain,
As the light shines bright,
Reflecting off my scooter,
It's butterfly night.*

*I raced the track in my mind,
And I stared off to space,
I pray to God,
That I'll win that race!*

*The gate drops with a crack,
A tremendous thud,
As I lose control,
My teeth are greeted by mud.*

*But as I get up,
With my bike in my hand,
I get a new surge of power,
To tear up the land.*

*With the rest far ahead,
I took to the chase,
Flying 'round at Mach Zillion,
I would win that race.*

*With a few feet to go,
I jumped high in the skies,
Off the last jump,
And I passed those guys.*

*I crossed the line first,
My ride was sharp as a knife,
I had won the whole thing,
But it wasn't real life!*

*I wiped off my chain,
And there I stood,
Thinking about winning,
I knew that I would!*

*I arrived in the morning,
And what a radical sight,
It was the track I had pictured,
In my dream last night.*

*Then over the speaker,
I felt a tingle down my spine,
The announcer said,
"14 X's on the line."*

*I lined up my scooter,
With the rest of my comp,
The lights running down,
I knew I would tromp.*

*Then the smell of burnt rubber,
As I charged off the gate,*

*I got the holeshoot,
And my comp got out late.*

*I was going so fast,
And I heard a loud sound,
I looked over to see,
Jaws nailed to the ground.*

*Then before I knew it,
The race had taken no time,
With dirt flying from my tires,
I had crossed the line.*

Jeremy Fisch
Oakland, California

Pretty hot, Jeremy. Have you shown this to your English teacher? Maybe you can swoop on some extra credit. — Ed

EX-STINKTION

Ed,
I've heard a lot about a legendary track called Corona. It seems that it was totally awesome and far-out, but if it was so great how come it's extinct?

Wayne Bloodworth
Farmington, New Mexico

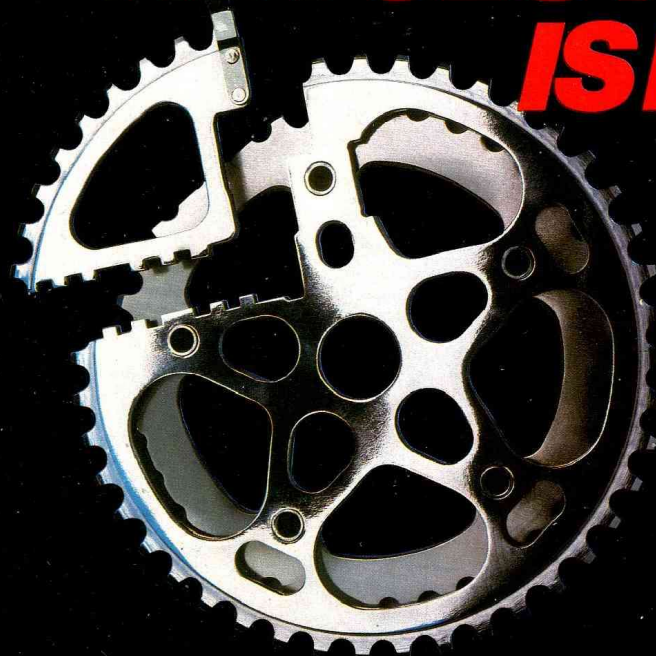
Well, originally it was said that progress (in the form of more new houses) killed Corona. But since there haven't yet been any homes constructed on the site, I'd say it was most likely the lack of attendance at local races that did it in.

Totally awesome? Yes. It was probably the coolest track that I've ever ridden. First you have to survive the hike to the top. (Quite a few Corona locals used the track exclusively for their training program.) It had a gnarly downhill start where you'd get TOTALLY bookin' — like upwards of 30 mph. Then you'd fly through this killer sweeper first turn, around a rad cereal bowl berm and . . . well, you get the idea. Every jump and turn was different, not like a lot of the current left-right-left tracks. It was TRUE motocross. A moto-technician's track.

Since Mike Miranda is sitting here while I type this (and since he was a full-on Corona local when he started racing), I put your question to him. His answer? "It was too rad

continued on page 57

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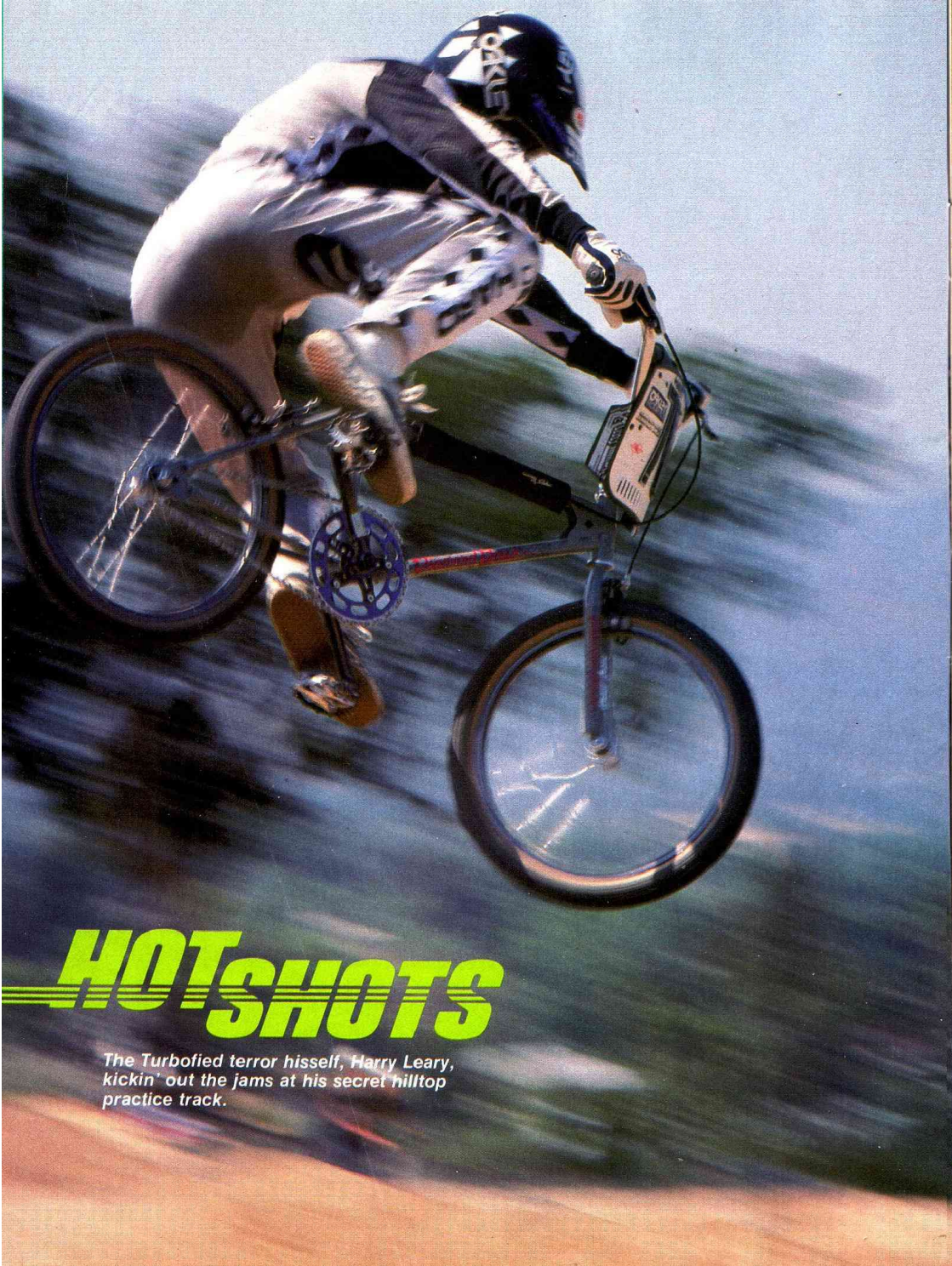
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SANO-TATION DEPT.



Both Chrisco and Brackens have Vizer Rizers, but Kirk's is a fully bogus non-factory model (cheesy plastic, non-rounded edges, and look how it's getting crossed-up). Tommy's got the real thing (yeah!).

VIZER RIZERS

BMX racers have an amazing affinity for curing little nagging problems that bug them. Pedal slippage? Extra-toothed pedal cages suddenly appear. Stems flexing? Create flex fighters. There are millions of such inventions — and here comes one more.

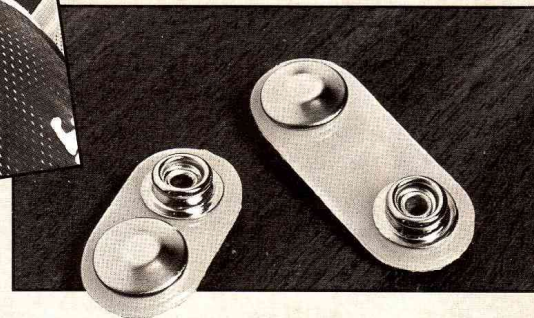
Brian Gass has been a factory rider for such notables as Vans, Elf, and Blue Max, and last year he scarfed

the NBL's National No. 3 plate in both his cruiser and 20 inch class.

Now awhile back, after being bugged by visors that were too low and restricting his vision, he took a small strip of plastic, added snaps, and made his own visor lift kit. It connected to the center snap of the visor and raised it up, while both outside snaps stayed in the same spot. Voila. Instant cure for vision trubs. Brian dubbed these puppies Vizer Rizers.

Recently he sent us some to try, and these things are pretty slick. They're die-cut so there are no sharp edges, and they're made from a highly flexible plastic that won't crack if you happen to bail. They also keep you from having to drill an extra hole in your helmet to install a higher snap. That helps its resale value.

Check it out — here are the two sizes available.



HOT TIP STUFF

Over the past few months we've been deluged with tons of hot tips from you dudes (and dudettes), so take it away, gang!

□ □ □

Do you run GT, Hutch, or any other hub with hollow axles? Do you wanna keep mud, crud, water, dust, smog, rust, and other harmful substances out of 'em? Get a tube of silicone rubber and put a little dab on each end of your axles. No more trubs.

Mike Fleishmann
St. Johns, Michigan

If you're a gnarly freestyler who loves to lay your bike on your pedal and do tricks, but doesn't wanna screw up the pedals, here's a tip for you. Just trace the pattern of your pedals (the part that sets on the ground) onto an old number plate, cut it out, and then zip-tie the pieces to your pedals. Bingo! No more ground-up pedals.

Johnny Pantayatiwong
Cerritos, California

□ □ □

For those of you who hate all that dirt that gets into the knobs of your

tires, try using some rubbing alcohol. It doesn't make your tires slick, but it does make them cleaner than ever. Just put a little on an old rag and rub your tires with it.

Gina Giacomini
Lake George, New York

□ □ □

I have a hot tip for you readers who like to keep their chrome shiny. Instead of hosing your bike down or using expensive chrome cleaner, try some Glass Plus, Windex, or other glass cleaner. It only takes a few minutes, and it gives chrome a nice

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	2230	PATTERSON TEAM NYLONS (JT) WAIST SIZE 28" AND 28" TEAM COLORS 24" SIZE SUBTRACT \$10.00		49.99	1
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	2412	FINGERLESS GLOVES NET TOPS, PADDED PALMS	RED, PURPLE, PINK, TAN OR BLACK	11.99	1/4
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	3601	HUTCH PRO RACER STEM CHROMOLY, CP or CLRS		19.99	1 1/4
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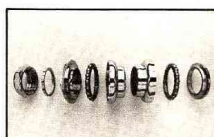
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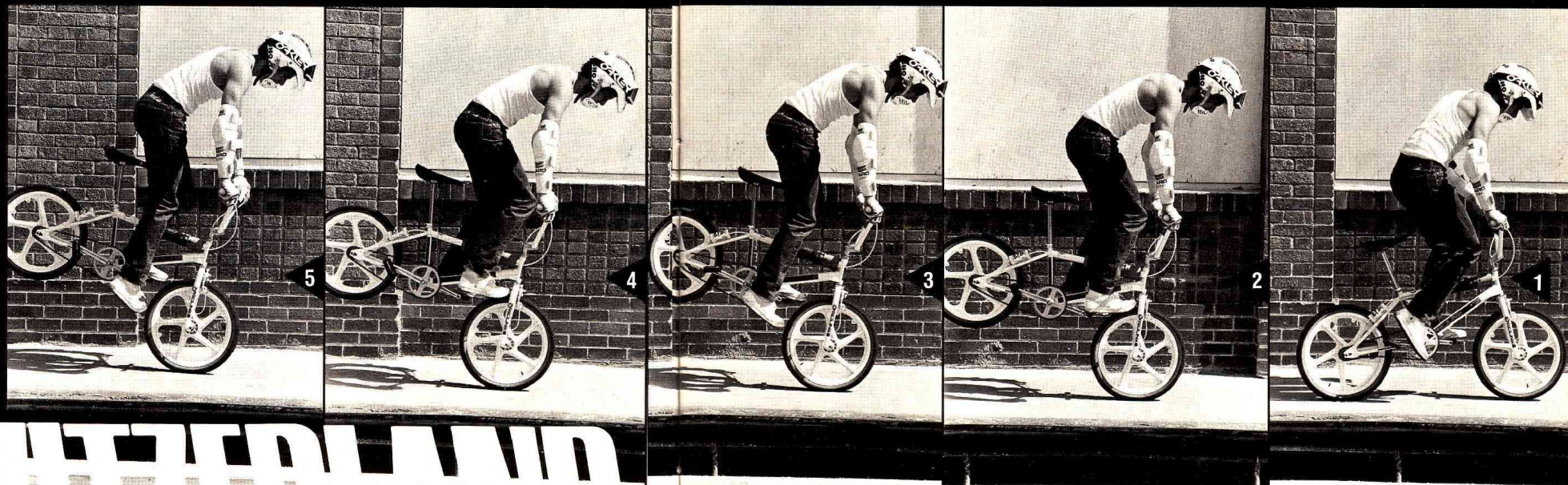
When Steve, R.L., and myself (in all my Gorkness) went out to shoot the photos for this how-to, what really surprised me was that the thing didn't have a name yet! You're probably asking yourselves, why is this article titled "The Switzer-

THE SWITZERLAND SQUEAKER

AYE, LADDIES,
IT'S THOSE
ACCURSED
SQUEAKIN'
BRAKE
SHOES...
THEY'RE AT
IT AGAIN

land Squeaker" then? Well, young Americans, let me tell ya the story.

Our gang of three pulled up at the old crumbling walls of this ancient Hermosa Beach movie theatre where Oz used to hang out when he was a lil' rascal. (Yes, they had movies way back then, but it only cost a dime to get in.)



Watch the footwork closely, it's the secret to successful squeaking. Also check out the wall in the background. That gives you a slight idea of how far R.L. travels — and the distance records are being shattered daily.





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Steve started takin' the pics of R.L. and I was gettin' all the info on tape on how to do the "no-namer." I asked R.L. how he came up with this trick. "Well, I started wheel-walkin' about a year ago, but I was standing on the front pegs. It was a variation for front wheel hops. Then, I saw Martin Aparijo and Eddie Fiola doin' it the same way. All three of us were attempting to perfect it using the front fork pegs. Then while I was in Switzerland (in May), I tried doing it with my left foot on the pedal and I got it dialed. I haven't seen Eddie or Martin since I got back, so I don't know if they learned it this way yet. Yup, it helped me a lot doing those shows in Switzerland."

With the recorder still goin' full bore and R.L. scooting backwards tons of times for the camera, I intensely quizzed the Rad Lad for every detail I could get on how to do this maneuver. Imagine my surprise back at the office when the last word I heard was "Switzerland" and then a "squeak... squeak... squeak!" of R.L.'s front brakes when he would push the wheel. Not one word was left from there on — only the squeaking of brakes drowning out all the taped info.

After playing it over a few times for Steve, a little 60 watt light bulb appeared above his head. "That's what we'll call it, The SWITZERLAND SQUEAKER!" I thought that was kinda dumb at first, but after a few minutes of saying it, I began liking it. The Switzerland Squeaker it was.

As far as the how-to, never fear, I finally chased down R.L. and got a better recording of how to pull off this soon-to-be famous, totally custom named, super cool, and mega-stylish stunt.

The first note of knowledge before you get gnarly is that you've got to know how to do a front brake endo, and that means you obviously need a front brake. Yes, you CAN use either a freewheel or a coaster brake equipped rear wheel for this trick. It matters not.

Refer back to BMXA's March 1984 issue for the f.b. endo lowdown, but in case you don't have that issue (shame on you!), we'll give you a short refresher course. We won't bother mentioning that you ought to equip yourself with at least a helmet and elbow pads 'cause you already know that, right? Thought so. Let's go:

Step Uno: Approach the endo

launch area at a moderate cruising speed, with your weight towards the back of the bike. As soon as you lock up the front brake, shift your weight towards the front. As the rear wheel lifts, try to find the balancing point by shifting your body forward to rearward. Whatever happens, DO NOT back off the front brake if you start to endo too far. You'll end up on your nose before you can say, "Break out the Band-Aids." If you need to bail off, just get your feet back to Mother Earth A.S.A.P. You should get the feel of finding the balance point really quick — it's easy.

There you have the front brake endo. R.L. says: "You can do front wheel hops to get your balance just right. Position yourself at the height that feels best to you."

Step Dos: Now that you have the endo mastered, this time when you go up to do it, approach at the same speed, with the cranks level. Now lock up BOTH Brakes! With the rear wheel locked, your cranks won't spin forward, and that means your forward foot will have a stable platform to work from when you take off your back foot and set it on the front tire. Go for that now. (Your forward foot stays in the same place — on the pedal.) This all should be done quickly while you are still going up for the endo. The leg that's on the pedal should also be resting alongside the seat. That gives you a little additional support when you're balancing.

Step Tres: Here you are: Both brakes locked up, and you're balancing on the front wheel, one foot resting on the front tire, and the other on the forward pedal. What's next? Well, freestyle fanatics, push downward with your wheel foot to make the bike roll backwards. Yes, you slightly ease the front brake off and on to help you spin the front tire with your foot. R.L. says: "Put your foot about two inches behind the forks, so that it's not totally jammed between back of the forks and the tire. If your foot is up high, it's pushing straight down on the tire, not rolling it."

Step Quatro: Now all you have to do is glide backwards as far as you can. Keep track of your balance point. As soon as you slow down and the rear ends starts to fall, give the wheel another smooth shove, and another, and another...

Step Cinco: There you have it! Just keep doing it over and over, and after many hours of hard work, you'll be squeakin' for miles. ■

GT® Performance Parts

With some bicycle companies "parts-is-parts," they're not anything special, so they don't say much about them. They even hope you won't notice them. Not the case at GT. All GT parts are **not** parts. Every component is painstakingly tried and tested. Designed and engineered to perfection and built to GT quality standards. We believe to build the best bikes you have to start with the best parts... GT factory parts.



EDDIE (the KING) FIOLA puts GT components to the test!

GT® FORK STANDERS™ the GT design mounts easily to your front forks. Frame standers fold up out of the way when not in use and fold down when your ready to get with the program. They're required equipment for the freestyle performer.

GT® BMX STEM the only stem good enough for GT to put their name on, it's BMX tough. Alloy/chromo light, strong and durable, it's GT's best, no holds-barred. (Available in black/white and silver.)

GT® STEM BOLT the new GT stem bolt is hollowed-out for you to route your brake cable, don't get in a pinch, for Freestyle, it's the only way to travel.

GT® FRAME STANDERS™ this unique design from GT is trick. Total GT factory, they go onto the rear axle clean and simple. They work great for climbing all over your bike.

GT® IZUMI CHAIN a chain that meets GT standards, it offers both the features required for Freestyle or BMX; light-weight and strength.



GT® FREESTYLE STEM this new GT stem is the hottest item going, featuring the BREAK-THROUGH SYSTEM. Alloy/chromo, lightweight and strong the GT stem is a freestyle must. (Available in black/white and silver.)

GT® SHINKO TIRES high pressure and easy rolling, these are the perfect tires for Freestyle or BMX. GT factory proven, they say quality right on the tread. (Available in black or freestyle white)

GT® EPOCH HEADSET features a uniquely designed COIL SPRING, that keeps your headset from loosening or tightening! Add MORE quality aluminum covers and high-impact steel ball bearings and you've got the best headset available.

GT® RACE HUBS pure GT factory equipment; lightweight, strong and functional. GT hubs feature a one-piece aluminum hub shell, GT chrome-plating and a special feature; a pressed-on inner bearing spacer for easy bearing removal, and all at a price you can afford.

GT® FREESTYLE HANDLEBARS built by GT specifically for Freestyle, the larger diameter crossbar design adds strength and the lower profile keeps them from getting in the way when your going through maneuvers. (Made of GT tough 4130 chromoly.)



ROBERT FEID pushing GT components to the limit.



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Readers' Survey Results

AND WINNERS OF THE DRAWING FOR FIVE COMPLETE BMX BIKES

All right, readers, you can get up from the couch now. The psychoanalysis . . . er, the results from the multitudes of responses to our most recent BMX Readers' Survey are in and tabulated, and the good Mighty BMX doctors are happy to pronounce you mentally fit and certifiably crit for another year (even if you guys are a little on the gonzo side).

The response to this year's installment of the survey contest was so overwhelming that you plumb wore out Chief Survey Technician Dian H. After a solid month of heavy-duty tabulation sessions, we had to use a crowbar to pry her cramped fingers off the calculator.

But all the superhoo-man effort was worth it in the long run, 'cause we found out some extremely sano ways to further fine-tune the magazine, and give you more of what you want to read about month after month.

Are you ready to find out more about yourself? Read on, buckaroos.

VITAL STATS

The average BMX reader is 13.8 years old, with almost 77 percent of you guys in the 12 to 15 age range. Close to 10 percent are 11 or under, and a grand total of 14.5 percent of you are 16 or over.

Did you know that 97.3 percent of our readers are of the male persuasion? Where'd all the girls go?

For clothing, the favorite shirt,

pants, and shoes are Op, Levi's, and Vans, respectively. Nothing else even came close.

You spend an average of 2.3 hours per day watching TV, and you give the nod to regular TV over cable as the channels you watch most. Your five favorite TV shows are: A-TEAM, MTV, MIAMI VICE, THE COSBY SHOW, and IT'S YOUR MOVE.

Rock is your fave music, with heavy metal a close second. New wave and pop are next, with country and western taking the booby prize. (Sorry, Oz.) An average of 2.2 hours a day is spent listenin' to tunes.

And what is your favorite food stuffin' substance? No surprise here — pizza. The official munchables of the BMX staffers — Mexican — is a distant second, with hamburgers and spaghetti tying for third. You guys have impeccable taste . . . well, mostly anyways. 3 percent marked down junk food.

63.4 percent of you get an allowance that averages almost \$22 a month. Approximately 35 percent have a job that brings in roughly \$150 a month.

RIDING AND RACING

It's no shocker that 93.4 percent of our readers own at least one BMX

bike, and about 3 hours a day are spent on it. The top three types of riding are (in order) jumping and thrashing, flatland freestyle, and racing.

44.1 percent compete in racing, and of the racers, 39.7 belong to the NBL while 35.1 percent are ABA affiliated. Over 64 percent said that racing is a common interest for their families.

In regards to mountain bikes, 36 percent are interested in them, and 49 percent said they would like to see fat tire coverage in Mighty BMX. Hmm.

FREESTYLIN' FANATICS

A whopping 71 percent of you freestyle and spend about 2 hours a day pursuing it. Flatland thrashin' is the preferred variety, with banzai ramp activity second, and skatepark insanity way down the list — due of course to the basic lack of skateparks across the country.

According to the surveys, you freestyle the most around your neighborhood, but you also put in time in your front or backyard, parking lots and parks. 81.5 percent of you say that freestyle

competition interests you. Over half of you ride to music.

In the ramp category, 57 percent of you say you have at least one ramp, and that small ramps are most commonly owned. Of the 42 percent who don't have ramps, 68.4 percent plan on building one during the next year.

Helmets, gloves, and elbow pads are by far the gear most used during serious freestyle sessions. Safety pants rank as the item you most want to purchase during the next year, with gloves, helmet, elbow pads, and goggles rounding out the top five.

BIKE DEPARTMENT

48 percent of you say you plan to purchase a new BMX or freestyle bike during the next year. Of these buyers, 34 percent will be shopping for a BMX'er, 42 percent for a freestyler, and 23 percent for both. GT, Hutch, Haro, Red Line, and SE are the top five choices of the brands of bike you are planning on buying, and the bike to be purchased will average in price at \$290.00.

Appearance, magazine tests, and advertisements most influence your scooter purchasing decisions. The majority of you buy your bikes and accessories from bike dealers, al-

though mail order is attracting some attention and business.

Oh yeah, what are the top bikes currently owned by our readers? Mon-goose is the victor, with Red Line, GT, Hutch, Schwinn, Diamond Back, SE Racing, Haro, Murray, and Huffy making up the rest of the Top 10. The bikes average \$353 apiece — no second-rate scoots for you guys.

MAGAZINE MISCELLANY

Did you know you spend an average of 2.7 hours reading and absorbing each issue of BMX ACTION? It's true, along with the fact that almost 90 percent of you read the ads. 97 percent said you save your copies of BMX ACTION and that you refer back to them an average of 7.4 times.

When asked which BMX magazine you subscribe to or purchase almost every month, BMX was numero uno (what else?) at 91.8 percent, 42.3 said FREESTYLIN', 35.7 percent said BMX PLUS, and 13.9 percent said SUPER BMX. 70 percent of you state that BMX ACTION is the mag that most influences your BMX purchases.

The non-BMX magazines you most often read are, in order, SPORTS ILLUSTRATED, HOT ROD, CIRCUS, DIRT BIKE, and HIT PARADER.

Fave advertisement in the February issue of BMX ACTION (the one with the survey in it) was one featuring the Haro FST. Next in line were ads for the GT Mach One, Flite Jumbo Donuts, GT Pro Performer, and a tie for fifth between Hutch stems and 2-N-1s, and ACS Z-Rims.

The best-liked BMX ACTION article in the August '84 to January '85 issues was the "BMX ACTION Trick Team Summer Tour" in the November issue. Second was coverage of the NBL Grands (January); third was the Hutch Pro Racer test (December).

Freestyle how-tos are the most popular regular feature, followed closely by Dear Wiz. Tests, Hot Shots, skatepark coverage, races, Outtakes, and racing techniques command third through eight places. Your fave BMX cover from September '84 to January '85 was December with Eddie Fiola doing a lookback at The Pipeline.

Whew! Those are the highlights of the surveys, which is just a smattering of the totally valuable info we gleaned from them. Rest assured that all this mudy information input from you guys will be put into action (no pun intended) in our never-ending quest to keep fryin' your mind with each and every issue of Mighty BMX.

Our sincere appreciation goes out to everyone who took time to complete and fire in the surveys to us — and congrats to the five lucky winners who each picked up a complete scooter for their trouble. Now if we can just figure a way to award a free bike for each survey we receive next time 'round . . . ■

THE WINNERS ARE . . .

These are the guys who were lucky enough to win the zoot new machines most graciously donated by the manufacturers listed below. The winners were selected in a random drawing of all surveys received.

CW Z2000

Steve Miller
Minden, Louisiana

Diamond Back

Super Viper
Rusty Hanvey
Damascus, Maryland

Mongoose

Californian
Todd Feldman
Meadowbrook,
Pennsylvania

Red Line 500a

Tim Thacker
Vacaville, California

SE Henderson Hauler

Craig Bulas
Orchard Park, New York

Just when you thought it was safe to open the mail . . . BMX's Surveyor of Surveys, Dian, going out with the tide.

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FRAMES AND FORK SETS

1. GT — pro std — wh, yl, ch — \$138.95
2. GT — pro XL — wh, yl, ch — \$142.95
3. GT — pro performer freestyle — wh, yl, ch, pink, lavdr — \$146.95
4. Hutch — pro — ch, wh — \$138.95
5. Hutch — pro — ch, wh, yl, ch, pink, lavdr — \$138.95
6. Hutch Trickstar — rd, bl, wh, pk, wh, ch — \$158.95
7. GHP — pro std, junior, long — ch, rd, wh — \$143.95
8. GHP — freestyle — ch, rd, wh — \$154.95
9. Redline RL-2011 — wh, tur, mag, w/ch — \$219.95
10. Waco Master 1984 — white only — \$144.95
11. CW — pro std — ch, wh — \$138.95
12. Skyway TA — ch, wh — \$137.95
13. Skyway Street Beat — wh, ch, rd, wh — \$137.95
14. Patterson — pro std — ch — \$139.95
15. Hard Master Freestyle — wh, ch, gr — \$158.95
16. Haro Sport — wh, ch, bl — \$158.95
17. Vector Mark II — ch, bk, wh — \$149.95
18. Profile Champ Pro — ch — \$149.95
19. Hutch Redline 24" complete frame sets by JMC, GT, Hutch, Redline, GHP — ch — \$172.00

HANDLEBARS

1. GT Pro, Std, ch, pk, iv, wh — \$19.50
2. GT Mini — chrome — \$17.50
3. GT Pro performer — ch, ch, pk, iv — \$22.95
4. Hutch Pro-Std — ch, wh, pk, iv, cy, rd, bl — \$19.50
5. Hutch Mini Alloy Silver — \$16.50
6. Hutch Freestyle — ch, wh, rd, pk, iv — \$17.95
7. Vector Haro Pro, Pro w/ stem — ch — \$14.50
8. GHP (Star Bars), Pro, Std, chrome — \$23.50
9. JMC "B" Darrell Young, cruiser — chrome — \$22.95
10. CW-Pro, Std, cruiser — wh, or, ch — \$21.00
11. Newline GX Bars — ch, wh — \$15.50
12. VDC Monkey Bars — ch, wh, bk — \$19.95
13. Skyway Freestyle — ch, wh, or, gr — \$28.50
14. Redline Forlifter "1.0" Bar — ch — \$29.95
15. CW Freestyle — wh, rd, or, gp, ch, pk — \$26.95
16. Haro Freestyle — ch, wh, gr, bl — \$21.95

PEDALS

1. Suntour XC II Bear Claw — bk, sil — \$17.95
2. Shimano DX — all colors — \$19.95
3. Shimano SX15 — all colors and chrome — \$9.95
4. SR-MTP 100 — sealed bearing — black — \$26.95
5. Neco-Graphite — black — \$11.95
6. NEW MKS Graphite 2000 — w/ bk cage — \$13.95
7. NEW BMX Alloy pedals — all colors — \$10.95
8. Hutch Pro-Std — chrome — \$73.95
9. Hutch Freestyle — ch, bk, bl, rd — \$68.95

STEMS

1. DK-Pro, Pro XL — all colors and polished — \$18.95
2. DK-Mini — polished silver — \$19.95
3. Hutch-Pro — bk, wh, bl, rd, pk, ch — \$23.75
4. Hutch Neo-Pro — all colors — \$14.95
5. Hutch Neo-Freestyle — all colors — \$17.95
6. Hutch Neo-Regular — all colors — \$12.95
7. Hutch Neo-Pro — polished silver — \$23.95
8. Redline Forlifter w/ widest angle bolt — wh — \$22.95
9. BK — rd, bl, pk, sil, wh, lv, or, gr — \$10.95
10. NEW GT Stem w/ bolt — sil, bk, bl, wh — \$19.95
11. ACS FS — bk, bl, wh — \$13.95

HEADSETS

1. MX-2 Quick Adjust — chrome — \$ 3.95
2. Tange Bar Trap — chrome — 5.95
3. Tange MX 125 Alloy — rd, bl, bk, sil — 8.95
4. Tioga Sealed — rd, bl, bk, wh — 12.95
5. Hattia MX-2 — all colors and chrome — 5.95
6. Tioga MX101 Combination — bk, or, ch — 9.50
7. NEW GT Epoch Headset — chrome — 9.95
8. Hutch 2 in 1 Lock and Spacer — s.m.l — 13.95
9. DK 2 in 1 Lock and Spacer — s.m.l — chrome — 12.95
10. Tange Head Lock-Up — all colors — 5.95

CRANKS & BOTTOM BRACKETS

1. Redline 400 w/ sealed BB — 150mm, ch — \$109.95
2. Redline 400 — 170mm, 175mm, 180mm, chrome, white — \$132.95
3. Sugino GT — 3 pc. alloy w/ BB — chrome — \$33.95
4. Sugino GT — rd, bl, bk, al, all bk, chain wheel — \$131.95
5. Sugino GT — 3 pc. CR-MO w/ BB — chrome — \$33.50
6. Profile w/ sealed BB — 170mm, 175mm, 180mm, 180mm, chrome — \$139.95
7. Hutch Cranks — 175mm-180mm — \$142.95
8. Diamond Back Turbo-Lite — w/ euro sealed BB — chrome — \$44.95
9. SR Tubular 1 pc. — 152, 165, 175, 180mm — chrome — \$25.95
10. Takagi CR-MO 1 pc. — 175mm, 180mm, chrome — \$9.50
11. NEW Max flow tubular — 175mm, 180mm — chrome — \$24.95
12. Redline sealed BB, 24T, 26T — all colors — \$4.50
13. Pete's Precision BB — 24T, 26T — \$17.95

CHAINWHEELS AND DISKS

1. Redline (for lights only) — 40T-45T, sil — \$19.95
2. New Takagi Universal Spider — chrome — 3.50
3. Tuff Neck Universal — 30T-46T — all colors — 5.95
4. Tuff Neck Universal — chrome — 5.95
5. Tuff Neck alloy 1 pc. sprocket — all colors — 9.95
6. Alloy Sprocket Bolt Set — all colors — 9.95
7. Nut and Bolt Set — chrome — 2.95
8. Tuff Neck Power Disk — all colors — 6.95
9. Tuff Neck Power Disk — chrome — 5.95
10. Hutch Power Disk — chrome — 17.50
11. Sugino A-5 Spider — all colors and ch — 6.95
12. NEW Tuff Neck Force Connection — rd, bk, wh — \$6.95

20" BUILT WHEELS

(wheels sold in pairs only)

1. Araya 7X-175 w/ Alloy Hub — bk, iv, or, gr — \$58.95
2. Araya 7X-175 w/ alloy hub — rd, bk, bl, gr — \$49.95
3. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
4. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
5. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
6. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
7. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
8. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
9. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
10. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
11. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
12. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
13. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50
14. Araya 7X or 7XN w/ alloy hub — chrome — \$45.50

HUBS

(Hubs sold in pairs only)

1. Hutch Sealed — magnesium — rd, bk, ch — \$64.95
2. Hutch Sealed — 20mm — rd, bk, ch — \$64.95
3. GT Hutch chrome, white — \$22.95
4. Hutch Sealed — aluminum, silver — \$22.95
5. Turbo Two — \$49.50
6. NEW Hutch Sealed Bearing — all colors — \$59.95
7. Hutch Sealed — all colors — \$28.95
8. Hutch Sealed — ch, pk, lv, wh — \$29.95
9. Profile Gyralite — w/ 4130 chromoly axle — \$49.95
10. Hutch Sealed — 20" and 24" — \$18.95

RIMS

(Add \$7.00 per wheel for building)

1. ACS 2-Rim 20 X 1.75 — rd, bl, bk, wh — \$512.95
2. Araya 7X-N 20 X 1.5 — 28 or 38H — all colors, silver buff — \$6.95
3. Araya 7X-N 20 X 1.5 — chrome — \$6.95
4. Araya 7X or Ukai 20 X 1.75, 20 X 1-3/8 — all colors, wh — \$13.95
5. Araya 7X or Ukai 20 X 1.75, 20 X 1-3/8 — chrome — \$15.95
6. Ukai 20 X 1-1/8 Box — rd, bl, bk, ch — \$15.95
7. Ambrosio 20 X 1.75 — heat treated gy — \$14.95
8. Pro Glass 20 X 1.75 — sil, 2rd, bl, bk, sil, gi — \$31.95
9. Araya 24 X 1.75 — all colors and sil. buff — \$14.50
10. Araya 24 X 1.75 — chrome — \$17.95

SPOKES

(36 spokes per wheel)

1. Asahi or Union Double Butted — chrome — \$6.15
2. TBS or Asahi — chrome — \$6.15
3. Asahi Alloy Nipple — all colors — \$6.08
4. Asahi — stainless steel — \$6.15

TIRES AND TUBES

1. Comp II and III 20 X 1.75 — all colors — \$8.50
2. Comp II and III 20 X 2.125 — all colors — \$8.95
3. Comp III 20 X 1-3/8" — 1.50", 1-1/8" — \$8.50
4. Comp III 24 X 1.75 and 2.125 — black — \$8.11
5. NEW Comp IV 20 X 1.75 and 2.125 — all colors — \$8.50
6. NEW Comp IV 20 X 1.50 — black only — \$8.25
7. NEW GT-BMX 1.75 and 2.125 — ch — \$8.95
8. NEW Comp Stadium Tires 20 X 1.75 — bk, wh, rd, rd — \$8.50
9. NEW Comp V Sew-Up — black only — \$9.50
10. Snake Belly 1.75 and 2.125 — all colors — \$7.50
11. Panaracer 20 X 1.75, 1-3/8, 1-1/8 — black only — \$8.95
12. Regular Tubes — 16, 20, 24 X 1.75, 2.125, 20 X 1-3/8 — \$2.50
13. Superlite Tubes — 20 X 1.75, 2.125, 1-3/8, 1-1/8 — \$3.75
14. Panaracer Tubes — for 20 X 1-1/8 Presta Valve — \$4.75

SEATS & POSTS & CLAMPS

1. Uni Regular — all colors and neon — \$17.95
2. Uni Turbo — all colors and neon — \$17.95
3. Hutch BB — 24T, 26T — nickel — \$17.25
4. NEW Uni w/ Graphite Post — turbo, reg, minis — all colors — \$19.95
5. Kashimas Aero — rd, bk, bl, wh — \$9.95
6. Viscount Aero — wh, & all colors — \$9.95
7. Shotgun II — all colors — \$6.95
8. GT Straight Post — chrome — \$6.95
9. GT Laid Back — ch, & wh — \$7.95
10. CW Laid Back w/ Brace — chrome — \$15.95
11. Tioga Laid Back — \$6.95
12. Tioga w/ Brace — \$10.95
13. Hutch Straight — \$5.95
14. Hutch Laid Back — \$7.95
15. GHP Straight — \$6.75
16. DK Clamp — chrome — \$10.50
17. Tuff Neck clamp — all colors and chr — \$2.95
18. Dia-Compe — all colors — \$4.95
19. Dia-Compe — chrome — \$5.95
20. Hutch — chr, bk — \$9.95
21. Tuff Neck Force Clamp (New) — all colors — \$3.95

CHAINS AND FREEWHEELS

1. Tongue Chain 1/2 X 118 — chrome — \$ 5.95
2. GT Chain w/ drilled holes — bk, bl — \$2.95
3. Izumi 2-tone 1/2 X 118 — rd, bl, bk, gl, w/ sil — \$5.50
4. Sells Sport 1/2 X 123 1/2 — black — \$5.50
5. Sells Sport 1/2 X 123 1/2 — sil — \$5.95
6. Suntour 16T, 17T, 18T — 1/8 or 3/32 — black — \$3.95
7. Suntour 16T, 17T, 18T — 1/8 or 3/32 — chrome — \$4.95
8. Shimano DX 16, 17 or 18T 3/32 — chrome — \$3.95

GRIPS & DONUTS

1. Oakley B1-B — rd, wh, rd, yl, bl, wh, bl, yl, or, wh — \$ 8.95
2. NEW Oakley O-Wing — wh, & all colors — \$ 6.95
3. Oakley S — rd, bl, yl, bk — \$3.50
4. AMETI Round, Cam — rd, bl, yl, bk, gy — \$3.50
5. Oakley B-2 — rd, bl, wh, bk — \$5.50
6. NEW AME Uni-Tren — yl, bl, rd, bl, gy — \$5.50
7. ODI Mushroom — all colors — \$5.50
8. ODI Mushroom II — all colors — \$5.50
9. ODI Mushroom — wh, bl, rd, rd — \$7.95
10. NEW Filite Jumbo Donuts — all colors — \$1.75
11. NEW Filite Jumbo Donuts — all colors — \$1.75

PLATES AND NUMBERS

1. Haro Tech III — \$10.75
2. Haro Face Panel — white, wh, (A less expensive version of Pro-Performer) — \$6.50
3. Haro Series 1B (white face) — Diamond Back, Redline, GT, Hutch, MongOOSE, Gregg Hill — \$10.50
4. 22 Pro or Mini Plate (white face) — bk, bl, rd — \$9.95
5. Dyme (white face and check border) — \$9.50
6. Uni Turbo Mini or Pro — bk, or wh — \$9.50
7. NEW Zero-Nine Mini-Flo — wh, w/ rd, bl, or bk trim — \$9.95
8. Zero-Nine Air-Flo — bk, wh, wh, bk, bl, wh — \$9.95
9. Hutch Plate — \$11.95
10. Haro Stadium 0-9 — bk, bl, bk, bk, bl — \$8.00
11. Uni Twin Line 0-9 — bk, or wh — \$8.00
12. Haro Tech Numbers — black — \$1.75

BRAKES AND BRAKE PADS

1. NEW MX901 w/ Tech 4 Lever — rd, bl — \$14.75
2. NEW MX901 w/ Tech 4 Lever — chrome — \$17.75
3. NEW Freestyle 880 (FT brake only) — rd, bl — \$13.75
4. MX 900 and 1000 w/ Tech 3 Lever — all colors — \$12.75
5. MX 900 and 1000 w/ Tech 3 Lever — chrome — \$15.75
6. MX 1000 QTY — all colors — \$6.95

NO.	QTY.	DESCRIPTION	AMOUNT
TOTAL ORDER			SUBTOTAL
POSTAGE			SHIPPING
TOTAL ENCLOSED			TOTAL
MONEY ORDER — CASHIER'S CHECK — VISA — PERSONAL CHECK — 2-3 WEEKS — MASTERCARD			
SIGNATURE			EXPIRATION DATE
CARD NUMBER			NAME
NAME			ADDRESS
CITY	STATE	ZIP	PHONE

BMXCELLANCE FROM GHP



- A. The New GHP PHASE I 20" BMX pro bike, 4130 C.M. \$215.00
- B. GHP PRO CLASSIC American made frame set. 4130 C.M. \$279.00*
- C. GHP 24" CRUISER frame set
- D. GHP PRO I frame set.
- E. GHP PRO II frame set.
- F. GHP TRIX frame set.
- G. GHP MINI frame set.
- H. GHP PRO BARS.
- I. GHP EXPERT BAR.
- J. GHP CRUISER BAR.
- L. GHP 90° SEATPOST.
- M. GHP STANDARD SEATPOST.



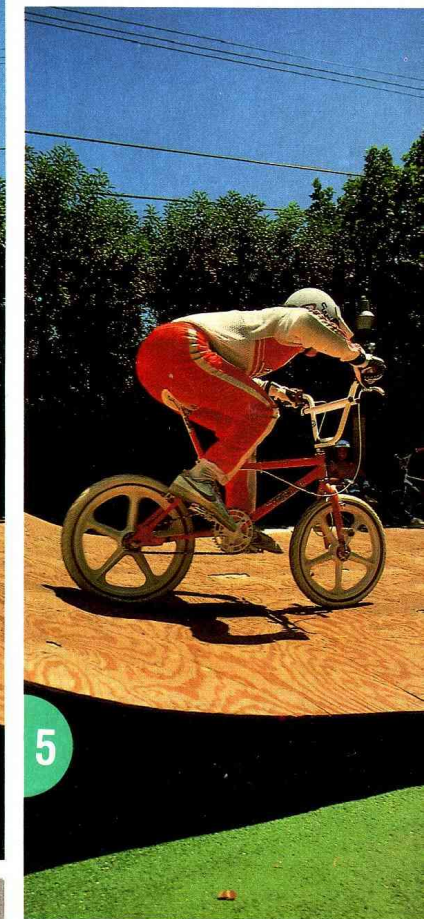
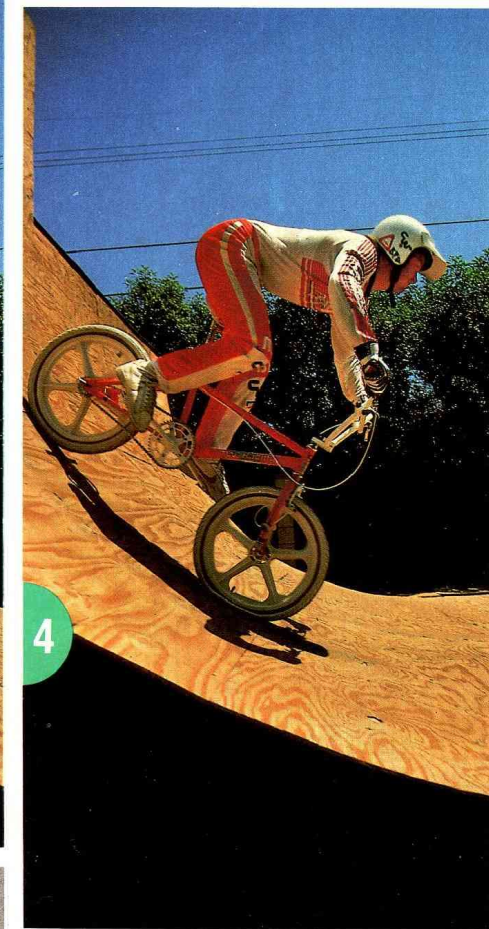
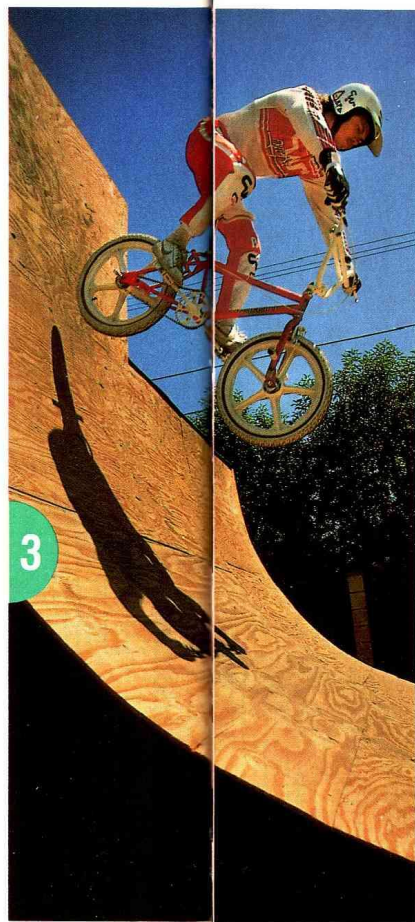
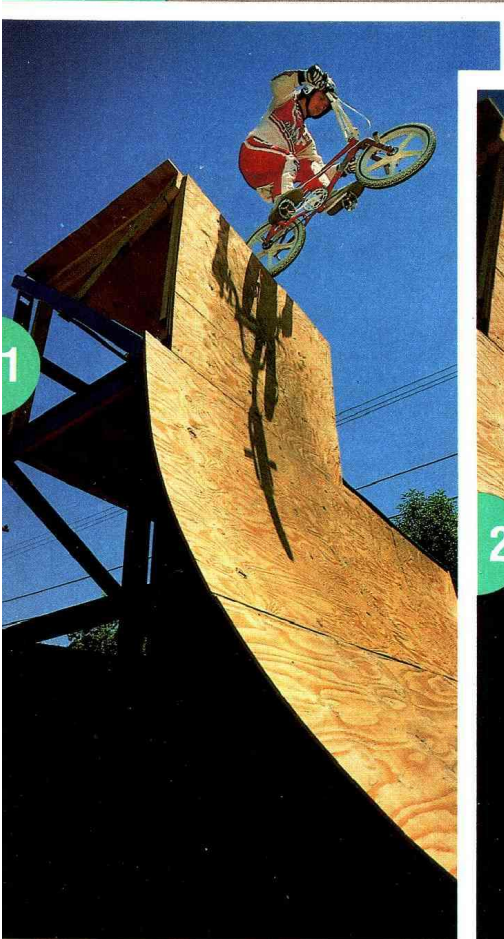
GREG HILL PRODUCTS

P.O. Box 2069 Garden Grove, CA 92642 (714) 638-1283

Dealer inquiries invited. Send \$2.00 for sticker pack and brochure.

All frame & fork sets 4130 C.M., available in chrome, red or white.

*CPSC equipment included not shown specification components & pricing are subject to change without notice.



Rich Sigur and Ron Wilkerson: "Hey, Mike, if you do a drop-in off the four-foot section of vert, we'll do it too. Dare ya!"

Buff, after he did it: "All right, dudes, your turn. Hey, where are you guys goin'? Come back here . . ."

HOTSHOTS

SCHWINN

STREETWISE

IT'S GOT TRACK SMARTS, TOO

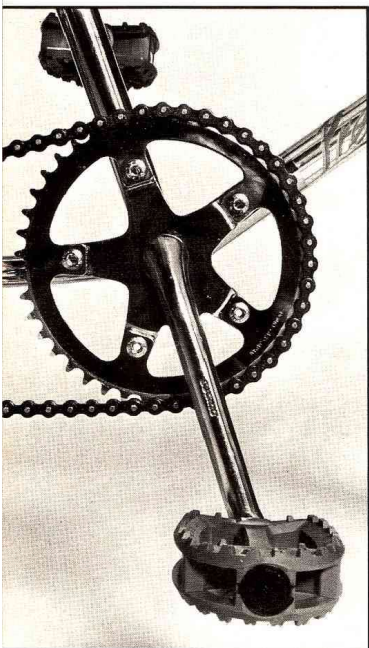


Photo: Windy

Gork, the newest BMXA staffer, testing Schwinn's newest urban assault vehicle, the Streetwise. This pup is great for thrashing, beginner racing, and all-around fun use.

Imagine what'd happen if there was a TV game show where they gave away scads of cash and totally rad BMX stuff. It might go something like this . . .

"... All right, our current champion, Billy Bermshot, from Gnarlyish, Illinois, has a big decision to make here. He's already won a total of three hundred thousand dollars, and right now he's got his choice of the curtain that our lovely model is standing in front of, or what's behind the box. Whichever prize he doesn't choose



The 165mm cranks are too short for any kind of massive torque, but we didn't have any trubs with them bending. Both the chainwheel and spider are steel.

will automatically go to our runner-up. Which one will it be, Mr. Bermshot?" (The crowd is going nuts screaming their suggestions.)

"Um, gee, can I snag the babe, instead?"

"No, sorry . . . the curtain or the box."

"Um, okay. This is tough. I'll take . . . the box."

"All right, he's made his decision . . . will it be a good one? First, we'll show our runner-up what he's won. And the curtain slides back to reveal . . . a lifetime supply of nifty plastic

BMX fenders with mud flaps! Is that great or what? (Lots of laughter from the crowd.) And we've also got a pair of phony clip-on gas tanks that'll look totally marvy on these his and her's 1969 department store wonders." (More snickering and chuckles from the audience.)

"Now, Mr. Bermshot, we'll slide the box out of the way and show you what you've won. (Billy's gulping and peeking between his fingers.) It's a new Schwinn Streetwise! (Mucho oohs and aahs from the assembled throngs.) Johnny, tell him what he's won."

"I'd be happy to . . ."

WELCOME TO THE STREETWISE

Hit the road, Johnny. We'll handle the description — and while we're at it, we'll go for a complete test, too.

We're talking econo-qual here — and there's emphasis on both the econo AND the qual. The whole deal can be found at your friendly neighborhood Schwinn dealer for right around \$179.95, and that's with your choice of regular shiny-type chrome, or totally exotic black chrome. Yeah!

The Streetwise frame and fork are totally chrome-moly Schwinn items. Yes, they're made in Taiwan (that's to help keep the cost at a minimum), but the construction looks remarkably good.

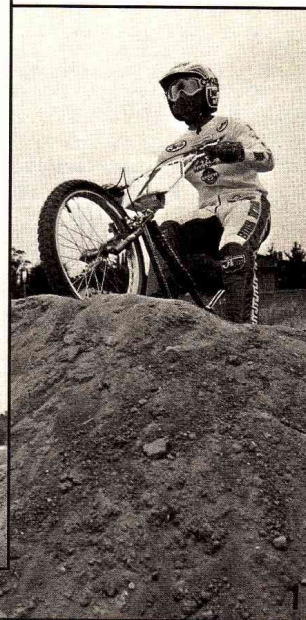
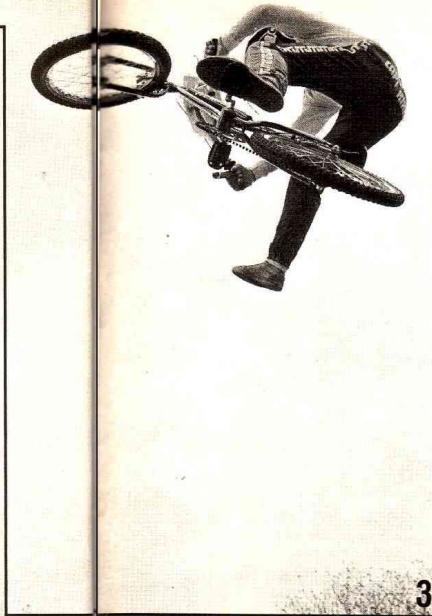
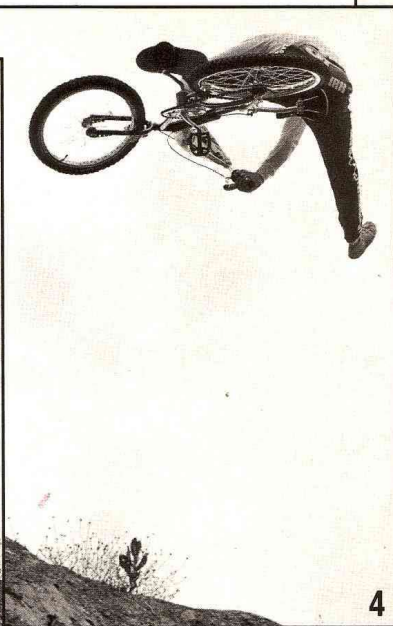
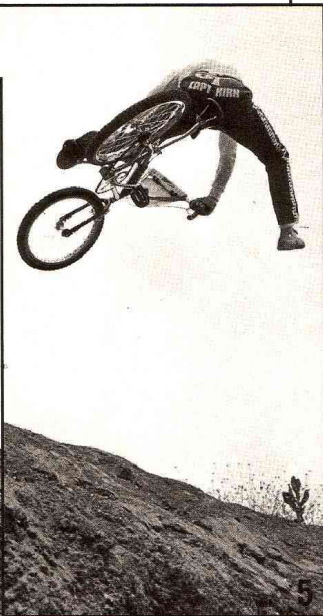
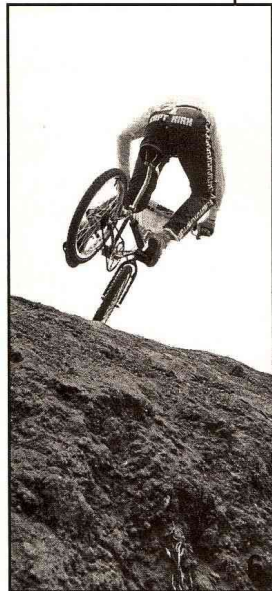
The frame uses Schwinn's patented Bi-Oval design — which means the 1 1/8 inch top and down tube flare from round to oval at the steering head tube. Those ovalized ends on the tubes add up to more material meeting the steering head tube, which means there's extra weld surface area. Translation? Increased rigidity. Additional life. No need for more gussets. Good stuff.

There are serrations on the rear dropouts, which means it'll be a lot tougher to move the back wheel out of alignment when you blast out of a starting gate, and the chain stays are the extra-beefy 3/4 inch variety.

The forks are Schwinn Aero type. The aero name comes from the unusually shaped chrome-moly tubing used to construct the legs — they're mostly oval, but the front and rear edges are completely flat. Weird shape.

The Streetwise held up to MUCHO pounding in the merciless hands of Capt. Kirk. Tabletopped flight over the pit at Parks.





Yeah, dude! Kirk doin' a little sequential sailin'. Cool, huh?

Weight for the frame is four pounds, six ounces, while the forks tip the unbelievably sane Mighty BMXA digital scale at one pound, five and one half ounces.

The welds are pretty spiff — except for a few spots. Even still, the Taiwanese manufacturers have made INCREDIBLE progress from a few years back.

COMPONENT CHECK-IN

With the ultra-low price, it's no real surprise that steel componentry abounds. The CW-type handlebars (which have a very cool bend to 'em) are high-tensile; the steel spider is from Sugino, as is the 43 tooth chain-wheel.

The weight of the CMS steel rims has been reduced by piercing holes in the rim between the spokes (ala Mongoose Pro Class rims). The dif-

ference? The Streetwise's rims have oval holes, while Mongoose's are round.

The Jou Yu low-flange hubs use steel bodies, and they roll quite nicely, thank you. We didn't have any trubs with axles bending or the adjustment getting de-tuned.

Capt. Kirk cast wary glances at the Sugino heat-treated steel one-piece cranks from the minute we pulled the bike out of the box. His pre-test prediction? "I'll give 'em four jumps." They were much better than he thought — they never caused the slightest amount of grief. These dudes are only 165 millimeters long, though. You definitely won't be getting any total torque holeshots using these pups.

The handlebar stem is an SR MS-424 aluminum and chrome-moly jobber. No trubs there.

The Streetwise is a well-balanced package of solid componentry, qual chassis, and inexpensiveness. A mere \$179.95 will put one of these babies in your paws.



The CMC rims are steel, but they've been lightened in the style of the Mongoose Pro Class rims. See those pierced oval holes between the spokes? That's the scoop. These rims are actually quite sturdy, though when they do start to bend, they stay bent — unlike aluminum rims that are a tad more forgiving.



The flared BI-Oval construction at the steering head tube is as slick as ever. Check out the welds — pretty nice, huh?

PROFILE: LAWAN CUNNINGHAM

FULL NAME: Changa Lawan Cunningham. ("Changa means 'Strong as Iron'.")

DATE OF BIRTH: April 24, 1972.

HEIGHT/WEIGHT: 5' 3"/143.

HAIR/EYES: Black/Dark brown.

HOME TURF: Bettendorf, Iowa.

SCHOOL/GRADE: Bettendorf Middle School/7th.

SPONSOR: Schwinn.

CO-SPONSORS: Dia-Compe, A'me,

Zeronine, Gear, Shimano, Bell.

PAST SPONSOR: Bike 'N Hike, Rock Island, Illinois.

MECHANIC: "Me."

FIRST BIKE: "It was a Diamond Back something. It was a way long time ago. Before Silver Streaks."

OTHER BIKES RACED: "I had a Hutch Special K and a GT standard. Then I got that Schwinn Predator Sting, a Black Shadow, and then I



The scourge of the 13 Expert class, Lawan Cunningham.

switched to my new Bi-Oval frame like the one on the Streetwise."

MAJOR TITLES: Current NBL National No. 1 12 Expert, and National No. 2 13 & Under Cruiser. ("I was close in cruiser. If I would have beat Brutus, I woulda got it.")

HOW HE GOT STARTED: "I used to ride with my friend, going jumping all the time, but then I started reading BMX magazines and I thought racing was pretty cool. Then a track opened by my house, and I got a bike and started racing."

HOW HE GOT HIS FACTORY

SPONSOR: "Don Karr (Donnie Karr's dad) mentioned me to Schwinn, and he told me to write 'em a resume, so I did. Then I did good at Memphis, and they picked me up after the Detroit, Michigan, ABA national."

MOST RESPECTED RIVALS:

"Right now in cruiser, it'd be Erin Salie, and in class it'd be Robert Swick and Sam Arellano."

MOST MEMORABLE

EXPERIENCE: "Winning in Lansing, Michigan. That was the first time I'd ever won a national and I doubled. That was like a year before I got picked up by Schwinn. I had talked to Hutch, but he was talking about co-sponsorship and all that stuff."

BIGGEST DISAPPOINTMENT:

"Champaign, Illinois, when it rained and I was doing good. That was the first time I'd done good at a national, really. I was beating Jeff Moten, I was all hyped and everything, and it rained. They had to cancel the whole thing."

INJURIES: "None at all."

HOW MUCH HE PRACTICES:

"Sometimes I go out to my home track and ride out there. But there aren't really any practice tracks. In the summer I just ride my bike a lot. Ride it as much as I can."

OTHER TRAINING: "In the winter I ride my rollers. I try to ride 'em half an hour every day. Sometimes every other day. I do push-ups, sit-ups, and stuff like that."

HIS MAJOR ADVANTAGE: "I guess bigger legs. My mom says I kind of overpower 'em. I got my legs from my dad, who was a football player in college. I don't use weights or anything." (Mike Poulson's been sitting in the background listening while we tape this, and adds . . . "Lawan's also got a good mental attitude. He does NOT like to lose.")

HOBBIES/OTHER INTERESTS: "Skateboarding. School football and wrestling. School stuff. (Poulson: "He also likes making graffiti on hats.")

MUSICAL PREFERENCES: Punk, hardcore.

FAVORITE BANDS: "Dead Kennedys, The Germs, G.B.H., and the Subhumans."

PETS: "I had a piranha, but now we rent a house and they won't let us have pets."

TRANSPO: "Bike, skateboard. My friend's got a four foot ramp I skate on a little bit, but usually I just ride street and stuff. Slam the streets."

FAVORITE FOODS: "Special K cereal, pizza maybe. Nah! Hardee's Bacon Cheeseburger. It's great!"

FAVORITE FAST FOOD PLACE: "Wendy's."

FAVORITE TRACK: "The Downs (the new track in Northridge, California). Before it was Nashville, but I'd say The Downs is better. I like tracks where you get cookin' REAL fast. Hit the jumps and just glide."

FAVORITE SONG: "Something by the Subhumans; right now I can't remember it."

FAVORITE TV SHOW: "Um, I don't watch TV that much. Ah, I know! FLINTSTONES!"

FAVORITE RECENT MOVIE: "REPO MAN."

FAVORITE ACTOR: "I don't have one."

FAVORITE ACTRESS: "That girl on THE COSBY SHOW. I don't know her name, but she's a fox."

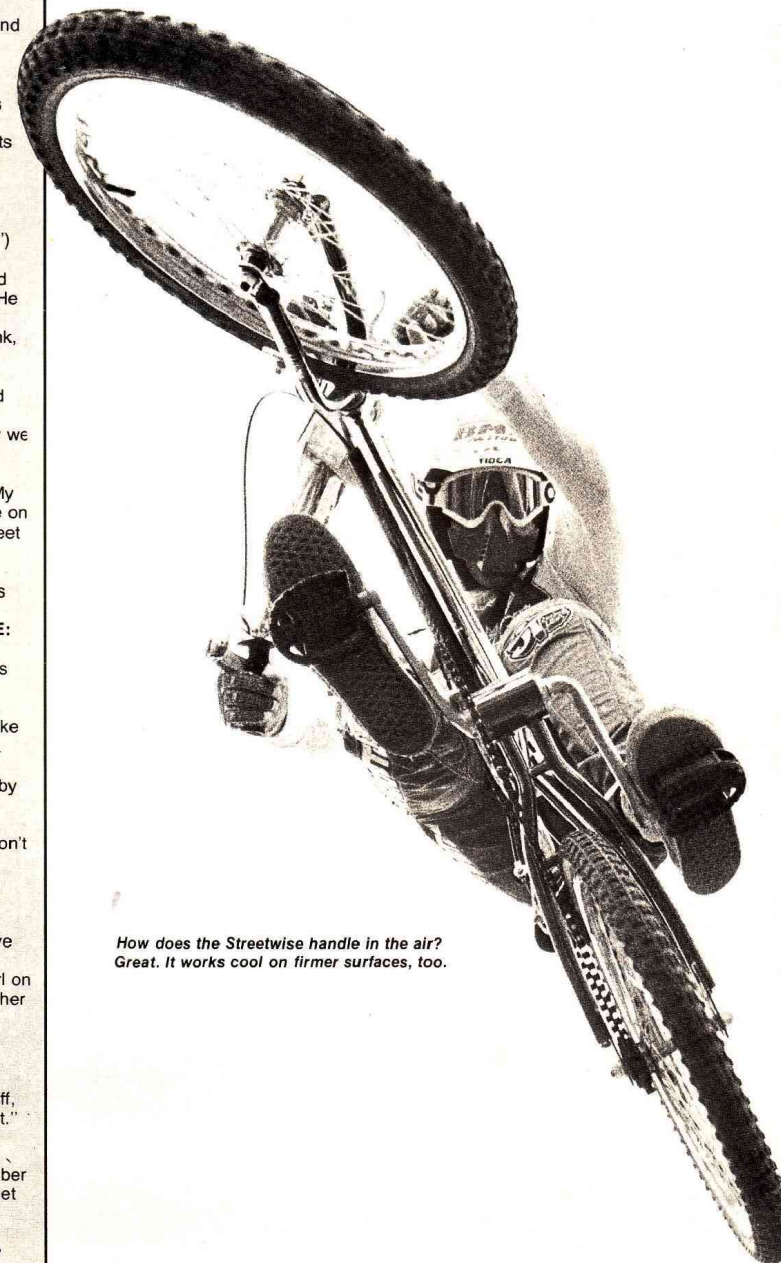
ABSOLUTE FAVORITE THING: "Good skate and punk scene."

WHAT SCARES HIM: "Jeez, probably being on the edge of a cliff, or being stuck in a real small closet."

GOALS

RACING: "Get two national number ones this year. I'm gonna try and get the two in NBL — the cruiser and class — and then maybe try to get one or two in ABA. I'm doing pretty good in there."

PROFESSION: "I don't know; I was thinking about maybe getting a band together."

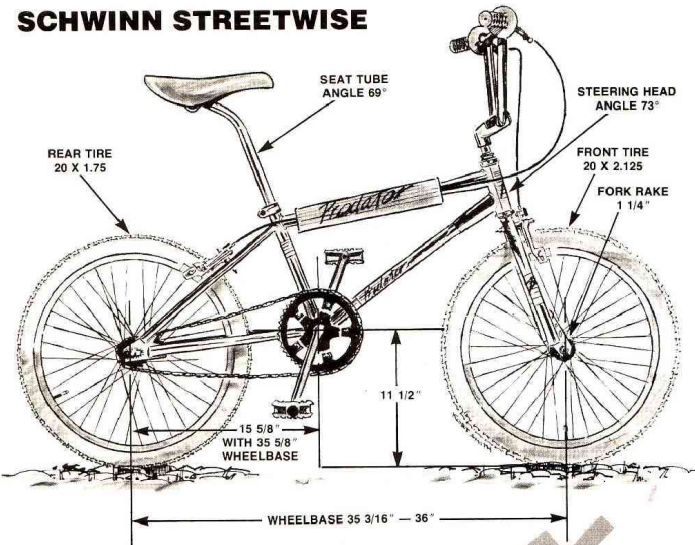


How does the Streetwise handle in the air? Great. It works cool on firmer surfaces, too.

Lawan Cunningham, cookin' and bookin'. Lawan's quicker than greased moose poop.



SCHWINN STREETWISE



Performance Evaluation

PURPOSE: Racing (up to and including mid-level novice), econo-qual street racer.

AGE RANGE: Completely stock, it goes from 12 to 15 for racing, and 11 to 16 for street pounding. Switch to a set of longer cranks, like 175s, and you can stretch the upper end of the age scale to just about unlimited territory.

QUALITY OF FINISH: Excellent for both the chrome and black chrome. Both are highly polished and good quality. (We dig the black chrome the most.)

QUALITY OF WELDING: Very good to excellent. Fine looking beads with just occasional gloppiness. Penetration appears excellent.

QUALITY OF COMPONENTRY: Good to excellent. Lots of steel componentry is in evidence (to help keep the costs down), but it's solid stuff. Excellent brakes and stem.

GEOMETRY: Excellent. It's got the right angles. Nothing feels out of synch.

HANDLING: Very good. Slightly inhibited by inferior tires. With a set of qual knobs, it'd be dialed. The front end loves a little extra attention in corners, but don't worry about anything while you're in the air.

MISCELLANEOUS COMMENTS: Needs longer cranks — for sure Everytime Schwinn gives us a bike, the bars are rad The rims are trick for steel jobbers The Bi-Oval construction at the steering head is sano The imitation A'mes are cool



The seat's ultra-comfortable The staff was divided over whether or not they dug the sticker graphics "Did they use beach ball material to make the frame pad?" The stem didn't slip The cable housing matches the finish on the black chrome frame exactly The pedals grip pretty good when they're dry; when they get wet start looking for some bubble gum.

TEST INPUT: Capt. Kirk Chrisco, Gibey, Gork, Don-Boy, R.L., and Windy.
MANUFACTURER:
Schwinn Bicycle Company
1856 N. Kostner
Chicago, Illinois
60639
(312) 292-2900

Price & Specs

COMPLETE BIKE PRICE: \$179.95.

FINISHES AVAILABLE: Chrome with blue components or black chrome with silver components.

COMPLETE BIKE WEIGHT (without pads or plate): 27 pounds, 1 ounce.

FRAME WEIGHT: 4 pounds, 6 ounces.

FORK WEIGHT: 1 pound, 5 1/2 ounces.

HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 7 1/2 inches.

HANDLEBAR WIDTH: 26 11/16 inches.

TOP TUBE O.D.: 1 1/8 inches, ovalized at the steering head tube.

DOWN TUBE O.D.: 1 1/8 inches, ovalized at the steering head tube.

FORK LEG O.D.: 1 inch, oval with flat front and rear edges.

Components

FRAME: Schwinn Bi-Oval, chrome-moly.

FORK: Schwinn aero design, chrome-moly.

HANDLEBAR: Schwinn T-type, high-tensile steel.

HANDLEBAR STEM: SR MS-424, aluminum and chrome-moly.

GRIPS: Soft vinyl.

HEADSET: Tien Hsin.

RIMS: CMC, steel.

SPOKES: 36, .080, with brass nipples.

HUBS: Jou Yu, low-flange with steel bodies.

TIRES: Schwinn Predator.

BRAKES: Dia-Compe MX 900 calipers, front and rear.

BRAKE PADS: Dia-Compe.

BRAKE LEVERS: Dia-Compe Tech 4.

BRAKE CABLES: Dia-Compe.

CRANK: Sugino, one-piece heat-treated steel, 165mm.

PEDALS: SR SP-518, plastic bodies and boron shafts.

BOTTOM BRACKET SET: Tien Hsin.

FRONT SPROCKET: Sugino steel chainwheel, 43 teeth.

SPIDER: Sugino BMX-4, steel.

REAR SPROCKET: SunTour freewheel, 16 teeth.

CHAIN: KMC, 1/8 inch.

SEAT: Viscount Dyna.

SEAT POST: Schwinn lay-back, fluted chrome-moly.

SEAT POST CLAMP: Chang Star, aluminum.

ACCESSORIES: Schwinn Predator frame pad, and aluminum valve caps.



When you get this high up, you're bound to get a little nervous. The Captain, checkin' to see if his deodorant is still working.



Photo: Windy

Seating is provided by a comfy Viscount Dyna saddle, a Schwinn fluted chrome-moly lay-back seat post, and a Chang Star aluminum seat post clamp.

You want killer brakes? You got 'em. Real live Dia-Compe MX 900s front and rear. Dia-Compe Tech 4 levers, too. Even teflon-lined Dia-Compe cables. Zoot stuff.

The SR pedals have fairly well-toothed plastic bodies, and they also have shafts that are made from

boron. Word from the honchos in Schwinn's product development department is that boron is as strong or stronger than chrome-moly, but a bunch less expensive. We were skeptical, but the pedals proved themselves to be very tough during the test.

Grips are copies of A'me Tris, but the material feels like a very soft vinyl. They were kinda nice, and they didn't raise any blisters among our staffers.

NOW MOVING INTO THE PERFORMANCE ANALYSIS . . .

Take it away, Kirk. Comments, please?

"It was pretty good handling, though the front wheel seemed to wash a little bit. You could easily cure that with different body positioning."

"It handles good in the air; you can do just about anything you want to, and neither end raises or drops."

"The tires are sluggish. When you really push it you can feel both of them slither, slide, and start to wash out at the same time."

"The brakes give you instant stoppage. The handlebars are bitchen, too."

"The bike's excellent for the price."

With a little extra money for a longer set of cranks, you could have THE rad bike."

"Without the lay-back seat post, the bike could fit someone from 11 to 15. With the lay-back, and switching to some longer cranks, the upper end of the age range would be just about unlimited."

Thanks, Capt. K. Know what? We didn't twangulate any of the bits 'n pieces. The rims were still fairly straight, and the cranks didn't bend.

Honestly, we have minimal complaints, which is pretty amazing for the highly critical BMXA Test Crew. Yeah, the cranks are way too short, and it's true that we didn't much care for the knobs, but these are minor trubs that are simple to correct.

This bike is a good, inexpensive starting platform. You can go street thrashin' or beginner racin' with ease. What do you get for your bucks? A good chassis and fine-working components that can slowly be upgraded as your skill grows so that you end up with a killer moto-machine.

When you consider the cost of the bike, and then take into account the cool handling, stylin' looks, good durability, and choice of regular chrome or the extra-fine black chrome, this pup is hot. ■

MIDWEST NATIONAL BMX

Frame & Forks

Kuwahara XLT.....	(chrome)	99.95
Hutch Pro or Export.....	(chrome or white)	149.95
GT Pro or Standard.....		138.95
Skyway TA.....	(chrome or white)	137.95
CW Phase I.....		164.95
Grig Hill.....		144.95
Darrell Young.....		185.00
JMC Andy Patterson.....		169.95
Redline P20.....		144.95
Vector Pro.....	(chrome, white or black)	135.00
Mongoose Eric Rupe Signature.....		169.95

Handlebars

GT Pro or Standard.....	19.00	F/S	24.50
CW Pro or Standard.....	19.95	F/S	23.00
Hutch Pro or Standard.....	18.50	F/S	23.50
Vector VC.....	27.95		
Vector w/stem 8" or 8".....	41.00		
Haro Replica Bars.....	48.50		
Powerte Pro or Jr. Pro.....	21.95		
Powerte Mini or Jr. MX alloy.....	15.50		
GHP Pro or Standard.....	20.95		
Galestro GX.....	21.95		
Redline Forklifter System.....	(includes number plate)		
	(chrome)	54.95	(white) 51.95
Skyway Freestyle.....			23.95
Redline V Bars.....	(chrome or red)		7.50

Grips/Donuts

Ame Tri-grips in hot colors.....	2.95
Oakley B2.....	4.25
Oakley BT-B.....	7.75
Oakley O'Wings.....	6.95
Univisors.....	4.99
ODI Mushroom in hot colors.....	8.90
ODI Mushroom II.....	6.95
Ame Duals or Mini Duals.....	5.95
Oakley F-1's 2 tones.....	5.95
Copy F-1 Grips.....	2.00
Regulus Donuts.....	1.99
Jumbo Donuts.....	2.99

Stems

OK Pro or Mini.....	19.50			
Hutch Pro.....	(chrome, black or purple)	23.50		
Tuff Neck Pro.....	(colors)	13.50	(chrome)	15.50
Redline.....	(chrome, black or white)	19.50		
Pro Neck all colors Pro & Mini.....		13.95		
GT F/S.....	(black or blue)	18.50		
Redline Forklifter w/hollow bolt.....		23.50		
OK F/S.....	(chrome only)	26.50		
Tuff Neck F/S.....		22.50		

Headsets & Locks

Toga Beartrap.....	4.95
Toga Sealed MX4.....	12.50
Tange MXII.....	3.50
Tange 125.....	8.95
MX 800.....	4.95
Omas.....	24.95
Hutch 2 in 1 Headlock.....	13.50
Santour Headlock.....	8.50
Tange Headlock.....	5.80
Task Force Headlock.....	5.80

Cranks & Bottom Brackets

Redline 400 Series 180mm.....		
.....	includes sealed BB and 44T C/W.....	99.95
Redline 401's.....	(175, 180 or 185)	139.95
Profile w/sealed BB.....	(175, 180 or 185)	129.95
Sugino GT 170.....	(colors)	31.95
Sugino GT 170.....	(chrome)	35.95
Sugino GT 175.....	(colors or chrome)	37.95
Takaya CR-M45.....	(170, 175 or 180)	9.95
SR Tubular.....		27.50
NEW - CW.....	(175 or 180)	59.95

Bullseye Sealed BB.....	(American or European)	34.95
Toga Sealed BB.....	(1 pc. 24T or 28T)	16.50
Toga Sealed BB.....	(3 pc.)	19.95
Petes Sealed BB.....	(24T or 28T)	18.50
Petes Sealed BB.....	(24T or 28T)	34.50
Edco.....		39.95
Santour.....	(Hadley type)	25.95

Chainwheels, Discs & Spiders

Petes.....	5.95
Tuff Neck.....	6.95
Shimano or Sugino.....	7.95
Redline.....	(40T to 45T) 19.00
Tuff Neck Power Disc.....	8.50
Petes Power Disc.....	6.95
Shimano or Sugino Spider.....	3.95
Nut & Bolt St.....	(chrome) 2.95 (black) 3.25
Nut & Bolt St Alloy.....	(red, blue or gold) 2.50

Chains & Freewheels

Izumi.....	(chrome or colors)	5.50
GT Izumi.....		6.50
Sedis Sport.....	(black) 5.95 (chrome)	9.95
Acme.....		19.95
Torque.....		5.95
Santour E-Z Off.....		3.95
Shimano DX.....		3.95
Chain Adjusters.....		.75

Pedals

1/2 for 1 pc.....	9/16 for 3 pc.....	
Santour XC II.....		17.95
Shimano DX.....		21.95
Shimano SX.....		9.25
Hutch.....	(racing or freestyle)	64.95
MKS Graphite.....		12.50
MKS Graphite 2000.....		15.50
SR Sealed.....		28.95
KKT AMX.....		4.95
KKT Lightning.....	(9/16 only)	5.95
KKT RMX.....		9.95

Brakes & Brake Pads

D/C MX 900 or 1000 w/T3.....	(colors)	13.50
D/C MX 900 or 1000 w/T3.....	(white or chrome)	15.50
D/C 901 Brakes w/T4.....		14.50
Tech 3 Levers.....	(colors) 3.25 (chrome)	3.95
Skyway Pro Brake Pads.....	(colors)	6.50
Skyway Reg. Brake Pads.....	(colors)	3.95
ACS Brake Pads.....		2.50
Mathuser Pads.....	(pair)	7.95
Terry Cable.....		7.75

Seats, Posts & Clamps

Kashimax MX.....	7.95
Kashimax Aero.....	(all colors) 8.95
Uni Reg.....	(Turbo or Mini) 17.25
Uni Pro.....	(14") 18.25
GT, Hutch or GHP.....	(straight) 5.95
GT or Hutch.....	(laid-back) 7.95
CW.....	(laid-back w/brace) 14.95
Uni Graphite Post.....	11.95

Built Wheels

Araya w/Suzue.....	(color) 43.00 (chrome)	53.00
Araya w/sealed Suzue.....	(color) 68.00 (chrome)	72.50
ACS w/2 Hubs.....	(all colors)	49.95
Araya 1 1/2 w/Suzue.....	(chrome) 59.95 (sealed)	74.95
Araya or Ukai w/Bullseye.....		105.00
Araya 1 1/2 w/Suzue.....	(color) 45.00 (chrome)	54.00
Mongoose Pro Class I.....	Special	47.50
Mongoose Pro Class II.....	Special	89.95
Diamond Back Turbo Lite 28.....		58.00
Skyway Tuff II.....	(all colors G/B or threaded for F/W)	57.00
Graphite Tuffs.....		143.00
Penguin Metal Wheels.....		65.00

Rims

add 10.00 per wheel for building		
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Uka 1 1/2.....	each (colors) 13.95 (chrome)	15.95
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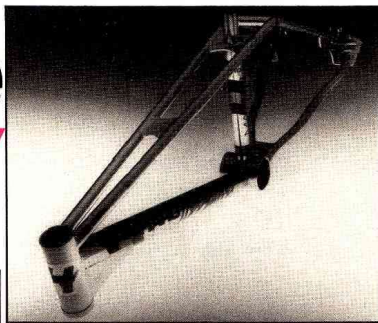
HARO'S CORNER

Bodaciously banzai bar-banging, eh buckaroos?



Rockville BMX

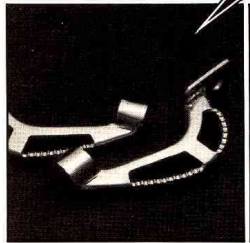
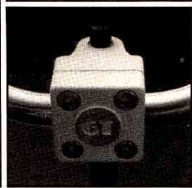
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FREESTYLE UPDATE

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1984 NBL and USBA National #1 Pro, ERIC RUPE, Mongoose® Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his Pro bike.



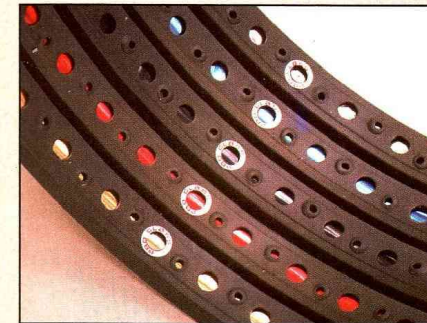
1984 NBL Grand National #1 15 Cruiser, DARWIN GRIFFIN, Blue Max™ Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his race bike.



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RL-20-II Combo

WITH UNIQUE DUAL-FINISH*



Not all freestyle framesets are created equal. Most are merely manufactured to meet public demand. The Red Line RL-20-II frame and fork has been engineered for riders who can truly appreciate fine quality and performance that's light years ahead.

The twin top tubes are carefully formed around the head tube for extra weld surface area and unmatched strength.

The Red Line Forklifter stem has cold-forged aluminum clamps, four bolt clamping power, a chrome-moly shaft, and a hollow Detangler bolt (for setting up a Potts Mod).

The fork legs, which are tapered just like on our slick PL-20 forks, use extra-large diameter tubing, and have removable standing pegs and welded-on cable routing guides.

The seat stays and chain stays are both tapered, with the chain stays also being curved to make great rear standing platforms, but not ankle-shredders. The coaster brake bracket is also built in.

*The new RL-20-II frame sets are available alone or as part of the "Combo" with a matching forklift stem and handlebar, and the new Dia-Compe "FS" brakes with matching cable housing and detail lettering. Also standard is Red Line's unique new Dual-Finish that gives you the durability of chrome where you need it and the flash of the hottest new colors available! The Combo componentry is available in White, Yellow, Turquoise and Radberry.



See your local Redline Dealer for complete details, specifications and availability of bicycles. Or write to, Redline Engineering, Inc. 439 Calle San Pablo Camarillo, California 93010

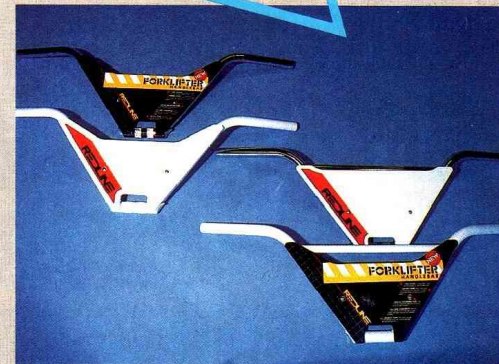
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Photo: BMX ACTION

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The all-time No. 1 crank, our bulletproof 401 Red Line Flights, are now available in your choice of white or chrome.



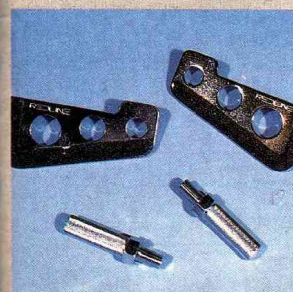
Forklifter bars? What can we say? They've got tapered risers, extra wall thickness and deep knurling in the clamp area, built-in tabs for the Forklifter number plate, and your choice of a straight or lowered crossbar.



The Peregrine Master Sport Wheels come in colors to match all the Red Line painted componentry, plus Silver Grey, Shadow Grey, and Shockin' Pink.



New colors. The same great Red Line Forklifter stem. The radberry, yellow, and turquoise Forklifters are available with a hollow Detangler bolt (so you can set up a Potts Mod), and the white, chrome and black Forklifters with a regular stem wedge bolt or the Detangler.



Need some extra standing room, but don't have an RL-20-II? Bolt on a set of our rear standing platforms. The threaded fork standing pegs fit all Red Line forks equipped with the threaded insert.

Are all these details necessary? Nope. But without them, the RL-20-II wouldn't be a Red Line. It would have someone else's name on it. We take the extra steps—which is why the competition's so far behind.

Practice:
Fri., Aug. 30 (12-6 P.M.)

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Arrgh! It's the attack of the ankle-biters! Brit Audeoud (1) is out front by a knob, while Randy Ramirez (12) is right on his boogaloo. These are some very heavy-duty 'lil dudes.

ASCOT

SE RACING ★ NBL NATIONAL SERIES

CLARK CASHES IN ON HIS HOME TURF

STORY BY GIBEY
PHOTOS BY DIAN & GIBEY



Hey radsters and radsterettes, at this very moment we're sitting out in the center of Ascot's field of battle (in Gardena, California), and we hafta tell ya, it sure is great to be back in the great outdoors.

The last few month's racing has been confined mostly to indoor and outdoor stadium tracks — not that there's anything wrong with them, especially during winter months. But to us, BMX is made for gettin' down

in the sunshine at a PERMANENT racing facility. Where you can whiff the fresh air, get a little dusty (or a lot dusty, depending on which way the wind's blowing), sweat your tail off, and best of all, get down to the nitty-gritty on a full-sized, full-width-to-tally GONZO motocross track. YEAH! GET RAD! ROCK AND ROLL! WA-HOOOOO!

... Uh, gee, sorry 'bout that — just got a little carried away. You know

how it is though, you start to lose the flavor of real motocross when things get a little TOO civilized.

Today's race is the second half of a heavy-duty weekend double-header. Yesterday the moto-vatin' festivities were happenin' at the newly relocated Devonshire Downs track in Northridge, California, which has been transformed into a hot-to-trot mega-speed downhill track. Things were a little on the cobbly side there.

Yowza! Pistol Pete Loncarevich has the lead here, but the rest of the pros are on him like rats on cheese. When the scorers totalled the points after the main, Scott Clark (10) had the point total. First place bucks to Scott, second to Pete, and third went to Eddy King (6), who also won the Pro Award main.

Da kinda stuff for true moto-men. For older riders it brought back visions of Corona. Rancho. Yeah — hot stuff.

And yesterday the pros had to contend with the KILLER doubles in Devonshire's special pro section. (Scope OUTTAKES for a peek at them.) A few riders didn't quite make the leap, landed a little short and, um, er, let's just say (snicker, chuckle) that each rider altered his bike's geometries slightly. Totally nuts.

Today's racing surface is a sano

dude, watch your pedals. The paint on my frame is kind of tender, ya know?" ("Jerk.")

("Push up the start hill — man this thing's pretty big. Line up on the gate, the pad's concrete, looks like there's plenty of traction, so I think I'll just totally power out. Watch the lights, get ready, here it comes ... ugh. Jeez, that gate drops like a stone. Next time I'll pull up and over.")

("Spin, spin, spin — picking up speed real quick. The track bottoms out and starts to rise again for the



Classic tucked speed-jumpin' style. That's Mike Luna doin' some massive motatin'.

contrast to yesterday. No totally rad downhill here, but the track IS groomed to perfection. And lest you think the lack of total downhill insanity has slowed the pace here, don't fret. Ascot's racing turf is suitably jump infested and high-speed enough to keep EVERYONE on their toes.

Let's use the Mighty BMX Brain Scanner to listen in as one of the factory dudes takes a quick practice lap around the track.

CRANKIN' 'ROUND

("Ugh. This staging area's a maze. I'll just fight my way through") — "Hey,

first jump — pull over ... oof. Kind of tricky. There's no big lip, but the timing has to be just right to get over it real smooth."

("Now a few more cranks into the first corner, lean to the left, lay off the brakes, and start crankin' again. That corner's pretty quick for just being slightly banked. Good traction, too.")

("Spinnin' my brains out again. Uh-oh, tall tabletop comin' quick. Pull up hard, tuck across the top, and crank down the backside. No prob.")

("Doubles up next. Oh man, I'll have to be turning while I'm in the air, 'cause these dudes lead into the sec-



Pistol Pete, out front again. He's simply awesome.

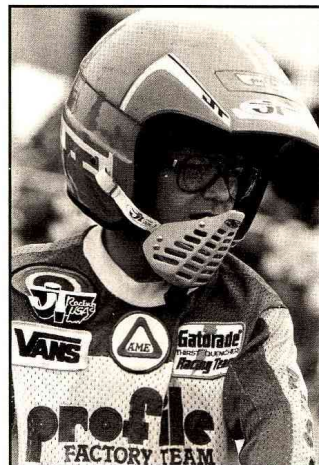
ond corner. Go for max lift, float over, and blast into the corner. Cool.")

("Nice berm. Left-hander, not too sharp. Looks like it's gonna get a little bit slick later, though. Better watch for divebombers, too — otherwise I might end up in those haybales.")

("This next jump must be somebody's idea of a multiple choice quiz. On the right it's taller, with only one jump to hit; on the left, it splits into two smaller jumps. I'll go for the right. Looks like the hot tip to me 'cause it's smoother. I'll be wasting less time there.")

("Two hefty-sized jumps coming up quick. Should I try to double 'em? Um, not this time — didn't get enough drive out of that last corner. Hey, they're not too bad even if you DON'T jump 'em.")

("Next corner is just a slightly banked sweeper to the right. Power wheelie around. Piece of cake. Coming back towards the gate now. Track's starting to rise, there's sort of a speed jump halfway to the top, pull up to go over the peak and ... WHOA! Almost looped it. That thing drops off pretty quick. The inside line's lame, that's for SURE! Re-



One of Profile's finest, ol' Mitch Watkins, trounced the 10 Experts, and then picked off a third in the 10-11 Open behind Geoff Scofield and Danny Nelson — a couple dudes who aren't exactly slouches themselves.



Sound the bugle call! Here comes the charge of the banzai brigade, and it looks like, yup, Dean Laberge and Mike King are ridin' herd!



King Edward dusted the Pro Open main after swooping by Tommy Brackens. Harry Leary kept Eddy honest, though. The Turbo was right on Eddy's tail 'til they crossed the finish line.

member to catch the outside next lap around. Then I can blast at megawarp speed around the whole outside using that big berm.")

("Step jump on the way ... crank all the way up to it, get some good lift off the lip, clear the top, and fly all the way across! Yeah! I'll just have to click in a little style next lap 'round.")

("Fly into this next corner. Right-hander, good berm. I'll just cook through it. Power wheelie off the end, keep crankin' — carry the front end up 'til I'm over this 'lil jump at the end. No prob.")

("Short straight, swing over to the outside to catch this next berm — left-hander this time. There's lots of room on the inside, I'll have to watch for aggressive behavior from behind, but this is still the fast way around.")

("Ugh, what's this? Three small alternately angled jumps in a row. Let's see, I think I'll pull over the first one, and — oof. Jump from the second one up to the third one. That worked good.")

("Now just whip through the last corner, left-hander again, and spin my brains out for the finish. All right! That was fun! The gear does need changing, though. I think I'll get rid of this 42 and go to a 43 ...")

Yup, 43-16 seemed to be THE gear of choice among the hot 'n heavies that we talked to. Even though the first straight's really short, it still worked good. The track stays fast

pretty much all the way through. That makes it hard to pass. Tons of passing was going on this morning when the track was still tacky, but now that things are drying out, there's starting to be more follow-the-leader action.

Let's check some of the hot performances of the day.

RACIN' AND SUCH

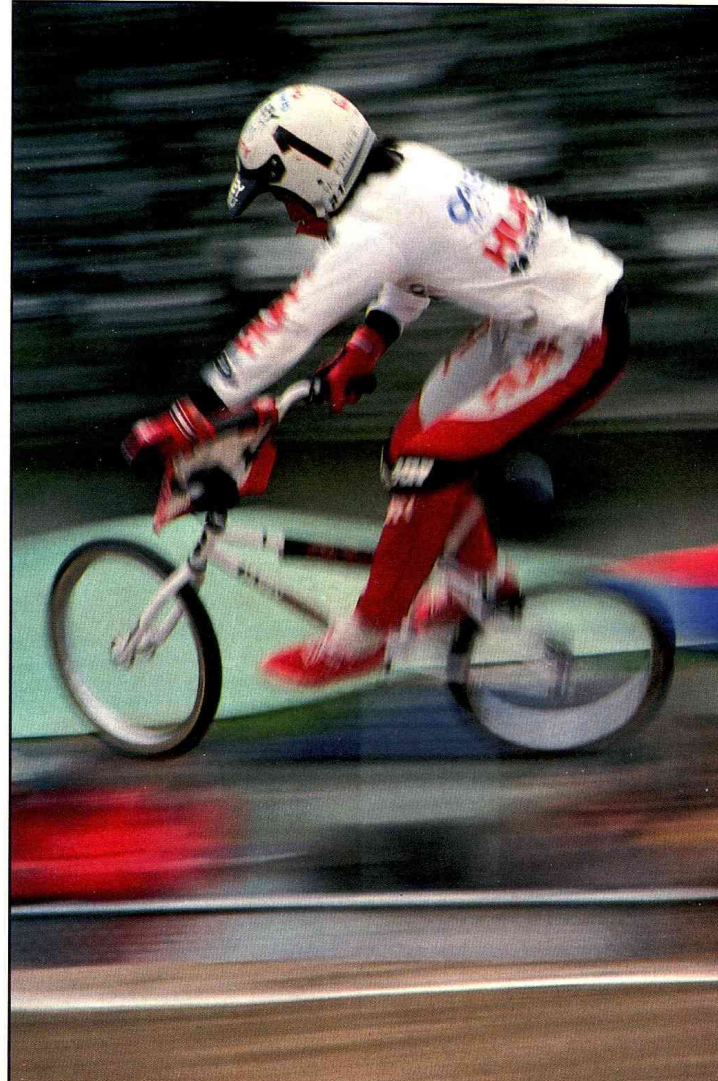
You couldn't believe Scott Clark. He dusted everyone. 'Course Ascot IS Scott's home track, being that he practices there every Wednesday night and such, but so what? He still

has the big chunk of the A Pro purse planted in his wallet.

What WAS amazing was that he won it after bailing TOTALLY hard in his first moto — like with enough force to completely bongo his melon. He went to the doctor the next day, and found out that he'd suffered a mild concussion. Jeez. Maybe if he starts off EVERY day by falling on his head

... Pete Loncarevich picked off second place bucks. He also creamed everyone yesterday at Devonshire — which is quite a feat considering that

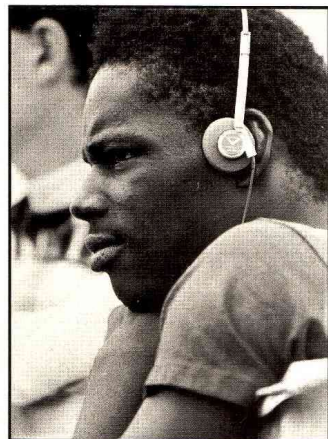
Mike King is the hottest older amateur in the universe. And that's a fact, Jack!



Robert Swick whupped all comers in the Open, but his arch-nemesis, Lawan Cunningham, beat him in 13 Expert.

he spent the early part of his morning (ahem) launching his breakfast. He said he had the flu or something. It never even showed (well ...). He was definitely on his game.

Ol' Bigfoot, Andy Patterson, showed up for the first time in a long while, and he was going suitably fast



Thomas Ingram — BMX's mad rapper.

Fact: Most of you probably haven't heard of Thomas Ingram.

Fact: He races the B Pro class, rides for Boss, and has been racing for years. This dude's also totally cool.

Fact: Northern California has long been known for producing some, ah, well, let's just say some pretty colorful characters. Thomas fits the description.

Okay, you know how some riders keep a race log to keep track of their results for the year? Not Thomas. What he's done is sort of committed his year's racing into rap form, to break up the monotony between motos, and just for fun. (He also sings and writes lyrics for a Nor Cal heavy metal band.) Anyway, we thought we'd present this continuing saga of his racing, and life in general, just for the heck of it. Besides, this stuff is FUNNY!

My name is Thomas T. Tucker, and I'm one bad mother, My mom's a cashier and my dad is a trucker.

I race BMX and I'm havin' fun, I'm gonna be the new Pro No. 1.



SHARPSHOOTIN'

RAPPIN' WITH THOMAS T. TUCKER, ER ... MAKE THAT THOMAS INGRAM

I ride for a factory team called Boss, Don't mistake us for the fake-o's Ross.

We got the best bike on the market, And if you don't have a Boss, go ahead and park it.

I roosted in Reno, I jelled in L.A., I went down to Phoenix and I blew 'em all away.

I had a big spill down in Bakersfield, Come time for Montclair, T. was out to kill.

I did real well, I got a first place, 'Sides that I roosted on the Avalanche's face.

The next day we went on down to Azusa, Early in the morning I felt like a loser.

But when the gate dropped for the main event, All the B Pros wondered where the heck I went.

All except for that Darrell Young, He said "I'll put an end to Thomas T's fun."

I followed him in to the finish line, He said, "Hey, Thomas T., better luck next time."

When I went to Bakersfield for the second time around, I found myself just a lying on the ground.

I was going real fast, I didn't know what happened, It was that old Avalanche — he was doing some zappin'.

He wanted revenge for what I did at Montclair, So I thought I'd let him win, just to be fair.

I knew that I'd win on the very next day, Cause the old Avalanche had to go double A.

I went down to Vegas, I had victory on my face, Went to sign up and they wouldn't let me race.

(Editor's note: NBL President Bob Tedesco says that Thomas showed up two hours after sign-ups closed. Sheesh.)

That's it, except we KNOW Thomas will be adding to it as the year goes along. We can't wait.

Greg Hill (05) showed up on a cruiser for the first time in a long spell — looked like he was sharpening his skills for the Murray World Cup. He was cookin' too, but the world's skinniest avalanche, Richie Anderson (far left), dusted all the Pro Cruiser woobies in the main.

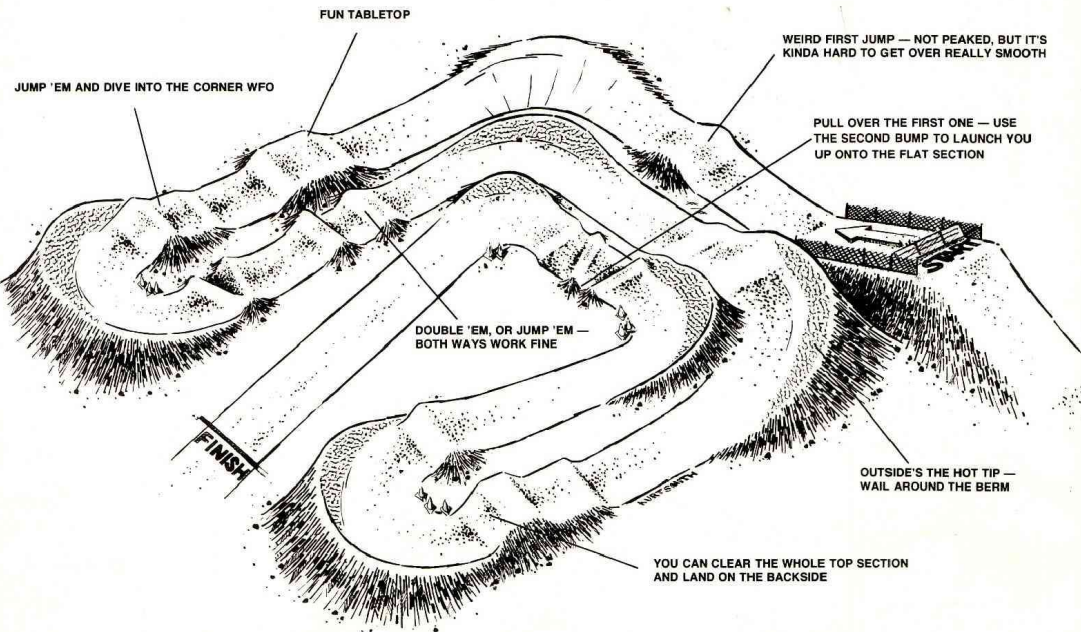


to earn himself a starting slot in the A Pro main. After the dust settled and the racing was done, he'd picked off a fifth, which still put him in front of Greg Hill, Eric Rupe, and Tommy Brackens. Not too shabby, Andy. He's riding a GT and wearing an O.D.I. jersey — they're the dudes who make Mushroom grips. In fact, Andy also works at O.D.I., which is right down the street from BMXA's Top Secret headquarters. (Shh, don't tell them that, though.)

The Avalanche, Richie Anderson, rolled over the Pro Cruiser class. Richie's awesome to watch. You can learn a ton of incredible moves if you watch him real close.

Check out Gary Laurent (57) and Travis Chipres dicing through the second corner. Did you know that Gary just got a job in a Las Vegas show doing trick riding? And that he only works for two minutes a night? And that he's making 600 bucks a week doing it? Sheesh!

ASCOT TRACK



Ascot Results

A PRO MONEY Scott Clark Pete Loncarevich Eddy King Harry Leary Andy Patterson Greg Hill Eric Rupe Tommy Brackens	15 EXPERT Mike King Eric Carter Jeff Lewis 14 EXPERT Danny Milwee Robert MacPherson Robert Emrich 13 EXPERT Lawan Cunningham Robert Swick Sam Arellano 12 EXPERT Brent Romero Erin Salie Scott Christensen 11 EXPERT Shelby James Tony Bailey Justin Green 10 EXPERT Mitch Watkins Erik Silka Jake Carroll 9 EXPERT Randy Ramirez Sean Alstott Mike Luna 8 EXPERT Israel Taylor Kaz Kubota Richard Murrillo 7 EXPERT Brent Armstrong Rich Houseman Brian MacLean 6 EXPERT Michael Regina Jon Anderson Denny Davison Tommy Sarver	16 & OVER OPEN Robbie Walton Mike Castello Mike Monell 14-15 OPEN Mike King Robert Emrich Dean Laberge 12-13 OPEN Robert Swick Brent Romero Jay Maguire 10-11 OPEN Geoff Scofield Danny Nelson Mitch Watkins 8-9 OPEN Britt Audoud Jason Donnell Sean Alstott 7 & UNDER OPEN Rich Houseman Erik Helma Anthony Pillado 35-40 CRUISER George Antill Robert Knapp Mike Duffy 25-34 CRUISER Claude Savigny Mark Shiffer Montie McLelland 18-24 CRUISER Kevin Hull Rick Palmer Mike Savage 17 CRUISER Jon Anderson Artie Custer Alex Seri	16 CRUISER Brian Gass Chris Spatafore Judd Ciancio 15 CRUISER Mike Allen Chris Verhagen Greg Tiratira Sean Callihan Dean Laberge Danny Milwee 13 & UNDER CRUISER Brian Lopes Jeremy McGrath Joe Tippett 16 & OVER GIRLS Tressa Miller Sue Gingrich Wendy Tews 15 GIRLS Cheri Elliott Karina Cooley Michelle Garrett 13-14 GIRLS Leigh Donovan Shannon Gibson Kathleen Gibson 12 GIRLS Aymee Hernandez Tiffany Kellner Lisa Terry 11 GIRLS Cari Donovan Darcy Webber Amy Greenwood 10 GIRLS Michelle Gregory Kimberly Chaussee Lisa Licon	9 GIRLS Martine Smith Leslie Wheeler Tawni Thomas 8 GIRLS Michelle Gibson Colleen Gomez Amy Bell 7 & UNDER GIRLS Cindy Ainsworth Kimberly Bozart Greg Wyatt 17 & OVER NOVICE John Murray Kenneth Washington Billy Lowrey 16 NOVICE Norman Ausbry Jeff Jensen Daniel Lula 15 NOVICE Reggie Brown Tony Miranda Darrin Anselmo 14 NOVICE Brian Kane Chris Leitern John Quezon 13 NOVICE Darren Hamilton Mike Barzilai Chris Hendricks 12 NOVICE Javier Peres Jim Belcher Kevin Corell	11 NOVICE Geoffrey Braddock David Duncan Ryan Minkel 10 NOVICE Billy Bradford Floyd Pireto Ricky McKnight 9 NOVICE Matt Kay Matt Malone Greg Wyatt 8 NOVICE Jason Palmer Bobby Vigil Billy Sandsky 7 NOVICE Richard Reid Joshua Johnson Ronnie Holguin 6 NOVICE Seth McAtee Matt Price Darel McCormick 5 & UNDER BOYS/GIRLS Chad Borkowski Joshua Cecil Darren Anderson FACTORY TEAM TROPHY Profile BIKE SHOP TEAM TROPHY Action BMX
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Lawan Cunningham cooked in 13 Expert (first place, of course) but he didn't do beans on cruiser. No prob, Schwinn was still mucho proud.

Greg Hill made a couple of his infrequent Pro Cruiser appearances this weekend, presumably to get some practice in before the Murray World Cup. The fourth place that shows up in the results isn't really a fair indication of how fast he was RE-



Joey Allen is GT's newest 8 Expert mini-type factory dude. This kid's got some style, eh?

ALLY going on it. He was blazing both at Devonshire and during the motos today.

Kevin Hull and Jon Anderson are a couple of real killers in the older age groups right now. They both doubled here. Kevin laid waste to the 18 & Over Expert and 18-24 Cruiser mains, while Jon thoroughly trounced 17 Expert and 17 Cruiser. Both these dudes massively blaze.

Mega-moto-assassin Mike King doubled as usual, too. This dude's just TOO awesome. You can't even believe your eyes when he's racing. Smooth? You bet.

The Profile team trucked all the way out to the West Coast to take on

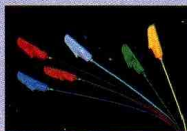
California's best this weekend. Did they go home empty-handed? No way, Jose. Shelby James picked off first in 11 Expert (and dusted every hot 11 Expert on the planet in the process), and Mitch Watkins did likewise in 10 Expert. Their 6 Expert hotshoe, ol' Michael Regina, tromped too. That's in addition to all their miscellaneous seconds, thirds, and fourths, of course.

Well, since the racing's over, the stands are just about empty, and we're about out of space, tape, film, and even our lunch boxes are empty, guess it's about time to hit the road. Hey, dudes, it's been fun. See y'all next time 'round. ■



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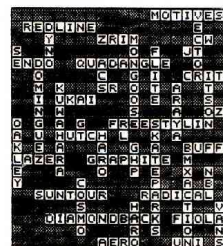
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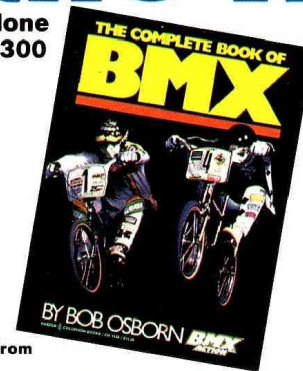
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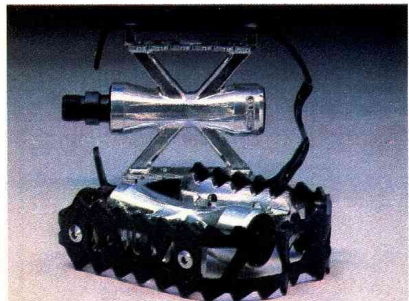
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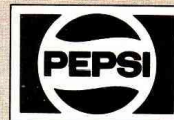
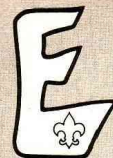
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OUTTAKES

The location: The killer double jump pro section at the Devonshire NBL National.

The primary characters: Richard Zagars and Tommy Brackens.

The scenario: Tommy totally outpowered Zagars on the straight leading to the jump, and landed on him in mid-air!

The conclusion: Front knob tracks all across Richard's back.

The final result: Neither one of them bailed! Amazing.



THREE

