

THE WORLD'S LARGEST  
**BMX ACTION**  
BMX PUBLICATION

# BMX ACTION

DECEMBER 1986  
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## 10th ANNIVERSARY SPECIAL EDITION



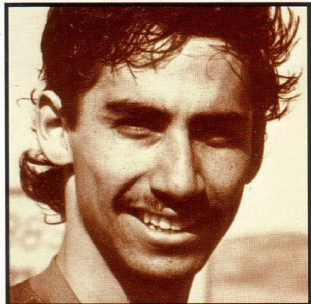
Oldschoolmagz.com





# THE RACE IS ON

The big names in BMX racing have a new challenger. Group 1 thoroughbred racing machines from Haro. Designed for one thing. To win races. That commitment is reflected in the bold, distinctive graphics, the impressive state of the art components and the signing of 1985's hottest professional racer, Pete Loncaravich.



The new Group 1 stem and chainring are featured on all three new bikes, and the top of the line RS1 comes standard with the new Group 1 tubular chromoly cranks. Group 1 cranks utilize a triangular arm design for superior strength and the unique Haro chainring for a distinctive appearance. Here's a detailed look at each of the Group 1's.

## THE RS1

Designed for expert and professional racers. The 4130 chromoly frame utilizes triple-butted tubing to reduce weight without sacrificing strength. The unique wrap around gusset provides additional strength. Bold, black tri-color graphics are available with blue or red accents. Specifications are first class. Ukai chrome plated alloy rims, Suzue sealed

hubs, DiaCompe MX901/Tech 5 lever, Haro Group 1 tubular cranks, 4130 chromoly handlebars, fluted seatpost and racing stem. Race bikes don't get any better than this.



## THE RS2

Designed for demanding racers. The RS2 features the same 4130 triple butted frame and fork as the RS1. The white tri-color graphics are available with blue or red accents. Specifications include Ukai alloy rims, Suzue



GROUP 1 RS1

Always Wear  
the Proper  
Safety Equipment

hubs, Sugino chromoly cranks, DiaCompe MX900/Tech 6 lever, and a Haro Group 1 stem and chainring.

## THE RS3

Designed for smaller, occasional racers. The RS3's trimoly construction features a geometry that's easy to handle. The two color grey graphics are available with blue or red accents. Specifications include Ukai alloy rims, Suzue hubs, DiaCompe MX890 and Tech 6 lever, Haro Group 1 stem and chainring.

See the new Group 1's soon at a bike shop near you. But hurry, because the race is on, and supplies are limited.

Specifications subject to change without notice.



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**PETE LONCAREVICH**  
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CPSC equipment included, not shown.

**GROUP 1**



# BMX ACTION

DECEMBER 1986 • VOLUME ELEVEN • NUMBER TWELVE

COVER: The covers throughout the years are courtesy of Oz, Windy, Cassimus, and Giberson. Wanna know more about the covers? Turn to "On The Cover."



9

## ON THE COVER:

This'll separate the fanatics from the posers!

70

## OZ

When he speaks, EVERYONE listens.

12

## DEAR GORK

The most letters that I've ever received from the female species.

74

## RACING: Hutch-Crit Plate NBL GRANDNATIONALS/LOUISVILLE

They ain't gonna take it from Pete this year!

22

## D.I.R.T.

All of you kids under 18, DON'T LOOK!

98

## OUTTAKES

Who are these people? Where'd they come from?

25

## THE BEST OF BMX ACTION

A lot of the past, a lil' bit of the present, but the future is up to you.



# Spin TECH

NEW from SR, Spin-Tech It's the optimum in freestyle trickery.

Spin-Tech is spinning-technology engineered to perfection. The Spin-Tech comes complete with it's own unique stem. The cold-drawn stem pipe and heat treated stem bolt make it rigid. The double-pull

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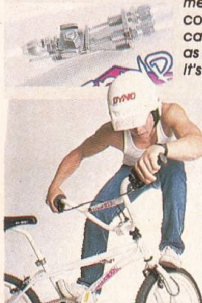
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Equipment included but not shown.  
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## On the Cover:

**H**ow'd ya like our front cover this month? You do have ALL of those issues sitting in a box in your closet, don't you? I thought so.

That means that without looking at and counting this month's cover-covers or without looking at your **BMX ACTION** collection, all of you **BMXA** trivia masters should be able to answer the following questions with ease and zero problems, correct?

Remember . . . no cheating and no peeking. If you have to use this month's cover to get 'em right, you'll have to live with it for the rest of your life. And you wouldn't want THAT on your conscience, would you? Good luck.

Answers are on page 93.

1. Who's had the most **BMX ACTION** covers? And how many?
2. On the August '82 cover with Eddie Fiola at Lakewood, there are six guys and one gal in the background who currently hold semi-folk hero status. Name all seven of those people.
3. How many covers does Harry Leary have? And out of all (oops—almost gave it away) of Harry's covers, how many of them was he doing a "Leary"? And for super bonus points, which Harry-cover is the raddest?
4. What bicycle manufacturer has had their bike on 12 **BMX ACTION** covers?
5. There's a jump at Honda Hills that is famous. It's had two **BMXA** covers shot over it. Name those covers. Hint: They were in the same year and it wasn't too long ago.
6. There are three guys tied with having four covers each. One is still a top ranked **BMX** pro today and is also the only dude to get four No. 1 plates in the same year, one is an all time great **BMX** pro (equivalent to Conan the Barbarian status), and one is a top (if not THE top) freestyler. Who are these three guys?
7. Who is the only brother combo to have both made

**BMXA** covers? They have three accumulatively.

8. What is the only **BMX ACTION** cover that does not have a human being on it?
9. Somewhere in the swarming masses on the sidelines of Timmy Judges' one footer cover (Oct. '79), there is a legendary guy named Moon Man Snickems. Which one is he?
10. On the Feb. 1977 cover there is a car stuffed with guys. Name the three passengers AND the driver. Name who's car it was. And for the super bonus points, whose bikes are whose.
11. Which two **BMX ACTION** covers do not have cover blurbs on it? (Cover blurbs are the words that say, "BIG RACE INSIDE" or "FREE CONTEST" and suchlike.)
12. Oz has co-starred on a cover. Name it.
13. Two riders have had TWO consecutive covers. One is pretty obvious—name that freestyler. And for extra bonus points, name the first guy who had two in a row. Hint: He was a test rider.
14. On his covers, R.L. has ridden through water on two occasions. On what kinds of bikes was he plungin' into the depths of the unknown?
15. There has only been one **BMX ACTION** cover that wasn't taken in the United States. What country was it taken in?
16. There are only two people who have gotten THREE covers in ONE year—one was riding for Hutch at the time and one was a Diamond Back rider. Who are they?
17. What is the ONLY cover not to feature a bike on it?
18. What was the exact month that saw an all new facelift for a cover? I.E.: When did the current, tricked out **BMX ACTION** logo first appear on the cover, thus flushing the old and decrepit Bicycle Motocross Action logo?
19. How many covers have been shot in the parking lot of Wizard Publications? (If you're going to cheat, look for the beige wall in the background.)
20. What's THE trickiest lookin' **BMX ACTION** cover within the last ten years?



# amaesing

photo: Windy



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# Dear Gork



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

not send it to him. Send it to me! Right at this moment, I have 1029 pics in my bedroom, and it's still growing. Enclosed is a photo of my room.

David Lewandowski  
Team Radical Riders

*Dave, I have no doubt that you are the official record holder for BMX wallpaper. And that's the last I want to hear of it, okay? I know NO ONE can beat ONE THOUSAND'N TWENTY NINE.—Gork*

### FINE FLATTERY FROM FLIRTY FEMALE FANS

Dear Gork,  
I just started reading BMX and I think it's the best thing next to SEVENTEEN magazine!

Krista  
Appleton, Wisconsin

*Heck... we're BETTER than SEVENTEEN!—Gork*

Dear Gork,  
This summer, my best friend and I went on the NBL tour and did two things that we love to do best: RACING (we won most of the time) and SCOPING. While in the process of scoping, we came across six guys we thought were totally hot!

They are: Danny Millwee, Chris Backus, Dave Cullinan, Jamson Hendler, Sean Riblett, and Brad Birdwell.

You can take this as a hint and put more pics of these guys in your magazine if you'd like...

Leslie and Pam  
Jacksonville, Florida

P.S. We think your mag is COOL!

### TO THE POINT

Dear Gork,  
I love bikes.

Anthony Bertino  
Turnersville, New Jersey

*I do too.—Gork*

### BMX WALLPAPER, THE SEQUEL

Dear Gork,  
Jim Linson won with 394!—what did he win? If it was the T.O.L. you better



Here's a picture of one out of four corners of David Lewandowski's bedroom. He's the new record holder for BMX wall paper, with an amazing 1029 pictures. I think he'll be holding onto this record for quite a while.

Dear Gork,  
Hi! I was wondering if you think anyone out there is interested in who the best looking amateurs in BMX are. People might say "Who cares?" But

you know what they say... life is one big irrelevancy, anyway.  
I now present the "Terrible Ten of BMX Babes."

- |                                |   |
|--------------------------------|---|
| 1. <b>Dave Cullinan</b>        | "Ooh, that grin..."   |
| 2. <b>Eric Carter</b>          | "Classic beach babe. Mmmmm!"  |
| 3. <b>Danny Milwee</b>         | "His smile can turn you to butter."   |
| 4. <b>Glen Pavlovsky</b>       | "A classic profile. Nice guy, too."   |
| 5. <b>Sean Callihan</b>        | "Those green eyes in that black Zeronine uniform will make any girl's heart flutter." |
| 6. <b>Brad Birdwell</b>        | "Dark, handsome... G.Q. all the way. That Murray/J.R. ad is too much!"                |
| 7. <b>Robert MacPherson</b>    | "Oooh yeah. That killer look on his face while he's racing gets me everytime."        |
| 8. <b>Charles Townsend</b>     | "Nice, honest face. Super smile."   |
| 9. <b>Doug Davis</b>           | "Brown hair and blue eyes—what a combo. Love his hair!"                               |
| 10. <b>Hutch's Micro Squad</b> | "Rocket, Lee, and Luna... in five years, LOOK OUT! In Rocket's case, eight years."    |

Well, Gork. There you have it. Keep up the superlative work.

Antoinette Picon'  
Official BMX Babe Watcher  
Alhambra, California

continued on page 17





**FIRST PLACE**  
WORLD CHAMPIONSHIP

**EDDIE ROMAN**  
RAMP & FLATLAND—16 EXPERT

**MAURICE MEYER**  
FLATLAND—PRO

**HUGO GONZALES**  
FLATLAND AND RAMP—PRO

**SCOTT FREEMAN**  
FLATLAND AND RAMP—14 EXPERT  
**FIRST PLACE**  
WORLD CHAMPIONSHIP

**ROBERT PETERSON**  
FLATLAND—PRO

**FIRST PLACE**  
WORLD CHAMPIONSHIP

**FIRST PLACE**  
WORLD CHAMPIONSHIP

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**CONTEST RESULTS**  
**MADISON SQUARE GARDEN**  
June 29, 1986

**PRO FLATLAND**  
Robert Peterson  
**OVERALL 16 & OVER EXPERT**  
Eddie Roman

**OLEG KONINGS**  
FLATLAND—PRO

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## WOODY ITSON

"Sure I ride ramps, but my ground routine is what usually gets noticed the most. The ACS Rotor System is so hot, it's like without it I don't know... I've got some tricks I flat couldn't do and others that well they'd be tons harder that's for

sure. No matter what level or kind of freestyling you do I'd strongly suggest you run an ACS Rotor System. You'll discover how good you really are, and when you feel like thanking me don't send flowers, just send money."

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Probably the hottest freestyling innovation of all time. The ACS Rotor System opens up a whole new world of freestyling, a world of tangle-free trickery. With the ACS Rotor System you can spin your bars in either direction, without even the slightest case of tangled cables. You'll soon be dialin' in tricks that you never even thought were possible. Like all ACS products, we've built the Rotor System to extremely high, space shuttle

type standards so your stylin' time won't become down time. The ACS Rotor System now features the exclusive ACS Ball Cup rear brake cable stop plus the hardware to fit most any BMX or Freestyle stem. However, if you're a no compromise kind of guy, we suggest you run the Rotor System with our specially designed Rotor 45 Stem to discover the full advantage of ACS innovation.



THE FREESTYLE CONNECTION

NFA/AFA OVERALL CHAMPION

NFA/AFA FREESTYLE CHAMPION

# Dear Gork

continued from page 12

Thanks, gals. I bet you just made about 500 more guys start racing. One more thing—Antoinette, you do know that I'm racing now, and I was just wondering, uh... who made Top 20?—Gork

## "THE SEATPOST"

Dear Gork,  
There once was a racer named Billy Joe Pete,

Whose scoot had a seatpost... but not a seat.

"It won't matter," he said, when his friends gave him heed,  
Billy just ignored them and picked up speed.

He hit the jump clean, in the air he did coast.

But he slipped both pedals and came down on the post.

Billy was foolish and it gets me real riled,

When thrashers get crit and their bikes aren't dialed!

So before you ride, I want you to stop,  
Check what you need and head for the shop.

Get your scoot dialed, and then go for air,

So you won't be like Billy... with a THRASHED DERRIERE!

Eric J. Lacoek  
Lancaster, Pennsylvania

That's GREAT! When reading it, it kinda makes you cross your legs, ya know?—Gork

## OCTOBER COMMENTS

Dear Gork,  
I just got the October issue of BMX ACTION and as usual, it's too awesome for words. But as I was leaflin' through it, I noticed that on page 86, R.L. was stylin' with some not-so-normal Red Line forks. What gives?

Jammin' John Hathoway  
Evanston, Illinois

I can't believe how eagle-eyed you guys are. R.L.'s forks are prototypes which may become stock items on the

'87 models. Besides the dual pegs, they're also a bit longer, which gives more room for the front brake cable, which makes the cable less kinked, which makes the front brakes dialed.—Gork

## SPLASH!

Dear Gork,  
Rider: Joe Watkins.  
Age: 17, expert.  
Hometown: Turlock, California.  
Photographer: Bill Sutton.



Ramp Size: 5 feet high, 10 feet long.  
Location: Modesto Lake.  
Height: About 15 feet above water.  
Landing about 30 feet out.  
Comments: I think this is the best way to have fun on your bike during the summer. I've been racing and freestyling for about 8 years now. Love your mag!

Your friend,  
Joe Watkins  
Turlock, California

Now THIS is rad.—Gork

Dear Gork,  
I wonder how many BMXA readers caught the reversed picture on page 19 of the October issue. I know I did. So, what happened? Did somebody screw up, or what? I mean, if Windy takes all that time to take rad pictures in the heat, the least somebody could

do is get the photo right.

Jeff "See Ya" Meyer  
Stanford, Connecticut

Yeah... I guess we can't hide anything from you guys, can we? Actually, I would like to explain why that picture of "Quick Nick" and Michael Brandt was backwards, because honestly, I'm the shade of a tomato over it.

I'm not going to put the blame on anyone—it doesn't matter whose fault it was. People make mistakes. The reason I'm so embarrassed over it, is that I didn't catch the mistake when proofreading the sucker. I know that it's not BMX ACTION's style to bog like that—matter of fact, I think that might be our first mistake in ten years. I promise, it won't happen again.—Gork

## DO THE "BUNDY"

Dear Gork,  
I'm sending you this picture of me doing an upside-down-grip-grabber, in



Here he is folks, Matt Bundy, doing his own signature jump, the "Bundy."

answer to a letter in the October issue.

Matt Bundy  
Abingdon, Virginia

COOL! It looks like you're gettin' a bit sketchy, and it's not the highest air, but... you were the first. And your hand IS upside down. From now on, we will call that jump a "Bundy." Congratulations! Your shirt's on its way.—Gork ■

\*Based on results of NFA/Maryland and AFA New Hampshire competitions.



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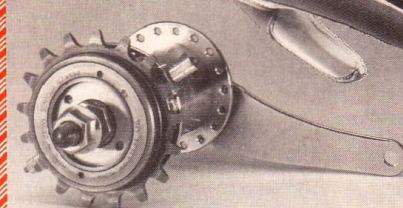


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**LAI D BACK SEAT POSTS** GT, DYNO and HUTCH BB, Bl, Ch, G, L, P, R, Y, W 8.50

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**NEW GT FORKSTANDS** Still #1! Bl, Ch, G, L, P, W 14.95

**SKYWAY TUFF WHEELS** The original in durability! Specify freewheel or coaster brake. BB, Bk, Bl, G, Gra, L, O, P, R, W 59.00

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**ACS ROTOR AND 45 STEM** Combination ball cup design with rotor mod! S, W 32.95

**GT FRAME STANDS** Stand with the best—GT!! Bl, Ch, G, L, P, W 12.50

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Canada and other orders for shipment <b>Outside of the USA</b> are priced accordingly.						
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<input type="checkbox"/> C.O.D. (\$2.00 Charge)		SHIPPING		CITY		
<input type="checkbox"/> CHARGE <input type="checkbox"/> VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/> CHOICE		C.O.D. (\$2.00 chg.)		STATE		
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2007	FREESTYLE GLOVES NYLON FINGERLESS. WH-OR-BL. SPECIFY SIZE SM-MH-LG.	6.95	1/4	
2412	FREESTYLE GLOVES HATCH FINGERLESS, PADDED PALMS. RD-LV-PK-TN-BK-BL XS-SM-M-L-XL	11.99	1/4	
3211	HARD FREESTYLE HANDLEBARS WH-GN-BL CP ADD: \$4.00	22.50	2	
3241	ODYSSEY FLYING WEDGE HANDLEBARS CROMOLY. CP-WH-PK-LV-GN-OR-BL. RD-BK	19.99	2	
3261	GT PERFORMER F/S HANDLEBARS CP-GN-BL-YL-PK-WH. NEON YL-OR-RD ADD: \$3.00.	21.50	2	
3271	CW FREESTYLE HANDLEBARS WH-BK-PK-GN-BL-LV-OR	17.99	2	
3281	HUTCH FREESTYLE HANDLEBARS CP-PK-WH	21.50	2	
3293	RED LINE FORKLIFTER HANDLEBARS WH-LV-CP-CROMOLY. CP ADD: \$3.00. NUMBER PLATE ADD: \$9.00	37.99	2	
3411	OAKLEY O-WING GRIPS LV-AD-BL-RD-OR	4.99	1/2	
3420	A'ME TRI GRIPS PK-LV-AG-GN-BK-RD-WH-OR-LTBL-DKBL	3.95	1/2	
3480	ODI MUSHROOM GRIPS BK-OR-PK-WH-LV. MUSHROOM II MODEL ADD: \$2.00.	4.99	3/4	
3600	TUF-NECK PRO MODEL STEM PK-LV-GN-WH-BK-SL-RD-GD-BL CP ADD: \$2.00. FREESTYLE MODEL ADD: \$5.00.	12.50	1 1/2	
3603	GT FREESTYLE STEM BK-BL-LV-SL-WH	19.99	1 1/2	
3604	ODYSSEY SIX BOLT STEM w/ HOLLOW BOLT. SL-WH-BK-RD-BL-PK-LV-GN-OR-GY	13.99	1 1/2	
3615	ACS ROTOR 45 STEM SL-WH	12.99	2	
3620	RED LINE DETANGLER STEM BK-WH-SL-TQ-RB	22.99	1 1/2	
3810	TIOGA BEAR TRAP 2 HEADSET 24 THD. CP ONLY	5.50	3/4	
3813	GT BMX TYPE EPOCH HEADSET RD-BL-BK-STEEL	6.99	1/2	
4443	GT BENT SEATPOST WH-LV-PK-BL-CP-GN. NEON RD-OR-YL	7.50	1	
4600	TUF-NECK OR SUNTOUR SEATPOST CLAMP BK-WH-OR-LV-GN-RD-GD-BL-PK	2.99	1/4	
4602	ODYSSEY RX-2 SEATPOST CLAMP SL-WH-PK-LV-GN-OR-BK-BL-RD	3.99	1/4	
4901	ODYSSEY FORK STANDERS FITS 1" or 1-1/8" FORK. ALL COLORS	11.99	1	
4902	GT FORK STANDERS SPECIFY 1" or 1-1/8" FORK. CP ONLY	13.95	1 1/2	
4903	SKYWAY AXLE STANDERS CP-PK-LV-GN-WH-OR-BL 24 or 26 THREAD	8.99	1/2	
4904	GT FRAME STANDERS CP-BL-GN-PK-LV-WH	13.95	1 1/4	
4905	GT TUBE RIDES AXLE STANDERS STEEL. 24 or 26 THREAD. ALLOY MODEL ADD: \$3.00.	6.99	3/4	
4906	PEREGRINE AXLE STANDERS BK-BL-LV-GN-SL-WH. 24 or 26 THD.	8.99	1/2	
4911	ODYSSEY FRAME STEPS CP-WH-PK-LV-GN-OR-BK-RD	11.99	1 1/4	
5200	IZUMI CHAIN 1/2" x 1/8" GR-OR-PK-LV-WH-CP-BL-RD	5.50	1	
5201	ODYSSEY CHAIN GN-PK-LV-WH	4.99	1	
5300	ODI BEARING CAPS FOR B.B. WH-BL-SP	1.50	1/4	
5410	TIOGA ONE-PIECE CROMOLY CRANK CP. 170, 175, or 180mm. 24 or 28 THD. WITH BB SET ADD: \$4.99	10.99	2 1/2	
5450	SUGINO CT 175 CRANKSET 3-PIECE. CROMOLY. CP ONLY w/ 2 BOTTOM BRACKET	39.99	4	
5480	RED LINE FLIGHT CRANKSET CP or WH. 170, 175, 180, or 185mm. SPROCKET 40 THRU 46. ADD: \$18.99	149.99	4	
5521	POWER DISC / TUF-NECK BK-BL-RD-SL-GD WH-OR-GN-LV-CP ADD: \$1.00	5.99	1/2	
5660	TIOGA SEALED BEARING BB SET FOR 1-PIECE CRANK. 24 or 28T. CP	12.99	1 1/2	
5720	TUF-NECK CHAIN RING BK-BL-RD-GD-SL. 39 to 46 TEETH. WH-OR-GN-LV-PK-CP ADD: \$2.00. POWER BOLTS ADD: \$3.00	6.99	1/2	
5861	MKS GRAFIGHT 2000 PEDALS 1/2" or 9/16" BL-WH	13.99	1 1/4	
6200	SUNTOUR or SHIMANO FREEWHEEL 16, 17 or 18 T.	4.99	1/2	
6433	COMP ST TIRES 20 x 1.75 WH-BK-LV-OR-PK-BL	16.99	2	
6436	GT or HARO TIRES 20 x 1.75 WH-PK-LV-BK-BL	18.99	2	
6595	OLYMPIC UNI WHEEL COVERS SPECIFY MAG. 2. ALLOY WHEEL. WHITE ONLY	35.99	4	
6605	A.C.S. FREE/COASTER HUB KIT FITS BENDIX or SUNTOUR CR8 HUB. SL ONLY	20.99	1	
6620	"Z" WHEELS 20" BK-WH-PK-GN-LV-OR-RD-BL-YL. MATCHING ALLOY FW or CB HUBS. UN-GLUED SPOKES. GLUED SPOKES ADD: \$9.00	39.99	6	
6650	BULLSEYE WHEELS 20" WH-BK-SL-BL-LV-PK-GN-OR HUBS. MATCHING (if avail.) or SILVER ALLOY RIMS. CP SPOKES. CHROME RIMS ADD: \$9.00. BK-BL-RD-GD NIPPLES ADD: \$4.00	89.99	6	
6691	GT BMX WHEELS 20" BLACK or WHITE HUBS. CP SPOKS. ARAYA RIMS (SPECIFY COLOR). CP HUBS & RIMS ADD: \$12.00	84.99	6	
6692	HUTCH WHEELS 20" SEALED TITANIUM AXLE. CP SPOKS. ARAYA RIMS. ALLOY NIPPLES ADD: \$4.00. CP RIMS ADD: \$9.00. CROMOLY HUBS - CALL FOR PRICES.	139.95	6	
6700	SKYWAY TUFF II WHEELS 20" FW or CB. BL-LV-GN-OR-RD-PK. BK-WH ADD: \$5.00.	49.99	10	
6701	MASTER PEREGRINE WHEELS 20" FW or CB. BK-BL-LV-GN-OR-PK-RD-WHT-GT	59.99	10	
6702	PEREGRINE 48 SPOKE WHEELS SILVER FW	77.99	6	

## Sheet # 1586

ITEM #	DESCRIPTION	PRICE	QTY	SHIP WT. LBS.
7132	DIA-COMPE FS-880 BRAKES (FRONT) BK-BL-SL-WH	EACH 11.99	2	
7133	ODYSSEY SYSTEM 2000 BRAKES FOR FRONT or REAR. BK-BL-RD-GD-SL-WH-LV-OR-GN-PK	EACH 11.99	2	
7134	DIA-COMPE NIPPON 883 BRAKE FRONT or REAR. SL-BK-WH-BL-GP-LV	EACH 18.99	2	
7330	SKYWAY TUFF BRAKE PADS BK-LV-OR-GD-WH. FREESTYLE MODEL ADD: \$2.00.	PAIR 3.99	1/4	
7331	ACS "Z" BRAKE PADS BK-BL-LV-GN-OR-PK-RD-WHT	PAIR 1.99	1/4	
7400	ACS FREESTYLE ROTOR REAR, SILVER	EACH 18.99	1	
7401	SKYWAY SPIN MASTER ROTOR REAR, SILVER	EACH 23.99	1	
7402	ODYSSEY GYRO ROTOR BK-CP-WT-PK-LV-BL-RD	EACH 11.99	1	
7508	DIA-COMPE TECH-5 BRAKE LEVERS MINI-MTN. w/ POTTS SILVER	PAIR 13.99	1/2	
7509	ACS POTTS MOD II LEVERS TECH-5. MINI-MTN. SILVER	PAIR 13.99	1/2	
7510	DIA-COMPE TECH-6 LEVER WH-BK-BL-LV-CP-LV/WH-GN/WH-BL-WH	EACH 3.99	1/4	
7511	ODYSSEY RX 3 BRAKE LEVERS BK-WH-SL-BL	EACH 12.99	1/2	
8621	HUTCH TRICK STAR F&F CP-VT-WH	EACH 158.99	10	
8631	CW CALIF FREESTYLER F&F WH-PK-GN CP ADD: \$12.00.	EACH 149.99	10	
8641	GT PRO PERFORMER F&F CP-WH-LV-PK-YL-GN. NEON RD-OR-YL ADD: \$5.00.	EACH 119.99	10	
8681	SKYWAY STREETBEAT F&F WH-OR-GN. COMPLETE KIT WITHOUT WHEELS. WH-LV-WH-PK-WH-GN	EACH 147.99	10	
8685	FREE AGENT F&F CP-BL-WH. PRO. JR. or MINI.	EACH 129.99	10	
8690	HARO MASTER F&F WH-GN-BL	EACH 179.99	10	
8691	HARO SPORT F&F CP-WH-BL	EACH 167.99	10	
8692	HARO FST F&F CP-WH-BL	EACH 137.99	10	
9097	GENERAL SCOOTER LV/BK	EACH 89.99	18	
9099	MONGOOSE MINISCOOT CP-GY-BL-LV	EACH 99.99	18	
9101	MT THICK FOX COMBOKIT TK 86 COMPLETE KIT WITHOUT WHEELS. WH-LV-WH-PK-WH-GN	EACH 159.99	24	
9105	HANTER ATTACK 2 BICYCLE WH-LV-LV/CP. with WH or LV TRIM. FW. NO DELIVERY CHARGE!	EACH 234.99	—	
9106	HANTER FREESTYLE MAG BICYCLE WH-LV-LV/CP. with WH or LV TRIM. CB or FW. FREE/COASTER ADD: \$15.00. NO DELIVERY CHARGE!	EACH 239.99	—	
9107	HANTER 777 BICYCLE WH-TD-RB-MNH. TD/CP-MNH/CP-RB/CP. NO DELIVERY CHARGE!	EACH 154.99	—	
9202	DIAMOND BACK HOT STREAK BICYCLE GREY. CP ADD: \$10.00.	EACH 199.99	30	
9303	REDLINE RL 20a BICYCLE TD-RD-WH-RB. WITH PEREGRINE 48 WHEELS	EACH 224.99	30	
9304	REDLINE RL 20 BICYCLE TD-RD-WH-RB. WITH PEREGRINE 48 WHEELS	EACH 254.99	30	
9402	CW CALIF FREESTYLER BICYCLE 86 GY-GN-BL-BK	EACH 299.99	30	
9403	CW CALIFORNIA FLYER BICYCLE GY-BL-BRG	EACH 149.99	30	
9506	KUWAHARA SCAMP BICYCLE COASTER BRAKE MODEL. WH/GN or WH/LV. FW ADD: \$10.00.	EACH 124.99	30	
9508	KUWAHARA BRAVO KT BICYCLE	EACH 299.99	30	
9509	KUWAHARA MAGICIAN BICYCLE BL-WH-PK-WH-WH-GN	EACH 209.99	30	
9601	HUTCH WINDSTYLER BICYCLE CP	EACH 259.99	30	
9690	GT PRO PERFORMER BICYCLE '86 LV-BL-WH-PK-GN. CP ADD: \$10.00.	EACH 279.99	30	
9691	GT FREESTYLE TOUR BICYCLE GN-LV-WH-BL-PK. CP ADD: \$10.00.	EACH 369.99	30	
9595	DYNO COMPE 2 BICYCLE WH-LV-BL CP ADD: \$12.00.	EACH 299.59	30	
9701	HARO SPORT BICYCLE 86 WH-LV-BL CP ADD: \$12.00.	EACH 329.99	30	
9702	HARO MASTER BICYCLE 86 WH-OR-BL. CP ADD: \$12.00.	EACH 449.99	30	
9706	HARO FST BICYCLE 86 RD-BL-WH-GN CP ADD: \$12.00.	EACH 229.99	30	
9750	MONGOOSE FS-1 BICYCLE BL-LV-PK-GY-GN	EACH 199.99	30	
9901	SUNTOUR/SHIMANO FREEWHEEL REMOVING TOOL	EACH 4.99	1/4	
9902	BICYCLE TOOL KIT COMPLETE WITH CARRY CASE	EACH 16.99	2	
9903	CHAIN LIFE CHAIN LUBE 7 oz	EACH 2.50	3/4	
9904	WATER LUBE BIKE GREASE 1 oz	EACH .75	1/4	

ITEM COST TOTAL

CALIF. SHIPMENTS ONLY ADD 6% OF ITEM COST TOTAL

TOTAL SHIPPING WEIGHT - Round total up to next pound

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CARDHOLDER'S SIGNATURE \_\_\_\_\_

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PHOTO BY LARRY SAVEDRA/TRUCKIN' MAGAZINE



Here is Jeff Donnell's bitchen' mini. Note the shaved rain gutters and door handles, molded-in bed rails, killer paint-job, louvered tailgate and hood, recessed license plate, and cool wheels. Oh . . . if you're 18 or over, check out the chick.

### TRUCK? . . . WHAT TRUCK?

For those of you who missed it (and boy, did you miss it), 17 X factory **Free Agent** rider, **Jeff Donnell**, had a shot of his totally tricked out, massively custom mini-truck featured in the centerspread of TRUCKIN' magazine. Jeff is the older bro of CW's ultra fast 10-year-

old, **Jason Donnell**. Quickness runs in the family.

And just so YOU could get another look at Betty Bodacious (actually, her name is Robin Arcuri), we called TRUCKIN' and snagged on this photo, which after being fought over for three weeks, now resides on the wall in Gork's office.

### BITS AND PIECES

**Turnell Henry** has been workin' out with **Anthony Sewell**. Will those two guys be showin' up in more mains and be at more races? Sounds likely.

**Jeff Bottema** is now working for **Mor Distributing**, maker of the ever popular **Scotster**. And better yet, Jeff just informed us that the **Bottema complete bike** will be out by the first of the year!

That fast and furious 14-year-old riding for **SE**, **Brian Lopes**, has been doing quite a few TV commercials. Will he be another **Scotty Freeman**? Look for Brian in a new **McDonald's** ad, jumping his bike and eating McSomethings.

Speaking of **SE**, the O.M. himself, **Scot Breithaupt** is now a proud father of baby No. 2. On August 28th,

**Brandon J. Breithaupt** came into the world. Scot's first kid, **Scot Jr.**, is a lil' over a year old now.

**Darrell Young** is now on **X-Caliber**, joining ex-**JMC** teammate, **Carl Butler**. With Darrell, Carl, and **Cody Smart**, X-Caliber is building up a killer force.

And yup . . . that was the man responsible for **GT's** initials, **Gary Turner**, burning 'em up at Baylands Raceway in Fremont, California about two months ago. Gary just finished building his dragster and is racing it whenever he can, aside from racing his off-road 4X4 in the Baja 500.

### DONOVAN WHO?

McKurdy is not a new type of pudding from McDonalds. **Donovan McKurdy** is one fast 16 expert, though,

and is the latest racer to be picked up by CW.

Donovan has been on **Boss** up 'til this point, and we've heard from various people that besides getting an excellent 16 X contingent, it was also a strategic maneuver on CW's behalf. It seems that Boss and CW were battling it out in ABA team points, and that without Donovan, Boss will probably lose momentum while CW spreads out their lead. That's the plan, Stan.

### ESCAPE FROM WIZATRAZ

Gork, Andy, and the Lew-Man were kickin' back in the conference room, watching the new GT video. All was calm and quiet around the warehouse. Don Boy Toshach was handcuffed to his computer and locked in his office—deadline time. The three editors were through writing their stories—it was all up to Don to finish proofreading. They couldn't hear Don struggling anymore, so they figured he must've fallen asleep. That was understandable . . . it WAS three in the morning.

Andy was getting into the GT-V, yelling and screaming with each air, Gork was spilling micro-waved popcorn all over himself and the floor, and Lew was dozing off when suddenly, the alarm went off. Stunned and surprised, they jumped from their chairs and wrestled to get out the door in typical Three Stooges fashion.

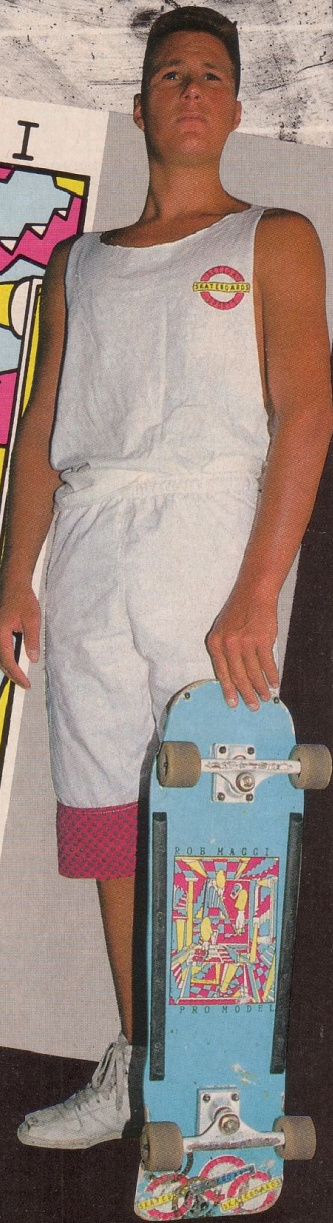
Lew sprinted into his office and grabbed a TRP seatpost. Gork crawled over to the tool-box and reached for a 12 inch crescent. Andy loaded himself with three axle pegs in each hand, ready to straffe any intruder.

The first thought that came across their minds was that Cosmo had tripped off the alarm (again). Andy and Gork casually walked across the dark warehouse, following the scent of Cosmo's litter box. Lew was taking up the rear, running back and forth between cabinets in SWAT team style.

To their dismay, they found Cosmo bound and gagged near his water dish. That meant that someone was inside. Lew took a clue, tucked and rolled up to the side of Don's office door, and gorked out his neck to peek through the window. Just as he thought—DON HAD ESCAPED! *continued on page 29*



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- 2. GT — pro/performer freestyle — wh, yel, ch. \$117.95
- 3. pink, lavndr, grn, blu. \$117.95
- 4. Hutch — pro — chr, wht. \$138.95
- 5. Hutch Hollywood — pk, vi, by, bl. \$139.95
- 6. Hutch Trickstar — rd, bl, wh, pk, vi, ch. \$154.95
- 7. Dyno — turq, pnk, lav, wht, char, gr. \$139.00
- 8. Redline RL-20 II Combo — wh, turq, mag. \$319.95
- 9. New CW Freestyle — wh, lav, pk, gr. \$149.95
- 10. CW — pro — chr, wht. \$139.95
- 11. Skyway TA — ch, wht. \$128.95
- 12. Skyway Street Beat — wht, or, grn. \$129.95
- 13. 1986 Haro Master Freestyle — wh, ch, gr, bl. \$154.95
- 14. 1986 Haro Sport — ch, bl, wh. \$146.95
- 15. Vector Mark II — ch, bl, wh. \$149.95
- 16. Profile Champ Pro — ch. \$129.95
- 17. 1986 Haro Master Freestyle — wh, gr, chr. \$129.95
- 18. 1986 Haro Sport — blue. \$134.95

**HANDLEBARS**

- 1. GT Pro Std — chrome or white. \$19.50
- 2. GT Mini — chrome. \$17.50
- 3. GT Properformer — ch, wh, pk, bl. \$22.95
- 4. Hutch Pro — ch, wh, pk, lv, rd. \$23.95
- 5. Redline Forklighter "U" Bar — ch, wh. \$39.95
- 6. Hutch Freestyle — ch, wh, rd, pk, vi. \$23.95
- 7. Victor Haro Rep, Pro wistem — ch, wh. \$6.95
- 8. Skyway EZ Bar — ch, wh, bl, gr, lv, gr. \$28.95
- 9. CW Pro, Std, Cruise — wh, ch, gr. \$21.00
- 10. Odyssey Flying Wedge — ch, wht. \$17.95
- 11. Skyway Freestyle — ch, wh, or, gr. \$21.95
- 12. CW Freestyle — wh, rd, or, gr, ch, pk. \$26.95
- 13. Haro Freestyle — ch, wh, gr, bl. \$23.95
- 14. Haro Group 1 Racing — wh, ch, bl, rd. \$24.95

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

- 1. Suntour XC II Bear Claw — bik/sil. \$19.95
- 2. Shimano DX — all colors. \$22.95
- 3. Shimano MX15 — ch, wh, pk, lv, grn, bl, rd. \$11.95
- 4. SR MTX 100 — sealed bearing — blk. \$25.95
- 5. MKS Graphite — blk or wht. \$11.95
- 6. MKS Graphite 2000 Bearstar — blk or wht. \$13.95
- 7. Vector XC II Type Pedals — all colors. \$12.95
- 8. Hutch Pro Freestyle Sealed — chrome. \$9.95
- 9. Suntour or Vector XCII Cages — all colors. \$6.00

**STEMS**

- 1. DK Pro, Mini, XL — all colors & chrome. \$21.95
- 2. Hutch FIS Stem — all colors & chrome. \$25.95
- 3. Hutch Pro — bk, wh, bl, rd, pk, ch. \$23.75
- 4. Tuff Neck — Pro — all colors & chrome. \$14.95
- 5. Tuff Neck — Pro Freestyle — all colors. \$17.95
- 6. ACS Rotor Stem — chrome or white. \$15.95
- 7. ACS Rotor Stem w/Rotor — chrome or white. \$29.95
- 8. ACS Rotor — (Changer Device) — chrome. \$21.95
- 9. Skyway Spinmaster. \$25.95
- 10. Redline Forklits w/detangler bolt — wh, bk, sil, turq, lav, yel. \$22.95
- 11. Haro Group 1 Stem — wh, ch, gr, bl, rd. \$24.95
- 12. Odyssey 8 — Bolt FIS Stem — all colors. \$14.95
- 13. GT Freestyle wh/bolt — sil, bl, wh. \$19.95
- 14. Odyssey Gyro — (Cable Detangler) — chrome. \$15.95
- 15. Odyssey Stem — w/gyro. \$29.95
- 16. Hutch Pro, bl, pk, lav, wht. \$29.95

**HEADSETS**

- 1. MX 2 Quick adjust — chrome. \$3.95
- 2. Tange Bear Trap — chrome. \$5.95
- 3. Tioga Sealed — rd, bl, bk, w/chr. \$12.95
- 4. GT Epoch — ch, wht, bk, lv, grn, pk. \$9.95
- 5. Hutch 2 in 1 Lock & Spacer, s, m, l — chr. \$13.95
- 6. DK 2 in 1 Lock & spacer — s, m, l — chr. \$9.95

**CRANKS & BOTTOM BRACKETS**

- 1. Redline 401 — 175, 180, 185mm — ch, wh. \$134.95
- 2. Haro Group 1 — tubular crank w/disk — 175, 180mm. \$99.95
- 3. Sugino GT — 3 pc alloy rd, bl, bk or chrome — \$34.95
- 4. Sugino CT — 3 pc. CRMO w/BB — chrome. \$53.50
- 5. Profile wispalad BB — 175mm, 177mm, 180mm. \$129.95
- 6. Hutch Cranks — 175 mm, 180mm. \$149.95
- 7. SR Tubular 1 pc. — 165, 175, 180mm — ch. \$27.95
- 8. Sugino CR-MO 1 pc. — 175, 180mm — ch, wh. \$10.50
- 9. NEW Max flow tubular — 175, 180mm — ch. \$9.95
- 10. Hadley — sealed BB, 24T, 28T — chrome. \$6.50
- 11. Park's Precision BB — 24T, 28T — chrome. \$17.95
- 12. Tioga Sealed — 24T for 1 pc. \$14.95
- 13. Tioga Sealed — 28T w/size for 3 pc. \$19.95
- 14. Bullseye Sealed — for 24T — all colors. \$4.95
- 15. Bullseye Sealed — for euro — silver. \$4.95
- 16. Tioga St. BB — 24T, 28T — nickle. \$5.95
- 17. Hutch BB Lock 1 pc. — 24T. \$6.50

**CHAINWHEEL AND DISKS**

- 1. Redline For flights only 40T 45T — sil. \$19.95
- 2. New Takagi Universal Sproider — chr, wht. \$3.50
- 3. Tuff Neck Universal — chrome or white. \$8.95
- 4. Tuff Neck Universal — chrome or white. \$8.95
- 5. Tuff Neck alloy 1 pc — 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, bk, wh, bl. \$6.95

**20" BUILT WHEELS** (wheels sold in pairs only)

- 1. Araya 7X 175 w/alloy Hub — p, lav, grn. \$58.95
- 2. Araya 7X 175 w/alloy Hubs — rd, bl, gr. \$1.85
- 3. Araya 7X or 7XN w/alloy Hubs — chrome. \$4.50
- 4. Araya 7X or 7XN w/Suzuki sealed — rd, bl, bk. \$7.00
- 5. Araya 7X or 7XN w/Suzuki sealed — chrome. \$9.00
- 6. Tioga — w/Araya 48 spoke wheels — silver. \$9.95
- 7. Mongoose Pro Class II's. \$9.95
- 8. 2-Wheels w/alloy Hub — all colors. \$49.95
- 9. Skyway Tuff II — F/W or C/W — all colors. \$49.95
- 10. Peregrine Wheels — pk, turq, rad, wht, grn. \$9.95
- 11. Tuff Wheel Graphite — w/sealed hub. \$139.95
- 12. Hutch Hi-Caliber Wheels — lav, pk, ch. \$59.95
- 13. GT Performer Wheels — white. \$59.95
- 14. UNI Wheel Covers for 2 rims or alloy rims — white. \$2.95
- 15. UNI Trans w/ Wheel Cover for Tuff Wheels — white. \$2.95
- 16. NEW Peregrine 48's Wheels — (F/W silver) \$7.95

**HUBS** (hubs sold in pairs only)

- 1. Hutch Sealed — magnisium/nicklechr. \$84.95
- 2. Bullseye Sealed — 2-tone — all colors. \$44.95
- 3. GT Hubs — chrome, white. \$52.95
- 4. NEW Hutch Sealed Bearing — all colors. \$9.95
- 5. Suzue Sealed — all colors and chrome. \$9.95
- 6. Profile Gyrilite — w/4130 chromoly axle. \$84.95
- 7. Suzue Large Flange — chrome. \$18.95

**RIMS 20" and 24"** (add \$7.00/wheel for building)

- 1. ACS 2 Rims 20 x 175 — all colors. \$12.95
- 2. Araya 7XN 20 x 1.5 — chrome. \$18.95
- 3. Araya 7X 20 x 1.75 — colors. \$13.95
- 4. Araya 7X 20 x 1.75, 1-3/8 — chrome. \$18.95
- 5. Uhai 20 x 1.18, 1-3/8 — chrome. \$17.95
- 6. Ambrosia 20 x 1.75 — heat treated gr. \$14.95
- 7. Pro Class 20 x 1.75 — sil w/rd, bk, lv, gr. \$15.95
- 8. Araya 24 x 1.75 — chrome. \$17.95

**SPOKES** (36 spokes per wheel)

- 1. Asahi Double Butted — chrome. \$5.20
- 2. Asahi — stainless steel. \$4.20
- 3. Asahi Alloy. \$4.15
- 4. Asahi Chromy Nickel — all colors. \$4.08

**TIRES AND TUBES**

- 1. Comp II & III 20 x 1.75 — all colors. \$ 8.50
- 2. Comp II & III 20 x 1.25 — all colors. \$ 8.95
- 3. Comp III 20 x 1-3/8", 1-1/8" — black. \$ 8.50
- 4. Comp III 24 x 1.75 & 2.125 — black. \$ 11.50
- 5. Comp IV 20 x 1.75 & 2.125 — rd, bl, bk. \$ 10.50
- 6. NEW Comp IV 20 x 1.50 — black only. \$ 12.50
- 7. GT Tires 1.75 or 2.0 — all colors. \$ 9.50
- 8. NEW Comp Stadium Tires 20 x 1.75 — bk, wh, rd, bl, pk, lv, gr. \$ 9.50
- 9. NEW Comp V Sew-ups — black only. \$ 9.50
- 10. Haro Tires 20 x 1.75 — wh, grn, blu. \$ 9.95
- 11. Hutch FIS Tires 20 x 1.75 — bk, wh, pk. \$ 10.50
- 12. Regular Tubes — 16.20, 24 x 1.75, 2.125, 20 x 1-3/8. \$ 4.250
- 13. Superlite Tubes — 20 x 1.75, 2.125, 1-3/8, 1-1/8. \$ 3.75

**SEATS & POSTS & CLAMPS**

- 1. Uni Regular Pro — all colors. \$19.95
- 2. Uni Turbo Pro — all colors. \$19.95
- 3. NEW Uni Mini — all colors. \$17.25
- 4. NEW! Kashimax Freestyle — all colors. \$10.50
- 5. Kashimax Aero — all colors & white. \$9.95
- 6. Viscoum Dominator — all colors & white. \$9.95
- 7. Shotgun II — all colors. \$6.95
- 8. Skyway HOT SEAT — white. \$8.50
- 9. GT Straight Post — all colors, chrome. \$9.95
- 10. GT Laid Back — wht, ch, all colors. \$7.95
- 11. CW Laid Back w/brace — chrome. \$15.95
- 12. Tioga Laid Back — chr, all colors. \$6.95
- 13. Tioga w/brace — chr, all colors. \$10.95
- 14. Hutch Straight — chrome. \$9.95
- 15. Hutch Laid Back — chr, vi, pnk, wh, rd, blu. \$7.95
- 16. Hutch 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 Connector — all colors and chrome. \$3.95
- 20. Hutch — wh, rd, bl, vi, ch, bk. \$9.95
- 21. Tioga Tusk Force Clamp — chr, all colors. \$3.95

**CHAINS AND FREEWHEELS**

- 1. Torque Chain 1/2 x 1/8 — chrome. \$5.95
- 2. GT Chain w/drilled holes — blk/sil. \$6.95
- 3. Irum 2-tone 1/2 x 1/8 — all colors. \$6.50
- 4. Sedis Sport 1/23 x 3/32 — black. \$6.50
- 5. Sedis Sport 1/2 x 3/32 — sil. \$9.95
- 6. Suntour 16, 17, 18T — 1/8 or 3/32 — black. \$9.95
- 7. Suntour 16T, 33Z — chrome. \$4.95
- 8. Shimano DX, 16, 17, 18T 33Z — chrome. \$4.95
- 9. ACS Free Coaster Kit. \$24.95

**GRIPS & DONUTS**

- 1. NEW Oakley O-wing — all colors. \$5.95
- 2. AME Tr. Round — rd, bl, vi, bk, gry. \$3.50
- 3. Oakley B-2 — rd, bl, wh, bk. \$5.50
- 4. NEW AME Uni Iron — tqwh, tqgr, tqdb, blk, blk, blk, pnk, bk, wh, blk, whrd, Wtbl, whbk. \$8.50
- 5. ODI Mushroom — all colors & neon. \$5.50
- 6. ODI Mushroom II — all colors & neon. \$5.50
- 7. NEW AME Duals — whbl, whbk. \$7.95
- 8. File Donuts — rd, bl, bk, lv, gr, pnk. \$1.75
- 9. NEW File Jumbo Donuts — rd, blu, bk, blk. \$2.75

**PLATES AND NUMBERS**

- 1. Uni Cross-fire — bk, grn, blu, vi, wht. \$ 8.75
- 2. Haro Flo-Panel — white. \$ 6.50
- 3. Haro Flo-Panel — white/black — Diamond Back. \$ 6.50
- Redline, GT, Hutch, Mongoose, Gregg, Hill. \$10.50
- 4. Haro Circuit Board — bk, wh, rd, wh. \$14.95
- 5. Redline 3 Bar or 5 Bar Plate — white. \$10.95
- 6. Dyno D-2 (white w/bl, bk, rd, border). \$9.50
- 7. Uni Turbo Airdam — black w/white face. \$6.50
- 8. Suzue Mini Flo — wht w/rd, bl, bk. \$9.95
- 9. Zero-Nine Air Flo — whbl, whbk, whrd. \$9.95
- 10. Hutch Plate — wht w/bl, or rd, blk w/wh. \$11.95
- 11. Haro Stadium Numbers — blk w/wh trim. \$8.80
- 12. Uni Twin Line Number — bk or white. \$11.80
- 13. Haro Tech Numbers — black. \$11.75

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- 1. MX901 w/Tech 4-lever — rd, bl, bk, wht, chr, sil. \$13.95
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- 3. FIS 883 Brake FT or RR (Nippon) — wht, lav, grn. \$17.95
- 4. MX 1000 Brake — chrome wht, bl, rd, bk. \$15.75
- 5. Chang Star 910, FT or RR, pk, lv, gr. \$9.95
- 6. Chang Star 980, FT FIS Brake, pk, lv, gr, wh. \$9.95
- 7. NEW Comp 2000, FT or RR — all colors. \$10.95
- 8. Tech III lever, rd, bk, wh, ch, chr. \$3.50
- 12. Terry Cable, rd, vi, bl, bk, gr, vi, wh. \$7.95
- 13. Reg. Cable w/Housing, bk, wh. \$9.95
- 14. ACS Mini Mtn. levers — blk w/sil. \$12.95
- 15. Tech 5 Brake Levers — wht, gr, pk. \$13.95
- 16. RKX Odyssey Brake Lever w/Button — all colors. \$11.95
- 17. Tech 6 Brake Levers. \$11.95

**SAFETY PADS**

- 1. File Pad Set, rd, bl, pk, lv, wh, grn. \$8.95
- 2. Hutch Pad Set, rd, bl, pk, lv, wh. \$12.95
- 3. Hutch Pad Set, chrome. \$4.95
- 4. New GT Freestyle Pads, bk, grn, lv, blu. \$11.95
- 5. File Ultra Brights, grn, pnk, aqua, blu. \$9.95
- 6. Skyway Set, white. \$11.95
- 7. Redline — bik/rd, bik/turq, bik/wht. \$11.95
- 8. Pacific Palm Pads, grn, lav, pk, wh. \$13.95
- 9. Mongoose Pad Sets, rd, bl, wht. \$11.95

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- 2. Haro Jerseys — blk/wht, rd/bk/wht. \$23.95
- 3. NEW GT Jerseys — nyl w/bl graphics. \$23.95
- 4. Jerseys — nitch, mongoose. \$21.95
- 5. Haro Leather Gloves — s, m, l — all colors. \$18.95
- 6. Haro Cotton Gloves — rd, wh, bl, bk. \$4.95
- 7. Haro Cotton Gloves — fingerless — rd, wh, bl, bk. \$4.95
- 8. Pacific Palm Gloves — rd, bl, bk, lav. \$17.95
- 9. Haro Elbow Guards — rd, bl, bl, wht. \$17.95

**SOFTWEAR** (specify size)

- 1. Oakley Goggles — rd, bl, bk, vl, gry. \$14.95
- 2. Buff Guards — white. \$3.95
- 3. File Seat Covers — all colors. \$5.95

**AXLE PEGS & STANDERS**

- 1. GT Fork Standers (holding) — 1" or 1-1/8" — chrome, wht, bl, lav, pnk, grn. \$14.95
- 2. GT Rear Frame Standers — ch, all colors. \$12.95
- 3. GT Axle Pegs 24, 26T (alloy tube rdses) sil. \$9.95
- 4. Skyway FIS Axle Pegs 24, 26T — all colors. \$9.95
- 5. Haro Axle Pegs 24, 26T, bk, sil, bl. \$9.50
- 6. Mongoose Fork Pegs — white. \$5.95

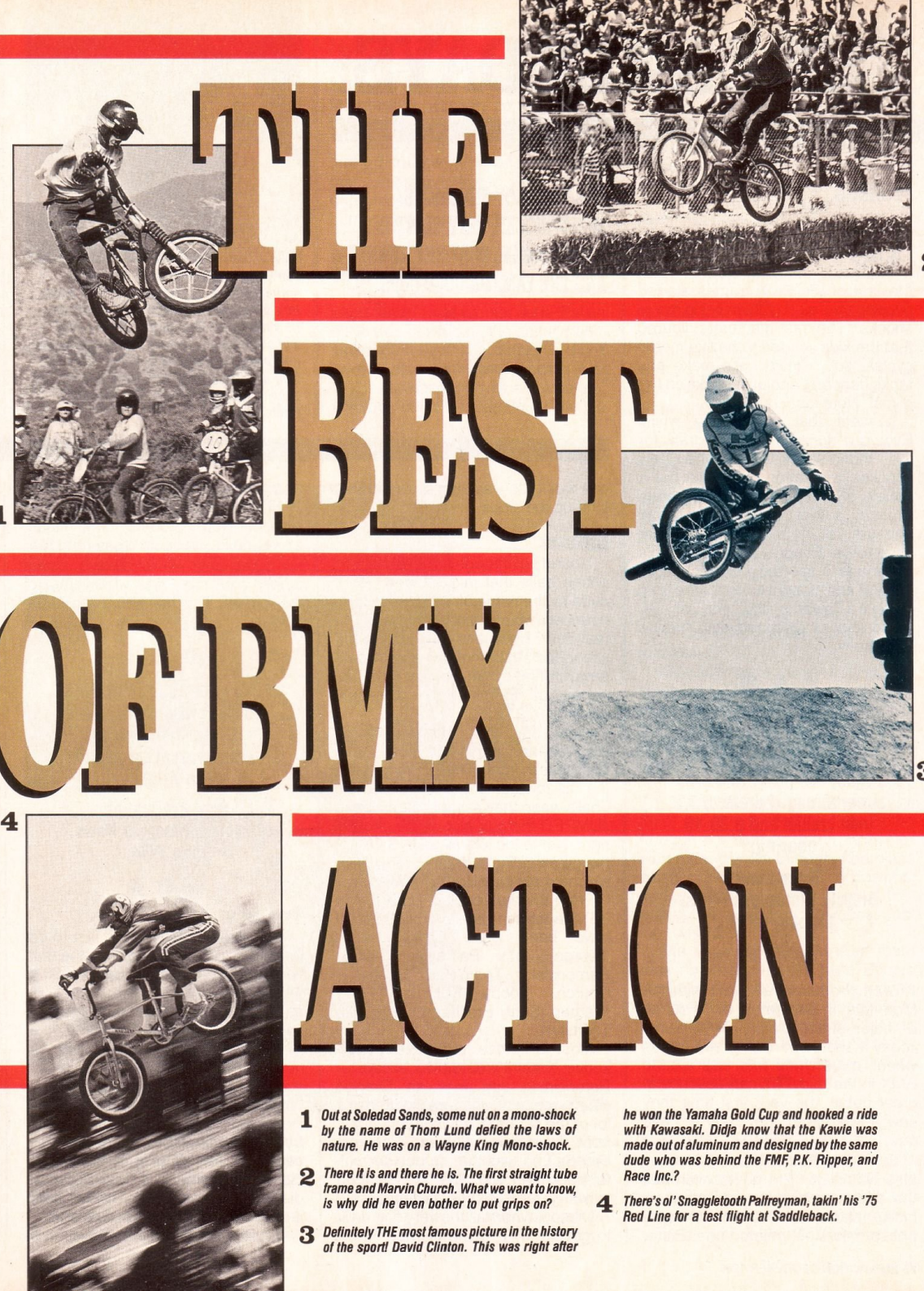
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- 4. NEW! Diamond Back Hot Streak — gray, grn. \$199.95
- 5. NEW! GT Pro Performer Freestyle — wh, vl, bl, pk, lv, chr. \$289.95
- 6. NEW! GT Performer — wh, bl, lv, pk, chr. \$199.95
- 7. GT Mach I — wh, pk, lv, bl, chr. \$229.95
- 8. GT Pro World Tour — wh, bl, lv, gr, pk. \$379.95
- 9. CW Flyer — turq, charc, burg. \$159.95
- 10. CW Freestyle, lav/wht, gr/wht, blw/wht. \$289.95
- 11. CW Shaker — gr/wht, lav/wht, rd/wht. \$229.95
- 12. Haro Master — wh, chr, grn. \$369.95
- 13. Haro Sport — wh, bl, grn, chr. \$289.95
- 14. Haro Group 1 RS1 — blk/pk, rd/bk, cp/bl. \$339.95
- 15. Haro Group 1 RS2 — bilw/whcp, rd/w/whcp, cp/bl. \$219.95
- 16. Mongoose FIS-1 — lav, grn, bl, gry. \$194.95
- 17. Mongoose Scooter — chrome. \$99.95
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1 Out at Soledad Sands, some nut on a mono-shock by the name of Thom Lund defied the laws of nature. He was on a Wayne King Mono-shock. he won the Yamaha Gold Cup and hooked a ride with Kawasaki. Didja know that the Kawie was made out of aluminum and designed by the same dude who was behind the FMF, P.K. Ripper, and Race Inc.?

2 There it is and there he is. The first straight tube frame and Marvin Church. What we want to know, is why did he even bother to put grips on?

3 Definitely THE most famous picture in the history of the sport! David Clinton. This was right after

4 There's ol' Snaggletooth Palfreyman, takin' his '75 Red Line for a test flight at Saddleback.



# THE EARLY DAYS:

## FRAMES

**W**ith most guys riding Schwinn Stingrays at first, frame tweakage was abundant. In 1973, the first of the BMX frames started popping up—most of them being mono-shocks. The manufacturers figured that the kids wanted to be like motorcycles, so . . . "Hey! Let's make gas tanks, fenders, and put shocks on the bikes!" Neat idea, huh?

It went that way for a while. Everyone dumped their Stingrays for the mono-shocks. But the new shocker generation didn't last but a couple of years at the most. Marvin Church, a local So. Cal. hotshoe, appeared at the tracks on a custom used-to-be Stingray frame that his dad made. It sported a higher bottom bracket and straight tubes for the front triangle. Towards the end of '74, mono-shocks died and rigid frames were born.

● ● ●  
"I'm riding a Rick's Custom Special with Moto-Mags. I dig the mags—they're light, roll easy, and are super strong. I prefer 6 1/2 inch cranks and a 39-15 gearing."

Thom Lund  
Bicycle Motocross News,  
October 1974.

● ● ●  
BMX Products came out with the Moto-Mag in September of '74. It had a major effect on the BMX world. Today it seems normal to see a mag wheel, but anyone who was around BMX in the mid '70's can describe in great detail the very first time they saw a Moto-Mag. You HAD to have one.

Fork wise, Red Line was it. Nothing else would do. The buyer even had the option to buy the chrome-moly nickel plated fork or the cheaper priced mild-steel painted one. Either

## THE YEARS OF SIDEHACKS, MONO-SHOCKS, DAVE CLINTON, JOHN GEORGE, SCOT BREITHAUPT AND THE YAMAHA GOLD CUPS.

one would do—as long as it said Red Line up the sides.

## RIDERS

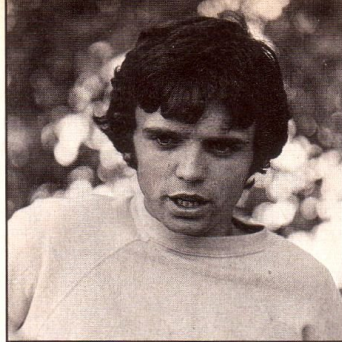
I found out through my investigative phone calls that in 1971 and '72, a dude by the name of Ron Haase (pronounced haze), totally jammed. The real BMX historians from way back seconded the motion and would always bring up an incident that happened at Palms Park sometime around 1972.

They say that Haase was a wildman, and in this one race, somebody was in front of him coming down the hill towards the bonzai drop-off. That's when they say that Ron Haase JUMPED the guy. Not passing to the right. Not to the left. PASSING OVER the guy, landing in front of him! Wish we could see stuff like that nowadays!

From the dark ages of BMX ('74 to '76) the top-ten racers would have to have been Dave Clinton, John George, John Palfreyman, Brian Ramocinski, Thom Lund, Marvin Church, Bobby Encinas, Perry Kramer, Scot Breithaupt, and Stu Thomsen.

Most of those names are well-known or semi-well known, except for Ramocinski. He was an Orange county resident who was pictured in a lot of the old BMX newspapers out in front of guys like Stu and Bottema. Brenda Lee was the top powder puffer back then, too. She later went on to marry John George, remember?

Clinton, who was the very first rider to get the official title of NBA No. 1,



Can you guess who this is? Hint: He is argued to have started the first BMX track. He's massively promoted BMX to this day. He's ridden for Dan Gurney, Webco, FMF, and some other company that would totally give away the question at hand. He's also best buddies with Charlie Narly and has led many a Tours de Terrible. Give up? Scot Breithaupt, 1974.

was also the first full-blown hero of BMX. He had style and grace on a bike that would probably blow minds now-a-days. He could cross-it-up like no other and would always come across the finish line wheelieing to the crowd. Clinton was everyone's favorite!

● ● ●  
"No. I don't think a BMX pro class would work. Most 18-year-olds are too embarrassed or afraid to race."

Scot Breithaupt  
Bicycle Motocross News,  
June 1974.

## TRACKS

● ● ●  
Scot Breithaupt was the first to do it. Others followed. Scot was the first "kid" to put on races all by himself. It was like the parents weren't too sure at first about the sport ever being a sport, but the kids who raced had the faith. So if adults wouldn't put on races, it was the kids' job to prove that BMX is worthy of time and effort.

I remember going to the Parks and Recreation Dept. myself at age 13, trying to start a BMX track. I didn't succeed, but lots of kids in the U.S.A. did—Matt Raymer and Cash Mathews did it in Oklahoma and Charlie Litsky is responsible for BMX in Chicago.

Could today's tracks have mel-

lowed out because parents took over?

● ● ●  
In June of 1974, there were only five tracks running—Flagler & 190th in Redondo Beach, Scot Breithaupt's B.U.M.S. track in Long Beach, Escape Country, Soledad Sands, and BMX's VERY first track, Palms Park in Santa Monica.

## SIDEHACKS

● ● ●  
Also in the beginning, sidehacks were just as popular as the regular 20 inch bikes—maybe more. It's like

was unheard of (of course), and guys like Stu, Palfreyman, Lund, and Breithaupt would race regular class AND the sidehack class at locals and nationals. Most sidehacks were home-made jobbies, constructed of two cut-up Stingray frames.

Later on, R & R came out with the first production hack, and soon after that, Littlejohn followed. Mark I had a one-piece hack in '75, and Cricket came out with a real joke of a hack.

## STYLES, TRENDS AND FASHIONS

The hot word of the era has to have been "endo." And funnier yet is that an endo was describing the act of crashing in any way, shape, or form. It didn't have to be a front wheel landing first!

The radical jump was a "cross-up." If you could do a cross-up, it'd be the



Sidehacks were in. John Palfreyman and Doug Takahashi ruled the hack classes from '74 to '76. These guys were CRAZY!!

people would come to watch the sidehacks race, and then decide to stick around and check out the BMX'ers on their 20's.

Sidehack racing was what the cruiser class is now. Cruiser racing back then

equivalent to doing a "Leary" now. Despite rumors that Johnny Tabletop first did it in 1968, the first tabletop ever recorded on film was of David Clinton on his Kawasaki at Saddleback. The date? July, 1975.

## RACES

The one race that stands alone from all others during the stone-age would be the Yamaha Gold Cup. They had a series of three Gold Cup qualifiers built up towards the event. One in Nor. Cal., one in L.A., and one in San Diego. The top two finishers from those got to compete at the Yamaha Gold Cup in the L.A. Coliseum. On September 14th, 1974, the sport of BMX had its first major national caliber event.

The winner of each class received a Moto Bike for their victory. Yamaha's dual-shocker Moto Bike is said today to be one of the biggest piles of junk ever made.

The classifications were supposed to be state-of-the-art, but everyone tells me they stunk. The three classes were Novice, Junior, and Expert, and the rider was categorized by their height and weight. Age wasn't a factor.

Novice's were the small guys, ranging from 12-year-old R.L. Osborn to super-small-for-being-16-years-old Bobbie Watts. The Junior's were average sized guys, with Dave Clinton and Bobby Encinas being the main dudes to watch. The Experts were the super big guys like "Friendly Fred" from Nor. Cal's Silver Shield team, and Stu.

Nationals have come a long way since then. The Y.G.C. had everything from cheerleaders and marching bands to a disc jockey race which was won by the infamous motorscooter announcer and official mouth of the Yamaha Gold Cup, Larry Huffman. The track was run around the football field, so it was totally flat. Going through the course, you'd encounter water jumps, fly through fiberglass berms, and on certain occasions, dodge haybales. It was a good first attempt at putting on big races. Just look what it started!

The legendary Dirt Master Team took home top honors, with Bobbie Watts winning novice, and everyone's favorite, David Clinton, snagging a close first in Junior. Some big, blonde haired guy riding a green Schwinn Stingray got the first in expert. I think his name was . . . Stu.

## RACING TECHNIQUES

The start of races varied. Not one track had a starting gate as most of us know it. Some just had a chalk line drawn in the dirt and a man equipped with a flag in hand. (Like at the

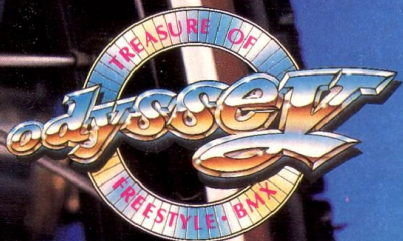




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Yamaha Gold Cup—was that our very own Oz, ferociously waving the green and jumping up and down like a man possessed?)

And then there was the rubberband start, which was a long surgical tube stretched in front of all eight guys. The dinosaur-mounted BMX'ers would line up the bikes with the paper plate slightly touching the rubber band, and with a loud SNAP—from the rubberband, not the racers—whoever was closest to the pole that the rubberband was tied to got the lamest start ever. Not quite the fairest system we've seen, but very inexpensive.

The real high class tracks could afford the ol' six inch tall piece of wood with four hinges holding it down. Usually an axe handle at one end was held by the starter, who would say the typical, best known phrase, "Set 'em up, pedals ready, GO!" No one ever dreamed of having a metal gate with wire mesh and electronic light systems with sound effects. This was the 70's!

**THE SOURCE FOR WISDOM**

On September 5th, at Corona raceway, Jeff Bottema was approached by Windy Osborn and told about the Osborn clan deciding to start a magazine on BMX. Jeff automatically yanked out three bucks on the spot and became the first guy to subscribe to BICYCLE MOTOCROSS ACTION magazine. THOUSANDS of people followed suit.

• • •  
**"Before your very eyeballs are going to appear big tests and whamo shoot-outs, exciting coverage of the big races, zoomy how-to-do-it articles, inside racing tips from the experts, profiles of the superstars, and a vast array of incisive, penetrating, and mind-boggling things that cover every phase of BMX equipment, racing, and people."**

**Bob Osborn  
 BMX ACTION,  
 December 1976.**



*continued*

**Dirt.**

*continued from page 22*

They always knew this might happen someday. Gork had warned Oz about getting tighter security. But it was too late to think about that now . . . Don might not have gotten too far!

As Andy was dusting the hacksaw on the floor for fingerprints, they heard a bottle of developer fall over in Windy's darkroom. THAT'S HIM! Don was trying to get out through the air-conditioning duct!

The three commandos surrounded Windy's darkroom. At the count of three, they'd bust through the door. 1 . . . Lew jumped the gun and busted down the door. 2 . . . 3 . . . Andy and Gork looked at each other, shrugged

their shoulders, and walked over the rubble of splinters. Inside, Lew had it all under control—Don was cornered. Lew had the seatpost against Don's forehead. Don was breaking into a cold sweat, and mumbling something about just getting a drink of water.

This was his third escape attempt. Gork suggested they throw him in solitary confinement. Don's teeth were chattering. NOT THAT! AWWWHHHH!

Don wakes up. Phew, it was just a dream. He takes a look at the clock and freaks out . . . 9:00 a.m.! He's late for work . . . WAIT! Last Friday was his last day at Wiz. He can sleep in now. He no longer has to edit their stuff again. He sinks into his pillow and closes his eyes. Relaxation, at last.

Heh, heh. Little does he know that he'll have that recurring nightmare every night for the rest of his life . . . Good luck, Don!

**STEVE CAPTURED**

The trap was set. It was two minutes 'til midnight. Steve Emig, local San Jose freestyle fanatic and 'zine operator, was walking back from his job at Pizza Hut. He took the bait, noticing a couple of magazines laying on the sidewalk. Could those be the newest issues of FREESTYLIN' and BMX ACTION? Steve jumped for them, landing on top of both mags with a mild thump. Suddenly, a net was dropped. Gork, A.J., and Lew had just captured a new editorial assistant . . .

Well, that's not exactly how it happened, but close. We'd like you to welcome Steve Emig, our newest

staffer. Wanna know more 'bout him?

You name a state—he's lived there. Idaho. New Mexico. Ohio. Indiana. California! He's a man of many talents—he juggles. He thrashes bikes (i.e. his bike is thrashed). He takes photos. He makes pizzas. He has short hair. He's actually quite normal compared to his three peers. He likes regular music—top 40 stuff like Night Ranger, Air Supply, John Cougar Mellencamp, Queen, and Foreigner. He's even pretty quiet. Not too excitable or overly hyper. He is . . . NORMAL.

What can we say? He'll change.



**STU GOES SHOPPING**

On another wall is a chalkboard with a weekly workout schedule. Scribbled all over it are different lifts, and amounts of weights and reps.

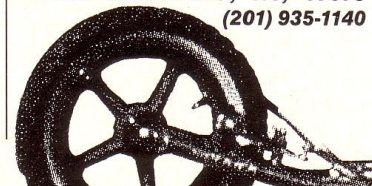
Gathered throughout the rest of the garage are weights, weights, and more weights. Humbly, Stu admits that he has, "About \$8,000 in equipment. Probably about 2500 pounds altogether."

But the real news here is that Stu has told us that he will be searching for a new sponsor for '87. He does not want to ride for Huffy next year. Any takers? ■

**GENERAL BICYCLES**

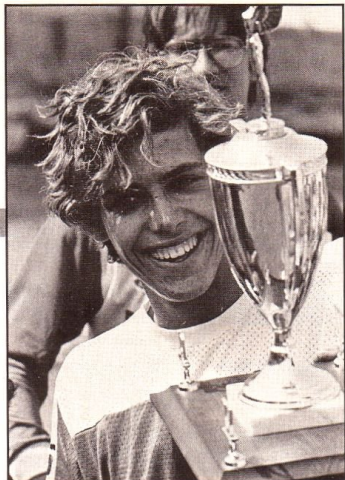
**Keep your eyes open. We're introducing something you've never seen before...a scooter with 14 inch wheels—the General Sidekick Professional. Not only are the wheels bigger, it comes with a rotor device and fork pegs—stock. And it comes in colors too; black, neon yellow, sky blue, hot pink, and chrome. Just in time for the AFA's sanctioned scooter competitions in '87. Check it out!**

**General Bicycles  
 50 Oak Street  
 East Rutherford, NJ, 07073  
 (201) 935-1140**





# ★ 1977:



*John George was awesome. Never has there been a guy who could show up at a national after a six month vacation, smoke the comp, hibernate for another six months, and then repeat another gnarly win.*

## PRO RACING

It finally happened! They started an organized pro class. In the August 1977 issue of Bicycle Motocross Action, there was an article on the Professional Racing Organization (PRO). Money was now at stake. BMX could finally be considered a full-time job.

### The founding members of PRO were:

Scot Breithaupt (FMF) President  
 Bob Hadley (Addicks) Vice President  
 Bill Wouda (DG)  
 Billy MacIntyre (Little John)  
 Jeff Bottema (DG)  
 Stu Thomsen (FMF)  
 Perry Kramer (Mongoose)  
 Brian Curnell (Mongoose)  
 Leo Green (Torker)  
 Kevin McNeal (Torker)  
 Tinker Juarez (Mongoose)  
 Coy Hudson (Wheels 'N Things)  
 Ted Guilmette (Suzuki)  
 Bobby Encinas (Shimano)  
 Byron Friday (Shimano)  
 John George (Shimano)  
 David Clinton (Jimmy Weinert)  
 Harry Leary (JMC)  
 Neil Bonds (Mongoose)  
 Dennis Dain (IBMX)

## THE YEAR OF RADICAL DOWNHILL TRACKS, SPEEDO FORKS, FMF'S, BUILDIN' LEAPIN' JONES, CHARLIE NARLY, JT PANTS AND GLOVES, AND PRO RACING.

From that list, notice that Stu and Harry are the main dudes that have remained on top to this day. Tinker is still sorta up there, racing on special occasions, and Hadley, Bottema, Breithaupt, Perry, Clinton, and Byron are all still into the BMX industry in one way or another. Not bad, huh?

### RADICAL DOWNHILL TRACKS

During this time, we saw some of the most radical tracks start-up, which meant that some of the most radical racing took place on them.



Weinert Mountain, Rancho San Diego, and Corona were the gnarliest!

Kevin McNeal was the man to beat at Corona. Matter of fact, the Corona locals used to take up a weekly collection for the first person to beat the "Corona Kid." Week after week, the money piled up and so did Kevin's first place trophy collection. So, who finally beat McNeal? No one remembers...

### FMF'S AND SPEEDO FORKS

The hot bike at this time would have to be the FMF. Maybe having Scot, Jeff Utterback, and Stompin' Stu on the team helped. The FMF was also one of the most highly copied frames in its time. Laguna and Race Inc. weren't

*All DG equipped, this kid had only just begun. Eddy King.*

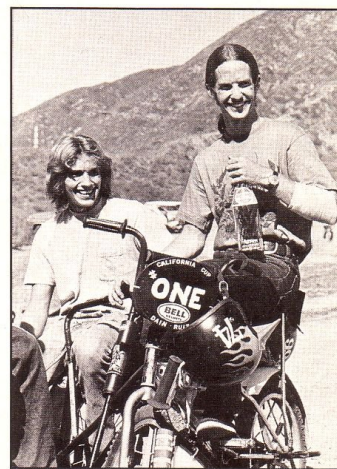
too original, if you get my drift. Real FMF's have a small oval in the gusset.

Speedo forks were also the hot set-up. Although they might not have caught on in EVERY area of the states, the team did great, thus making the fork legendary. Brent and Brian Patterson, John Crews, Scott Clark, Richie Anderson, and Mike

*Stu claims to have invented the no-hander/no-footer in 1977, when he was on FMF. We won't argue with that.*

insane jumps, and is probably best known as being the perfecter of the table-top. B.L.J. is legendary—the man who brought madness to many a page of BMX ACTION.

Also making his '77 world debut was a short and pudgy baldheaded BMX trainer with a red mustache, name o' Charlie Narly. He was the owner of Narly's Training Camp and was solely responsible for Scot Breithaupt getting his 1976 NBA National No. 1 title. In the August



*Dennis Dain and Steve Ruiz dominated sidehacks in '77. The number plate said it all.*



*Look at how tricky out test riders were about not getting their pants stuck in the chain... Also check out the brand new '77 Red Line Pro Line—the first Red Line to not have a front gusset. And check out the custom test uniforms! BMX's first test crew—the Arvada Street Gang (Ike, R.L., and Donny "Buildin' Leapin' Jones").*



*Scott Clark when he was on Speedo, right? Yeah, I'd recognize that bite-the-tongue-and-make-googley-eyes style anywhere! That's why they invented mouth guards!*

issue of BMX ACTION, Charlie's secret training methods were finally revealed. Scot told of how Charlie helped Stu Thomsen, Perry Kramer, Billy MacIntyre, "Dirt Clod" O'Hare, and himself get ready for the upcoming summer race tour.

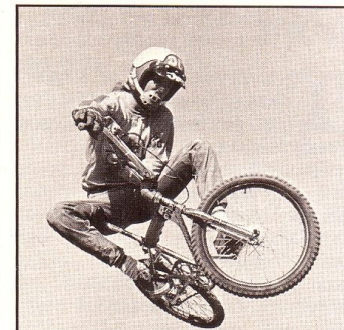
The whole method was to "get Narly"—just a simple game of hide 'n seek. The barnstorming bunch of bonzai bermbusters would look around, see Charlie, chase after him, and if someone was lucky, they'd "get Narly."

According to the article, Stu was the closest to "get Narly." But to this day no one has yet. The legend of Charlie still lives on...

### JT PANTS AND GLOVES

In those days, the most hip dudes at the track were JT pants and gloves. Anyone who was someone adorned the giant JT logo across their butt. Anything less, and they'd be considered a squid.

*Mr. DG himself, Jeffrey Bottema. He jammed back then and in years to come, but started to slow down after some chick cut his hair.*





# ★ 1978:



Up 'til now, the hotties were basically from California. It took awhile for everyone else to catch on. But when the dudes east of the So. Cal. border caught on, they CAUGHT ON! All the way from Oklahoma, came Jeff Ruminer.

## THE YEAR OF BOBBY ENCINAS, RED LINE V-BARS, CUSTOM NUMBERS, THE ABA, MONGOOSES, AND ADDICKS SPROCKETS.

### TID BITS

The winner of the 1978 NORA Cup—the very first NORA Cup ever, was factory Shimano racer Bobby Encinas.

Chuck Robinson had just bailed from LRV (or vice-versa), and started his own company, Robinson Racing Products. They had a real winning team going towards the end of the year. Do the names Scott Clark, Jeff Ruminer, Gary Renteria, Bryan Webb, Bill Anderson, and Larry Ruiz sound familiar? Some may. Some better. All were rad—take our word for it.



Winner of the very first NORA Cup, Bobby Encinas.

### RED LINE V-BARS AND MONGOOSE'S

In '78, you were definitely a nobody unless you had a pair of Red Line V-bars clamped to your stem. Your stem was probably an Ashtabula (if you were short on cash), or a Mongoose or Cook Bros. (if you were rich). Still, no matter what your cash flow was, Red Line V's were HOT items.

The big guy, Stu, gettin' rad in Irvine.



There are very few LITTLE guys who get respect from the pros. Steve Skibel was one of the few exceptions. He won nearly every time, had his own signature frame put out by DG, got on the cover of BMX ACTION, and retired at an early age.

Stu Thomsen and Perry Kramer, both on SE, rode on Mongooses until SE came out with some production bikes (the STR-1 for Stu and the P.K. Ripper for you-know-who).

I'm tellin' ya—Mongoose was HOT. Could such a HUGE team have done it? Or maybe it was those two-page center spread poster/ads with a different team member each month?

Jag also arrived on the scene in

The hot bike was a Mongoose. Tinker Juarez, Brian Curnell, Jeff Kosmala, Kenny Knachman, and Dan Oakley were the Factory 'Goose squad. All of those guys ripped. It wasn't unusual to see four or five Mon-

“More major races will be won this year on a Mongoose than on any other single brand.”

BMX ACTION,  
August 1978.

goose riders on the gate for a main. Bobby Encinas (Shimano) and Stanley Robinson (Kings BMX track in Modesto—soon to be factory 'Goose) had been Mongoose mounted for the last couple of years, too.

We're only going to give you one clue as to who this guy is. LOOK at the number plate. Now . . . who would make rad numbers like that?



1978. Anthony Sewell was the main man. Other less notable Jag riders were Tommy Brackens and Turnell Henry. You do know that the first Jags were basically Mongooses with different decals, right?

“You mean for the top riders to get paid for using and endorsing products? . . . It's coming.”

Stu Thomsen  
BMX ACTION,  
June 1978.

### CUSTOM NUMBERS AND ADDICKS SPROCKETS

Fads and fashions this year mostly consisted of a new craze to make your bike look trickier than everyone else's—as compared to the past where you WANTED your bike to look like everyone else's. 1978 brought out an individualistic view in BMX. Like, “I don't want the same bike as Stu Thomsen's . . . mine's gonna look unique.”

One of the best ways to show your own personal style was to trick out your number plate with custom numbers (custom NUMBER if you were good enough). The entire BMX world found this to be quite fun. Bob Haro found this to be quite profitable.

Addicks sprockets came and went during this time, too. They were hotter than the radiator on the SE Tour Bus when they first hit the market. Another must-have. But then they started twanging and twinkling when torqueing. President of the nylon sprocket

“The NBA did their usual almost zilch job of promoting. Either that, or because it was close to Halloween, an awful lot of people came dressed as empty seats.”

BMX ACTION,  
November 1978.

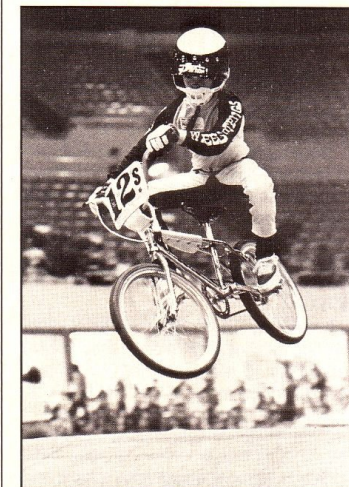
company, Lyle Addicks (now you know where the name came from) came out with Addicks II—a less holier version and in colors even! Word was out that he was paying people to try to break them.

### NATIONALS

The pro purses were growing. Stu was averaging \$300 for first at every race he went to. Everyone freaked out when the ABA offered \$1000 for the pro purse at their Phoenix Nationals halfway through the year. And then they toppled that over by offering \$1500 the next month in Amarillo, Texas.

The Open class back then was slightly different from what we now know as the Pro Open, where B pros can race A pros. With only one type of pro, the 16 Over Open classes of old consisted of experts AND pros. Sounds fun, don't it?

14-year-old Jeff Utterback and 13-year-old Greg Hill, were THE fastest amateurs around. Those two guys, both on SE towards the beginning of '78 (Greg went to Schwinn later on), were totally untouchable.



For about three or four years, the Wheels 'N Things bike shop, out of San Diego, had a KILLER team. They launched quite a few kids to super stardom, such as this guy—!!! Doug Davis.

The last races of the year, of course, are the Grandnationals. The NBA Grands in '78 were held inside a coliseum for a change. After being held at some of the finest tracks in the U.S., the move to concrete floors and wooden jumps was a cool change. Pro purse here? Biggest yet—THREE THOU. David Clinton flew in for the win, beating out five of the fastest pros in the country—Kosmala, McNeal, Stu, Brent, and Harry.



## THE CRUISER CONTROVERSY

**I**t raged on for over a year. Letters kept pouring in by the mail-truck full. The So. Cal. guys wanted 'em. The Michiganders detested the idea. Everyone in between felt differently. The subject at hand? Cruisers. 26 inch beach cruisers. Balloon bikes. Tankers.

Were cruisers BMX'ish? Were they better than the twenty inchers? Could they go faster? Were they too heavy? Could cruisers be raced on a BMX track? Should they be raced? And, would the manufacturers start making them?

● ● ●  
**"Cruisers, being as heavy as a '52 Buick, are not as jammable as 20-inch BMX bikes, but every once in awhile you'll find a few gnarly dudes who want to try 'em on."**

**BMX ACTION,  
 September 1979.**

● ● ●  
 As it turned out, the East coast guys lost or gave in. The Cal Boys knew what was hot, and one year down the road, as soon as most every manufacturer came out with a 26 inch race frame, a new class was born.

### MISC.

As of May, 1979, BMX ACTION was a mighty monthly mag (that's why you'll only count ten '79 issues on this month's cover).

**THE YEAR OF THE CRUISER CONTROVERSY, HARO NUMBER PLATES, TIMMY JUDGE'S ONE FOOTER JUMP, THE FIRST FREESTYLE TRICK EVER, INDOOR NATIONALS, AND THE AWESOME RED LINE TEAM.**



Corona raceway was the BEST. The tight competition between Lee Medlin (No. 354 and the original GT rider), Eddy King (still on Torker), and Chris Hopkins (back there in the Jag outfit) was also.

The second generation DG team was formed. Rich Osborne was behind the DG desk, signing Clint Miller (a hot up-and-comer), Sal Zuener (the hottest dude back east—NBL

Nat. No. 1), and Kyle Fleming (one of the fastest lil' twirps EVER and ABA Nat. No. 1 amateur). Toby Henderson hooked a ride with DG towards the middle of the year, and Jeff Bottema was still the main man. Do you see any connection there?

Yup . . . later that year, Toby and Jeff parted company with DG, only to get an offer from Raleigh one month later. The terrible twosome of the "Coca-Cola Cowboy" and Bottema became two of the first BMX'ers to tour and travel all over Europe on a bicycle company's tab.

The hottest amateurs to bout it out on the track were 13-year-olds Eddy King (Torker), Chris Hopkins (Jag), and Lee Medlin (GT). These three diced and sliced the whole year for No. 1.

Richie Anderson (Patterson Racing) and Jason Jenson (Torker) were annihilating their competition, too. Oh, . . . they had been doing that for the last coupla years, but their time was finally coming around.

### HARO PLATES

The first Haro plate to appear on the cover of BMXA was December 1978, with Brent Patterson. It blew minds. It looked hot. Everyone had to have one. NOW.

At that time, Bob was still making them in his bedroom, hand-bending them over the oven and using his

ing skateboard tricks on his bikes. And from doing that first rock walk in the Jan./Feb. issue, Bob started off a million dollar industry called freestyle.

Just for the record, Stu Thomsen was featured in the Mar./Apr. issue doing (OH, my-gawd!) AERIALS! Stu was getting about one foot out, and was said to be pulling one-hander/

one-footers too, but we never got a photo to verify that much insanity.

### INDOOR NATIONALS

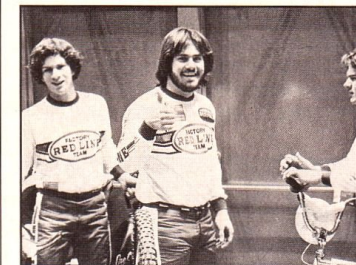
Jag BMX, under the direction of the "fearless and flawless" Renny Roker (well, one out of two ain't bad), sponsored and put on the first ever Jag World Championships in Indianapolis. This was later to become a short tradition and always a question of whether or not the title, "World Championships," fitted.

The first W.C., which was actually at the end of 1978 (we'll call it the

*If we were to take a vote as to who the raddest and smoothest jumper was since day one, John Crews would probably win by a landslide. Style for miles!*



Dive bombing during practice for one of many football halftime races. It's hard to believe Harry's going to land on flat ground, isn't it?



Some of the heaviest of the heavies, all on one team! (Left to right) The young pro, Greg Hill, the legendary and newly bearded David Clinton, and the quickest dude to ever come from Oklahoma, Jeff Ruminer. Add Dennis Dain, Mike Bush, and Bob Hadley to the team and we're talkin' world domination!

trusty X-acto knife to cut 'em out. At first, real Factory Plates were rare, so copies and fakes were in abundance. But . . . there was nothing like the real thing!

### TIMMY JUDGE'S ONE FOOTER JUMP

May 1979 issue, the one with the Red Baron and Kornuts jumpin' in front of thousands of football fans, also featured a small pictorial on Timmy Judge.

"The Judge," who had some pretty hefty NBL titles from back east and was full-factory Thruster, did the unthinkable. Well, maybe thinkable, but never done before—a one-footer. Fiola and you guys . . . you know who to thank.

### THE FIRST FREESTYLE TRICK EVER

'79 could unofficially be the year of Bob Haro too. As we mentioned, he came out with his revolutionary number plate and also started copy-

*And here he is, folks . . . Stompin' Stu, doing his best imitation of a bowling ball. At first, everyone thought that it was absolutely nessesary to NOT use a visor because it blocked your view. Can you see Fiola or Dominguez lookin' like this now?*



beginning of '79), had a \$2500 pro purse, and was also the biggest race to date. Scott Clark took the cold hard cash here.

Races of this nature brought a whole new concept to BMX racing. Was indoor racing "Real BMX" without dirt? That question was asked over and over for the next few years, and since they don't do it anymore, I think it was finally answered.

### THE AWESOME RED LINE TEAM

Imagine having a team right now, consisting of Pete, Ronnie, Tommy, and Ellis. It'd be the baddest, wouldn't it? Well, the Red Line Team was comparable to that in 1979.

Stuffed inside the Red Line motorhome during that summer were Dave Clinton, Jeff Ruminer, Bob Hadley, Dennis Dain, and Greg Hill. AWESOME. You probably could guess that Red Line RULED BMX racing this year.

★ 1979:



**THE YEAR OF STU THOMSEN,  
THE KEVIN McNEAL  
CONTROVERSY, JASON  
JENSON, LOWER FINGER  
BRAKE LEVERS, AND  
SKATEPARK DISCOVERIES.**

**MIGHTY STU**

**T**here's probably one name that has been drilled into your head by now. Stu Thomsen. He's hailed from the very beginning—ever since the first Yamaha Gold Cup. Because of that, it was pretty hard



*The unforgettable Juicy Jaws, a.k.a Jason Jenson. It's safe to assume that J.J. has probably tripled more than anyone in the sport.*

● ● ●  
 "In a time when the public images of many of the idols of our younger generation are dope-oriented, unwholesome, and sometimes freakish . . . Stu Thomsen has set an example that is clean, healthy, honest, and competitive."  
 ● ● ●

**Bob Osborn  
BMX ACTION, March 1980.**



*Little did they know what it'd start. Haro, R.L., and "The Beast." The original BMX ACTION Trick Team.*

finding JUST ONE year to name after him.

We called Stu up and asked what he thought was his best year. What he would call the Year of Stu. He thought about it for a few seconds and answered, "From 1977 to 1982." That's probably true.

But we decided that since Stu won his first NORA Cup, got his first BMX ACTION cover, dominated BMX a little bit more than most years, won the ABA No. 1 pro title and the Cal Custom Van that went with it, and the No. 1 NBL plate, then 1980 must've been his year.

He ruled. What more can we say?

*Eddy King has virtually been on top since he first started racing in 1976. Around this time (his 15-year-old era), Eddy flat hauled buns and blew the drawers off most everyone. Photo by Oz.*



**THE KEVIN McNEAL  
CONTROVERSY**

Kevin McNeal's all-out, what's-a-brake?, kamikaze-style of taking turns made him BMX's first bad guy. During this time, McNeal "took out" Stu in Texas, "munched" Schwinn's Ted Guilmette in Vegas, and "bonzaid" into Brent Patterson in Elkhart. Kevin was a busy guy in '80.

The ABA ended up suspending "The Corona Kid" from the next two nationals after Brent's up-close encounter, and threatened if it happened again . . . six months. To break the suspense (I know you're all dying to know), Kevin wound up cleaning up his act.

**JASON JENSON**

Not since Stevie Skibel has one kid (one LITTLE kid) done so much in



*This is Scot Breithaupt. This is at Corona. This is during a race. This is on a 26 incher. This certain 26'er that Scot is styling on is the prototype O.M. Flyer. This is rad. This is a prime example of why the O.M. is legendary.*

for the first year and a half. It was trick looking with those two finger slots and cool color combos when you mixed and matched. Hip and ahead of its time. Everyone dug on 'em, until they found out that it flexed a lot and limited stopping power.

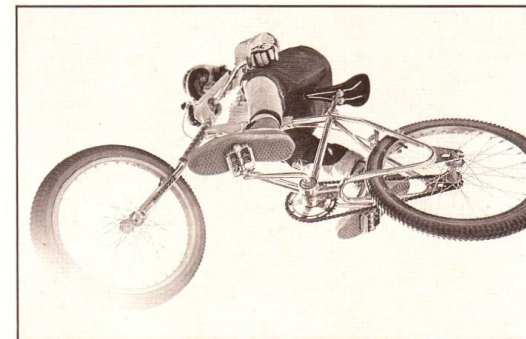
**SKATEPARK RADNESS**

Stu was officially the first person to ever do a drop-in, but Tinker was the first guy to ever do a real air, three feet out. Although most of his style consisted of jumping bowl-to-bowl, he still blew minds! This was at a time when skateboards had died, and all over the U.S. there were closed up, fenced-in, not-torn-down-yet skateparks. BMX'ers found ways to get in!

Soon, a whole new breed of cat would appear—pure concrete aerialists! Watch out for Watson . . .



*Richie "The Avalanche" Anderson, always the guy to beat.*



*The bike made for a moose. Blithely sailing in the air like a Boeing 747 is resident editorial type at the time, Steve "Gibey" Giberson. Mongoose's "made-for-big-guys" Moosegoose was pretty unique, in more ways than one.*

BMX. He not only would tear up the track totally untouched, but his between-motos antics can never be forgotten! Remember the time in Grass Valley when he was playing with lizards? And that one race, in . . . where was it? Elkart, Indiana—he had a buncha caterpillars crawlin' all over him. Or how 'bout that time he pinned down Cathy Hanna and gave her a big smooch on the lips? He was the envy of everyone after that!

On and off the track, ol' Juicy Jaws made footprints—size 4 1/2 footprints, to be exact.

**LOWER FINGER  
BRAKE LEVERS**

Brake levers, even though they

may seem very infinitesimal, have gone through a variety of changes. Originally, everyone used the typical, bone stock, Dia-Compe lever, which were probably stolen off of their dad's ten-speed. Around 1978, the "in" brake lever was one that was slightly bent and parallel to the bend of the handlebar.

Rollin' around 1979, the levers got a new bend. Now they were totally underneath the grip, and there would usually only be enough room for two fingers on it. Can you guess who was on the scene to save all the BMX'ers from going through five levers until they got the right bend? Sure 'nough . . . Bob Haro.

The Haro lever was the major "brake-through." It was an instant hit

● ● ●  
 "Cook Bros. does not condone stunt riding with BMX equipment. Our effort is in racing, not 'circus acts.' Furthermore, we feel these stunts should not be exposed to the young riding public."  
 ● ● ●

**Craig and Gary Cook  
Cook Bros. Racing  
BMX ACTION, July 1980.**

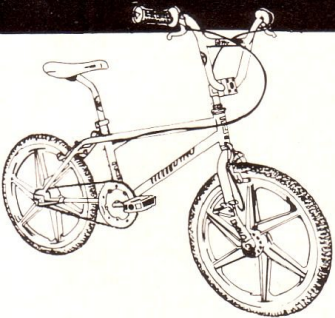
What they didn't know then, huh?



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COMP II  
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### COMPLETE BIKES

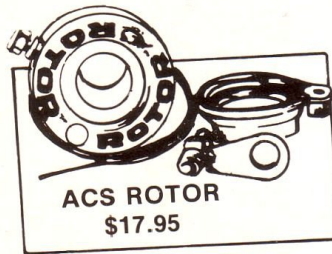
Diamond Back	\$ 159.95
Cool Streak	159.95
Super Viper	204.95
Formula	189.95
Hot Streak	279.95
Strike Zone	189.95
Red Line	229.95
500 C	209.95
600 C-XL	239.95
RL-20A W/48's	249.95
RL-20A W/Mags	269.95
RL-20 W/48's	209.95
RL-20 W/Mags	219.95
Hutch	179.95
Raider	279.95
Wind Styler	219.95
Pro Racer	319.95
GT	179.95
Performer	279.95
Pro Performer	219.95
Mach I	309.95
Pro Series	334.95
GT World Tour	334.95
Haro	219.95
RS-1	189.95
RS-2	199.95
RS-3	279.95
FST	379.95
Sport	204.95
Master	259.95
CW	279.95
CW 2000	149.95
CW 3000	279.95
CW California	244.95
Dyno	339.95
Comp	209.95
Comp 2	259.95
Skyway	244.95
Styler	339.95
Street Beat	209.95
Kuwahara	259.95
Magician	
Bravo	

### FRAME & FORK SET

GT Pro	\$ 129.95
Hutch Racing	139.95
CW Racing	139.95
Skyway TA	139.95
Profile Champ Pro	139.95
GT Performer	129.95
Dyno	124.95
Haro Sport	149.95
Haro Master	169.95
Hutch Trickstar	159.95
Skyway Street Beat	139.95
Red Line RL-20 II	219.95

### ROTORs

ACS Rotor	\$ 17.95
Skyway Spinmaster	24.95
Odyssey Gyro	12.95



### PEDALS

KKT RMX	\$ 11.95
MKS Graphite 2000	13.95
Suntour XC-Z	19.95
Hutch Pro 2	69.95

### HANDLEBARS

GT	\$ 20.95
GT Performer	22.95
Hutch	20.95
Hutch Hi Flyer	23.95
Hutch Woody Itson	23.95
Powerlite	22.95
Haro F/S	22.95
CW	20.95
CW F/S	25.95
Red Line R/L	44.95
Skyway E-Z	29.95

### GRIPS

AME Round	\$ 3.50
AME Tri	3.50
AME Dual	6.95
AME Unitron	7.95
Mushroom	4.95
Mushroom 2	6.95
Donuts	1.50

### PADS

Pacific Palms	\$ 11.95
Haro	11.95
GT	10.95
Hutch	10.95
Diamond Back	9.95
Dyno	10.95
CW	10.95
Red Line	12.95

### SAFETY EQUIPMENT

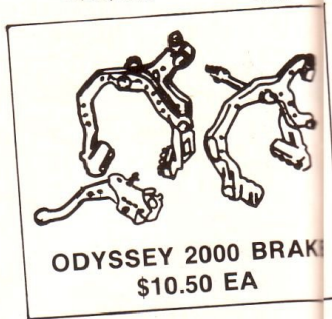
Haro Elbow Pads	\$ 15.95
Pro Tech Helmet	39.95
Echo Open Face	59.95
Echo Full Face	69.95
Haro Visor	5.50
Oakley Frog Skins	
Sunglasses	29.95

### CLOTHING

GT Jersey	\$ 19.95
Hutch Jersey	19.95
CW Jersey	19.95
Uni Jersey	18.95
D/B Jersey	19.95
Haro Cotton Glove	4.95
Zeronine Sticky Fingers	4.95
Zeronine Wrist Wrap	19.95
Pacific Palms Glove	17.95

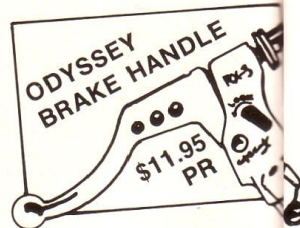
### BRAKES

Dia Compe	\$ 19.95
FS-883	11.95
FS-880	13.95
FS-880 Chrome	12.50
MX-901	14.95
MX-901 Chrome	12.50
MS-1000	14.95
MX-1000 Chrome	10.50
Odyssey 2000	



### BRAKE LEVERS & SHOES

Odyssey RX/3	\$ 11.95 pr.
ACS Potts Levers	8.50 pr.
ACS Mini Mountain	11.95 pr.
Dia Compe	15.90 pr.
Mini Mountain	4.50
Tuff F/S Pads	7.50
Mathaeuser Pads	6.50
Kool Stop Pads	4.95
Dyno Brake Guard	6.95
Terry Cables	1.95
Odyssey Cables	



### CRANKS

Tagaki 1 Pc.	\$ 10.95
SR Tubular	28.95
Red Line Flight	134.95
(401 Series)	134.95
Profile	

### CHAINS & CHAINWHEELS

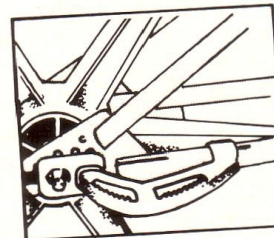
Izumi Chain	\$ 4.95
Torque Chain	6.95
Sedis Sport Chain	8.50
Pro Neck 1-Pc. C/W	7.95
Pro Neck Uni C/W	7.95
Red Line C/W	17.95
(For Flight Crank)	3.95
DX Freewheel	4.95
Freewheel Removing Tool	7.95
Power Disc	7.95
Task Force Spider	3.25
Chainwheel Bolt Set	27.95
ACS Freecoaster	

### HEADSETS

Tange MX-2	\$ 3.50
MX-4	12.50
Tioga Beartrap	5.50
GT Epoch	9.95
Hutch Headcock	8.95
Hutch 2-N-1	13.95
DK D-Lock	11.95

### BOTTOM BRACKET SETS

Tange B.B. Set	\$ 5.95
Tioga Sealed B.B. Set	14.95
Tioga Sealed	23.95
(3 pc. Cranks)	8.95
Hutch B.B. Lock	34.95
Hadley Sealed B.B.	



### STANDING PLATFORMS

GT Fork Standers	\$ 13.95
GT Frame Standers	13.95
Red Line	8.95
Standing Platform	12.95
Odyssey Fork Step	8.95
Odyssey Frame Standers	8.95
Skyway Axle Pegs	8.95
Haro Axle Pegs	8.95
Pro Neck Axle Pegs	29.95
Skyway Frame Platform	



**Kuwahara**

**MAGICIAN**

**\$209.95**

### PLATES

Haro	\$ 6.95
Flo Panel	9.95
Series 1-B	12.95
Circuit Board	8.95
Zeronine	9.95
Airflo	9.95
Moto Control	9.95
Uni Crossfire	9.95
Dyno	10.95
Hutch	9.95
Red Line RL	1.50
Tech Numbers	.80
Stadium Numbers	

### STEMS

Hutch Pro	\$ 19.50
Hutch F/S	24.95
ACS Rotor 45	14.95
DK Pro	19.25
DK F/S	23.95
Pro Neck II	17.95
GT	19.95
Red Line	23.95
Forklifter	13.50
Odyssey	

### MAG WHEELS

Tuff 2	\$ 53.95
Peregrine	59.95

### ALLOY WHEELS

Peregrine 48's	\$ 79.95
Araya 7X	69.95
W/Suzue Sealed	99.95
W/GT	8.50
W/Hutch Aluminum	8.50
W/Hutch Magnesium	139.95
W/Bullseye	109.95

### SEATS

Shot Gun II	\$ 8.95
Kashimax	8.95
Uni Turbo	16.95
Uni Seat	16.95

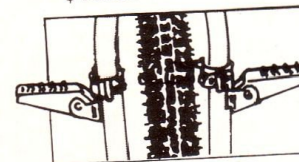
### SEAT POST & CLAMPS

GT Str.	\$ 6.50
GT Laid Back	7.50
Hutch Str.	6.50
Hutch Laid Back	7.50
CW Str.	6.95
CW Laid Back	9.95
CW Laid Back	17.95
(With Support)	3.95
Tech Seat Clamp	8.95
Hutch Seat Clamp	6.95
DK Seat Clamp	12.95
DK F/S Seat Clamp	4.95
GT Seat Clamp	

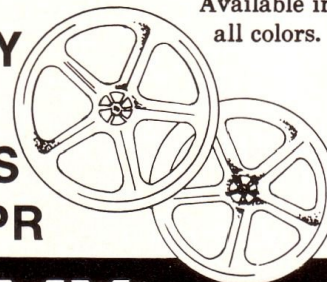
### TIRES & TUBES

Mitsuboshi	\$ 8.50
20 x 1 1/4	8.50
20 x 1 1/8	8.50
20 x 1.50	8.50
20 x 1.75	8.50
20 x 2.125	8.50
Comp ST	8.50
GT Tire	8.50
Panaracer F/S	8.50
Haro F/S	8.50
Hutch F/S	8.50
Standard Tubes	2.50
Tioga Super Lite	3.95

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FORKSTANDERS  
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**FRANKFORD BMX**





At this time, Greg Hill had just ended his one-man boycott of the ABA and was fresh off of Red Line. Even at 16, Greg was pretty unbeatable. (Heck, he was unbeatable at 14!) Note the Haro lower finger brake levers on Denny's bike. Photo by Oz.

### BRENT PATTERSON

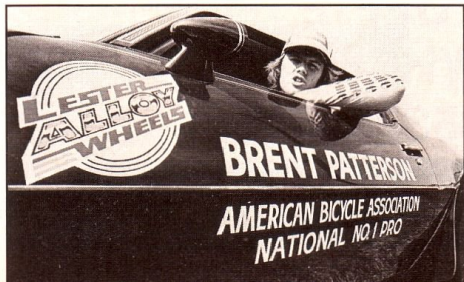
**H**is year. His BEST year. For some time now, Brent Patterson had been near the top, but not standing on the peak—maybe one step below. In 1980, he was looking strong. In 1981, he stood alone.

The elder Patterson bro went into '81 with the ABA No. 1 pro title, plus a Trans Am. Brent continued his domination by not really winning every major biggie, but most of the ones in between. Brent also scarfed

The 1981 Team Torker. The main three somewhere in here are Jason Jenson, Mike King, and Clint Miller. That's Steve Johnson, Torker's owner, without a jersey.



Brent Patterson, ruler of 1981.



# ★ 1981:



Photos can be deceiving. We could tell you that R.L. and Buff are doing dual fakie airs way ahead of their time, but . . . we cannot tell a lie. Double pop-outs, at the Houston Astrodome.



No one can jump like Timmy Judge, except for maybe Harry Leary or John Crews. "The Judge" used to be awesome in skateparks too, as seen here. One-footed bowl-to-bowl flyouts.

it chrome." The guys at Bush Polish-ing, the main chromers in So. Cal., were lovin' it!

Comp III tires were the ultimate in technical traction. BMXA said that it was the ONLY tire to have, and every bike shop in the states instantly sold out of 'em.

In the clothing and looking spiff department, Max pants were the fashion leader. Lots of cool color combos and lots of factories wearing them made Max the 501's of the BMX world. McGoo was a major force behind that. With some pretty hefty promo work—courtesy of Denise Barter, Premier helmets became the only nogan-knocker to wear. Lookin' back on 'em, their full-face was kinda funny lookin', wasn't it?

on the heavily prestigious NORA Cup, that year.

Stu was still giving 'em trubs . . . well, Stu has always given EVERY-ONE trubs. And Greg Hill was starting to stand out from the crowd more and more, finishing up a ride with Mongoosue, and getting on GT towards the end of the year.

### JEFF "KOS" KOSMALA

Cruisers were getting big. Most of the major manufacturers had their 26'ers on the market. Powerlite, DG, Littlejohn, S & S, Bassett, CW, Torker, and SE, to name just a few.

The past year, 1980, was the first year of tallying cruiser points, and Jeff Kosmala was the dude who came out on top. It was a close battle between him and Kevin Harlow (son of DG's owner, Gary Harlow. i.e. Gary is Kevin's dad and is the G in DG . . .)

Back to Kos—he was rippin' on his 'Goose signature bike.

The ABA even started a 26 and over cruiser class!

### STYLES

Chrome frames were hot and happen-ing. TOTAL chrome. The attitude was, "Forget any anodized stuff or those bogus painted parts . . . make

Skatepark discoveries? You bet! Tinker Jaurez, veteran BMX pro, factory Mongoosue rider, and original King of the Skateparks before there even was a contest. Note the Moto-mags . . .



Possibly one of the looniest dirt jumpers EVER was "Trash Can" Morgan. He was the ultimate thrasher, responsible for trash canning many a bike and also the first person to ever pull off a no-footer/one hander. Wonder what he'd be like on a ramp now?

THE YEAR OF BRENT PATTERSON, CHROME FRAMES, JEFF "KOS" KOSMALA, COMP III TIRES, MAX PANTS, AND PREMIER HELMETS.



## GREG HILL

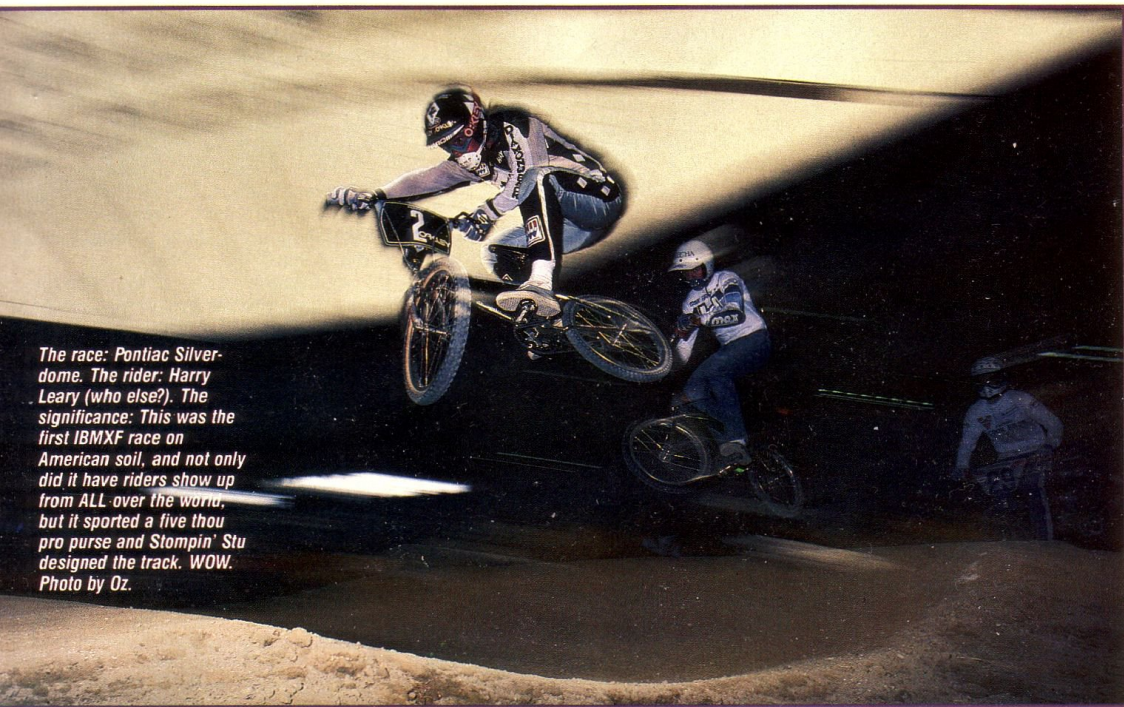
Like the ad said... "What's super fast and starts with a G?" The obvious answers, of course, were Geoff Scofield—the lil' mighty midget; Greg Hill—the now-faster-than-a-greased-banana-peel pro; and GT—their sponsor.

This was at the same time that GT came out with those trick lookin' jerseys, with the crooked yellow stripe zig-zagging across the chest. That jersey alone is an all-time classic!

Besides seeing Greg out front in just about every moto, semi, and

## THE YEAR OF GREG HILL, E.T., GT PRO BARS, PIT BIKES, SPEED JUMPING, FLIGHT CRANKS, AND BELL MOTO III'S.

# ★ 1982:



The race: Pontiac Silverdome. The rider: Harry Leary (who else?). The significance: This was the first IBMXF race on American soil, and not only did it have riders show up from ALL over the world, but it sported a five thou pro purse and Stompin' Stu designed the track. WOW. Photo by Oz.

main, you saw him on just about every page of the magazine, either in race shots or ads. Greg OWNED 1982.

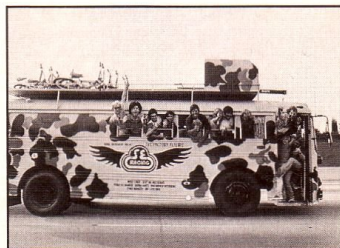
He also didn't shave a lot.

## SPEED JUMPING

Sure. They'd been doing it for some time now, but this is when it really got dialed in, became a factor, an art form, or something like that.

## HOTTIES

Nelson Chanady, from Florida, had



Another Team Terrible Tour. We'll let the picture speak for itself.

“Greg Hill. The business man. Totally concentrated. Peak physical condition. 100 percent support from GT. Psych totally dialed. Wants it more than anyone. Greg will own '82.”

Oz, on his Pro predictions. **BMX ACTION, June 1982.**



Mr. Smooth, himself. Darrell Young, doing what he called a “Young.” JMC always did have the stylish riders, didn't they?

arrived and delivered. It didn't take too long before GT picked him up.

Clarence Perry, CW's walking earthquake, had shown up here and there, and with the Pro Cruiser class, he finally found a home.

Showing up in a lot of B-pro mains was some squid called “Gibey.” His mama called him Steve. His competition called him tough. Oz called him “a warehouse boy done good.” Len Weed, BMXA's mad editor at the time called him an Assistant Editor (for now).

Darrell Young became known as one of the smoothest guys to ever grace a BMX track. The guy was silk!



Stu, wowing the very excitable crowd in Nagoya, Japan. Stu had just gotten his second NORA Cup and Red Line got No. 1 team, so you could say that Stu was jumping for joy here.

And one of the biggest locals-on-the-verge was Greg Grubbs. From outta nowhere (Nowhere, Nebraska), he showed up in a pro main. At first, people questioned if he was in the wrong moto. He wasn't. And once the gate dropped, they never asked again. He twisted himself into weird positions off the track and got some good positions ON the track. Instant super star. Red Line jumped on him—figuratively speaking, of course.

## E.T.

I don't think that any of us expected to see what we saw. All the BMX'er/movie goer knew from what Oz warned them, was that it was about a gang of kids jammin' around on BMX bikes with some weird alien creature.

If you are anything like I am, then I know for a fact that when you walked out of the sticky-floored theatre, you were STOKED. Not only was E.T. an

ultra cool thing (person?), but we got to check out BMX on the big screen—the first time since “ON ANY SUNDAY.”

## PROD'S

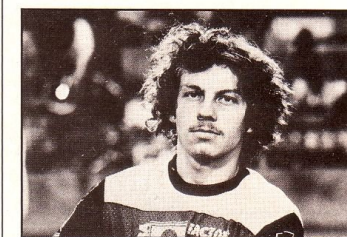
First off, let me mention that at this very instant in time, 26 inchers instantly became history. The 24 Wars had begun. Mongoose was the first

“If you want to be the very best, then you have to get up Monday morning and put as much effort into it as you can. You have to want to win all week long.”

Greg Hill  
**BMX ACTION, June 1982.**

to jump on it. Everyone else followed, which brings the cruiser controversy up to its present status.

GT Pro bars were a hot item, FUR sure. GT is said to have sold “close to a million.” (Slight exaggeration, maybe.) Red Line Flight cranks were also selling hotter than tanning-lamps in Alaska—the long awaited Flights became the ultimate crank to have if you had the ultimate cash flow.



Pedalin' Lee Medlin. Him and Dennis Dain were the original factory GT riders. He jammed, up until '85.

Pit bikes gained in popularity. Skyway came out with 16 inch Tuff's, and it was the full-blown factory look to have your very own 16 incher to cruise around the pits between motos. And every once in awhile, if you could talk the track operator into it, you might get a pit bike race goin'!

And last but surely not least, the Premier helmets were laid down to rest when Bell came out with their tough and durable looking Moto III. It was mean. It was used by the best. It was the hot prod.



Friends, Bob Medrano whippin' into a Crews, and Frank “Wild Man” Post gettin' tabled during halftime. At one time or another, these two guys held their own.



# THE ORIGINAL TERRIBLE TEN

**B**MX ACTION'S May 1983 issue premiered for the first time ever the Terrible Ten—our pick of the top ten amateur racers in the world. These guys were awesome, all outstanding in their classes. But best of all, they each went on to become some pretty hot pros.

Eddy King turned pro almost immediately after the article ran. The ESPN pro series was too tempting! Eddy fit right in with the big guys.

Gary Ellis waited 'til the last race of '83 (the World Champs) to turn pro. At the Worlds (or should we say un-World Championships?), Ellis won B pro and the Pro Open. What a way to start out, eh?

Richie Anderson proceeded to DESTROY the amateur classes, while Darrell Young, Nelson Chanady, D.D. Leone, Mike Poulson, Rich Farside,

*Red Line's secret weapon, "Chicken George" SeEVERS. Could he remain fast? You know the answer to that one.*



*In '83, BMX was riding high! Every manufacturer had a pretty hefty team, including Huff. Pictured here in the midst of clearing some rad dub's somewhere in St. Louis, during Round Three of the radical ESPN Pro Series, ahead of such hotdogs as Stu, Toby, Harry, and Eddy, is the hometown hero, John Plant. Photo by Oz.*



# ★ 1983:

## THE YEAR OF TOTAL BMX, BIG BUDGET FACTORY TEAMS, GT, HUTCH, AND DIAMOND BACK, THE WHO-INVENTED-THE-LEARY CONTROVERSY, ESPN PRO SERIES, AND THE ORIGINAL TERRIBLE TEN.

Paul Gossrau, and Charlie Williams all tore up the track in their own time.

### TOTAL BMX

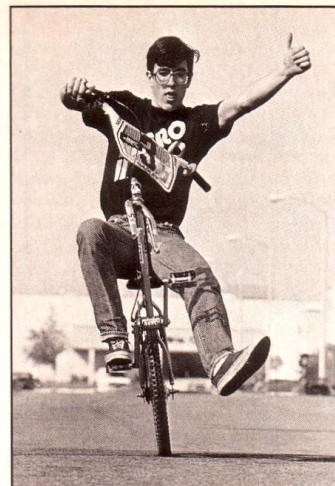
Every major manufacturer had a HUGE race team. This was the year of BIG BUDGETS! There were about ten different teams who we could argue about all day concerning who was REALLY the best.

The three hottest, most competitive, and most popular teams and

bikes at the time were GT, Hutch, and Diamond Back. It was a toss-up.

### THE WHO-INVENTED-THE-LEARY CONTROVERSY

Around this time, the people back East were calling it a "Judge." The guys on the West Coast called it a "Leary," except for some Nor. Cal.'ers who called it a "Medrano." In-depth studies of the situation proved that it might be an "Utterback." To top it all



*'Round this time was when BMX'ers were freestylers too. The local pro at the track could do all of the gnarly tricks. 'Course the tricks weren't THAT gnarly, back then, but . . . Greg Grubbs shows ya the old meaning of radness.*



*Skateparks came a long way since we first saw Stu doing his "Puddin' Bowl Air." Rich Sigur, demonstrates that you CAN wear a visor . . .*

off, BMXA ran a two page spread on how-to-do the radical click-out, calling it a "Judge." The controversy thickened. Letters were pouring in. Harry was steamed. Timmy was stoked.

After a bit of research, Harry Leary finally found the proof—a photo of himself doing the jump which outdated any other photo. Harry was awarded the signature jump and Timmy automatically started work on

The overall winners for the ESPN series looked like this:

1. Greg Hill — Still on top. Want more? Read below.
2. Harry Leary — Consistent. Possibly his personal best.
3. Eric Rupe — Always in there when it counts.
4. Eddy King — Newly turned pro, remember? Not bad for his first time out!
5. Brian Patterson — Could've been higher, but broke his wrist at the finals. He still raced with it broken, but didn't make it out of his semi.
5. Pete Loncarevich — Tied with Brian. Pete had a lot of sponsorship switches throughout the year, so . . .
7. Stu Thomsen — Not the greatest year for the man.
8. Toby Henderson — Looked really good! Hutch was proud.
8. Greg Grubbs — No. 8 was great, considering the Grubber didn't have a sponsor 3/4 of the year.
10. Anthony Sewell — On a comeback?



*Another up-and-comer who was feared by at least seven other dudes at each race, Billy Griggs.*

Cup at the beginning of the year. He was still dominating. Untouchable and riding for GT . . . those two things usually went together. In the middle of the year, at a national in Memphis, Greg hyper-extended his knee, but that didn't stop him for too long.

Towards the end of '83, things got real radical for Mista Hill. Around October, with the help of his dad, he started up GHP (Greg Hill Products). Soon after that, he won the ESPN Pro Series (above), which meant a new car. And even sooner after that (like within five hours time), Greg Hill became a father. Gregory Jonathan Hill was born on December 28, 1983.

That was some year, wasn't it, Greg?!

a new and improved jump for his namesake.

### ESPN PRO SERIES

This was the deal: a seven race series, each one being televised on the ESPN sports/cable channel, a cool five grand up at the first six races, and \$15,000 up for grabs at the seventh and final sucker. Every

*Greg, who else?*



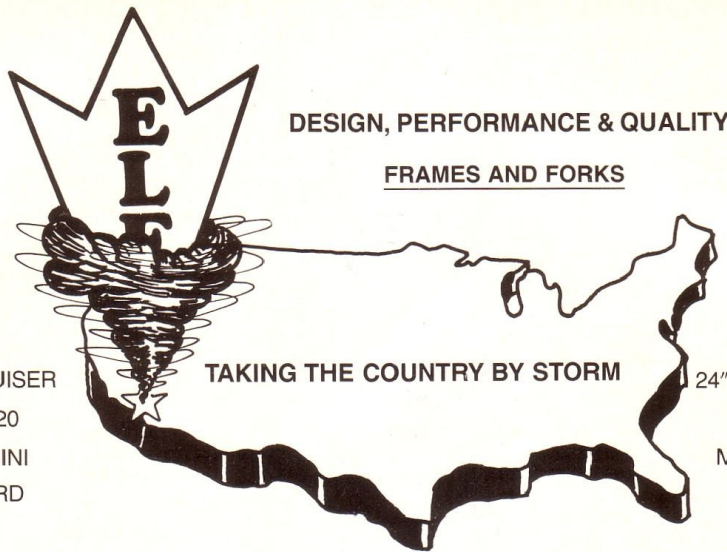
**"For the pros, if you win the ESPN series, you're going to be the number one pro whether you get an NBL or ABA No. 1. This is the series for '83."**

**Harry Leary  
BMX ACTION,  
September 1983.**

single pro and their brother (in Brent Patterson's case) showed up.

Greg Hill won his very first NORA





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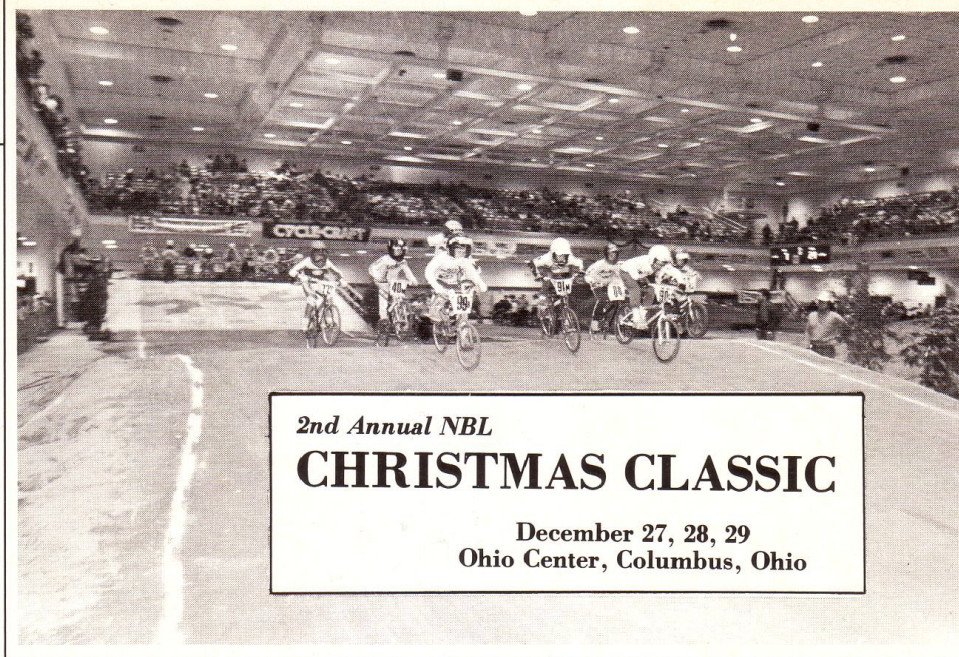
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"The War to Settle the Score!"

Race Date: December 27 Information: (614) 766-1625

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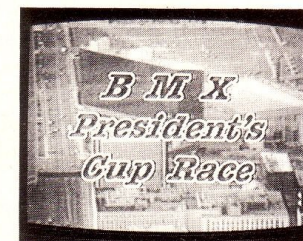
Race Dates: December 28-29 Information: (216) 784-1934

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# ★ 1984:

I think it's safe to say that this was the worst year for BMX. Not because the racing lacked and no one was any good—that wasn't the case. The quantity of riders lacked, not the quality.

People will testify that the decline was because of freestyle. Maybe. A lot of things happened in the freestyle world in 1984. The Potts Mod came out, FREESTYLIN' magazine made its debut, and most of the smart manufacturers started making freestyle bikes. The June 1984 issue of BMX ACTION had a special section on freestyle, introducing all of the above, and sending a new wave across America. Yup. Freestyle had arrived.

The King of Skateparks series was going full-bore. Matter of fact, going to one of the events was one of the most happening places to be or things to do in '84.

Eddie Fiola was the current King, but some young punk by the name of Mike Dominguez was moving up. And we do mean UP. Those two battled it out bigtime.

Hugo Gonzales was going crazy, doing something more insane at every contest, and a new guy named Dave Vanderspek from San Francisco was introduced. Brian Blyther and Brian Deam were making their

## THE YEAR OF FREESTYLE, WHITE FRAMES, CW PHAZE ONE FRAMES, THE POTTS MOD, DYNO PANTS, A'ME GRIPS, AND GHP.



*Nothing feels better than being mobbed by multitudes of fans. Can you believe that all these kids are going berzerk over a sweaty and smelly glove?*

Some other San Francisco hot dogs were also moving up in the freestyle world. I said hot dogs—not Curb Dogs. Ron Wilkerson and Rich Avella of the 2-Hip Trick Team had just hooked up a deal with GT when BMX ACTION showed how 'dem Nor. Cal. boys do it (Aug. '84).

### AT THE RACES

Like I said earlier, the racing never lacked. Greg Hill was still at the top of the pile. He won his second NORA Cup in a row, this being his first one with GHP. Everyone still loved him, even without a GT jersey.

Toby Henderson joined SE. Shawn Texas, a HUGE up-and-comer who had his ups-and-downs, joined Pro Neck. After jammin' for some time



*Closing in on nine feet. Mike Dominguez, in his early days—back when he was getting "small" airs.*

under the colors of Profile, Eric Rupe hopped back over to Mongoose. Rupe ended up being NBL No. 1 pro

for 1984, beating out Greg Hill by 31 points.

Raleigh had their HUGE team going . . . a little late in the game, but welcomed with open arms none-the-less. Torker even tried for the ol' come-back scene, getting some pretty hefty names such as Mike Miranda, Tommy Brackens, and Richie Anderson.

CW's Pete Loncarevich finally decided between being a hot BMX racer or a bass-player in a rock-a-billy band. You know which one he picked, don'tcha?

Enter Ronnie Anderson. After switching around back and forth with sponsors, Ronnie finally came out from behind his little brother's shadow and into the light. He signed with Zeronine and began to look like a force to be reckoned with.

If only we knew what we were in for!

### WHITE FRAMES, ETC.

The hot ticket in 1984 was to have a white frame and fork. Chrome was dead. White was rad.

Also hot on the market were CW Phaze One frames. The VERY unique lightning bolt down tube got everyone's attention.

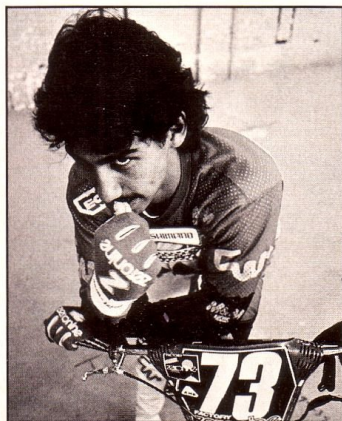
Dyno pants, partially due to the freestyle craze, caught on in a big way, giving the now legendary Haro



*Toby Henderson went over to SE.*

pants a run for the money. We think it was a toss-up. Dyno got the freestyle end of it, Haro took racing.

In the past, the only grip you ever thought of putting on the tips of your bars were Oakleys. Well, for a little while, Grab-On's were hot, but face the facts . . . Oakley OWNED the grip industry. But here came A'ME with every type of grip under the sun, used by every BMX'er in the universe. No one can deny that A'ME grips were cool for a change!



*The pride of CW Racing, "Pistol Pete" Loncarevich. In August 1984, Pete was quoted as saying, "I can dominate in the pro class if I just keep on it hard. I might not win every time, but I'll beat them more than they'll beat me." Four months later, Pete won No. 1 ABA.*

presence known. Even with a cast on his arm at one of the K.O.S. events, Blyther was airin'! Rich Sigur looked

● ● ● ●  
 "There are a few people in the industry who think freestyle can surpass BMX racing in popularity. Will it? It's too soon to tell, but one thing's for sure. It's gonna jam!"

● ● ● ●  
 BMX ACTION,  
 June 1984

hot, too. Possibly that October '83 cover did it . . .

Mike Buff was out for a quarter of the year with a broken ankle. Everyone missed him.

*His time was coming. Torker's Tommy Brackens, was off and on in '84. At the end of the year, he was off Torker and on GT.*



*Check out these experts! That's Richie Anderson (Patterson) steppin' off ever so gracefully, and Travis Chipes (Robinson) is also in there, havin' lunch. Photo by Oz.*



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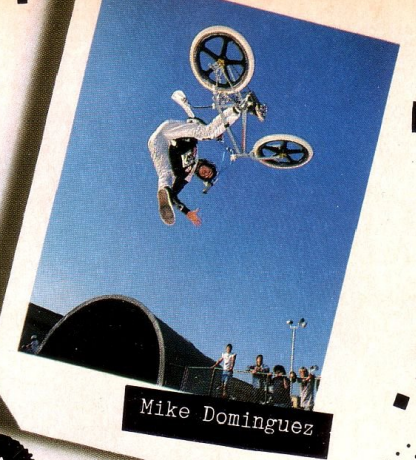
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**F**reestyle was massively peaking. There were more trick teams on tour than ever before, there were freestyle frames out, and instead of taking away the BMX'ers to make them into freestylers, a whole new breed of kids—ones who had never ridden a bike before—showed up in the streets to style.

The total highlight of '85 was the colors that popped up. CW made an exclusive deal with Skyway to make lavender Tufts, which were soon followed by light green, orange, pink, etc... Red Line had some radical new colors like turquoise and rad-

# ★ 1985:

## THE YEAR OF COLORS, PETE LONCAREVICH AND RONNIE ANDERSON BATTLES, TAIWANESE BIKES, AND JOSE YANEZ'S BACKFLIP.



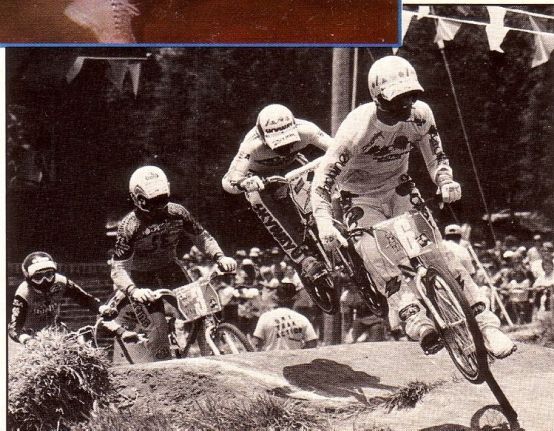
Tommy Brackens goes bigtime! A brand spankin' new ride with GT, soon after Torker bit the dust was all the "Human Dragster" needed. He's been on the gas ever since! Photo by Gibey.

berry on their frames. This was definitely a bright year!

Also, new and advanced freestyle tricks that had a major effect on the F/S world premiered. BMX ACTION gave the public the Miami Hopper, the Osborn Twirl, the Switzerland Squeaker, the frame plant, and the hop drop, just to name a few.

Mike Buff blew minds when he quit the BMX ACTION Trick Team to go to CW and their lavender love crew. I

And the award for most controversial rider in the entire ten years of BMX goes to... (envelope please), Ronnie Anderson!



remember when it happened... the BMX world was shocked!

Meanwhile, Haro's Ron Wilton took Buffy's place on the team, and R.L. and Ronnie made the BMXA video and prepared for the annual summer tour. Little did anyone suspect that it would be the LAST tour the BMX ACTION Trick Team would ever make.

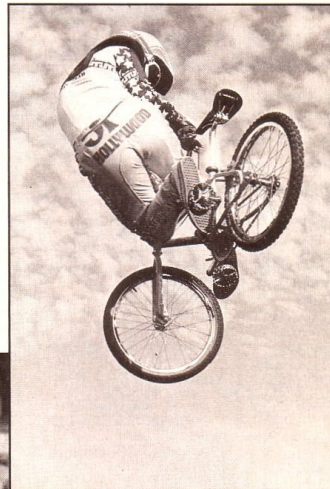
### GREG, RONNIE, AND PETE

Another year, another March issue—which means another NORA Cup. Can you believe that Greg Hill won it AGAIN? Three in a row! It was undeniably mind boggling to think that a guy at his age (21) could do so much and get so far. Only in BMX.

Clint Miller joined Greg on GHP for the first part of the year—the dynamic duo. Most of the factories were cuttin' way down on their race teams in order

Pete, Ronnie Anderson, and Tommy Brackens were stealing the show. Actually, it was "Crazy Ronnie" and "Pistol Pete" headlining the shows,

An artist at work. For years, Mike Miranda studied John Crews. It shows.



Geoff Scofield has won so many races at so many places, that he's probably traveled more miles than most thirty-year-old businessmen. Not bad for being 12, huh?

with Tommy opening up for them. Pete and Ronnie's names stuck together like Woody and Martin did in freestylin'—only one difference, though... they weren't friends!

But when it came down to the end of the year, Greg was up there in the No. 1 NBL and USBA spots. Pete was the closest challenger to Greg in the NBL and Toby Henderson was closest to Greg in USBA.

Greg swept the USBA Grands, going away with two No. 1's: Pro and Cruiser. Next stop was Louisville for the NBL Grands. When it was all over, everyone thought that Greg got No. 1 Cruiser and Pete got No. 1 Pro... That meant Greg had three No. 1 plates, which was darn good for being invisible most of the year. Then a few

Never, and we do mean NEVER, has there been a girl who's as fast as Cheri Elliot. She's one of da' kind. Three time ABA National No. 1 girl.

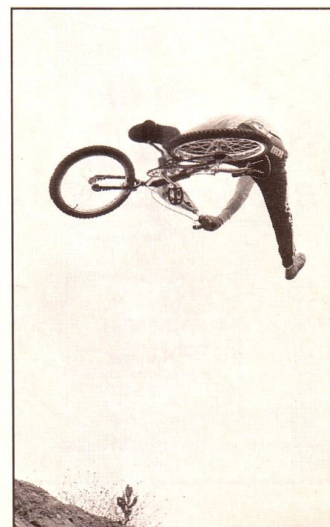


“That year ('85) was the best year I've ever had. The best year ANYONE ever had.”

Greg Hill  
BMX ACTION, May 1986.

to make up for starting a freestyle force.

At this point in time, Pete Loncarevich was rising to super stardom faster than a Porsche 959 on the Autobahn. Pete had scarfed on the ABA No. 1 Pro title in a real amazing finish. It looked as if Pete was the main man to beat in '85.



weeks later, after re-counting the points, it was discovered that the NBL had made a mistake in points, giving Pete too many—just enough to give Greg his fourth No. 1 Pro plate.

Pete went into the ABA Grands with a smidgen of a lead over Ronnie Anderson. All weekend long, they battled it out elbow to elbow until it got

Jumping insanity by one of the masters, BMX ACTION's test thrasher, "Capt. Kirk" Chrisco. The guy flew off the wall until injuries took their toll. But ya never know when the Captain will return...









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09-12-300	TIOGA COMP 1 - 1.75-2.2 S-BK-BK-W	\$ 17.99
09-12-300	TIOGA COMP 2-PAIR - 1.5 - R-B-BK-W	\$ 17.99
09-12-300	SPECIALIZED TR CROSS-PAIR - 20X1.75 - BK	\$ 19.99
09-12-800	TIOGA COMP 3-SW-UP - BK	\$ 19.99
09-08-100	IRC-FREESTYLE - 1.75 - WB-K-BL-GR-P	\$ 18.99
09-08-175	SPERULETTE TUBE - 1.75-2.2 S-BK-BK-W	\$ 3.75
09-08-175	REGULAR TUBE - 1.75-2.2 S-BK-BK-W	\$ 2.39
09-08-175	RUB KAPS-PAIR	\$ 1.49

**PEDALS**

10-32-100	VICTOR XC TYPE - 1/2" P-W-GR-O-L-BK-R	\$ 8.99
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10-31-100	SHIMANO DX - 1/2" or 9/16" - S-BK	\$ 14.99
10-31-100	SUNTOUR XC - 1/2" or 9/16" - S-BK	\$ 26.99
10-31-100	HUTCH PRO PEDALS - 1/2" or 9/16" - C-R-B-BK-L-W-P	\$ 13.99
10-31-100	M&S GRAPHITE-X - 1/2" or 9/16" - W-BK	\$ 12.99
10-31-100	M&S GRAPHITE - 1/2" or 9/16" - W-BK	\$ 14.99
10-14-100	SR MTP 1/2" or 9/16" - S-BK	\$ 17.99
10-14-100	SR MTP 1/8" SEALED - 1/2" or 9/16" - S-BK	\$ 24.99
10-14-100	HUTCH PRO PEDALS - 1/2" or 9/16" - C-R-B-BK-L	\$ 16.99
10-31-100	SHIMANO SX - 1/2" or 9/16" - S-W-BK-R-L-GR-P	\$ 11.49
10-31-100	HUTCH MINI WITH TITANIUM AXLE - 1/2"	\$ 10.99
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12-08-100	SKYWAY PADSET - W	\$ 10.99
12-08-100	HUTCH PADSET - R-B-BK-L-W	\$ 11.99
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12-01-100	GT PADSET - R-B-BK	\$ 10.99
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18-31-100	GT POST - Layback or Straight - C-L-GR-W-P-B-O	\$ 8.99
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18-10-300	DIA COMPE TECH - R	\$ 5.99
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18-10-300	GT CLAMP - S-W-BK-P-L-GR	\$ 5.99

**CHAINS**

17-05-100	HUTCH "H CALIBER" - P-L-GR	\$ 2.99
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17-05-100	GT CHAIN - R-B-K-W	\$ 5.99
17-05-100	TBS CHAIN - W-L-GR-P	\$ 3.99
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**WHEELS**

19-01-100
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**H**ere we go! We're up to the present. Most of you should be familiar with what happened this year but I'll give ya a summary just in case you were asleep.

### NO SPONSORSHIPS

The main sub-title of 1986 had to be "The year of no sponsorships." In January, there was a HUGE shopping list of dudes looking for rides. Skyway dropped their race team to go all out in freestyle, Diamond Back cut WAY back to make room for picking up Mike Dominguez, and some riders just had disputes with their current sponsor, leaving them with nowhere to go except to a bike shop.

The infamous "A-Team" had a rough year with sponsors. Richie Anderson was fresh off of Skyway

*After a few court dates between him and CW concerning whether or not he breached his contract by signing with Haro, all was fine for "Pistol Pete." He made Haro look good for their first year in BMX racing, and didn't do himself too bad, either.*



and brother Ronnie had a verbal dispute with Zeronine, so both of them were shopping for the majority of the year. They had the winning attitude, but no ride.

Rick Palmer and Matt Hadan were the two guys to get the "D.B. Dump."

Cheri Elliott, the fastest girl in the world, after being casually released from Skyway, decided it was easier to just quit the sport while on the top than to shop for a ride.

And Jon Anderson, the kid who has totally grown up with the sport and raced for Red Line a total of seven years, got the boot. Of course, he had nowhere to go, and decided to turn pro—no use paying your own way to win a trophy. And did he go fast? HECK YEAH! Anderson TORE the track up, and after demolishing the B pro class a few times, CW made room.

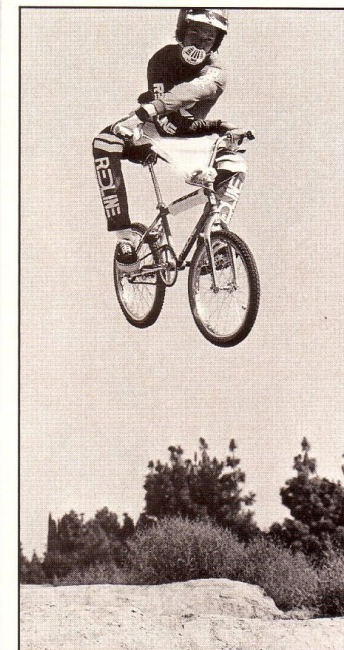
Hey... the story goes on! So, there Jon was—his first CW race, a chance at turning AA—and what happens? He broke his ankle. After two months out, Jon returned with a plastic splint, and still destroyed his class. I'll take this opportunity to name Jon as the Rookie of the Year for '86.

In March, Gary Ellis and Mike King were dropped by Huff. Although



BMX went underground! Locals on the rise in Zellwood, Florida. Photo by Windy.

Mikey automatically went to Haro, Gary spent about two months solo, which still doesn't make any sense to this day. Gary is a cool guy, pretty quiet, and QUICK! In May, when GT finally picked Ellis up, everyone knew that with Brackens AND him, GT would have the most awesome team of the year.



Billy Griggs at the famous and legendary local thrashin' grounds in So. Cal., Parks. One month after BMX ACTION featured the floggin' zone, it got flattened. Word has it that Parks II will be back sometime this winter.

# ★ 1986:

**THE YEAR OF NO SPONSORSHIPS, NO MORE BMXA TRICK TEAM, THE TERRIBLE TEN PART II, HARO RACE BIKES, TOMMY BRACKENS AND GARY ELLIS, SANCTION BUYOUTS, THE MOVIE "RAD," AND . . . BMX ACTION'S TEN YEAR ANNIVERSARY!**



• • •  
**"They know that Crazy Ronnie acts like that, and that something stupid is going to happen. He's going to act stupid."**

Pete Loncarevich  
 BMX ACTION, July 1986.

• • •  
*In his last days with Zeronine, Ronnie Anderson proved the old Confucius saying of, "He who hath good lead need not knock people down and be more able to show style."*



He's still there, in the lead. "He" being "Stompin' Stu." But the main thing to scope on in this photo is second place Darrell Young. Look at the back tire. Now imagine that D.Y. is pedaling in midair. **POWER and SPEED and STYLE!**

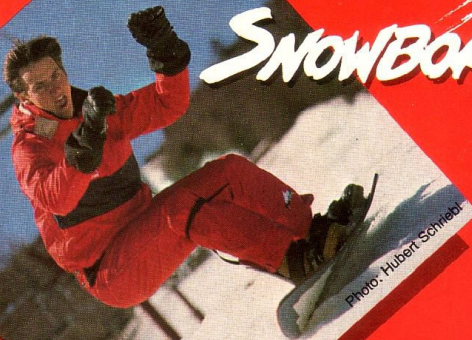
### THE HOTTIES

During '85, it seemed as if Tommy was out front a bunch of times, only to bail somewhere along the way. Well, that's not the story this year! "The Human Dragster" had his best year ever—the highlight being the World Championships in England where he prevailed, dethroning teammate Gary Ellis.

Pete Loncarevich and Ronnie Anderson continued their battles. The major one being at the Scottsdale ABA Winternationals in February, where Pete ghost rode his bike into Ronnie, successfully taking Ronnie out in front of a very appalled and riotous crowd. Pete 1, Ronnie 1 (remember the Grands?).



# BURTON SNOWBOARDS



Rider: Mark Heinegger

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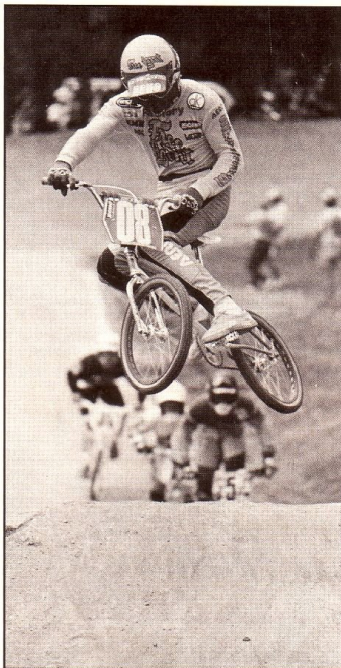
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As for the other pros, Mike Miranda made the news more than once. He amazed a lot of people by winning the coveted NORA Cup—only three votes ahead of Greg Hill. Considering that "Hollywood" had done zippy zilch in racing throughout the '85 season, it was quite an upset.

But the NORA does something to ya and Miranda was struck. He did a complete turn-around and started making mains again, winning a couple of 'em every now and then. It was his way of saying "Thanks!"

1986 was also a year of new and up-coming riders. You didn't see the



Todd Slavik, Free Agent's pride and joy, is the top of the new breed and one of the most stylish pros to come along since Mike Miranda.

same pros on the gate every time. Todd Slavik rose to super stardom, winning a few nationals and consistently making just about every main. Travis Chipres also made it bigtime.

#### SANCTION BUYOUTS

Another big happening in '86 was the ABA buying the USBA. Especially considering that the ABA was under Chapter 11. The USBA had a dialed series with big bucks throughout the '85 season, but they never had a dialed race to back it up with. At this

point in time, it's plainly assumed that the two will merge next year.

#### THE MOVIE "RAD"

The long awaited, much anticipated, and overly exaggerated BMX flick, "Rad," came out towards the first part of the year. As most people probably noticed, the raddest parts were the intro and ending shots with R.L., Wilkerson, Fiola, and Martin. Great action and lame acting sum it up perfect.

#### THE TERRIBLE TEN SEQUEL

Three years later to the very issue, BMXA decided to go for it again. With some of the hottest amateur racing going on, the second generation "Terrible Ten" was born.

The May '86 article named Doug Davis, Rick Palmer, Billy Griggs, Mikey King, Sean Callihan, Jamson Hendler, Darwin Griffin, Kevin Hull, Charles Townsend, and Eric Carter as the fastest of the fast in the elder age groups. And that they were. I mean, ARE.

#### HARO RACE BIKES

One of the strangest yet coolest things that happened in '86 was Haro's entry into the BMX market. Haro's Group One line of bikes brought out a new hope. Did the Haro boys see an attitude turnover towards BMX coming? Or did they just want their lil' bite of the pie in the race bike market?

An awesome team of Pete Loncarevich, and later, Mikey King, and later after that, Danny Millwee, made Haro one awesome group... or should we say, awesome group one?

#### BMX ACTION'S TEN YEAR ANNIVERSARY

And one of the last things to happen in BMX ACTION up to this point, was our ten year anniversary celebration, which is what you just finished reading.

To all of the readers and subscribers over these years, all of the BMX'ers who made the history, and all the people who helped make this sport what it is today... THANK!

The entire staff.

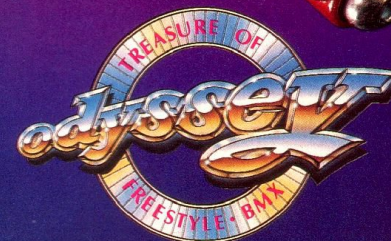
P.S.: And if you thought these ten qual years went by fast, just wait 'til BMX, year 2000! ■

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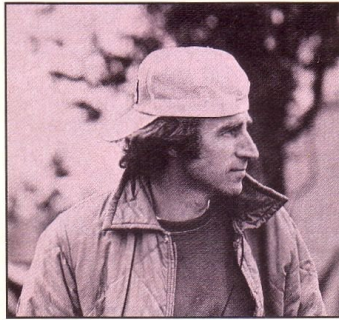
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**Gork:** "Let's see, where do we start? I wanted to get the beginning of the magazine, I guess like what your thoughts were when you first started it. Or do you want to start earlier, like when you guys first got into BMX?"

**Oz:** "The beginning? That's hard to pin down. Actually it was kind of a step at a time over several years. And it started really with the motion picture 'On Any Sunday.' Even before that, R.L. used to ride his bike all the time—when he was like six, seven, eight

years old, you know. And that was back when a wheelie was really something; I mean, a short wheelie ten feet long was really something. And if you could wheelie the whole block, like the kid in 'On Any Sunday' did—you were amazing."



"Well, R.L. rode his bike enough 'til finally he could wheelie that thing a whole block. He'd set up a little wooden jump out in front of the house in the street, stuff like that. At the time, it really impressed me. And I'm thinking, 'that's really great, but it's not going to take him anywhere.'"

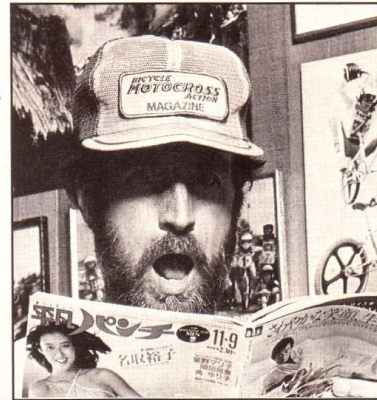
"So one day I told him, in best parent fashion, what I felt. In fact I still remember those words, almost exactly. I told him, 'Shorty, what you're doing with the bike is terrific . . . it's great, but I got to tell you, it's a dead end street. It won't take you anywhere.'"

"That's my most famous quote in the whole world. That was before anything. That was before 'On Any Sunday,' that was before BMX Action was even a gleam in our eye."

**Gork:** "So then you went and saw the movie?"

**Oz:** "Then, probably a year or so

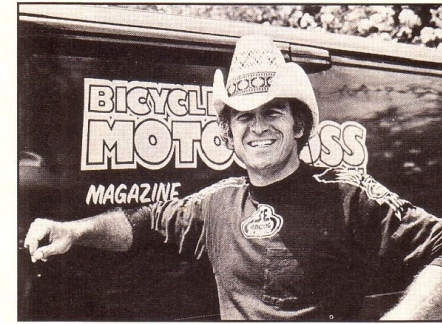
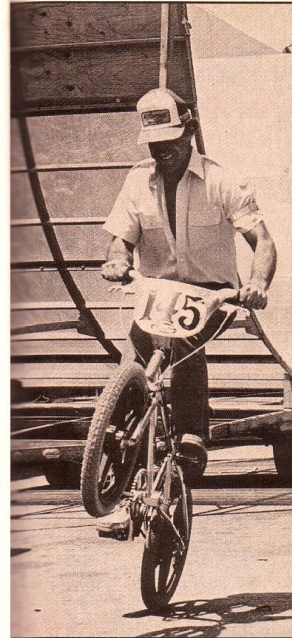
## The Beginning of BMX ACTION.



after that, we went to see 'On Any Sunday,' and all of a sudden, this idea is accidentally presented to us and a million other people by Bruce Brown (the director and cameraman for O.A.S.)."

"And so we came home from there, and every time we saw a vacant lot, we'd be thinking, 'man you could put in a bicycle track here, for motocross kind of racing, and you could . . .' Well some other people had thought about it, too."

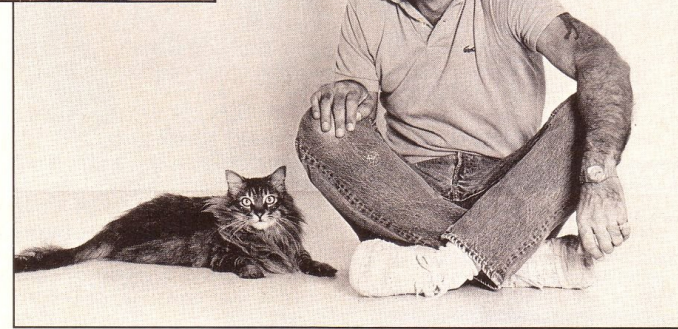
"One day we heard about this kid in Long Beach who started a BMX track. He did what I was afraid to do, to tell you the truth. He just found a vacant lot, put a track in, went and got some of his old motorcycle trophies, and started running races. This guy was a promoter. Of course, everybody knows



with the idea that if he could get a BMX track started near his bike shop, he'd make a lot of money. That's okay though, because he went out of business anyway. But it got the track started."

"We ended up building the track and running it. It was great."

"After we got the track off the ground, I ended up doing something that I'd put off for a long time; and that was buying a camera. 'Cause I knew that once I got one, that was it. Boy, that was it.



him as Scot Breithaupt and his B.U.M.S. track."

"A little while after we heard about that, we heard something about BMX in Redondo Beach. There was a little blurb in the paper that said they were thinking of starting a track, and there was going to be a meeting at the City Hall."

"Well as it turns out, there was this councilman on Redondo Beach's city council who owned a bike shop that wasn't doing very good. So he came

And I'll tell you—that sure changed things."

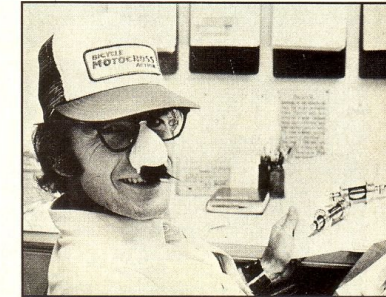
"I started getting into some freelance writing and photography, and BMX was poopin' along pretty good, and I'm thinking, 'Uh, huh . . . I can do my photography, which R.L. isn't interested in worth a darn, and R.L. can do his BMX, and I'll just take pictures of him.'"

"Now this newspaper, BMX News, comes along, and I figured heck, maybe this lady would like to have

some pictures and stories . . . maybe we could do some tests for her, or something like that. So I offered our services—our services meaning the whole Arvada street gang—all these kids that had helped build the Dominguez track. She said, 'Yeah, fine,' so we proceeded to do all the tests for her."

"Somewhere in here, one day when I was running the races at Dominguez, I asked Windy, 'Why don't you take a couple of pictures?' I told her about one or two things—how to push the button, how to wind it, how to take a light reading and match the needles up, and how to lead the guy if they're moving—just go take some pictures. I figured that'll get her off my back for a while (laughter) . . . give her something to do."

"A day or two later, I processed the negatives, and ran proof sheets on 'em, and the darn things were great! I couldn't believe it, I mean they were GREAT! They were probably every bit as good as mine, and I'd been working like night and day for two years, studying everything I could get ahold of.



From day number one, she was just an absolute natural photographer."

"Elaine Holt, the owner of BMX news, let the pressure get to her and she started doing articles like 'Last month in revue' or 'Last year in revue' . . . What are you working on, now? What's yours called? 'The past ten years in revue'? (laughter)"

"Anyway, every issue that came out, it was just re-runs. Just a re-hash. It was around this time when I was thinking, somebody's going to come out with a slick magazine, and it's going to be great!"

"I went over to Hi-Torque Publications, who put out Motocross Action and Dirt Bike, and talked to Bill Golden, the owner. I tried to convince him to do a BMX magazine, and he had just



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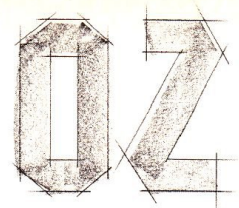
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started up a van magazine and a skateboard magazine, and something else, and he wasn't much interested in BMX, so he didn't do it. As it turned out, his van magazine, his skateboard magazine, and whatever else it was that he had started, all died."

"Then Elaine started thinking about selling BMX News and asked me if I'd want to buy it. Actually, let's see . . . should we get into numbers? Can we get into numbers here?"

**Gork:** "I'd be interested."  
**Oz:** "I'll tell you, it'd be very interesting."  
**Gork:** "It's YOUR magazine . . ."  
**Oz:** "Elaine Holt offered to sell me 50% interest in BMX News for \$7000. This was back in about early '76."

"It came up to the night before I was going to buy the thing—I had the money in the bank, ready to write a check, and all that stuff, and Elaine called me up and said, 'I talked to my accountant, and he advised me to not take a penny less than \$25,000.'"

"I just started laughing. I told her, 'Elaine, for that much money, I could start a magazine—a slick newsstand magazine!' Had I known then what I know now . . . man! What I didn't know was that the death rate of magazines is over 99%."

**Gork:** "Really?"  
**Oz:** "Out of every hundred magazines that are started up, 99 of them die. So about a month later, we started it. I borrowed some money on my house—here's a little bit more of the financials . . . I borrowed \$10,000 on my house, my sister loaned me \$10,000 and another guy put in \$10,000—whom I bought out a year or two later. So now there was \$30,000 into the start of this magazine. This company was evaluated about . . . ahhh, four months ago at being worth somewhere between eight and ten million dollars."

**Gork:** "REALLY?!"  
**Oz:** "Hmmm. Now, I'd like to tell you that this was all really shrewd planning on my part and I knew exactly what I was going to do, but I guarantee you that I didn't know beans from beans. All I knew—and if there's a secret of success, this is all you have to know—

was that I just loved every part of BMX, and photography, and that I wanted to do the absolute best thing that I could. That's all."

"Let's go back to the famous quote when I told R.L. that 'I'm really sorry Shorty, but this bicycle riding stuff is a dead end street.' It doesn't matter! Look where R.L. is now. It doesn't matter what you do. What does matter is, do you love it?"

"I had no idea that this thing would turn into this big of a deal financially. It didn't matter. If I had gone into this saying, 'Man, I'm going to make tons of money!' It would've died. I'd have been one of the 99 percent. I've learned the secret. You just put on blinders and forget all you need to know . . . all I needed to know was that I love this thing."

**Gork:** "Awwright, one question down (laughter)."  
**Oz:** "How many questions do you have on your list?"  
**Gork:** "Uhhmm . . ."  
**Oz:** "You know, when people read something, they're looking for a secret usually. They want to know that person's secret of success or that person's secret of speed, or that person's secret of doing that trick, or whatever it is. There are a couple secrets revealed in there, and it's an interesting story. I'd stop it right there. Besides, this is going to be a booger to transcribe."

(CLICK)  
 EPILOGUE

That's how it started. Not for profit, for love. So where has Oz been these days? He still is involved with the magazine to some degree, but for the most part he's stepped back and let Gork, Andy, Lew, Steve, and Windy take care of what he used to do. Nowadays, Oz can be found scaling cliffs, driving his van through snowy mountains, blistering deserts, and over rainy roads in search of the perfect photo.

You see, his first love is fine art black and white photography (as in scenic postcard-type), so that's what he's been doing for the past year and a half . . . taking vacations and driving up and down the west coast to remote locations. And he claims that getting all wet, muddy, dehydrated, and pooped out on these photo sessions is the most fun he's had since he started BMX Action. Oz, if you should happen to be reading this, we've only got one more thing to say . . .

What you're doing with your camera is really neat, and we know you like it a lot, but it's a dead end street. It won't take you anywhere. ■

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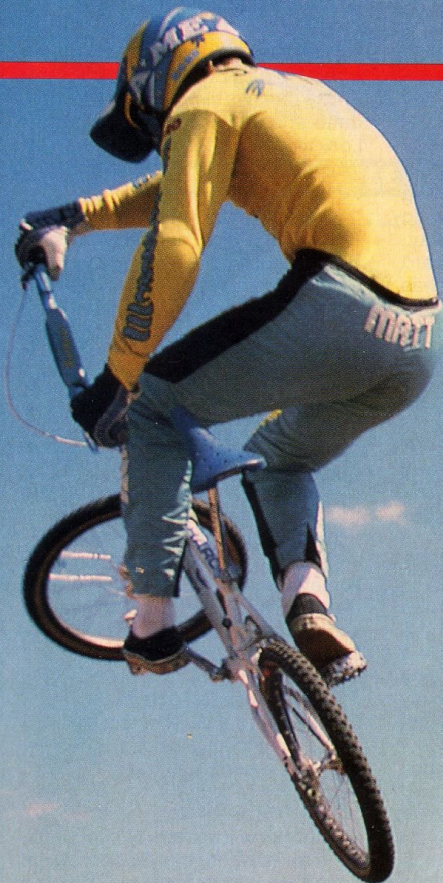
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'86

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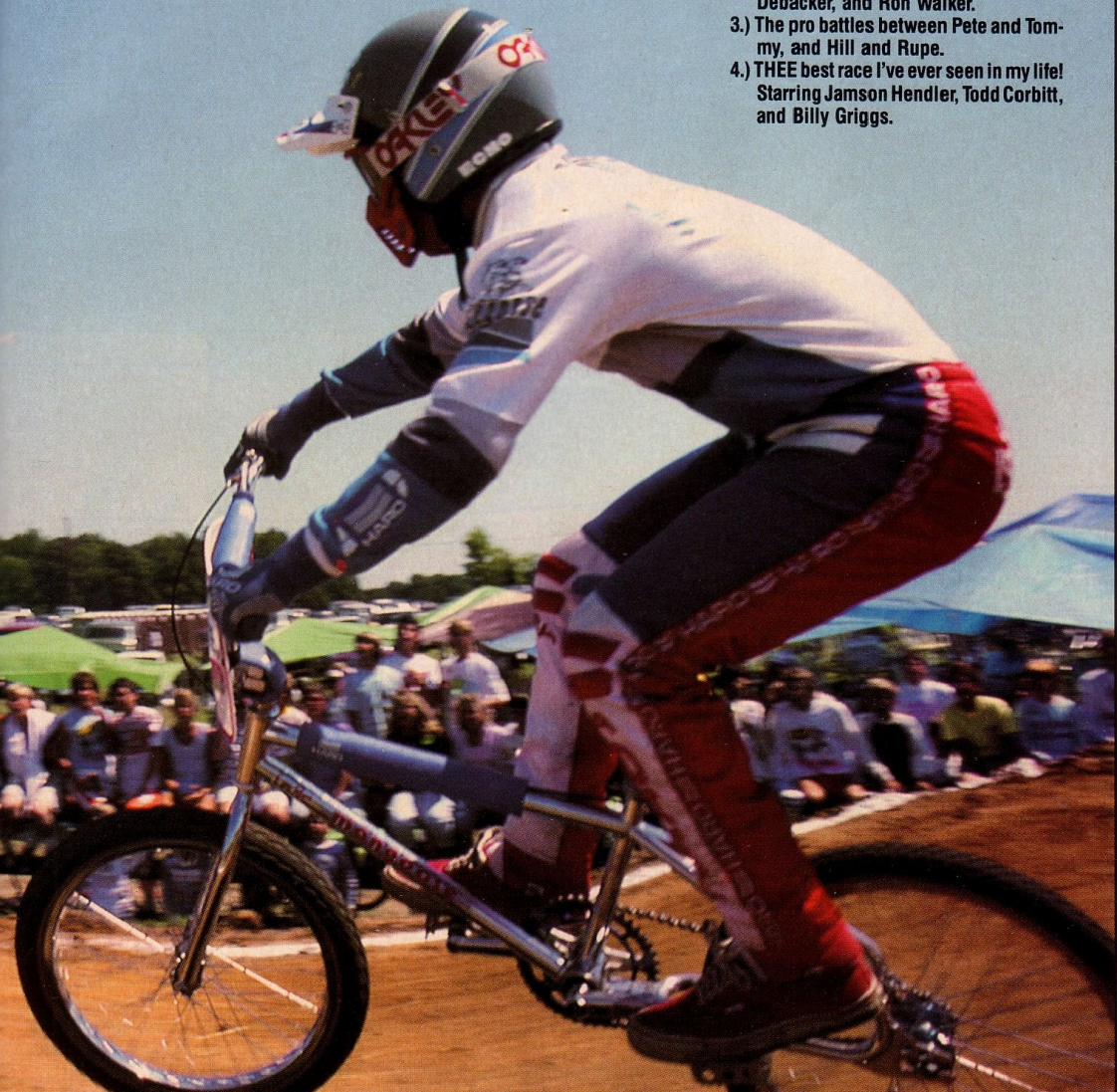
*Look at the air. Look at the crowd. Now, look at the air again. Todd Slavik wanted the hundred buck prize money for clearin' the doubles BAD! "The Cowboy" came short in this moto, but finally won the bucks on his cruiser. (In case you're wondering, Slavik left his pants in Texas so you can take a good guess at whose he borrowed . . .)*



# GRAND NATIONALS

**M**an, whadda' race! The 1986 NBL Grandnationals, graciously sponsored by Hutch and Crit Plate, were so hot that I have about four different stories for 'em . . .

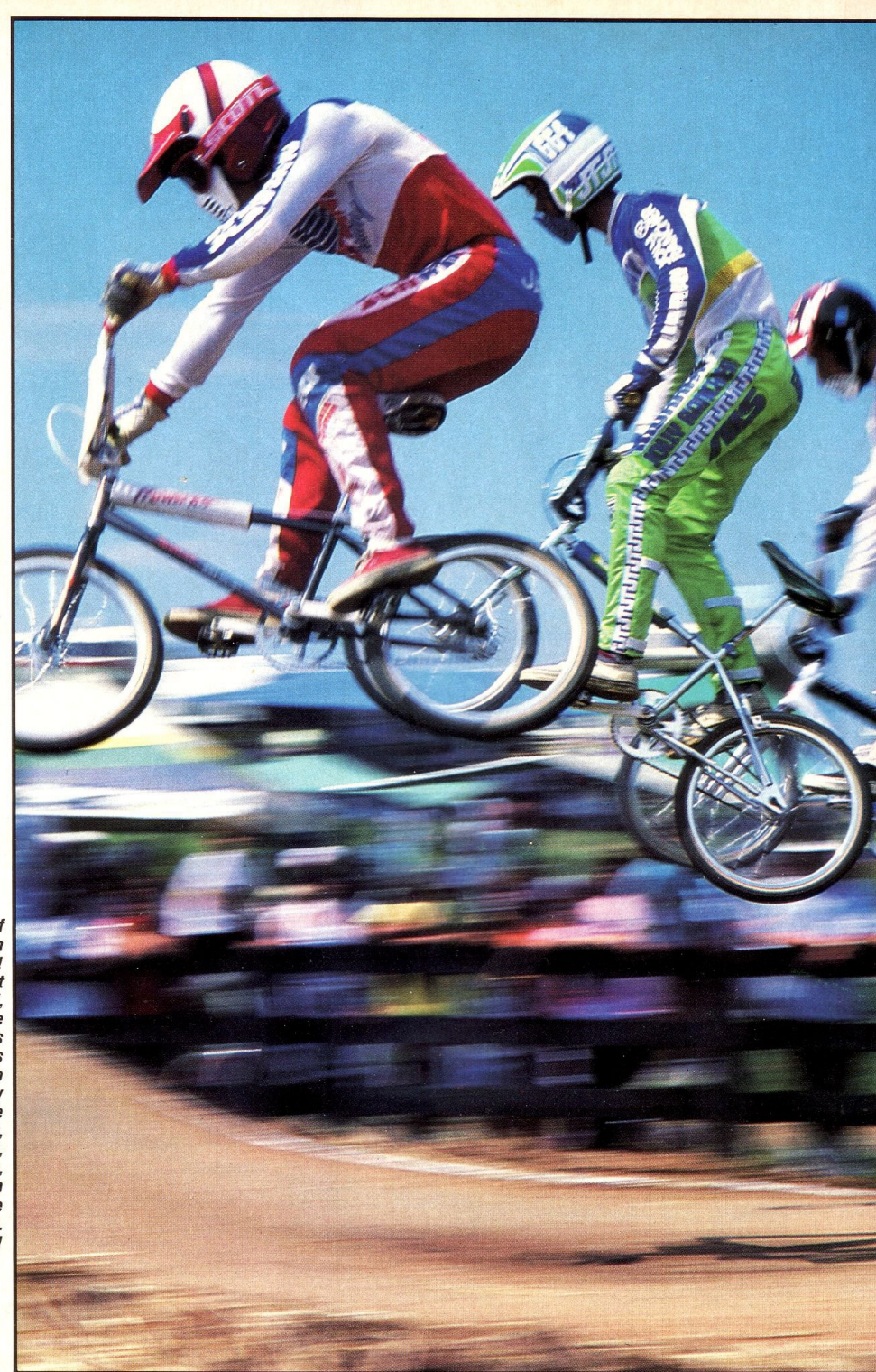
- 1.) My very own adventures in Louisville, starring R.L. and Todd, Clint Eastwood Jr., the Hundred Dollar Humps, and a seized transmission.
- 2.) Some real rad up-and-comers, starring such radsters as Craig Reynolds, Gary Debacker, and Ron Walker.
- 3.) The pro battles between Pete and Tommy, and Hill and Rupe.
- 4.) THEE best race I've ever seen in my life! Starring Jamson Hendler, Todd Corbitt, and Billy Griggs.







Ryan Crupi led the way 'round the track, while the rest of his competition vanished into the 2nd place dimension.



This had to be one of the hottest races in the history of BMX! Hendler did his best to hold 'em off, Corbitt waited 'til the last turn to make his move, but it was Billy Griggs who came all the way from five bike lengths back, jumped the doubles, railed the last berm, and gained enough speed to grab the win by a foot. AMAZING!

**MOST OF THE PHOTOS BY WINDY  
ALL OF THE STORY BY GORK**

**STORY NUMBER ONE:**

R.L. and Todd Anderson were hired to do a show at the Ramada Inn after practice Friday night. As soon as I dropped Windy off at the Sheraton, I hopped in our four-door Olds' rent-a-car and headed for the show.

None of the streets in Louisville were marked—I think someone stole all of the street signs. I saw the Ramada, figured this road was the one to take, only to find out that it was a freeway on-ramp.

On top of that, the Kentuckians (who never make wrong turns) only put freeway exits every twenty miles!

By the time I got to the Ramada Inn, the Red Line show was over. I spoke with a few lobby locals and found out that R.L. and Todd's bikes got lost and that they 'styled on stock-to-the-bone Red Lines. I guess you could say R.L. and Todd were bummin'. Especially El Cid . . . without a Rotor, he was hatin' life.

□ □ □

Windy called her bro the next morn-



Only at the Grands do you see racing like this! Head to head, grip to grip, pedal to pedal, axle bolt to axle bolt!

ing and offered him and Todd a ride to the races. On the way to the track, R.L. gave me some "Duker School of Driving" tips, like shifting the car into low at 40 to make it sound like a race car. Then, while going through turns,



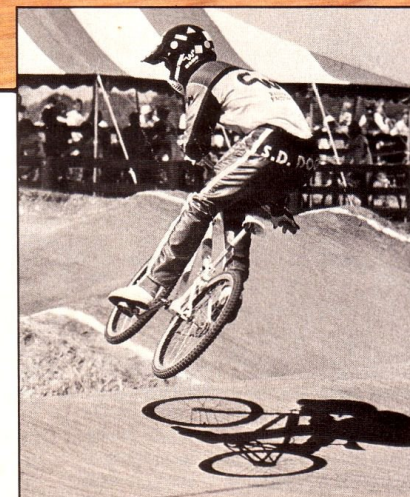
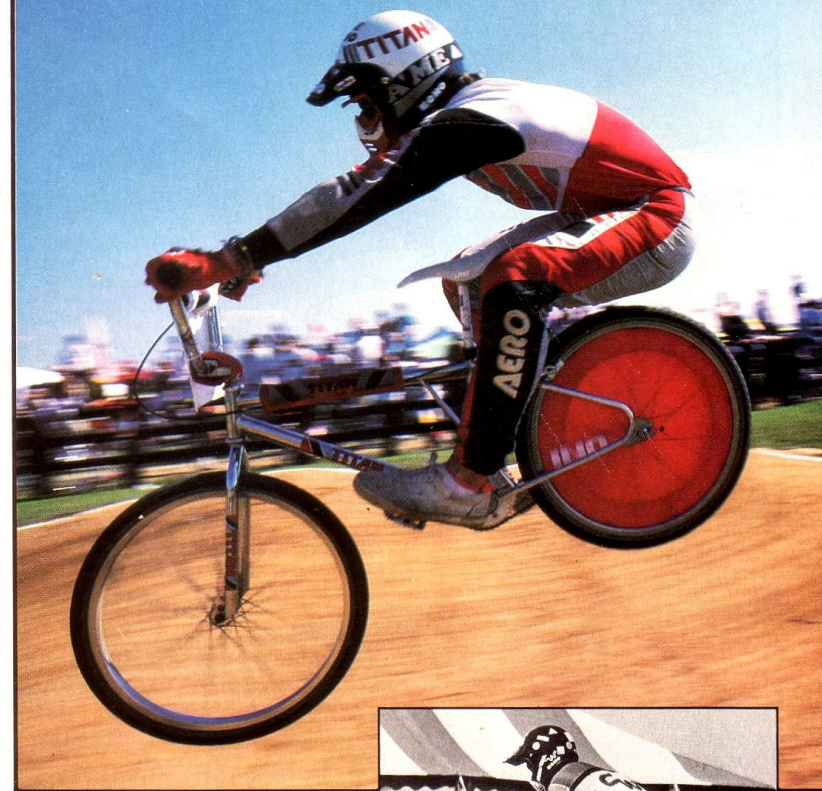
NO WAY! Could that be Eagle Snack's Michelle Cairns ahead of GT's flyin' headbanger, Michelle Gibson? A rare sight, indeed.



Todd Corbitt is dialed in. His head is tuned. His riding is fast, flawless, and stylish. He's funny, humorous, and hyper. Just don't call him "Orbit."



After scorin' a first in 15 cruiser, Michael Crehan was sought after by quite a few factories. MCS winded up being the lucky suckers to get him. Keep an eye on Crehan—he rips.



quickly drop it into second and the car will sorta torque wheelie coming out. YEAH! We were having a blast! (Or at least Todd, R.L., and I were . . .)

Upon arrival at the Derby City track, the first person we "RAN" into was Clint Eastwood Jr., the traffic officer. He was motioning for me to turn right (towards the main parking lot), but I was told that we'd have reserved V.I.P. parking spots near the track. What the heck . . . I went straight.

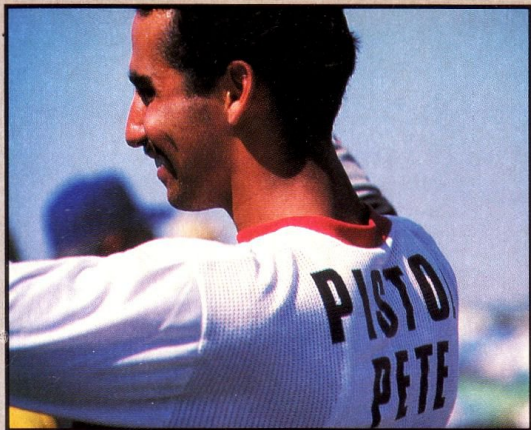
Well, ol' Clint didn't like that very much and jumped out in front of the car—a very suicidal move on his part. I stopped in time, though, and he slowly walked up to my door with his right hand on his holster. I rolled down the

*Stylish Shawn. You should see how much fruit this guy eats between motos! CW stocks their pits with about \$50 worth of grapes, oranges, peaches, apples, and bananas. Photo by Snavely.*





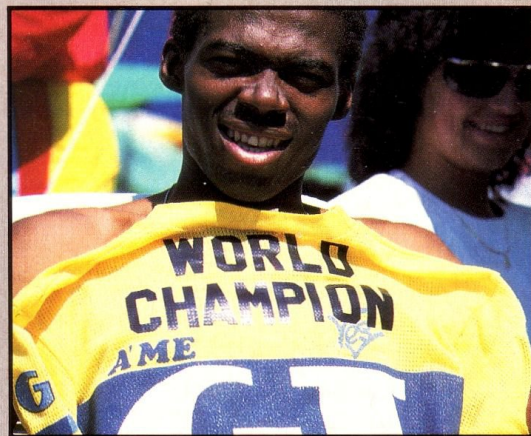
Michael Brandt flies. We just can't get enough hot photos of him!



Hail to the King. Does Pete Loncarevich own BMX right now? Yes or sorta?



Two time NBL No. 1 Pro Cruiser. Greg is still up there—always has been, always will be.



Tommy's ship finally came in at the World Championships in England. Fun finally pays off!

window to explain, only to be told very loudly to "GO THAT WAY!" I did . . . just like Al Unser would have.

□ □ □

From the sidelines, we totally got into the racing! The action was intense, especially since they were only motos. R.L. was diggin' on it too, which was cool to see from a freestyle heavy like himself. Todd only wanted to see someone bail HARD. After a couple of pro motos, R.L. was slightly disappointed that the pros weren't jumping the set of doubles going into the last turn. We were positive they could clear them if they'd try.

R.L. wanted to see the pros go nuts and Todd wanted to see gnarlier crashes. The solution? El Cid came up with a bright idea to give a contingency of \$100 to the first pro that cleared the doubles going into the last turn.

I would've liked to see someone clear the doubles, but heavily doubted that Bob Tedesco and the NBL would go for the \$100 plan. But if any of you know how R.L. is, you have to at least say you tried.

Tedesco was stoked! That got me stoked. R.L. was stoked from the beginning. We informed the announcer and he too, became stoked. They announced it, and the pros, mainly Todd Slavik and Mike Miranda, got stoked. Just before the next pro moto, the crowd seemed to have moved down near the doubles—I'm pretty sure they were stoked too. Then Windy walked over, and she was definitely stoked because she'd get a rad photo out of it. Overall, there were a lot of stoked people in Louisville.

□ □ □

Todd Slavik was in the first moto of pros. Miranda was in the second moto. Mike was prayin' that Slavik would get bunched in the pack and not be able to try it. But Todd knew what he had to do—holeshot. And he did.

As soon as "The Cowboy" came out of the second turn with a hefty lead, the whole place exploded in a boisterous uproar. Even the pros up on the gate started screaming! Todd had a great lead and coming through turn three, the crowd was more hyped than they'd been all day. Maybe all year.

Slavik launched. Slavik got a little bit outta control. Slavik clicked some style. Slavik missed the mark by six inches. Slavik took first in that moto by a mile.

Miranda got a bum start, but even though he was dicing in third place, he



These guys ain't no wimps. Shawn (No. 5) did alright, Pete (No. 3, soon to be No. 1) had it wrapped up, Gary Ellis (No. 1) was jammin' as usual and Eric Rupe (No. 2) looked better than he has ALL year. This is over the pro section—see the sign?

couldn't hold back. "Hollywood" pleased the crowds and attempted to clear the "Hundred Dollar Humps," falling short by about a foot.

From then on, every pro that didn't try to clear the dub's got boo'ed. Jon Anderson and Gary Ellis were both laughing later on about how they speed jumped the doubles in first place and heard the sidelines hiss. Bill Maddan was the only B pro to go for the bucks.

The real surprise was when Billy Griggs' expert moto came up and he launched from the take-off pad like an MX missile, clearing the mark by over a foot! But we only offered the money to the pros and didn't want to add to the delinquency of an amateur. Billy was bummin' because his mini-truck's 1000 watt stereo system needed some more woofers and tweeters. B.G. told me to make sure everyone knew that he was the first to clear 'em, so



remember that, folks.

It wasn't until pro cruiser that we had to fork over the money. Eric Rupe tried to go for it and fell WAY short while Slavik went for the mass air, knowing right where the tire had to be, and landed exactly on the line.

Talk about being stoked! Todd went into the next turn, totally turned around to see a crowd-gone-crazy, realized he made it, and did a one-hander off the next jump, throwing a triumphant fist in the air. And he was STILL in first place! Slavik the O'Show.

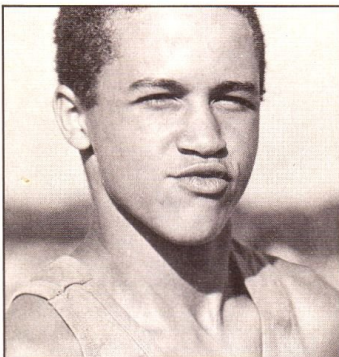
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On the way back to the hotel on Saturday night I discovered that the car's transmission had detonated. Gee—it couldn't have been because of anything I had done, could it?

I concluded that the car must've been made on a Monday—all I had was neutral and drive. No reverse. No taking the key out of the ignition.

I lucked out at the hotel—the parking lot was on a slant, so I just rolled backwards down the hill and Windy was none the wiser. Sunday morning

Readers . . . Craig Reynolds. Craig Reynolds . . . our readers. We'd like you two to get to know each other, okay?



at the Waffle House was a different story. The parking lot was flatter than the pancakes they were serving, so I had to tell Windy what happened. She didn't get too mad.

□ □ □

I was getting my other three stories the rest of the weekend. During the mains, while talking to Brian Lopes (who had just won his cruiser class), all of a sudden . . . (insert theme song for Miami Vice), there he came with a wild gleam in his eye. It was my hero and yours, Clint Eastwood Jr.—now promoted to crowd control.

At first, Clint was letting me stay on the infield side of the fence, talking to Lopes and friends. All was cool. But one problem with holding a tape recorder is that every single racer within a mile vicinity flocks around you. I love it! Clint didn't.

Now donned in riot regalia, the guy gave me three choices: 1.) Leave. 2.) Go on the other side of the fence. 3.) Stay there and get clubbed upside the head (well, there may be a slight exaggeration factor there . . .). I decided

Do or die. Gettin' down and dirty. Brackens, Texas, and Slavik.



Louisville had changed their track since last year. EVERYONE loved it! The triple step, right here, was definitely a highlight. Is this dude riding for the Bike Box team? Home of Jim Leach? Photo by Snavelly.

Matt Hadan, BMX ACTION's pick for one of the two fastest 16-year-olds in the world, with apologies to La Berge, Carter, Zimmer, Millwee, and Cullinan.



that I didn't feel lucky and left the scene. But that wasn't the last of it . . .

□ □ □

That's about all of my personal adventures. I know . . . the race action was much more exciting—I'll get to that in a second. As Windy and I were leaving the track, there stood Mr. Eastwood in the middle of the road, directing traffic. I thought quick, reached in the back seat, and grabbed a spare issue of BMXA.

Pulling out on the street, I swerved at him (making him flinch), and Windy rolled down her window and handed him the copy. I drove away smiling—not only was he going to read the issue that night and have a guilty conscience for the rest of his life for keeping me from getting a cool story, but he'd also be flagging thousands of people onto

the street by waving a BMX ACTION magazine at them. Subliminal.

**STORY NUMBER TWO:**

I think one thing that is pretty bogus by being in my position at the magazine is that people are afraid to come up to me, introduce themselves, talk about their pet dog, or whatever. Can't blame 'em, I guess . . . the first time I saw Oz, I was the same way.

But DON'T! I think everyone should be like Craig Reynolds. At the World Cup this year, this kid came up to me, intro'd himself as "Craig Reynolds the 15 expert. My race is number 184. Watch me." So I did. And I was impressed! The kid was blowing away Chris Backus.

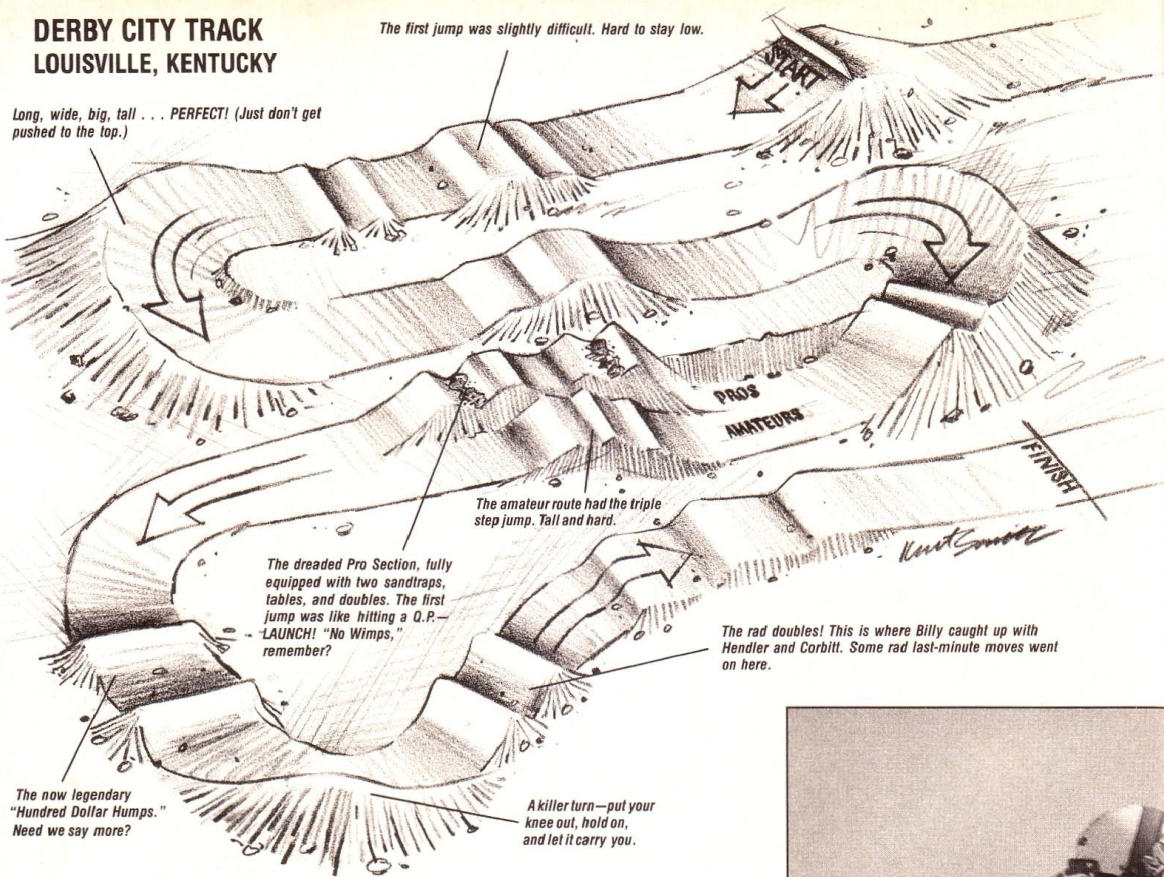
I probably would've noticed him sooner or later, but he just speeded up the process. I mean, hey . . . I'm just



**DERBY CITY TRACK  
LOUISVILLE, KENTUCKY**

The first jump was slightly difficult. Hard to stay low.

Long, wide, big, tall . . . PERFECT! (Just don't get pushed to the top.)



The amateur route had the triple step jump. Tall and hard.

The dreaded Pro Section, fully equipped with two sandtraps, tables, and doubles. The first jump was like hitting a Q.P.—LAUNCH! "No Wimps," remember?

The rad doubles! This is where Billy caught up with Henderl and Corbitt. Some rad last-minute moves went on here.

The now legendary "Hundred Dollar Humps." Need we say more?

A killer turn—put your knee out, hold on, and let it carry you.

a normal dude and I might be at the hot-dog stand while your moto is going by. What I'm getting at is that if you're fast, totally quick, lacking in publicity, promotion, and sponsorship and blowing away all the factory hotties, then you're going to be recognized a lot quicker if you come up to me than if you wait 'til I come up to you.

Reynolds was in Louisville and droppin' a lot of names. It looks like Craig is due for a sponsorship—major or not. He's from Chicago. He's of punk persuasion. His sister has a mohawk. He has a totally cool personality and he has quite a following of friends and fans.

Titan's Michael Crehan is one of those dudes that I would like to meet and find out more about. For one, why does he run a flaming red wheel cover on his back wheel? And secondly, why does he have Ozzy Osbourne emblazoned across his butt? Titan has a lot of HOT riders, but they hide from me in the pits. I must admit, I don't know BEANS about any of them. Ya hear that, Crehan? Crupi? Brandt? Foster?

Gary Debacker is also a mighty mid-sized munchkin. At 11 years of age, the scoop of the poop on Debacker is that he's full-factory Cyclecraft, lives in Michigan, and blows away virtually everyone. Watch out for this boy!

I've heard that there are so many people on the Eagle Snacks team that they have to charter their own airplane to the races. It seems like there's an E.S. rider out front in every other moto.

Ron Walker (just ONE of the Eagle Snacks guys), better known as "Skywalker," possibly because his girlfriend resembles Princess Leia, has been flogging the comp.

I had the chance to meet Ron. He's cool. He's respected by his rivals, and you'll no doubt hear more about him in the near future. He was also a major factor in getting Eagle Snacks their overall No. 1 Team title for the '86 season. Can you believe that? The first team to dethrone Diamond Back in two years!

At the Grands, Hans Nissen was adorning the "prisoner of war" look. Wrapped around his waist and tied

While in Louisville, Windy ran into this dude named Mark Snavelly, who takes some pretty bitchen pics. What do you think? Photo by Snavelly.



around his arm and shoulder was some type of orthopedic contraption that kept his shoulder from popping out of socket (again). Hans is the type of racer who makes mains when no one's looking and never gets much credit. He made the A pro main in Louisville, and I WAS looking. Actually, Hans was the seventh New Breed, but I couldn't track him down at the time.

Ya know, it's pretty amazing that even though we're BMX ACTION and we get all of the facts first and we're on top of everything all the time, there are still some majorly quick radsters who I don't know. C'mon dudes! Intro yourselves to me . . .

**STORY NUMBER THREE:**

The pro battles were pretty hectic all day Saturday. Going into the Grands, Pete and Tommy were battling it out for No. 1 Pro. Pete had a slight lead, but Tommy was within spitting distance.

The pro cruiser battle going in had Greg Hill with a slight lead over Stu and Eric Rupe. Stu had been practicing with Harry and Doug up at Honda Hills a week before the Grands and biffed badly on his shoulder, so he wasn't operating at full strength.

Check out the arm . . . By the way, there were 2,615 riders in Louisville. That meant 350 motos, which meant THE biggest NBL Grands to date.



Oh yeah . . . I almost forgot to mention that the Diamond Back team didn't show because they sent in their entries two days late and the uncompromising NBL wouldn't bend the rules. Good for the NBL that they don't give in to major companies, but bogus for D.B.—not only because Doug Davis had temporarily moved in with Harry three weeks prior to the Grands so they could practice every day, but Eddy was up there in the pro standings, too.

Oh yeah . . . I almost forgot to tell you that Tommy Brackens is the new World Champion—the dude dethroned Ellis a few weeks earlier at the IBMXF World Champs in England. Brackens is the main man now, and he celebrated by buying a new house in Riverside.

Back to the races. Come Sunday morning, the first gate to go down was the Pro semi, fully packed with every hot and heavy—including Tommy and Pete. It was plainly assumed by everyone that Tommy and Pete would make it to the main where they'd dice it out side by side 'til the third main, where one of those two would become triumphant and walk away with the No. 1 title in their hands.

But disaster struck seconds after the green light blinked as Brackens lost traction and literally flipped out. By the time he got up, the rest of the pack was around the second turn. As he stood up, picking his bike off the ground, I wondered what was going through his head knowing that a number one plate had just come and gone.

Everyone who was keeping track automatically knew that Pete was the new NBL No. 1 Pro no matter what he got in the main. Pete, as you could probably guess, was a little bit happy.

"YEAH! It feels excellent! And I know I'm not going to lose it this time!" Pete said afterwards.

Remember too, that Pete has the USBA title wrapped up—this has been a good year for Pancho.

The Pro Cruiser war came down to the main. Greg was 26 points ahead of Rupe, which meant that if Eric could snag a first, and Greg just so happened to get a 7th or 8th, then he would barely edge out Greg for the overall title. It was a long shot. Possible. Slim.

Todd Slavik got the first in Pro



*The FIRST guy to clear the "Hundred Dollar Humps"—and the only guy to go for 'em in every moto, too. You could say it was Billy Griggs' weekend. Not only did he get rad for the multitudes and win the Open, he also swooped on some moon babe after the races.*



## NBL RESULTS

### A PRO

Pete Loncarevich (Cal.)  
Eric Rupe (Cal.)  
Greg Hill (Cal.)  
Gary Ellis (Wash.)  
Todd Slavik (Tex.)  
Matt Harris (Penn.)  
Hans Nissen (Iowa)  
Shawn Texas (Cal.)

### B PRO

Tim "T.K." Kakouris (Mont.)  
Corky Harrison (Tenn.)  
James Hausle (N.Y.)

### PRO AWARD

Pete Loncarevich (Cal.)  
Todd Slavik (Tex.)  
Hans Nissen (Iowa)  
Tommy Brackens (Cal.)  
Travis Chipres (Cal.)  
Todd Blaser (Cal.)  
Mike Miranda (Cal.)  
Shawn Texas (Cal.)

### PRO CRUISER

Todd Slavik (Tex.)  
Greg Hill (Cal.)  
Shawn Texas (Cal.)  
Eric Rupe (Cal.)  
Matt Harris (Penn.)  
Ken Aman (N.Y.)  
Michael Patrick (Conn.)  
James Hausle (N.Y.)

### PRO GIRLS

Gaby Bay/hi (Louis.)  
Kathy Schachel (N.J.)  
Cathy Tedesco (Mass.)

### 16 & OVER OPEN

"Mr. Bill" Griggs (Cal.)  
Jamson Hendler (Mich.)  
Todd Corbitt (Flor.)

### 14 & 15 OPEN

Robert Swick (Cal.)  
Robert MacPherson (Cal.)

### 12 & 13 OPEN

Jason Shegas (Cal.)  
Michael Lausman (Ohio)  
Mike Carr (Kent.)

### 10 & 11 OPEN

Carl Burroughs (Flor.)  
Jason Donnell (Cal.)  
Eric Jensen (Ill.)

### 8 & 9 OPEN

Justin Kurtz (Flor.)  
Brian Freeman (Alb.)  
Pat Foster (Cal.)

### 7 & UNDER OPEN

Michael Brandt (Flor.)  
Nick Brungardt (Ore.)  
Steven Swick (Cal.)

### 18 & OVER EXPERT

Chuck Townsend (Cal.)  
Kevin "Sheepdog" Hull (Cal.)  
Doug Jicha (Ohio)

### 17 EXPERT

Mike King (Cal.)  
"Mr. Bill" Griggs (Cal.)  
Ron "Sky" Walker (Flor.)

### 16 EXPERT

Eric Carter (Cal.)  
Todd Mitchell (Tex.)  
Sean Callihan (Cal.)

### 15 EXPERT

"Bad" Brad Birdwell (Alb.)  
John Hamilton (Tex.)  
Ronnie Rioux (Cal.)

### 14 EXPERT

Lawan Cunningham (Iowa)  
Robert Swick (Cal.)  
Steve Smith (Ohio)

### 13 EXPERT

David Milham (Flor.)  
John Purse (Tex.)  
Michael Lausman (Kent.)

### 12 EXPERT

Shelby James (Flor.)  
Chase Didget (Penn.)  
George SeEVERS (Nev.)

### 11 EXPERT

Gary DeBacker (Mich.)  
Carl Burroughs (Flor.)  
Mitch Watkins (Mary.)

### 10 EXPERT

Jason Donnell (Cal.)  
Ryan Crupi (Cal.)  
In Hse Lee (Cal.)

### 9 EXPERT

Wes Searer (Ind.)  
Paul Piatowski (Flor.)  
Shawn Bone (Ohio)

### 8 EXPERT

Pat Foster (Cal.)  
Joey Barnes (N.J.)  
Anthony Reyes (Cal.)

### 7 EXPERT

Nick Brungardt (Ore.)  
Michael Brandt (Flor.)  
Phillip McGuire (Cal.)

### 6 EXPERT

Aaron Hinson (Flor.)  
Jason Smith (Gorg.)  
Andrew Hanna (Ohio)

### 5 & UNDER EXPERT

Billy Ezzell (N.C.)  
Mathew Hanna (Ohio)  
Zack Mitchell (N.Y.)

### 17 & OVER NOVICE

Greg Lardizabal (Cal.)  
David Joutant (Mich.)  
Billy Yates (Flor.)

### 16 NOVICE

Wesley Helton (Flor.)  
Todd Dann (Conn.)  
Kevin Debello (N.J.)

### 15 NOVICE

Tommy "2x4" Board (Kent.)  
Mike Duvall (Kent.)  
Corey Lewellyn (Wisc.)

### 14 NOVICE

David "Whatta" Payne (Cal.)  
Joey Robinson (Wisc.)  
Kevin "Gotta" Hickey (Mich.)

### 13 NOVICE

Shane Dunn (Alb.)  
Matt Willis (Alb.)  
Chris Collins (Gorg.)

### 12 NOVICE

Philip Barreau (Mich.)  
Brandon Casey (Penn.)  
Josh Knox (Tenn.)

### 11 NOVICE

Craig "Up To" Parr (Tenn.)  
Mike Cochran (Penn.)  
Craig Palmer (Ohio)

### 10 NOVICE

Jeremy Adkins (Ohio)  
Derek Shockey (Ohio)  
Robert Bates (Kent.)

### 9 NOVICE

Joshua Frasher (Ohio)  
Jeff Hendrick (Mich.)  
Jake Lydon (Virg.)

### 8 NOVICE

Jonathan Booher (Tenn.)  
Lucas Mallory (Kent.)  
Rod Peck (Ohio)

### 7 NOVICE

Al Boenker (Tex.)  
Wesley Clark (Alb.)  
Kelley Payne (N.C.)

### 6 NOVICE

Kevin Kar "WOW"ski (Mich.)  
T.J. Garrigan (Alb.)  
Mickey "Mouse" Miller (N.Y.)

### 5 & UNDER NOVICE

Noah "Footer" Moore (Kent.)  
Damian Higgendorf (Wisc.)  
Michael Menezes (Gorg.)

### 41 & OVER CRUISER

Gary Martin (Alb.)  
Jeff Malloch (Del.)  
Chuck Kuchta (Flor.)  
William Green (Flor.)  
Paul Neal (S.C.)  
Clayton Denney (Virg.)

### 25-34 CRUISER

Dari Stewilow (Cal.)  
Scott McMahen (W. Virg.)  
Monte McLelland (Tenn.)

### 18-24 CRUISER

Stacey Scott (Ill.)  
Kevin "Sheepdog" Hull (Cal.)  
Jarrett Justice (N.J.)

### 17 CRUISER

Peter Casano (Cal.)  
Mike Cochran (Penn.)  
David Wolk (Penn.)

### 16 CRUISER

Eric Carter (Cal.)  
Matt Hadan (Cal.)  
Karin Richardson (Nev.)

### 15 CRUISER

Michael Crehan (Flor.)  
Chris Backus (Wash.)  
Barrett McManus (Ind.)

### 14 CRUISER

Flyin' Brian Lopes (Cal.)  
Joe Spuryer (Tenn.)  
Shane Hatfield (Gorg.)

### 13 CRUISER

David Milham (Flor.)  
Russell Ainsworth (Cal.)  
Andrew Soule (Mich.)

### 12 & UNDER CRUISER

Shelby "Home," James (Flor.)  
George SeEVERS (Nev.)  
Christopher Anderson (Flor.)

### 16 & OVER GIRLS

Deanna Edwards (Mich.)  
Ronnie Caruso (Conn.)  
Karina Cosoly (Cal.)  
Nikki Danishek (Ohio)  
Julie Lorie (N.J.)  
Leslie Carter (Flor.)

### 14 GIRLS

Stacy Lupfer (Ind.)  
Melissa Voegelie (Cal.)  
Tara Pearson (N.J.)

### 13 GIRLS

Wendy Sue Winter (Mich.)  
Tiffany Kellner (Ariz.)  
Carole Sullivan (Tenn.)

### 12 GIRLS

Jessica Towles (Flor.)  
Kristy Manning (Gorg.)  
Alana Hancock (Ind.)

### 11 GIRLS

Melanie Cline (Mich.)  
Kimberly Kisha (Ill.)  
Diane Pighetti (Mass.)

### 10 GIRLS

Michelle Cairns (Ill.)  
Kelli Gibson (Cal.)  
Kelly Merryman (Ohio)

### 9 GIRLS

Tania Walker (Flor.)  
Kerry Smith (Alb.)  
Tamara Balazs (Mich.)

### 8 GIRLS

Cindy Ainsworth (Cal.)  
Bittney Ralph (Minn.)  
Monica Kelly (Flor.)

### 7 & UNDER GIRLS

Kimberly Martin (Conn.)  
Melissa Richards (Penn.)  
Michelle Lamirande (Mass.)

### FACTORY TEAM TROPHY

Cycle Craft & CW  
BIKE SHOP TEAM TROPHY  
Columbus Schwinn

Cruiser. Eric didn't. Greg Hill, for the second year in a row, took NBL No. 1 Pro Cruiser.

### STORY NUMBER FOUR:

I counted how many of them were in the Terrible Ten—five out of eight wasn't bad. I knew that it was going to be a hot race, but I had no idea that it would be THE hottest race I've ever seen in my life!

The 16 and Over Open main lined up on the gate. Half of the people on the

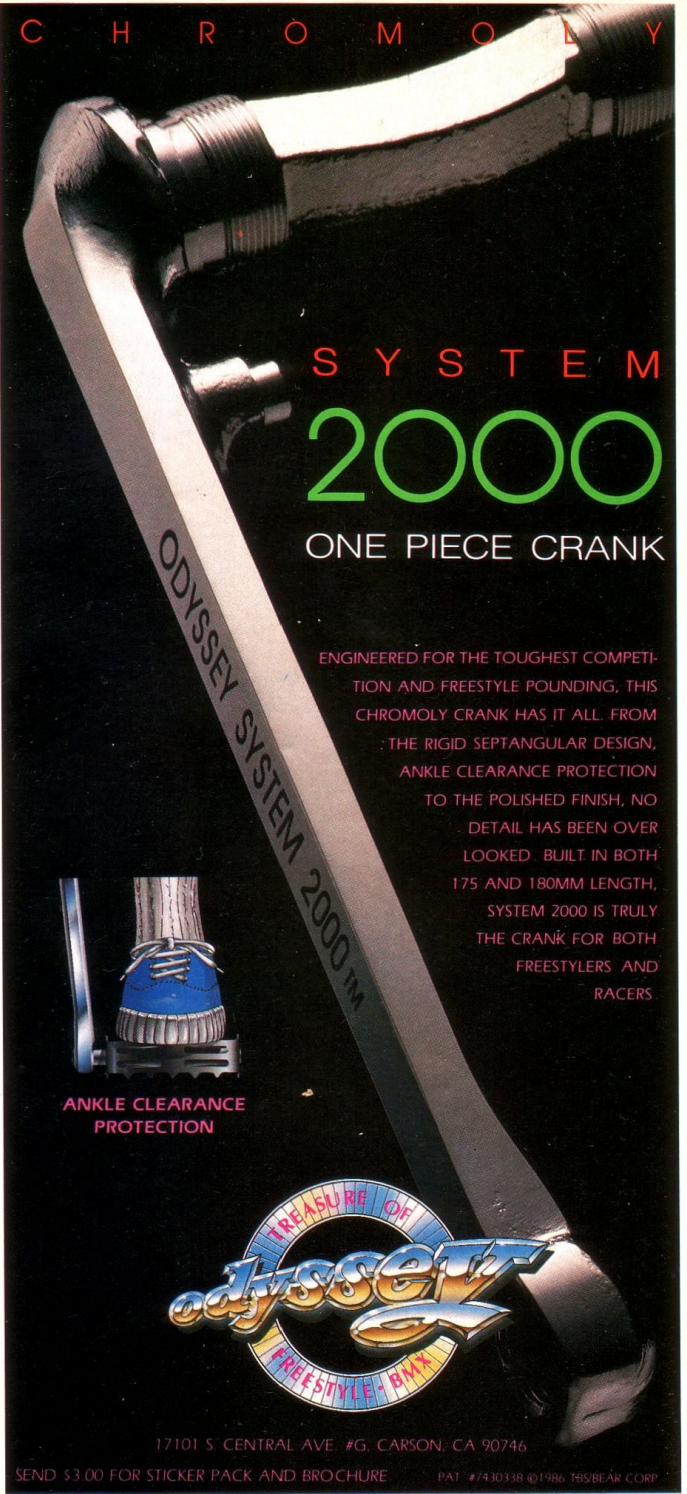
sidelines had their backs turned. This was the last race of the Grands and they were more concerned with getting their tents torn down and packing up the family wagon.

The other half of the crowd though, was watching intently as the announcer named off each guy. Todd Corbitt, the Zellwood local who's been looking faster than a long-tailed cat in a room full of rockers, strapped on his JT helmet. Then there was Jarrett Justice, who was once full-blown fac-

tory CW and is now riding for Wheel Works, a hefty Bike Shop team who's scarfed on their fair share of team trophies.

Danny Millwee reached down and checked his headset. Charles Townsend looked confident. He'd been flyin' all weekend and knew he was the man to beat. Billy Griggs was his usual cocky self, kickin' back, half concerned with the race, half concerned with some good-looking Bettys on the sidelines. Mike King looked psyched.





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Eric Carter seemed like a midget up there with all the big boys—he had just won the title of World Champion two weeks earlier in England—his second year in a row! Jamson Hendler had been going full-tilt until he made Todd Anderson's day when he bit the big one. Jamson was down for the count, stretcher by his side and surrounded by paramedics for about a half 'n hour, so everyone was real surprised to see him alive and back on the gate.

When the gate slammed down, it was Townsend, Corbitt, and Hendler with the hole. The announcing tower blocked my view momentarily, so I don't know what happened to Townsend in the first turn, except for he came out of it in fourth. A few people went down. Jamson was leading the way with Corbitt and Griggs in boiling hot pursuit.

The three of them were freight-training it up to the "Hundred Dollar Humps"—Hendler and Corbitt nearly side by side now, with Griggs a little further back with Charlie on him like B.O.. Billy, you remember, was the first to clear the doubles, and it came in handy as he went for them again, leaving Charles on the ground.

Clearing the dub's gave Billy some catch-up speed, and he rallied the last turn, massively gaining on Todd and Jamson.

Out of the last turn, Jamson took the hot line—the total outside—setting himself up for the smoothest route to the finish. Corbitt dove for the middle, gaining by just a hair, while Griggs took the total inside.

Billy hit his human nitrous oxide button, stayed low, and caught up. The last hundred yards was a total sprint to the finish—all three of them side by side. My finish line informants told me that right at the finish, Billy's front tire LEAPED out by a foot. Yup . . . Billy's famous stretch-back throw-the-bike-in-front-of-you finish line style that he learned a long time ago racing Brian Gass at Orange.

Billy got the win, but you still gotta give Schwinn's Hendler and Murray's Corbitt some credit. That race was HOT. But then . . . they are the hottest racers, so what'd ya expect?!

Needless to say, the people that were packing up their tents were bummed. The hottest race of day (year? EVER?), and they missed it. But I'm sure they won't be so foolish next year. And if you didn't make it to Louisville, YOU won't be foolish next year and miss it again, will you? I hope not. ■



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**Wheel ONLY with Suzue Hubs** 79.95  
**Wheel ONLY Suzue & alloy axles** 99.95  
**Wheel ONLY Profile & alloy axles** 149.95

**24 x 1 1/2 (23 3/4" Dia)** 149.95 179.95  
Suzue sealed hubs, Crupi alloy axles, 36H Ambrosio Rims, DT stainless spokes, special race lace, ultralite presta valve tubes, skinwall crosshatch ultralite tires.

**Wheel ONLY Suzue Hubs** 79.95  
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## On the Cover:

All right! Are you guys ready to see if you're right, wrong, or close? Remember . . . close only counts in horseshoes, hand grenades, and dancing—so you better hope you get 'em all right, because we've arranged with your parents to have your bike taken away for one week for every wrong answer!

Now, are you SURE you're ready?

### ANSWERS:

1. R.L. has had 14 covers. Pretty amazing, huh?

We asked R.L. which one is his personal favorite, to which he replied, "The one of Scott Clark and me going down the hill . . . NO, WAIT! That one of Breithaupt, Perry, and I going through the berm was HOT. That'd have to be my favorite! I remember the pictures inside were hot. That was a real memorable day. Scot's totally fun to ride with cuz' he's so nuts."

2. Left to right: Bob Morales (in Haro jersey), Denise Barter (sitting in the chair with a nice tan), Woody Itson (the skinny/wimpy lookin' kid with no shirt on), R.L. Osborn (leaning on the judges stand, hidden in Eddie's rear Tuff), Mike Dominguez (hiding behind the announcer's stand), Steve "BIO" Bennett (MFM shirt), and Fred Blood (the announcer).

You know that Morales owns the AFA, Denise Barter is married to Harry Leary, Woody does tricks, R.L. is El Cid of the freestyle world, Dominguez does insane 540's, Steve Bennett invented the "Bio Air" and judges for the AFA on rare occasions, and Fred Blood is not a boring guy, right? We thought so.

3. Harry's had nine BMXA covers. And you probably want to know which one is Harry's favorite, right?

Harry says, "The first one—July '79. It was the beginning of a good thing. Every one of them after that has meant just as much—it's major prestige—but the JMC one started it all off!"

And for the bonus points, out of all nine of those covers, Harry was doing his patented "Leary" on only three of 'em. You

pick which one you think is raddest—we say they ALL are.

4. Red Line is the manufacturer with the most covers. 3 with John Crews, 4 with Stu, 1 with Jeff Kosmala, 1 with Greg Grubbs, 1 with Billy Briggs, and 2 with R.L. Osborn. 5. Harry (Feb. '85) and Stu (Aug. '85) were launched from the same jump at Honda Hills. That jump, from now on called "The Cover Jump," has also been used on massive Hot Shots, and the "Leary" signature jump article in February, 1986. 6. Greg Hill, Clint Miller, and Eddie Fiola all have four covers each.

7. Out of all of the FAST brother combos, such as Brent and Brian Patterson, Richie and Ronnie Anderson, and Eric and Robby Rupe, the King Bros. are the only two to both have gotten covers—Eddy twice (June 1980 and March 1983), and Mike once (May 1986).

Brent Patterson has had 6 covers, and surprisingly enough, Brian never got one. He came close on the August '83 cover, but Harry got the credit. Sorry, Brian.

8. March '80, Panda Pro Am bike. The story behind doing "just a bike" on the cover was, "Just to be different. It was a hot bike, so it deserved it."

9. Moon Man Snickems, who was the last place finisher in the 1978 NORA Cup voting (only one vote) is said to be in the background somewhere in there—supposedly those are his legs and right arm behind the announcer's stand, Steve "BIO" Bennett (MFM shirt), and Fred Blood (the announcer).

10. Piled inside the car are Donny Jones (hangin' out the window), Randy Emrich (squishin' his face against the windshield), R.L. (stickin' his head and hand out), and Bob Haro (driving and waving).

The Honda Civic was Bob Haro's, which from the sounds of it, was a real flog-mobile. Bob used to jump it off curbs and drive it on sidewalks. I betcha he doesn't drive his BMW like that!

The blue Mongoose, No. 200X, was a test bike. The red Torker (99X) was R.L.'s thrasher. The Mongoose in the middle, duct-taped to the roof by it's grips and seat was Randy Emrich's, and bike No. 48X was R.L.'s OTHER bike, a Cook Bros. The bike on the back, with the Red Line V-bars, was Haro's personal scooter—a red Red Line MX-II.

11. For some reason that no one around Wizard Publication knows, the editors decided to take a vacation and not write any cover blurbs for the December '77 and June '79 issues.

12. Look at the May 1984 issue. That's Oz up on the deck, risking life and limb. The story behind that cover is that some guy was using the big platform to change all of the lightbulbs in the warehouse. Meanwhile, Oz had his own 90 watt bulb glowing above his head, and thought it'd be a cool idea to use that big platform for an aerial view of an aerial. The centerspread of that issue showed how well it turned out!

13. Woody Itson (June and July '86) was probably pretty obvious—although on one of them he was freestylin' and the other he was downhill racing.

Randy Emrich (June/July '78) was all by himself, testing the Addicks sprocket, and in the next issue (August/Sept. '78) he was one of the guys in Haro's car.

14. October 1977 saw R.L. on the Torker, and May 1980 had R.L. on a Powerlite. Those were the two water splashin' covers. It seems like whenever there's a puddle of water, R.L.'s on the scene to ride through it. Remember last time? R.L. in the Haro test, March '86? We (hee, hee) never did pay him his \$25 . . .

15. The February 1981 cover featured a group of gringo tourists racing in the land of goonie birds and tree bears. You guessed it—Australia.

16. Toby Henderson got three covers in 1983—all of 'em for Hutch. Harry Leary got three covers in 1985—two of them race shots, one of them at Honda Hills. All of them, for, of course, Diamond Back.

17. In March of 1984, Greg Hill, after winning the NORA Cup for the second year in a row, was pictured atop the mist shrouded mountain that Wizard Publications sits on. It was a VERY foggy day. Rumors that Greg had eaten at Gordo's before the photo was shot are not true.

18. The April 1982 issue was the first issue to appear on the newsstands of America blatantly showing off the new BMX ACTION logo. Bicycle Motocross Action instantly became a collectors item.

19. Three covers have been shot in the parking lot of Wiz Pubs (on un-foggy days). November 1983, May 1984, and January 1986. R.L. was in all three of them too. And stranger yet, all three covers were taken pretty much in the same spot. The area in the parking lot where they used to set up the BMX ACTION quarter pipe is the same spot that R.L. and Winkle built the T.O.L. half-pipe on.

20. ALL of them are trick. ■



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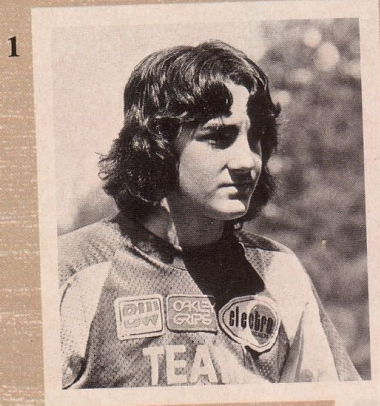
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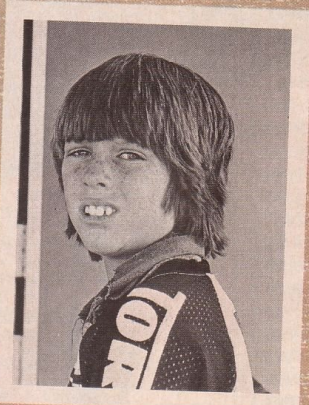
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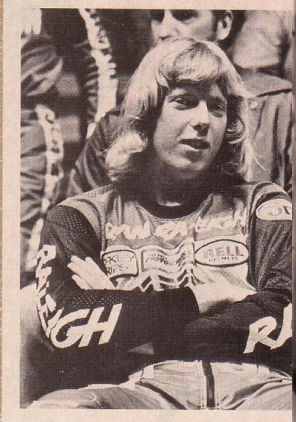
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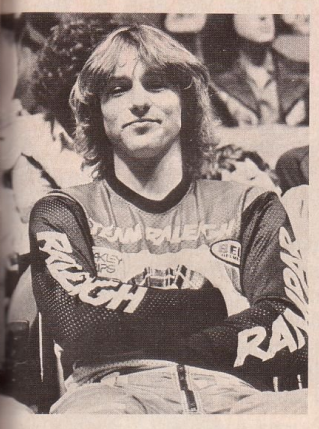
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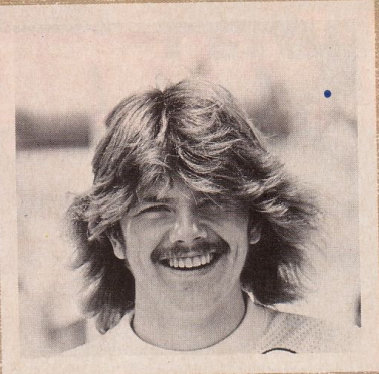
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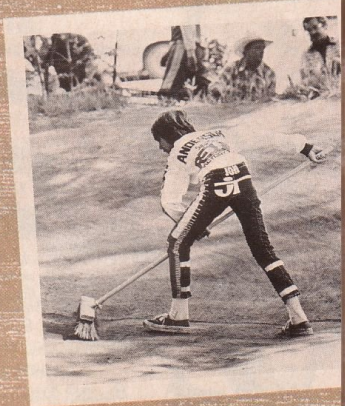


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While scrounging through the boxes and boxes of pictures for the "Best of BMXA," Windy came across some very interesting mugshots that were sooo hilarious that we had to run 'em somewhere. So . . .

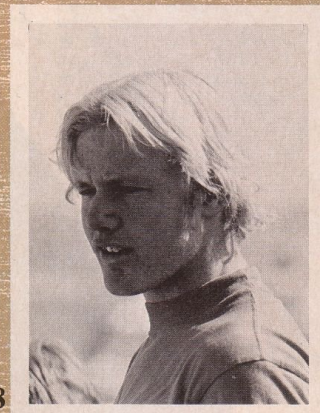
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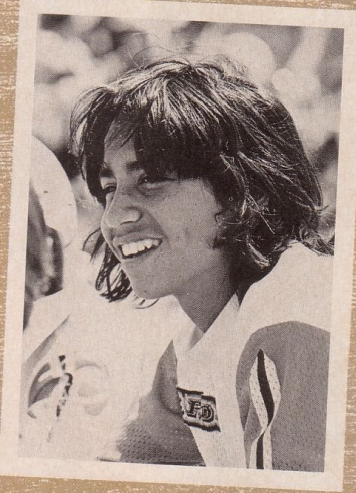
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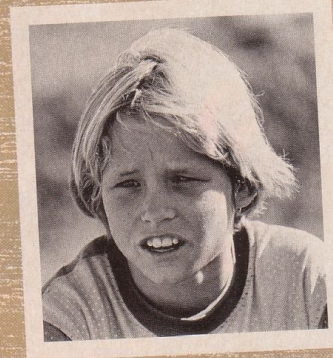
7B



8



9



10

1. Gary Ellis when he was on Robinson. Grass Valley, 1980.
2. Lil' Dougie Davis, in his Torker days. (Dig the helmet haircut . . .)
3. The terrible twosome of Jeff Bottema and Toby Henderson. What a couple hippies!

4. Eric Rupe has barely changed. This 1976 photo could've been taken last week.
5. Mike Miranda told us that he was once into heavy metal. This must've be around that time . . .
6. Cosmo, when he still had training wheels on his Jr. kitty GT. Little did anyone realize that someday this

fast, fuzzy, and ferocious feline would go on to win the Johnny Cat Classic and the IBMXF Kitty World Championships, save the world from Jaws Mouse and Mexican cat jugglers, and . . .

7A & B Jon Anderson likes sweeping tracks. And he's always swept the competition.

8. Harry Leary, when he had . . . well, you know.
9. Pete Loncarevich used to be a skinny little wimp. We wouldn't dare call him that now.
10. Bob Haro was even GQ back in '79.
11. Nice, quiet, lovable, shy, and innocent Richie Anderson. BOY, has he changed! Just kiddin' Richie . . .

11



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