Compiled by Simon 2019
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FALSE ACCUSATIONS, VICIOUS SLANDER, RUTHLESS RUMORS, AND SLEAZY SCANDALS. . .
NOT IN THIS ISSUE. JUST HARDCORE BMX.

BMX ACTION

THE RACERS' CHOICE

SEPTEMBER 1989
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BMX ACTION (USPS 548-710) (ISSN 0747-2552) is published monthly by Wizard Publications, Inc., 3162 Kashiwa Street, Torrance, California 90505, telephone (213) 539-9213. Second class postage paid at Torrance, California and additional mailing offices. POSTMASTER: Send address changes to BMX ACTION, P.O. Box 469, Mt. Morris, IL 61054. Subscriptions may be obtained by sending $14.50 for one year (All foreign subscriptions add $10.00 for postage) to BMX ACTION, P.O. Box 469, Mt. Morris, IL 61054. Please allow 2 to 4 weeks for delivery.

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THE RACER'S EDGE

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THE RACER'S EDGE

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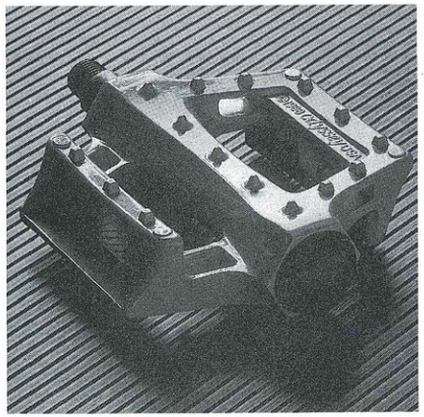

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NUMBER NINE

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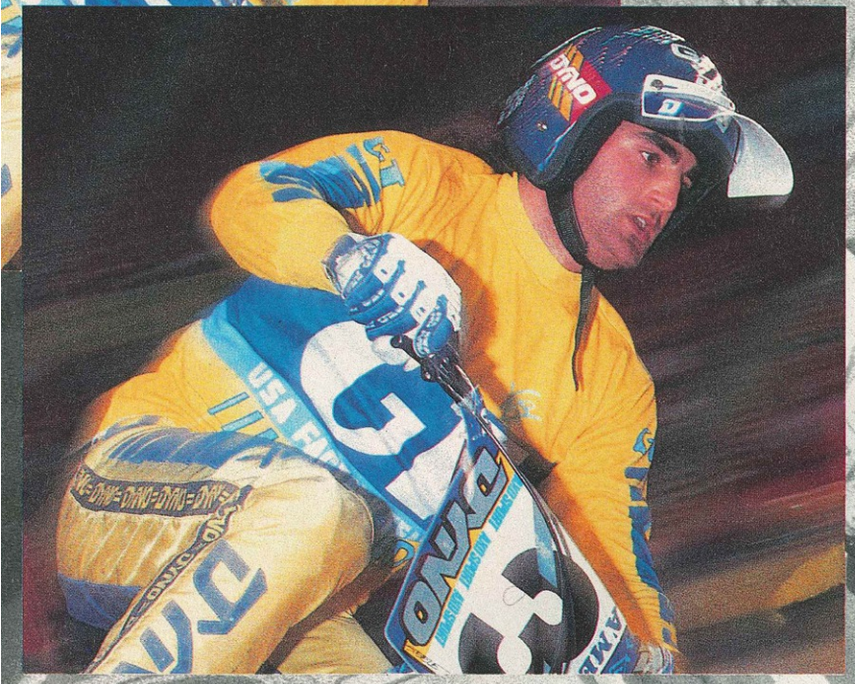
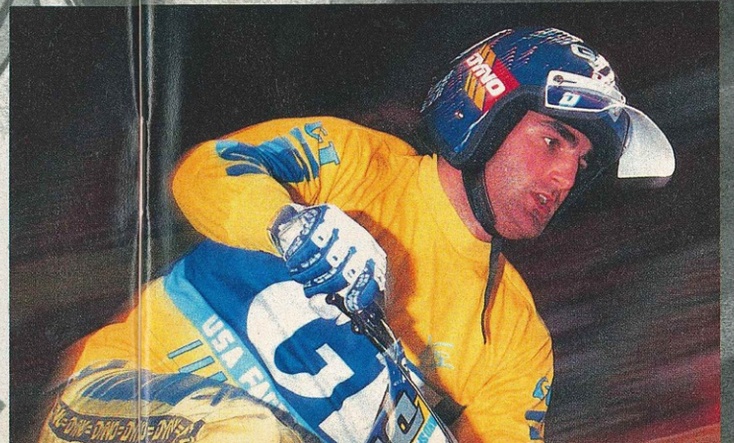


ENVIRONMENTAL IMPACT.



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DEAR GORK

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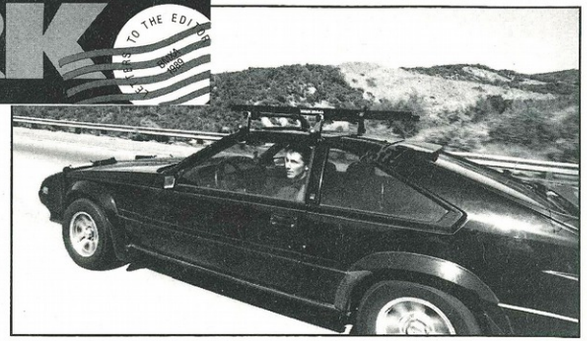


DEAR GORK 3162 KASHIWA ST., TORRANCE, CA 90505

EXPLODING CRANIUMS

Dear Gork,

In your "Not So Important" Dear Gork notice (May '89), you mentioned a future issue of BMXA being the size of a phonebook. Well, I've taken that into consideration. My phonebook is 492 pages. With BMXA being $2.50 for about 64 pages of radness, I would estimate that a phonebook-sized issue would cost approximately $19.50, which is kind of a lot. I think your mag is cool enough as is.

Besides, my mind goes crazy with just 64 pages of ACTION. If I read 492 pages, my brain would explode and I wouldn't be able to resubscribe. And I don't want that to happen.

Erik Matsunaga
Verbon Hills, Illinois

EASTERN INFORMANT

Dear Gork,

Jud Ciancio (of Profile fame) was at the Egg Harbor National (in New Jersey), doing the comeback very well. He *WILL* be at Woodward, so you should be too!!

Also, watch for Joe Stiffler on White Bear (off Phase II) in 18X. I'd say keep an eye on Drew Jenkins, but he's out with a broken collarbone for now.

Thanks for the cool shots of *HOT* ams (Malik Ferguson, Darrin Waterbury, Robbie Morales, etc...). My subscription's in the mail! Stay HARD.

Rick "I've rode at Clinton" Bell
Torsfield, Maryland

THE PROMO KID

Dear Gork,

Here's the deal: tonight, I picked up the phone and called the local radio station I was listening to. I gave the DJ two names and numbers and told him to put them on the air. The numbers? Yes, our two local tracks in the Denver area! The idea, of course, is to promote the sport. Maybe this year's "Mile Highs" will be even bigger!

More ideas on how to pump up BMX are: newspapers, talk a lot at school, and just ride all the time everywhere. Me 'n my buds always talk BMX at school. I figure we've gotten 100 more people at school that now know about racing!

There've been a couple of guys who knew people who work at cable companies, so they just started running an ad with them jumping. Ever heard of the name Ray Luscomb (17X)? He's in the commercial and is probably the fastest thing in Colorado.

Anyway, all you BMX people out there, start spreading the word. Make people hear about BMX, or I'll...

Rick "Rad Air" Archiever
Denver, Colorado

Imagine what'd happen if EVERYONE did that? We could take over the country! We could dominate the world! BMX could rule the universe! Keep it up.—Gork

REMINISCING ABOUT GEESE

Dear Gork,

The other day I picked up the new issue of BMXA, and while browsing through the pages, a particular ad struck me. The Mongoose Supergoose. I recalled how when I was twelve, the Supergoose made me crane my neck as we drove by the bike shop. My local Schwinn dealer always had one hanging from the hooks on the wall. I would grasp those plastic grips with Mongoose written all over 'em, and imagined what it was like to ride one.

But BMX went away and hid, taking the Supergoose with it. Now, several years later, BMX is back and so is the bike I've always loved. Both have changed and matured in a way, but some things like BMX and the Supergoose will never die. Seeing that ad took me back and made me feel good.

Dave Pike
Rochester, New York

"WHAT'S MISSING" ANSWER

Dear Gork,

While I was at the U.S. Nationals last month, after my moto, I was riding back to our motorhome and looked ahead of me to the concession stands and saw what I think was you...with SHORT hair?! Tell me, were my eyes deceiving me or what?

Charles "Up Chuck" Platt
Rock Springs, Wyoming

'Tis true, Platt (and all other shocked readers). I got the sudden urge one night and cut off 'bout a foot. Want reasons? Pick one: 1) Long hair is becoming trendy. 2) Just time for a change. 3) Tired of being judged "wrong" by people and labeled by looks. 4) Long hair was getting out of control and (parden the pun) was a pain in the neck to take care of. Don't worry though, I already miss it.—Gork

PRIZED POSSESSIONS

Dear Gork,

The ABA and NBL charge so much for national entry fees and then give such meaningless awards that it's worth very little to the majority of us with more than 25 to 50 trophies. What's one more trophy? Let's get some real prizes out there — bikes, frames, tires, bars, grips, cranks, etc. Something we can use instead of dust!

When I spend over $500 on a weekend of racing, I'd like a little more than a 5 buck piece of plastic. The quality of trophies has even gone down from a few years ago. I know I'm not the only one feeling the BMX expense crunch. Come on people — let's fight back and get a little more for our money.

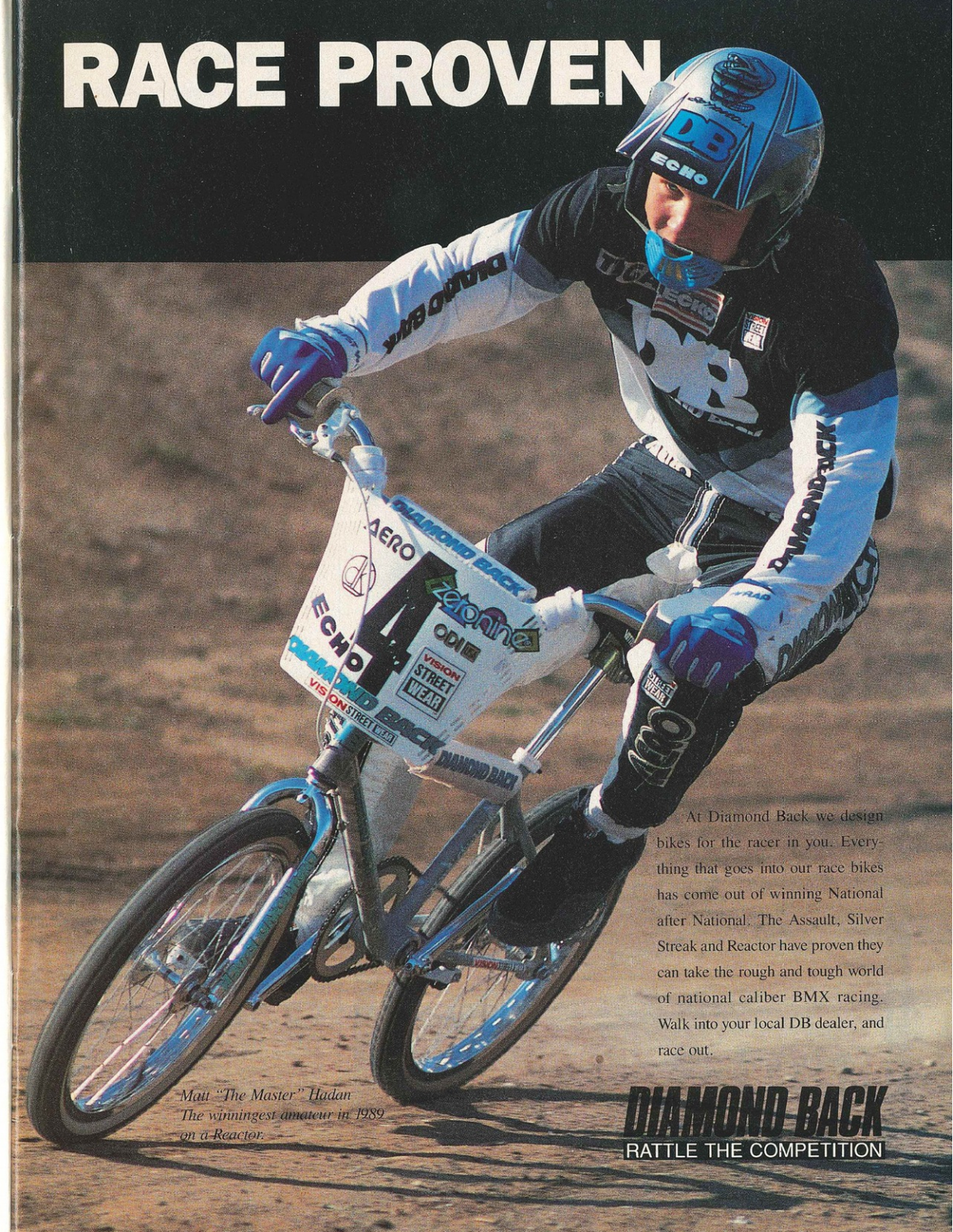
Robert Johnson
Long Island, New York

You have a few valid points. Both the ABA and NBL have decent saver stamp programs, but they could be better. I like your idea on winning bike parts (sanctions, whad'dya think?). But overall, your negativity on the value of trophies is pretty closed minded. There are plenty of racers, including myself, who rarely trophy at a national. The day we finally do, that hunk of silver or gold plastic is gonna be treasured! Sure, those who trophy at every race and have a stockpile of 300+ scattered all over their house and garage, are going to get sick of 'em and need something more useful, but NBL's had some cool awards in the past — trophy phones, trophy clocks, etc.

You can compare quality, Rob, with the old "wood 'n marble" to today's "plastic and tin," but when you generalize that it doesn't mean anything anymore, I disagree. The main thing that matters to a kid is whether it says 1st, 2nd, or 3rd. Right?—Gork

Continued on page 10

RACE PROVEN



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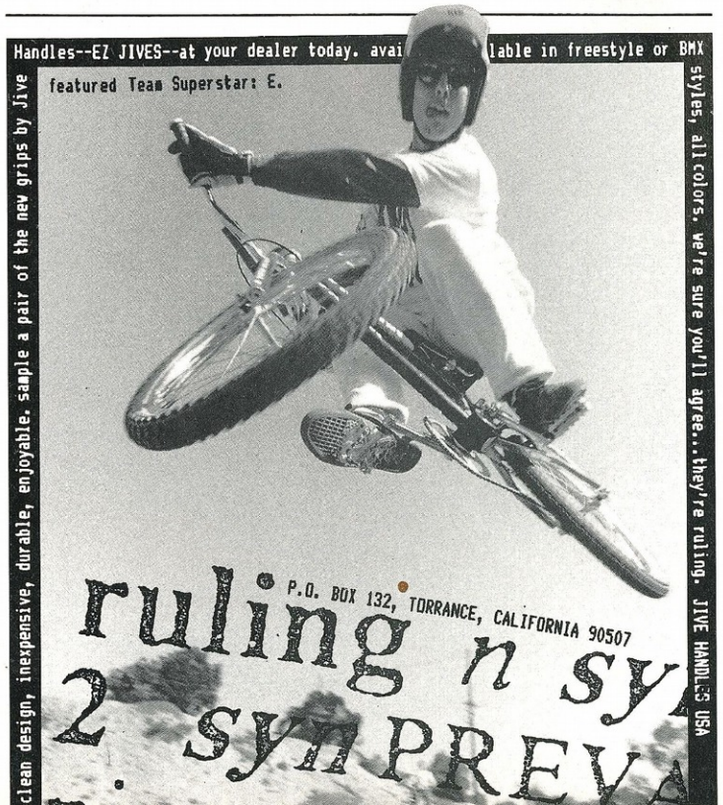


Continued from page 8

DEBBIE WHO?

Dear Gork,

I heard that you listen to Debbie Gibson?

(We're not going to give our names because we don't want to take your put-downs).
Fullerton, California

I don't need your names to bag on ya. Matter of fact, I heard that kids who don't sign their name are too embarrassed because they groove to Tiffany. HA!—Gork

ERA OF UNRETIREMENT

Dear Gork,

When I heard that "Chicken George" got burned out on BMX I felt really sorry for him. Poor dude. He'll be missin' out on a lot of things. Doesn't he know it's the era of "outta retirement," not "into retirement?"

So, shake it off, George!! And Gork, next time you print that people are leaving the sport, don't say they're retired. Let's call it "vacationing," because as you have been telling the world... NO ONE QUITS BMX!

Tony "Wishbone" Groene
Bloemfontein, Rep. of South Africa

P.S. That Outtakes with "Mad Puppy" seemed strange (March '89). When did the 'Dog start running mags with lamo "Gummy" tires, and Haro bars?!? And then that jump...CONFUSING!

Well, you know how Moeller is...when he has to go, he grabs anybody's bike and whips out insaneness. The mag'ed S&M he was "on" in March's Outtakes was "Medium Pete" Cowley's machine. The jump he thinks he was attempting was a one-handed candy bar. He recalls crashing, but still can't believe he got in that position.—Gork

LOOKIN' UP

Dear Gork,

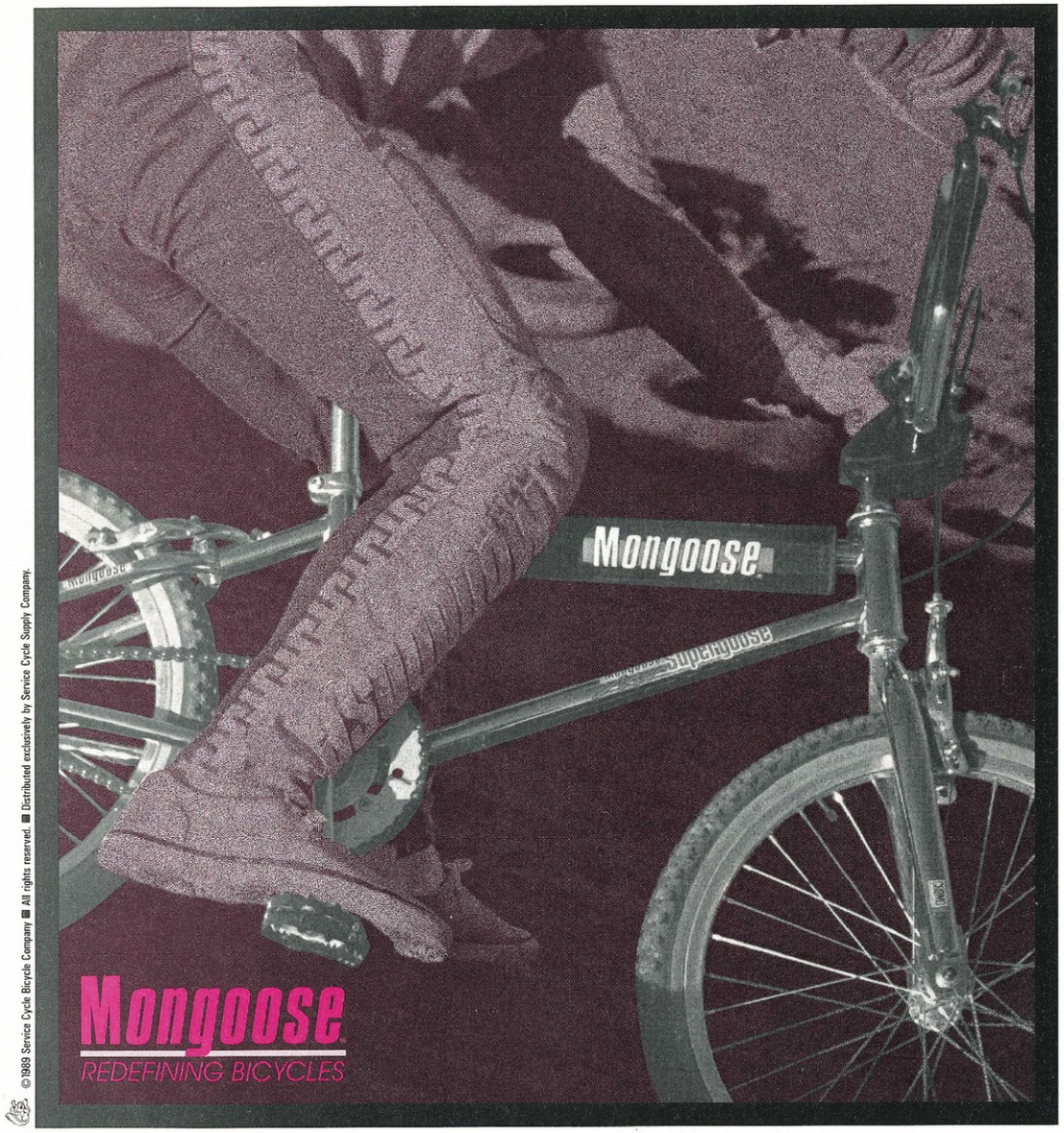
Some people say I am a "poser" because I have a Race Inc. (they've never heard of them) and I wear a helmet and elbow pads when I ride.

Todd Whitney
Aptos, California

Lemme tell ya a story, Whit. Ever heard of Bob Medrano? He's a living legend in Northern California. Used to race pro for factory Skyway. Anyhow, he still rides whenever possible and last month, while interviewing Cecil Johns, he told me how "Raider Bob" NEVER rides without a helmet, no matter how hot it is, no matter if no one else is wearing their's, no matter what. Cecil and I both admire Medrano for doing that. Jumping with a helmet when no one else is takes guts.

The moral of this story is that your friends have it all wrong. You are smarter than them if you protect yourself. Maybe if you had a custom painted helmet, then they'd look up to ya.—Gork

□



cool, köl, a. Slang for something that is very desirable and current with the times; as: Mongoose BMX bikes are way cool. The term *cool* applies only to Mongoose bicycles because of radical inventions like: a *tapered monostay*, a *large diameter alloy* seat pillar and *ovalized tapered* fork blades. Be *cool*.

DIRT DIRT DIRT OFFICIAL INJURY MONTH: MAY

At last month's Lemoore national, Free Agent's **Marty Christman** hobbled up to us and said, "I bruised my ankle pretty bad." Nothing too serious, he thought. The doctors said it was broken...but that didn't stop Marty. He made a three week recovery. ★ While practicing his jumping finesse, **GT**'s runt up front, **Reid Anderson,** broke his wrist. ★ Speaking of broken wrists — in case you didn't notice in last month's D.G. pic, **Gork** tweaked himself (AGAIN) and has been recommended by all to retire from BMX before he maims himself. ★ **Todd Slavik,** during his annual California train-cation, busted his ankle at Orange. Homesick **Ron Pettit** drove him back to Texas. ★ **Mike Miranda**'s back is healing just fine. But is it strong enough to limbo?

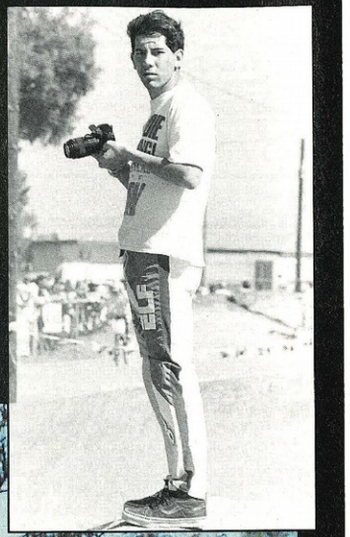
GT's Reid Anderson (pictured above) couldn't race in Ohio, forcing Mike Ellis to return his tux for prom and go race. While there, Mike Luna bailed hard on Saturday and couldn't run on GT's team-card the next day, forcing them to use Gary Ellis. But GT came out okay — 2nd place manufacturer team. Is there no stopping them?!

JAMES PRICHARD JOINS GT
MIKE ELLIS ON RELIEVE

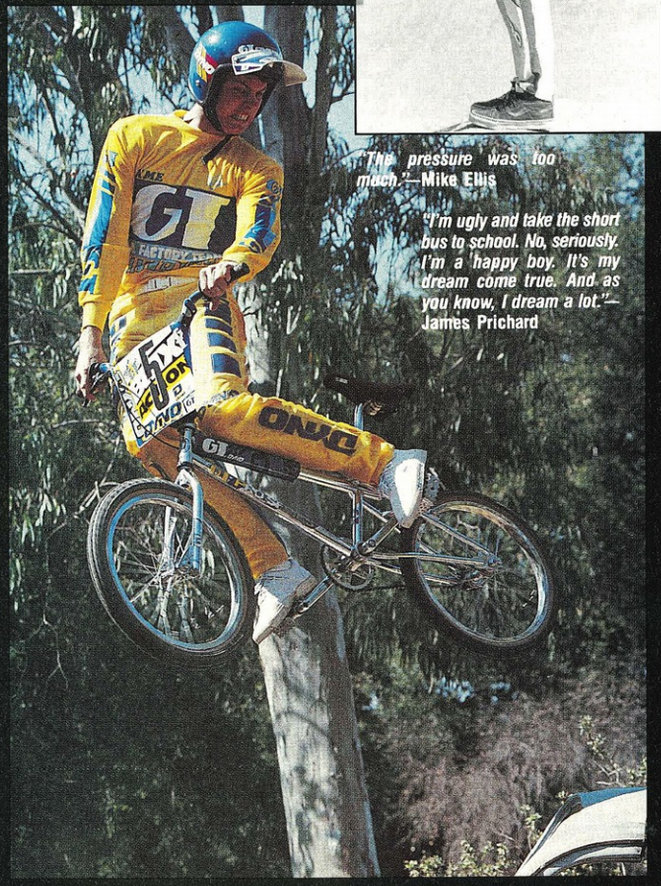
News just in: The talented Texan, James Prichard, has just said yes to being GT's oldest am.

The change came about after Mike Ellis, who'd been on the team since last year's ABA Grands, told GT that the pressure of being full-factory was "just too much."

"Richard James" Prichard, who's been on a turbo-charged winning streak lately (mostly on cruisers), had been aware that GT was looking at him for a month before they asked, and was beyond stoked for the opportunity. We suppose this means we'll be seeing a lot of GT in future issues of his Texas 'zine...



"The pressure was too much."—Mike Ellis



"I'm ugly and take the short bus to school. No, seriously. I'm a happy boy. It's my dream come true. And as you know, I dream a lot."—James Prichard

THE TALK GOIN' ON BEHIND EVERYONE'S BACK

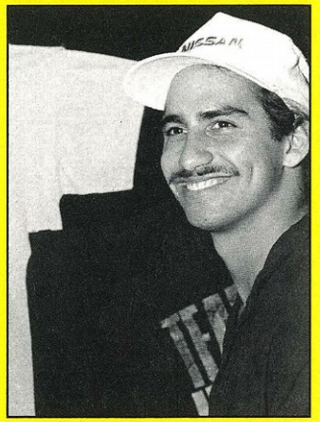
Todd Steen still undecided about getting on **Boss.** First he said yes, then considered, and after Texas is again giving it thought...The English-accented Texan who won't leave, **Clive Gosling,** is now on **Robinson**...Because he feels uncomfortable riding with friends who have *his* name on their frames, **S&M**'s will now be called **"Dirt Bikes"** instead of **"Mad Dogs"**...Jeff Donnell is not 23, which we misprinted in September's "Rookies" article. Just 20...Current decisions being made at **Auburn** are: Should they change their team colors to Murray's old ones (in order to keep from being mistaken as Robinson riders)? Should the '89 Auburn come in green and blue and be called the KX-20? Can they charge $700 for the top of the line Aub' with the long-awaited polished aluminum **"Works"** rearend? And where should they stop this summer on the Auburn Army **"Boot Camp Tour"**?...Meanwhile, **SE Racing** and its two cohorts, **Scot Breithaupt** and **Mike Devitt**, just re-opened their plant in Long Beach and have finished the first batches of **P.K.'s** and **Quads**. Welcome back, guys!...The latest in playful number plate art is **Eric Rupe**'s "**MVP** with a red circle and slash going through it," but MVP's have taken it serious and plan to retaliate...Although we thought he'd never want it released to the public, **Paul "Zorro" Washington,** half-partner of **Jammer Designs,** wants us to inform everyone that he competes every Wednesday night in Hot Bod contests at Red Onion nightclubs all over Southern California. So that's where the ad campaign money is coming from!...For those who've been wondering, **Rudy the Dyno Dog** — Auburn's team mascot, is "on the juice."...The **U.S. 2-Hip King Of Dirt** was cancelled TWICE (and now moved to Jones Track), which is why it ain't in this issue. Stay tuned for big airs and rad jumps next month!

Hey, ain't that the Ol' Man what's-his-name? Scot Birdtrap, er...Breithaupt. Sure is. And isn't those them darn P.K. Ripper and Quad Angle frames from way back when...But ain't those updated models? Sure thang. The Quad's O-riginal design from 1977, when it was called the STR-1 (Stu Thomsen #1)...Sure is. SE is back!

THE RETURN OF LONCAREVICH

Vans just confirmed that Pete Loncarevich is back on the national circuit and will be riding for the new and improved red, white, 'n blue. Pete, who's been vacationing from BMX (working construction 9 to 5) since cashing in his last Haro paycheck, is back on a heavy-duty training program and shows no sign of slowin' down!

So, is the real news that once-archrivals Pete and Ronnie are now teammates (three years ago, we never thought we'd see the day!), or is it true that Vans now sponsors FIVE pros (Tenette, Millwee, Anderson, Pettit, and Loncarevich...) and hopes to add three more so they can load a whole Pro Open gate with Vans jersies and shoes?



HELMETS OFF TO RON KURTZ
ORLANDO'S TRACK DESIGNER/CARETAKER

This month, BMXA's Dyno helmets are off to Ron Kurtz, who despite threats and warnings from concerned parents and riders, has stood behind his right to build one of the gnarliest, most challenging BMX tracks in the U.S. of A. Orlando's first jump, "The Wall," is every BMX'ers dream-come-true, but in some cases, can be a racer's worst nightmare. Mr. Kurtz has his reasons for making O'-Town so insane, though, and defended himself quite well in NBL's *Bicycles Today* newspaper. His view from the point of a track builder/operator was so good, and BMXA was so touched by it, that we couldn't pass up the chance to "sample" a few quotes from the May '89 B.T.:

LIVE, FROM NEW YORK, IT'S...

the CITY KIDS FOUNDATION — a youth program put together by MALIK YOBA. What they're doing is uniting hundreds (900 to be exact) of N.Y. students for truth, justice, and other similar things in the American way. BMX is one of their main targets — opening a few tracks, along with improving New York schools.

All you BMX'ers in New York or the surrounding area are urged to contact CITY KIDS at: 57 Leonard St., New York, NY 10013, or call Malik at (212) 925-3320.

RON: "BMX is unique in that the track itself can become part of the competition. Some tracks are (just) there, while others are indeed the ninth man on the gate.

"In designing the Orlando track, my goal has been just that, so that racers must concentrate on the track itself, rather than on the other racers.

"The first obstacle at Orlando has been nicknamed 'The Wall.' Since its creation two years ago, petitions concerning its danger have been written, (along with) 'warnings' from concerned parents as to what might happen to someone if their rider gets hurt on it...

"Since it was built, more than 225,000 riders have raced over this jump. To date, five have been injured. Three were hurt at the national. All three were injured in practice.

"No rider is forced to race BMX. No rider is forced to exceed their personal limits. I designed the Orlando track to teach and reward those riders with skill, as opposed to power.

"I hope 'The Wall' scares the heck out of any rider (who races Orlando)."

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SPIKE

We're in San Antonio, Texas — home of the Alamo, which is the fort where that famous battle was fought and lost with Mexico. . . but most of us remember it more as the place that Pee Wee Herman wound up while searching for his stolen bike.

San N'Tone is also home-turf for Free Agent's ferociously fast, furiously flyin' 15X, Marty Christman . . . and just for the occasion, we got directions to his "trails."

Because he misses a lot of school due to his practically-every-weekend travels, the photo session at "Marty's Trails" was scheduled for 3:00 p.m. Driving up with the place in sight, we saw the S&S Suburban and parked our Chevy Corsica rental right next to it . . in E-brake fashion, much to Ryan Sheehan's amazement.

The S&S crew were all there — Ryan (son of S&S),

Marty's doing a "Lew Lean" and probably doesn't even know it. About all he cares about at this moment is how much fun he's having.

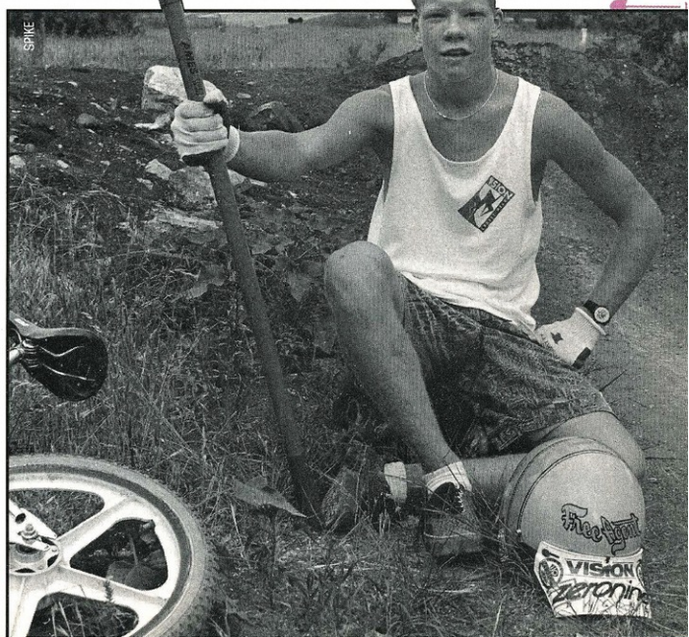
"IT'S ALMOST GOTTEN TO THE POINT WHERE I ENJOY MAKING THE JUMPS AS MUCH AS RIDING THEM."
—Marty Christman
May 1989

A BOY, HIS BIKE, AND HIS SHOVEL

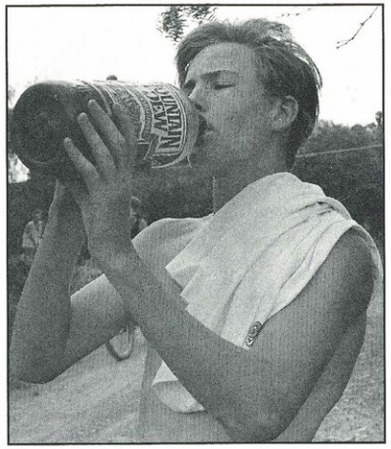
Chris Graves (son of Capital City Kuempel (brothers), and Clive though Marty's on Free Agent, S&S brutha, which he was until the That's when Marty took first in 14X, from behind to beat John Gonzales, Justin Green, Charlie Davidson, and Chicken George Seevers. . . a win which got him an offer from Free Agent, and another one from GT two days after he said yes to FA.

We had barely enough time to scope out all the jumps before Marty rode up on his thrasher/practice bike — equipped with white Tuffs and chip-painted Haro bars. He was carry-

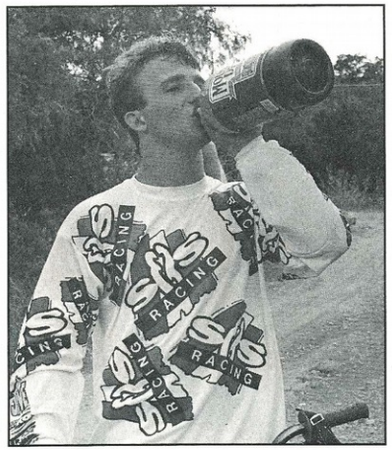
BMX), Chris and Casey Gosling (son of U.K.). Even they still consider him an ABA Grands last year. after com- ing


SPIKE

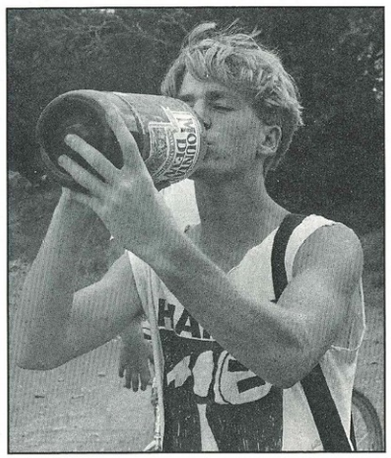
Ryan Sheehan and ¼ full Mountain Dew.



Chris Graves and ½ full Mountain Dew.



Chris Kuempel and ¼ full Mountain Dew.



ing his shovel sideways on his handlebars...to make them look like Fred'z. The trackside chatter lately has been about Marty and his shovel, or maybe more on his good luck "Smitty" gardening gloves which he both races and digs with.

After exchanging formalities, Marty gave us the tour of his grounds and a bit of its history. The big plot of land is right down the street from his house. He first started going to the trails, which were mostly used by motorcycles, when he was eight years old. Being so young, he and his pal Danny had to be accompanied by their moms to ensure safety. Pointing over to a set of whoops that were pretty thrashed, he laughingly remembered crashing over them and having Danny's mom run to him in panic to help him up.

Cruising up to a good sized pit jump followed by a row of dubs, Marty remarked, **"Me and my friends — Sean and James, were the first to put in a set of man-made doubles. They were about eight inches tall and two feet wide."** He grins, looking at the three to four foot tall lips he has built now. But it was that first set of doubles that got him into racing at age 10.

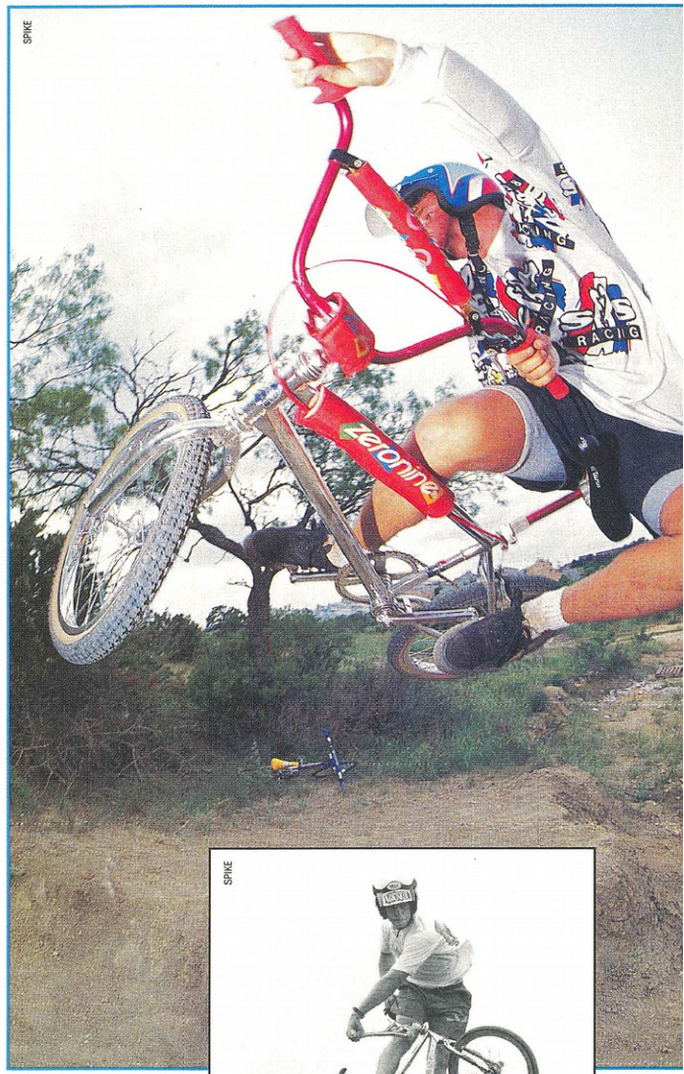
Like most jumping zones, Marty has seen his share of plowing, leveling, and rebuilding — all of which has built up his hatred toward tractors. But the boy and his shovel persisted. **"I started going down there with shovel in hand after rains and built tiny little jumps. The trails got pretty good but were always falling apart because of the motorcycles. Since the neighborhood was growing, a new landowner came, so he built houses near the trails and outlawed motorcycles from the property."**

Not long after that, the trails were flattened again...but this time the sadistic leveler was stupid. He took out the jumps and put 'em in big piles, which eventually became jumps again. Marty was stoked.

"Today the jumps are bigger and better than ever before. I go down there after a rain and change the jumps. It's fun experimenting with different types of lips and angles. It's almost gotten to the point where I enjoy making the jumps as much as riding them." With that in mind, all of us who were gathered at Marty's Trails and sitting on a bike began jumping to our hearts' content. A group of Texas freestylers, including San Antonio's Evan Krakau, were pulling all kinds of variations, much to the awe of the racers. Then the SGS Crew would insanely speed jump something or land fully smooth, to the 'stylers amazement. The afternoon flowed with big airs and a couple of good crashes.

The session was drawing to an end and as everyone took turns with the Mountain Dew bottle, Marty summed up his trails. **"I practice here at least three times a week. They're a big part of my life. I keep in shape here and have a good time here. It's also pretty neat seeing little kids come and ride, so while building jumps for myself, I'm also opening up the sport of BMX to them. I bet I've gotten at least ten kids interested in BMX. That makes me feel good."** □

RIGHT
In summer, you'll often find Charles Townsend hanging out and riding at Chris Graves' house. Chris vacations and trains with Chuckie in Nor. Cal., too, when he gets days off work at SGS Racing. Add the fact that his parents run the Capital City track in Austin, it should come as no surprise that Chris Graves is one rad dude.



ABOVE
Ryan, flyin'.

RIGHT
A guy whose name is appropriate for jumping in San Antonio — Joel Alamo. Remember him.

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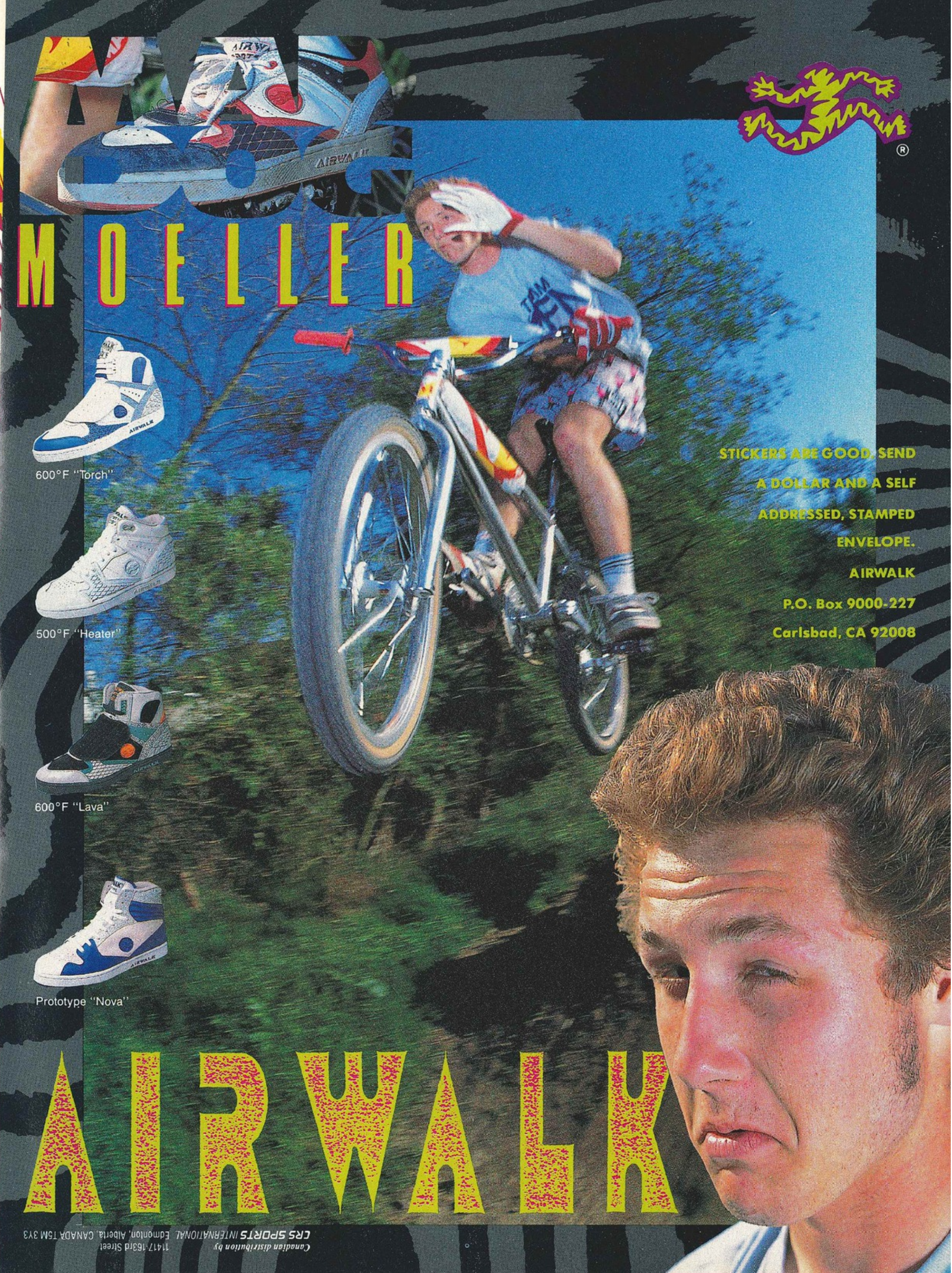

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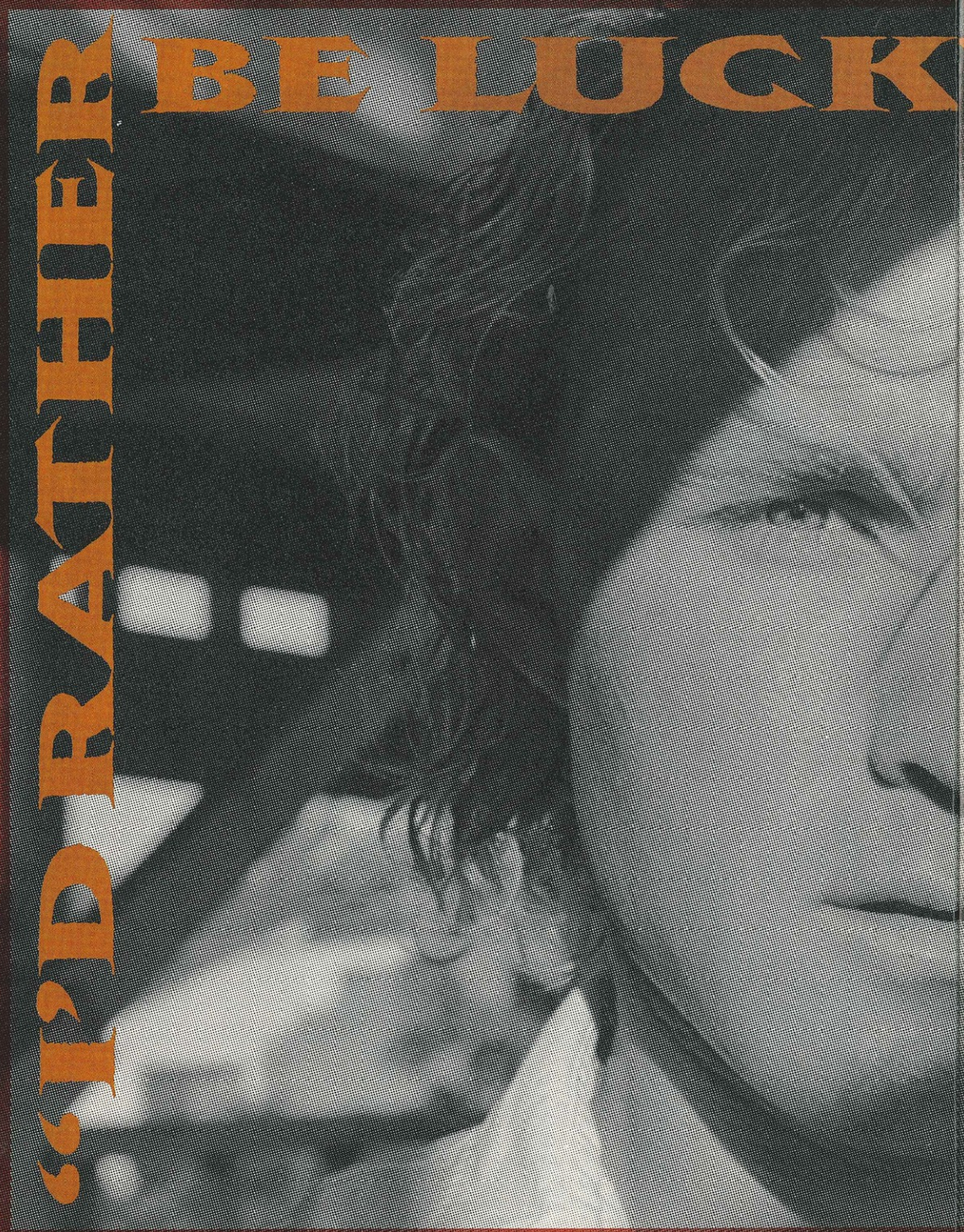


Rick Palmer is what you might call a behind-the-scenes type pro. He's King of Bercy. He's factory sponsored by Skyway. He's ABA Gold Cup No. 1 on cruisers. He's from Nor. Cal. He's a veteran of two BMXA covers. Yet he's never been fully interrogated...until today.

BMXA: First off, what do you think the purpose is of interviewing people?
RICK: Pick their brain. See what they're about.
BMXA: Why do you think readers like interviews?
RICK: Get to know the personality of that person — not just the racer.
BMXA: Okay...with that in mind, talk.
RICK: Give me an outline. A subject.

RICK PALMER INTERVIEW

PHOTOS BY SPIKE

NO ONE SCARES ME.

Rick was missing from the ABA U.S. Nationals in Lemoore a couple of issues ago. That same weekend, Skyway was sponsoring a big mountain bike race in Redding and offered him the same contingency for M/B's that he gets for BMX. Thinking it'd be easier pickings, he opted to race mountain bikes that weekend.

BMXA: Alright. . .You've been racing mountain bikes a lot.
RICK: Twice. I don't know if that's a lot.
BMXA: Is it helping your BMX racing?
RICK: It can't hurt (laughter). . .as I have raspberries all down the right side of my body. Really, there's no way endurance can be bad. If you overdo it, it could be. You still have to ride your BMX bike so you don't loose that touch. There's no way you can just do mountain bike training and win BMX races.
BMXA: What's the difference?
RICK: It's all endurance. *HARD* endurance. Just hammering your brains out. There's basically no pacing. It's like a BMX race for three hours.
BMXA: So do you like it?
RICK: Compared to BMX, it's harder. The physical part is harder, where BMX you can not train and then do a lap and you might be breathing hard but can still make it through 'cause it lasts only forty seconds. For mountain biking, if you don't ride, don't train, don't put in the miles, there's no way you're gonna have a chance.
BMXA: What about the fun factor?
RICK: Yeah, BMX is funner 'cause it's not so grueling. The fun part about mountain biking for me is the BMX part — thrashin' down hills, passing people, stuff you do in BMX. The (lame) part about mountain biking is climbing those stupid hills, hammering. . .
BMXA: And that's probably a mountain biker's favorite part. . .
RICK: Yeah, I'm sure it is. "Oh boy, climbin' up that hill is great! Let's do it again." (laughter)

When it comes to talking about the old days, Palmer has a pretty nasty past. He'll be the first to proudly admit that everyone hated his guts. That's the way he wanted it.

RICK: I was hated and I loved it. I thrived on being hated. I would actually start stuff just to be hated. And so I had no amateur friends.
BMXA: What would you do?
RICK: My attitude. Aggressiveness. That drive to win. Screw with everybody so they'd be thinking about you instead of the race. I was hated so much by amateurs that I hung out with the pros. But now they're all good friends, so it's kind of hard to separate the two.
BMXA: Maybe you should start hanging out with amateurs (laughter). Give us examples of what you'd do?

Even off the golf course, Palmer still putts around. While his race-truck was in the shop (probably getting nitrous oxide injection), Skyway loaned him the factory van for a few months. . .until he blew up the engine.

RICK: Like. . .Charlie won the trophy dash one time when he first started doing good, and he was all stoked on winning, so I went up to him and said, "Everybody gets lucky once in awhile." Just to kind of burst his bubble a little bit. And when I'd win and I knew who got second, I'd deliberately ask them, "Hey, what place did you get?"
BMXA: Anything else?
RICK: Just not talk to people. Slam into 'em for no reason. Be in second in a semi, hit the guy in first, just to get his mind off that he wasn't winning it easy. Just little stuff. Aggravate 'em. Get them mad at me, so when they get on the gate, they're thinking, "That jerk, Palmer." Instead of, "I wanna win this race," they're thinking about me.
BMXA: Would that work in pro?
RICK: I'm sure it would. Everyone's going to be expecting it now that they've read this interview. It worked for Brian (Patterson). It's worked for Hill — Greg's still that way at times. Ronnie's that way. I'm going to be like that. If pros can't distinguish between race and real life, that's their problem.
BMXA: Are there certain pros you wouldn't mess with?
RICK: There's a certain group of pros who are pretty close knit, so you don't actually take out somebody just to do it. Like, I wouldn't just take out Charles just to do it. In amateur, I didn't care who it was, I'd just take him out. Not really take him out, but. . .you know.
BMXA: Is it because you're good friends with them? Because you respect them?
RICK: There're certain pros I do have respect for. It's their career. Their job. While some pros are out there just to do it.
BMXA: Do you respect those guys?
RICK: To an extent.
BMXA: What about the rookies?
RICK: I don't like rookies.
BMXA: Do you guys — the veterans, teach them lessons? Like, kick 'em around to let them know you have control?
RICK: Sure. That's what happened to me when I came in. But I didn't let it bother me at all. Again, it gets them thinking about us. Gets them a little gun-shy, so they don't come in full-bore. You can do it where it's real clean. Pass 'em down the straightaway and look over at him like it's nothing.
BMXA: How do you feel about losing?
RICK: I hate to lose. I'll do whatever it takes to win. If it's my fault and I lose, that's worse. If I get taken out or my bike breaks — something where I have no control, that bugs me but not to the extent when it was plainly my fault.
BMXA: You have a lot of bad luck, don't you?
RICK: This year, yeah. I won like three weekends in a row, then starting with Chandler — lane eight every time. I'd rather be lucky than good any day.
BMXA: Why? How does that work?
RICK: Why not? Being lucky — being in lane one, everyone flips the gate, and you win. Eric Carter has good luck. Mikey has *amazingly* good luck!
BMXA: Do you think Mikey has both — he's good and lucky?
RICK: Yeah. He just has more good luck than bad luck.

From 1983 to 1985, Rick rode for Patterson racing, where he played student to such great teachers as the infamous Malachi Bros., Brent and Brian Patterson.

BMXA: Talk about your old Patterson days.
RICK: Fun times. I learned a lot — about racing, about tour, about everything as far as BMX goes. Vance, Brent, Brian, Crews. . .all those guys. Touring with them was a hundred miles 'n hour, nonstop. Some of the things we did were *SO* crazy.
BMXA: Tell us a good story. Something crazy.
RICK: One time, me 'n Crews, Sean Speed, and Butterfield just totally trashed the hotel room. I left the next day 'cause I had to be at a race or somethin', but those guys had to stay back and paint the room. Then, one time we were in Maryland, driving down the road with the big Patterson trailer in back, and we were going past this huge cornfield. Everyone looked at the cornfield and then looked at the driver. . .and just took off. Plowin' through the cornfield. Stalks are like eight feet tall. We couldn't even see where we were going, just plowing it over. Doing laps. We pulled out of there and all this corn's stuck in the van! Too much stuff to mention.

After Patterson, came an offer from Diamond Back, where Rick continued his BMX education with Harry Leary. He rode with them from June 1985 until he turned pro in February 1986.

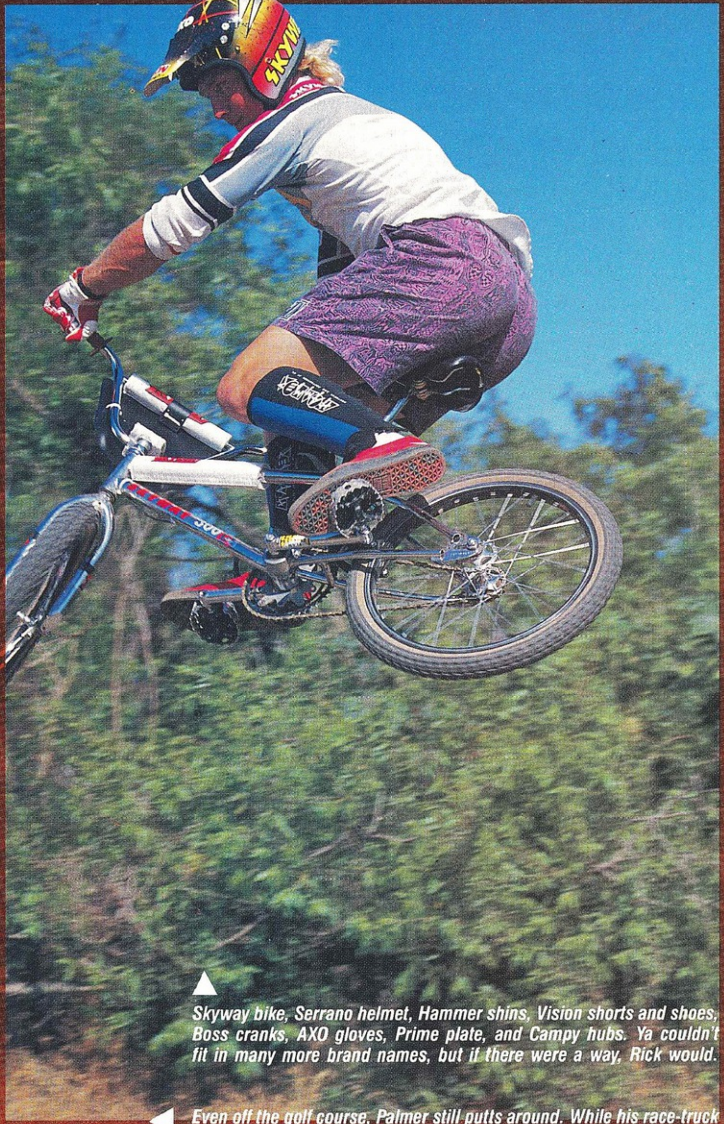
BMXA: Okay, talk about your Diamond Back days.
RICK: Let's see. . .me, Hadan and (Doug) Davis — we were on tour with Harry, and we had a motorhome. Harry got the back bed, and there were two other beds, meaning someone had to get the floor. So we made this pact that whoever lost had to sleep on the floor for the next week, until the next race. The time I had to sleep on the floor, I had perfects in motos both days and I got one second in a main! Other than that, either Hadan or Davis got the floor. It was just real competitive. Do good in your race just so you wouldn't have to sleep on the floor!

Some say that behind every successful man, there's a good woman. That can almost be true in Rick's case. . .but it's not a girlfriend or wife.

BMXA: You just bought a house, in halves with your mom, right?
RICK: Yeah. My mom's cool. Real supportive. Matter of fact, I should take this time right now to thank her. No matter what race I've gone to, she's always said "Do your best, good luck, I love you." She's been there through thick and thin. Same with my dad and sister. I've never given them credit before, so. . .thanks.
BMXA: What irritates you most about girls?
RICK: Right now, trust. I don't think any of them trust me.
BMXA: You do sort of have that reputation, don't you?
RICK: Reputation. I'll leave it at that.

Much like Terry Tenette, Rick tries not to limit himself just to BMX. To keep from getting into that dreaded burn-out rut, and possibly due to the rumor that his middle name is Arnold, Rick golfs.

BMXA: Who are your heroes in other sports?
RICK: John McEnroe. . .'cause he doesn't take any (poop). He believes in what he's doing. He's always in it to win. Another would be this surfer guy, Sunny Garcia. He has a great attitude. Doesn't give a (darn) what anyone says about him. He's out there to win. . . really aggressive.
BMXA: You golf too, don't you?
RICK: Yeah, but I don't follow it. In golf, there's a certain etiquette you have to follow, so it doesn't get too out of hand. There is this one guy — Ken Green, who has a really good attitude. He speaks his mind and he always throws his putter. But it's like an act now — he'll be walking away and be fifteen yards in front of his caddy and throw the putter behind him, not even watching, and his Caddy always catches it. It's really cool. He does it to kind of aggravate other people.
BMXA: Kind of like Andre Agassi in tennis — breaking rules.
RICK: Yeah, he's good. I admire him because he's so young and he's. . .not really breaking rules, just tradition. In tennis, there's also a certain etiquette. Like most people wouldn't applaud the other person if he made a good shot.
BMXA: Agassi does?
RICK: Not applaud, but he taps his racket to say "Good shot." Most people don't play to the crowd like he does. It's really what American tennis needed. With McEnroe not being in there like he was, everyone loves Agassi. He's gotten so popular that even (BMXA) asked a question about him!
BMXA: Do you sometimes wish you were in a different sport?
RICK: Yeah. If I put ten years of training and learning into another sport, I think the dividends would be much higher. Be it football, tennis, golf. . .be it. . .bowling. The average salary of a baseball player is $425,000. That's the average. Some guys are making two mil a year.
BMXA: How much are you making?
RICK: I'd say, uh. . .five figures.
BMXA: That's a big range (laughter).
RICK: I'm making good money. I can't complain, yet I can complain. The amount of effort and time we put into it, we actually get (beans) for it. I mean, you win an ABA race, you get 870, 900 bucks, plus contingency from a sponsor. Say, if you're lucky, you clear 2 grand a race. That's not bad money, but consider if you win a golf tournament, you win $180,000 for first place! There's a big difference.
BMXA: If you wanted to ride like anyone, who would it be?
RICK: I'd try a combination. . .style, I think everyone has. Like my style — Greg (Hill) always says that it doesn't look like I'm trying, yet I am. So, I'd want it to seem like I'm working as hard as I really am. If you look at Sam Arellano, or Robert Swick when he was racing, I don't know if I fall into that category, but they go fast as hell but they're not fully amped and showing it.
BMXA: How about jumping?
RICK: Crews. I'd want to jump like John Crews. The guy can not ride his bike for a long time, then hop on it, and just whip a Crews. Overall, I'm pretty happy with the way I am. It's just that, like when you watch Greg Hill, it looks like he's trying. Like he's going all-out, all the time. So do Harry, Blaser. . .Texas, too. But then you look at Mikey King and he's got a different style altogether.



Skyway bike, Serrano helmet, Hammer shins, Vision shorts and shoes, Boss cranks, AXO gloves, Prime plate, and Campy hubs. Ya couldn't fit in many more brand names, but if there were a way, Rick would.

Before he moved to his new house, Rick trained a lot with Charles Townsend. They're both good friends, they both learn from each other, and now Rick is going to owe Chuck ten lunches at Carl's Jr.

BMXA: What's your favorite word?
RICK: Well, my favorite saying is "I have no money."
BMXA: Why?
RICK: So I can spend somebody else's.
BMXA: Do you scrounge a lot?
RICK: No, I don't scrounge. I mooch. Like when I'm traveling — ask Charles, ask Billy, ask King. . .I'll always bug those guys, "Let me borrow five bucks. I left my wallet in the car." I owe Charles about five lunches and he thinks I owe him only one. When we'd do starts at his house every day, we'd always switch off — he'd buy lunch one day, I'd buy lunch the next day. But, I'd not do starts for one day and would say, "C'mon, it's your turn to buy lunch." And he goes, "Are you sure?" Yeah, this one's on you! When he reads this, I'll owe him 'bout ten lunches, I suppose. It's just in a fun sort of way — try to be cheap. If you don't have to pay, don't volunteer.
BMXA: Overall, what would you say it took for you to get where you are?
RICK: Simple dedication. If you look back on it, I've been pro for three years, amateur for. . .I dunno, it probably takes five years to get to where you start getting in the magazines, get well known, get popular, recognized. Five years. It wasn't hard because I had no doubt that I was going to make it. If your mind can conceive it, you'll achieve it.
BMXA: When did you find that out?
RICK: I've known that for a long time. You just have to keep telling yourself that.
BMXA: We're out of questions. Wanna give us your Sunny Garcia imitation?
RICK: Okay. This is actually a quote from Sunny Garcia. First, let me give you his background — a young guy, from Hawaii, real cocky, and this is his quote from last year. . ."I'm dissatisfied. I'm displeased. I'm mean. I'm ****ed. I'm sick of waiting. I'm impatient. Anybody who gets in my way this year, I'm going to punish them. This year top-ten. Next year top-five. No one scares me."

Pardon the pun, but Pepe hit mach one on the Pro Series. GT's have always handled like a Porsche.

COLOR
Extreme nac-nac by Brian Hernandez. You can't get the bike much further in front of you... unless you were trying a tailwhip jump. Hmmmmmmmm.

Not just another

GT test

GT PRO SERIES TEAM MODEL TEST

In Reno, Nevada's town-motto style, GT proudly hail themselves as "the biggest little garage company in BMX." Their new building now holds all three parts of GT that used to be split into separate structures: management, shipping, and manufacturing. It seems large from the outside, but once you've entered the place, that mammoth exterior reduces to your average office space.

GT's high-security entrance is less than fool proof if your name's Spike Jonze. He just walks right past the receptionist as if he knows what he's doing and where he's going. . .which he does.

Being a bit more dignified and unable to get away with the things Spike does, I tell the girl up front that we're here to pick up a test bike from Root Girl — a task which used to be more fun when they had a valley-girl secretary named Karen. (But she got fired for saying "Omigawd! Like, howz it goin', dude?!" to high class Taiwaneese executives.) For a moment, you're held hostage in the front waiting room and try not to act like you're in for a dentist appointment by examining the "Ansel" Osborns which hang on the wall. Behind the non-valley secretary stands a large tank full of exotic fish which are either poisonous, deadly, or eat each other. I've heard stories about how swarms of employees gather each week to see lil' goldfish downed with one bite by these colorful, prickly (and expensive) fishies.

I'm given permission to go on back to Root's office, which Spike has already visited; he is now playing with the twirling-coin game in McGoo's office.

GT's promo department, consisting of McGoo (freestyle) and Root Girl (BMX), includes two offices next to each other. Even with the doors closed, you can hear what both are talking about due to the volume at which each of them speaks. Straight down the hall is GT's heavily guarded, extremely top-secret, locked-at-all-times art department. At the time of our visit, the 1990 GT's were being spec'ed and designed, so a snarling, rabid German Shepherd sat guard by the entrance.

I entered McGoo's habitat first, only to see him quickly turn off the lights and show us a glow-in-the-dark skull that was given to him as a wedding present. Although his desk is full of toys, don't let that fool ya. He gets the job done, and invites Spike and myself out back to examine GT's new portable half-pipe, mounted on a long trailer (Powell Peralta-style).

When entering Root's domain, you are greeted with a very brash, "Holmes! What's goin' down?" (Inside joke: Greg Hill always answers the phone, "What's goin' down?") The test bike we came for is sitting right there, crammed into a corner of her office next to brand new Dyno pants for the GT and Robinson forces. After showing us incriminating blackmail photos of T.C. from the last GT Beach Party, we move on to the GT Pro Series specs and changes for next year.

The GT we were about to test is the bike that'll be available up 'til February or March of 1990. After that, you will be able to purchase a highly-technologically updated GT, which I'm told, "is gonna blow your socks off." Details are sketchy and pretty top secret, but we put pieces of the puzzle together and assume GT's new race pedal is going to be a bit Shimano DX'ish. Knowing Gary Turner, he'll go one better than the wishbone rearend, and we're almost 100 percent positive that it'll be longer (GT Limo?). For now, we'll just have to be patient for the premier showing at the Reno bike show in October.

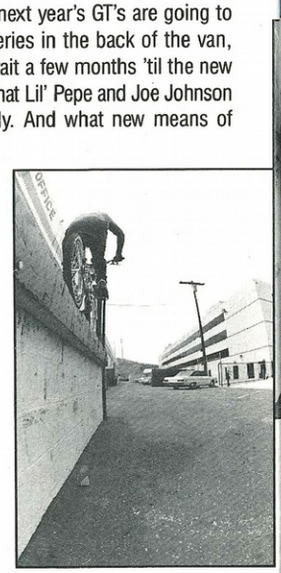
Also for now, we'll have to settle for the '89 GT Pro Series, which really isn't as bad as it sounds. . .'cause this year's GT P.S.T.M. ain't no leftover, outdated piece of machinery. Actually, when GT changed their frame two years ago, it was the year when everyone else was considering reentering the BMX scene. While most companies were thinking of getting back into racing, GT had never left it; they were just updating their frame. So, when most bicycle companies introduced new bikes these last two years, the GT remained the same already modified, good quality piece of perfection.

Sure, we'll be the first to tell you, this IS practically the same exact bike we tested in the February 1988 issue of BMXA. Almost. Yeah, beside the stickers and pads, we now have chrome-plated Sun rims, which are rapidly climbing up to match Araya. The stem, too, is now a GT instead of a DK. And an equal trade, if you ask us. . .not just another place to put the GT logo.

So basically, as we are escorted out of the GT building for bribing their snobby secretary as to what next year's GT's are going to look like, tossing an '89 GT Pro Series in the back of the van, we are left pondering. . .why not wait a few months 'til the new bikes come out? Then we think of what Lil' Pepe and Joe Johnson will be able to pull off immediately. And what new means of torture Mad Dog will perform in the name of product development and racing research?

With these thoughts in mind, we peel out of the GT parking lot and head out for another GT test. Sure, the bike held up fine just like last year. . .but the stuff our test riders were pulling off — not to mention Joe Johnson's pedal-to-pedal can-can X-up, was more insane than any GT test ever.

When will our riders' skill and abuse overcome GT? Will we ever be a match for the Pro Series? We may never know. Just keep reading GT tests.



SPIKE

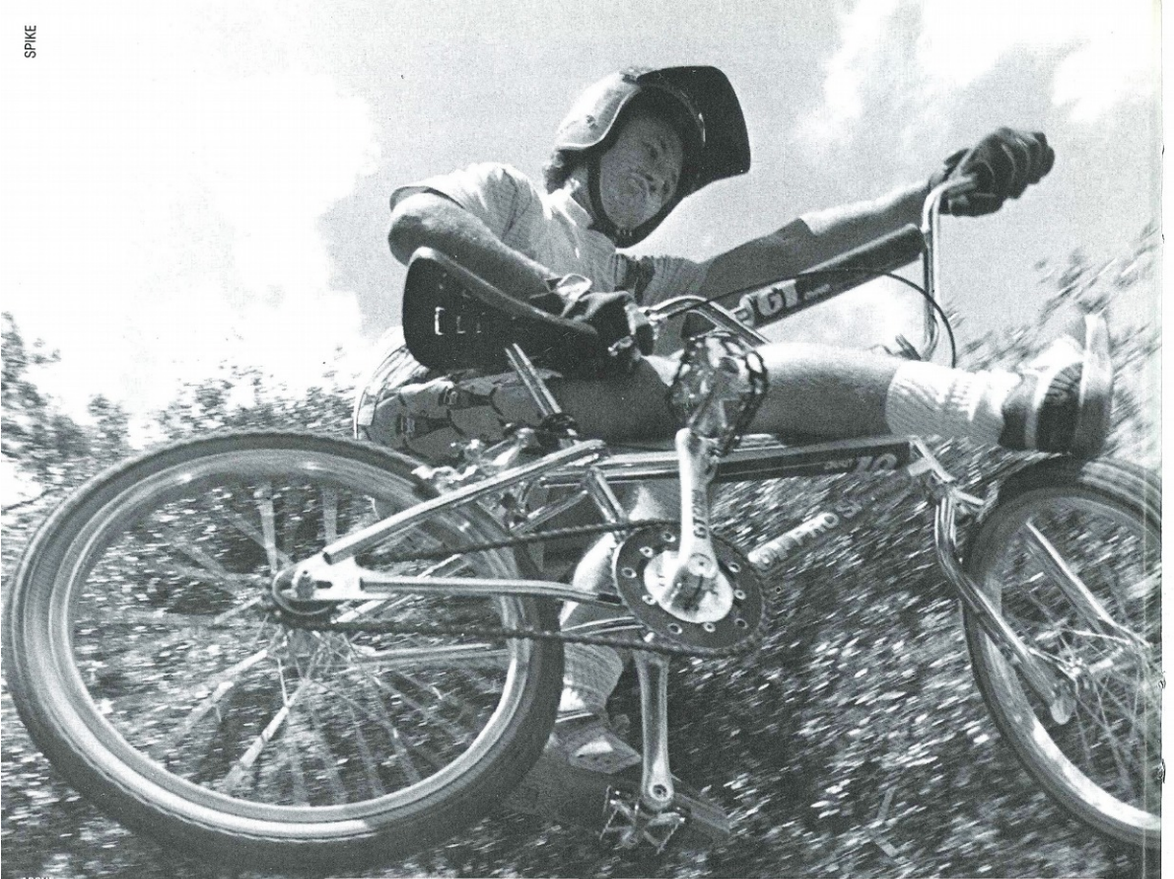
Try figuring this one out! GT's master of tailwhip airs on the halfpipe, Joe Johnson, goes for an X-up can-can like nobody's ever seen.

SEQUENCE

A 270 drop-in can tell you a lot about a bike — lightness, maneuverability, handling, strength, etc. We concluded that there's nothing this bike CAN'T do. Find out for yourself.

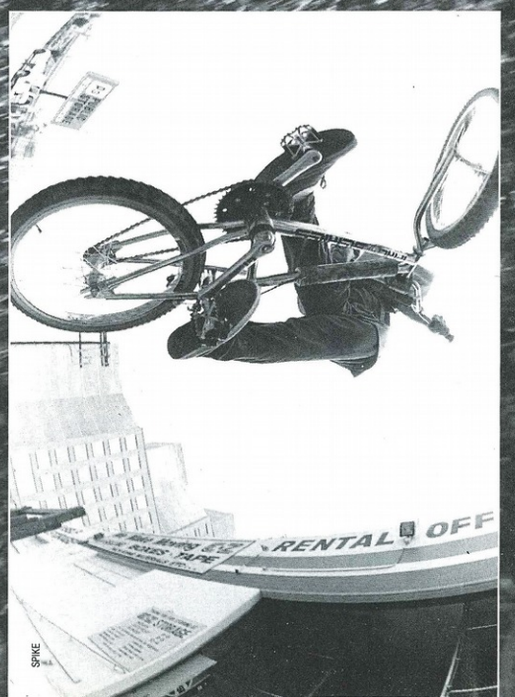
SPIKE

SPIKE



ABOVE
Because he rarely jumps with his left foot forward/up, Mad Dog's never tried to do an authentic Leary to the right. So not only does he pull off a personal first, but also grinds a new variation.

RIGHT
No-hander, one-footer by Lil' Pepe. If the GT was any bit sketchy, Brian would be in deep yogurt.



RIGHT
Along his abusive urban assault, Brian Hernandez put the GT Pro Series through some tough tests — including this rim-thrashing loading dock drop. Amazingly, the Sun rims survived.

SPEC PAGE

PRICES
COMPLETE BIKE: $549.00
FRAME AND FORK KIT: $169.00

COLORS
FINISHES AVAILABLE: Chrome, blue, or black.

WEIGHTS
COMPLETE BIKE WEIGHT: 24¾ pounds.
FRAME WEIGHT: 4 pounds, 7.7 ounces.
FORK WEIGHT: 1 pound, 14.4 ounces.

MEASURES
HANDLEBAR RISE: 8 inches.
HANDLEBAR WIDTH: 28½ inches.
TOP TUBE O.D.: 1¼ inch.
DOWN TUBE O.D.: 1⅜ inch.
HEAD TUBE ANGLE: 72 degrees.
SEAT TUBE ANGLE: 72 degrees.
BOTTOM BRACKET HEIGHT: 11⅝ inches.
WHEELBASE: 36½ inches to 37⅝ inches.
REAR END LENGTH: 14¼ inches to 15 ⅜ inches.

CHASSIS
FRAME: GT Pro Series XL, 100% chrome-moly.
FORK: GT Pro Series, 100% chrome-moly.

STEERING
HANDLEBARS: GT Pro design, 100% chrome-moly.
HANDLEBAR STEM: GT Pro XL, aluminum head, chrome-moly shaft.
GRIPS: A'ME/GT, no-flange.
HEADSET: Tioga MX-2 Bear Trap, black.

WHEELS
RIMS: Sun Rims, 20 x 1.75, 36 hole, chrome plated.
HUBS: GT, sealed, low flange, 36 hole, chrome.
SPOKES: UCP, 14 guage, 36.
NIPPLES: Brass, 36.
TIRES: Tioga Comp III, 20 x 1.75 front and rear.

STOPPING
BRAKES: Dia-Compe 901, w/quick release, rear only.
BRAKE PADS: GT/Koolstop.
BRAKE LEVER: Dia-Compe Tech-7.
BRAKE CABLE: Teflon housing w/braided cable wire.

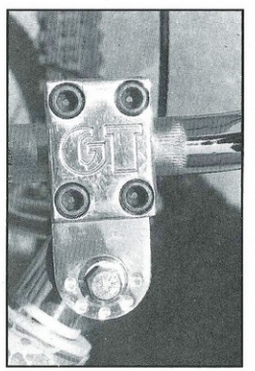
POWERTRAIN
CRANKS: GT Power Series, 180 mm., 3-piece, aluminum.
BOTTOM BRACKET BEARINGS: GT Ultra Light, (plastic cups), sealed.
FRONT GEAR: GT, 43 tooth, 3/32nds width, aluminum.
POWER DISC: GT Power Series, aluminum.
REAR GEAR: MF-2000, 3/32nds x ½, 16 tooth, chrome.
PEDALS: SR, MTP-100, sealed, aluminum cage w/chrome-moly shaft.
CHAIN: ½ x 3/32nds, black and silver.

SEATING
SADDLE: GT design, black.
SEAT POST: Chrome-moly, straight, 14 inches long.
SEAT POST CLAMP: GT design, aluminum.

ACCESSORIES
PADS: GT, 3-piece.
EXTRAS: Seat post shim and CPSC standard 12-piece reflector kit.

EVALUATION
PURPOSE: To ride — on a BMX track, on any paved street, across anybody's lawn, to any girl's house. . .just ride it 24 hours a day.
AGE RANGE: 13 and up, for both racing and street. Change of seatpost for older riders not necessary.
QUALITY OF FINISH: Bitchen burrito. Cool chrome, perfect paint, no complaint.
QUALITY OF WELDING: High quality. You can't ask for much better on a mass produced bike, but you can get better on a garage-company bike that has 3 times as much time spent on it.
QUALITY OF COMPONENTRY: ADI — all dialed in. Beefy, strong, good looking, light, durable . . .all of those positive descriptive words sum up the brakes, rims, tires, stem, cranks, pedals, and seat.
GEOMETRY: Right in there. Maybe, just slightly, it could be a tad longer to keep up with the times. But that's only nit-picking for hardcore racers — the average street rider will love the angles and length.
HANDLING: Killer. Easy — not too quick, not slow at all.

SUMMARY
MISCELLANEOUS COMMENTS: "Hey Joe, do a tailspin jump.". . ."Can I keep this thing?". . ."Can ya lower the seat so the bars can turn all the way around?". . ."GT should make the chop-nose seat stock bein' as everyone cuts 'em off anyway." . . ."Perfect gearing.". . ."Shut up, Bill!". . ."These bars feel waaaaay wide and soooooooooo low. I like 'em a lot.". . ."Eleven coins at once is my record.". . ."This stem holds tight!". . ."DC brakes are bitchen, man — a new 77 lever would be better.". . ."Why's Elvis on the number plate?". . . "What do you think they'll change on the 1990 model?"
TEST AREA: Santa Clara P.A.L. track, 70's in Sacramento, The Wang Building's parking garage, Top 'O Roscoe, The BMX Plus Banks, and Jay Goucher's track.
TEST INPUT: William "I spec'ed these bikes" G-Rad, Brian "Pepster" Hernandez, Chris "Gotta go pay rent" Moeller, McGrouwther, Rooty, Jay Goucher, Jonzola, and Gorker.
MANUFACTURER:
GT BMX
17800 Gothard Street
Huntington Beach, CA 92647



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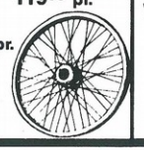

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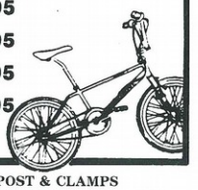

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ACS Doubler	7.95

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GT Pro	21.95
GT Performer	21.95
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Hutch F/S	23.95
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Haro H.P. 2.00	9.95
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Odyssey	12.50
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DK F/S	23.95
ACS 45	12.95
ACS 55	14.95
Hutch	17.95
GT	16.95

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Peregrine Pro II's	119.95
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RL Edge F/W	69.95
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Tioga 48's	
Expert	54.95
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Pro	79.95

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Hutch HiCaliber	8.95
Odyssey	8.95
Shot Gun III	8.95
GT	5.95

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GT Str.	$ 6.50
GT Laid Back	6.50
Hutch Str.	6.50
Hutch Laid Back	7.50
Dyno Drain Pipe	7.50
Odyssey Laid Back	6.50
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1988 PETE LONCAREVICH
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1986 MIKE MIRANDA
1985 GREG HILL
1984 GREG HILL
1983 GREG HILL
1982 STU THOMSEN
1981 BRENT PATTERSON
1980 STU THOMSEN
1979 BOBBY ENCINAS

NORA CUP TEAMS

1989 MONGOOSE
1988 GT
1987 GT
1986 DIAMOND BACK
1985 DIAMOND BACK
1984 DIAMOND BACK
1983 DIAMOND BACK
1982 RED LINE
1981 RED LINE
1980 MONGOOSE
1979 SHIMANO

NORA CUP BICYCLES

1989 ROBINSON
1988 GT
1987 GT
1986 HUTCH
1985 HUTCH
1984 HUTCH
1983 GT

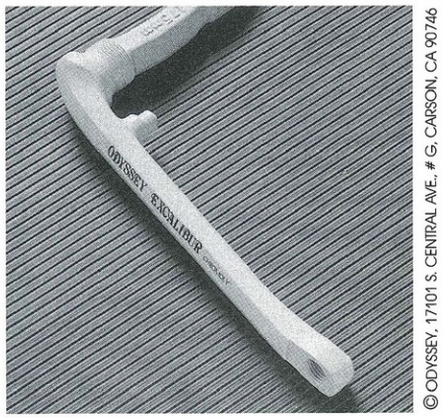
NORA CUP AD

1989 MONGOOSE
1988 GT

The NORA Cup is a copyrighted award of BMX ACTION and FREESTYLIN' magazines, which signifies the very best — No. 1 — in BMX competition. Each rider, team, bike, and ad accepted into the Hall of Fame has been elected by the readers of BMX ACTION to receive a NORA Cup for the particular year listed. Prospective candidates for NORA Cup awards and ballots for voting are published each year in the October or November issues of BMX ACTION. Results are published in the following March or April issue.

THE RACER'S EDGE

EXCALIBUR



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LONE STAR NATIONALS

ABA/BIG DADDY RALPH'S AUSTIN, TEXAS

You've probably never thought about the similarities between BMX and the music industry, have you? Well, there is quite a comparison. Imagine that each rider is his own group or band. There are plenty of top recording artists out there, much like there are many top racers. There's always room for new bands, new breeds, and the rising stars who might be the next big hit. The Guns 'N Roses. The Frank Delgados. Etc. Some bands/people break through with their first album/win and quickly rise to the top of the charts. Others will work their butts off for that first contract, maybe signing with a small label, and then, finally, after a long wait and much perseverance, finally go big. Is this BMX or music we're talking about? It can be either. . . but in this case, let's go to the Capital City track in Austin, Texas . . .with your host, Casey Case'Em.

Jake Jones. An 11-year-old Texan terror who won cruiser on Saturday and whose dad is team manager for the rejuvinated Elf team — which just picked up Chris Eudaley and lost James Prichard.

BY GORK WITH HELP FROM CASEY CASE 'EM . . . PHOTOS ENTIRELY BY SPIKE

"Hi, Casey Case'Em here with this weekend's top forty. First, before we begin our show, let's take a look at who was at the top of the charts one year ago today. . .Terry Tenette won last year's Lone Stars after Charles Townsend broke his leg on day one. Terry always comes on strong mid-year and we're sure to see him up there again, so stay tuned.

"Back to the present, at this year's ABA Lone Star nationals we were able to get a good look at who the up 'n coming artists are, who's surviving, who's standing out, and who's showing potential.

"Starting at No. 40, we have a guy who's been on the charts for some time now — Dugan Neil. Right now, the Vans-man owns 22-30 cruiser, adding two more firsts to his long list of wins so far this year.

"Entering the Case'Em charts for the first time ever, at No. 39, is Mark McDonald — a fullbred Texan who won both days in the increasingly fast 31-40 cruiser class.

"No. 38 goes to Jake Jones, the Elf lad whom you scoped out on the opening spread to this year's Lone Star story. J.J. impressed many with his 11 Cruiser win on day one.

"Filling the 37th spot is the first of many girls in our Top-40. This girl has a history that goes all the way back to her Titan days where she was unbeatable for over a year, chalking up an incredible list of gold and platinum wins. She soon went on to ride for Factory GT and currently resides on the BC roster. This girl is none other than Michelle Gibson. . .winner and ruler of 12-girls class and cruiser.

"Next up at No. 36, after a short break from the national circuit, spending a lot of time in the studio for his next big hit, comes the Dizzy Galespie look-alike, D.J. Jarmon. The 11 year old Boss bro held up his reputation with a fair share of 2nds and 3rds.

"Streaking up to the 35th spot this weekend is another Texas hot-foot, Jason Carnes. Now riding for the Sweat Hogs after being kicked off the Texas Chain Gang for his lewd, crude, and Life's A Beach'ish behaviour, Carnes not only amazed us all by making both 17/Open and 17X mains, but grabbed a respectable 3rd and 4th. Always be on the lookout for this guy!

"Dropping down in the charts this month for the first time ever is newly-turned-11 Shea Pierce. His new age and size definitely was to his disadvantage this time around, but we know it won't be long before he pops back into the top ten.

"Ranked 33rd by our Case'Em poll — which is nothing like a Totum pole, is none other than full-on local, heir-to-the-Austin track, Chris Graves. Hometrack advantage is all in your favor when your parents run the track and you are in charge of making the jumps, and it showed with Chris, who made Saturday's Open and Sunday's 17X main. He celebrated by turning pro the next national!

"In the 32 spot and quickly rising is another girl who's been persistently dicing with the better-known likes of Dianna Bowling and Holly Dunn. She is Stacie Howes and she won 13/Over Girls cruiser on Sunday.

"Backing off a bit to No. 31 in our Case'Em Top 40, is a pro who, despite having a sponsor who doesn't make a cruiser, jams better on a 24 than he does in 20. Can you guess who this Nor. Cal. pro is? Skyway's Rick Palmer. His Gold Cup No. 1 Pro Cruiser plate was justified again when Slick Rick grabbed a 2nd place on Pro Series Sunday, right on the tail of Mr. T.

"Just missing a 20-something ranking after Austin is a boy whose name is synonymous with S&S Racing. A kid whose positive parental support and 100 percent dedication, backing, and involvement has finally shown. Yup, in the No. 30 position is Son of S&S, Ryan Sheehan, who made Texas proud by making all three mains on Sunday — a 6th in

One sure way to earn the respect of every double-A pro is to win class on Pro Series Sunday. Hans Nissen did it in Arkansas. Cecil Johns did it in Texas. So far, 1989 has been the year of the Underdogs.

15/16 Open and 4ths in 16 Cruiser and 16X. Just wait — he'll get even faster!

"Easing into No. 29 is the last of our girls to make it in this week. In the past, she's been leading lady of her class. She's gone into the Grands quite a few times as the No. 1 girl, only to leave Oklahoma with a smaller digit. Now, with a new record label, she's re-entered the charts just as strongly as she left them. Please welcome back, Peddlepower's Holly Dunn. . .dominator of 14/Over Girls both days.

"At 28 we have a virtual unknown, Alex Pflug — one of those eternal A-pro types who, for some reason, has just begun turning heads — possibly because of his new U.S. Colour/Kastan uniform, or maybe it's the top-4 finishes he's been consistently getting.

"Texas is known for its big stars, and one who's been rapidly rising is Elf's Bryan Latimer. Remember the name and remember that he was one of the only two able to beat Frank Delgado. . .scarfing a 13 Cruiser victory at the same time.

"In at 26 is not just an Australian on vacation, not just one of the few factory Powerlite riders, but an over-25-year-old man in peak physical condition, able to outpower and evenly torque the toughest amateurs today. Yes, Ronnie McDonnell, a.k.a. Ronald McDonald, shook quite a few 17X's by taking 3rd, right behind Veltman and Carter. This guy is amazing.

"If this was Casey Case'Ems Top 50, we'd be halfway through. But it isn't. Sitting at mile-marker 25, we have a boy who's originally from Texas but now resides in Matt Hadan's spare bedroom in Azusa, California. . .S&K's John Malone. With Hadan'ish training, it won't be long before Malone not only makes 16X, but wins it.

"Sitting in at No. 24 is what might possibly be the fastest thing to come out of Washington since Gary Ellis. . .Revcore's Eric Jones. Winner of 16X on day one.

"If you're an avid results-reader, then the name Richard Lamb probably

Ever since Lemoore (last month), Diamond Back's Brandon Allen has been on fire. In Austin, he took home his share of firsts. . .but his chances for a Sunday triple were stopped short by that determined lookin' feller on the inside, Marty Christman.

SEQUENCE

Who's the baddest am right this very moment? Steve Veltman. No doubt about it. He had the first jump wired better than ANYBODY there — just pure speed and skill. Everyone else either double-pulled it (like Eric Carter is doing) or jumped the whole 'dang thing (like Brian Reust is demonstrating).

RIGHT
Comin' in for a "Lunar landing"...GT's Mikey Luna.

BELOW
Yes, you've heard about him. You recognize the name from the last few ABA national race results. Now, you see him — Frank Delgado, White Bear's wadical weapon against Boss' Nick Liberatore.

FAR RIGHT
When it rained it poured. And it wasn't just water and ice comin' down from all directions — Austin's first jump had kids dropping from all over the place. 15X action here is courtesy of Justin Green, Jason King, Shelby James, Shawn Winters, Marty Christman, and John Gonzales.

sounds familiar. We haven't heard from Lamb in awhile, so he plops into No. 23, 'cause he's always able to suddenly show up and make an A-Pro main...like he does almost every year at the Grands.

"At 22 is a kid who almost fell victim to the evils of "factory-fate," (which is when you make a big hit with your first release, then disappear after that big contract is signed). It's a pattern that many have gone through — Steve Dillard first comes to mind. But Brandon Allen's gotten away from it. His Sunday 16X victory assures us that Lemoore was not a fluke and that he's back to win in DB tradition.

"Practically halfway through the Case'Em Top 40, sittin' pretty at No. 21, we have an S&K rider who goes by the name of Woody Reeves, who could almost smell victory in 17/Over Open, winding up with a 2nd place to Matt Hadan.

"Breaking into the Top 20 is probably the most deserving, least credited kid in the sport of BMX...Brad Finnell. This 12X, racing in Austin with a partially missing thumb, is living proof that when a bowling alley hangs a sign stating 'Do Not Stick Hand In Here'...DON'T! But despite his bowling injury, Finnell won 12 Cruiser on Day 2.

"Back in the April issue of BMX ACTION, you were warned about Kiyomi Waller — this weekend's 19th man on the charts. Besides often getting mistaken for Charles Townsend, Kiyomi's starting to feel at home on the ABA National circuit, making mains and placing in the top four. Keep an eye on him!

"Jason Sheely — in the 18th position and not the one doing a full-heli at Lemoore last month (that was Shread, instead), put on a good A-pro performance and showed plenty of talent...

"...But not as much as this A-pro, 17th ranked Danny "The Missile" Millwee — Sunday's A-pro winner. An accomplishment that should move him up to double-A...

"If you happened to go past vendor row in Austin Texas, you'd see a big crowd by the S&S trailer. And if you went up and talked to Michelle Sheehan, and happened to ask her about James Prichard, she'd tell you, "Most of the time, I don't understand him. Matter of fact, half the time I don't think he understands himself." That's No. 16, Richard James Prichard — triumphant in Sunday's 17-21 cruiser.

"Filling in at 15 — which is also his age, let us introduce you to Shawn Winters, a close personal friend (and training partner) of BMXA's test rider, Brian Hernandez. Shawn, Lil' Pepe and their fathers drove the Auburn van to Austin and those long hours of driving paid off in 15 cruiser when the chips fell the right way (i.e. Shelby James chipped). Shawn went over Shelby and won, then was so stoked that he took third in 15X, beating Shelby AGAIN!

"One of the prides of Texas is Vans sponsored Jason King. He's risen to the top of the charts quickly and plans to stay there. To make the 14th spot, he wound up with a variety of finishes — 1st in Day One's 15 cruiser, 2nd in Day Two's 15X, and a third in 15X on Day Two.

"Nearing the long-awaited top-10 is another Texan who can beat the best of 'em. Rustling up to the 13th notch is White Bear's Parnell Haley, who appears to be getting stronger at every national. On Saturday, Parnell won 17-21 cruiser and on Sunday he took 2nd in 17X behind Eric Carter. Potential Terrible Ten material, perhaps?

"No one can explain why, but Billy Harrison has become one fast mutha. The Palmdale longhair, now riding for Peddlepower, has been revitalized so much that a move up to AA-pro didn't have an effect on him. Billy well deserves the 12th position in the Case'Em Charts for a killer performance on Day One — placing 3rd in AA, 6th in Open.

"Determination is this next artist's story. Oh-so-closely contending the tenth spot is long-time pro Mahlon Abrams. "The Wailer" still has what it takes and a 2nd in Sunday's Pro Open proves it.

"Rounding off the 10th vacancy is Schwinn's Eric Carter — arguably one of the three fastest older ams. Although he's been overshadowed lately by the likes of Veltman and Hadan, Carter is still as fast as ever. Winner of Sunday's 17X.

"The youngest kid to make the Top 10, or actually the entire Casey Case'Em's Top 40, is Nick Brungardt...age 10. Without 'The Commando' in his age bracket, Nick was practically unstoppable.

"Do you want to talk about 'sure-things'? How about 8th ranked In Hee Lee. The ABA may as well give him a first place trophy for 12X wins when he signs up.

"Probably the least known of all top ten'ers, resting comfortably in the 7th position, let us

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TOP

Before you notice Gary Ellis' powerful torque out of turn three, check out Pete's ankle.

ABOVE

If Percy Owens had raced in 1978, he'd have been sponsored by Jag.

OPPOSITE

Already midway through the '89 season, Terry Tenette has wrapped up his first title — Yamaha Pro Series Champ. After a couple of thirds and a Pro Cruiser win, Mr. T was able to hold his lead against Ellis and Townsend.

RIGHT

Back in '87, Cecil Johns ruled the 22-30 cruiser class; he then turned pro. In '88, Eric Phillipart was the man (now jammin' in pro). So far in '89, Dugan Neil is the man to beat...and if anybody beats him, BMXA predicts it will be this guy — Mike Long, Orange YMCA's No. 1 Rider of the Year.

FACTORY TEAM PURSES	
SAT:	U.S. Boss Revcore Diamond Back
SUN:	Vision/Free Agent Diamond Back White Bear
OVERALL:	Diamond Back $1,300

BIKE SHOP TEAM PURSES	
SAT:	Bicycle Center D&M Racing Peddlepower
SUN:	Bicycle Center Peddlepower New Generation
OVERALL:	Bicycle Center $1,000

PRO SERIES SUNDAY RESULTS/AUSTIN, TX

AA-PRO
Cecil Johns
Greg Hill
Terry Tenette
Glenn Pavlovsky
Todd Blaser
D.D. Leone
Mike King
Gary Ellis

A-PRO
Danny Millwee
Brian Lopes
Ron Pettit
Jason Sheely
Richard Lamb
Sean Newberry
Alex Pflug
Eric Bartoldus

PRO OPEN
Mike King
Mahlon Abrams
Gary Ellis
Ron Anderson
Pete Loncarevich
Greg Hill
Billy Griggs
Glenn Pavlovsky

PRO CRUISER
Terry Tenette
Rick Palmer
Cecil Johns
Eric Rupe
Kevin Hull
Todd Corbitt
Pete Loncarevich
D.D. Leone

17/OVER OPEN
Matt Hadan
Woody Reeves
Jason Carnes

15/16 OPEN
Marty Christman
Brandon Allen
Todd Steen

13/14 OPEN
Mike Haupt
Jason Donnell
Chad Beedy

11/12 OPEN
In Hee Lee
Travis Younger
Troy Martin

9/10 OPEN
Steven Swick
Greg Norris
Jason Glidewell

7/8 OPEN
Larry Cambra
Jeremy Haskins
Nigel VonTrotha

5/UNDER OPEN
Shawn Zorio
Cody Hall
Jerad Rawls

17/OVER EXPERT
Eric Carter
Parnell Haley
Matt Hadan
Jason Carnes
Dave Cullinan
Kenny May
Chris Graves
Bryan Reust

16 EXPERT
Brandon Allen
Galen Starlin
Eric Jones
Ryan Sheehan
Bubba McIntosh
Todd Steen
Chris Ham
J.D. Finney

15 EXPERT
Justin Green
Jason King
Shawn Winters
Shelby James
Marty Christman
John Gonzales
Brett Stamats
Bryce Compton

14 EXPERT
Percy Owens
Mike Risley
Chad Beedy

13 EXPERT
Frank Delgado
Jason Donnell
Nick Liberatore

12 EXPERT
In Hee Lee
Chris Eudaley
Brad Finnell

11 EXPERT
Mike Champlin
D.J. Jarmon
Justin Wheat

10 EXPERT
Nick Brungardt
Jake Smith
Jamie Hixson

9 EXPERT
Kevin Talley
Aron Nelson
David Hester

8 EXPERT
Larry Cambra
Jeremy Haskins
Nigel VonTrotha

7 EXPERT
Nick Tabarri
Justin Grise
Tim Kneip

6/UNDER EXPERT
Shawn Zorio
Jason Ream
Cody Hall

17/OVER INTERMEDIATE
Donald Willis
Eric Thomas
Rick Ezel

16 INTERMEDIATE
Casey Kennedy
Todd McDonald
Jason Cohn

15 INTERMEDIATE
Todd Jamison
Buddy Ward
Chris Anderson

14 INTERMEDIATE
Cory Gaiser
Ricky Shackelford
Brent LeMay

13 INTERMEDIATE
Jason Schmitz
Chris Stevens
Steven Emerson

12 INTERMEDIATE
Brian Escobar
Quentin Coffman
Chad Mays

11 INTERMEDIATE
Clint Dale
Ryan Bever
Matt Beeson

10 INTERMEDIATE
Jason Droge
Jonathan Silva
Trey Bouler

9 INTERMEDIATE
Scott Allen
Bobby Harris
Matt Stroud

8 INTERMEDIATE
B.J. Winkler
Newly Dorett
Terry Lievens

7 INTERMEDIATE
Gaines Woods
Adam Maazula
Dusty Thomas

6 INTERMEDIATE
Aaron Byrd
Todd Collins
Travis Murray

5/UNDER INTERMEDIATE
John Charles Wiesner
James Partain
Nathan Fowler

16/OVER NOVICE
John Angel
Darrin Lewis
Frank Mason

15 NOVICE
Dewayne Stevens
Odie Sethman
Pat Patterson

14 NOVICE
Cole Williams
Desim Haxhijaj
Nathan Sanchez

13 NOVICE
William Arnold
Randy Stahl
Stephen Ingle

12 NOVICE
George Castillo
Craig Clark
Kyle Megginson

11 NOVICE
Brandon Dresner
Scott Patton
Brian Franklin

9 NOVICE
Bryan Cathey
Eric Arlington
Brenton Christian

5/UNDER NOVICE
Bobby Hominick
Michael Walton
Brenton West

41/OVER CRUISER
Larry Miles
Glenn Horns
Bill Ramsey

31-40 CRUISER
Mark McDonald
Bob Hayes
Gerald Brown

22-30 CRUISER
Dugan Neil
Ted Bailey
Bob Sensabaugh

17-21 CRUISER
James Prichard
Ray Luscombe
Bryan Reust

16 CRUISER
Eric Jones
Galen Starlin
J.D. Finney

15 CRUISER
Shawn Winters
Jeff Evans
Justin Green

14 CRUISER
Percy Owens
Mike Risley
Charlie Davidson

13 CRUISER
Nick Liberatore
Frank Delgado
Bryan Latimer

12 CRUISER
Brad Finnell
Chris Luna
Brad Beedy

11 CRUISER
Kris Neubauer
Jerel Hilliard
D.J. Jarmon

10 CRUISER
Jake Smith
Nick Brungardt
Steven Swick

9/UNDER CRUISER
David Hester
Kevin Talley
Dusty Walters

13/OVER GIRLS CRUISER
Stacie Lynn Howes
Holly Dunn
Christina McDonald

12/UNDER GIRLS CRUISER
Michelle Gibson
Kim Bozart
Jessica Robinson

14/OVER GIRLS
Holly Dunn
Raquel Sims
Dianna Bowling

13 GIRLS
Emily Moore
Mapuana Naki
Monica Chavez

11/12 GIRLS
Michelle Gibson
Kim Bozart
Lisa Larson

10 GIRLS
Anne Haskins
Casey Schulze
Erika Page

8/9 GIRLS
Lauren Vyborny
Angela Sims
Doni Lee McCullough

7/UNDER GIRLS
Brianne Wojtowicz
Heather Bruns
MacKenzie Walter

TROPHY DASHES
6 & UNDER:
Shawn Zorio
7-8:
Larry Cambra
9-10:
David Hester
11-12:
In Hee Lee
13-14:
Percy Owens
15 & OVER:
Brandon Allen
15 & OVER CRUISER:
James Prichard

BEST COMP

ALASKA
Anchorage, Midnight Sun BMX
Robert Skitt 907-344-8177
Fairbanks, Far North BMX
Bob Rohl 907-456-1698

ARIZONA
Chandler, Chandler BMX
Rod & Barb Hawbaker 602-844-7889
Track 602-963-1053
Kingman, Kingman Bicycle Park
Paul & Virginia Corlett 602-753-5209
Phoenix, Black Mountain BMX
Pete & Debbie Kelley 602-938-1108
Track 602-582-0114
Scottsdale, Horseworld BMX
Pete & Debbie Kelley 602-938-1108
Tucson, Sportspark BMX
Dick Clure 602-881-7366
Yuma, Yuma BMX
Sonny & Mona Nelson 602-783-6298

ARKANSAS
Ft. Smith, Ben Geren Hog Wild BMX
Marshall Yantis 501-646-8555/Ron Palmer 501-474-8355
Becky Bartlett 501-996-2787/Track 501-646-9056
Sheridan, Yellow Jacket BMX Park
Michael Hatten 501-942-2027
Sherwood, Sherwood Bonzai BMX Track
Jim Pierce 501-758-0012/Steve Eubanks 501-666-5663
Jerry Homsly 501-843-9779

CALIFORNIA
Angels Camp, Frogtown BMX
Jan Anderson 209-728-1315
Azusa, Azusa BMX Raceway
Lela Oaks 714-595-2021/Faye Rouw 714-595-6660
Track 818-969-7043
Desert Hot Springs, D.H.S. BMX
Scott Burdick 619-327-7071
El Centro, Imperial Valley BMX
Caroline Johnson 619-356-2006
Track 619-353-9940
Grass Valley, Mountain BMX
CJ. & Lana Rist 916-265-4102
Lakeport, Lake County BMX Club
Yvonne & Roy Blake 707-994-9783
Lemoore, Lemoore Action Park BMX
Ken & Linda Newbury 209-924-8238
Hotline 209-924-7950
Madera, Madera Fairgrounds BMX
Tom & Lynn Lueck 209-358-7942/Hotline 209-461-6056
Merced, Merced Fairgrounds BMX
Tom & Lynn Lueck 209-358-7942/Hotline 209-461-6056
Moreno Valley, Moreno Valley BMX
Bob Miles 714-653-6021
Mountain View, Orion Park BMX
Donna Cox 408-252-5010
Napa, Napa Valley BMX
Debbie Nichols 707-253-2342
Orange, Orange "Y" BMX
Ray Rohm 714-738-7195
Redding-Summit City, NORCAL Boomtown BMX
Albert & Diane Allen 916-365-4208
Roseville, Oak Creek BMX
Bruce Minton 916-755-0435
San Bernadino, Speedway BMX
Linda Carver 714-351-1784/714-351-4439
San Diego, Kearny Moto Park
Fred Boswell 619-474-2521/Hotline 619-270-1515
Santa Clara, Santa Clara P.A.L. BMX
Woody Rider 408-262-9102/Hotline 408-262-1265
Simi Valley, Simi Velley BMX
Jeff & Carol Carmien 805-526-8230
Stockton, Stockton Fairgrounds BMX
Tom & Lynn Lueck 209-358-7942/Hotline 209-461-6056
Sunol, Yearround BMX
Tom Wallis 415-651-9217/Hotline 415-862-1077
Susanville, Diamond Mountain BMX
Jim Morgan 916-257-3131
Temecula, Rancho BMX
Fred & Terry Hawkins 714-674-6234
Rick Porter 714-676-1720
Ukiah, Rusty Bowl BMX
Stan Snook 707-462-9102
Windsor, Windsor BMX
Sue Aguilion 707-578-1737
Woodland, Yolo BMX
Lloyd Hamman 916-666-3461
Yorba Linda, Coal Canyon BMX
Paul Boyd 714-539-5007/Track 714-998-3142

COLORADO
Alamosa, Rad River BMX
Marvin Harmon 719-589-3963
Arvada, Sky High BMX
Karen Baltz 303-424-7733
Eunice Luscombe 303-421-3346
Center, Juan Meraz BMX Park
John Valdez 719-657-2862
Colorado Springs, Pikes Peak BMX
Mike Spahr 719-599-9035
Craig, Rippin' Raceway
Joyce Beckett 303-824-5028
Fort Collins, Boothill BMX
Tim Crosby 303-493-6836/Matt Welsh 303-493-6594
Grand Junction, Grand Mesa BMX
Kay Crone 303-241-3425
Greeley, Greeley BMX
Darrell Haner 303-352-1197
Gunnison, Gunnison Valley BMX
Mike Sampson 303-641-2013
Kremmling, Kremmling Municipal BMX
Scott Koch 303-724-9620/303-724-3318
Longmont, Pikes Peak Indoor BMX
Marv & Sherry Cook 719-598-2606

FLORIDA
Orlando, Orlando BMX World
Ron & Sue Smith 407-345-0666
Panama City, Panama City BMX
Mike Wilsdorf 904-785-9384
Pensacola, Brosnaham BMX
Scott Phillips 904-453-4822
St. Petersburg, Walter Fuller Park BMX
Mae Nelson 813-321-5293
Tampa, Lake Park BMX
Jim & Shelly Tyler 813-525-0327

HAWAII
Hickam AFB, Hickam BMX
Scott Montgomery 808-422-5429
Kahului, Maui, Maui BMX
Steven Lee 808-877-5848/808-877-5876
Kailua-Kona, Kona BMX Raceway
Harvey Youderian 808-329-1472/808-329-4522
Lihue, Kauai, Nawiliwili BMX
Phil Sheldon 808-742-1479

IDAHO
Blackfoot, R&P Sportspark
Dale & Phyllis Gillens 208-785-0640
Boise, Boise Valley BMX
Sharon House 208-853-2264/Bryan Oakes 208-888-9391
Caldwell, Caldwell BMX Raceway
Anita Brown 208-459-4883/Geri Hanson 208-454-3219
Caldwell, Caldwell Indoor BMX
Anita Brown 208-459-4883/Geri Hanson 208-454-3219
Idaho Falls, Snake River BMX
Debbie & Ivan Landon 208-357-3115
Montpelier, Potato 1 BMX Raceway
Rick & Jill Kunz 208-847-1134
Pocatello, Pine Ridge BMX
Steve Weighall 208-237-2397
Post Falls, Panhandle BMX
Ric Barrett 208-772-7160/Missy Bakken 509-924-4273

ILLINOIS
Coal Valley, Quad Cities BMX
Mike Hixson 309-234-5536/Track 309-526-8793
Crescent City, I.C.L.E.A. BMX
Doug Hale 815-698-2131
Mahomet, Showdown BMX Raceway
Bruce Goin 217-356-0358
Rantoul, Rantoul BMX Track
Len Schmidt 217-893-0461
Rockford, Rockford BMX
Jake & Candy Karau 815-877-3168

IOWA
Des Moines
Freewheeling Indoor BMX
Jim Rasmussen 515-282-1449
Mason City
North Iowa BMX
Dennis & Diana Nettifee
515-423-9407

KANSAS
Topeka, Heartland BMX
Ivan & Karren Welchert
913-267-1361
Wichita, Emery Park BMX
Sharon Whitted 316-788-5473
Jerry Goodwin 316-722-9631

LOUISIANA
Shreveport, Bayou City BMX
Terry Cox 318-635-6297
Jimmy Cochran 318-742-8174

MARYLAND
Columbia, Columbia BMX Supertrack
Neal Allen 301-489-7095

MASSACHUSETTS
Lunenburg, Lakeview Recreation BMX
Ray Simmons 617-597-5722/Track 617-582-7245

MICHIGAN
Escanaba, Superior BMX
John & Karen Kobasic 906-786-0006
Marquette, North State Raceway
Paul D. Churchville 906-228-7583
Rudyard, Rudyard Area BMX
Dave Bourgeault 906-478-7641/906-495-5733

MINNESOTA
Hibbing, Hull Rust BMX
Marvin Rice 218-262-5061
Mankato, Mankato Area BMX
Russ Henrichs 507-387-6463/507-345-6283
Virginia, North Country BMX
Jan Larson 218-749-5830
Waseca, Waseca County BMX
Jan Lambkins & Teresa Wetmore 507-451-5136

MISSISSIPPI
Clinton, Clinton Optimist BMX
Rick Ealy 601-856-6743/601-939-2781
Saucier, Harrison Cnty. Fairgrounds BMX Raceway
Daniel Triplett 601-832-7511
Vicksburg, River City BMX
Clifton Geter 601-636-8587

MISSOURI
Blue Springs, Blue Springs BMX
Harry Diehl 816-229-1589
Clinton, Sunset Optimist
BMX Park
Sam & Terri Baugh
816-885-3525
Lee's Summit
PBMA Berm Busters
BMX
Jim & Sandy Beaman
816-356-3972

MONTANA
Butte, Butte BMX
Sherry Powers 406-782-8077
Columbia Falls, Glacier BMX
Linda Barge 406-892-5880
Great Falls, Electric City BMX
Leroy Atchison 406-452-0136

NEBRASKA
Fremont, Christensen Field Indoor BMX
Dave & Pam Griswold 402-345-5172
Papillion, Papillion BMX
Jim Rowlette 402-571-6862
Winnebago, Winn BMX
Clinton Free 402-878-2436
York, Bruise Brothers BMX
Vic & Ruth Jones 402-362-5743

NEVADA
Las Vegas, Sundancer BMX
Judy Lierley 702-254-1235/Track 702-646-RACE
Reno, Washoe County BMX
Bob Favorite 702-827-5642

NEW JERSEY
Deptford, Dust Bowl BMX
Michelle Vickers 609-784-3884
Jack Taylor 609-423-7520
N. Bergen, Braddock BMX
John Bartoli 201-861-6767

NEW MEXICO
Albuquerque, Alameda BMX
Steve & Peggy Blackstone 505-898-4967
Carlsbad, Golden Spoke Raceway
Wesley Nance 505-887-2742
Farmington, Boogie Downs BMX
Joe Guerra 505-326-3407
Gallup, Sports World BMX
Todd Costley
505-722-2905

Las Cruces, P.A.L. Roadrunner BMX
Charles & Trena Pollard 505-526-3287

NORTH DAKOTA
Bismarck, Century BMX
Gary Freier 701-222-2655

OHIO
Tiffin, Family BMX
John Melroy 419-447-6475

OKLAHOMA
Bartlesville, Bartlesville BMX
Robert McClure 918-333-7597/918-661-2827
Track 918-333-9895
Jenks, Jenks Riverview BMX
Dale & Pam Cuckler 918-446-7632
Bernard & Dorothy Cuckler
Hotline 918-446-1110
Oklahoma City, Sooner Pearl BMX
John Mesa 405-632-6054
Ken Crocombe 405-360-1330

OREGON
Albany, Timber-Linn BMX
Mark & Tammy Tyler 503-327-1295
Bend, High Desert BMX Raceway
Jacque Talbert 503-388-2408
Clackamas, Rose City BMX
Jim Lewis 503-635-2525/503-629-9180
Corvallis, Corvallis ABA-BMX Indoor
Mark & Tammy Tyler 503-327-1295
Corvallis, Corvallis BMX
Mark & Tammy Tyler 503-327-1295
Cottage Grove, Todd Kephart Memorial BMX Park
Carmella DeLong 503-942-8961
Eugene, Emerald Valley BMX
Scott Snook 503-726-4074
Butch Filley 503-726-4074
Roseburg, Roseburg BMX
Paul Trent 503-672-3466

PENNSYLVANIA
Athens, Valley BMX
Ed Garrity 717-888-1850
Jack Belles 717-888-1143
Gap, Hidden Hills BMX
Ray Johnson 717-354-8922
Newton, Clark Summit Cedar BMX
Kevin Czekalski 717-829-0924
Pine Grove, Sweet Arrow BMX
Ted Unger 717-647-2730
York, Bumps-n-Berms BMX
Don Swords 717-764-0249
John Robinson 717-292-5223

PUERTO RICO
Humacao, Los Grises BMX
Isreal Delgado 809-852-9144/809-733-8102

TENNESSEE
Spring City, Spring City BMX
Lauren Ainsworth 615-365-7254
Hotline 615-365-5128

TEXAS
Austin, Capitol City BMX
Rick & Linda Graves 512-863-5633
Track 512-244-0933
Baytown, Baytown BMX
Beverly Cornwall 713-422-2127
Track 713-421-1958
Corpus Christi, Evans Brothers Raceway
Jimmy Evans 512-991-1020
Dallas, Dallas County Cycle Park
Dean Hickey 214-289-4740
Track 214-216-1295
Elm Mott, Heart O' Texas BMX
Danny & Dottie Tate 817-829-1776
Track 817-829-9611

El Paso, Desert Downs
Phil Baker 915-751-3390
Ft. Worth, Cowtown BMX Racing
Dugan & Debbie Finnell 817-831-2269/817-831-4377
Longview, East Texas BMX Raceway
Denny Stewart 214-759-0556
Midland, Chaparral BMX Race Park
Bob & Damian Lopez 915-697-3375
Curtis McFarland 915-683-7150
Nacogdoches, Tall Timbers BMX
Mike Bennett 409-560-2665
Ovilla, Ellis County BMX
George Bond 214-709-5066
San Angelo, Concho Valley BMX Raceway
Brian Boatler 915-949-8306
San Antonio, Lone Star BMX
James Lebo 512-656-1824/Track 512-656-9630
Spring, Cross-Up BMX
John Kelley 713-363-9172
Wichita Falls, Top of Texas BMX
Kale Martin 817-723-6833

UTAH
Murray, Twin Peaks Supercross
Bob Lunak 801-968-5049
Ogden, Thunder Hill Raceway
Mike Sleater 801-278-3378
Price, Terrace Hills BMX
Steve Ballard 801-637-0086/801-472-8343
Roosevelt, Rad Hill Raceway
Bob Dunsmore 801-722-3313
Salt Lake City, Super Indoor BMX
Jack Taul 801-969-3064
Vernal, Outlaw BMX Raceway
Ron Walker 801-789-1078

VIRGINIA
Reston, Lake Fairfax BMX
Ron Haskins 703-643-2501/301-585-4247

WASHINGTON
Monroe, M.C. BMX
Corky & Cheryl Gainsford 206-794-6916
N.E. Burien, North SeaTac BMX
Ed DeYoung 206-228-5130
Port Orchard, Peninsula Indoor BMX
Mike Raich 206-246-2661
Sumner, River Valley BMX
Gary Ellis 206-531-1757
Yakima, Yakima BMX
Info 509-966-9866

WISCONSIN
Elkhorn, Elkhorn Winter Raceway
Pat Kubler 608-752-5001
Elkhorn, TNT Indoor BMX
Pat Kubler 608-752-5001
Janesville, Janesville BMX
Pat Kubler 608-752-5001
Milwaukee, Oak Creek BMX
Bruce Larson 414-529-2345
Winnebago, Winnebagoland BMX
Dan & Sandy Johnson 414-582-7426
Lani & Jerry Bruss 414-231-0494
Wisconsin Rapids, Central Wisconsin BMX
Ron Jellinek 715-423-6868

WYOMING
Casper, Mike Sedar BMX
Kevin O'Leary 307-266-1311
Cheyenne, Widow Maker BMX
Ray Dougherty 307-778-2692
Green River, Sweetwater BMX
Nancy Weiler 307-382-6642
Thermopolis, Thermopolis BMX
Tim Lippencott 307-864-5484

GOLD CUP QUALIFIERS

Aug. 6	Deptford, NJ
	Dust Bowl BMX
Aug. 13	Greeley, CO
	Greeley BMX
Aug. 13	Papillion, NE
	Papillion BMX
Aug. 20	Clackamas, OR
	Rose City BMX
Aug. 27	Columbia, MD
	Columbia BMX Supertrack
Sept. 10	Las Vegas, NV
	Sundancer BMX
Sept. 17	Nacogdoches, TX
	Tall Timbers BMX
Sept. 24	Daytona, FL

U.S. GOLD CUP CHAMPIONSHIPS WEST

Sept. 23-24	Las Vegas, NV
	Sundancer BMX

CHAMPIONSHIPS EAST

Oct. 7-8	Blue Springs, MO
	Blue Springs BMX

BEST TRACKS

CANADA
CABA
Cindy Sheen, 920-3rd Ave. N.
Lethbridge, Alberta T1H 0H3
403-328-4123

ALBERTA
Camrose, Camrose BMX
Nancy Meyer 403-672-3566
Fran Williams 403-436-8526/403-464-0662
Grande Prairie, Bear Creek BMX
Rod McDonald 403-538-1851
Hobbema, Panee BMX
Lorna Lenz 403-585-3005
Lethbridge, Lethbridge BMX
Carol Block 403-328-1601/403-328-7760
St. Albert, Riverside Raceway
Iris Harris 403-458-9133

BRITISH COLUMBIA
Campbell River, Campbell River BMX
Nordina Grimard 604-923-6314
Kamloops, McArthur Island BMX
Gail Garneau 604-554-2955
Kelowna, Kelowna BMX
Bil Findlay 604-763-0666
Langley, Langley BMX
Robert & Marilyn Merrett 604-530-2835
Lillooet, Hangman's Park BMX Club
Henry Van Capelle 604-256-7905
Nanaimo, Nanaimo BMX
Marie Davidson 604-758-5234
Penticton, Penticton BMX
Allan Allport 604-493-9322
Pitt Meadows, Ridge Meadows BMX
Wayne Strohan 604-467-6368/604-931-6966
Prince George, Super Trak
John & Sandy Lund 604-964-8227
Saanichton, Central Sannich BMX
Judi Bain 604-652-4663
Saanichton, Juan De Fuca
Judi Bain 604-652-4663
Surrey, Action BMX
Fran Hill 604-594-7765
Surrey, Lower Mainland BMX
Jim Levitt 604-588-8042
Vernon, Ranger Park BMX
Debbie Banks 604-545-2795

MANITOBA
Winnipeg, BMX Ram Track
Bessie Stewart 204-269-3997

ONTARIO
Gloucester, Gloucester BMX
Pat Ketchum 613-523-2191
Kanata, Kanata BMX
Brian Watters 613-831-0534
Kingston, Kingston T.W.S.P. BMX
Barb Guerin 613-384-8137
Sault Ste. Marie, Soo CAN AM BMX
Karen MacIntosh 705-779-2153

SASKATCHEWAN
Saskatoon, Bridge City BMX
Laura Holtorf 306-323-2322

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BMXA'S GUIDE 2 SOCAL

I remember when every summer (usually the last two weeks of August) our family would take a vacation to LA (So. Cal., actually). I'd plot out where all the bike factories and BMX tracks were and attempt to track down the raddest bike shops. The grandeur of So. Cal. always seemed overwhelming. LA's got it all — amusement parks, rad cars everywhere, masses of people, lots of traffic, the coolest radio stations, smog, freeways to get you everywhere, beaches, and best of all — practically everything that has to do with BMX (tracks, big name racers, shops, factories, riding spots. . .you name it!). Of course, during our So. Cal. vacation, I'd wind up sitting on the sofa at my grandparents' house watching TV for fourteen days straight. Maybe with these guidelines, you can have more fun in So. Cal. than I used to.—*Gork*

HOT SHOPS

1. Stu Thomsen's Family Bicycle Center
7784 Limonite Ave., Riverside
(714) 685-6639
Stu's shop carries a bunch of everything — not just full-on BMX, but he has a few classic Cook Bros. hanging on the walls. Just stopping by to meet Stu the man is worth the trip to Riverside.

2. The Bicycle Source
26107 Western Ave., Lomita
(213) 325-4879
Still heavily BMX and freestyle, carrying a large supply of Generals, Red Lines, and Haros. On the right day, you'll find the likes of Danny Hubbard, Pete Augustin, Chris Day. . .or possibly R.L. Osborn, hanging out. See the roof that Buff rode off of. See the BMXA Trick Team mural out front. Indeed, The Bicycle Source is a landmark in BMX history.

3. Simi Bike Works
2687 Cochran St., Simi Valley
(805) 583-2124
Big-time dealer of GT, Robinson and Crupi parts that specializes in lightweights and minis. No wonder their team consists of such bullet-proof kids as the Tittlemier bros. A shop highly recommended by Travis Chipres.

4. Ralph's
12141 Paramount Blvd., Downey
(213) 862-5142
The longest lasting roots-BMX shop's still around — since 1975. To this day, Big Daddy Ralph continues to deal heavily in Cook Bros, Elf, even Ralph's frames! If you can't catch his shop, chances are good that you'll run into his trailer at any ABA nationals and big California locals.

5. Bicycle Center
1206 S. Pacific Coast Hwy., Redondo Beach
(213) 316-5177
Although BC probably has the raddest shop team in BMX, what you'll find at their store is completely opposite — mostly mountain bikes. Their parts line is minimal, but they love to order killer stuff upon demand. The best feature of BC, besides having "BC Dave" tune your bike, is their ritual Tuesday night gate practice, held behind the shop for their team and outside people (by appointment).

6. Hot Shoppe
1255 So. Hacienda Blvd., Hacienda Hts.
(818) 330-0441
Dave Marrietti's biz — not a bike shop (although Hacienda Bikes is right next door), but a t-shirt / heat transfer / silk screen establishment that puts out THE hottest race shirts we've seen (and that's not just because of where they "get" their artwork. . .). Dave's pretty nutty and wouldn't mind a bit if you dropped by to buy some masterpieces for your back. Free sticker for dropping by!

7. Peddlepower, 416 W. Lincoln, Orange
(714) 998-3535
Very BMX. Very hardcore. Very perennial (long-lasting, in other words). BMX guru Rob Lynch now owns and operates the shop that carries everything a BMX'er could want or need. Many big name racers hang out or drop by to work on their bikes.

8. Bikes, Boards & Things
18898 Beach Blvd., Huntington Beach
(714) 964-5406
Home shop for most of the HBP's, run by "JT Greg" and his cruiser-racing brother. They're usually well-stocked with S&M's, Mongooses, and a killer selection of clothing. They also have a strong mountain bike and GPV selection.

9. Bike Alley, 253 S. Tustin, Orange
(714) 997-3980
A quick stop off at the 'Alley might find Todd Blaser kickin' back with shop owner Ruben Sanchez or sunglass magnate Carl Misso (father of Nick the Quick). Location here is vital, as it is the nearest, most local shop for Orange "Y" racers, and selection ranges all the way from Elf to GT.

10. La Palma Cyclery
5472 La Palma Ave., La Palma
(714) 995-3147
Once part-owned and fully-run by Turnell Henry, but now managed by Tech (pants & plates) guy, Bill Ryan. La Palma just started a pretty fast local team and unlike most shops, encourages kids to hang out all day (but of course, they might put you to work). Good selection, cool prices, and official dealer for MXR hubs. Also dealt with through mail order.

11. Bicycle Chain
622 West Arrow Hwy., San Dimas
(714) 592-9973
All of you Sheepdog or Tommy Brackens fans HAVE to go here. No excuses. Not only can you meet, chat with, and get an autograph from these big name BMX pros, but you are also given the opportunity to buy parts or have your bike worked on by them. Official dealer for Brackens framesets and Baahwoof pads.

FACTORIES

Southern California is the core of the BMX industry, having over ten major makers of bikes scattered all over. Most manufacturers are happy to have "tourists" stop by, and depending on their time and how busy things are, will usually give a tour of their plant or offices. Some are pretty strict, though, and prefer to keep their doors closed to prevent industry spies, thievery, or (non-employee) insurance problems. It's a good idea to call them first to see when the best time to stop by is, and even without a big tour, every company will stock you up with pamphlets, brochures, and stickers at the front desk.

12. GT (714) 841-7791
in Huntington Beach

13. Diamond Back
(805) 484-8130
in Camarillo

14. Elf (714) 974-2411
in Orange

15. Vision Street Wear
(714) 645-2644
in Santa Ana

16. Odyssey
(213) 537-8700
in Carson

17. Free Agent
(714) 522-8758
in Buena Park

18. Vans (714) 974-7414
in Orange

19. Mongoose
(213) 378-5505
in Torrance

20. ODI (213) 530-1207
in Torrance

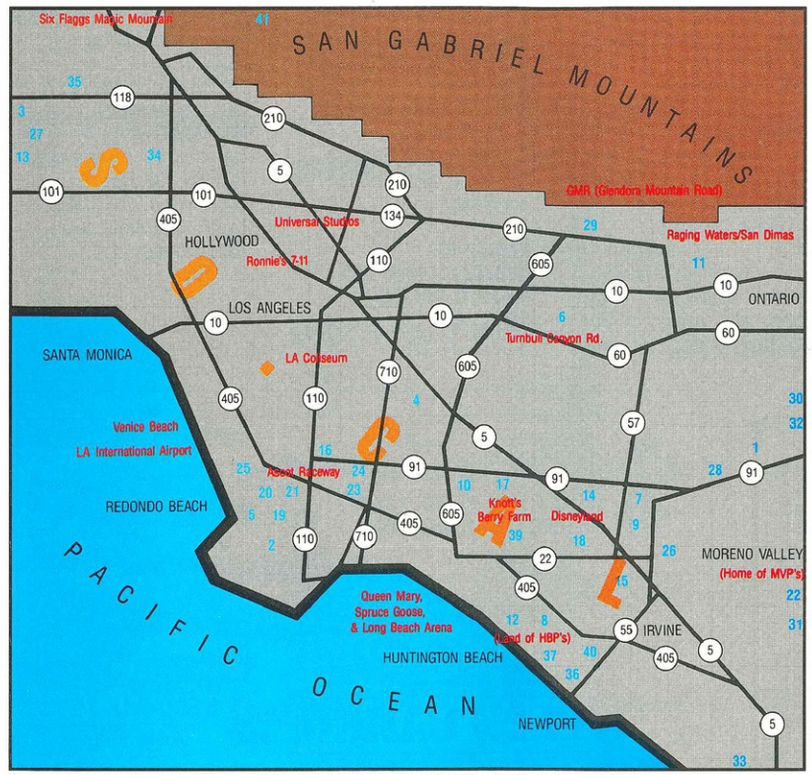
21. Wizard Publications/ BMX ACTION & FREESTYLIN'
(213) 539-9213
in Torrance

22. Auburn Bicycles/ Mor Distributing
(714) 674-1456
in Lake Elsinore

23. Red Line/SBS So. Cal.
(213) 604-6036
in Wilmington

24. Kuwahara/ Everything Bicycles
(213) 635-8101
in Compton

25. Hammer (213)
in Torrance



TRACKS

26. Orange "Y"
(714) 738-7195
DIRECTIONS: Exit Chapman off the 55 fwy. Go east to first light (Yorba Ave.) and turn right, then at next stop sign (Palmyra St.) go right and follow YMCA signs to track.
RACE NIGHTS: Wednesday & Friday nights (practice 5:30 to 7, racing at 7:30), and Sunday evening (practice 3:30 to 5, racing at 5:30). Usually Sunday afternoon clinics taught by top pros.

27. Simi BMX
(805) 526-8230 or (805) 583-2124
DIRECTIONS: Take the 118 west into Simi, exit south on Sycamore, pass Cochran, and railroad tracks, track is on the left, next to school.
RACE TIMES: Every Tuesday (sign-ups 4:30 to 5:30) and Sunday (sign-ups 10 to 11), and Wednesday and Friday 5:00 clinics by Travis Chipres.

28. Coal Canyon
(714) 539-5007 or (714) 998-3142
DIRECTIONS: From LA, take 91 east toward Riverside, exit Coal Canyon off-ramp, go underneath freeway, see sign, and enter left of the horse stables.
RACE TIMES: Thursday night gate practice and clinics (often put on by Todd Blaser and/or Carl Misso). Racing Monday nights (sign-ups 6:30 to 7:30, racing at 8) and Saturday afternoons (sign-ups 2:00 to 4:00, racing at 4:30). Thursday night practice from 7:00 to 9:00.

29. Azusa (714) 595-2021 or (714) 595-6660
DIRECTIONS: Follow the 210 into Azusa, get off on 39/ Azusa Ave., head north toward the mountains, track is located on the left behind the Eagle's Lodge, 1603 Azusa Ave.
RACE TIMES: Racing Wednesday and Friday nights (sign-ups 6 to 7, racing at 7:30), and Sunday afternoons (sign-ups 10 to 11, racing at 11:30).

30. San Bernardino
(714) 351-1784
DIRECTIONS: Get to the 215 (from the coast, take 91 past Riverside, from the north, take 10 east). Get off at 5th St., follow exit all the way out to Arrowhead. Track is on the left, next to the YMCA.
RACE TIMES: Tuesday, Friday and Saturday nights (sign-ups from 6 to 7:30, racing at 8).

31. Rancho BMX, Temecula
(714) 676-1720 or (714) 674-6234
DIRECTIONS: Take the I-15 south (toward San Diego), get off at the Rancho California exit, go into town and you'll come to the first signal — Front St., and take a left. Go three blocks to Main St. and go right. Cross a bridge and Main will t-bone with Pujol — go left. Track is about a mile down the road on the left — next to an Elk's Lodge.
RACE TIMES: Tuesday and Saturday nights — sign-ups 6 to 7, racing at 7:30. Thursday night practice sessions start at 6.

32. Desert Hot Springs
(619) 327-7071
DIRECTIONS: Take I-10 east (going toward Arizona), past the Palm Springs exit, past the Mercedes Benz emblem farm, get off at Palm Drive,

go north into DHS, take a left at Hacienda, then right on Arroyo Drive (look for tennis courts). Track is in Arroyo Park.

RACE TIMES: Saturday evenings — sign-ups 5 to 6, racing ASAP. Intermediate/Expert practice on Wednesdays — 5 to 8. Beginner practice with clinics/private lessons on Mondays — 5 to 8.

33. Kearney Moto Park/ San Diego
(619) 270-1515
or (619) 277-3067

DIRECTIONS: From LA, take the 5 or 15 south into San Diego, to the 805. Exit at Mesa College Drive and head west. Take a left on Armstrong, and take that straight into the park. Track is on right, next to baseball diamonds.

RACE TIMES: Wednesdays — sign-ups 5 to 6:30, racing at 7, and Sundays — sign-ups 11 to 12:30, racing at 1. Pre-registration available over the phone. Occasional clinics.

THRASHIN' GROUNDS

34. Top 'O Roscoe/ Topanga

Exit Roscoe off the 405, head west toward the mountains. Drive forever until the road ends and there's a dirt road to horse stables on the right. Trails and jumps are hidden amidst the trees.

35. Jay Goucher's/Simi

Can be spotted right off the 118 right before you get to Simi. Must have permission to ride there. That's about all we can tell ya.

36. Magnolia/ Huntington Beach

On the corner of Magnolia and Pacific Coast Highway, right next to the smoke stacks. Easy to find and open to all who go there.

37. Hidden Valley/ Huntington Beach

Hidden somewhere behind Beach and Adams. If you really want to find it, go down the road and ask Bikes, Boards, & Things for directions.

38. McJumps/ Moreno Valley

Take the 60 to Perris Blvd. Exit. Look for McDonalds and ride right behind it.

39. Billy's Backyard/ Anaheim

Top Secret.

40. Sheep Hills (a.k.a. Broken Back Track)/ Costa Mesa

Hard to find, somewhere amid the dried-out gully which outlines Costa Mesa and is surrounded by expensive condos.

41. Bartlett's Backyard/ Palmdale

Contact Bicycle Radness, in Lancaster, for directions or permission.

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KIIS 102.7 FM
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POWER 106 FM
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KDAY 1580 AM
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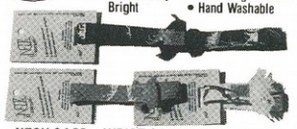

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ODYSSEY VPX	14.75
VICTOR BEARTRAP	7.75
URCHIN CAGES	13.75

BRAKES, LEVERS & SHOES

ODYSSEY PIT BULL	15.25
DIA-COMPE BULLDOG	12.75
DIA-COMPE 990	15.00
DIA-COMPE 992	22.50
ACS TANGENT 860	10.00
DIA-COMPE 883 NIPPON	19.00
ODDYSSEY 2001	14.75
DIA-COMPE TECH 7	12.50
DIA-COMPE TECH 77 LEVERS	16.50
ODYSSEY RX-5	12.50
NEW GT BRAKE PADS	CALL
VANS BRAKE PADS	4.00
ODYSSEY TRIAX BRAKE PADS	2.50
DIA-COMPE AERIAL PADS (Set of 4)	8.50
ODYSSEY SLICK CABLE	1.50

HEADSETS & BOTTOM BRACKETS

TIOGA BEARTRAP2	5.75
GT EPOCH	8.75
DK 2 'n 1 Headset Lock/Stiffner	8.75
TIOGA STANDARD B.B.	5.75
TIOGA SEALED B.B.	17.50
HADLEY SEALED	34.50
REDLINE TECHMATIC SEALED	39.50

WHEELS
Sold In Pairs Only—F.W. Not Included

ARAYA w/SUZUE Sealed	92.50
w/GT Sealed/SUPERLACE	116.50
w/BULLSEYE	144.50
PEREGRINE 48's Reg	60.00
48's HP	69.50
48's HP PRO	109.50
48's HP SUPER PRO	143.00
SKYWAY TUFF II's	47.00

Or Pick Your Rims, Spokes, And Hubs We'll Build Them Race Ready

RIMS, HUBS & SPOKES
Hubs In Pairs Only — Rims Sold Separately

SUN "Totally Strong"	16.50
ARAYA 7X or 7XN "The Classic"	24.50
SUZUE Sealed Bearing	32.50
SUZUE UnSealed	16.50
BULLSEYE	79.00
REVCORE	67.50
TNT	80.00
MXR "The Best Performing Hub"	CALL
GT SUPERLACE	58.50
GT FLIP FLOP	52.50
STD. SPOKES & NIPPLES C/P	10.50
DOUBLE BUTTED SPOKES & NIPPLES C/P	14.50

TIRES & TUBES - Sold Separately

COMP III Start at	7.50
GT F/S	7.50
ODYSSEY BAREFEET	7.50
R.L. 100 P.S.I.	12.50
HARO TIRES Start at	8.25
REG. TUBES	2.00
SUPERLITE TUBES	4.50

CHAINS & FREEWHEELS

IZUMI CHAINS	6.00
D.I.D. TOUROE	5.50
SEDIS SPORT BK	6.50
SEDIS SPORT CH	9.50
SHIMANO or SUNTOUR F.W.	5.50
FREEWHEEL TOOL	4.50

SPROCKETS & DISCS

TUFFNECK or PRONECK SPROCKETS	4.75
TIOGA & PEREGRINE CD	10.75
REDLINE FLITE SPROCKETS	17.50
PRO NECK or TUFFNECK DISC's	7.75
SUGINO CP DISC	9.75
TIOGA 5 BOLT-N-NUTS SET	3.50

SEATS, POSTS & CLAMPS

GT/DYNO SEAT	4.75
KASHIMAX AERO	7.50
SHOTGUN III SEATS	9.75
UNI TURBO PRO SEAT	19.50
UNI MINI SEAT	18.75
GT STRAIGHT POST	5.50
GT LAYBACK	6.50
REVCORE STRAIGHT	14.95
REVCORE FLAGPOLE	19.95
DYNO DRAIN PIPE	7.50
ELF ZIP BACK	14.00
BOSS, FREE AGENT, & ROBINSON	CALL
T.N.T. SEAT CLAMP	9.50
D.K. CLAMP	6.75
G.T. CLAMP	3.50
ODYSSEY RX-2	2.50
PEREGRINE CLAMP	4.50
TIOGA QUICK RELEASE	8.00

HELMETS, PANTS & ACCESSORIES

ECKO HELMETS (The Best) O/F	58.50
w/VISORS (U.S.A. Quality) F/F	68.50
DYNO HELMETS O/F	58.50
w/VISORS F/F	68.50
ECKO TROY LEE VISORS	13.00
ECKO QUICK RELEASE	4.50
HARO MOUTHGUARDS	8.75
HARO VENTED PANTS	59.50
DYNO PANTS	67.50
TECH (Custom Made)	75.00
FACTORY PANTS-Starting at	68.50
FACTORY JERSEYS All Start at	20.50
DYNO KNEE or ELBOW GUARDS	21.50
NEW DYNO SHIN	23.95
HAMMER SHIN GUARDS	23.95
HARO KNEE GUARDS	42.00
HARO TECH ELBOW GUARDS	25.50
HARO TECH GLOVES	27.50
AXO GLOVES	CALL
DYNO KNIT GLOVES	4.75
HARO KNIT GLOVES	4.00
STICKER PACKS	4.75
JIVE STICKER PACK	6.00
FACTORY PAD SETS	11.00
A'ME SPORT SHADES	28.50
FACTORY T-SHIRTS	9.75
VIDEOS VHS ONLY	CALL
GEAR BAGS, FLIGHT BAGS, HELMET BAGS	CALL

FREESTYLE PARTS

DYNO PEGS	9.00
GT TUBE RIDES Alloy 9.00	Steel 6.50
ODYSSEY HOLLOW BULLETS	7.50
TIOGA ROLL-ON PEGS	9.50
PEREGRINE UNIVERSAL PEGS	9.00
ODYSSEY GYRO	12.75
GYRO Replacement Cables	Each 3.75
ACS PRO ROTOR	16.50
GT Fork Stander	12.00
GT Frame Standers	11.50
ACS DOUBLER	6.00
GRIP TAPE Sold in 1 Inch Wide Strips	1.25

CLOTHES
VISION STREET WEAR

SWEATSHIRTS	21.95
STREETSHIRTS Button Up	25.95
PULL ON KNIT SHIRTS	25.95
T-SHIRTS Short Sleeve	10.95
Long Sleeve	13.95
JACKETS	39.95
PULL ON PANTS	29.95
SHORTS	24.50
HIP-PACK	12.00

ALSO AVAILABLE: HARO, GT/DYNO Latest Designs, Lowest Prices—CALL

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VISION SHOES LOW TOPS	23.75
HI TOPS Canvas	28.00
Suede	34.00
NEW LOW TOP SUEDE	28.00
NEW VSW 14000 HI TOP	51.00
NEW METRO BUCKLE or FLAT TOP	40.00

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Improper use of a credit card number is a federal offense.
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CITY STATE ZIP
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HOT PRODS SHADES

When was the last time you saw your favorite BMX'er wearing goggles? Well . . . except for Billy Griggs. What do Terry Tenette, Greg Hill, Rick Palmer, Cecil Johns, and others wear for eye protection during a race? Glasses? You guessed it.

Shades. Most racers right now are going for the big buck A'ME contingency, while some just like the look, comfort and lack of side-to-side sight limitations which goggles cause. In BMX, you often need to look back or to the side, and basically sunglasses do the job better than gogs. So with that in mind, BMXA would like to introduce you to a few shady characters. Not just to wear when racing . . . but made for you to look cool at all times.

OAKLEY

Eyeshades — $60.
Blades — $66, $110 with iridescent lenses.
Razor Blades — $70, $100 iridescent.

Probably the first name when it comes to sunglasses, the once-a-BMX company is currently full-on into shades. Oakleys are seen worn by skiers, surfers, roadies, motocrossers, as well as in BMX. What makes 'em so popular is that famous Oakley high-tech, hip styling which made their grips so great — topped off with a high price. Think of 'em as the Red Line Flight Cranks of the sunglasses market.

BODY GLOVE

$18 to $25.

Best known for their surf clothing and wetsuits, Body Glove has also added these flexible, industrial-looking sunglasses to their always high quality and very stylin' product line-up. Ultra trick, baby.

VUARNET

PX-2000 2083 — $75.

'Nays are one company that hasn't fallen for the trick-lensed, wrap-around, trendy styling that everyone's followed. They've basically remained the same, adding a few new lenses, but holding onto that traditional Vuarnet shape which made them the top sunglasses of the 80's. Their optical quality lenses are still unmatched.

VISION

$18 to $20.

The style of the VSW shades is an indestructable cross between 'Nayz and Raybans that'll bend back when tweaked. Durable and very dark is a dependable description, definitely.

JT

$75 to $100.

By far, the best feature that JT offers is their ear-arm adjusting barrell, which raises or lowers the arms to angle with your face. The wrap-around, Terminator look is killer in providing that side-to-side vision. Of course, the ever popular JT logo above the lens tops off these beauties.

SCOTT U.S.A.

Eclipse — $45.
Partial Eclipse — $45 to $55.

The Eclipse series shades sport distortion-free GE lexan lenses which block ultraviolet rays 100%, along with adjustable-length earpieces. Good visibility, following the same tradition and technology as Scott's goggles.

BIG DADDY RALPH'S

$12.

Full rubber frame — not silicone. Floatable, in case you wear them while bathing. Standard UV lenses protect against Ultra Violet rays and the gold tinting redirects sunlight. More styles coming soon.

BOLLÉ

Spectra Edge — $75.

While watching the Tour de Trump on TV, the one type of glasses which stuck out more than Oakleys were these — Bolles. The very paper thin, wrap-around shape forms to your head like a deadly Cobra in a stranglehold. The neon colors will not only brighten up your life, but practically guarantee to get you more chicks.

A'ME

$50 standard lenses. $75 mirrored lenses.

There's no doubt that A'ME has whatever color you want, with 28 different shades including neons. They've just introduced five new mirrored lenses — rainbow, teal, blue, silver, and gold, to go along with their six standard lenses — clear, smoke, rose, amber, and blue. And best of all, EVERYTHING is interchangeable and made of unbreakable plastic. You can't ask for more . . . 'cept to be involved in their high-didg photo contingency program.

QUETEE

Prices not available.

Made for function as well as fashion, Quetee Sportsglasses have designed their line to meet the needs of nine different sporting activities. Right in between fishing and snow skiing, falls cycling . . . which could count as BMX if you like. The Quetee lenses are designed with one thought in mind, "That use of specifically designed sportsglasses has a direct correlation with improved sports performance." With that in mind, check out their wide range of shades.

UVEX

Sportstyle — $40.

Despite only one style of Uvexs shown in the group photo, they actually have six new styles this year, including iridescent lenses, lightweight shields, and ratcheting temples. The same quality that their goggles have always been known for.

VANS

$8 to $12.

One reason you might want to put a pair of Vans on your head (shades, not shoes), is maybe because you worship their awesome five-man pro force. Another reason may be the price — dirt cheap. Of course, you might want those checkerboard ear-arms that match the sides of your tennies. There're just tons of reasons to see through Vans shades!

WES' BMX

YOU WANT IT . . .WE'VE GOT IT !

CALL NOW. . .
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COMPLETE 1989 BICYCLES

All Bicycles Must Be Assembled By An Authorized Dealer
ADD $10.00 FOR ALL CHROME BICYCLES

BOSS PRO-RACER	Bk/Bl	236.75
PEREGRINE PRO	Bk/Gy, Rd/Wh, Bl/Gy	275.00
MCS MAGNUM	Bk, Rd, Wh, Ch	264.75
MCS MAGNUM MINI	Bk, Rd, Wh, Ch	270.00
DYNO COMPE	Bk, Rd, Wh, Ch, Bl	164.00
DYNO DETOUR	Bk, Rd, Wh, Ch, Bl	194.00
DYNO PRO COMPE	Bk, Rd, Ch, Bl . Mags	339.99
DYNO PRO COME TEAM, Bk, Rd, Ch, Bl . Wire		415.99
DYNO 16" DINKY		142.00
GT MACH I	Bk, Ch, Bl	244.00
GT PERFORMER, Bk, Wh, Ch, Bl, Magenta		239.00
GT INTERCEPTER	Bk, Ch, Bl . . .(BMX)	171.00
GT PRO SERIES TEAM, Bk, Bl, Ch		457.85
GT PRO SERIES	Bk, Bl, Ch	338.95
GT PRO F/S TOUR, Bk, Bl, Daygle Pk, Ch		310.00
GT PRO F/S TOUR TEAM, Bk, Daygle Pk, Ch		435.55
GT VERTIGO, Bk, Wh, Ch, Bl, Magenta . .(F/S)		176.00
CW SCREAMER	Bl. . . . . (BMX)	159.95
SKYWAY 280 TA	Ch	169.95
ROBINSON	Ch	CALL
HARO GROUP I TEAM, Rd, Ch		472.64
HARO GROUP I A	Rd, Ch, Bk	280.75
HARO GROUP I B	Ch, Bk, Bl	210.85
HARO GROUP I L C	Ch, Bk . (Replaces RS 4)	162.95
HARO GROUP LL	Ch . . . . . (BMX)	150.94
HARO PSYCHO	Rd, Bk. . . . . (BMX)	141.97
HARO SHEDDER	Bk/Wh, Ch/Yel . (F/S),	167.88
HARO INVERT	Ch, Bl, Bk . . . (F/S)	225.75
HARO TEAM MASTER, Bk, Ch	(F/S)	512.86
HARO PRO RACER		410.00
HUTCH PRO RACER		410.00

****

MOUNTAIN BIKES . . . . . CALL

COMPLETE '88 BICYCLES

GT PRO F/S TOUR	Wh	324.58
GT VERTIGO	Ch	155.00
HARO RS1	Gy/Bk	398.67
HARO MASTER, Bk/Bk/Ch	While they last	269.00
REDLINE RL 400C	Mango	174.00
REDLINE 800 PXL	Rd, Bl	301.46

1987 BICYCLES

DYNO COMPE TEAM	Bl	325.00
SKYWAY STREET BEAT, Lv/Wh, Bl/Gy		249.76
TORKER 2 -540 AIR, Lv/Gy/Gn, Bl/Wh/Bl, Gn/Gy/Gn		178.00
TORKER 2 -540 AIR W/0 WHEELS, Lv/Gy/Gn, Bl/Wh/Bl, Gn/Gy/Gn		149.58
TORKER 2 -360 AIR LAV		109.47
KUWAHARA BRAVO KIT, Wh	W/MAGS	194.32
HANTER ATTACK F/S, Wh, Lv/Wh		109.98
'86 DYNO KIT BIKE . . Gy/Bk		149.56

1989 FRAME & FORKS

AUBURN PRO	Chrome	203.78
BOSS PRO, STD, JR	Chrome	172.87
CYCLECRAFT PRO, PRO X, JR. MINI (Colors made to order)		169.95
ELF STANDARD, PRO, XL, MINI		CALL
FREE AGENT AGENT PRO, LIMO, MINI		139.95
GT PRO SERIES	Ch	129.79
GT PRO F/S TOUR		133.45
GT MACH I	Ch, Bk	108.00
HARO MASTER	Ch, Blk, Rd	CALL
HARO TEAM MASTER, Ch, Blk, Rd	(F/S)	169.50
HARO GROUP I	Ch, Rd . . . (BMX)	139.00
HUTCH PRO BMX, or TRICK, STAR II		145.75
MCS MAGNUM PRO, PRO XL, HURRICANE JR		159.93
MCS MANTIS MINI W/BOTTOM BRACKET & HEADSET		234.84
PK RIPPER		175.00
REVCORE PRO		159.90
REVCORE CRUISER & F/S		168.85
REDLINE RL 20 II, Blk, Mango	(With bosses)	129.98
S & M PRO, STD		159.95
SE QUADANGLE	Blk	204.95

1988 FRAME & FORKS

GT PRO F/S TOUR	Wh	120.00
KUWAHARA MINI		125.43
HUTCH TRICK STYLER, Wh		99.67
MCS HURRICANE MINI		125.43
REDLINE 20 II		140.25

1987 FRAME & FORKS

MCS STYLER F/F WITH H-BARS & POST, Ch		174.89
HUTCH TRICKSTAR PINK		99.67
REDLINE .20II	Wh	99.76
"1986" HARO FST	Wh, Bl	87.40
"1985" ELF MINI	Gn	87.62
"1985" HARO SPORT, Wh		88.50

WHEELS

ACS RL EDGE 48S W/FW, Hard Anodized		89.96
ACS RL EDGE 48S W/FC, Hard Anodized		106.94
GT PERFORMER MAGS		52.93
PEREGRINE 48S W/FW, Sil		78.95
PEREGRINE HP 48S W/FE, Sil		86.97
PEREGRINE HP PRO, Sil		135.00
PEREGRINE SUPER PRO, Chrome		168.70
PEREGRINE MAXIMUM, Radial		168.70
PEREGRINE MAGS		58.74
SKYWAY TUFF II MAGS		53.00
TIOGA PRECISION, Sil		49.95
TIOGA PRO, Sil		58.63
TIOGA SUPER PRO, Chrome		76.97

TIRES & TUBES

ACS RL EDGE	20 x 1.75	12.50
GT BMX	20 x 1.75	7.63
GT F/S	20 x 1.75	7.45
HARO MULTI-SURFACE, FLATLAND, CONCEPT AERIAL (All Sizes)		7.96
HARO AERIAL HP	20 x 2.00	9.97
ODYSSEY BAREFEET	20 x 1.75	7.89
PEREGRINE HP	20 x 1.75	11.80
TIOGA COMP III	20 x 1.75	8.50
TIOGA COMP III	20 x 1.50, 1 1/8, 13/8	8.99
TIOGA PRO HEX	20 x 1.75	7.50
STANDARD TUBES	All Sizes	2.49
SUPERLITE	All Sizes	4.50

HANDLEBARS

BOSS PRO. RACER		35.00
CYCLECRAFT FRED "Z"		43.64
DYNO F/S SUPERSTRONG, Assorted Colors		21.87
GT PRO SERIES	Ch, Blk, Wh	22.67
GT F/S, Assorted Colors		24.25
HARO PRO KNEESAVERS, Assorted Colors		27.63
HUTCH BAD BARS, Racing		22.46
PEREGRINE Q BARS	Ch, Blk, Wh	22.55
POWERLITE PRO, EXPERT, CRUISER		23.89
REDLINE FORKLIFTER U		26.95
ROBINSON PRO		CALL

CRANKS

BOSS, 175mm, 180mm, 185mm	Sealed	169.50
BULLSEYE 2pc	Assorted Sizes	Sealed 149.95
GT POWER SERIES	175mm, 180mm	Sealed 129.73
HARO FUSION 1pc		12.95
HARO FUSION 3pc		108.89
PEREGRINE 3pc	175mm, 180mm	Std. 79.94
PEREGRINE 3pc	175mm, 180mm	Sealed 113.46
PROFILE 3pc	175mm, 180mm	Sealed 129.65
REDLINE 401 3pc	175mm, 180mm, 185	129.95
SR 1pc	175mm (TARBOX)	26.03
SUGINO 1pc	175mm, 180mm	12.95
SUGINO 1pc	180mm Cro-Mo Tabular	29.80
SUGINO CT 3pc		42.95
SUGINO FT 3pc	like the REDLINE FLIGHTS	94.95
TIOGA FT 3pc, like the REDLINE FLIGHTS		94.95
TIOGA 1pc	Assorted (TASK FORCE)	13.95

BOTTOM BRACKET

TIOGA STANDARD	241, 281	6.45
TIOGA SEALED	241, 281	24.94
REDLINE TECHMATIC		43.86
HADLEY	Sealed	39.83
BULLSEYE, American, Sealed		51.69
TIOGA SUGINO MINI		22.77
EUROPIAN BB, Universal	Sealed	39.78

HUBS

GT LOW FLANGE	36, 48 hole	Sealed 51.95
GT HIGH FLANGE	36, 48 hole	Sealed 53.94
GT FLIP-FLOP, Low Flange 36 hole, Sealed (New)		55.89
TNT REVOLVER HIGH FLANGE FLIP-FLOP, 36, 48		Sealed 108.76
TNT DERRING LOW FLANGE FLIP-FLOP 36		Sealed 87.50
SUZUE HIGH OR LOW FLANGE, Colors 36, 48		Unsealed 9.96
ACS RL EDGE ANTI-BACK PEDAL	48 . Unsealed	24.95
SUNTOUR COASTER BRAKE HUB	36 . Unsealed	10.00
REVCORE FLIP-FLOP	36, 48	Sealed CALL

FREEWHEELS & CHAINS

SUNTOUR FW	14 Tooth	10.97
SUNTOUR FW	16, 17, 18 Tooth	6.95
SHIMANO FW	16, 17, 18 Tooth	6.78
FREEWHEEL REMOVING TOOL		4.96
GT CHAINS		5.95
IZUMI	Lav, Grn	5.00
IZUMI	Wh, Ch	5.97
TIOGA CRAZY CHAIN		6.50
SEDISPORT	Blk 3/32	7.25
SEDISPORT	Sil, Gold 3/32	8.74
TORQUE NICKEL CHAIN	1/2	5.97
RIVOLI CHAINBREAKER		4.50

SPROCKETS & DISCS

GT CHAINWHEEL	All Sizes, Blk, Wh, Ch	10.25
GT CHAINRINGS	All Sizes, Blk, Wh, Ch	8.25
GT POWER DISC		7.95
PEREGRINE FLIP-FLOP		10.97
PEREGRINE PLATINUM SERIES		9.97
TIOGA CHAINWHEEL		11.45
TIOGA CHAINRING	43, 44. 45 Tooth	9.50
REDLINE FLIGHT CHAINWHEEL	40-46	17.54
SUGINO CHAINWHEEL		9.35
SUGINO SPIDERS	Rd, Bl	4.00
TUFF-NECK CHAINWHEEL, Wh, Pk, Gn		2.20
TUFF-NECK POWER DISC, Wh, Pk, Gn, Bl		2.00
TIOGA MAX-FLO SPIDER		5.95
HARO UNI-DIRECTIONAL CHAINRING, Blk, Sil		11.40
HARO LASER DISC		12.38
TIOGA NUTS & BOLTS		3.90

PEDALS

HUTCH HI-CALIBER	9/16, 1/2	12.95
HUTCH PRO RACING	9/16, 1/2	Sealed 58.94
SHIMANO DEORE XT	9/16, 1/2	34.50
SHIMAND DX	9/16, 1/2	19.86
SHIMAND PD MX-15	9/16, 1/2	11.95
ODYSSEY YPX	9/16, 1/2	14.95
MKS WAXPHITE X	9/16, 1/2	11.95
MKS GRAPHITE 2000	9/16, 1/2	9.97
SR SPEEDTRAP	9/16, 1/2	Unsealed 28.88
SR SPEEDTRAP	9/16, 1/2	Sealed 43.90
REVCORE RACING PRO, MINI	9/16, 1/2	Sealed 78.79
SUNTOUR XCII	9/16, 1/2	21.94
CW GRINDER		15.72
VICTOR 747 (Bearclaw)	9/16, 1/2	8.80

BRAKES & SHOES

ACS 80A BRAKE	"NEW"	CALL
ACS TANGENT 860 BRAKE		10.94
DIA-COMP 883 NIPPON BRAKE Without Levers		15.85
DIA-COMP 883 NIPPON With Levers & Cable		22.50
DIA-COMP 901		13.58
DIA-COMP 990 REAR BRAKE		19.97
DIA-COMP 992 REAR BRAKE		20.75
DIA-COMP BULLDOG		16.50
DIA-COMP 890 (Blow Out)		7.95
DIA-COMP 900 With Lever/Cable		10.95
DIA-COMP MX 1000 With Lever/Cable		12.54
ODYSSEY 2000 With Lever/Cable	Rear	14.96
ODYSSEY 2000 F/S		14.96
ODYSSEY PITBULL		18.65
PEREGRINE FX III UNIVERSAL BRAKE/CABLE		12.50
PEREGRINE FX III UNIVERSAL BRAKE W/Lever		13.87
SHIMANO DEORE XT U BRAKE		24.66
KOOL STOP VANS BRAKE SHOES		4.15
SKYWAY F/S TUFF PADS		3.10
ACS Z PADS		3.20
ODYSSEY TRIAX & WAVES SHOES, Blk, Wh		2.45
DIA-COMP NUTTED & UNNUTTED SHOES, Blk, Wh		8.94

LEVERS

ACS TANGENT LEVERS		11.95
DIA-COMP TECH 7		12.97
DIA-COMP TECH 77	"NEW"	13.99
DIA-COMP TECH 5, 6	Single	6.50
ODYSSEY RX 5		15.87
PEREGRINE UNIVERSAL FX III, Wh, Blk, Ch		12.95

STEMS & HEADSETS

ACS SLANT 55		14.45
ACS 45		11.98
BOSS		39.95
DYNO SPIN-TECH		22.87
DK PRO. XL, MINI		23.25
GT	"NEW"	16.45
GT "OLD" BLOCK STYLE, Ch, Blk, Bl, Navy		16.43
HARO RACING		23.98
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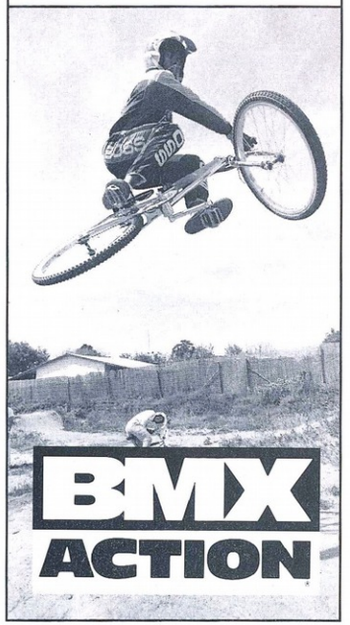

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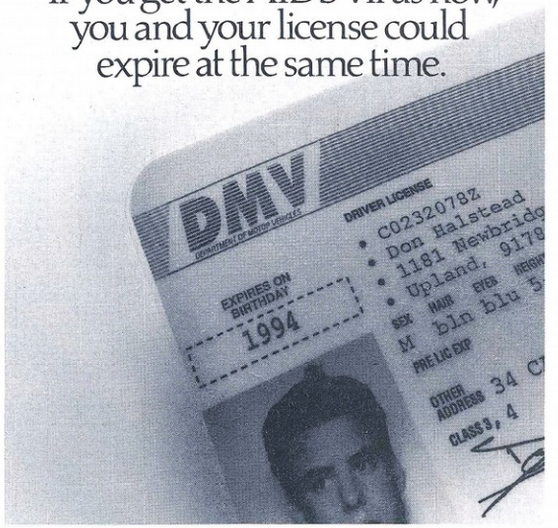

Many people in their twenties who have AIDS may have been infected in their teens. Don't wait for proof that AIDS exists. 1-800-342-AIDS.

AMERICA RESPONDS TO AIDS

This is a message from the U.S. Centers for Disease Control.

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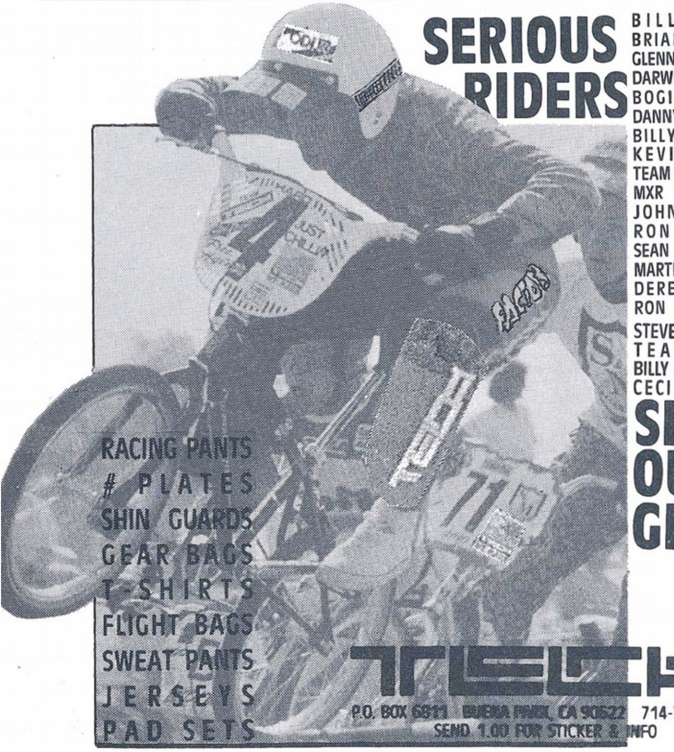

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LONE STAR

Continued from page 45

introduce current top-hitter in 13X, Frank Delgado. He's suddenly risen to fame and fortune, taking over the throne that Nick Liberatore once ruled.

"Closing in on the top-5 we find striving ABA No. 1 pro, Mikey King. He sat on the top of the charts for a few months, quickly fell a while back, and is now slowly climbing his way up. A Pro Open win on Sunday is a good sign that we'll see the Haro pro kickin' his Signature frame into hyperdrive soon.

"Matt Hadan is the guy who's currently sitting in the ABA No. 1 amateur standings. Diamond Back's team manager told us, 'I want Matt to do a Mikey — get No. 1 am, turn pro, and then get No. 1 pro.' That's a hefty goal, but quite possible when you're talking about Matt Hadan.

"If you want to compare BMX to music, this is one guy to do it with. Steve Veltman grabs No. 4 on the Case'Em Charts with his re-releasing the power and strength that gave him ABA No. 1 back in '83. Out of all 1,500+ riders in Austin for the Lone Star's, Veltman took the first jump best. And everyone knew it.

"And here we have it. . .last year's top man of Texas, Terry Tenette, tossed down to No. 3. . .but not easily. T-man still won pro cruiser on Sunday and placed high enough in overall points to win the first (of three) Yamaha Pro Series. The ABA awards him a Yamaha cycle for the accomplishment and buys back his 94 points at $5 each — counting out to 470 frogskins.

"Now for No. 2. . .it's. . .Charlie Townsend, who won it all at the wrong time of day. Y'see, what I've been waiting to tell you is that Saturday night's mains got rained out because of that unpredictable Texas weather, meaning Day One's semis and mains were run at 7:00 Sunday morning instead of practice. And Charlie doubled. . .but was plum-tuckered out when the Pro Series semi's rolled around. Still, a good effort put out by Chuckie.

"Finally. . .what you've all been waiting for. . .the top of the charts. . .Casey Case'Ems top pick of the Big Daddy Ralph's Lone Star nationals. . .winner of AA Pro. . . the surprise of the century. . .Cecil Johns. His first gold record! And there will be more. Right, Cecil? □

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89 Haro Pro F/S Bar • cp, bk 26.95
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RACING HANDLEBARS
Boss Pro Bar • cp $39.95
CW CR-MO Bar • pro, std, cruise • cp, wh 25.95
GT Pro Series Bar • pro, std, xl • bk, cp, wh 22.95
GT Mini CR-MO Bar • cp 19.95
89 Haro Pro Racing Bar • cp, bk 26.95
Powerlite Bar • pro, jr • cp 26.95
Revcore CT Bar • pol sil • pro, std, mini 29.95
Robinson Pro Racing Bar • bk, cp 24.95

GRIPS & DONUTS
AME Mini • bk, bl, rd, wh, $4.50
AME Super Soft • wh, rd, bk, lt bl, dk. bl 4.95
AME Tri or Round • rd, bl, wh, bk 3.95
GT AME Grips • bk, bl, wh 4.95
Jive Handle Grips • bk, bl, wh 8.95
Mushroom I • rd, bl, wh, bk 5.50
Mushroom II two-tone • bk/wh, rd/wh, bl/wh 6.50

CRANKS (ONE PIECE)
Takagi/Sugino CR-MO 24T 175, 180mm • cp, wh $11.95
SR Turbox Tubular 175mm • cp 26.95

CRANKS (THREE PIECE)
GT Power Series • 175, 180mm • sil $139.95
Profile Delux 3-pc Crank Set 175, 180mm • cp 139.95
Redline Flight Group Crank • 175, 180mm • cp 149.50
Sugino CT 175 CR-MO 3-pc • cp 49.95

PEDALS
1/2" is for 1-piece cranks, 9/16" is for 3-piece cranks
Hutch Pro sealed bearing • cp $64.95
MKS Graphite • bk, wh 13.95
MKS Graphite 2000 • bk, wh 15.95
NEW! Odyssey VPX Pedals 18.95
Revcore Racing polished sil • mini, pro 89.95
SR Sealed • cp 42.95
Suntour XC-II Bearclaw • bk/sil 22.95
Urchin Cages • Suntour, Hutch, SR • bk 19.95

BOTTOM BRACKETS
24T is for 1-piece cranks and 28T is for 3-piece cranks
Hadley Bottom Bracket • sealed • 28T, 24T • cp $38.50
Redline Flight Group BB • sealed, for flight cranks 46.95
Tioga Sealed Mechanism for 1-piece • 24T 14.95
Tioga Sealed for 1-piece • 24T, 28T 24.95
Tioga Standard BB • 24T, 28T 5.95

POWER DISCS AND SPIDERS
Hutch Aero Speed Disc • cp 17.50
Tioga Compact Disc Spider • bk, bl, • cp 11.95
Tuf-Neck Power Connection • sil, bk, bl, rd, cp, wh, lav, grn, pk 8.95

FREEWHEELS
ACS Free-coaster Kit $19.95
Shimano DX CR-MO 16T, 17T, 18T • cp 6.95
Suntour 16T, 17T • 1/2 x 3/32 • cp 6.95

CHAINS
GT BMX Chain • bk/sil $6.95
Izumi Two-Tone • bk/sil, bl/sil, rd/sil, wh/sil, wh/bk 5.50
Sedis Sport 1/2 x 3/32 • bk 6.50
• sil 9.95

CHAINWHEELS AND BOLTS
Haro Lazer Disc Sprocket 43T, 44T • bk $13.95
Redline Flight Group Sprocket • sil 19.95
Sugino Universal or Tuff Neck 39-45T • bk, bl, rd, go, cp 8.95
Tioga Lazer Disc Chain Ring 43T, 44T
• sil, wh, lav, bk, pk, bl, gra 13.95
Tioga Lazer Disc Chainwheel 1-piece cranks
• 43T, 44T • sil, wh, lav, bk, pk, bl, gra 13.95
Nut and Bolt Set • bk, cp 3.95

BRAKES AND BRAKE PADS
Dia Compe 990 rear brake • sil, wh, bk $19.95
Dia Compe Bulldog caliper only • bk, sil, wh 15.95
Freestyle 883 Brake Nippon
• front or rear • wh, cp, dk. bl 23.95
MX 901 w/Tech Lever • rd, bl, bk, wh, sil 19.95
• cp 21.95
Odyssey Pit Bull • wh, bk, bl, sil 19.95
Odyssey System 2000 front or rear • wh, bk, bl, sil 11.95
Odyssey RX-5 Levers • wh, bk, bl, sil 15.95
Tech 7 Aerial Lever • bk, sil, wh 13.95
NEW! Tech 77 Levers • wh, sil, bk 17.95
Dia Compe Aerial Brake Shoes • bk, wh two pr. 9.95
Skyway Standard Brake Pads • rd, bl, wh, bk 3.95
Skyway F/S Brake Pads • rd, bl, wh, bk 4.95
Odyssey Gyro Cables • front or rear • bk, rd, bl, wh 4.95

BUILT WHEELS
wheels sold in pairs only
Araya w/Suzue Sealed Hubs
• 20 x 1.75, 1.50, 1-3/8, 1-1/8 • cp $99.50
Araya 7X w/GT Hubs • cp 119.95
Araya 7X w/Bullseye Hubs • cp 149.95
Peregrine HP-48s Super Pro • cp 164.95
Peregrine HP-48s • sil 79.95
RL Edge 48s w/R.L. Hub or Freecoaster • sil 109.95
Skyway Tuff II • freewl or coast
• rd, bl, wh, bk 46.95
Sun Mistral Rims w/SR sealed cp hubs, polished sil rims
• 20 x 1.75, 1.5, 1-3/8, 1-1/8 89.95
Tioga w/Araya 48 Spoke Wheels • sil 64.95

SPOKES
Asahi Double-butted Spokes • cp each $ .20
Asahi Double-butted Spokes • stainless steel each .20

RIMS - 20" & 24"
prices are for one rim only, not wheels; labor charge for built wheels - $7.00 per wheel, $10.00 per wheel for GT race lace
Ambrosio Rim 20 x 1.75 • gra $18.95
Araya 7X Rim 20 x 1.75 • cp 28.95
Araya 7X Rim 24 x 1.75 • cp 28.95
Araya 7XN Rim 20 x 1.5 • cp 28.95
Araya 20 x 1-3/8, 20 x 1-1/8 • cp 24.95
Araya 7X 48 hole • cp 28.95
Sun Mistral Rims • sil • 20 x 1.75, 1.50, 1-3/8, 1-1/8 18.95

HUBS
hubs sold in pairs only
Bullseye Sealed Bearing Hub
• bk/sil, bl/sil, rd/sil, wh/sil, sil/sil $89.95
GT Race Lace Hubs • wh, bk, cp 59.95
GT Sealed Bearing Hub aluminium/cr-mo • cp, wh, bk 56.95
Revcore Sealed Flip-Flop 36 hole • polished sil 79.95
Suzue Hub large flange • cp 18.95
Suzue Sealed Bearing Hub small flange
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Dyno Drain Pipe • pk, wh, bl, cp, bk $8.95
GT Straight Post • cp, wh, pk, bl, bk 5.95
GT Lay-Back Post • cp, wh, pk, bl, bk 7.95
Haro Straight Post • cp 6.95
Haro Lay-Back Post • cp, bk, turq, coral, bl 8.95
Revcore Straight Post cp • 14", 16" 15.95
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DK Seat Post Clamp round style • wh, bk, cp $8.50
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Odyssey RX-2 Seat Clamp • bk, wh,pk, bl, rd 3.75
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Haro Axle Pegs 24T, 26T • sil, bl, bk 9.50
Tioga Beartrap Angled Frame Standers • cp, wh, bl, bk 5.95

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Tioga Freestyle • rd, bl, bk, wh, grn, lav, pk 10.95
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UNI Mini Seat • wh, bk 19.95
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Comp III Tire 20 x 1.75 • rd, bl, bk, wh 8.50
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Comp Stadium Tire 20 x 1.75 • rd, bl, wh, bk 8.95
Haro Stadium Tire 20 x 1.75 • bl, wh, bk 9.95
Odyssey Barefeet • bl, wh, bk 9.95
Tioga Superlite Tube • 20 x 1-1/8, 1-3/8, 1.75 4.75

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• bl/wh, bk/gra, rd/wh/bl, rd/wh/bk 54.95
T-Shirts • s-m-l • team haro, haro designs, bar hop air better life, bike world, speed jump, Ron Wilkerson signature 10.95
Sweatshirts • s-m-l • team haro or haro designs bk, wh 23.95
Button-up Shirt • s-m-l • team or graphic • bk, wh 29.95
Team Demo Top • s-m-l • bk, wh, neon yel, neon org 25.95
Team Demo Shorts • s-m-l • bk, bl, wh, neon org 32.95
Graphic Shorts • evens 28-34 • wh/bk, bl/bk, khaki/bk 32.95
Cross-Trainer Cycling Shorts • s-m-l • bk lycra 29.95
Haro 8-panel Lycra Cycling Shorts • s-m-l • bk 29.95
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T-Shirts • s-m-l • logo, bmx, 89 tour 10.95
89 World Tour Sweatshirt • s-m-l • wh 24.95

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Jersey • boys m-l • mens s-m-l $24.95
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89 Fishwear Sweatshirt • s-m-l • bk 24.95
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Street Shirts • s-m-l • supergraphic, alphabarb, street splat, crackle, ramp bars, big skull, gator, raw, 27.00
Pants • xs-s-m-l
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Shorts • xs-s-m-l • bk, asst'd designs 26.00
Suede Hightop Shoes • sizes 6 1/2-10 • bk/bk, bl/bk 36.00
Canvas Hightop Shoes • sizes 6 1/2-10
• alphabarb, bl/bk stipple, rd/bk stipple, others 30.00
Logo Sweatshirt • s-m-l-xl • wh 23.00
Hip Packs • bk, asst'd designs 9.95

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Redline Jersey • mens s-m-l • wh 23.95
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Legal Action • s-l • cotton • full, half • bk, wh, bl $4.95
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• s-m-l • bk/wh, bl/wh, rd/wh/bl, rd/bk/wh 18.95
Pacific Palm Full Finger • s-m-l • rd, bl, lav, bk 17.95

BIKE PADS
Dyno Pad Set • wh/bl, wh/bk $10.95
GT Pad Set • bk, bl 11.95
Flite Solids • rd, bl, wh, bk 8.95

BODY GUARDS
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Hammer Shin Guards • s-m-l • bk w/asst'd colors 27.95
NEW! Hammer 2'z Shin Guards • w/velcro • bk • s-m-l 32.95
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On THE COVER

TRAVIS CHIPRES

If you've never had the opportunity to talk with Travis Chipres, you MIGHT consider yourself lucky. That is, if you don't have a spare hour to spend discussing everything in BMX, from current pro attitudes to his old Robinson days.

But when we called Travis on this particular day, we had all the time in the world. You see, he had just been chosen for the September cover — his second. And like usual, he began spurting off BMX comments a mile a minute. First, about a mountain bike race he and training partner Billy Harrison had competed in a week earlier. Although he didn't win like Billy did, Travis had a blast and spent 15 minutes telling us every detail.

Moving on to the next subject, possibly for use in *On The Cover*, we asked Chip about his present reputation with the pros. It is a reputation which slowly developed due to his go-for-it riding style which a number of pros are beginning to dislike — some even retaliating through on and off the track intimidation. **"If someone can intimidate a guy from doing his best, then that's one less person you have to worry about. The guy that wins is the guy who isn't worrying about anybody. If you're on the gate and are still worrying about someone else because of something that happened earlier that day, then you're not going to be at your best."**

The intimidation convo went on for about ten minutes, recalling situations in Lemoore with D.D., Palmer in Texas, Blaser in Roseville. **"It's so funny what people say at the track. It's like they're so bored, they want to start a ruckus. For example, I'm in the infield rooting for Billy who's passing Ron Pettit. And Billy's already committed and sees that he can pass Greg too. So he and Greg bump a bit and end up crashing. So somehow Blaser gets involved and tells me after the next race, 'Why weren't you there yelling for Billy to take us out again?' That's so dumb — first, I was just rooting him on, Billy's my friend, and it had nothing to do with Todd. Like in Indy, lil' Al Unser's been crashin' people but winning, and then this year, he went into a turn with someone and spun. When it was him getting crashed, he said, 'Two guys go in, one man goes out.' He didn't cry one bit. That's the way I consider myself — I want to win as much as anybody."**

Twelve minutes later, Travis concluded, **"I could be the type of person who cuts down on everyone or the type that keeps things going cool. No matter what, everyone's going to keep on trying to intimidate me. It bums me out that some cry-babies have to say stuff, but I can guarantee that I have more fun at the races than any of them."** And that, right there, is what's most important to Travis.

Next, we discussed the more positive side of BMX, which carried on for over a half 'n hour. **"All I want to talk about is how much I like the sport. How much I still enjoy it, 100 percent. Even if I don't do good, I'm never really mad after a race."** Travis falls into the category of being one of those types of hardcores who'd continue racing with or without a sponsor. If you took everything away from him except BMX, he'd still be stoked. **"My main thing I'd like to say is, even though I don't make as much money as most pros in the sport, I still enjoy BMX and like riding for the company I do. If somebody came along and offered me more money, it's hard to say what I'd do — I could use more money at home, but I know I wouldn't be as happy."** He sums it up by quoting Confucious, **"The grass isn't any greener on the other side of the fence, y'know?"**

With that in mind, we move on to talking about what things he likes about BMX. The people, the jumps, the competition. **"I look up to a lot of people in the pro class. For one, Mikey King. I think Mikey is probably the best rider out there — even if he's not winning right now, he's still the most talented rider there is. Like Ronnie was two years ago. Pros were mad because Ronnie would out-ride them. Mikey and Eric Carter — I like watching those two race."**

Indeed, there aren't many things that get Travis down. In Cecil Johns' fashion, teaching Wednesday night clinics at the Simi track brings him a lot of satisfaction. **"Every other Wednesday I do clinics at the Simi track — there are guys who just bought bikes and have never jumped before and I get them to clear doubles for the first time. That gets me psyched! I hold one week for beginners, and go through a lot of basic things. Teach them how to balance on the gate, how to ride through jumps smoothly — most kids hit a jump with their pedals straight up and down. Then I do the expert clinics the next week. We get heavily into gate starts, then work on speed jumping, using your momentum on the backside of jumps, going through berms, pedaling out of turns quicker, going high and low, making moves. . . stuff like that."**

Which reminded us, Travis' cover this month was shot at the Simi track, following one of his expert clinics. **"Man, the kids were so stoked that BMX ACTION was coming out there for a photo session. . . the clinic was over and those guys stuck around for two hours 'til (BMXA) came. We usually ride for hours afterwards. I never leave until it's dark."**

With that topic pretty much covered, we asked Travis what his local scene in Palmdale is like. . . to which, needless to say, we got a lengthy reply. **"When Billy (Harrison), Pat (Briggs), Rich (Bartlett), and I go riding, we see groups of eight or ten kids in these dirt lots. They're ALL crazy and they all ride BMX bikes. I rarely see freestyle bikes. . . but when I do, they have number plates, so you know they're thinking race."** Chippie went on after that, telling us about how "The U" recently got plowed, how he and Billy have been training on mountain bikes, and how stoked he gets from riding his bike. . . and getting pictures in magazines. **"One thing I'm REALLY stoked about is getting this cover. It was always my goal to get a cover ever since I was little. I always wanted to be on a team — and I did that, and now I have two covers of BMX ACTION!"**

Yes, Travis is quite a happy boy. And after talking to him for one hour, seventeen minutes, and 43 seconds, this *On The Cover* was quite long. It came time to interrupt Travis and tell him we had to go. In defense of why he's so talkative, Trav admits, **"I like to bug people. If you get me talking about the sport, I'll talk about it for days. Some people laugh at me — they say, 'Can't you stop talking about BMX?' I say, 'No. I can't.' I enjoy it too much. You know how some people say that when they get out of BMX, they'll stay far away from it? But I don't think I will. I'll always stay into it somehow. I'll always show up and be involved. I don't know what I'd be doing if I didn't get into BMX. People in BMX are like family. They take care of me. When I was younger, Bill Nelson and Joe Irwin would take me to the races. Still today, people take care of me — Doug at Simi Bike Works and B.C. Dave. Those are people I'd like to thank. . . and Mongoose. Everyone at Mongoose will bend over backwards for me. When my car broke down, Dave (Custadero — Mongoose's T.M.) said, 'Here, take the Suburban.' So I drove that for a week, then I broke the Suburban!"**

But, uh. . . that's another page-long story in itself.

□

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SPIKE

OUTTAKES

When asked what kind of car his $1,050 race bike would be comparable to, Dave Cullinan — factory Skyway am and knowledgeable exotic car expert, said it'd be a $110,000 Porsche 930 slant-nose turbo convertible. They both hang in turns; both have killer acceleration. . . and you can jump them both. Literally.

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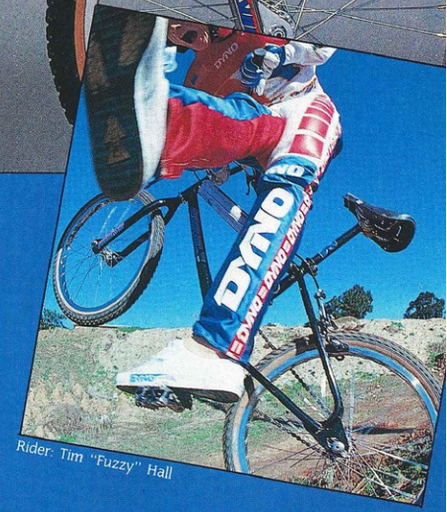

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