



# BMX ACTION



SEPTEMBER 1986  
U.S. \$2.50  
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08137 ICD

**ABA NOR. CAL.  
NATIONALS:  
DID ANYONE  
STOP RONNIE?**

**GLOVE  
SHOOTOUT.**

**NEW  
BREED  
PROS:  
HOW  
THEY  
MADE IT  
TO THE  
TOP**

**WHICH  
ONES ARE  
BEST FOR  
YOU?**



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If you're serious about protection, suit up in Haro software.



# BMX ACTION

SEPTEMBER 1986 • VOLUME ELEVEN • NUMBER NINE

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**COVER:** Bashing, banging, and abusing the Super Viper, courtesy of Toby Henderson. Photo by Windy.

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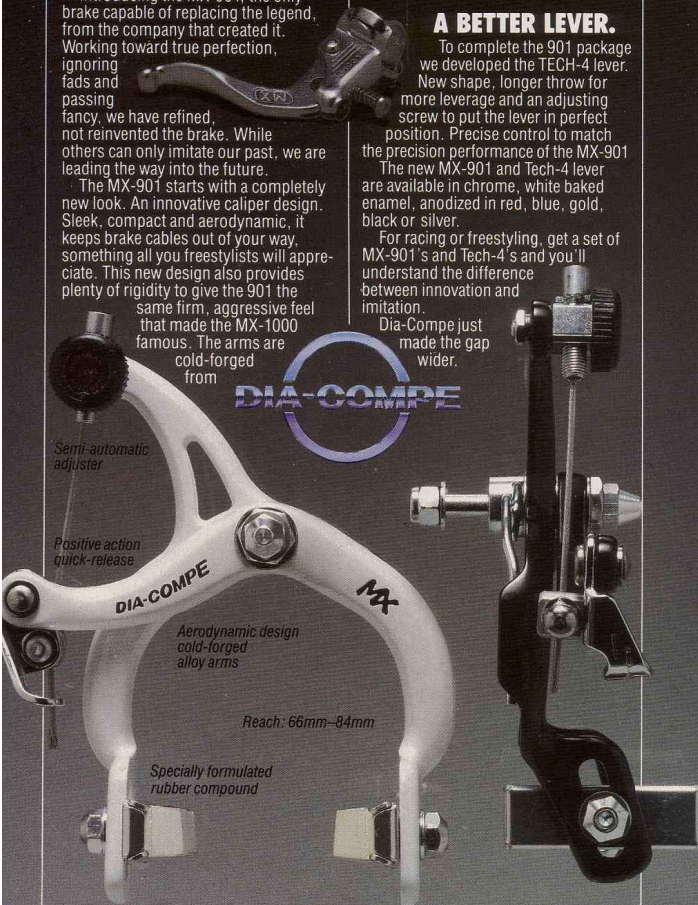
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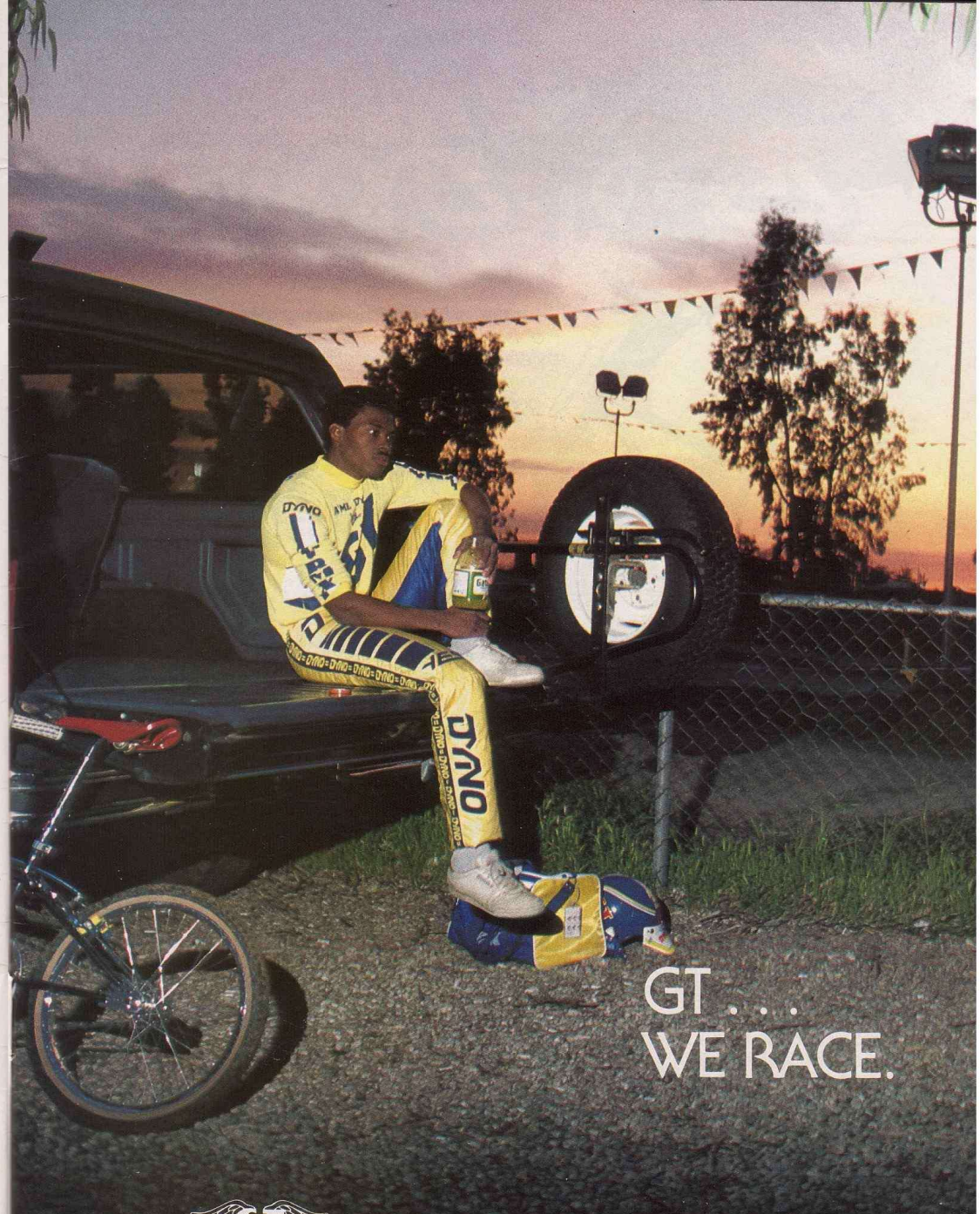
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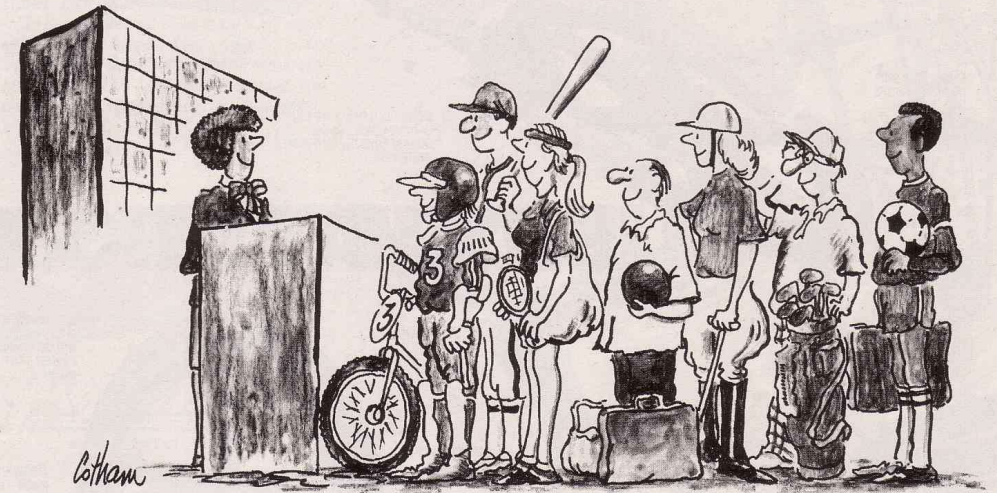
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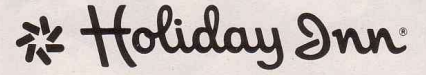
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CREASED TOP TUBE  
PLATFORM.

SWEDGED FORK  
LEGS.

EDIS SPORT CHAIN.

SEALED BOTTOM  
BRACKET.

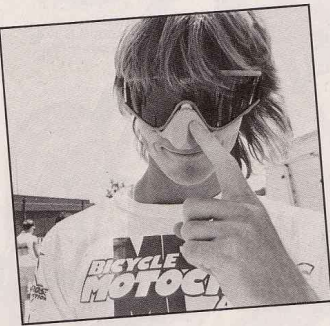
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# Dear Gork



Send all your cool comments, captivating questions, cool quotes, and colorful confessions to: **BMX ACTION**, Dear Gork, 3162 Kashiwa St., Torrance, CA 90505.

## LIE DETECTOR TEST

Dear Gork,

Nobody believes that I live in a big house with a lot of cousins. My first cuz is Felipe—he's 16 and has two Red Line RL-20-1s, one Haro Master, and a GT Pro Series. My other cuz is Franklin and he's got a Hutch Wind Styler, a Hutch Pro Raider, and a Diamond Back Hot Streak. My third cuz, Will, is 20 and he has a Kuwahara Nova and a Dyno Compe II.

I've got a GT World Tour, GT Pro Performer, a Skyway Street Beat, a Skyway Street Styler, and a GT Mach One.

What should I do to make people believe me?

"Lil' Rad Oscar" Gonzales  
Maywood, California

You've got to admit it—that IS kinda hard to believe. But hey... I believe you. Send me a picture of all 14 bikes together and I'll believe you even more.—Gork

## ONE N, ONE U, AND ONE T

Dear Gork,

This page contains: seven A's, two C's, five D's, twenty-eight E's, eight F's, five G's, six H's, thirteen I's, six L's, nineteen N's, ten O's, ten R's, twenty-five S's, seventeen T's, four U's, nine V's, four W's, two X's, four Y's, and only one Z.

Wayne Keller  
Glenwood, Florida

You're a weird guy, Wayne. (You must be a freestyler!) You also gave me a headache trying to figure out why you've got twenty-eight E's written there when you actually have twenty-nine. But, if you change it to "twenty-nine," you'll have to change "five G's" to four, which drops an "E". That gives you twenty-eight E's, which is what you have. Right?—Gork

## TWEAKING RECORDS

Dear Gork,

I don't know about this Jason Wyman dude (BMXA, June '86), but as

I count it, he only has 87 pictures on his walls. I have more than 87 pictures on just ONE of mine. And there are four walls covered!

I have between 190 to 200 pictures on my wall, NOT pages. That means I counted 2 page spreads as 1 picture. So the way I see it, I hold the new record!

Glenn "The Oz" Quatrochi  
Moonachie, New Jersey

You held it for one day. By the way, didn't you ever know there's only ONE Oz?—Gork

Dear Gork,  
I think you'd better revoke Jason Wyman's world record for BMX wallpaper. I have 150 pictures on my ceiling alone. 143 square feet of BMX and freestyle. No lie. Not to mention the other 68 pictures on the walls and doors that have nothing to do with BMX. But still, 303 pictures total is a lot. Anyone want to challenge me?

Darrel Bates  
Stayton, Oregon

P.S. This is true. I see it every day. Darrel's mom, Gloria Bates

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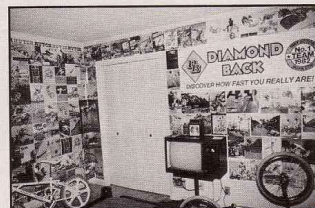
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The only dude to verify his BMX wallpaper record by sending in a picture of his room—Chuck Hunter from Charlotte, North Carolina. He ONLY has 102 pics on his wall and most of them are from FREESTYLIN'; so he didn't win. Jim Linson won with 394!

# BMX ACTION

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Good try, Darrel. You held the record for one week. (You did not, Randy Shaw of British Columbia.) But two weeks ago, Jim Linson of Anna, Illinois, individually listed his 394 pictures. You got it, Jim!

No one has tried to challenge our stickered fridge record, so I'm happy to say that BMX ACTION has prevailed once again.—Gork

continued on page 14

# TIOGA LEADS THE WAY

## TIRES



COMP-III

COMP-ST

## TUBES



SUPERLITE TUBES

## PEDALS



P-8

## SADDLE



FS-35H

AMX-G

## SEAT POST



MSP-LSR

MSP-LR

MSP-SNR

DG-4XL

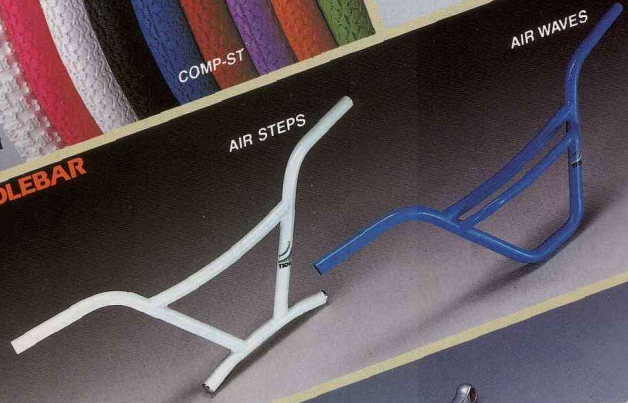
## CONVERSION KIT



CK-170 SB-AL

CK-170 BT

## HANDLEBAR



AIR STEPS

AIR WAVES

## HANDLEBAR STEM



MS-423F

## ONE PIECE CRANK



MF-3 MAX-FLO

HQ-1 TASK FORCE

## BOTTOM BRACKET CUP SET



BB-220 BT

BB-220 DX

BB-220 SB

## HEAD SET



BEARTRAP-2

MX-101

## SEAT CLAMP



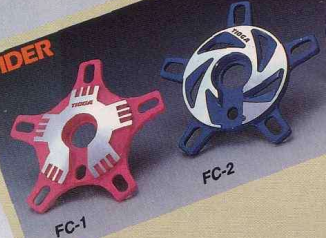
SC-3 TASK FORCE

SC-4 MAX-FLO

## FIXING BOLTS



## SPIDER



FC-1

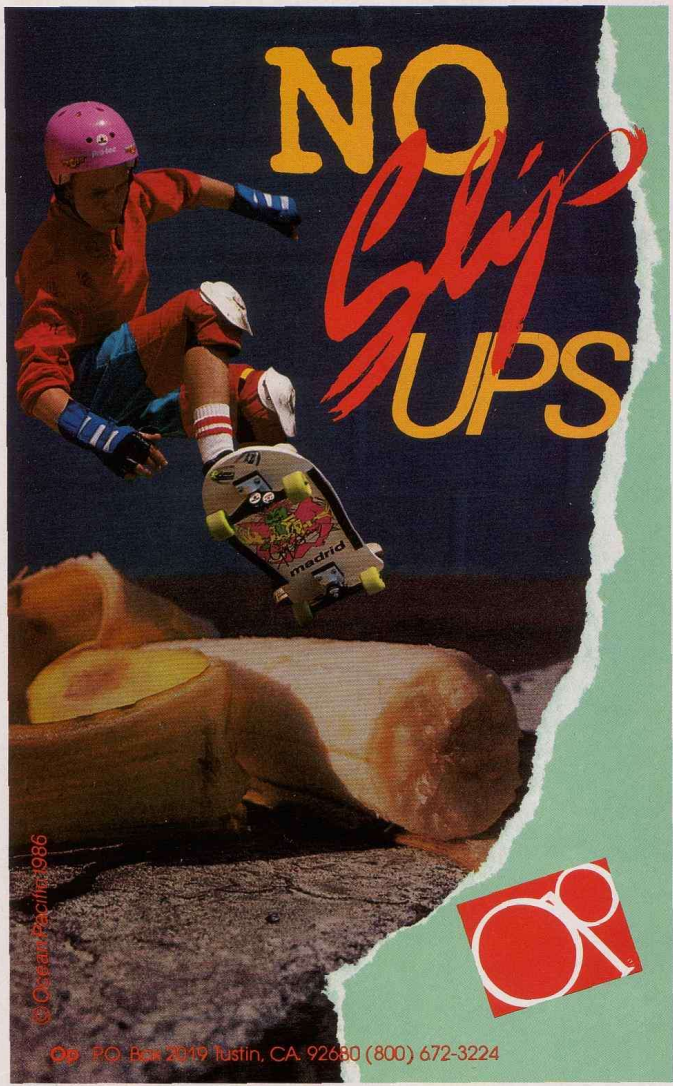
FC-2

DC-1

## CHAINS



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**BMX ACTION**

*the main mag!*

# Dear Gork

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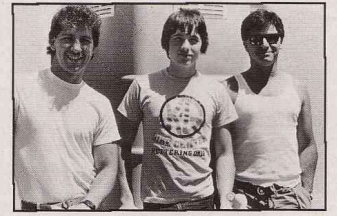
## WHO WON?

Dear Gork,  
 Hey, what's the deal? I've been subscribing to your mag for two years, and there are always those cards for contests for winning bikes and stuff. I've sent in a few every now and then, but I never see any results of who won. Please print 'em, and I'll subscribe another year.

Marcus Webb  
 Wiesbadan, West Germany

Ya know, I've been wondering if you readers want to know who wins those subscription contests, and I've been thinking about putting in who the winners are, so now's as good a time as any.

The February to April '85 sub contest for the Mongoose/Magic Mountain trip was won by a 16-year-old dude named Stephan Jepson from Peoria, Arizona. He had a blast from the sounds of it.



CW flew Jamie "I was a factory CW dude for a day" Broughton out to California. Greg Kove (left) and McGoo (right) escorted him to the NBL Azusa/Montclair national and took him to Pipeline Skatepark. Poor guy.

David Markowski, a Chicago resident, who's 13 years old, just took his Hutch "weeklong vay-cay at Chesapeake Bay with Mike Miranda" last month. We haven't heard if he survived Mike's jokes.

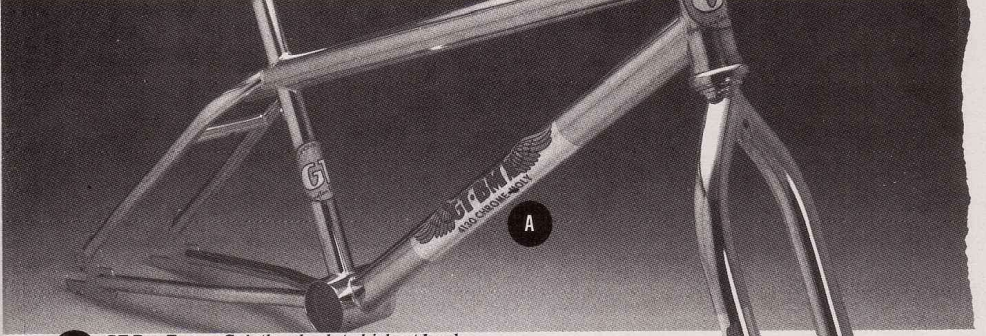
Frank Abicca, hailing from Newton, New Jersey, jammed to Disney World in April, and took home a Jamis Earth Cruiser. He's 14. I got a nice letter from his mom thanking us.

Ron Calvillo, a 14-year-old from Victorville, California, snaked the Red Line Conquest Mountain Bike (Dec. '85 & Jan. '86 sub contest). And right as I

continued on page 36

# PERFORMANCE QUALITY

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- G** **GT Tires**, GT's own tire design with the exclusive GT-reading tread pattern, features a thin center strip for easy rolling and a thick broken side pattern for better lateral traction. (black/white)
- H** **GT Seat Post Clamp**, unique GT two-tone design, lightweight aluminum, allen-head bolt and forged GT logo. (silver/black/white/GT blue)
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# Spring NATIONALS

BULLFROG  
SLIMSHOT  
ABA

STORY BY LEW  
PICS BY WINDY

**S**tockton, California. Trust me, dude . . . you do NOT wanna live there. Or even visit the place. It's that boring. Unless, of course, you happen to be

**VACATIONLAND  
IT'S NOT, BUT FOR  
RACING IT'S HOT**

a BMX-oriented type guy. Then, my friend, you will absolutely dig Stockton. Because if you go there and make a beeline to the Stockton Fairgrounds, you'll find (to your delight) one of the best run, best groomed, best attended, most radical tracks in the country.



*"Sheepdoggie" won the Hull thing and gave the 17 expert class a tour around the track. "Here, on your right is the outside wall where Shawn Texas slammed his head, and on your left is Windy, balancing on the bridge. Try NOT to knock her off, okay?"*



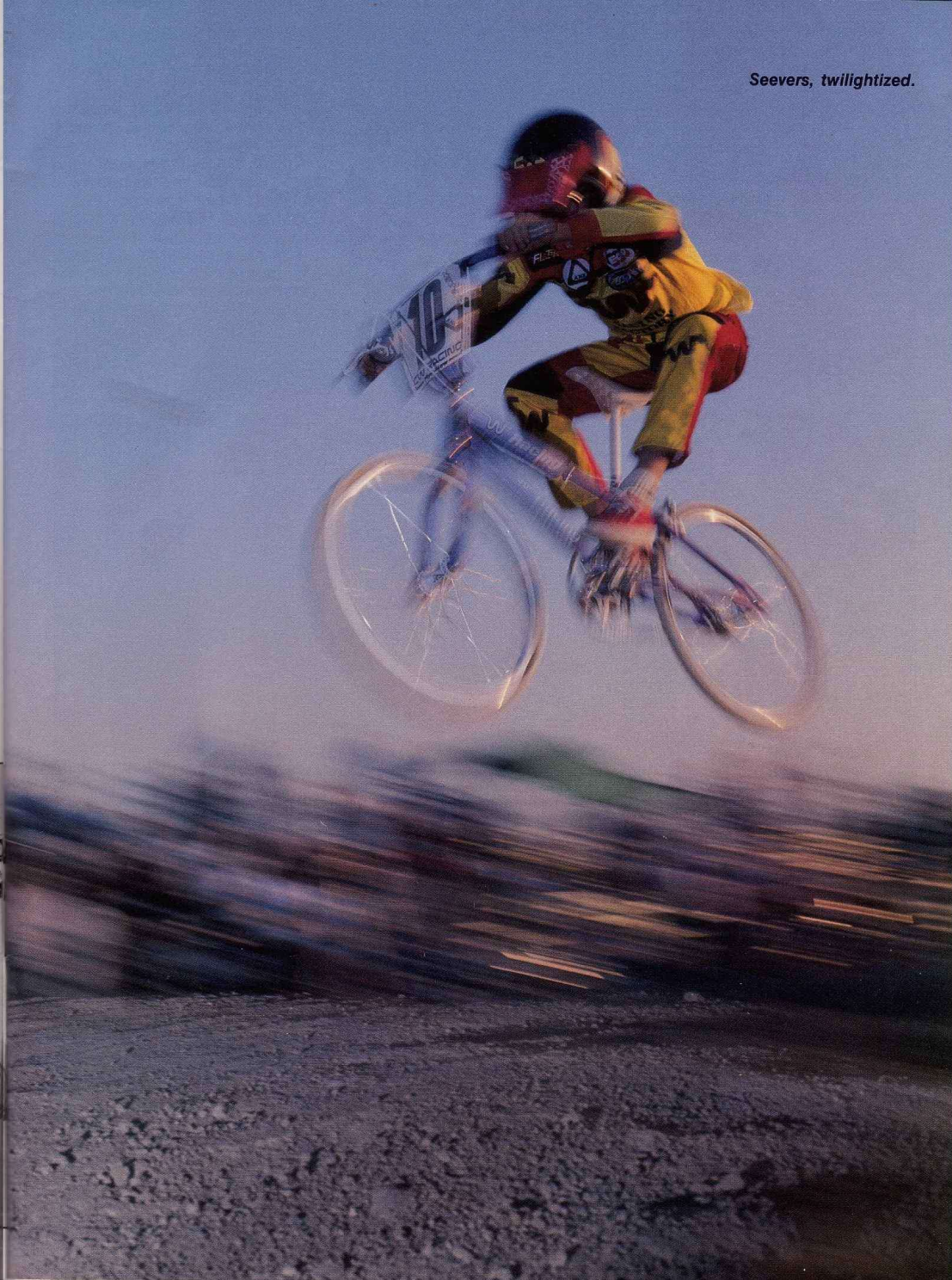
*Them 15 experts are gettin' hectic! Danny Millwee (11) is flying. He took a second in open and a fourth in class. Robert MacPherson (3) got the class win, which is a GREAT accomplishment! Matt Hadan (hiding behind Danny) surprised everyone by showing up in Free Agent threads, and won the open. Sean Callihan (2) got raspberries on his hands.*

It's not uncommon for them to get around 50 motos at a local race. At the ABA Spring Nationals (sponsored by Bullfrog sunscreen and Slingshot Racing), they pulled in a whopping 236 motos! Not to mention the fact that the stands were jam-packed with people all weekend, and the lines for the bathrooms and hot-dog booths were too long. The pits were teeming with wandering six-year-olds and it was actually difficult finding a parking spot close to the track. The fence surrounding the track was six people deep—obvious signs of a strong turnout and a renewed interest in BMX racing. They even had (for the first time in four years) a sidehack class! THAT right there was worth the two dollar parking fee.



*Ascot local and Factory Powerlite rider Jamie Keelan, struts his stuff outta turn two, while Eric Carter attempts the inside swoop. Carter got it and wound up getting first in 16 expert. Keelan took third.*

Seevers, twilightized.



The track itself was as hot as the action that took place on it. Hard as concrete, fairly difficult, and fast. A decent gate and a cool layout made it challenging for everybody. The guy who got the holeshot didn't always win the race.

A GNARLY set of doubles before the tricky second turn were taking their toll on everybody from the 6 novices to the pros. Loopage over the doubles was excessive, and the crowd was lovin' every minute of it. The dudes who looped, on the other hand . . .

The motos, quarters, and semis were all ULTRA-HAIRY. Here's an idea of what you'd be looking at as an older expert—FIVE motos of 15X's, EIGHT motos of 16X's, and NINE motos of 17X's. And get this—FIVE motos of A pros. JEEZ!

All day long the ABA kept 'em running at a steady pace. The national started at 11 a.m. and ended around 8 p.m. The announcing was hot, the track was swept and watered

constantly, and there were no major controversies. Good job, guys! Okay, enough small talk . . . on to the ACTION.

The notables who didn't show were Stu Thomsen (out with a shoulder injury), Billy Griggs (out with a date—his prom was Saturday night), and Harry Leary (out with a tweaked jaw—he biffed big-time in practice).

One of the highlights was watching the young'uns race. You cannot believe how stylish the little shrimps are getting these days. Chad

*Danny Millwee's house is a second home for Kevin Hull and a third home for Tommy Brackens and Pete Loncarevich. Those four guys have some gnarly gate practice sessions on weekdays! As you can see, it's helping Danny.*



Henderson, Chicken George, Mikey Luna, Ryan Crupi, In Hee Lee, and Justin Green are six of the radicalet kids to ever grace a BMX track. The doubles on the second straightaway were no problem for any of these guys.

The fastest rider I saw all day was Matt Hadan. He rode for S & K on Saturday, and helped them capture the bike shop team trophy that day. Then, before Sunday's race, Free Agent snagged him, and Matt proved himself by taking the gold in 15 open and 15 cruiser classes, plus a second in expert. A smart move on Free Agent's part—Hadan was instrumental in their factory team trophy win on Sunday.

Sean Callihan and Danny Millwee were defying speed limits, too. Sean races with a savage look in his eye, and Danny has the same avocado-like expression on his face from the gate to the finish line. He's the mellowest dude I've ever seen. A couple of other guys to watch for in 15 Expert are Chris Backus and Robert MacPherson . . . both are rapidly becoming threats to their competition.

Dave Cullinan was going FAST in the motos and was even seen in front of the man himself . . . Mikey King. The tables were turned in the mains, though, when Big Dave jelled and only ended up with a third in open. Mike doubled with firsts in open and 15 & Over Trophy Dash.

Charles Townsend and Doug Davis were in separate motos throughout the day, so they didn't go head-up until the mains. Both looked hot throughout the day, but Charles bogged in both open and class. In the 17 and over open main, a big crash left nearly everybody on the ground coming out of the second turn, EXCEPT for a guy named Brett Lucas, who took the win. Doug settled for second.

Kevin Hull easily had a 20 bike-length lead every time he was on his cruiser. Except for the main. That was when he ended up bailing in the second turn. To make up for it, he tap-danced all over the 17 expert class, which automatically qualified him for the trophy dash. Just before the T.D., Sheepdog's pads on his 20 inch

somehow disappeared, so he had to borrow Danny Millwee's bike. Hull ended up getting smoked. Baaahh woof.

The same ladies who always win the girls classes won at Stockton. Cindy

Ainsworth took the 8 Girls, Michelle Gibson clobbered the 9 Girls, Lisa Terry beat the 13 Girls, and Leigh Donovan mowed over another 14 girls class for Paddlepower. Something totally unusual happened in the 15 & Over Girls, though. Deanna Edwards DIDN'T win. She bailed while in the lead and finished in (heavy sigh) last. Julie Lindsay won instead. With Cheri Elliott gone, it looks like she'll be Edwards' new rival.

In the A pro class, Jon Anderson was the guy to beat. Despite pressure all day from Gregg Liggins, Shawn "Swiftly" O'Gorman, and Brian Gass, Jon brought home the win for CW. Word has it he's getting darn close to turning AA. This was also Jon's first national since his ankle injury a few months back (ABA Winternationals, BMXA, June '86).

THE critical spot on the track for the pros was the first turn/bridge structure. If you opted for the inside line through it, there was a good chance you'd end up getting pushed into the support pole and inside wall of the bridge. If you stayed too far outside, you'd get shoved into the OUTSIDE wall of the bridge, like what happened to Shawn Texas in one of his pro motos. It was sorta like a five-lane freeway merging into two lanes. Now imagine eight guys going 30 miles per hour into it side-by-side. Hectic does not yet describe it.

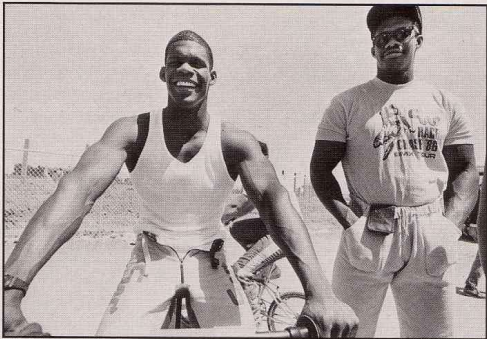
Some riders had the guts to not back off, some riders didn't. Ronnie, Richie, Tommy, Ellis, Eddy King, Pete, Miranda, Eric Rupe, and Todd Slavik all had what it took. Bails and inconsistency kept Tommy, Eddy, and Richie from pulling off anything spectacular in the mains, though.



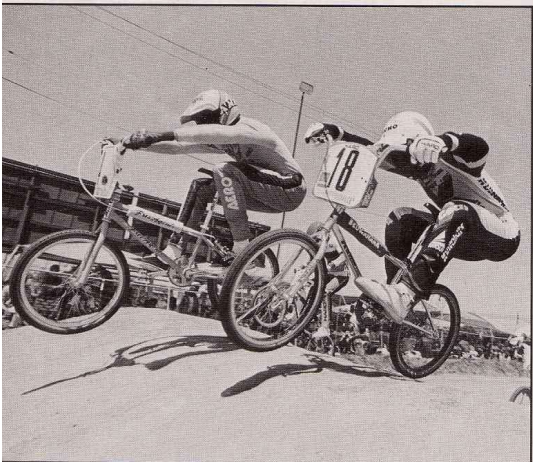
*Don't know who the heck he is, but the pic is rad!*



*Before you knock the number plate, let us tell ya its significance: In 1979, that very same plate was hexed by an old gypsy lady by the name of Wanda. Richie Anderson got ahold of it and zip-tied it to his bars. With that plate, Richie got No. 1 ABA in 1980. Well, the day before Stockton, Ronnie dug it out of Richie's closet, dusted it off, and wondered if that old hex still worked. He doubled.*



This is Shawn Texas and his "little" brother, Alex. You can find out a bunch more about Shawn next month in an indepth interview.



Dana Griffin (18) has a weird haircut. Jeff Donnell (4) has a RAD mini-truck. Both jam!



Chad Henderson was due for a big win. It didn't happen here.



Let's give Stockton's track operator, Tom Lueck, a big round of applause! Great track (always watered), excellent turnout (236 motos), bleachers for the crowds, and the best steak sandwiches we've ever tasted!

"Legs, don't fail me now!" Cindy Ainsworth is seen here experiencing the dreaded "last-straight-lunge." A lot of people lost the race coming out from under the bridge.



down early. Something happened to Tommy in the first turn, too, 'cause he came out of it stuck back in the pack. Ellis said thank you very much and cranked into second position. But Ronnie already had it sewn up and he knew it, crossing the finish line in typical Ronnie style (pedals full-bore past the line, casts a quick glance behind him, then ditches/steps off the bike at the same time, which results in a tripping, careening, high-speed stumble into a chainlink fence, where he's mobbed by his devoted following. It looked like a scene from ROCKY. All that was missing was, "Adrian!").

Despite a fifth place finish here, Pete still got the second overall.

Just in case you were wondering, Ronnie also wasted the pro cruiser class, leaving him with a double for the day. Not too shabby. Frank Post copped the second in pro cruiser, proving he still has what it takes. Now all he needs is a sponsor.

By the end of the day, everybody was exhausted. The massive crowd was pooped from so much yelling, the ABA

officials were worn out from officiating, and the riders were a tad on the tired side from the sweltering day and the long track.

So let's see here . . . excellent



The famous, fearless, and always fun Anderson bros. No one can say they're slow. Both made all three of their mains. Ronnie went home 1880 bucks richer for the weekend. Richie pocketed \$320.

turnout, killer track design, great organization, and cool spectator seating—conclusive evidence that Stockton is happening. Now you KNOW where to go for your next vacation, right?

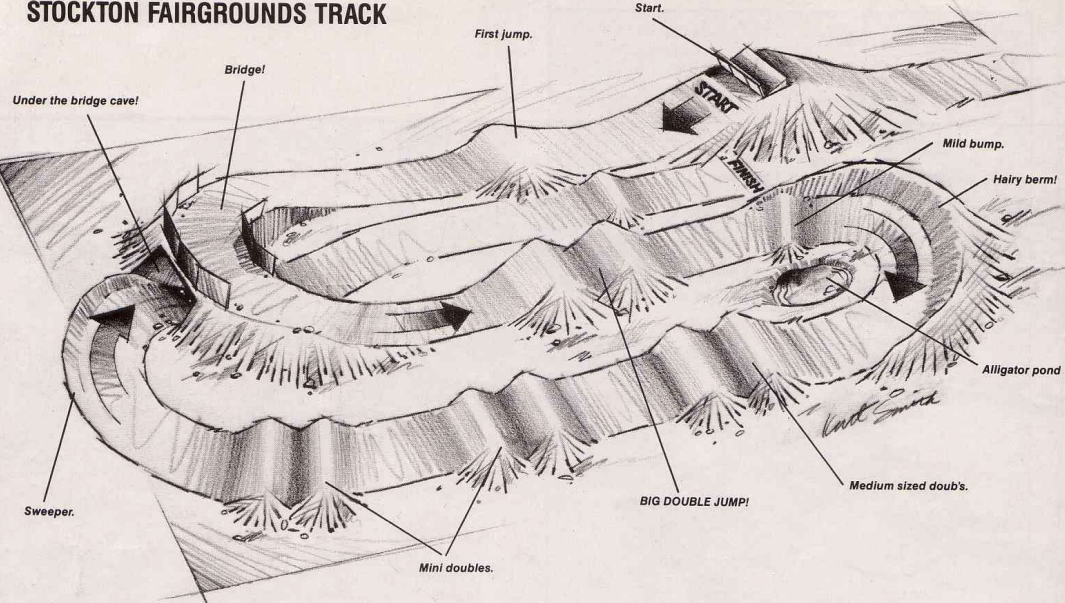
The first AA pro main had Ronnie and Pete DEAD EVEN all the way to the second turn. Richie, Gary Ellis, and Miranda were all dicing for third when Pete took over the lead for good coming out of turn two. Ronnie got the close second, and Miranda, Ellis, and Slavik followed in that order. That was probably the most killer race of the day.

Ronnie was ready for a little revenge by the time the second main was

called. When the gate dropped, Ronnie was long gone—he won it wire-to-wire. Tommy and Ellis were dueling for second when they tangled and chewed. Pete slid into second place and chased Ronnie the rest of the way around the track. Richie and Slavik took third and fourth.

The sidelines got crowded FAST when the final main was on the gate. This was the clincher between Ronnie and Pete. Right out of the gate, Ronnie, Tommy, and Pete had the advantage down the first straight, but Ronnie closed in tight on Pete going into the first turn, forcing Loncarevich to shut

# STOCKTON FAIRGROUNDS TRACK



## ABA RESULTS

<b>AA PRO</b>	<b>10 OPEN</b>	<b>11 EXPERT</b>	<b>14 CRUISER</b>	<b>9 GIRLS</b>	<b>9 INTERMEDIATE</b>	<b>10 NOVICE</b>
Ron Anderson \$480	Mike Luna-tic	John Sheilds	Brian Lopes	Michelle Gibson	Kenneth Wiggins	Dustin Marsh
Pete Loncarevich \$370	Corky Gainstford	Tommy Ainsworth	Rick Gilbert	Colleen Gomez	Jeff Dainer	Bobby Blum
Todd Slavik \$225	Chad Sattlemier	Mary Yarnell	13 CRUISER	Cindy Davis	Bobby Irving	Jarad Allen
Gary Ellis \$185	<b>9 OPEN</b>	Jason Donnell	Joe Tippett	<b>8 GIRLS</b>	<b>9 INTERMEDIATE</b>	<b>8 NOVICE</b>
Mike Miranda \$150	J-Rat Murray	Billy Wood	Galen Starlin	Cindy Ainsworth	Richard Reid	K.C. Smith
Richie Anderson \$110	Casey Johnson	Jimmy Hughes	Jason Rutledge	Nancy Hackett	Ryan Erickson	Chris Gray
Eric Rupe \$ 75	Joey Allen	<b>9 EXPERT</b>	<b>12 CRUISER</b>	Kimberly Bozart	Lance Sterchi	<b>7 NOVICE</b>
Tommy Brackens	<b>8 OPEN</b>	Eric Doty	Geoff Scofield	<b>7 GIRLS</b>	<b>7 INTERMEDIATE</b>	<b>7 NOVICE</b>
<b>PRO CRUISER</b>	Brent Armstrong	In Hae Lee	Justin Green	Daphne Howard	Nick Hernandez	Timothy Neal
Ron Anderson \$160	Reid Anderson	J-Rat Murray	Eric Roof	Danielle Odiorno	Duane Ford	Brian Pool
Frank Post \$ 75	Cindy Ainsworth	<b>7 OPEN</b>	<b>8 EXPERT</b>	Gretchen Ferguson	Corey Nichols	Marrick Moore
Eric Rupe \$ 50	<b>7 OPEN</b>	Curly Mason	John Sheilds	Shelby Lamb	<b>6 INTERMEDIATE</b>	<b>6 NOVICE</b>
<b>PRO OPEN</b>	Mac Siller	Mac Siller	Tommy Ainsworth	Chris Storm	Dustin Morales	Gregory Paul
Todd Slavik \$360	Stevie Swick	<b>6 OPEN</b>	Mary Yarnell	Ryan Tatum	Ryan Tatum	Sean VanDeMerghel
Gary Ellis \$160	<b>6 &amp; UNDER OPEN</b>	<b>7 EXPERT</b>	<b>10 &amp; UNDER</b>	Leih Evans	<b>5 &amp; UNDER</b>	<b>5 &amp; UNDER</b>
Richard Fleming	Brian Cooper	Chris Acacia	<b>CRUISER</b>	Robert Kennedy	<b>INTERMEDIATE</b>	<b>NOVICE</b>
<b>B PRO</b>	Adam Takayama	Nick Brungard	Ryan Crupi	John McClure	Eric Takayama	Ban Johnson
Jon Anderson \$480	Ron Fuller	Stevie Swick	Jimmy Hughes	Gary Moudy	Raymond Barre	Donnie Sexton
Cory Collom \$240	<b>17 &amp; OVER</b>	<b>6 EXPERT</b>	<b>15 &amp; OVER GIRLS</b>	<b>16 INTERMEDIATE</b>	<b>17 &amp; OVER</b>	Jarrett Batfa
Dax Acrilbat \$145	<b>EXPERT</b>	Adam Takayama	Julie Lindsay	Bobby DeVone	<b>NOVICE</b>	<b>SIDEHACK</b>
<b>17 &amp; OVER OPEN</b>	Kevin Hull	Brian Cooper	Gaby Bayhi	Brian "Okie" Mull	Brian "Okie" Mull	Descupilo and Saunders
Brett Lucas	Terry Tenette	Nathan Singer	Lisa Turman	Craig Holtorf	Craig Holtorf	Barrette and Barrette
Doug Davis	Dana Griffin	<b>5 &amp; UNDER</b>	<b>EXPERT</b>	Andy Johnson	Andy Johnson	Holtorf and Lessard
Dennis Balch	<b>16 OPEN</b>	<b>EXPERT</b>	Brian Barre	Paul Echols	16 NOVICE	<b>15 &amp; OVER CRUISER</b>
Mike King	Eric Carter	Brian Barre	Gary Houseman	Chad Winters	Mark Filey	<b>TROPHY DASH</b>
Lonnice Leary	Craig Eubanks	Jamie Keolan	Larry Cambra	Ken Azeuedo	Charlie Brummett	Darwin Griffin
Dave Cullinan	<b>15 EXPERT</b>	<b>CRUISER</b>	Shannon Bailey	14 INTERMEDIATE	John Kuzma	<b>15 &amp; OVER</b>
<b>15 OPEN</b>	Robert MacPherson	<b>CRUISER</b>	Lisa Terry	Paul Nichols	15 NOVICE	<b>TROPHY DASH</b>
Matt Hadan	Matt Hadan	George Hayes	Tiffany Kellner	Micheal Marshall	Joe McAlonzo	11-12 TROPHY DASH
Danny Millwee	Kenny May	George Antill	Aymee Hernandez	Robert Peirce	James Robinson	<b>13-14 TROPHY DASH</b>
John Hamilton	<b>14 OPEN</b>	Claudia Seviery	<b>12 GIRLS</b>	Doug Brazil	Doug Brazil	<b>15 &amp; OVER</b>
<b>14 OPEN</b>	Sam BAM Arellano	<b>22-30 CRUISER</b>	Mary Keating	14 NOVICE	14 NOVICE	<b>TROPHY DASH</b>
Sam BAM Arellano	Bill Burgess	Russell Jackson	Sharon Pulda	Toy Bunn	Gregory Chillum	Sam BAM Arellano
Mucho Jones	Mucho Jones	Dari Stewlow	Judy Washburn	Russ Geck	9-10 TROPHY DASH	<b>DASH</b>
<b>13 OPEN</b>	Joe Tippett	Mark Shiffier	<b>11 GIRLS</b>	13 NOVICE	George Seewers	9-10 TROPHY DASH
Brandon Allen	Joe Tippett	Erin Sallee	Jaquie Childster	Eric Sterchi	Jason Donnell	<b>DASH</b>
Floyd Craig	Kris Griffin	Joe Tippett	Denise Siller	11 INTERMEDIATE	7-8 TROPHY DASH	<b>DASH</b>
<b>12 OPEN</b>	Toby Cobb	Justin Green	April Salis	10 GIRLS	Jesse O'Gorman	Anthony Reyes
George Seewers	Terry Tenette	Justin Green	16 CRUISER	Mapuana Naki	12 NOVICE	<b>6 &amp; UNDER TROPHY DASH</b>
Shawn Winters	Craig Eubanks	Chris Sanchez	Glen Pavlovsky	Becki Moranville	Josh Boykin	<b>DASH</b>
<b>11 OPEN</b>	Lonnice Leary	Randy Simpson	Lynn Leary	Kim Layton	Jason Morris	Brian Cooper
Kevin Burnell	<b>15 CRUISER</b>	Matt Hadan	<b>10 INTERMEDIATE</b>	Cole Russell	Max Issacson	<b>FACTORY TEAM</b>
Aaron Shook	Matt Hadan	Sean Callihan	11 NOVICE	Shawn Frank	Joseph O'Gorman	<b>TROPHY</b>
Matt Hardcastle	Kenny May	Kenny May	12 NOVICE	Zack Alker	Ronnie McCual	Free Agent
			13 NOVICE		Kasey Keller	<b>BIKE SHOP TEAM</b>
			<b>SPINNERS</b>			<b>SPINNERS</b>

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Photo: Windy

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Hutch	10.95
Hutch Platinum	13.95
GT	10.95
GT Platinum	13.95
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Hutch Jersey	19.95
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Echo Open Face	58.50
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Haro Gloves	17.95
Zeronine Wrist	
Wrap Gloves	19.95
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1st Pro Overall, 1985 AFA Masters Finals  
1st Pro Ground, 1986 AFA Masters, Round One  
1st Pro Ground, 1986 AFA Masters, Round Three

## THAT'S ALL SHE WROTE

We finally got confirmation of the rumors that were flying around for the last two months. Cheri Elliott, ex-of-Skyway fame, has indeed quit racing. And NO, it's not because she got a scholarship to play basketball at USC. Cheri's only a junior, remember?! She IS putting full effort into basketball and volleyball, and in two years will no doubt make it big-time in those sports.

Why'd she quit? Cheri says, "I did all I wanted to do. I wanted to quit last year, but I thought about getting ABA No. 1 two years in a row. And I did it—that was my goal."

We hate to say it, but c-ya, Cheri. Have fun toolin' around in your new '86 Nissan Pulsar, and don't ever forget what sport paid for it.

**WANTED: FAST AA PRO AND QUICK ANKLE-BITER.** Must like to travel and hit most nationals, and want to help revive one of the legendary BMX teams. Required to put up with Dave Cullinan's 100 mph talking, and be able to out-jump Chad Henderson. Contact Kuwahara immediately.

That DIDN'T run in the Sunday L.A. Times last week, but Kuwahara has been doing just about everything but that to find a couple of replacements.

Darrell Young has quit Kuwahara and will be going over to **The Bike Gallery**, an Oregon-based bike shop and mail order company that Darrell has been co-sponsored by since his JMC days. "Quick Nick" Brungard was dropped for reasons beyond our knowledge.

This leaves new team manager **Denny Henderson** looking high and low for a pro and a fast tyke. What pros are on the shopping list? **Cody Smart, Rick Palmer, Toby Henderson, Turnell Henry, Joe Baumert, Robby Rupe,** and **Brian Patterson.** Brian's at the top of the heap, but will he leave **Patterson Racing?** I say take 'em ALL!

## THE NEWEST FACTORY BOYS

**Haro Racing** has signed up **Danny Millwee** full factory. **Tone Orlando** has been picked up by **Boss**, makers of the bike that nearly everyone in Nor. Cal. rides. Also back on **Boss** is **Jerry "Crazy J.J." Jones**, who briefly departed to go to **Zeronine**.

**Free Agent** is building back up another hot team. The latest quickster to wear the yellow and light blue is **Matt Hadan.** With **Matt, Slavik,** and **John Hamilton,** they're back to killer team status.

## EX-FACTORY BOYS

That lengthy **Leary** clicklist from Florida, **Bill Madden,** has been dropped by **MCS** because of some major **MCS** budget cuts. **MCS's** race team happenings have taken a nose-dive ever since team manager **Mindy Abramson** moved out to So. Cal. to be closer to fiance **Jeff Bottema.**

**Terry Tenette,** ex-of-CW since last year, is taking a three month break from racing to work out more seriously and get into body building. He should look like **Schwartzenegger** by the end of summer—or at least **Shawn Texas.**

## THRASH YOURSELF DEPT.

In his first national as a 13-year-old, **Robert Zahnow** broke his arm at the **ABA Spring Nationals** in Stockton (elsewhere in this issue).

**Stu Thomsen** had surgery on his shoulder, and according to him, "All is fine. I'm back at 100 percent, riding my 10-speed everywhere and jumping my 20." He should be back next month.

## GPV UPDATE

**Gravity Fest XIV** was held a couple nights ago, and just to keep you up-to-date, **McGoo** is now the guy to beat. No one can catch him in downhill. He waits 'til everyone leaves, gets jammin', passes everybody, stops, lets them go by, and passes them **AGAIN** before reaching the finish. Plans are being made to shove him off a cliff.

**Lenny Batycki,** who is currently

residing in Tennessee with a **Cyclecraft** job, is building up downhill racing over there. His GPV is said to be **TRICK!**

**Dave Vanderspek,** of San Francisco **Curb Dog** sorta fame and little fortune, claims that a bunch of Nor. Cal. maniacs have been downhill racing for eons. A North-vs.-South challenge has been issued. Details to come. Maybe.

## STAY WEST, YOUNG MAN

**Hutch** has hired the man responsible for hollow stem bolts to run the new **Hutch West Coast** distribution offices in Southern California. **Steve Potts,** Mike Buff's bro and ex-owner of **The Bicycle Source** will be at the controls. What this means is no more bike shop owner excuses of, "Well, I just can't get any **Hutch** stuff—they're always sold out..." Southern Cal. **WILL** have it in ample supply from now on.

The **Hutch West** number is (213) 549-6114. If you want to write to them, their address is 21818 Wilmington Ave, Suite 410, Long Beach, CA 90810.

## WHAT CAN WE REVIVE NEXT?

For some stupid reason, **Gork** put together an old mono-shock bike the other day. The frame alone weighs 14 pounds, and the complete bike broke the scales at 50 pounds. **Harry Leary** has an old shocker in his rafters and **Mongoose T.M. Dave Custodero** claims to have three classic mono-shocks—a **Littlejohn,** a **Webco,** and the long forgotten **Mathews mono**—sitting in his garage.

Will shockers make a comeback? We'll see . . .

## QUOTES OF THE MONTH

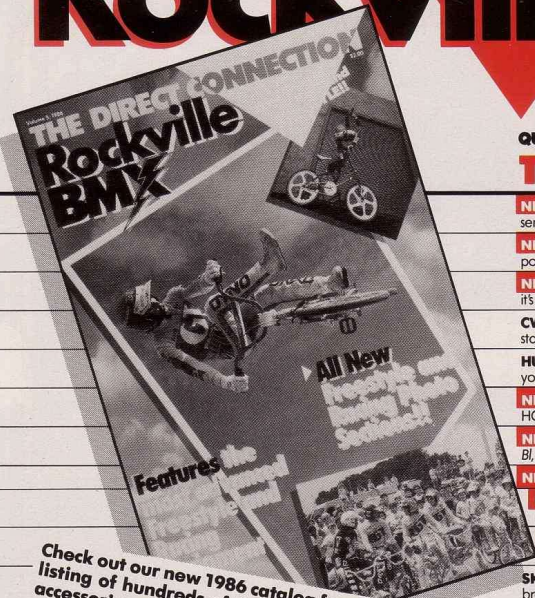
"I predict that plastic gas tanks are going to make a comeback. We're stocking up."—**Randy Schaftner,** owner of **Prime Racing.**

"In today's world, you can't own a house unless you ride for **Red Line.**"—**McGoo.** ■

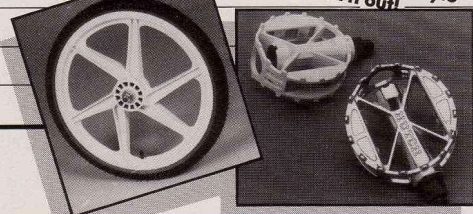
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<b>CW SHAKER</b> Complete bike, all chromoly, features ACS Z Rims, standing pegs and ACS Rotor. G, L, R, W	<b>279.00</b>
<b>HUTCH TRICKSTAR F/F</b> Built in front and rear platforms. "When you're ready for the best!!" BB, Bl, Bk, Ch, P, R, V, W	<b>159.00</b>
<b>NEW GT PERFORMER WHEELS</b> Way new design from GT! HOT COLORS!! Bl, G, L, W	
<b>NEW HARO FREESTYLE F/F</b> Quality stylin' by HARO. Bl, Ch, G, R, W	<b>As low as 139.00</b>
<b>NEW GT REAR PLATFORM</b> Bolts on at seat post tube. Soooo cool!!	
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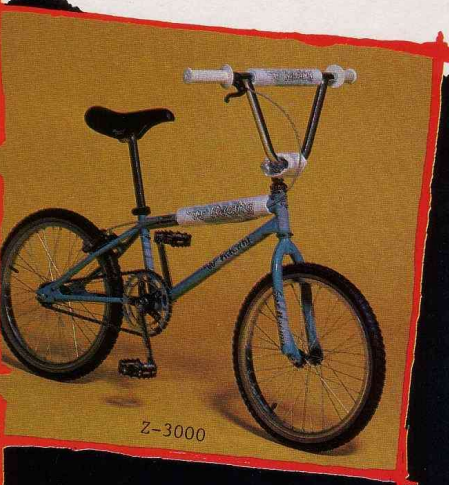
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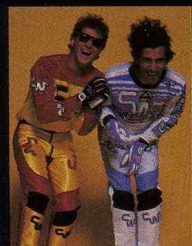


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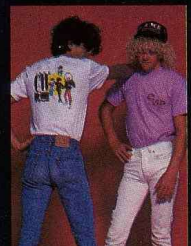
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- 5. Tuff Neck Alloy 1pc — all colors, chrome — 9.95
- 6. Nut and Bolt Set — chrome — 2.95
- 7. Tuff Neck Power Disk — all colors, chrome — 8.95
- 8. Hutch Power Disk — chrome — 17.50
- 9. Tioga Force Connection — rd, bl, wh, bl — 6.95

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- 1. Araya 7X175 Walloy Hub — p, lv, gm — \$58.95
- 2. Araya 7X175 Walloy Hubs — rd, bl, bk, gld — \$100.00
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- 4. Araya 7X or 7XN w/sizeu sealed — rd, bl, bk — \$77.00
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- 6. Mongoose Pro Class — \$58.50
- 7. Mongoose Pro Class II — \$59.50
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- 9. Skyway Tuff II — FV or CB — all colors — 49.95
- 10. Peregrine Wheel — pk, turd, rd, wht, gm — 63.95
- 11. Tuff Wheel Graphite — w/sizeu hub — 139.95
- 12. Hutch Hi-Cat Wheel — lav, pk — \$55.00
- 13. GT Performer Wheels — chrome — 59.95
- 14. UNI Wheel Covers for 20" alloy rims — white — 32.95
- 15. UNI Trans am Wheel Cover for Tuff Wheels — white — 32.95
- 16. NEW Peregrine 48" Wheels — 1/8" silver 1 — 79.95

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- 9. NEW File Jumbo Donuts — red, blu, bk — 2.75

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- 2. Haro Fo-Panet — white — \$10.00
- 3. Haro Series 1B (white face) — Diamond Back Hill — 6.50
- 4. Hutch Pro-Rader, chr, whb, or wht — \$209.95
- 4. Haro Circuit Board — blwh, blwh, rdwh — 14.95
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- 6. Dyno S2 white wht, bk, rd, border — 9.50
- 7. Uni Turbo Airdam — black whiteface — 6.50
- 8. Zero-Nine Mini-Fis — wht, rd, bl, bk, gm — 9.95
- 9. Zero-Nine Air Flo — whbl, whbk, whrd — 289.95
- 10. Hutch Plate — wht, whbl, or red/wh/wht — 11.95
- 11. Haro Stadium Numbers — bk or white — .80
- 12. Uni Twin Line Number — bk or white — 1.75
- 13. Haro Tech Numbers — black — 1.75

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- 3. NEW GT Jerseys — fly w/bi graphic — 23.95
- 4. Jerseys — Hutch, mongoose — 21.95
- 5. Haro Leather Gloves — s, m, l — all colors — 18.95
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- 9. Haro Elbow Guards — rd, bl, wht — 17.95

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- 4. Skyway FS Axle Pegs 24, 26T — all colors and silver — 8.95
- 5. Haro Axle Pegs 24-26T, bk, bl, wht — 8.95
- 6. Mongoose Fork Pegs — white — 5.95

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- 2. GT Mini — chrome — 20.50
- 3. GT Pro Performer — ch, wh, pk, vl, bl — 22.95
- 4. Hutch Pro — ch, wh, pk, vl, rd, ch — 23.95
- 5. Redline Forklifter "U" Bar — ch, wh — 39.95
- 6. Hutch Freestyle — ch, wh, rd, pk, vl — 23.95
- 7. Vector-Haro Reg. Pro w/steer — ch, wh — 36.95
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- 5. Ukat 20 x 178, 1-3/8 — chrome — ea. 17.95
- 6. Araya 20 x 175, 1-1/2 — heat treated gr — ea. 13.95
- 7. Pro Class 20 x 175 — sil w/rd, bk, bl — ea. 15.95
- 8. Araya 24 x 175 — chrome — ea. 17.95

**PEDALS** (order 1/2" for 1 pc., 9/16" for 3 pc.)

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- 2. Shimano DX — all colors — \$22.95
- 3. Shimano SX15 — ch, wh, pk, vl, gr, bl, rd, bl — 11.95
- 4. SR-MTP 100 — sealed bearing — bk — 25.95
- 5. MMS-Graphite — bk or wht — 11.95
- 6. MMS Graphite 2000 Bearing — bk or wht — 13.95
- 7. Vector XC II Type Pedals — all colors — 12.95
- 8. Hutch Pro Freestyle Sealed — chrome — 6.00
- 9. Suntour or Vector XCI Cages — all colors — 6.00

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- 6. NEW Comp IV 20 x 150 — black only — ea. 12.50
- 7. GT Tires 175 20" — all colors — ea. 9.50
- 8. NEW Comp Stadium Tires 20 x 175 — bk, wh, vl, gr, wh — ea. 19.50
- 9. NEW Comp S-Sne-Up — black only — ea. 8.95
- 10. Haro Tires 20 x 175 — wh, gm, blu — ea. 9.95
- 11. Hutch FS Tires 20 x 175 — bk, wh, pk, gm, lav, — ea. 10.50
- 12. Regular Tubes — 16.20, 24 x 175, 2125, 20 x 138 — ea. 2.50
- 13. Superlite Tubes — 20 x 175, 2125, 138, 118 — ea. 3.75

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- 13. GT Freestyle wh/bolt — sil, bk, bl, wh — 19.95

**TIRES AND TUBES**

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- 3. Tioga Sealed — rd, bl, bk, wh — 13.95
- 4. GT Epoch — ch, wht, bk, vl, gm, pink — 8.95
- 6. Hutch 1in Lock & Spacer, m, l — chr — 13.95
- 6. DK 2in Lock & Spacer, s, m, l — chr — 13.95

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- 1. MX-2 Quick adjust — chrome — \$3.95
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- 3. Tioga Sealed — rd, bl, bk, wh — 13.95
- 4. GT Epoch — ch, wht, bk, vl, gm, pink — 8.95
- 6. Hutch 1in Lock & Spacer, m, l — chr — 13.95
- 6. DK 2in Lock & Spacer, s, m, l — chr — 13.95

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- 10. GT Laid Back — wht, ch, all colors — 7.95
- 11. CW Laid Back w/brace — chrome — 16.95
- 12. Tioga Laid Back — chr, all colors — 6.95
- 13. Tioga w/Brace — chr, all colors — 10.95
- 14. Hutch Straight — chrome, chrome — 5.95
- 15. Hutch Laid Back — chr, vl, pink, wh, rd, bk — 7.95
- 16. Snake Post — chr, wht, gr, lav, bl, pk — 8.95
- 17. DK Clamp — bk, wht — 7.50
- 18. Tuff Neck Clamp — chr, all colors — 2.95
- 19. Dia-Comp — all colors and chrome — 5.95
- 20. Hutch — wh, rd, vl, vl, ch, dk — 8.95
- 21. Tioga Tack Force Clamp — ch, all colors — 3.95

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- 2. Haro Group I — tubular crank widisk — 175, 180mm — 99.95
- 3. Sugino GT — 3 pc. alloy rd, bl, dk, or chrome — 34.95
- 4. Sugino GT — 3 pc. CR-MO w/BB — chrome — 63.50
- 5. Profile w/sealed BB — 175mm, 177mm, 180mm, 185mm — chrome — 129.95
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- 11. Peter's Precision BB — 24T, 28T — 16.95
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- 16. Tioga St. BB — 24T, 28T — nickle — 5.95
- 17. Hutch BB Lock 1pc — 24T — 6.50

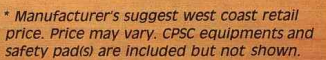
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Special Edition**

\$194.95\*  
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\* Manufacturer's suggest west coast retail price. Price may vary. CPSC equipments and safety pads) are included but not shown.

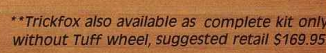
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Full Cr-Mo freestyle frame in white, V-bar with fork lifter type stem and hollow bolt, MX980 freestyle brake with Tech 5 type levers, ACS Rotor with welded cable guide, Gripper saddle with Cr-Mo post, Skyway OE Tuff wheels with chromo tyre, Standing platforms on front & rear dropouts, one PC alloy pedal with Cr-Mo spindles, Fork with removable standing pegs...

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# Dear Gork

continued from page 14

was turning in this month's Dear Gork, I learned that Jamie Broughton (a 15-year-old calling Xenia, Ohio his turf) won the "Factory CW Dude for a Day" Sweepstakes. Since he was a freestyler, not a racer, he opted to hang out with McGoo, Ceppie, and Greg Kove for two days.

Cool, huh? From now on, you'll know: It DOES pay to subscribe to BMXA! We're waiting for yer \$15.95, Marcus!—Gork

### FLATTERY WILL GET YOUR LETTER IN

Dear Gork,

I thought that your article on racing and preparation for racing was GREAT! It helped me and I'm sure a lot of others too. The track listing was good too—how are you going to race when you don't know where to go? All in all, as always, your April issue was totally fab. Thanks.

Matt V.B.  
 Evergreen, Colorado

Dear Gork,

YEAH! Takin' it to the back lot is HOT. And it's where BMX and BMX ACTION need to return. Your article on "The So. Cal. Scene" in June '86 was GREAT!

I raced the Southern California scene in the early '70s on everything from a moto-magged Stingray to a sidehack with the "Old Man" of S.E.

Let's get back to the grassroots—all BMX and all thrashin'. BMX ACTION can lead the way! Today's back lot riders are tomorrow's factory hotshoes, but without the news of organized racing getting out, back lot thrashin' is all that will be left.

Brad Fanshaw  
 ABA Marketing and Promotions  
 Director  
 Chandler, Arizona

My thoughts exactly.—Gork

### ONE PIECE OR TWO?

Dear Gork,  
 Hey, everybody knows that you have continued on page 63

"Graphite Composite Construction, Cro-Moly axles, an awesome combination. Peregrine Master Sport Wheels are the only way to fly."

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 Full Factory RedLine Team



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Just like R.L., you need the incredible strength and lightness of graphite composite construction and the durability of Cro-Moly axles. You need Peregrine Master Sport Wheels, the only genuine graphite composite around, with the performance of graphite without the sky high price. Colors: Aqua Lagoon, Radberry,

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And don't forget the Peregrine FS Saddle, lightweight hi-tech Nylon construction with a rigid steel frame that stands up under pressure. All in colors that will blow your doors off—Turquoise, Lavender, Hot Pink, Neon Green, White, Yellow, Red, Blue and Gray.



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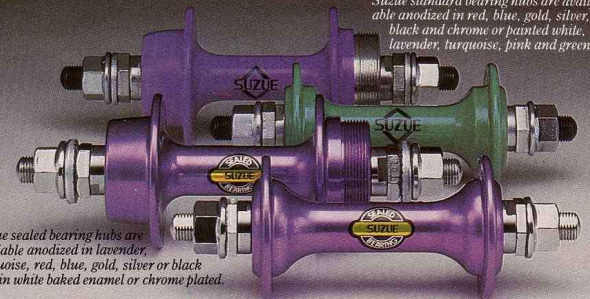
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**DIAMOND BACK**  
*RATTLE THE COMPETITION*

# HISTORY REPEATS ITSELF.

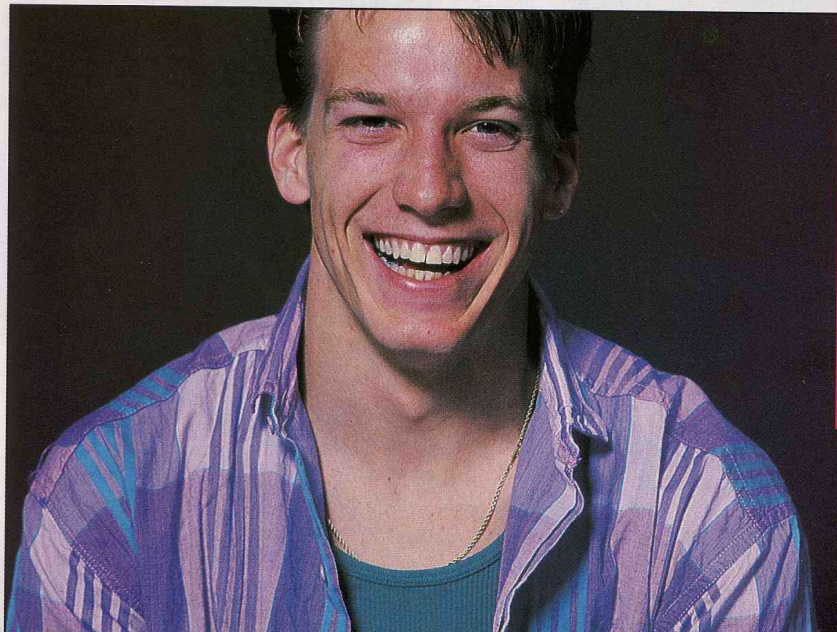


# THE NEW BREED

THEY CAN BE THE FUTURE  
THE KEY WORDS ARE "CAN BE"

PHOTOS BY WINDY

Doesn't it seem like the top pros of today are the same top pros of eight years ago? Occasionally, you see some virtual unknown line up on the gate for a pro main. You say to yourself, "Who's HE?" And more importantly, you think, "Can he hang?" Lately, we've been asking these questions more often. We always wonder, "How long can the old pros stay on top?" And, "Once the current heavies lose it, who will take over and be the next superstars?" Here are the top up-and-comers for '86. The following six guys can be the future. The key words are "CAN BE." It's all going to depend on their psych, ability, drive, dedication and sponsorship. When they line up on the gate with Pete, Tommy, Ronnie, and Ellis (etc.), only one thing will put them on top . . . Themselves.



## ODD SLAVIK

(Free Agent)

He jams.

A Fort Worth, Texas resident, 19-year-old Todd Slavik is in the running for No. 1 in more than one sanction. So far this year, he's riding around No. 10 in USBA and No. 6 in the ABA pro standings.

With a winning streak like he's having this year, you'd think that Todd is spending massive hours on his bike and working out a gym. But, believe it or not, he DOESN'T train. He rides his bike maybe every Tuesday for about three hours, and all day Sunday if he's not racing, but not one minute is spent at the gym. A pure natural.

Todd considers himself at the top right now and plans on staying there for a while. "I've made just about all of my mains since I turned pro. If there's one guy to bet on for making the mains, it's me. As long as I stay interested, I will be up there. When you see me drop, it'll be just because I'm not interested in it anymore. I figure I still have ten years."

"The Cowboy" has been racing since he was nine years old, and has hauled buns as an amateur 'til now with ZERO recognition. In '85, Todd gave Charles Townsend fits on cruisers, but he wasn't standing out of the crowd. Until now, that is. It's taken him this long to finally make it to the big leagues.

Some people give up. Slavik doesn't know how.

*There are a lot of up and coming pros. This guy is THE MOST up and coming. Todd Slavik is going up fast, and doesn't plan on coming down for awhile!*

## RAVIS CHIPRES

(Mongoose)

One of the most amazing things about Travis is the gearing he runs. A high percentage of the time, a 41 is bolted onto his spider. At the late Devonshire Downs track, he once ran a 39! Can you say SPIN?! The reason for it? "I like to be different. Most of the guys are running 43's and it sorta gives me a psych knowing that I'm different. Plus, I can spin."

Trav is dedicated to the sport. Betcha never knew that he rode on Robinson for five years, didja? And what has he done all this time? "I've raced since I was 10 years old. I got serious at 12. When I turned 15, I got on Robinson, like right after that Knott's Berry Farm race in '82. In amateur, I'd always blow it. I'd get in front and crash. The only times I didn't crash were at the '85 Worlds and the Grands. I told myself that if I won those I'd turn pro."

"So I went pro and had a better time racing in the open than in A Pro, so I turned myself AA after two months. I just like racing against those guys."

With his new Mongoose ride, Chipres has the opportunity to race "those guys" more often. This year, he's been beating "those guys" about 70 percent of the time!

With a firm sponsorship, a good attitude, and his wind-out gearing, Travis Chipres should be in here to stay. He thinks so. "As long as I keep making the mains, I figure I'm in the top eight. You go to a race, and you won't see Pete in a main. Or Tommy might not be. It can change. Right there. It's harder watching a main from the sidelines, and it's not as easy for them to make the main anymore. Everyone's trying, but they've got everything to lose and nothing to gain. We've got everything to gain."



## ODD BLASER

(Elf)

Todd Blaser is originally from Madison, Wisconsin, and came to So. Cal. in late '85. He rode for Sundance up 'til that last year and a half.

As far as having a radical and successful amateur career, that's not quite Todd's story. "I was awful. I was too small and got pushed around a lot. The best I ever did was two fourths at a national."

Blaser does better now! Last month he quit his job at Elf to put full effort into training and practicing. Every day, it's up at 6:30, jog for 45 minutes, and ride his ten-speed for a couple of hours. After lunch, he practices on his 20 inch at Honda Hills or Pudding Stone for a couple hours. Between 3 to 5, it's hard workouts at the gym 'til dinner. Then Todd's off to do starts with Matt Hadan or Harry. EVERY DAY!

What keeps him going? "I like racing. I like to travel, and mostly I don't want to be ordinary. This is way better than a 9 to 5 job . . . but it's still a job. I like the money, the magazine coverage, and being recognized by kids. I'm getting more kids wanting autographs and taking their picture with me—it's GREAT. I've gotten a lot of inquiries about doing race clinics this year, too. I think I can do it now that I've got all day to train."

And train he does. Only time will tell.



# RICHARD FLEMING

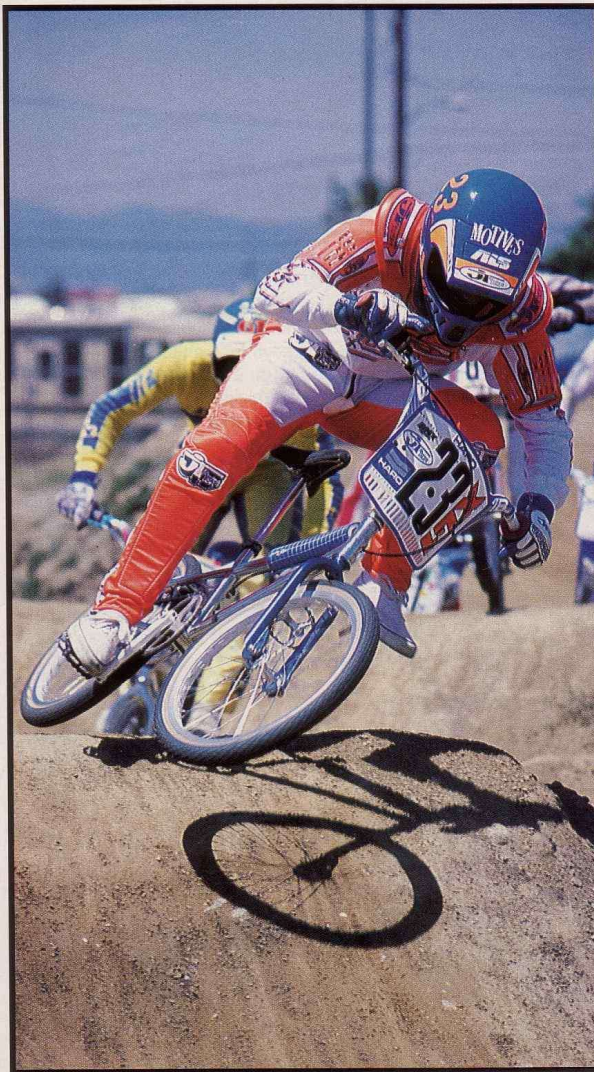
## (Quick Line)

Richard Fleming was a rippin' expert when he lived in Colorado. He describes himself as an amateur as being "pretty fast. I got the No. 1 plate in Colorado two years in a row." Andy Jenkins, resident editor of the OTHER mag and ex-Coloradan, knew Fleming back then and says he's being too modest. "Richard was THE fastest. No one could beat him, except for maybe Scott Hendrickson. Richard blew me away, but that doesn't say much . . ."

Two years ago, the "Fleming-o Kid" was "forced" to move to San Diego, because his dad got a job transfer. Richard had no objections and soon became an official "San Diego Dog" (Shawn Texas' local practice gang). Practicing with Shawn helped tons.

Within the last six months, Fleming has made some pretty radical changes. First, he turned himself AA after winning A Pro at the ABA Grands. Secondly, he ripped, shredded, and diced with the hot and heavies. He and his teammate at the time, Travis Chipres, spent three weeks in Canada filming "RAD." And then, the day before ABA's Scottsdale Winternationals, he quit Robinson. Two weeks after that departure, he moved from San Diego to Diamond Bar. One week after that, Richard hooked himself a ride with Quick Line Racing.

This guy doesn't stand still. As for being a top pro, Richard says, "I can beat them all. But they can beat me too. Nobody's a slouch."



# ODY SMART

## (X-Caliber)

The other half of the Team Texas has had his ups and downs in the sport. Cody's raced since 1976 (age 10), mostly getting thirds. At 16, he was blowing away most of his comp in the motos, but then would get wasted in the mains. A year later, he was on Patterson Racing, winning every open, but never taking class.

"Commander Cody" hasn't gotten any recognition up 'til now—but then he hasn't been near as visible on the track. When you're out in front of Ellis, Ronnie, and Patterson, you GET noticed! Cody told us, "My first goal in pro was to get their respect. Now I've done that. I want to make top 10, and then next year I'll go for top 5. My ultimate goal is number one."

But so is everyone else's. The Commander says, "I can hang with them. I need more strength, though. They're definitely stronger on upper body, but I'll get there."

Cody doesn't plan on racing the rest of his life, though. He's attending college and wants to be an English teacher. "A COOL teacher. The type who says, 'Aww, we don't need to do that . . . you guys can leave early today.' I can race until I'm 25 or 26, but what will I do at 35? Teaching is cool."

So far he's been teaching the vets a thing or two.

# PANKY CAMPBELL

(Coastal Bike Supply)

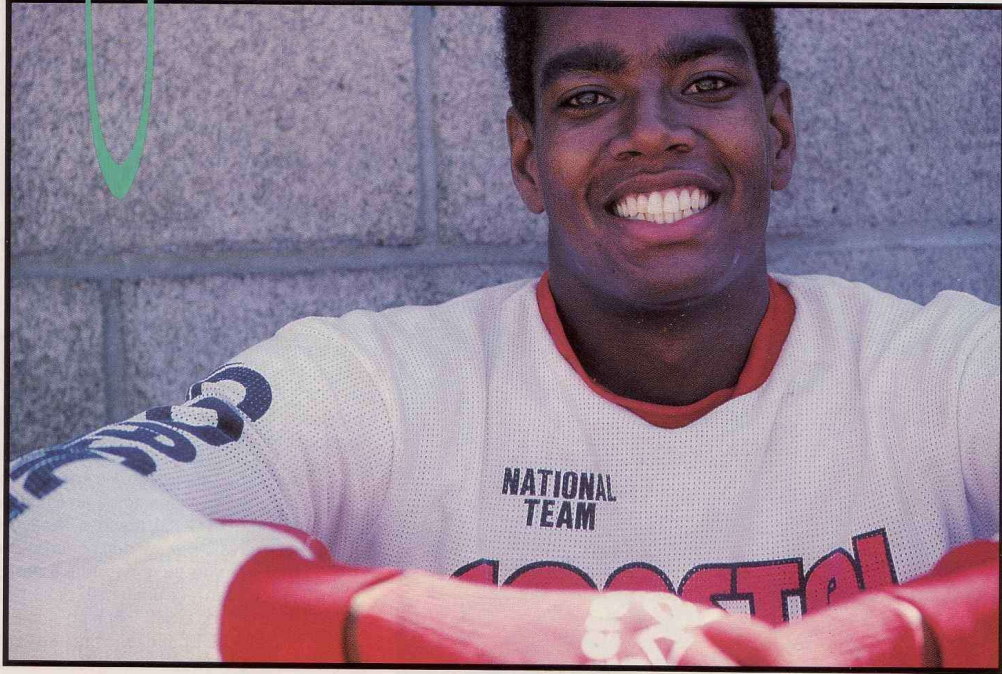
His real name is David, but after he traveled long miles with a couple of guys who resembled Buckwheat and Alfalfa, he was dubbed Spanky. Besides his name, Spank is an interesting individual. His training program consists of massive workouts—muscle-wise AND brain-wise.

The way Spanky thinks is, "You've got to be the biggest in order to be the best. Brent Patterson was the strongest when he was winning. So were Kevin McNeal and Greg Hill, and now Pete." With that thought in mind, he's working out every day at the gym

with a special trainer—Geri Bindell. She's an ex-Olympic judo expert who's helping dial in Spanky's 185 pound bod.

And the brain strain? That was accomplished at a "Fear into Power Firewalk" class that he took in his hometown of West New York, New Jersey. He walked 15 feet over burning hot coals—unscathed.

That "you can do anything" attitude applies to his BMX racing (and life), and when Spanky's up on the gate thinking "awesome, awesome, awesome," it works.



These six guys are hardcore proof that ANYONE can make it in BMX.

They've kept with it. They've wanted to quit more than a few times, but they've stuck it out through thick and thin. And best of all . . . they're now successful—just like you can be.

How bad do YOU want it?



#1 in the East



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- 680 BMX Handle Bars, 28" x 1.25"

### —HANDLE BARS—

- 681 BMX Handle Bars, 28" x 1.25"
- 682 BMX Handle Bars, 28" x 1.25"
- 683 BMX Handle Bars, 28" x 1.25"
- 684 BMX Handle Bars, 28" x 1.25"
- 685 BMX Handle Bars, 28" x 1.25"
- 686 BMX Handle Bars, 28" x 1.25"
- 687 BMX Handle Bars, 28" x 1.25"
- 688 BMX Handle Bars, 28" x 1.25"
- 689 BMX Handle Bars, 28" x 1.25"
- 690 BMX Handle Bars, 28" x 1.25"

### —HANDLE BARS—

- 691 BMX Handle Bars, 28" x 1.25"
- 692 BMX Handle Bars, 28" x 1.25"
- 693 BMX Handle Bars, 28" x 1.25"
- 694 BMX Handle Bars, 28" x 1.25"
- 695 BMX Handle Bars, 28" x 1.25"
- 696 BMX Handle Bars, 28" x 1.25"
- 697 BMX Handle Bars, 28" x 1.25"
- 698 BMX Handle Bars, 28" x 1.25"
- 699 BMX Handle Bars, 28" x 1.25"
- 700 BMX Handle Bars, 28" x 1.25"

### —HANDLE BARS—

- 701 BMX Handle Bars, 28" x 1.25"
- 702 BMX Handle Bars, 28" x 1.25"
- 703 BMX Handle Bars, 28" x 1.25"
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- 705 BMX Handle Bars, 28" x 1.25"
- 706 BMX Handle Bars, 28" x 1.25"
- 707 BMX Handle Bars, 28" x 1.25"
- 708 BMX Handle Bars, 28" x 1.25"
- 709 BMX Handle Bars, 28" x 1.25"
- 710 BMX Handle Bars, 28" x 1.25"

### VANS

High Tops \$34.50  
Lace Up & Slip-ons \$24.50



### —HEAD SETS—

- 698 Motor Williams Pro 4.0, 24" x 1.75"
- 699 Motor Williams Pro 4.0, 24" x 1.75"
- 700 Motor Williams Pro 4.0, 24" x 1.75"
- 701 Motor Williams Pro 4.0, 24" x 1.75"
- 702 Motor Williams Pro 4.0, 24" x 1.75"
- 703 Motor Williams Pro 4.0, 24" x 1.75"
- 704 Motor Williams Pro 4.0, 24" x 1.75"
- 705 Motor Williams Pro 4.0, 24" x 1.75"
- 706 Motor Williams Pro 4.0, 24" x 1.75"
- 707 Motor Williams Pro 4.0, 24" x 1.75"
- 708 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 709 Motor Williams Pro 4.0, 24" x 1.75"
- 710 Motor Williams Pro 4.0, 24" x 1.75"
- 711 Motor Williams Pro 4.0, 24" x 1.75"
- 712 Motor Williams Pro 4.0, 24" x 1.75"
- 713 Motor Williams Pro 4.0, 24" x 1.75"
- 714 Motor Williams Pro 4.0, 24" x 1.75"
- 715 Motor Williams Pro 4.0, 24" x 1.75"
- 716 Motor Williams Pro 4.0, 24" x 1.75"
- 717 Motor Williams Pro 4.0, 24" x 1.75"
- 718 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 719 Motor Williams Pro 4.0, 24" x 1.75"
- 720 Motor Williams Pro 4.0, 24" x 1.75"
- 721 Motor Williams Pro 4.0, 24" x 1.75"
- 722 Motor Williams Pro 4.0, 24" x 1.75"
- 723 Motor Williams Pro 4.0, 24" x 1.75"
- 724 Motor Williams Pro 4.0, 24" x 1.75"
- 725 Motor Williams Pro 4.0, 24" x 1.75"
- 726 Motor Williams Pro 4.0, 24" x 1.75"
- 727 Motor Williams Pro 4.0, 24" x 1.75"
- 728 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 729 Motor Williams Pro 4.0, 24" x 1.75"
- 730 Motor Williams Pro 4.0, 24" x 1.75"
- 731 Motor Williams Pro 4.0, 24" x 1.75"
- 732 Motor Williams Pro 4.0, 24" x 1.75"
- 733 Motor Williams Pro 4.0, 24" x 1.75"
- 734 Motor Williams Pro 4.0, 24" x 1.75"
- 735 Motor Williams Pro 4.0, 24" x 1.75"
- 736 Motor Williams Pro 4.0, 24" x 1.75"
- 737 Motor Williams Pro 4.0, 24" x 1.75"
- 738 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 739 Motor Williams Pro 4.0, 24" x 1.75"
- 740 Motor Williams Pro 4.0, 24" x 1.75"
- 741 Motor Williams Pro 4.0, 24" x 1.75"
- 742 Motor Williams Pro 4.0, 24" x 1.75"
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- 745 Motor Williams Pro 4.0, 24" x 1.75"
- 746 Motor Williams Pro 4.0, 24" x 1.75"
- 747 Motor Williams Pro 4.0, 24" x 1.75"
- 748 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 749 Motor Williams Pro 4.0, 24" x 1.75"
- 750 Motor Williams Pro 4.0, 24" x 1.75"
- 751 Motor Williams Pro 4.0, 24" x 1.75"
- 752 Motor Williams Pro 4.0, 24" x 1.75"
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- 754 Motor Williams Pro 4.0, 24" x 1.75"
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- 758 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 759 Motor Williams Pro 4.0, 24" x 1.75"
- 760 Motor Williams Pro 4.0, 24" x 1.75"
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- 765 Motor Williams Pro 4.0, 24" x 1.75"
- 766 Motor Williams Pro 4.0, 24" x 1.75"
- 767 Motor Williams Pro 4.0, 24" x 1.75"
- 768 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

- 769 Motor Williams Pro 4.0, 24" x 1.75"
- 770 Motor Williams Pro 4.0, 24" x 1.75"
- 771 Motor Williams Pro 4.0, 24" x 1.75"
- 772 Motor Williams Pro 4.0, 24" x 1.75"
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- 776 Motor Williams Pro 4.0, 24" x 1.75"
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- 778 Motor Williams Pro 4.0, 24" x 1.75"

### —HEAD SETS—

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- 781 Motor Williams Pro 4.0, 24" x 1.75"
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- 796 Motor Williams Pro 4.0, 24" x 1.75"
- 797 Motor Williams Pro 4.0, 24" x 1.75"
- 798 Motor Williams Pro 4.0, 24" x 1.75"

### —SEATS, POSTS & CLAMPS—

- 145 Shimano 24" x 1.75" Seat, 24" x 1.75"
- 146 Shimano 24" x 1.75" Seat, 24" x 1.75"
- 147 Shimano 24" x 1.75" Seat, 24" x 1.75"
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### —SEATS, POSTS & CLAMPS—

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### —SEATS, POSTS & CLAMPS—

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### —SEATS, POSTS & CLAMPS—

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- 230 Shimano 24" x 1.75" Seat, 24" x 1.75"
- 231 Shimano 24" x 1.75" Seat, 24" x 1.75"
- 232 Shimano



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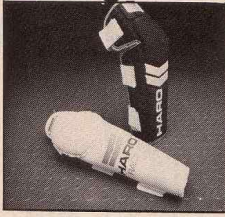


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THE **VANS** OUTLET!  
LACE UP & SLIPONS  
"Latest Styles" HIGH TOPS

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'86 MODEL HARO BIKES		REDLINE 401 CRANKS		UNI WHEEL COVERS	
Master	G,W,B,C \$379.95	175, 180,	\$129.95	Cross Fire, W/BK,	\$29.95
Sport	B,G,W,C \$279.95	175 mm W.C.		W/B, W/R, W/P, W/L,	
FST	G,B,W,R,C \$199.95			W/G Olympic, WHT.	



Colors: Aqua, Blue, BK,Black, Chrome, Green, GRAY, Lavender, Orange, Pink, Red, Silver, Turquoise, Violet, White, Yellow, B.B. Baby Blue.

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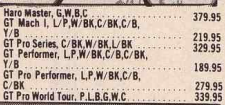
001	GT Folding Fork Stand, 1", 14"	\$15.95
002	Skyway Ace Pags, 24th, 26th, P.L.O.G.W.S	9.50
003	GT Tube Rides, 24th, 26th, C	10.50
004	Skyway Spinmaster, L,W,R,B,BK	9.95
005	GT Frame Stickers, BL,G,L,P,W,C	13.95
006	Skyway Spinmaster, (Detangler Device)	25.95
007	MCSRotor, (Detangler Device)	3.95
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010	Haro Pro Tech Arm Guards, B,B,L,B,K	17.95
011	Original Haro Arm Guards, B,B,L,B,K	1.95
012	Action Grip Tape, 1" — per foot, BK	4.00
013	Freestyle Poster — Eddie Fiala & Dave Breed	1.95



in the most Radical Poster ever!

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014	Haro RS3, B/GRA, R/GRA, B/C	199.95
015	Haro RS2, B/W/C, R/W/C, B/C	229.95
016	Haro RS1, B/BK/C, R/BK/C, B/C	364.95
017	Haro FST, B,G,R,W,C	199.95
018	Haro Sport, W/GK's, B,W,G,C	279.95



013 Haro Master, G,W,B,C \$379.95



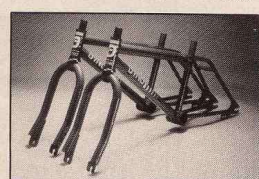
024 GT Pro World Tour, P.L.B.G.W.C \$339.95

025	Kuwahara Nova Titist, P,B	199.95
026	Kuwahara Scamp, Coaster 20", W/L W/C	129.95
027	Kuwahara Scamp, Freewheel, W/L W/G,W/P,W/G,W	132.95
028	Kuwahara Magician, Freewheel, B/W,P,W,W,G	129.95
029	Redline 500C, W,T,R,C	209.95
030	Redline 600XL, W,T,R,C	189.95
031	Redline 500C, W,T,R,C	209.95
032	Redline RL20, W,T,Rad,R	CALL
033	Redline RL20-II, W,T,Rad,R	299.95
034	Hutch Pro Rider, C,W	199.95
035	Hutch Pro Star, w/Redline or Profile cranks, C	629.95



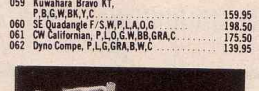
036 Hutch Wind Styler, CW,BB,B,G \$219.95

037	Hutch Trick Styler, C,W,P,L	389.95
038	Hutch Trick Star, w/Redline or Profile cranks, All Colors	629.95
042	Mongoose Minisport, C/BK	89.95
043	Mongoose Californian, W,C/BK	189.95
044	Mongoose Californian TC, w/pro class crank, W,C/BK	209.95
045	Mongoose FS I, LGWA,G,B	199.95
046	CW C-3000, W/L,GR,G,C	244.50
047	CW Californian F/S,W/D,W/LW,G,G, LG,L,G,L	289.95
048	Skyway Street Beat, B/GRA,GR,W,C,W	359.95
049	Dyno Compe, P,L,G,GR,G,W,C	189.95
050	Dyno Compe 2, P,L,G,GR,G,W,C	279.95
052	SE Trickmaster, W/BK,L,W,G,W/A,W	239.95



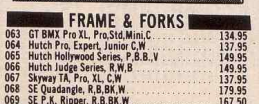
053 Haro Master, G,W,C \$158.95

054	Haro Sport, B,W,C	148.00
055	GT Pro Performer, B,G,P,L,W,C,Y	139.95
056	Hutch Trick Star, P,W,P,BB,R,C,New Black	158.95
057	Redline RL20-II F&F,W,Rad,T,R	249.95
058	Redline RL20-II Combo Set, W,Rad,T,R	319.95
059	Kuwahara Bravo Kit, P,B,G,W,BK,C	159.95
060	SE Quadrangle F/S,W,P,L,A,O,G	198.50
061	CW Californian, P,L,G,W,BB,GR,C	176.50
062	Dyno Compe, P,L,G,GR,G,W,C	139.95



063 GT BMX Pro XL, Pro,Std,Mini,C \$134.95

064	Hutch Pro Expert Junior, C,W	137.95
065	Hutch Hollywood Series, P,B,G,W	148.95
066	Hutch Judge Series, R,W,B	149.95
067	Skyway TA, Pro, XL, CW	137.95
068	SE Quadrangle, R,B,BK,W	178.95
069	SE F.X. Ripper, R,B,BK,W	167.50



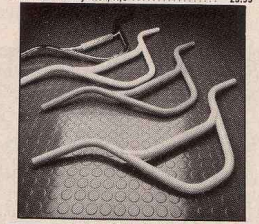
063 GT BMX Pro XL, Pro,Std,Mini,C \$134.95

### CRUISER FRAME & FORKS

073	GT BMX 24", C	172.95
074	Hutch 24", C,W	172.50
075	Redline PL2A, C,W	171.50
076	CW TFM 24", C & Colors	169.50

### FREESTYLE HANDLE BARS

077	GT Pro Performer, P,L,B,G,W,C	22.95
078	Hutch, P,W,R,B,C,BB,New Black	22.95
079	CW Californian, P,L,O,G,W,C,B	23.95
080	Skyway EZ Bar, W,C,O,G	24.95
081	Redline Performer, W,C,Rad,T,R	38.95
082	Haro, G,B,R,W,C	21.95
083	Vector Unlimited, W,C	40.50
084	Hutch Woody Ison, W,C	24.50



### HANDLE BARS

085	GT Pro, W,C — Std or Cruiser, C	19.50
086	Hutch Pro, W,P,R,B,C,BB — Expert W,C	20.50
087	Hutch Cruiser, C	21.50
088	CW Pro, P,L,O,G,W,BK,C — Std, CW	21.50
089	CW Cruiser, C	21.50
090	Skyway Pro, C	21.50
091	Redline Pro, Std, C,W	21.50
092	Powerlite MX Jr, Alloy, Silver	17.95

### HEAD SETS

093	GT Epoch, W,P,L,GT,Blue, BK,S,B	10.95
094	Toga Beantop, P,L,GT,Blue, G,C,W	5.95
095	Toga MX2, C	4.95
096	Toga MX 45L, C	10.95
097	Toga MX 125, S,B,R,BK, C	8.95
098	Omas, S	24.95
099	Hutch 2N-1, sm. med. lg.	13.95
100	Hutch Magnesium Headcock, C,BK	9.95



### WHEELS

101	Skyway Tuff II's, F-W	57.95
102	OGR Pergrine, P,L,T,W,GR,R,B,K,B,K,Y	65.95
103	GT Performer Wheels, All Colors	48.95
104	ACS 7", Wheels, P,L,O,G,W,R,B,K,B,K,Y	48.95
105	Araya 7X, Std, Suzzur, Hk, 1.75, 1.5, R,B,B,K,S	43.95
106	Araya 7X C/P, Unsealed, 1.75, 1.5, 53.00	53.00
107	Araya 7X C/P, Sealed, 1.75, 1.5, 69.00	69.00
108	Mongoose Pro Class I, Unsealed, Silver, 1.75	53.95
109	Mongoose Pro Class III, Sealed, 1.75	98.65
110	Pergrine 48's	CALL
111	Diamond Back, Turbo Lite, 1.5, 28H	59.95
112	Skyway Tuff II's 24", F,W,C,B, W,R,B,BK	74.95
113	Skyway Tuff II's Graphite w/Sealed bearings, BK	142.95
114	Araya 7X, C/P, w/Bullseye or GT Hubs	64.95
115	ACS 7" — Wheels w/Bullseye or GT Hubs	104.95
116	GT Epoch 901, F, W, C	98.95

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155	Toga Sealed w/wrench 24th, 28th	14.95
156	Toga Std, Unsealed, 24th, 28th	5.95
157	Toga Sealed w/AH for 3 pc.	19.95
158	AME Duals & Mini-Duals, 5.95	5.95
159	Omas Titanium, sealed	74.95
160	Hutch BB Locknut 24th, 28th	6.25

### SPROCKETS & DISCS

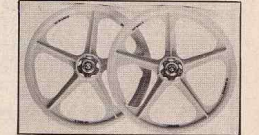
161	Tuffneck 39th thru 45th, W,P,L,O,G,S,R,B,K,B,K	6.95
162	Redline Flite, 40th thru 45th, S	19.50
163	Tuffneck P.P., P,L,O,G,W,R,B,K,B,K	3.00
164	Hutch Power Disc, W,C	9.50
165	Toga Universal Spider, C,W	16.95
166	Chronoly 5 pc. nut & bolt set, C	2.95

### CHAINS & FREEWHEELS

167	Acme Roller Bearing	16.95
168	Izumi-tone, W, P,L,O,G,W,R,B,K,B,K	5.50
169	Chronoly 5 pc. nut & bolt set, C	5.95
170	DIO TROT C, L	6.25

### UNI WHEEL COVERS

120	Bullseye Sealed P,L,O,G,R,B,B,K,S	62.95
121	Suzur Sealed W,C,R,B,K,C	26.95
122	Suzur Unsealed W,C,R,B,K,C	17.95



### SPOKES

123	Std. w/nipples, 100 per pkg, C/P 7%, 8%, 9%	11.00
124	Double-Bulltied w/nipples, 100 per pkg, C/P 7%, 8%, 9%	19.00

### RIMS

125	Araya 7X or Ukal, 20 x 1.75, C/P	ea.19.95
126	Araya 7X, 1.5 C/P	16.95
127	Araya 7X or Ukal, 1 1/2, C/P	16.95
128	Araya 7X, 24 x 1.75 C/P	17.95
129	Diamond Back Turbo Lite, 1.5 28H	16.50
130	ACS 7" Rims, P,L,O,G,W,R,B,K,B,K,Y	16.50
131	Ambrosio, 20 x 1.75	16.50
132	Pro Class I, 1.75, 1.5	15.95
133	Pro Class II, Anodized, 1.75	19.50
134	Pro Class III, Hard Anodized, 1.75	25.95
135	Custom Build-up Charge	15.00



### TIRES & TUBES

136	GT BMX 1.75, 2.00, G,W,B,K	9.50
137	Haro 1.75, 2.00, G,W,B,K	9.50
138	Hutch F/S, 1.75, 2.00, P,L,G,W,BK	10.95
139	Hutch F/S, 1.75, 2.125, W,R,B,K	10.95
140	Comp Stadium 1.75, 2.125, P,L,O,G,W,BK	8.95
141	Panacer F/S, 1.75, 2.125, P,L,O,G,W,BK	8.95
142	Comp III, 1.75, 2.125, W,R,B,K,B,K	8.95
143	Comp II, 1 1/2, R,B,BK	8.95
144	Comp IV, 1.75, 2.125, R,B,BK,1.58K	11.50
145	Comp I, Sew-Up, BK	19.95
146	Supertite tubes, 1.75, 1.5, 1 1/2, 1.5	3.95
147	Std. tubes, All sizes	2.95

### CRANKS

148	Redline 401, W,C 170, 175, 180, 185mm	129.95
149	Profile 170, 175, 180, 185mm	127.50
150	Redline CW Crank Set, PP, Sprocket, NO B.B.	69.95
151	Suprino CT Chromoly w/sealed B.B.	175mm, C
152	Toga Max Flow Tubular, 175, 180mm C	58.95
153	Takagi/Toga 1 pc. Chromo, P,L,O,G,W,C, 175, 180mm	10.50

### NEW COLORS, P,BB,GR,C

102	OGR Pergrine, P,L,T,W,GR,R,B,K,B,K,Y	65.95
103	GT Performer Wheels, All Colors	48.95
104	ACS 7", Wheels, P,L,O,G,W,R,B,K,B,K,Y	48.95
105	Araya 7X, Std, Suzzur, Hk, 1.75, 1.5, R,B,B,K,S	43.95
106	Araya 7X C/P, Unsealed, 1.75, 1.5, 53.00	53.00
107	Araya 7X C/P, Sealed, 1.75, 1.5, 69.00	69.00
108	Mongoose Pro Class I, Unsealed, Silver, 1.75	53.95
109	Mongoose Pro Class III, Sealed, 1.75	98.65
110	Pergrine 48's	CALL
111	Diamond Back, Turbo Lite, 1.5, 28H	59.95
112	Skyway Tuff II's 24", F,W,C,B, W,R,B,BK	74.95
113	Skyway Tuff II's Graphite w/Sealed bearings, BK	142.95
114	Araya 7X, C/P, w/Bullseye or GT Hubs	64.95
115	ACS 7" — Wheels w/Bullseye or GT Hubs	104.95
116	GT Epoch 901, F, W, C	98.95

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109	Mongoose Pro Class III, Sealed, 1.75	98.65



**BMX**  
ACTION  
OFFICIAL  
*test*

DIAMOND BACK  
**SUPER**  
**VIPER**



*The jump? Doubles at Honda Hills—barely clearable.  
The bike? The Super Viper—gnarly beginner scoot.  
The rider? Toby—famed cover boy.  
The background? SMOG—unbreathable!*

## GORK POETRY & WINDY PHOTOS

Dian came in my office, and  
dropped off my mail.  
I opened each envelope, as slow as  
a snail.

"The Jammer" from Vermont, he  
wrote me a letter.  
After reading this test, he should  
feel a lil' better.

He wrote a poem, about a Diamond  
Back bike.  
That is the scoot, that he and his  
friends like.

Trying not to sound, too much like a  
dork,  
He started out his letter saying . . .

Dear Gork,

**My friends and I LOVE BMX and  
freestyle. We jam! We also love  
Diamond Back. Here's a poem I  
made up about us:**

My friends are Bruce and David. Kit  
is my name.  
Don't mess with us, 'cause BMX is  
our game.

Freestylin' too! And besides all that,  
We've got the one and only, "Bruty  
Ratt."

We won't bother you, and we won't  
abide.  
We've got our Diamond Backs, lined  
up side-by-side.

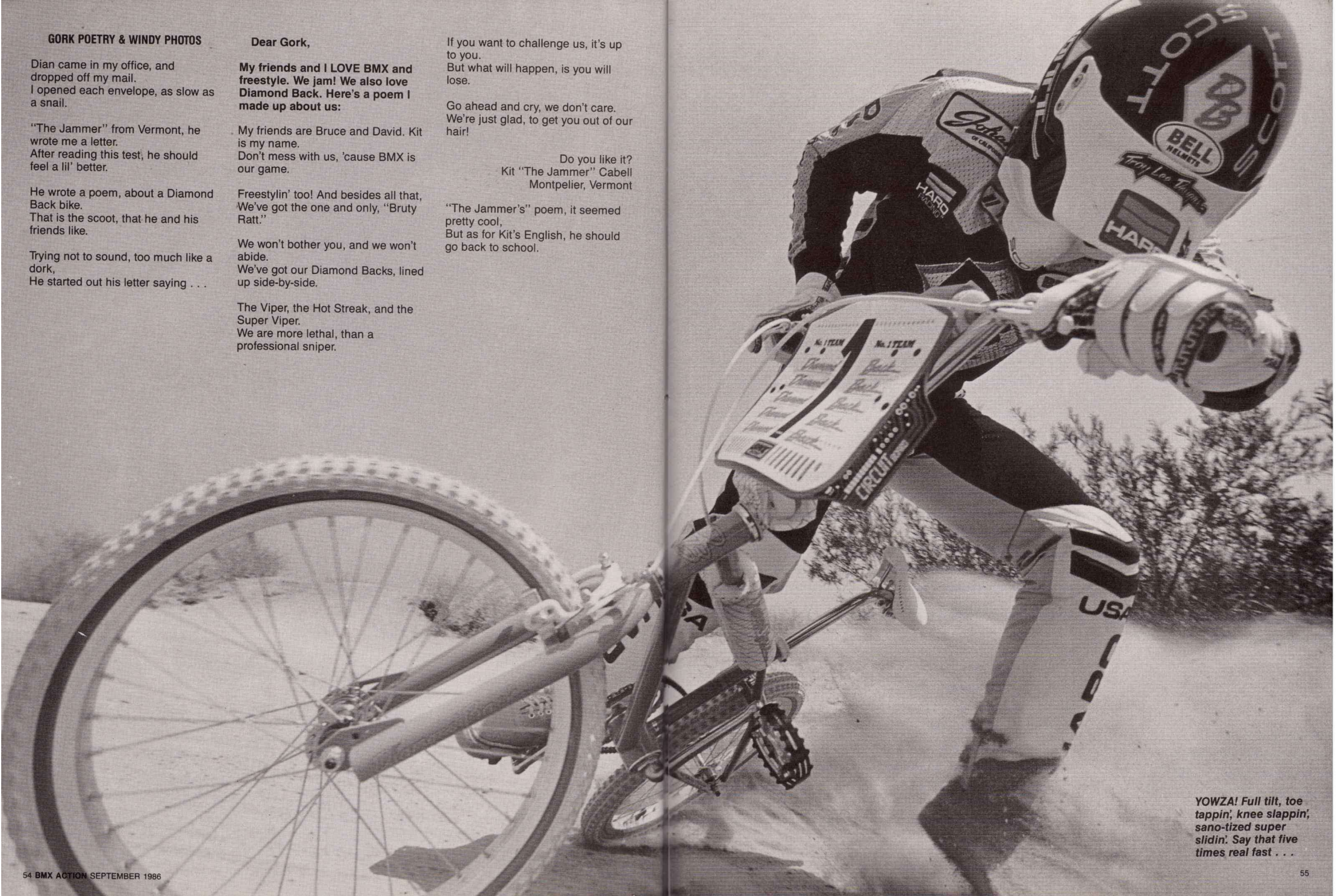
The Viper, the Hot Streak, and the  
Super Viper.  
We are more lethal, than a  
professional sniper.

If you want to challenge us, it's up  
to you.  
But what will happen, is you will  
lose.

Go ahead and cry, we don't care.  
We're just glad, to get you out of our  
hair!

Do you like it?  
Kit "The Jammer" Cabell  
Montpelier, Vermont

"The Jammer's" poem, it seemed  
pretty cool.  
But as for Kit's English, he should  
go back to school.



**YOWZA! Full tilt, toe  
tappin', knee slappin',  
sano-sized super  
slidin'. Say that five  
times real fast . . .**



*Harold and Edward cuttin' loose. Windy had to beg them to take the chainguards off their DBs. They wanted to hear them rattle.*

The Diamond Back though, must make him drool, He thinks anyone who doesn't have one, must be a fool.

And it just so happened, that in that same week, We tested a Super Viper, to see if it'd tweak.

Off to Honda Hills, Windy and I did go, On the way I got my FIRST ticket, so I drove real slow.

We pulled up around 10 at Harry Leary's home. Everyone was standing around Denise, who was on the phone.

Harry's new wife, was talking to the doc. Pacing the floor, Harry was in shock.



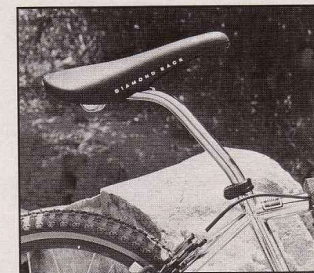
*Out in front of Harry's castle are Henderson's new Supra, the Leary Z, and the '84 King Porsche 944. Wonder if any manufacturers will look at this picture and figure out that an ALL WHITE Euro bike would be the hot ticket?*

The doctor was confirming, that yes—it was so. The stork was on its way, as the old saying goes.

And even better yet, the results from her test, Showed that a baby boy, will be their new guest.

Now that that was over, we wanted to go THRASH! Harry, Eddy, and Toby each had a Super Viper, ready to BASH.

We loaded up the gear, and headed for The Hills, Windy's shutter finger was itchin', to snap TONS of stills.



*Is it true that Talwan is buying used TV dinner trays from America and making seat posts out of them? Could be . . .*

Harry and Eddy left on their chain-guards, for the first few jumps. But Windy made them take 'em off, so they wouldn't look like chumps.

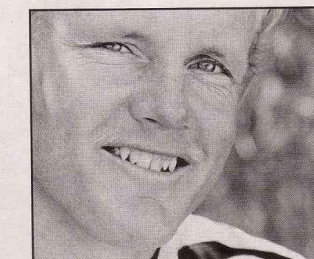
The Super Viper jumped pretty good, Harry got some air. Eddy did a cross-up, and Toby treated it totally unfair.

The gooseneck held tight, but the grips were not too hot. Rubber A'me replicas, comfortable they were not.

The cranks on the bike, were a little bit small. They bent slightly, when Toby give it his all.

The CW replica bars, were good and plenty wide. They gave Harry enough torque, for his patented power slide.

The front and rear Dia-Compes, they stopped on a dime. And what do you know, I can't think of a rhyme.



*Harry's dog just had four puppies. Also, he and Denise just found out that a lil' Leary is on the way.*

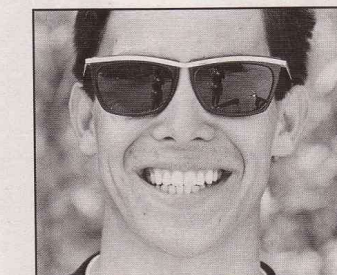
After a gnarly table, Toby landed on the soil. The seat post tweaked, like it was made of tin foil.

The Super Viper though, did handle great. Its white 1.75 tires, none of us did hate.

And the beartrap pedals, they were ALL RIGHT. They held up killer, not a bend in sight.

Bermshots were a breeze, it cornered fairly good. With a 70 degree head angle, we all knew it would.

The bikes that we tested, took a lot of abuse. We know they'd hold up, under beginner to novice use.



*Wanna know why this man's so happy? Eddy just bought ANOTHER house for \$130,000 and is renting out his old one. Yes, rolling in the dough at the ripe old age of 21.*

I would have to say, that in this price range. Grips, cranks, and seat post, would be the first things to change.

What's really surprising though, is the Super Viper's price. At 190 bucks, it's not a huge sacrifice.

If you're a medium sized kid, we would recommend, To buy this bike, if you don't have much to spend.

I have to admit, that my poetry is not the best. But at least I'm finished, writing this test.

# PRICE & SPECS

**COMPLETE BIKE PRICE:** \$189.00.  
**FINISHES AVAILABLE:** Grey or chrome with black components.  
**COMPLETE BIKE WEIGHT:** 27 pounds, 3 ounces.  
**FRAME WEIGHT:** 5 pounds, 1/2 ounces (5 pounds exactly, without chainguard tabs).  
**FORK WEIGHT:** 2 pounds, 2 ounces.  
**HANDLEBAR RISE:** 8 1/2 inches.  
**HANDLEBAR WIDTH:** 27 inches.  
**TOP TUBE O.D.:** 1 1/8 inches.  
**DOWN TUBE O.D.:** 1 1/4 inches.  
**FORK LEG O.D.:** 1 1/8 inches.  
**HEAD TUBE ANGLE:** 70 degrees.  
**SEAT TUBE ANGLE:** 64 degrees.  
**BOTTOM BRACKET HEIGHT:** 11 1/2 inches.  
**WHEELBASE:** 34 1/2 to 35 3/4 inches.



# COMPONENTS

**FRAME:** Diamond Back Super Viper, all chrome-moly.  
**FORK:** Diamond Back, chrome-moly.  
**HANDLEBAR:** Diamond Back, chrome-moly, CW replica.  
**HANDLEBAR STEM:** Diamond Back, alloy head, chrome-moly shaft.  
**GRIPS:** Rubber A'me replicas.  
**HEADSET:** Diamond Back, chrome.  
**RIMS:** Sumo alloy, 7X type.  
**SPOKES:** 36, 14 gauge, chrome.  
**HUBS:** Steel hub.  
**TIRES:** 20 X 1.75, skinwall, Comp III replica.  
**BRAKES:** Dia-Compe 890, front and rear.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVERS:** Dia-Compe Tech 4.  
**BRAKE CABLES:** Dia-Compe.  
**CRANKS:** Diamond Back, steel, 170mm.  
**PEDALS:** Beartrap type, alloy body, steel shaft.  
**BOTTOM BRACKET SET:** Standard Viper caged.  
**FRONT SPROCKET:** 44 tooth, chrome spider.  
**REAR SPROCKET:** Dia-Compe, 16 tooth.  
**CHAIN:** Diamond Back, black and chrome.  
**SEAT:** Diamond Back Aero.  
**SEAT POST:** Chrome-moly, layback.  
**SEAT POST CLAMP:** Dia-Compe, alloy.  
**ACCESSORIES:** Diamond Back designer chainguard.

**QUALITY OF FINISH:** Good. Grey is a hot color. **QUALITY OF WELDING:** Nice. **QUALITY OF COMPONENTRY:** Not the best, not the worst. Sumo rims aren't quite Araya quality. The bars are good. The seat post too. The cranks could be better. Cool pedals. Great brakes. We won't mention the grips. **GEOMETRY:** Good. Kind of a small/short sucker, so it'd be prime for medium sized dudes. Front end is short, but the layback seat post makes up for it. The bottom bracket is normal height. **HANDLING:** All right. A little choppered. Not quite the steering of the Turbo. **MISCELLANEOUS COMMENTS:** "Dia-Compe 890s are the simplest, most perfected brake around. When dialed in, they'll stop ya just as good as any other more expensive brake." "The head angle is semi-choppered. But it can still hang in the corners!" "Older guys will have to change the cranks. Thirteen year olds can handle the 170s without tweaking 'em." "Trash can these grips right away. Nothin' but the real A'me's will do." "The bars are perfect! Wide and tall!" "I'm way too oversized for this bike, but it's still riding good!" "If you make about 30 bucks worth of parts changes, you'll have an EXCELLENT bike for about \$220! Even stock, the Super Viper's a pretty good deal!" **TEST AREAS:** Honda Hills, in the early morning, before the cops finish their donuts. **TEST INPUT:** Toby Henderson, Harry Leary, Mrs. Leary, Eddy King, Windy, Don-Boy, and Gork. **MANUFACTURER:** Diamond Back/Western States Imports 1837 DeHavilland Drive Newbury Park, CA 91320 (805) 499-0421 ■



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John Lucero by Schmitt 10" x 30 1/4"	Kevin Staab by Sims 10" x 30"	Neil Blender by Gordon & Smith 10 1/4" x 30"	Billy Ruff by Gordon & Smith 10" x 30"	Guerrero by Powell & Peralta 9 1/2" x 29"	R.I.P. by Powell & Peralta 10" x 30"	Lance Mountain by Powell & Peralta 10 1/4" x 30 1/4"	Rob Roskopp by Hosoi large: 10 1/4" x 30 1/4" small: 10" x 29"

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City Street 82A 1 Tone: \$5.00	Mini Cubic 94A: \$6.50
Alva Rock II 90A, 96A: \$5.75	Kryptonics CSI 63.5 85A: \$5.00
Sims Street Wheel 85A 1 Tone: \$3.75	Krypto Superlite: \$8.25
85A 2 Tone: \$4.75	Pro 1 90A, 97A: \$4.75
OJ II 90A, 97A: \$6.00	Pro 2 90A, 97A: \$5.00
Powell & Peralta Rat Bone 90A, 97A: \$6.00	Pro 3 90A, 97A: \$7.00
Threes 85A: \$5.00	Silmeball 92A, 97A: \$6.00
	Gordon & Smith 3 Guys 86A, 97A: \$6.00

**TRUCKS PER ITEM**

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215's: \$17.00
Tracker Six Track Aluminum: \$15.50
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Pro III: \$18.00
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 8 Nuts & Bolts: \$1.50  
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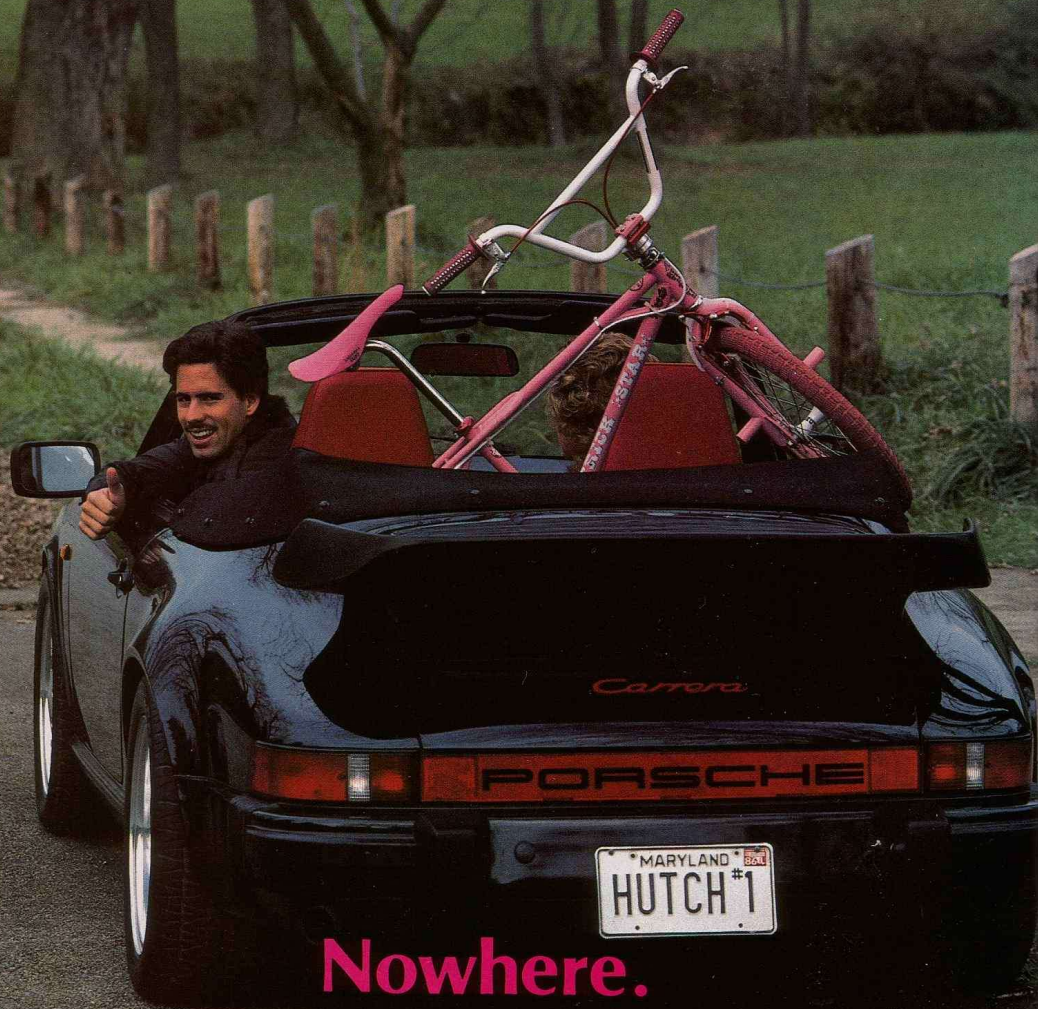
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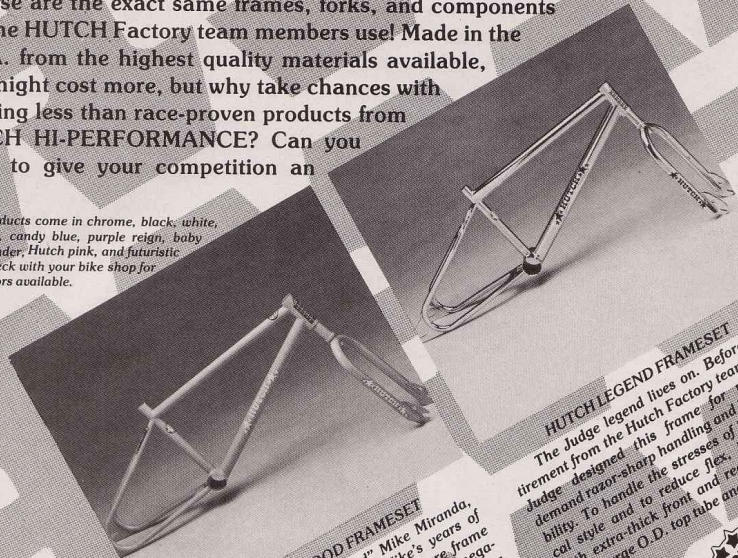
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# Dear Gork

continued from page 36

the most awesome, baddest, radical, coolest, and most colorful mag around, so answer one question for me:

Why no SWIMSUIT issue?

Mark Mackowiak  
Somewhere, Someplace

Have you ever seen Lew in a Speedo?  
That's why.—Gork

## QUESTIONS AND IDEAS

Dear Gork,  
I have some questions for ya:  
Whatever happened to "Building Leapin' Jones"?  
Do you remember what a Panda was?  
Ah...memories! How times have changed.

I'd like to thank the Wiz staff for keeping me informed all these years. BMXA is my favorite magazine, and always will be as long as you guys crank 'em out. Just a suggestion: Maybe you should run a "History of BMX" to inform the youngsters where the radness began.

Congrats on ten years!

Tim Shestak  
Omaha, Nebraska

"Building Leapin' Jones" is working for an appliance store in Torrance, and drinking a lot of beer. And yep, I remember Panda bikes. I used to always race that factory Panda guy with the red hair and freckles. (But I can't think of his name. Ahhhh, memories that I can't remember.)

"History of BMX," huh? GREAT idea, but you're too late with it—we're already working on the totally awesome, 100 percent bitchen, said to be "the best ever," ten years in the making, DECEMBER 1986 SPECIAL EDITION 10th ANNIVERSARY ISSUE (yeah, clap clap, hooray, wow, etc). You just wait for the "Best of BMX ACTION!"—Gork

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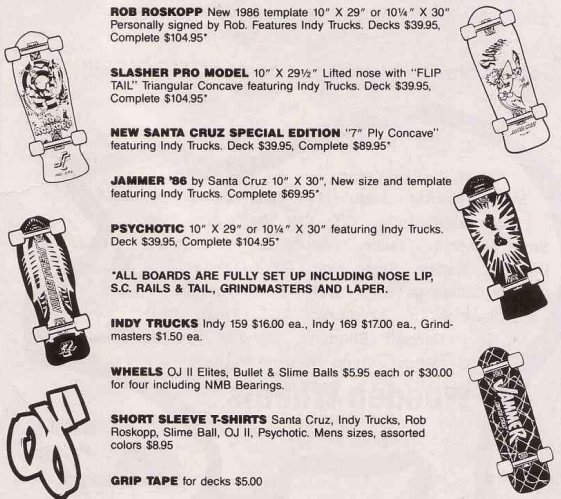
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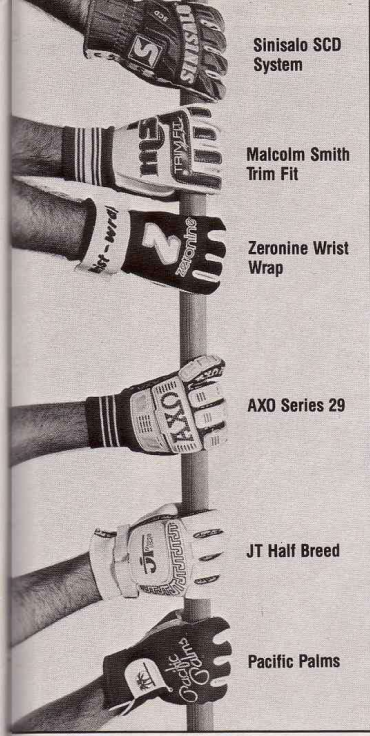
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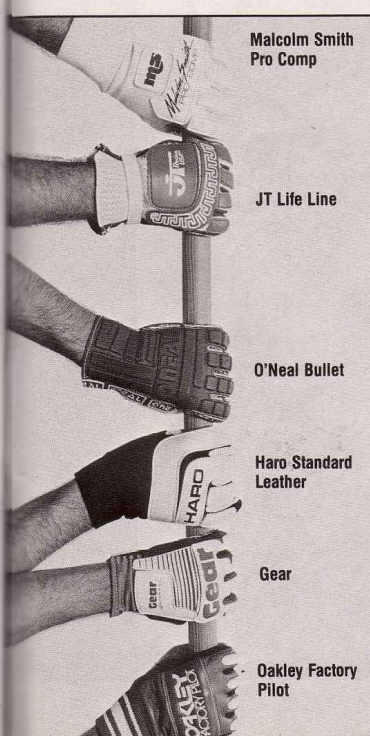
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**THE ADVENTURES OF "ERIC ENDO"**

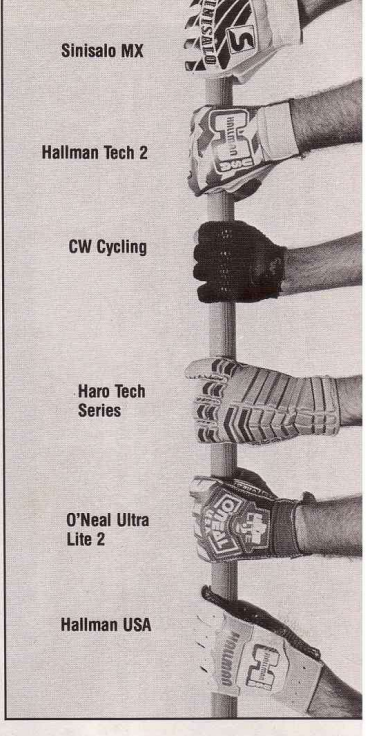
BY GORK

I know this guy named Eric. He loves to endo. Well, maybe he doesn't LOVE to, but he always does, so he's sorta used to it. No matter what he's doing, as long as he's on a bike, you can expect him to be over the bars within seconds.

It's not like he doesn't know how to ride a bike—he's a REALLY fast racer. On the gate, half the time he'll hit it early and flip over. When not getting a "head start," he'll end up going head-over-heels on the first jump. There's never been a race where he hasn't wiped out.

Last weekend, ol' Endo pulled this massive holeshoot on the 17 & over beginner class. We were all amazed and started yelling for him to stay up the rest of the way. It looked like it was going to be his first time around without eating dookie. Down the last straightaway he flew, and being the ever stylish guy he is, Eric laid a one-handed-coaster-wheelie-doing-a-peace-sign on us as he neared the finish line. But, he hit a small rock in the middle of the track, which sent him off balance and sliding across the finish line in typical Pete Rose fashion—hands out and feet up!

And freestyle? The guy rips! He rips his shoes, his pants, and his skin to shreds. Just yesterday we were riding in front of this 7-Eleven, and Eric went for a Miami Hopper. He got the bar endo technique down pretty good, but once the bar end hit the cement, it turned into a mega trick, and from there he did what resembled a can-can Vander roll combo with a cross-footed Scura tuck. Eric exited out of it with some



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Haro Tech Series  
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Fox Pawtectors  
Fox Dirtpaws

**GLOVE  
GUIDE**

strange break dancing move I'd never seen before.

The abuse has taken its toll. Eric's calves look like a relief map of the Grand Canyon, and his elbows resemble something you'd order at Straw Hat. But that's nothing compared to what his hands look like! OOOOHHH! E.T. has better looking fingers!

Gloves could prevent that, but Eric boasts his record for "trashin'" a pair in 7 minutes, 34 seconds. What gloves will survive his never-ending battle with gravity?

I took it upon myself to help rid him of Elephant Man hands for the rest of his life. What I did was get nearly

every glove available in the free world today and let Endo Eric ride with them, evaluate 'em, and try to tear them up.

All of the gloves held up under Eric's testing. Then we analyzed and evaluated the looks, feel, fit, amount of palm protection, how much they bunch up when holding grips, and material types. A lot of it came down

to personal preference.

Here are 21 pairs to check out for yourself. We suggest you go to the nearest bike shop, motorcycle dealer, or whoever carries gloves, try several types, do a couple of horizontal Jose Yanez tips, and see which pair is best for you. Happy landings! ■

BRAND	TYPE	COLORS	SUGGESTED RETAIL	COMMENTS
<b>AXO</b>	Series 29	Whi/Navy Blue/Whi Red/Whi	\$32.95 (adult) \$25.95 (child)	These gloves are rad. The Series 29 gloves feature this Darth Vader-looking knuckle covering that's made out of totally flexible rubber-like (louvered) plastic. Perfect fit. Just don't lick them—it leaves an awful taste on your tongue like you just eaten flypaper!
<b>CW</b>	Cycling	Blk	\$10.95	The same gloves worn by Vince Neil on Motley Cru's first album cover (almost). CW's Cycling gloves are semi-ten-speedish, but work great for racing or freestylin'. Good palm padding. Just don't expect them to save your fingers.
<b>GEAR</b>	Gear glove	Whi/Blu	\$24.95	The Gear set-up is spandexy and features a velcro wrist tightener which helps minimally. They're sorta small and tight fitting compared to most of the other same sized gloves. The snug fit is fine, but a pain-in-the-you-know-what when you want to get 'em off.
<b>HALLMAN</b>	Tech 2 Hallman USA	Blue/Whi Red/Whi Blu/Whi Blu/Yel Red/Whi Blk/Yel	\$24.95 \$18.95	Out of all the gloves that Hallman sent us, we preferred the Tech 2 gloves. They're made of generic leather and mesh (like a racing jersey), and have velcro wrist adjusters. Great fit, but you decide on the graphics. Hallman's USA gloves are cool for what's listed on the price tag.
<b>HARO</b>	Standard Leather Tech Series	Blk/Whi Blu/Whi Red/Whi Grey/Blu Blu/Whi Red/Whi	\$19.95 \$29.95	The classic leather Standard gloves fit so well that I'm wearing them right now as I type. Comfortable and clean looking. A lot of people prefer them over Haro's more expensive Tech Series gloves. But you must admit, the Tech Series ones have the RAD look, and lightness too. You put them on and they feel like paper! Bob Haro wanted me to state that THEY WERE THE FIRST to use the NASA look.
<b>JT</b>	Half Breed Life Line	Red/Whi Blu/Whi Red/Whi/Blu Red/Whi Blu/Whi Blk/Whi	\$19.95 \$32.95	The expensive and the budget models...JT's bottom-liners, the Half Breed, have REAL leather and are made in Mexico. The fingers are slightly long, so they're ideal for guys with long fingers or girls with fingernails. The Life Line gloves have the famous synthetic leather that most manufacturers are using. Lots of padding, good ventilation, and made in Glovelano (Finland).
<b>MOTO-X FOX</b>	Pawtectors Dirtpaws	Red/Whi/Blu Blu/Yel Blu/Whi Blu/Yel Whi/Red Whi/Blu Red/Whi Red/Whi/Blu Blk/Yel Blu/Yel Whi/Blu	\$19.95 \$16.00	Even though the Dirtpaws don't have a wrist tightener, they do sport better than leather (synthetic) palms, which sorta feel like a chamois. SPiff. The Pawtectors have great protection up top, and spandex siding along the fingers. Great fitting gloves, especially with the velcro wrist straps. The best thing about both of these gloves is the price. More than your money's worth.
<b>MALCOLM SMITH</b>	Trim Fit Pro Comp	Blu/Yel Blu/Whi Red/Whi All Blu All Whi Red/Whi/Blu Yel/Whi/Blu	\$22.95 \$27.95	First off, let me tell you that the Malcolm Smith catalog is comparable to the Yellow Pages. And what's Rob Reid doing modeling in it? M.S. sent us quite a selection of gloves to choose from. We broke 'em down to the Trim Fit and Pro Comp gloves. Trim Fits, the less expensive of the two, are darn good for the price. Good fit, not too bad looking, and plenty protective. But then there are the "Eddie Fella wears these" Pro Comp gloves. Gnarly. Soft leather and a lit' bit of padding in the palms makes 'em dialed for racing or stylin'.
<b>OAKLEY</b>	Factory Pilot	Red Blu Whi	\$29.95 sm/med/lg \$27.95 extra sm	I'd say these are probably the closest fitting leather gloves out. Everyone digs the knuckle protector knobs. Sum 'em up as class gloves. Oakley's White Factory Pilot gloves are THE MOST COMFORTABLE hand-savers of all. They're leather, but because they're white, they go through a different preparation process. The end result is cush for your...hands.
<b>O'NEAL</b>	Ultra Lite 2 Bullet	Red/Whi Whi/Blu Yel/Blu Blu/Red All Whi Red/Whi Blu/Whi	\$29.95 \$31.95	O'Neal's brand skankin' new Bullet gloves have the looks that kill. The little Dyno-type blocks down the fingers kinda match Dyno leathers too! The Bullets lack the wrist tight action, but they make up for that in feel. O'Neal's Ultra Lite 2's sport adjustable velcro and plenty of leather protection. Both gloves rank high on the charts.
<b>PACIFIC PALMS</b>	Stylin'	Blk/Whi Red/Whi Blu/Whi Lav/Whi	\$17.95	What can I say? They conform to your hands like spandex pants fit the lead singer of every heavy metal band in the world. They're like a second skin. Could be improved in the looks department, though. P.P.'s don't have MASSIVE amounts of padding, which makes them ideal for freestylers.
<b>SINISALO</b>	MX SCD System	Blu/Whi/Red Red/Blu Yel/Blu Blu/Yel Whi/Blk and... Whi/Red Whi/Blu All Blu Blu/Red	\$23.95 (adult) \$20.95 (child) \$32.95	Sinisalo has some HOT products. In the hand-saving department, their MX gloves do the job. They come in a variety of sizes, which is a great advantage for the lil' guys. No gods of padding here, so you decide if you need protection or not. Then there're the SCD System gloves—made in Finland like all Sinisalo products. The SCDs have sewn-in elastic around the wrists, which give them a tighter fit than their other two relatives.
<b>ZERONINE</b>	Wrist Wrap	Blk/Whi Red/Whi Blu/Whi	\$23.95	To start off, the Wrist Wraps have velcro wrist adjusters to end all velcro adjusters! You can get them SOOOO tight that they sorta act as splints for your wrists. And to be too-cool-for-school, you can let the WW's hang loose and dangle like your mouthguard. These gloves give a second-skin type fit that's VERY similar to Pacific Palms.

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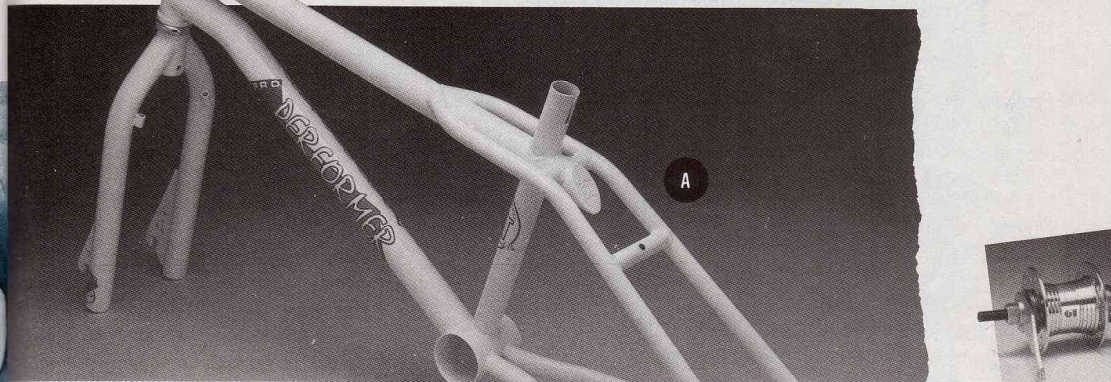
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ANOTHER ACS INNOVATION

# FREECOASTER™

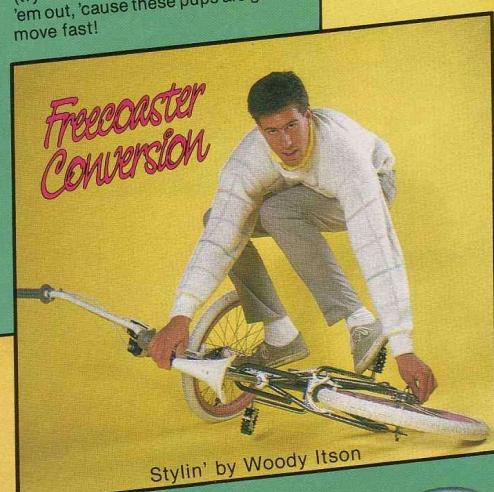
Coaster Brake Radness and Freewheel Madness COMBINED!

THIS is Hot! We are talkin' MAJOR FREESTYLE INNOVATION here. The ACS FREECOASTER, an awesome combination of both Coaster Brake and Freewheel into one primo little unit. Gone are the days of bein' stuck spectatin' instead of doin', because a certain trick required a coaster brake and you JUST equipped your trickster with a freewheel. With an ACS FREECOASTER equipped scooter you'll discover a world of limitless trickery. Whether its a freewheel for aggro ramp work or a coaster brake for intense flatland routines the ACS FREECOASTER can be either one, in a matter of seconds! In fact, it's so easy to make the conversion, you can do it in the middle of many basic ground tricks. So about now we figure you're sayin' to yourself; THIS is cool, no more luggin' around two rear wheels means I can blaze both ramps and flatland in the same routine with NO compromise! But wait! There's more. The ACS

FREECOASTER is designed with an Exclusive Anti "Back-Pedal" Feature. Ever notice how when you roll backwards with a freewheel the pedals "pedal" backwards? Well, say adios to that pain. The ACS FREECOASTER "freewheels" backwards as well as forwards, so where you set your pedals is where they stay! Now there's only one thing left to do: race on over to your local bike shop (try to keep it under 55), and check 'em out, 'cause these pups are gonna move fast!



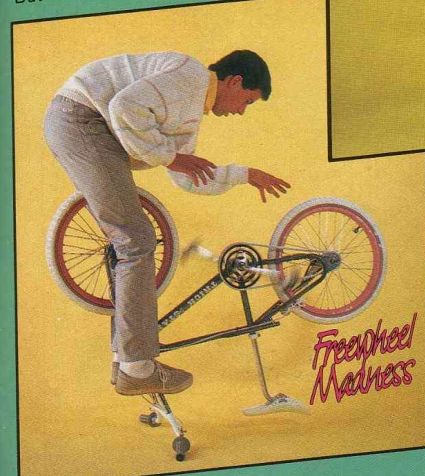
Coaster Brake Radness



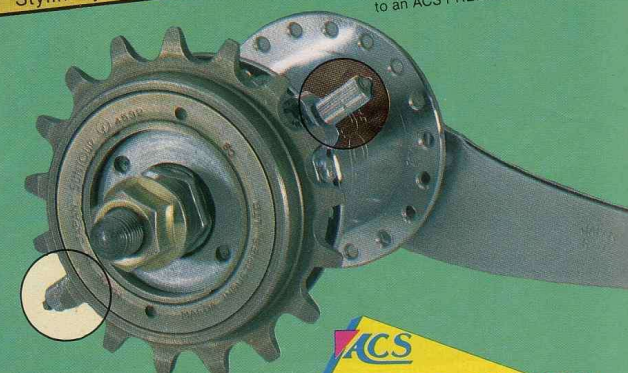
Freecoaster Conversion

Stylin' by Woody Itson

Just a few twists of the two Spring Loaded Chromoly Locking Mechanisms convert the ACS FREECOASTER from coaster brake to freewheel (or visa-versa). Built by Suntour of Japan for ACS, the FREECOASTER is a result of tons of product research and development, extensive product redesigning, and new production tooling. What does that mean to you? Well, can you say Bullet Proof? The ACS FREECOASTER will be available in ACS Z-Mags, ACS Z-Wheels, a complete hub (as pictured), or as a kit to convert Suntour, Bendix, or Shimano coaster brakes to an ACS FREECOASTER.



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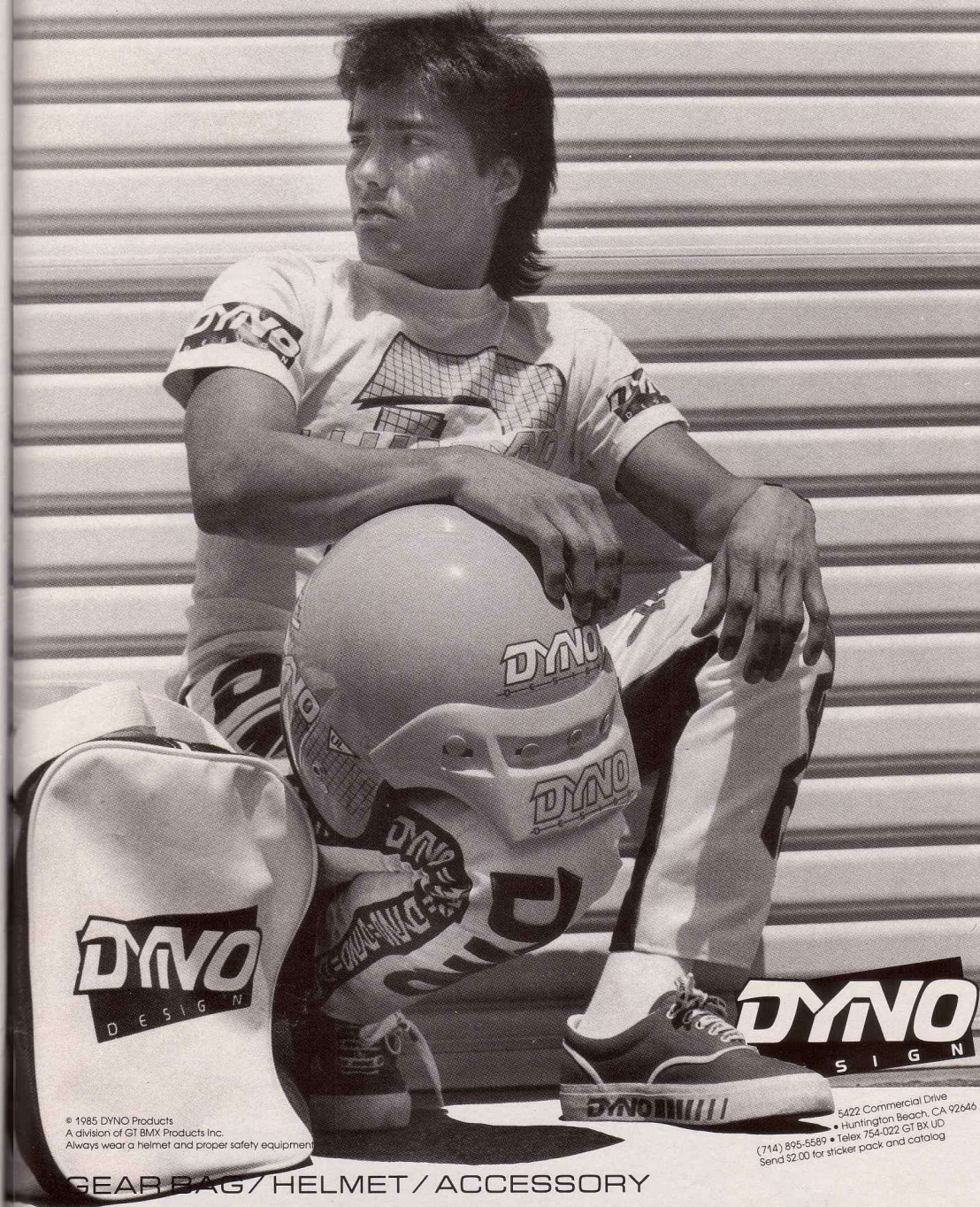
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Eddie Fiola / team GT



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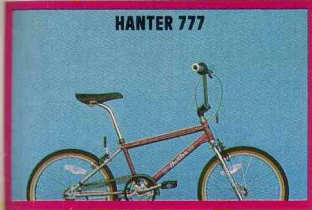
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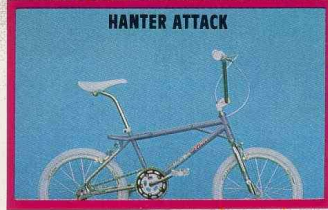
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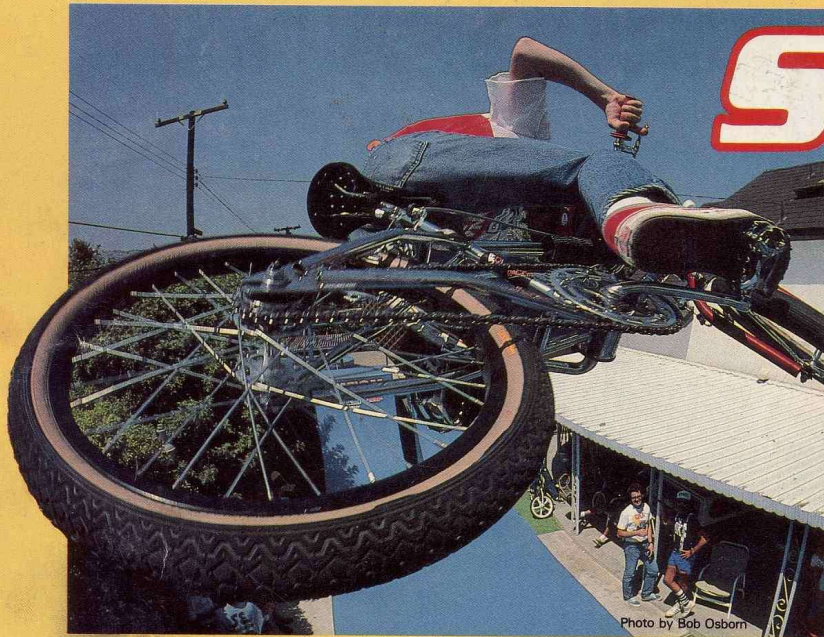
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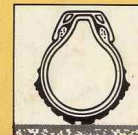
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