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MAY  
1986

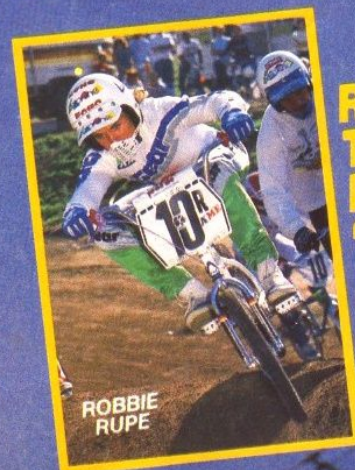


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**BIG TEST ISSUE!**

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- **GT PRO SERIES RACER:** ULTIMATE TRACK WEAPON?
- **SKYWAY STREET STYLER:** MORE THAN JUST A TUFF SET OF WHEELS!



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**HARDEST FREESTYLE TRICK EVER:**  
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# 1986 REDLINES SIMPLY AHH SOME

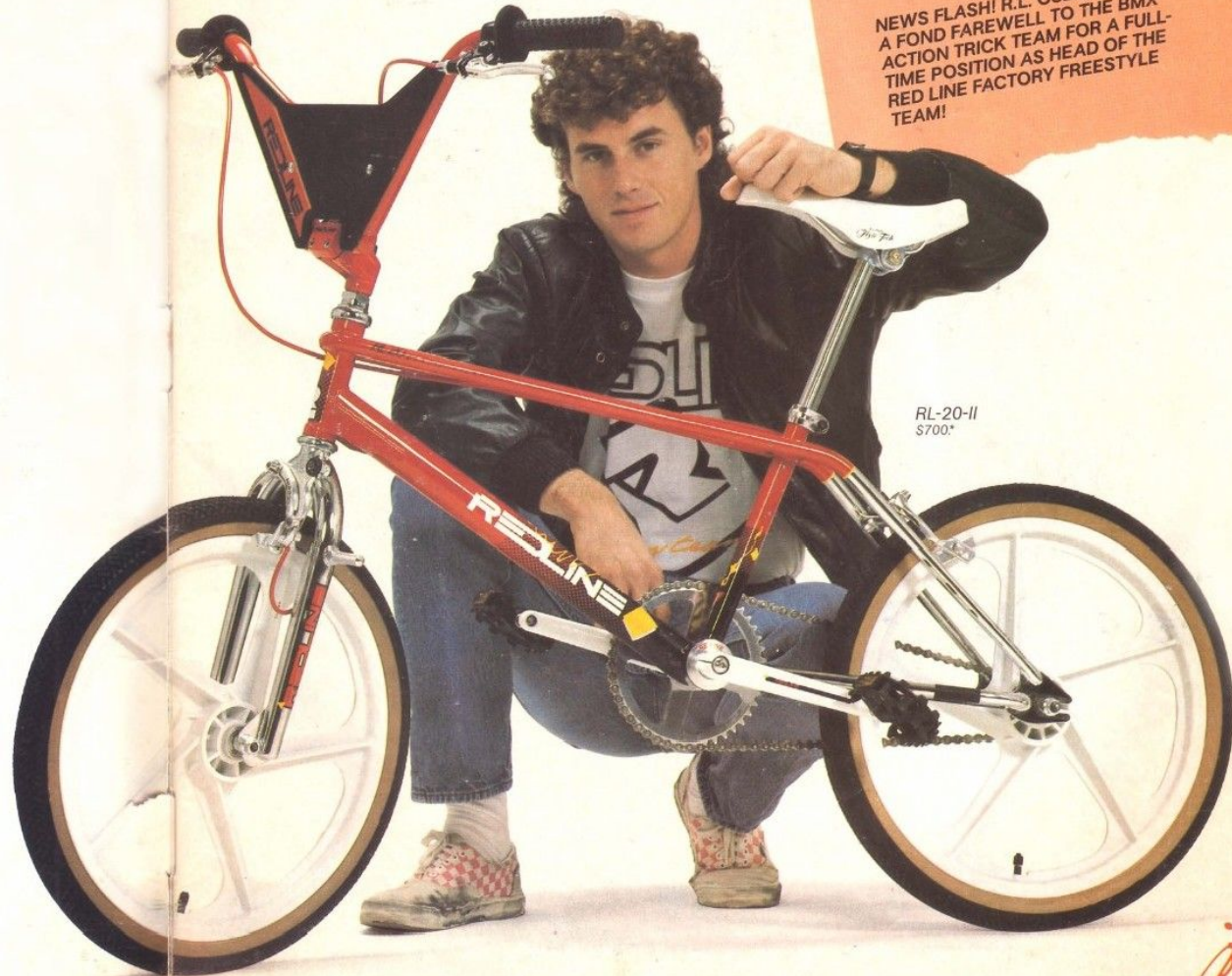
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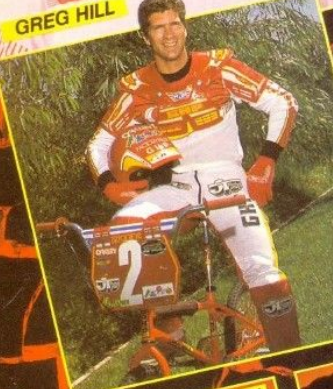
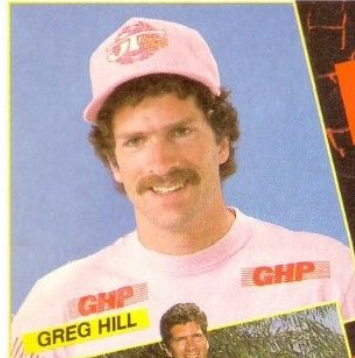
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# BMX PLUS!

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 VOLUME 9, NO. 5

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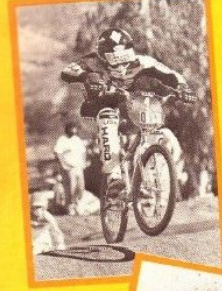
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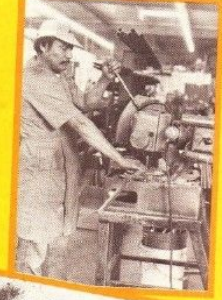
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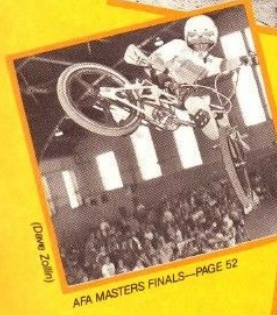
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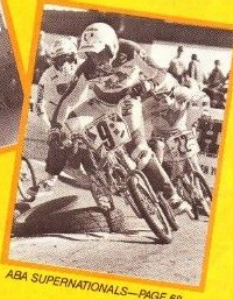
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**ON THE COVER:**—Randy Tischmann, the newest addition to the *BMX Plus!* Test Force, lays a rad cancan on John Ker's Nikon at Bluff's house. Tests: (Top) Rich Sigur, look-back lunacy aboard the Schwinn Free-Form Z. Photo by Mike Caruth. (Bottom) Robby Rupe rampagin' to victory at the USBA San Diego National. Photo by John Ker. Design by DeWest. Separations by Valley Film.

**WARNING:** Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

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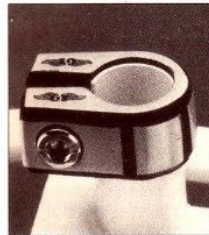
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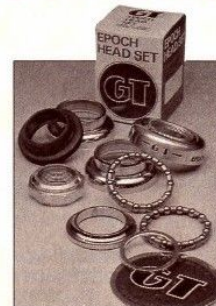
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# ANATOMY OF A WINNER

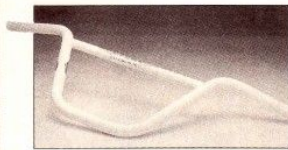
## GT® Performance Parts



**GT Seat Post Clamp** all new from GT, its lightweight aluminum with an allen-head bolt and forged GT logo and you can't miss the original GT two-tone design. (blue/white/black)



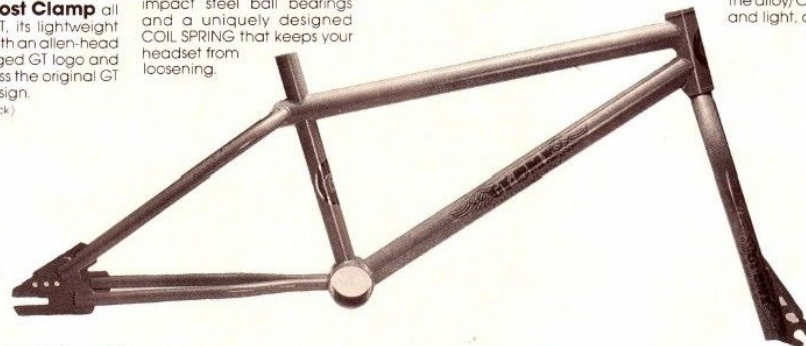
**GT/Epoch Headset** a very important part of dialing in your bike. The GT/Epoch headset is top quality; with MORE aluminum covers, high-impact steel ball bearings and a uniquely designed COIL SPRING that keeps your headset from loosening.



**GT Pro Bars** the proven standard. The GT bar is one of the most popular bars in BMX for one simple reason: it works. The strength and fit of the exclusive GT bend, the lightweight durability of GT 4130 Cr-Mo, the height, width and shape that allows you to perform best. (chrome/white/yellow)



**GT BMX Stem** BMX tough, GT quality. The four allen-head bolt design provides killer grip, the alloy/Cr-Mo makes it strong and light, and the polished GT logo gets the looks. (black/white/silver)



**GT Pro Frame Set** the heart of a winner. The absolute finest GT 4130 Cr-Mo, bent, wrapped and quality welded into the highest level performance frame geometry. More than race proven, the famous GT frame and fork can take you to new levels of performance. (pink/green/lavender/blue/yellow/white/chrome)



**GT/Shinko Tires** nowhere is a tire so important than at the start, or through a hard off-camber, or high on a soft berm, or anywhere you've got it all riding on the edge. GT Tires meet the challenge. The famous "GT" tread pattern grips great and the high pressure provides less rolling resistance. (black/white)



**GT/Izumi Chain** a chain has to take the pounding, the torque, the abuse of racing and come out intact, this one does. The GT chain is light, yet provides the minimum amount of flex to prevent any loss of power. (silver & black/white & black)

To build a winner you need the best, all the best. Not just a few good pieces here and there, but total performance parts inside and out. That's why all GT parts start at the track where conditions are at their worst. Because if we expect them to meet your tough standards, they've got to first meet ours. And with top pros like Tommy Brackens and Robert Fehd, those standards are high.



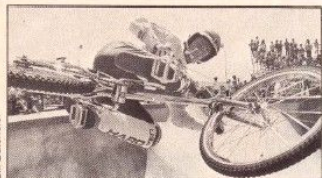
**GT Hubs** factory proven, GT Hubs are it; strong, lightweight performance. The one-piece hub shell features a special pressed-on inner bearing spacer for easy bearing removal. For such radical factory equipment you'd expect to pay in body parts, but you don't. (chrome/black/white)



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The King of the Skateparks contest series is returning. Jon Peterson, Combi Bowl at the Pipeline.

## THE AFA ANNOUNCES ITS NEW FREESTYLE CONTEST SCHEDULES

Bob Morales has announced the AFA's schedules of freestyle contests for 1986. There are ten contests in all—six Freestyle Masters contests and four King of the Skateparks events. Here are the complete schedules:

### FREESTYLE MASTERS SERIES, 1986

Mar. 15, 16: California, Olympic Velodrome  
 Mar. 12, 13 ..... Oklahoma  
 May 24, 25 ..... Ohio  
 Sep. 27, 28 ..... TBA (East Coast)  
 Oct. 25, 26 ..... TBA (East Coast)  
 Nov. 29, 30: California, Olympic Velodrome

### KING OF THE SKATEPARKS, 1986

Mar. 30 ..... Pipeline, Upland, CA  
 May 11 ..... Del Mar, San Diego, CA  
 Sep. 14 ..... Del Mar, San Diego, CA  
 Nov. 16 ..... Pipeline, Upland, CA

For additional information contact The American Freestyle Association, P.O. Box 2339, Cypress, CA 90630-1839; (714)895-4205.

## WIN A WEEK IN SUNNY CAL —UPDATE

As you probably know by now, we've been running monthly installments of a year-long contest since our January 1986 issue. Every month we've been hiding two questions somewhere in the magazine. After the December 1986 issue is printed, our readers will have approximately two months to send us the answers to the 24 questions we'll have hidden during the year.

We've been adding prizes to the contest as we go along, and we're adding another one this month, too. Eddie Fiola says he'll put on a personal riding exhibition at the Pipeline Skatepark for the winner of our contest. Our staff will come too, and we'll even let you use one of our cameras to shoot pictures of Eddie while you're there. In fact, we'll try to arrange to have Mike Dominguez and Brian Blyther come along for the photo session too. Who knows? We may even use one of your photos on the next cover of *BMX Plus!*



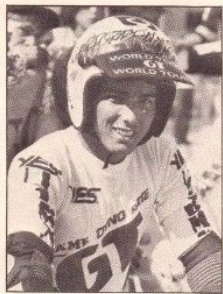
By John Ker



The 1986 IBMXF World Championships won't be in Venezuela after all.

## IBMXF WORLD CHAMPIONSHIP GETS MOVED TO ENGLAND

The IBMXF has announced that it is changing the scheduled location of its 1986 World Championships. The event had been scheduled to be held in Venezuela in August this year, but Bob Tedesco, president of the NBL, recently revealed that the IBMXF has decided to reschedule the race in England. We'll have more information about the change of plans in the next few months.



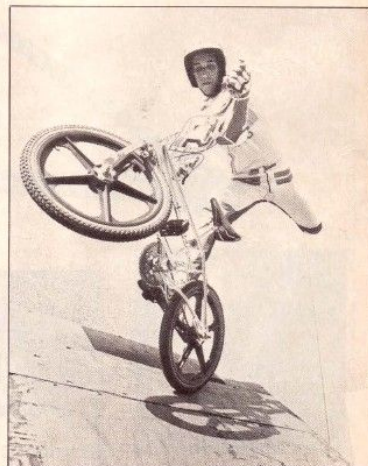
One of our readers is going to win a free trip to California. Included with it will be a personal photo session with Eddie Fiola at the Pipeline.

Of course, this prize comes in addition to the prizes already announced, like flying you to California and putting you up at the Disneyland Hotel. If all this sounds interesting to you, you'd better find copies of the issues you've missed in the last four months, read up on the rules, and find the questions hidden in those issues, so you'll have a shot at winning the contest.

## HUTCH SELLS THE NFA TO THE USBA

Hutch president Richard Hutchins told us recently that he had been talking with Rod Keeling and Wait Ehnat of the USBA about the possible sale of the National Freestyle Association to the USBA. The NFA has been doing very well with its freestyle contests, but Mr. Hutchins felt the sanctioning body would do better without its connection with Hutch Hi-Performance. In the past, other bike manufacturers have said they had no intention of doing anything that was going to help one of their competitors—such as sending riders to a freestyle contest put on by Hutch.

Anyway, the final terms of the agreement were finally worked out, and Hutch has now officially turned the NFA over to the USBA. As a result, the USBA will be in the freestyle business and will run the remainder of the NFA's 1986 contests. Incidentally, the first two NFA events of the season were changed. The first was canceled due to cold weather. The second was postponed until May.



Ron Wilton is top dog in the Schwinn freestyle effort.

## SCHWINN BUILDS ITS FREESTYLE TEAM

Schwinn is getting deeper into freestyle than ever before. They've signed three riders for 1986: Ron Wilton, Pete Augustin, and Jason Parkes. Wilton was sponsored by Schwinn last year, but the others are new to the Schwinn effort. (We shot photos of Jason just last month when we tested the Dyno Compe II freestyle bike.) All three riders live in California.



Bicycle back-flip artist Jose Yanez is featured in the movie "Rad."

## RAMP 1, WILKERSON 0

Ron Wilkerson says he always wears his helmet when working on his harder tricks, but he sometimes didn't bother if he wasn't doing anything difficult.

Well, Ron was riding the halpipe at Marc McGlynn's house this month and hadn't put on his helmet when something went wrong with an easy aerial. Marc heard a crash and found Ron unconscious on the bottom of the ramp. Marc ran inside and dialed "911." The ambulance arrived a few minutes later.

Marc says Ron came to after about five minutes, but Ron doesn't remember anything prior to waking up in the hospital. Fortunately, it looks like Ron is going to be all right. He suffered a concussion and cut up his face so badly that a plastic surgeon had to sew up the cuts. Marc says that Ron's face was so swollen he didn't even recognize him at first when he went to see him in the hospital.

Anyway, Ron says he's going to wear a helmet from now on. We think he's lucky he's got another chance. He was released from the hospital after a couple of days.

## GT WORLD TOUR SHAPES UP FOR '86

The guys at GT are putting the final touches on their plans for their 1986 World Tour. GT will field a total of three teams and at least eight riders to put on freestyle shows all over the world. The stars of the tour will be Eddie Fiola and Martin Aparijo; the other riders have yet to be announced. So far GT says there are 22 countries on the schedule, including Australia, Chile, Venezuela, Colombia, Japan, Hong Kong, China, Singapore, Finland, Norway, Spain, Italy, Luxembourg, Holland, the Bahamas, and the nations of the Caribbean. Who knows, maybe they'll even put in a few appearances in the United States for good measure.

## THE MOVIE RAD: WE SAW IT

We saw a rough cut of the movie *Rad* this past month. By "rough cut" we mean that the movie was complete except for the titles and some of the music, which will be added later. The screening was held for about 50 to 100 BMX racers so the producers and the director, Hal Needham, could see what kind of audience reaction the film might receive.

The story line follows a guy named Cru, nicely played by actor Bill Allen, who decides to enter the richest professional BMX race in history, when that race comes to his town. Apparently, Cru has never raced BMX before, but that doesn't matter. Thanks to his paper route he has honed his bike-riding skills to the point where even the top pros in the sport can recognize that he's a threat.

The movie has romance, intrigue, and plenty of action (both racing and freestyle) as it follows Cru and his efforts to get to compete on Hell Track, the incredible BMX track built especially for his race.

Hell Track is bizarre, to say the least. About 20 riders drop into the start down an ultra-steep, giant starting ramp. They then race around the track for several consecutive laps to see who will finish first. Among the fantastic features is a "cereal bowl," which comes complete with a large spoon that the riders have to ride up and off in order to exit the bowl.

A number of legitimate BMX stars participated in the film. Recognizable racers (wearing their own uniforms) include Richie Anderson, Mike Miranda, Rubby Rupe, Richard Fleming, Travis Chipres, Danny Millwee, Kevin Hull, and Scott Clark.

Recognizable freestylers include Martin Aparijo, Eddie Fiola, Pat Romano, Ron Wilkerson, R.L. Osborn, and Jose Yanez (who performs several of his ramp-to-ramp back flips while doubling for two of the stars).

There are even some recognizable big-name movie stars involved. Jack Weston, Talia Shire (Mrs. Rocky

(continued on page 77)

## BMX PLUS! TEAM DIRECTORY

### Part I

In our February issue we asked readers to send in specs on their local BMX and freestyle teams. We originally planned to publish all of them in a future issue. Within a month we received well over 150 team directory submissions. As a result, we have decided to change the game plan. We're not going to publish all of them in one issue; instead, we're going to try to run some every month!

If you haven't sent in your team's entry yet, do so by sending all the listed specs on your team to *BMX Plus!* Team Directory, P.O. Box 9502, Mission Hills, CA 91345-9502. We'd also like you to include a photograph of your team, so send one in if you can.

**TEAM NAME:** SCOTT CLARK PRODUCTS  
**TYPE OF TEAM:** Racing  
**NUMBER OF RIDERS:** 22  
**TEAM CAPTAIN:** Melinda Drevs  
**RIDERS' NAMES:** Wendell Anderson, Reggie Brown, Corey Dillard, Steve Dillard, Jamie Drevs, Erik Durant, Brett Engstrom, Darryn Johnson, Earl, Tracy, Brian and Kevin Kane, Tracy Kikawa, Raul Licon, Mike Long, Tressa Miller, Mike Mishler, Jeremy Rutkowski, Jason Shegas, Kenny Washington, Jamie Keland, Ray Coe  
**TEAM ADDRESS:** P.O. Box 1882 Lomita, CA 90717  
**MAJOR SPONSOR:** Scott Clark Products  
**COSPONSORS:** Bicycle Center, Redondo Beach

**TEAM NAME:** WOODEN WHEELS TRICK TEAM  
**TYPE OF TEAM:** Freestyle  
**NUMBER OF RIDERS:** 3  
**TEAM CAPTAIN:** Kevin DeCoursey  
**RIDERS' NAMES:** Chris Beyer, David Wilson  
**TEAM ADDRESS:** 28 Marcor Dr., Newark, DE 19713; (302)454-1573  
**MAJOR SPONSOR:** Wooden Wheels Bike Shop  
**COSPONSORS:** None

**TEAM NAME:** RIVER OATS CYCLE  
**TYPE OF TEAM:** Racing  
**NUMBER OF RIDERS:** 3  
**TEAM CAPTAIN:** None  
**RIDERS' NAMES:** Scott Freeman, Kicker Scott, Ricky Yandle  
**TEAM ADDRESS:** 3702 Lorna Rd., Birmingham, AL  
**MAJOR SPONSOR:** None  
**COSPONSORS:** None

**TEAM NAME:** BIKE FACTORY TRICK FORCE  
**TYPE OF TEAM:** Freestyle  
**NUMBER OF RIDERS:** 3  
**TEAM CAPTAIN:** Ronny Boeque  
**RIDERS' NAMES:** Jordan Arruda, Adam Jung  
**TEAM ADDRESS:** 724 Keeaumoku St., Honolulu, HI; (808)946-6927  
**MAJOR SPONSOR:** Bike Factory  
**COSPONSORS:** Twin & Country Surf Designs

**TEAM NAME:** FREESTYLE INCORPORATED  
**TYPE OF TEAM:** Freestyle  
**NUMBER OF RIDERS:** 2  
**TEAM CAPTAIN:** Mark Lundy  
**RIDERS' NAMES:** Tony Reyes  
**TEAM ADDRESS:** 473 Barwood Dr., Gahanna, OH 43230; (614)741-6940  
**MAJOR SPONSOR:** Gahanna Sales & Service  
**COSPONSORS:** MDL Freestyle Division, Stoked Enterprises

**TEAM NAME:** PLYWOOD HOODS  
**TYPE OF TEAM:** Freestyle  
**NUMBER OF RIDERS:** 5  
**TEAM CAPTAIN:** Mike Daily  
**RIDERS' NAMES:** Kevin Jones, Brian Peters, Dale Mitzel, and Mike Jones  
**TEAM ADDRESS:** 3320 Spondin Dr., York, PA 17402; (717)757-3096  
**MAJOR SPONSOR:** Wes' BMX East  
**COSPONSORS:** ODI



## SEARCH AND WIN

Dear *BMX Plus!*,  
I'm writing to you because in your January issue, you started a contest called "Win a Week in Sunny Cal." In the contest readers were supposed to find two questions in that issue and each of the next 11 issues. I bought the February issue and decided to get into the contest, so I searched the February issue for the two questions and found them, but when I went back to the January issue, I could find only one. Every member of my family read *BMX Plus!* looking for the question and couldn't find it. Is it possible you may have forgotten to put it in there? Finally, are we supposed to send in the questions to you every month, or hang on to them and send them in at the end of the contest?  
**Carl Dean**  
Ft. Rucker, AL

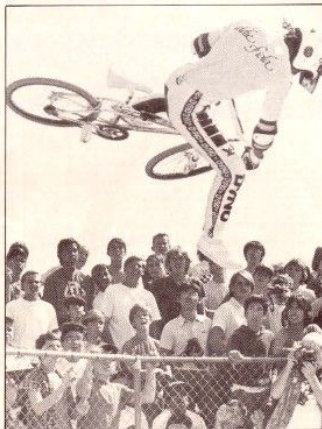
So you've decided to get into the contest, eh, Carl? That's cool; it's going to be a doozy. About your questions: The January issue DOES have two questions in it. That's the beauty of this contest; you have to read every inch of the mag (ads, fine print, etc.) in order to find the questions. We purposely made the questions hard to find, so our most dedicated readers would have the best chance of winning. It'll be worth it, though—the prizes are piling up more and more every month. As for your final questions, we're glad you asked. Some people have misunderstood the rules and sent in their entries every month. Those entries do not count. We are not accepting entries until the middle of October. So if you've sent in a "Win a Week" entry, better look up the questions again, answer them on a sheet of paper, and hang on to it until you find the questions in the January through December 1986 issues.

## I HATE ROLLER DERBY

Dear *BMX Plus!*,  
In your February 1986 issue you mentioned that the IBMXF World Championships were going to be on TV January 18 at 10:00 a.m. They weren't. When I turned on my TV at 10:00, there was a roller derby championship on. What happened?

## Very Disappointed

Norwich, NJ  
Well, Mr. Disappointed—or may I call you Very—we were expecting to see the race on ESPN too, and turned it on only to find a sport fishing demo. At least you got roller derby. It turns out that the scheduling was changed to some time in March. They wouldn't commit to an exact date. Now they tell us!



Skatepark maestro Eddie Fiola. Even "The King" has his critics.

## HEAVILY BUMMED!

Dear *BMX Plus!*,  
First off, I'd like to say that your mag shreds—keep up the great work.  
I'm writing to you in regard to the final round of the King of the Skateparks series. The decision to give Eddie Fiola the title was a lame one. If Eddie and Brian had equal points, they are both kings and should both be able to hold the title. The tie between Dominguez and Blyther shouldn't make much of a difference; both rode well and should have been awarded second-place points. As far as the bucks, Blyther and Dominguez should have split second-place bucks. Why that didn't happen is a mystery to me. After holding contests for as long as they have, the fact that AFA has no written rules is crazy. They need a set for 1986 real badly!

Another thing that bugs me is the statement that Eddie made about the highest air contest not being worth riding in. That was a big disappointment to Fiola's fans, because if he really deserves the King of the Skatepark title, he should have at least entered the highest air comp, thereby proving that he deserves the title. After all, isn't that what the contest is all about—trying to find the best rider in all aspects of skatepark riding, hence the name "King of the Skateparks!" If the fans hadn't chipped in \$890.04 for the highest air purse and paid five bucks a head to see the competition, the contest wouldn't have been as good as it was. I look at it this way: Fiola's statement that the highest air contest isn't worth entering is like saying that the fans are not worth pleasing!

How can a person who doesn't care about his fans be honored with the title of King of the Skateparks?

**Tim Mushalko**  
White Oak, PA

## A LESSON LEARNED

Dear *BMX Plus!*,  
I have an '86 Free-form EX. Earlier in the school year my dad said that if I didn't get my grades up, he was going to sell it. I worked my buns off in school and brought my grades up from D's and F's to C's and B's. I get to keep my bike! I just have a little advice for you fellow freestylers: Keep your brain workin' at school and stay out of drugs.

**Scott Cline**  
Adrian, MI

Dude, you've got the right idea. Maybe if you bring them up to A's, your dad will help you put a halfpipe in your backyard. Keep up the good work, Scott!

## SHARP AS A TACK

Dear *BMX Plus!*,  
I hate to correct the experts, but in your February issue in the "Ask the BMXperts" column, you said that UNI Olympic Wheel Covers are for Tuff Wheels, and the UNI Trans Am Design is for spoked wheels. I'm writing to tell you that it's the exact opposite.

**Tommy Casale**  
Bronx, NY

Your readers are pretty sharp, all right. We did that on purpose to see how many people would catch the error. Okay, you passed our test! Seriously, we caught the error once it was too late, and we apologize for the oversight.

## LOOKING FOR THE HOW-TO DICTIONARY

Dear *BMX Plus!*,  
I live in boring old St. John's, Newfoundland, up in Canada and am stuck doing the same old tricks day after day. I have a few friends who also ride, and they know the same tricks I do. We want to learn more tricks. Do you know where we can get a book of all freestyle how-tos, or could you start running more in your mag? Thanks.  
**Bored, Bored, Bored**  
St. John's, Newfoundland, Canada  
In search of how-tos? Well, you've come to the right place. *BMX PLUS!* has just released a special issue which has step-by-step how-tos for over 60 tricks, as well as complete ramp plans and an equipment guide. You can get more info on this special by either writing our back issues department or by checking out the newsstand where you buy *BMX PLUS!* □

# THE BATTLE LINES HAVE BEEN DRAWN



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# TRICK STUFF

□ In the February '86 issue, we brought you special coverage of the Interbike Trade Show in Reno, Nevada. It seems as though you liked it, judging from the letters received. With that in mind, we felt obliged to bring you coverage of the Bicycle Dealer Showcase (BDS) trade show in Long Beach, California. The show was held in mid-January, and most every company that manufactures bicycles or has anything to do with them was on hand to see what was new for the 1986 season. Like the Reno show, the BDS show had a freestyle demonstration of three shows a day for the three days the show ran. Included in the roster of riders were Brian Scura, Martin Aparijo, R.L. Osborn, Ceppie Maes,

Ron Wilton, Ron Wilkerson, Dave Nourie, and a bunch of other freestyle stars. Both the AFA and the NFA had booths at the show and held a mock contest to show the bicycle dealers what a freestyle contest is like. The whole thing was whipped together by Brian Scura, who did an excellent job of coordinating everything from the riders to the announcers.

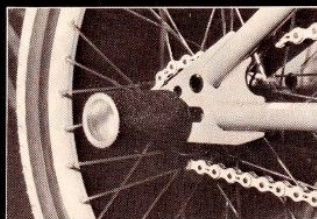
Anyway, whether or not you've seen these "new" products yet, we thought that we'd bring them to you so you can not only get a look at the new products coming down the pike, but the amount of work that goes into bringing these things to your local dealer. Hope you enjoy the spread!



This is maybe a quarter of the BDS Long Beach exhibit area. There was a whole other half FILLED with bike manufacturers from all over the world.



Power Plus Products was in Long Beach telling the world about its new X-2 transmission system. The X-2 operates using two chains. The shifter is operated by a lever traditionally used for brakes. For those of you who want to shift into the winner's circle, write Power Plus Products, 920 Gavler St., New Orleans, LA 70112-1602.



Leeworld was on the scene with its new axle pegs. They come complete with two bolt sizes (24 and 26 TPI) in the same package, so you don't have to worry whether you have the right size axles. The Leeworld Stylizer Pegs also come with grip tape already applied, so all you've got to do is put 'em on your bike and hit the pavement. Ask your local dealer for Leeworld Stylizers.



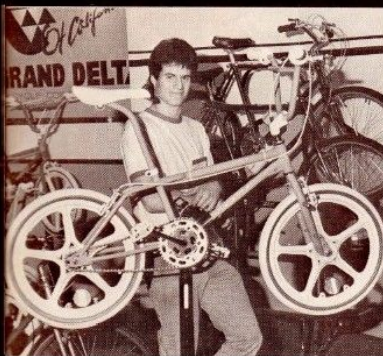
Odyssey was at the show displaying its new Gyro cable detangler. The Gyro operates with two cables to provide an even pull when you apply the brakes. It was designed by freestyle's mad scientist, Brian Scura. The best thing about the Gyro is that it will be considerably less expensive than the other detanglers on the market. For more info ask your local bike shop for Odyssey.



Yvonne Shoup and the Free Agent gang were also at the show. Here, Yvonne shows off her new entry into the freestyle market.



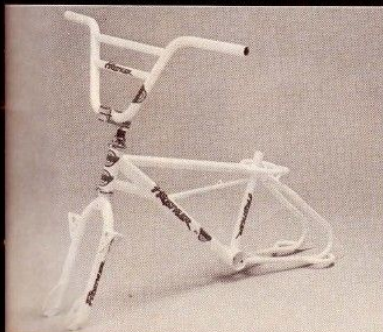
A stop at the CW booth would have found Pacific Palms pad sets. They're new and come in all kinds of rad colors. If you're the kind of radster who demands to be different, you can latch on to some Pacific Palms at your local hot shop.



Grand Delta freestyler Darcy Langlois was hangin' out at the Grand Delta booth with their new "Off the Wall" bike. The bike is available at local bike shops everywhere for under \$225. If you just have to have one, you can write to Grand Delta Cycles, 657 Madrone Ave., Morgan Hill, CA 95037.



Haro was at Long Beach with a major booth. Rumor has it they'll be coming out with a new skate deck in the very near future.



Profile was also at the show with their new Prostyler frame-and-fork set. Not only does it have standing platforms in all the right places, it has the Profile craftsmanship everyone has come to know and love! It's also available in all the hot colors. Those interested in getting dialed in on the Prostyler can write Profile Racing Products, 5290 90th St., St. Petersburg, FL 33708. □



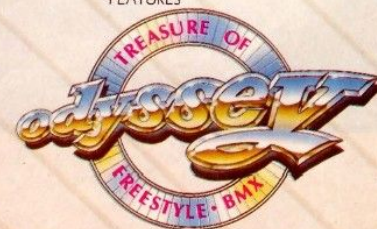
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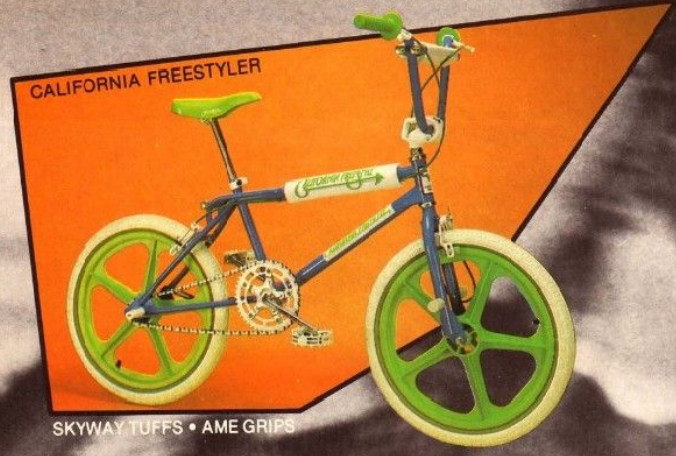
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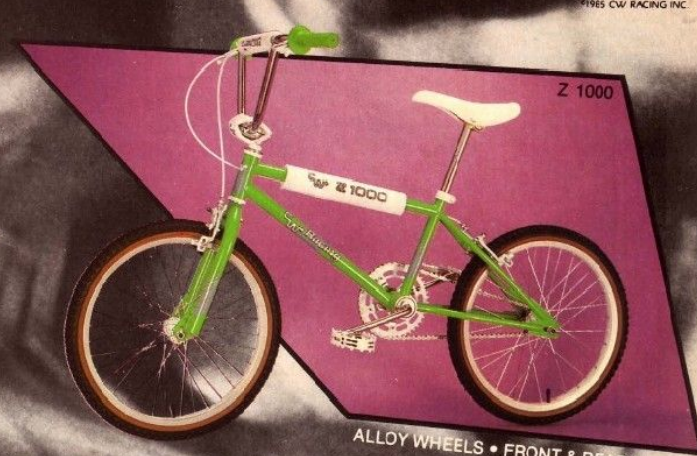


# CW RACING 1986



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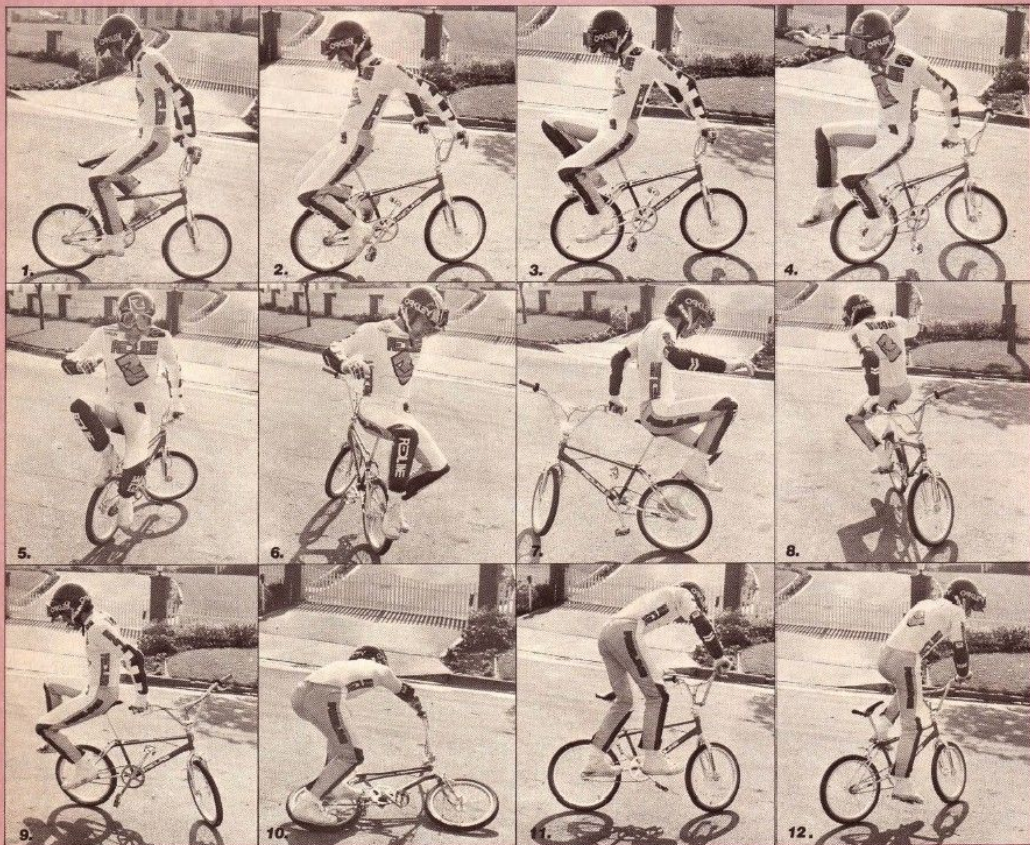




HOW-TO

# THE BACKWARDS INFINITY ROLL

R.L. Osborn tells how it's done



□ One of the most impressive new tricks in freestyle is R.L. Osborn's backwards infinity roll, which he introduced at the recent NFA Grand Nationals in Maryland. R.L. developed the idea for the trick after the AFA Masters freestyle contest in Huntington Beach, California, last summer. After watching that contest, he decided to try to think up the hardest freestyle trick ever, and then learn it. It took him two months to master it. If you've got the patience, go for it.

### THE TRICK

Start off by sitting on your bars and riding backwards. From there you shift to riding on your seat. Then take your left foot and put it on the rear stay and start slowing down the bike.

Hit both brakes to stop the bike and immediately push the back tire backwards with your right foot. As soon as you do that, let go with your right hand and use your left hand to bring the bars to about six inches from your seat.

Keep your left foot on the stay, and keep pumping the tire with your right foot to maintain a nice smooth motion.

After you do a few circles, put a couple of fingers on your rear brake and start slowing down. Then hit the brakes and let the bike fall to the right side. As it does, step onto the rear stay (or the side of your back tire) with your right foot.

Now switch your left and right hands on the bars, pull the bike up and ride away. What could be easier than that? □

# Kuwahara '86

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# SKYWAY STREET STYLER

Skyway's first complete freestyle bike



□ The freestyle market is the hottest thing in BMX today. It's so hot, in fact, that Skyway has decided to devote nearly all its advertising and promotional dollars to the freestyle marketplace.

Last year Skyway introduced its first freestyle bike. The bike was the Street Beat, but it was available only as a frame-and-fork set when we tested it in our September '85 issue. We wondered at the time why they didn't release a complete freestyle bike. The Street Beat certainly demonstrated their freestyle know-how. Apparently they were testing the waters, so to speak. Skyway is now ready to unleash its first complete freestyle bike. They call it the Street Styler, and it has Skyway quality written all over it.

#### FIRST LOOK

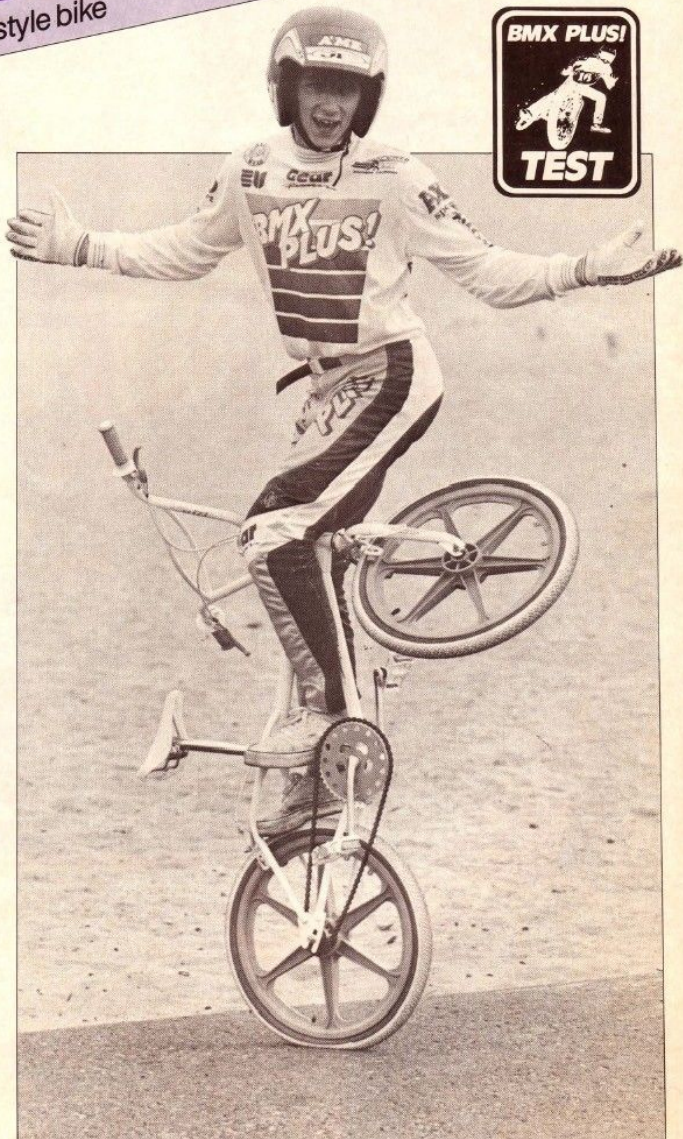
The first thing we noticed about the Street Styler was its overall look. The styling is cool and current. Everything on our test bike was either white or lavender. The frame, fork, seat, tires, and handlebars were all white. Everything else on the bike, including the six-spoke Tuff Wheels, was lavender or lavender and white, except for a few chromed items and some nuts and bolts. All in all, it was a great-looking machine.

We wouldn't buy a bike just for looks, however, and neither should you. It was time to take a closer look at the bike to see just what Skyway has to offer.

#### PLATFORMS

Some of the newer companies to get into freestyle have decided that a freestyle bike is supposed to have platforms. For many the general attitude appears to be "the more the merrier." Skyway, however, has some very talented freestylers on its trick team; they know what works and what doesn't, and the bike shows that.

The Street Styler has just one real platform on it, and that's around the seat mast. It's one of the best-designed frame platforms we've seen: large



Randy liked the Street Styler for ground tricks. We found it to be stable for the majority of our flatland moves.

◀ Randy Tischmann getting caught up in the cross-fire of Buff's ramp. The place has SO many phone wires, you'd think Mike were president of AT&T.

# The Rad Squad

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## BMX PLUS! COTTON JERSEY

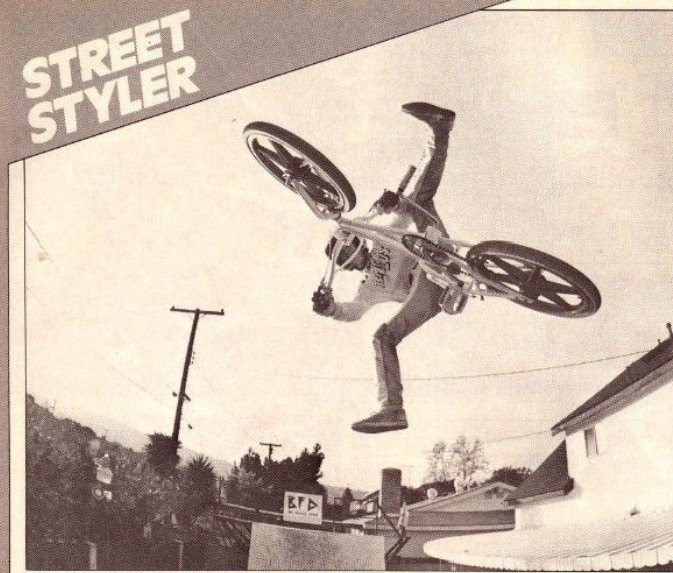
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## STREET STYLER



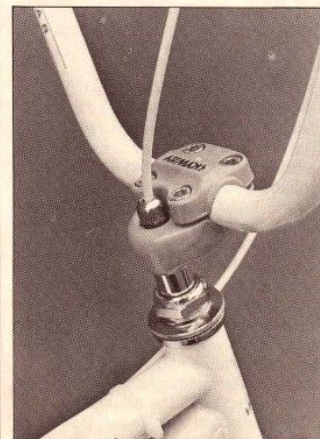
By the day's end, all stops were being pulled out. The Skyway is a solid bike that can cut the mustard in any freestyle application.

enough to give good footing around, behind and in front of the seat tube, but no bigger than absolutely necessary. Skyway has also come up with an interesting innovation for its top tube. They've flattened and grooved the top of it to make it easier to stand on. It's clean and simple and it works.

We were a little surprised at first that the Street Styler had no platforms on the forks or chain stays, but then we remembered that Skyway makes some of

the best axle pegs in freestyle. Apparently, they decided that those are highly personal items in terms of rider preference, which indeed they are. Many of the top ramp stars prefer not to have pegs on their bikes at all, although it seems like all the top flatlanders use them.

As it turned out, the absence of front and rear pegs was not as much of a loss as we first thought. The front axles stuck out just far enough that we found we could do forkevents on them even



We were only marginally impressed with the Skyway's stem. You have to remove the top piece to tighten the wedge. What's more, the stem didn't clamp the bars as well as expected.



Randy liked the Street Styler for its small size, which made it easy for him to control in the air.

without pegs (although we wouldn't say the axles completely eliminated the need for such accessories). As for the absence of rear platforms, we found that the chain stays were bent out from the back wheel just enough to make them perfect for standing. This bike was full of pleasant surprises.

## COMPONENTRY

As it turned out, another pleasant surprise was the brakes. The Taiwanese-made Chang Stars used to be so inferior to Dia-Comps that they were embarrassing. Not any longer. The Chang Star Freestyle 980s on this bike were dialed. We know we keep saying this every few months, but Taiwanese components are really getting good.

In general, the Taiwan-manufactured Street Styler is a happy mix of Japanese and Taiwanese parts. Key components include 175mm Takagi cranks, Hsing Ta pedals (similar to Shimano DX platform models), a Skyway Hot Seat, a Taiwanese-made stem, and Kenda freestyle tires, 20x1.75s front and rear.

## HOW SHE RIDES

Skyway told us they purposely designed the bike as a compromise between the demands of the hard-core flatland fiends and the aerial experts. As such, they designed the bike with a 72-degree head angle and strictly neutral steering—a little slower steering than a pure ground bike and a little faster steering than a pure ramp bike. Our riders, Rich Sigur and Randy Tischmann, adjusted to it easily for both types of radness.

For our aerial evaluation of the bike, we borrowed Mike Buff's halfpipe for an afternoon. In fact, we brought along both our freestyle test bikes for this month and had Randy and Rich try them both on the same day.

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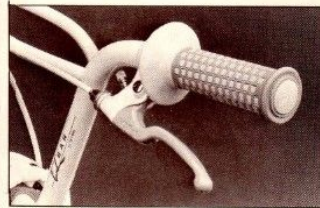
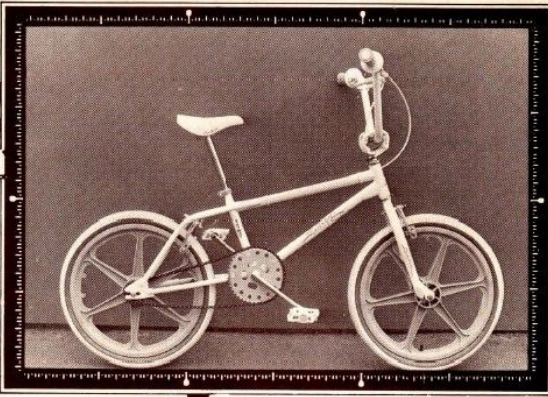
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STREET  
STYLER

BMX  
PLUS!

1. Bike: Skyway Street Styler 20-inch complete bike.
  2. Age range: 13 years and over.
  3. Country of origin: Taiwan.
  4. Intended use: Freestyle or street.
  5. Wheelbase: 35" to 36-1/4".
  6. Bottom-bracket height: 11-15/16" (center to ground).
  7. Chain stay length: 15-1/4" (center of bottom bracket to center of rear dropout).
  8. Steering head angle: 72°.
  9. Seat tube angle: 70°.
  10. Frame: Skyway Street Styler, 4130 chromoly, 1-1/8" O.D. top tube, 1-1/8" O.D. down tube.
  11. Fork: Skyway, 4130 chromoly, tapered blade, freestyle design.
  12. Rims: Skyway 8-spoke nylon Tuff Wheels.
  13. Spokes: N/A.
  14. Hubs: Skyway, heat-treated high-tensile steel axles, loose-ball design.
  15. Tires: Skyway by Kenda, 20" x 1.75" front and rear, freestyle tread.
  16. Cranks: Takagi, 175mm, one-piece, chromoly.
  17. Pedals: Hsing Ta HTI-A12, aluminum cage, chromoly axle, platform type.
  18. Chain: KMC, steel.
  19. Bottom bracket: Tange, steel.
  20. Front sprocket: Tracer Duralumin, 43T, aluminum alloy.
  21. Rear sprocket or freewheel: Shimano 16T.
  22. Brakes: Chang Star, Freestyle 980 models, front and rear.
  23. Headset: Tange, steel.
  24. Stem: Skyway by Hsing Lung, hollow main bolt.
  25. Handlebar: Skyway EZ Bar, 27-1/4" width x 8-1/2" rise.
  26. Grips: Fuan.
  27. Seating: Skyway Hot Seat, nylon saddle, straight chromoly seatpost.
  28. Miscellaneous: C.P.S.C. equipment (reflectors, chain guard, etc.).
  29. Overall weight: 27-1/4 lbs.
  30. Approximate retail price: \$279.
  31. For additional information contact: Skyway Recreation Products, 4451 Caterpillar Rd., Redding, CA 96003; (916)243-5151.
- H.Q. #1: Where does Tommy Casale live?



The Chang Star brake levers were surprisingly good, providing ample braking power. The grips weren't as popular; they thrashed within the first hour of riding.

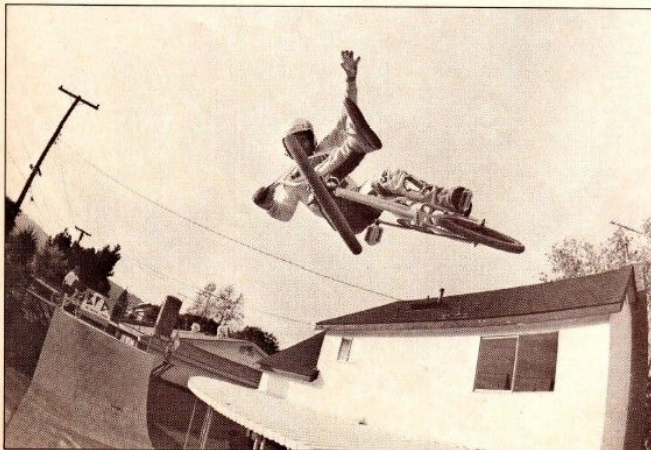
The difference in the size of our two riders proved to be a factor in their appreciation of the two bikes. At five-eleven, Rich felt slightly too big to be comfortable on the rather smallish Street Styler. Randy, at five-six, found the bike a little smaller than what he's used to (a GT Pro Performer), but discovered that the smaller size made the bike easy to get radical with. And Randy did get radical. He gave the Street Styler high marks in the aerial capabilities department.

#### CRITICISMS: BOTH GOOD AND BAD

The Street Styler wheelbase is about an inch shorter than most full-size bikes. That may be a plus or a minus, depending on the rider. We'd say that the bike is probably better suited to riders under five-six. Taller riders may want a longer seatpost and a taller stem to feel comfortable. We also found that the EZ Bar handlebar cut down on the amount of clearance for our knees, but that shouldn't affect smaller riders.

The only component we weren't totally happy about was the Fuan grips. They were comfortable and stylish, but the soft outer sleeve started to tear after just a few contacts with the ground.

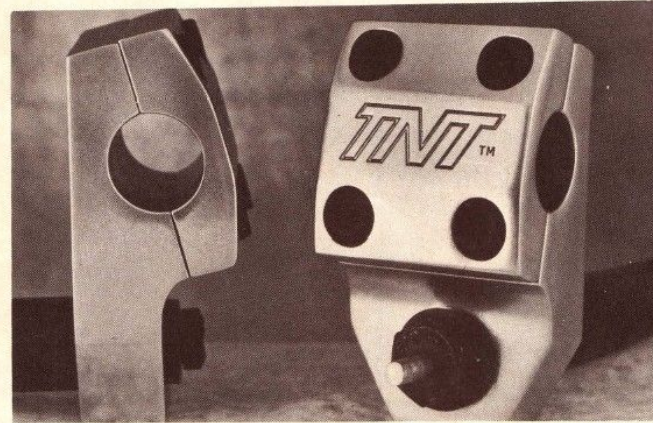
The cranks and pedals held up perfectly. The Skyway stem held well, but Rich said he did feel it slip a little once while he was riding. Rich is famous for hanging up on the ramps, however, so we wouldn't consider it a problem.



The name "Street Styler" doesn't do the bike justice—it is a SHREDDABLE ramp bike too!

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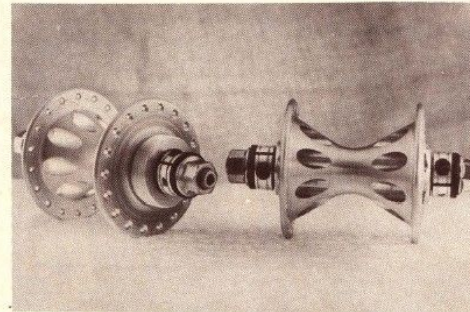
We know you give it all you got when you're out there. That's why you need a stem that won't break.

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So whether you freestyle, race BMX or street ride, don't break your neck. Available in:

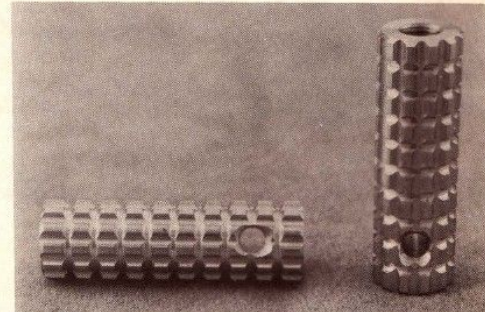
BLACK • WHITE  
SILVER POLISHED • PURPLE  
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\* Under normal racing conditions



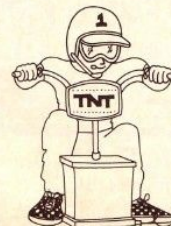
#### TNT-REVOLVER HI-FLANGE HUBS

Made from lightweight aluminum with press-fit sealed bearings and Chromolly hollow axles, the "Revolver" boasts the best look. Precision and TNT's high standard of quality at a price that will surprise you.



#### TNT-AX-L-PEGS

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## STREET STYLER

The Kenda freestyle tires gripped well on both pavement and plywood. Rich rated them almost as good as Panaracers, his personal favorites.

### CONCLUSION

The Street Styler is the kind of freestyle bike that should please almost anyone from beginner to expert. The components are good, and the overall construction is first-rate. The welds and finish are especially nice. The bike gives you the impression that some knowledgeable freestylers had a part in designing the bike, and in fact, that was the case. Skyway used its freestyle team to take the bike through the gradual refinements of six different prototypes before they were ready to release it.

We put the bike through some serious freestyle torture, and nothing broke or tweaked. When we told the guys at Skyway that we tore up the grips a little, they were completely amazed. We wouldn't be surprised if they find a way of making their grips indestructible now too. It's tough to find a company that is as quality-conscious as Skyway, and that shows in all its products. The Street Styler is no exception. It's a serious freestyle bike. □

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Sometimes when you start a fire  
it just keeps getting . . .

# HOTTER!



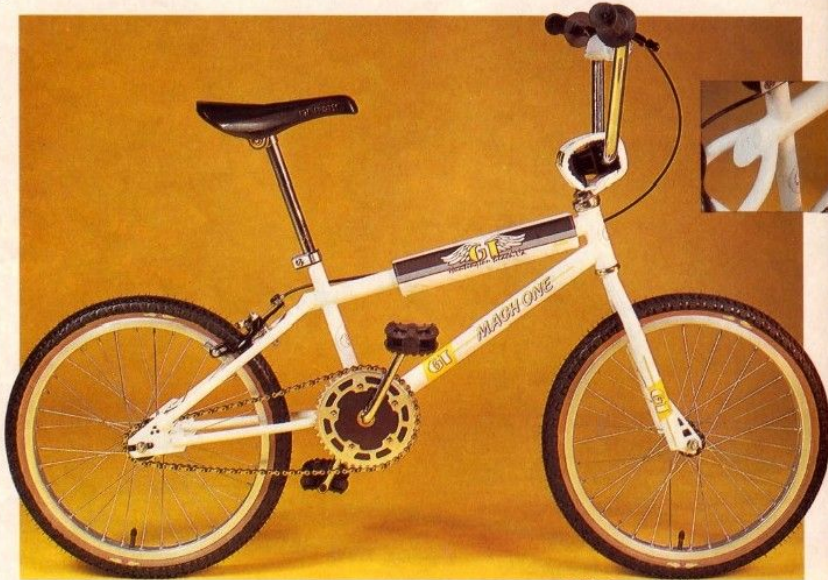
GT Pro Tommy Brackets

Introducing the '86 GT's<sup>®</sup>, the Hottest Yet.



**Mach One**  
even more aggressive for '86. From the 100% Cro-Mo GT Pro

frame and fork, up to the A'ME grips, it's hot: GT Pro bars/seat post/and powerdisk/SR pedals/Ukiah alloy rims/GT tires/SR cosmolite crank/GT-Epoch headset/Izumi chain/DiaCompe 901 brake with TK4 lever/GT alloy-Cro-Mo stem.



**GT Interceptor**

The all new GT for '86, is pure GT excitement. Formed on the impressive GT frame and fork, known for its quality construction and race proven geometry. If that's not impressive enough, look at the very impressive list of componentry: Ukiah alloy rims/GT tires/SR pedals/GT Pro Bars/GT-Viscount seat/GT alloy seat clamp/Izumi chain/Suntour 16T freewheel/GT-Epoch headset/DiaCompe 890 brake with TK4 lever/A'ME grips.



GT sealed bearing hubs



GT-Epoch headset



**GT Pro Series**

For '86 even the ultimate track assault vehicle turns up the heat. All the way down the list, starting with the: 100% Cro-Mo GT frame and fork/GT Cro-Mo Pro bars/GT stem/GT laid-back seat post/Suntour 16T freewheel/GT powerdisk/SR Turbox crank/SR sealed bearing bottom bracket set/Ukiah alloy rims/GT tires/DiaCompe 901 brakes with TK5 levers.

The new GT's, a line of bikes too hot to handle. But sometimes you just can't wait to jump into the fire. The '86 GT's are all new.

each featuring a new list of up-graded componentry. New styles, new colors and an entirely new model, but all built on the same 4130 Cro-Mo GT frame and fork that started the fire.

With this much heat, odds are, if you're with the competition you're going to get burnt.



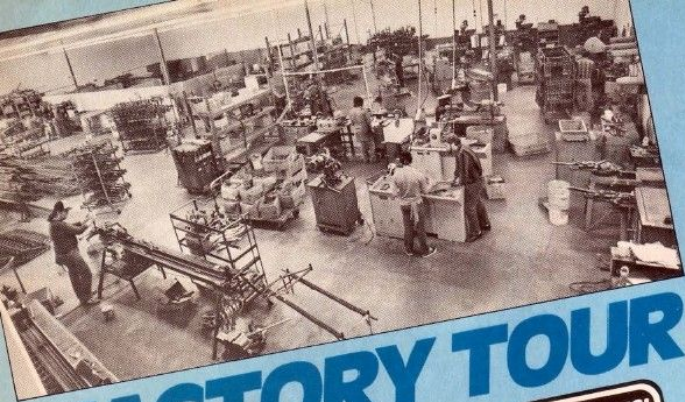
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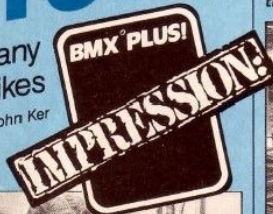
/pad sets not included/RIDE SAFE always wear the proper safety equipment



# FACTORY TOUR

A look at how one company builds its bikes

Photos by John Ker

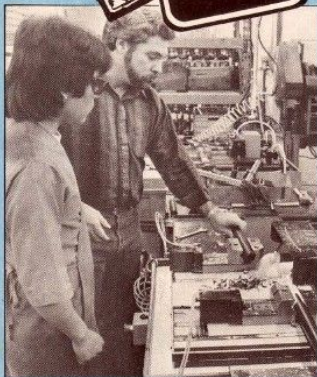


A few years ago, *BMX Plus!* ran a series of articles in which we showed how bikes were built at several different BMX companies.

It has now been close to six years since we last took a look at a bike factory in *BMX Plus!*, so we decided it is time to look at another one.

We picked GT. In recent years, much of the American BMX industry has shifted its manufacturing operations to the Orient. Due to lower labor costs in Japan and Taiwan, it is rare to find a BMX bike that is still built in America. GT is one of the few BMX companies that still has a thriving manufacturing business going on in the United States (even GT, however, now has some products in its line built overseas).

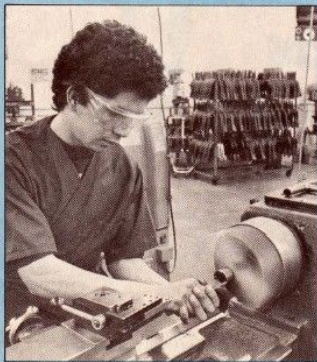
Here's a look at just what goes on inside GT's Huntington Beach, California, plant.



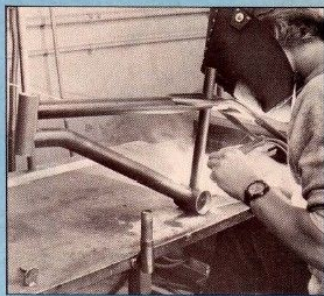
The frame tubes must be cut again with circular saw blades that make the necessary cuts for perfect junctures of the tubing. Here Gary Turner ("Mr. GT") checks on the process with one of the GT machinists.



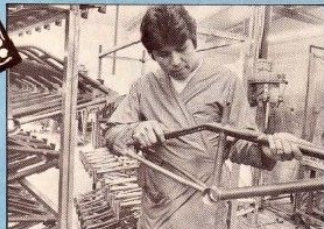
The first step in building a bike is cutting the tubing to the necessary lengths.



Every piece of tubing must be machined just right. This worker is deburring a bottom-bracket shell.



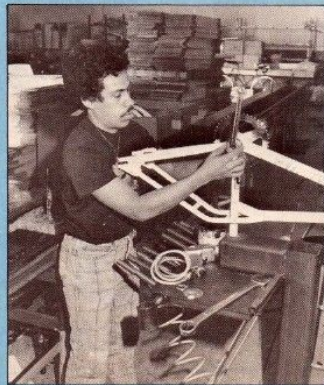
The welding takes place in two steps. First, the frames are tack-welded. Then they are finish welded.



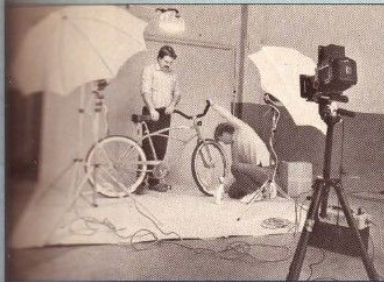
All frames are inspected after the welding process to make sure that everything is as it should be.



After inspection, GT sends the frames out for painting or chrome plating. This GT employee wheels a full rack of frames into the GT plant after they came back from the painter.



GT has crates and crates of bike components. This worker is doing the final assembly on one of GT's Dyno bikes.



GT has space inside to shoot ads when necessary. Here a new GT Beach Cruiser is prepped for a photo.



GT's sales and marketing strategies are overseen by this man—Richard Long. Richard is Gary Turner's partner in the business. Much of the success of the company can be attributed to his influence and savvy.

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LAKESIDE, CALIFORNIA

High-speed BMX at its finest: Turnell Henry (23), Rod Beckering (14), Greg Hill (1), Gary Ellis (16), Harry Leary (21), and Darrell Young (14) barrel down the first straight at Lakeside's Cactus County track.

# THE USBA PRO SERIES BEGINS

Robby Rupe wins round one

Photos by John Ker & Mike Carruth

□ The USBA has kicked off its new system for determining the top pro in the country, and it looks like they will finally get the kind of pro participation they have been seeking for the last two years.

This is the start of the USBA's third year of existence. To bring it in, they've come up with a full schedule of Nationals, including six that will be used to determine the final pro rankings for the year (see box).

This was the first weekend to introduce one of the pro series races. Saturday's

race was a regular National with a 100-percent payback purse. Sunday's race was the first race of the limited series, and it offered a \$7500 purse in addition to the precious points in the race for National Number One Pro. It will only count as a regular National for the amateurs, however.

The pro competition was light in Lakeside (about 20 miles east of San Diego) on Saturday, as most of the top riders elected to save their strength for the second day's race. Stu Thomsen was

the top man on Saturday, winning the A Pro class on the tricky Cactus BMX downhill track.

And as for Sunday? The pro turnout was huge, and the top pro was none other than *BMX Plus!* Test Force member Robby Rupe. Robby racked up \$975 for his win in the three-round Main. Stu Thomsen made up for not making the A Pro Main by winning both Pro Open and Pro Cruiser, and rookie pro Jon Anderson completed his first weekend of B Pro competition with that class win on Sunday.

The Haro Master has everything. It has a heritage that is legendary, great looks, and the ultimate in freestyle componentry. The only thing it doesn't have is competition.

The Master is a highly specialized flatland freestyle bike. The short wheelbase, quick steering, proven

Haro FS-175 freestyle tires, Haro freestyle stem, Haro tubular chromoly cranks and Uni-

pedals are about the only things unchanged.

The Haro Master isn't for everyone. It's expensive and highly specialized. But if you're like Dave Nourie and Dennis McCoy of Team Haro, you'll find that the Master has everything, except competition.

**Haro Cycles, Inc.**  
6066 Corte Del Cedro  
Carlsbad, CA 92008  
(619) 438-4812



Directional chainring, Haro freestyle handlebars and fluted seatpost. The Skyway Tuff II five spoke wheels and MKS graphite

geometry, and fanatical attention to detail separate it from the

# NO COMPETITION

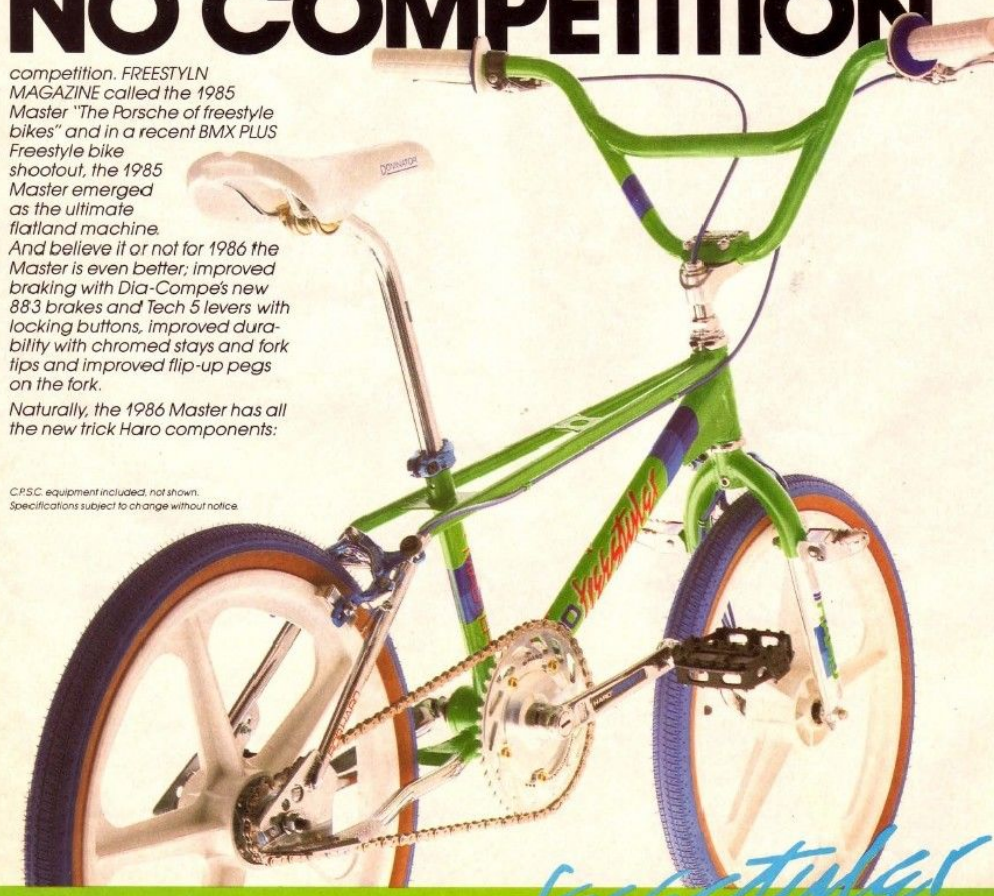
competition. FREESTYLEN MAGAZINE called the 1985 Master "The Porsche of freestyle bikes" and in a recent BMX PLUS Freestyle bike shootout, the 1985 Master emerged as the ultimate flatland machine. And believe it or not for 1986 the Master is even better; improved braking with Dia-Compe's new 883 brakes and Tech 5 levers with locking buttons, improved durability with chromed stays and fork tips and improved flip-up pegs on the fork.

Naturally, the 1986 Master has all the new trick Haro components:

C.P.S.C. equipment included, not shown. Specifications subject to change without notice.

© 1986 Haro Cycles, Inc.

**WARNING:** Freestyle riding can be potentially dangerous. Do not attempt stunts beyond your own capabilities and always wear a helmet and safety equipment.



*Freestyle*

**USABA NATIONAL  
Lakeside, CA  
Sponsored by 7-Up and Hi-Tech**

**SATURDAY**

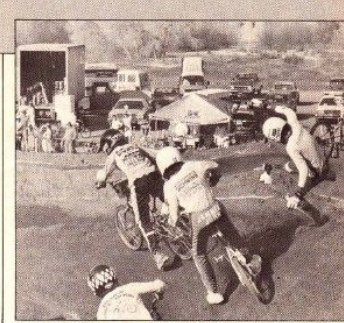
A PRO		EXPERT CLASS WINNERS		17 & OVER EXPERT		17 & OVER OPEN		12 CRUISER	
1. Stu Thomson/Huffy	\$540	17. Doug Davis	\$175	Doug Davis	\$175	Russell Am-sworth	\$175	Geoff Scofield	\$175
2. Gary Ellis/Huffy	100	18. Lonnie Tilton	100	Kevin Hull	100	Mike Rockwood	100	Jeff Donnell	100
3. Hans Nissen	60	15. Eric Carter	60	Jeff Donnell	60	Chris Nixon	60	Jason Burn	60
4. Turnell Henry/KHS	40	14. Sam Arlander	40	Shane Wimberly	40	15-16 OPEN	40	12 GIRLS	40
5. Rod Beckering/SE	30	13. Brent Romero	30	16 EXPERT	30	Mike King	30	Tiffany Kellner	30
6. Richard Fleming/Robinson	30	12. Geoff Scofield	30	Mike King	30	David Cullinan	30	April Salls	30
7. Markon Abrams	30	11. Justin Green	30	Janne Keeland	30	13-14 OPEN	30	Jennifer Gazzia	30
8. Eddy King/Diamond Back	30	10. Jake Carroll	30	Mark Lamb	30	Brent Romero	30	10 GIRLS	30
9. Jeff Quintana	30	9. Jeff Quintana	30	Lonny Lerley	30	Aaron Smith	30	Lea Rigo	30
10. Kevin Aydelotte	\$238	8. Pat Foster	\$238	15 EXPERT	\$238	Scott Brewerman	\$238	Michelle Gibson	\$238
11. Greg Stoney	175	7. Troy Mayhens	175	14 EXPERT	175	David Stevenson	175	Maguane Mack	175
12. Rudy Alberth	102	6. Rudy Alberth	102	11-12 OPEN	102	Danny Nelson	102	ADVANCED CLASS WINNERS	102
13. Dax Arcibal	68	17 & OVER: Doug Davis	68	14 EXPERT	68	Randy Wenck	68	14. Billy Ramsey	68
14. Jon Anderson	51	15-16: Eric Carter	51	13 EXPERT	51	Doulin Nelson	51	13. Derek Moore	51
15. David Bailthes	51	13-14: Sam Arlander	51	12 EXPERT	51	Randy Wenck	51	12. Maurice Boswell	51
16. Digger Kalsow	32	11-12: Geoff Scofield	32	CRUISER CLASS WINNERS	32	Roger Moore	32	8. Cindy Ainsworth	32
17. Wayne Erickson	32	7-8: Anthony Reyes	32	13 EXPERT	32	Roger Moore	32	NOVICE CLASS WINNERS	32
18. Robert FehIGT	\$54	9-10: Mike Melton	\$54	12 EXPERT	\$54	Aaron Smith	\$54	17. Greg Landisabal	\$54
19. Hans Nissen	48	7-8: Anthony Reyes	48	11 EXPERT	48	Dejon Worley	48	9-10 OPEN	48
20. John Phillips	32	17-24: Kevin Hull	32	10 EXPERT	32	Dejon Worley	32	13 EXPERT	32
21. John Sackler	16	15: Dean LaBerge	16	9 EXPERT	16	Mike Melton	16	8 EXPERT	16
		13: Robbie Morales		8 EXPERT		Aaron Smith		7 EXPERT	
		12: Geoff Scofield		7 EXPERT		Brent Romero		6 EXPERT	
				6 EXPERT		Dejon Worley		5 EXPERT	
				5 EXPERT		Sean Allen		4 EXPERT	
				4 EXPERT		Michael Boswell		3 EXPERT	
				3 EXPERT		12 EXPERT		2 EXPERT	
				2 EXPERT		Robert Zahrow		1 EXPERT	
				1 EXPERT		Geoff Scofield			

**SUNDAY**

A PRO		MAINS		WINNINGS		17 & OVER OPEN		12 CRUISER	
1. Robby Rupe	2-2.6	1. Shawn Texas/CW	5-5.1	\$975.00		Doug Davis	\$175	Russell Am-sworth	\$175
2. Shawn Texas/CW	5-5.1	2. Hans Nissen	4-7.2	650.00		Kevin Hull	100	Mike Rockwood	100
3. Hans Nissen	4-7.2	3. Pete Loncavich/Haro	1-4.8	487.50		Jeff Donnell	60	Chris Nixon	60
4. Pete Loncavich/Haro	1-4.8	4. Toby Henderson	3-6.3	325.00		Shane Wimberly	40	15-16 OPEN	40
5. Toby Henderson	3-6.3	5. Markon Abrams/KHS	7-9.4	243.75		16 EXPERT	30	Mike King	30
6. Markon Abrams/KHS	7-9.4	6. Darrell Young/Kawahara	6-1.7	243.75		Mike King	30	David Cullinan	30
7. Darrell Young/Kawahara	6-1.7	7. Dex Arcibal	3-6.7	162.50		Janne Keeland	30	Mark Lamb	30
8. Turnell Henry/KHS	9-6.5	8. Sean Hildreth	7-7.4	162.50		Lonny Lerley	30	Brent Romero	30
9. Sean Hildreth	7-7.4	9. Jon Anderson	1-1.2	\$375.00		15 EXPERT	\$238	Aaron Smith	\$238
10. Jon Anderson	1-1.2	10. Rudy Alberth	6-9.3	250.00		14 EXPERT	175	David Stevenson	175
11. Rudy Alberth	6-9.3	11. David Bailthes	4-8.1	167.50		13 EXPERT	102	Danny Nelson	102
12. David Bailthes	4-8.1	12. Kevin Aydelotte	2-4.8	125.00		12 EXPERT	68	Randy Wenck	68
13. Kevin Aydelotte	2-4.8	13. Joe Lohnes	9-2.5	93.75		11 EXPERT	51	Doulin Nelson	51
14. Joe Lohnes	9-2.5	14. Russ LeBarron	5-6.6	93.75		10 EXPERT	32	Randy Wenck	32
15. Russ LeBarron	5-6.6	15. Tinker Juarez	75.00	62.50		9 EXPERT	16	Doulin Nelson	16
16. Tinker Juarez	75.00	16. John Sackler	75.00	62.50		8 EXPERT		Randy Wenck	
17. John Sackler	75.00	17. Stu Thomson/Huffy	\$450.00	62.50		7 EXPERT		Doulin Nelson	
		18. Turnell Henry/KHS	300.00	62.50		6 EXPERT		Randy Wenck	
		19. Robert FehIGT	225.00	62.50		5 EXPERT		Randy Wenck	
		20. Greg Hill/Red Line	150.00	62.50		4 EXPERT		Randy Wenck	
		21. Jon Anderson	112.50	62.50		3 EXPERT		Randy Wenck	
		22. Toby Henderson	112.50	62.50		2 EXPERT		Randy Wenck	
		23. Tinker Juarez	75.00	62.50		1 EXPERT		Randy Wenck	
		24. John Sackler	75.00	62.50				Randy Wenck	

17 & OVER EXPERT		17 & OVER OPEN		12 CRUISER		12 GIRLS		ADVANCED CLASS WINNERS	
Doug Davis	\$175	Doug Davis	\$175	Russell Am-sworth	\$175	Geoff Scofield	\$175	Jeff Donnell	\$175
Kevin Hull	100	Kevin Hull	100	Mike Rockwood	100	Mike King	100	Chris Nixon	100
Jeff Donnell	60	Jeff Donnell	60	Chris Nixon	60	15-16 OPEN	60	Jason Burn	60
Shane Wimberly	40	Shane Wimberly	40	16 EXPERT	40	12 GIRLS	40	Tiffany Kellner	40
16 EXPERT	30	Mike King	30	David Cullinan	30	April Salls	30	Jennifer Gazzia	30
15 EXPERT	30	Janne Keeland	30	Mark Lamb	30	10 GIRLS	30	Lea Rigo	30
14 EXPERT	175	Lonny Lerley	175	Brent Romero	175	Michelle Gibson	175	Maguane Mack	175
13 EXPERT	102	Scott Brewerman	102	Aaron Smith	102	ADVANCED CLASS WINNERS	102	14. Billy Ramsey	102
12 EXPERT	68	David Stevenson	68	Danny Nelson	68	14. Billy Ramsey	68	13. Derek Moore	68
11 EXPERT	51	Randy Wenck	51	Doulin Nelson	51	13. Derek Moore	51	12. Maurice Boswell	51
10 EXPERT	32	Doulin Nelson	32	Randy Wenck	32	12. Maurice Boswell	32	8. Cindy Ainsworth	32
9 EXPERT	16	Randy Wenck	16	Doulin Nelson	16	8. Cindy Ainsworth	16	NOVICE CLASS WINNERS	16
8 EXPERT		Doulin Nelson		Randy Wenck		NOVICE CLASS WINNERS		17. Greg Landisabal	
7 EXPERT		Randy Wenck		Doulin Nelson		17. Greg Landisabal		9-10 OPEN	
6 EXPERT		Doulin Nelson		Randy Wenck		9-10 OPEN		13 EXPERT	
5 EXPERT		Randy Wenck		Doulin Nelson		13 EXPERT		12 EXPERT	
4 EXPERT		Doulin Nelson		Randy Wenck		12 EXPERT		11 EXPERT	
3 EXPERT		Randy Wenck		Doulin Nelson		11 EXPERT		10 EXPERT	
2 EXPERT		Doulin Nelson		Randy Wenck		10 EXPERT		9 EXPERT	
1 EXPERT		Randy Wenck		Doulin Nelson		9 EXPERT		8 EXPERT	

**USBA PRO SERIES**



The backside of the first turn was as far as some riders got. Bon voyage, friend.

Doug Davis (2) was flat-out unbeatable in San Diego. ▽



View from the gate—the fun is about to begin.



Even the pros had problems with the first turn. When all else failed, Tommy Brackens tried to body surf it.



There was one perfect line through the first turn. Unfortunately, both Eric Carter and Sean Callihan tried to take it at the same time.

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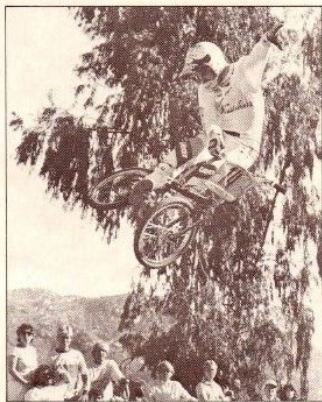
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## USBA PRO SERIES



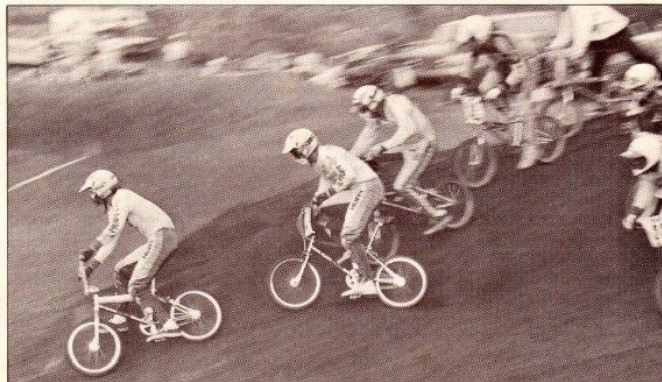
BMX PLUS! Test Force member Robby Rupe had the USBA's Lakeside track wired. Robby (10R) took on all the heavies to win the first race of the USBA's new pro series.



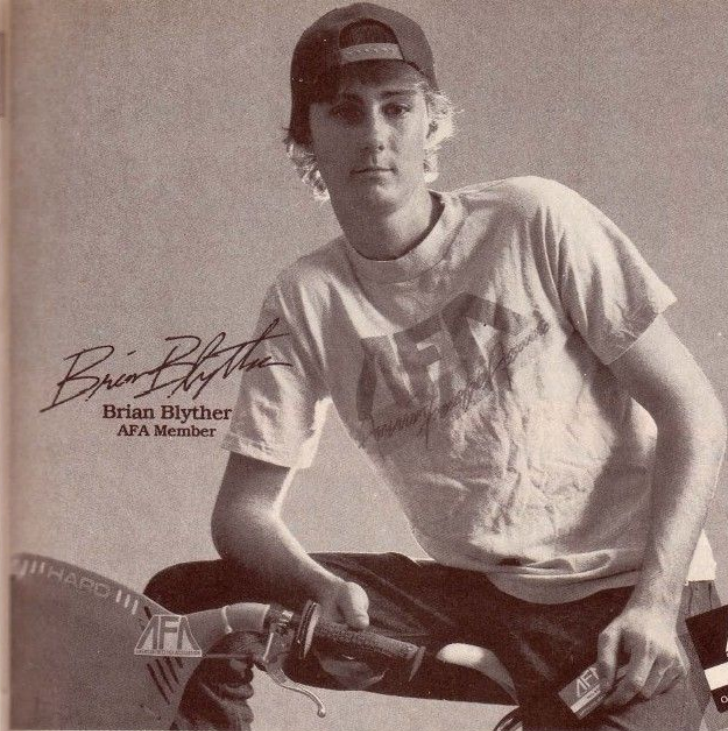
The USBA put on a little jumping contest for the riders before Sunday's race. It seemed as though half the riders were on factory teams. Michelle Gibson was one of them. The newest Gter won 10 Girls on Saturday but got edged out by Lea Rigo on Sunday, and ended up with a second.



There were fewer than 50 motos for Saturday's race and about 61 for Sunday's. It seemed as though half the riders were on factory teams. Michelle Gibson was one of them. The newest Gter won 10 Girls on Saturday but got edged out by Lea Rigo on Sunday, and ended up with a second.



Check the line Ellis and Stu are taking out of the first turn, then look where everybody else is, and you'll see why somebody crashed almost every moto here.



Brian Blyther  
Brian Blyther  
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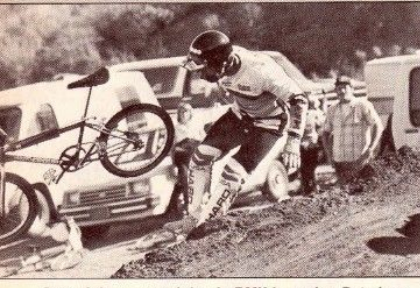


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# USBA PRO SERIES



One of the rarest sights in BMX is seeing Pete Loncarchev sail over a berm, but that's what happened when his brakes failed here.



Stu is stompin' again. He won A Pro on Saturday, Pro Open and Pro Cruiser on Sunday. □

## THE RACE FOR NATIONAL NUMBER ONE PLATES IN THE USBA

• Sunday's race in Lakeside, California, was the first of the six races that will be used to determine the top pro in the USBA for 1986. The other five races will be in Houston on March 2, Las Vegas on April 15, Denver on July 6, the Race of Champions on October 5, and the USBA Grand Nationals on November 8-9.

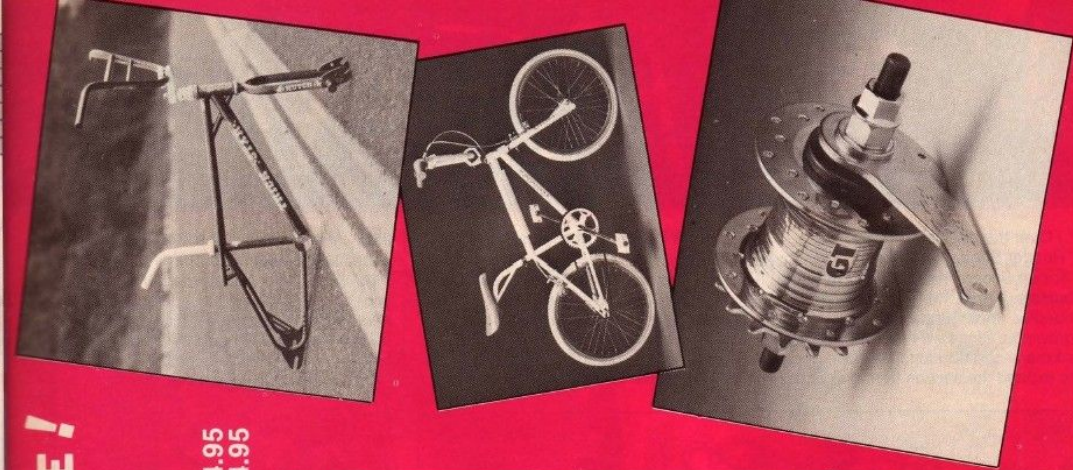
The final A Pro rankings will be determined by the normal USBA points system. A win will be worth 120 points plus one point for each rider entered in the class. Each lower placing in the Main will be

worth 15 points less than the one before. For the Grand Nationals the points will double. Whoever gets the most points by the end of the year will be National Number One Pro of the USBA and receive a \$5000 bonus from the organization. An additional \$5000 will be distributed among the next highest ranking pros.

B Pro and Pro Cruiser class riders will be ranked using an identical points system. No bonus money has been announced for those classes yet. At the end of the year, the top five B Pros will move up to

the A Pro ranks for the start of 1987. The same points system will be used in determining the top riders in the Amateur, Girls, and Cruiser classes, both within those general classifications and within the individual age groups. The difference will be that the full schedule of Nationals will be used, and only a rider's five best races plus the Grands will count.

The USBA will also have a Girls Pro class at all its Nationals, provided there is sufficient interest to make a class. Purses will be 100-percent payback. •



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Santa Cruz	Street Fire 11	39.90
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Santa Cruz	Street Fire 13	39.90
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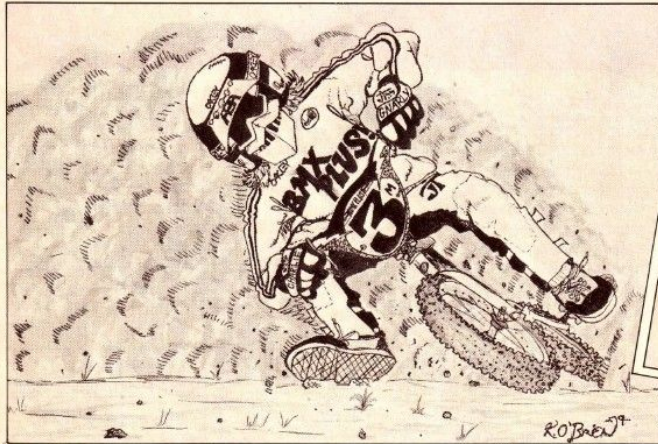
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Over the past few months, our "Reader Photo of the Month" portion of "Inside Scoop" has been going gang-busters. In fact, we have been getting bundles upon bundles of photos and drawings. Since we have been getting so many contributions, we have decided to expand the section from one photo in

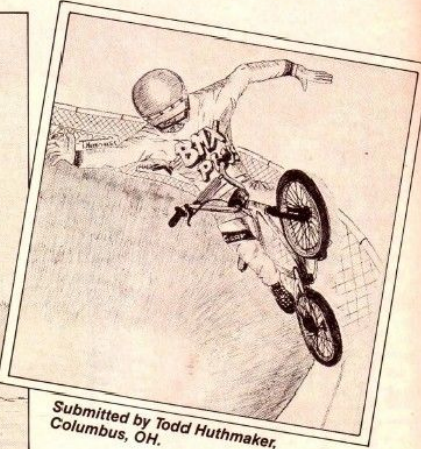
"Inside Scoop" to a special section all its own.

By the way, if you haven't sent in a Reader Contribution, you can do so by sending us a rad drawing in ink (no more pencil drawings, please) or a photo. Send your submissions to *BMX Plus!* Reader Contributions, P.O. Box

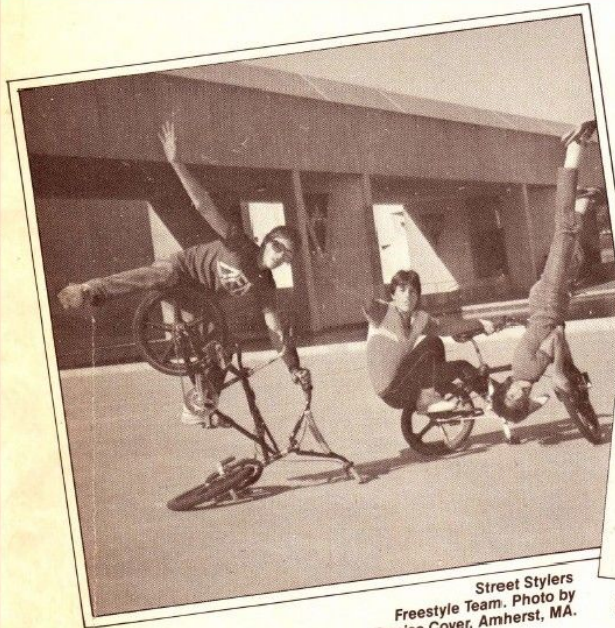
9502, Mission Hills, CA 91345-9502. All submissions become property of *BMX Plus!* and will not be returned. If we use your contribution, we'll send you a *BMX Plus!* T-shirt to keep you lookin' stylish, so include your shirt size. Well, fans and friends, here's the first installment of "Reader Art." Enjoy it. It's all yours.



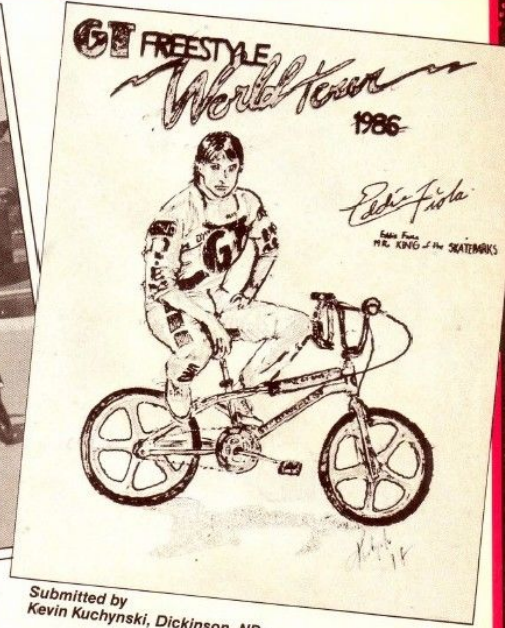
Submitted by Kenneth O'Brien, Oklahoma City, OK.



Submitted by Todd Huthmaker, Columbus, OH.



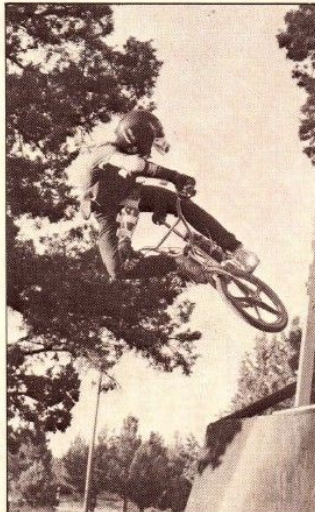
Street Stylers Freestyle Team. Photo by Denise Coyer, Amherst, MA.



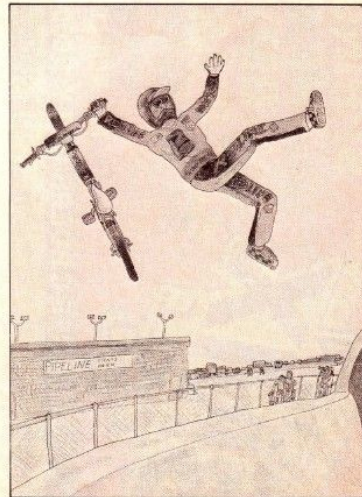
Submitted by Kevin Kuchynski, Dickinson, ND.



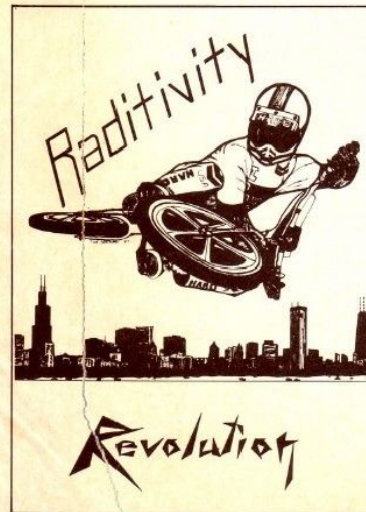
Jason Mayo, Duluth, MN.



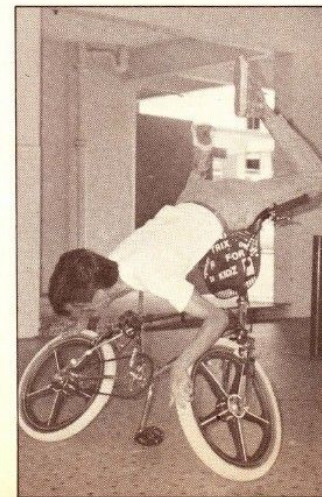
Ruben Silva. Photo by Mike Voth, Alturas, CA.



Submitted by Matthew Bennett, Windsor Junction, Nova Scotia, Canada.



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Submitted by Thomas Roukis, Middle Village, NY. □

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# GT PRO SERIES

*GT discloses the secret to their winning ways*

□ If someone asked you to name the five top BMX teams in America, what would you say?

"Let's see, GT..."

Stop right there. It's funny you should mention GT first, 'cause we're featuring a GT bike in our test this month.

The GT factory racing team has been winning everything in sight lately. It seems to be kind of a reflex action for them. Ol' Doc Scofield has built one wing-ding of a team, all right. Take Tommy Brackens, for instance. Tommy has always been fast, but in the last few months he has been looking incredible, winning big races—and big bucks in the process.

Enough small talk on how the team has been coming along, let's take a look at the hardware that keeps them winning. The pee-wee guys in the GT ranks rip it up on GT's famous mini frames. The older riders are all riding the bike that just happens to be this month's test bike: the Pro Series.

#### A RECIPE FOR WINNING

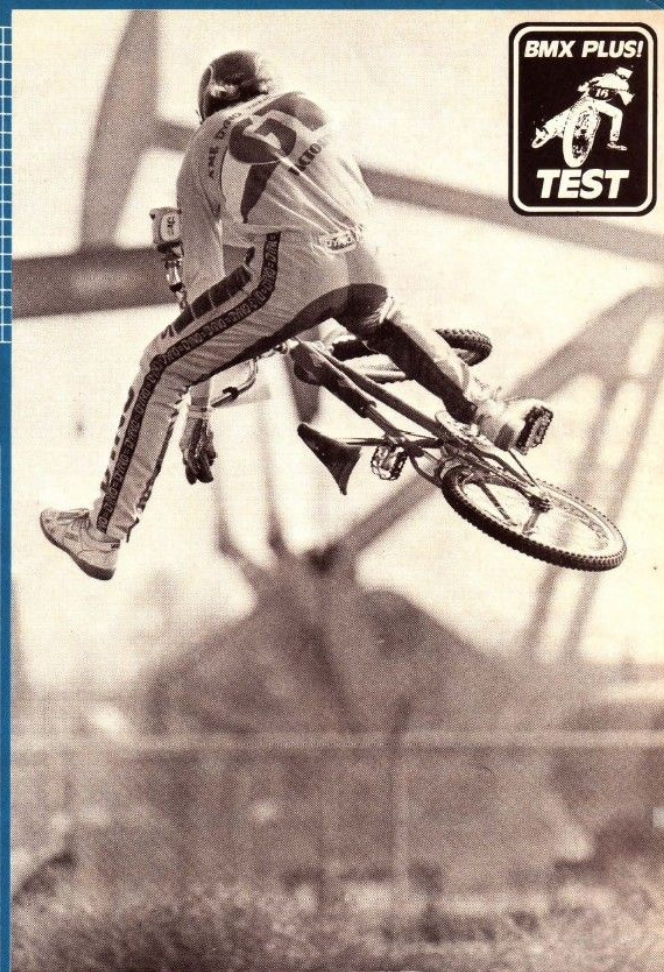
Start with one GT frame-and-fork set, add a set of GT sealed-bearing hubs, Dia-Compe brakes, Tech-5 levers, A'ME grips, a GT Epoch headset, SR Turbox cranks, and SR platform pedals. Do not shake or stir! Once you've done that, add one BMX pedal pusher with a desire to win races. A simple recipe that your mom could follow for your birthday or for Christmas.

No doubt about it, the components on the Pro Series are full-on. Of course, with a retail price tag of over \$300, we were expecting the bike to be put together pretty well.

#### GETTING LUCKY

The test was set for a Friday morning at a hot new SoCal riding spot—"Lucky's," in Huntington Beach. For the test we called in Tim "Too Tall" Ebbett—a Test Force veteran—and rookie Randy Tischmann, who had just joined the ranks. In the interest of fun, photos and additional

◀ *Kevin Hull—exploding berms at Lucky's with some help from the Pro Series.*



*People from the East Coast are often astounded to find out that Huntington Beach, California, has oil wells all over the place. Kevin is from Texas, however, so he's used to it.*

input, we called GT factory fast guys Tommy Brackens and Kevin Hull too.

#### MORE COMPONENTS COLLABORATION

Tim, Randy and our fearless editorial crew got to swap notes and opinions on the components of the Pro Series. Here's what came out of our little pre-test rap session. All parties were in agreement that the drive train setup (meaning the pedals, cranks and chain) was top-notch. Why, you ask? Well, for one, the SR platform pedals offer tons more surface area than other platform pedals. The Turbox cranks were highly respected by our crew because of their track record—they've always proven both light and dependable. The GT hubs were another point in the Pro Series' favor; the hubs were ultra-precision sealed bearing.

Furthermore, they had a hollow track axle to keep the weight down, and their shape made them look ultra-trick! The Pro Series comes stock with front and rear Dia-Compe MX-901 brakes and Tech-5 levers. Dia-Compe brakes are thought of as the "real McCoy"—those who won't settle for substitutions demand them! Another popular component with the guys was the Epoch headset. The Epoch's claim to fame is that it is self-adjusting, meaning it will never loosen during a crucial battle.

#### THE MEAT AND POTATOES

Because our two riders are so different in height—Tim is around five feet 11 inches and Randy is five feet six inches—they decided to take long turns on the bike. Tim started out by setting up the bike to his needs, which included raising

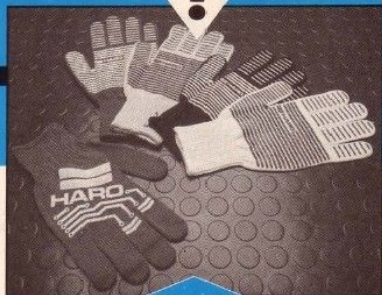
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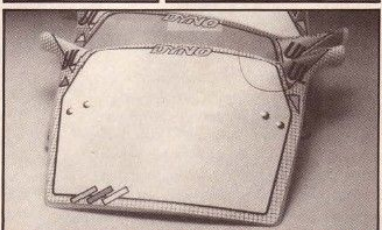
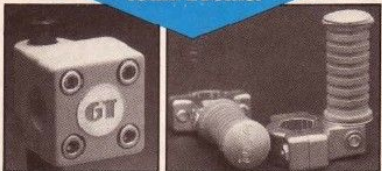
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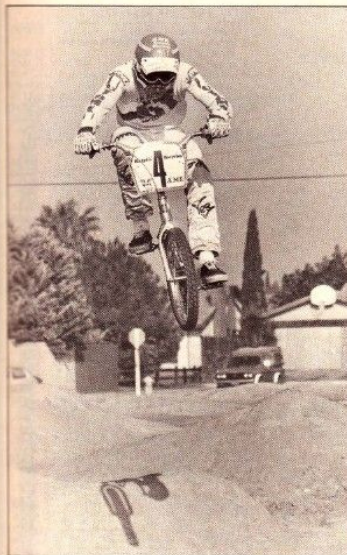
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## GT PRO

the stem and seat to max height and pitching the bars slightly forward. Tim adapted almost instantly to the bike's handling when it came to jumping. We never had to ask him to make a return assault on the treacherous triples. He just did it automatically. It took Tim a little longer to get used to the bike's cornering, because he normally rides a Harry Leary Turbo with a steeper head angle and quicker steering, but once he got used to the feel of the GT, he was carving corners with abandon. He just had to get used to shifting his weight a little more forward than normal.

Randy, on the other hand, normally



With Tommy Brackens winning everything in sight lately, the Pro Series has plenty of race track credibility. The fact that it jumps well and has killer components is an added bonus.

rides a GT (a Pro Performer, as it turns out), so he had no adjustment period at all. He lowered the seat and stem and set the bars just where he wanted them, and then went crazy. Putting Randy on this bike was like putting a fish in water and asking it how it feels. That's how comfortable Randy was with the bike. Within two minutes, he was ready to launch the bike into orbit off any jump he could find and blast through every berm on the track. In fact, Randy remarked that the bike was one of the best bikes he'd ever ridden.

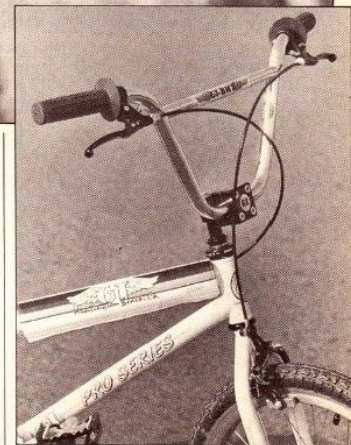


The Pro Series originally came with front MX-901 brakes. Tim had to remove them in order to pull off his Learys.

Being an avid freestyler, Randy also checked out the bike for freestyle potential. He said he wouldn't want to take a chance on adding any axle pegs (because of the lightweight hollow axles) but we figured that with a set of GT frame and fork standers and a hollow stem bolt, the Pro Series could be turned into a veritable freestyle machine.

Of course, the Pro Series was not designed for freestyle, even if it would work for that. The GT guys—Tommy and Kevin—who have been winning Nationals on their own Pro Series bikes, probably never even think about such things. To them, the Pro Series is the best thing to happen to BMX since the invention of dirt.

After about four hours at Lucky's, we headed out for some lunch, said adios



GT knew their tamales when they were laying out the specs on this bike. The Tech 5 levers are primo—they provide positive braking power across the board. The bars worked out great too, although the large guys said they could have stood being a touch wider.





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# GT PRO

"gotta be there three hours early" racers in mind! Secondary to the Pro Series' impressive handling and comfort are the new '86 graphics, which prove that race bikes can have flashy new-wave graphics too!

## THE END IS NEAR

Finally, one of the most impressive things about the Pro Series—aside from the first-class componentry—is the fact that a 13-year-old of medium size can successfully set up the bike to fit him and keep it set up to fit him as he grows up and heads—hopefully—for the AA Pro class.

The Pro Series was subjected to berm blasting, deadman-gate starts, ground-to-air orbits, and everything in between, and it came out of it without even a bruised knobby. The \$300-plus price tag puts the Pro Series into the "serious race bike" classification. To buy the bike and not race it would be like taking a world champion racehorse and turning it into Crazy Glue. If you are gunfighter serious about winning races, the Pro Series will be your lifelong buddy! □

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# BMX PLUS! PRESENTS

# freestyle SPECTACULAR

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**\*RAMP PLANS**—Learn how to build the ultimate quarterpipe and the perfect short

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Photos by Shawn Buckley

□ In the last year, the sport of competitive freestyle has grown into a serious business. After witnessing the '85 AFA Master Series finale in Manchester, New Hampshire, the weekend after Christmas, it's safe to say that freestyle's oldest sanctioning organization has grown right along with the sport. This event proved to be the AFA's finest moment. Everything the AFA and its originator, Bob Morales, have picked up while learning to fly has finally paid off. Not all of the credit for the success of this event can go to the AFA, however. Bob himself

would be the first to admit that Mr. Ron Stebenne earned his fair share of the praise as well.

Ron Stebenne is no stranger to the world of radness. Besides acting as chairman for the AFA's New England affiliate body, Ron promotes major and local freestyle events around the calendar in his area. If that isn't enough, Mr. Stebenne also manages the freestyle careers of Eastern radsters Chris Lashua and Dennis Langlais, two of the pros on his GT/Mountain Dew freestyle team. A busy man, to say the least—and definitely one who knows his way around a freestyle-fest.

#### GO EAST, FREESTYLERS

New Hampshire might seem like an odd place to hold the finals to a series that otherwise took place entirely in California, but most of the competitors who came said they'd have gone to the event if it were in Pakistan. All of the usual Master Series points-chasers were on hand in Manchester: Haro's Ron Wilkerson, Rich Sigur, and 17 Expert series leader Dennis McCoy; Scotty Freeman, Hugo Gonzales, and Robert Peterson of Skyway; Hutch factory ace Woody Itson and his newest teammate, Rick Moliterno;

CW's freestyle freak show Ceppie Maes and his head-bangin' buddy Dizz Hicks; and others too. The list of first-timers to the AFA Masters scene was equally impressive—Red Line's R.L. Osborn and Diamond Back's Mike Dominguez were the most prominent figures among that group. All totaled, registrations for the two-day indoor event numbered well over 200. The term "massive" doesn't do this contest justice.

The facility Ron Stebenne rented for the event was a good one. The floor was a level, smooth-as-glass (and almost as slippery) slab of concrete, and the ceilings were tall enough to accommodate

aerial radness on any of the four quarterpipes that dotted the ends of the arena. Interior heating was well controlled, fortunately, because it stayed way below freezing outside for most of the weekend. Action was intense for 15 straight hours on both days, so it was easy to forget about the snow outside the door.

Of those 30 hours of radness, none were more action-packed than the two the pros spent on the ground on Sunday. Although the entire ground freestyle portion of the event was originally slated for Saturday, the organizers of the event met with the pros and the magazine photographers,

and all agreed that it was too dark for good photos inside the arena Saturday evening to let the guys compete. That was fine with the dozen flatland pros present, because they know magazine exposure is as important to their careers as riding in the contest—perhaps more so. After settling that minor setback, the officials resumed their ground schedule by letting the 14 & Over experts hit the floor.

#### DIZZ-ASTER STRIKES

Of all the expert class routines that were judged, none cranked up a more radical audience response than that of the monster of heavy-metal freestyle, Dizz Hicks. Dizz's run was a head-banger's delight. A hard-rockin' number by Iron Maiden was his musical selection this time, and his upside-down riding insanity went perfectly with it. What Hicks lacks in technical expertise, he makes up for in showmanship. Skyway's Eddie Roman was able to tie Dizz with a tasty routine during his three-minute first run, but in the one-minute runoff it was no contest. Despite all of Eddie's and Dizz's best efforts, however, theirs was only a battle for second place. Haro's dancin' Dennis McCoy up-rocked his way to a third straight victory on ground at a major AFA event. The Kansas City Radster showed no mercy. His precise riding style and innovative routines must be seen to be believed. If Dennis' ramp riding proved up to snuff, there was a good chance that the expert Master Series title would be his. (As it turned out, it was.)

After kicking Sunday morning off right on time with the younger experts' ramp routines, the AFA let the pros take the floor for their ground runs. The 12 riders drew cards to determine their order, and it was decided that GT's recently crowned AFA King of the Skateparks, Eddie Fiola, would go third, preceded by Fred Blood and Kevin Foss. To make a long story short, Eddie surprised no one. His polished routine was as princely as you'd expect from royalty. Although his upbeat run lacked moves of the difficulty most judges expected, it wasn't less exciting. For a man who makes aerial hang time his specialty, it was very good, indeed. There were more ground pros to come, though, and it was doubtful that Eddie would keep his points lead for long.

#### THE PRO SHOW CONTINUES

Among the riders scheduled to hit the arena after Fiola were Ron Wilkerson, R.L. Osborn, Woody Itson, and Martin Aparijo. Martin had won the last AFA contest at Huntington Beach, California, and R.L. had taken the overall win at the NFA Grands two weeks earlier, so they both possessed a mental edge. So did Ron, who was still leading the Master Series points chase for overall number one pro. Woody Itson, the pro who won ground at Venice Beach, California, six months earlier, had never completed

AFA MASTER SERIES FINALE

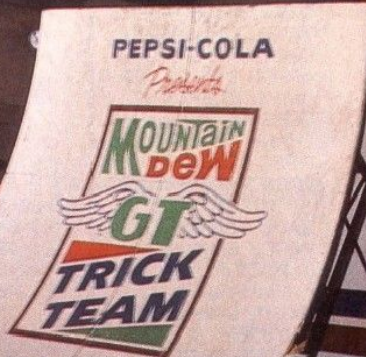
# THE NEW HAMPSHIRE MASSACRE

The pros have finally arrived!

By McGoo



With a total purse of \$5000 and the heaviest turnout of top freestylers in history, Manchester, New Hampshire, was the site for the biggest freestyle showdown to date.





Where do you house the largest freestyle contest ever held? Well, if you're Ron Stebenne, you do it at the National Guard Armory of Manchester, New Hampshire. The windows provided the majority of the light in the building. When the sun went down, the place got as dark as a tomb!



Martin worked on his Miami hopper variations before the contest. It must have paid off. He dominated the Pro Ground competition.



Promoter Ron Stebenne, the AFA's man in New England



Heavy-metal maniac Dizz Hicks thrilled the crowd with some of the most electrifying performances of the weekend. Dizz took second in Expert Flatland and fourth in Expert Ramps.

A contest like this one can turn the most avid ramp rider into ground stylers. Hugo Gonzalez.



Ron Wilkerson walked away from the contest with a first in the ramp category and the win of the overall top pro title for the year.

Nervous? Who's nervous? Watching and waiting: Martin Aparijo, Eddie Fiola, Fred Blood, and Ron Wilkerson.

# THE NEW HAMPSHIRE MASSACRE

against this many pros before, so he was anxious to make believers of everyone in the gallery. Saber-toothed butterflies were running rampant in the stomachs of all four of our heroes, and things were pretty scary for Chris Lashua, too.

Chris Lashua? Who's Chris Lashua? He's the GT/Mountain Dew pro we told you about earlier. His father is the guy who invented the AFA's new five-judge, five-category scoring system. And Chris is the guy who tied Eddie during the first runs of the pro ground comp. You'll be hearing a lot more about this guy—he's good.

Anyway, back to the battle at hand. Woody Iton was the next rider of repute

to hit the cement, and hit the cement he did. About two minutes into his routine, Woody blew a snap ring on his brake rotor. Most of the tricks that Iton needed rear hand brakes for, he'd already done, but the malfunction detuned his concentration. Somewhere in the last minutes of his run, Woody suffered even more pain by twisting and badly spraining his ankle. One month's R and R and a third-place rating were the most Woody could earn here.

### THE FINAL CONFLICT

With all of the other pro runs completed, it was time for R.L. and Martin to do battle. R.L. was scheduled to ride 11th with Martin following, and he was out for one thing—a win. His riding proved it. The Red Line Ripper covered more ground and hit more moves than any of the ten riders before him. And the fact that he put his foot down only eight times in his five-minute routine was further testimony to his greatness. R.L.'s score catapulted him into the points lead.

Martin had his work cut out for him.

**AFA MASTER SERIES FINALS**  
Manchester, New Hampshire

**PRO RAMP**

1. Ron Wilkerson/Haro ..... \$800
2. R.L. Osborn/Red Line ..... 600
3. Eddie Fiola/GT ..... 400
4. Mike Dominguez/Dia. Back ..... 200
5. Hugo Gonzalez/Skyway
6. Dennis Langlois/GT-Mountain Dew
7. Paul Dalairio/Haro

**PRO FLATLAND**

1. Martin Aparijo/GT ..... \$800
2. R.L. Osborn/Red Line ..... 800
3. Woody Iton/Hutch ..... 400
4. Chris Lashua/GT-Mountain Dew: 200
5. Eddie Fiola/GT
6. Ron Wilkerson/Haro
7. Kevin Foas/Murray
8. Paul Dalairio/Haro
9. Dennis Langlois/GT-Mountain Dew
10. Fred Blood/SE
11. Matt Bennett
12. Hugo Gonzalez/Skyway

**EXPERT RAMP**

1. Todd Anderson/Red Line
2. Joe Johnson
3. Dennis McCoy/Haro
4. John "Dizz" Hicks/CW
5. Rich Sigur/Haro
6. Gary Polak/CW
7. Robert LeClair
8. Eddie Roman/Skyway
9. Rick Moliterno/Hutch
10. Mike Gibbons

**EXPERT FLATLAND**

1. Dennis McCoy/Haro
2. John "Dizz" Hicks/CW
3. Eddie Roman/Skyway
4. Rick Moliterno/Hutch
5. Robert Peterson/Skyway
6. Denry Howell/Ultra Rad
7. Mike Gaddy
8. Jason Parker/Dyno
9. Ceppie Maes/CW
10. Rich Sigur/Haro
11. Justin Bicker/SE

**13 & UNDER RAMP**

1. Scott Freeman/Skyway
2. Greg Macomber/GT-Mountain Dew
3. Chris Young

**13 & UNDER FLATLAND**

1. Scott Freeman/Skyway
2. Ben Johnson
3. Anthony Mirociche

**INTERMEDIATE RAMP**

1. T.J. Fallon
2. Keith McHenry
3. Daq Woods

**INTERMEDIATE FLATLAND**

1. Fred Casey
2. Mike Nooyetta
3. Bill Swoope

**NOVICE RAMP**

1. Greg Rogers
2. Jim Johnson
3. Garney Beane

**NOVICE FLATLAND**

1. Jason Gier
2. Jim Johnson
3. Brian Robinson

**OVERALL PRO**  
R.L. Osborn ..... \$1000

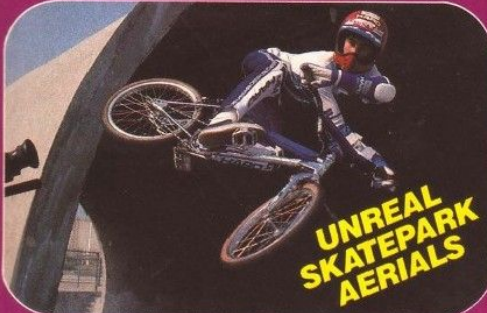
**OVERALL PRO CHAMPION FOR 1985**  
Ron Wilkerson

His teammate Eddie had carried the flag for a while, and now it was Aparijo's turn to finish with it. Martin rode for five minutes like the other pros, but that's where the similarity ended. One mistake was all Martin made in that length of time. During his side glide, Martin over-pumped his right foot, and it touched the ground for a split second. That was his only mistake! By riding to a slower, more melodic tune, Martin seemed better able to pace his tricks and string them together in a more fluid manner. Whatever it was, the judges loved it. His final average score was a 95.6—over three and one-half points higher than R.L.'s. Martin's third ground victory in his third attempt proved that he's the man to beat in flatland freestyle. Now if he could only sharpen his skills on the plywood. . . .

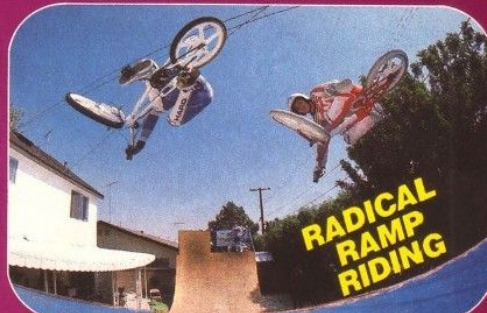
**A CONTROVERSY—SORT OF**

After the pro grounds had been sorted out and the runoff between Eddie Fiola and Chris Lashua was through, several ground pros felt that the ramp

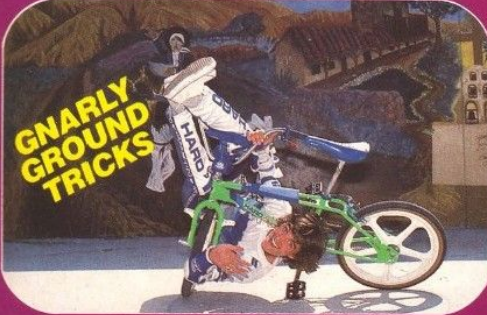
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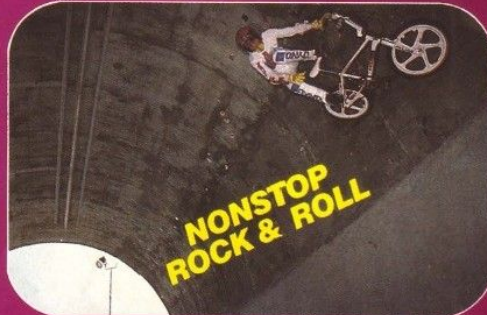
UNREAL SKATEPARK AERIALS



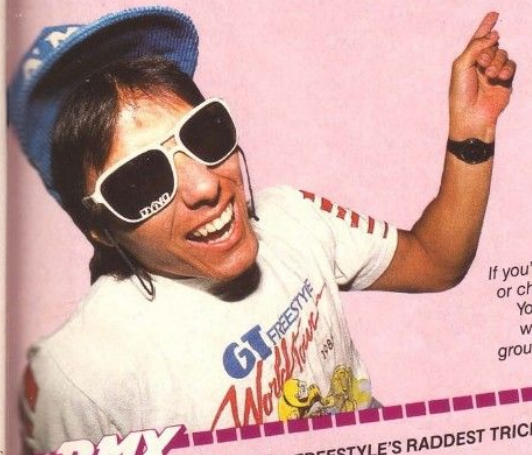
RADICAL RAMP RIDING



GNARLY GROUND TRICKS



NONSTOP ROCK & ROLL



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BMX-6

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MAJOR FREESTYLE MACHINERY FROM THE WINDY CITY

# SCHWINN

## FREE- Z FORM

Style  
& air from the all-  
American bike company

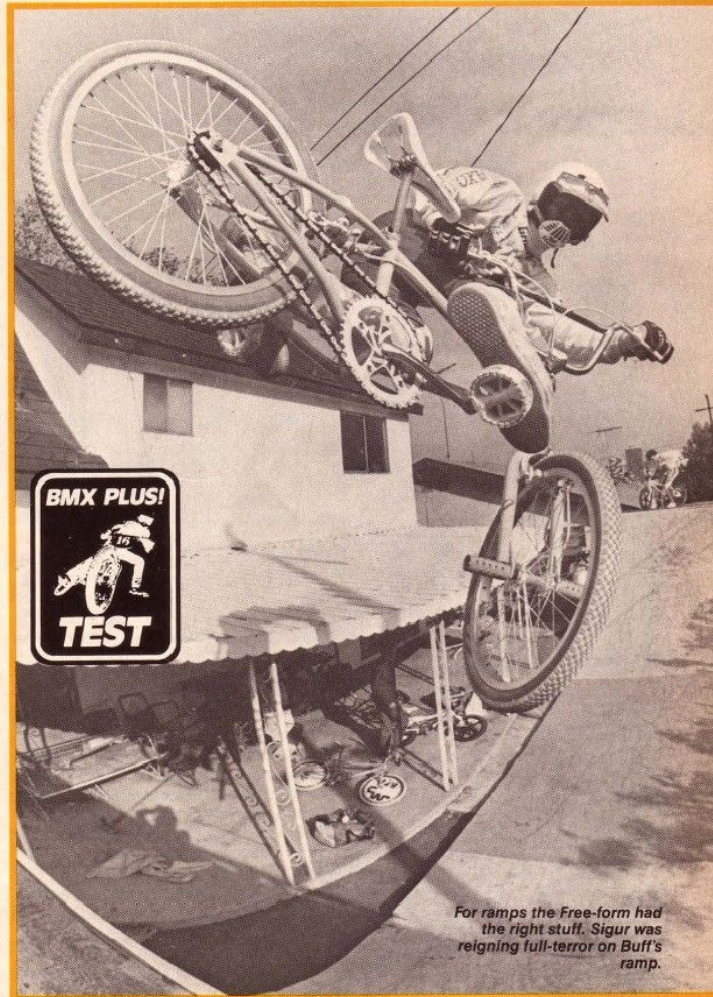
□ Schwinn Bicycle Company—the name is practically synonymous with bicycles in America. Nearly every all-American town has a Schwinn dealership within its boundaries. The very first BMX bikes were modified Schwinn Sting Rays. Over the past year or so, Schwinn's BMX program has evolved from racing into freestyle. The Schwinn freestyle bike lineup consists of two bikes: The Free-form EX and the Free-form Z. *Plus!* tested the EX a while back, so this time we're going for the Z.

### SUCH A DEAL!

The Free-form Z is available at Schwinn dealerships for \$199.95. What kind of bike can you expect for the bucks? One that is contest-ready right out the door, that's what kind. Not only does the Z have a Potts modification for the front brakes, it also has a Rotor mod for the rear. For a bike in this price range, that's incredible! Our test bike had a light-blue finish, which, along with the white components, made the bike look great! Our test bike also had Araya 7X rims and Dia-Compe centerpull brakes. For \$199.95, the Z screams, "Buy me!"

### A HOP, WHIP, AND A JUMP

The Test Force crew was briefed on the specifics of the Schwinn, such as price, availability, etc., and then headed out to Huntington Beach for some flatland



For ramps the Free-form had the right stuff. Sigur was reigning full-terror on Buff's ramp.

riding. Test Force members in attendance for this one were Rich Sigur and Randy Tischmann.

It's seldom that a test bike receives instant raves from our riders, but the Z was such a bike. The steering was *perfect* for ground tricks, thanks to the steep 75-degree head angle. Our crew found they could do almost every ground trick in the world on this bike, without even having to think about getting used to it. The Z was perfect for up-rock footwork, as well

as for spinning tricks, such as boomerangs, tail whips and jump-ropes.

When asked if the bike had any major problems, both guys had the same answer—NO! The brakes worked great; the handling worked out fine, and everything about the bike was solid and working perfectly. The only criticism the guys had about the Z was the fact that it didn't come with axle pegs. We added some in order to make the test more interesting. The addition of footpegs



# FREE- Z FORM

Within ten minutes, Randy was pulling off moves like this. According to Randy, "The second I stepped on the bike, I was pullin' off tricks. It usually takes me a while to get used to a bike."

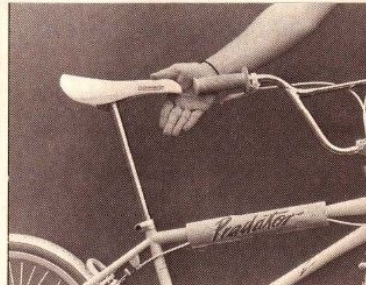
makes the bike one of the most competitive flatland freestyle bikes out there. And what's even more attractive is the fact that it's such an inexpensive bike. Even if you're not a bit interested in entering freestyle contests, the Z can provide you with a slick way around town. If, however, the desire arises, it's nice to know that you can always hit the streets and style your brains out. Additionally, the Rotor as original equipment is an excellent touch, and the recessed brake bolt keeps the brakes out of the way. Finally, the cable routing is first-rate; instead of routing the cable through brazed-on cable guides, the Z routes them through the inside of the tubes. We were repeatedly amazed at Schwinn's attention to detail on such a low-priced bike. It is like they designed a three or four hundred dollar bike and made a mistake in the pricing.

What about ramps? Well, after we were through with flatland at Huntington Beach, we jammed over to Mike Buff's house to clock some office time on his monster halfpipe. Rich was the first to start blasting airs on the Free-form. He found the front end of the bike a bit longer than what he was used to (a Haro Sport), but this had its advantages. As a result, the bike felt more stable, meaning that when you go for five feet of air, you don't get something you didn't bargain for. Within a matter of minutes, Rich was maxin' out at about six feet of

air. His look-backs were excellent, his inverts were way past flat. Everything he wanted the bike to do, it did—and when he wanted it to. Randy (who is used to a smaller frame design and smaller bars) had to lower the seat considerably so it would fit him. He also needed to lower the bars but wasn't able to do so, because of the Rotor. As a result, he really wasn't able to hit his full potential on the bike. For Randy the Rotor ended up being a trade-off—because of it, he was able to pull off killer ground moves, but it was at the expense of his aeriels. Which you'd prefer giving up is your decision if you have to lower the stem.

#### WHAT ELSE?

Well, the Free-form Z has incredible potential to pilot any beginning freestyler to the big leagues. All the right ingredients are there: proper angles, up-to-the-minute brake modifications, exceptional looks, and a price tag that won't compel your parents to tax your allowance for the rest of your life. In fact, this bike may be the best buy in freestyle today. Everything about the bike proved first-rate. The brakes worked great from start to finish. The cranks never tweaked. The pedals stayed straight. The stem held. The only evidence that we had even ridden the bike was that two large-scale hang-ups on the halfpipe made it necessary to perform a little minor rim truing on the wheels. If your aeriels are in the six-foot category like Sigur's, and

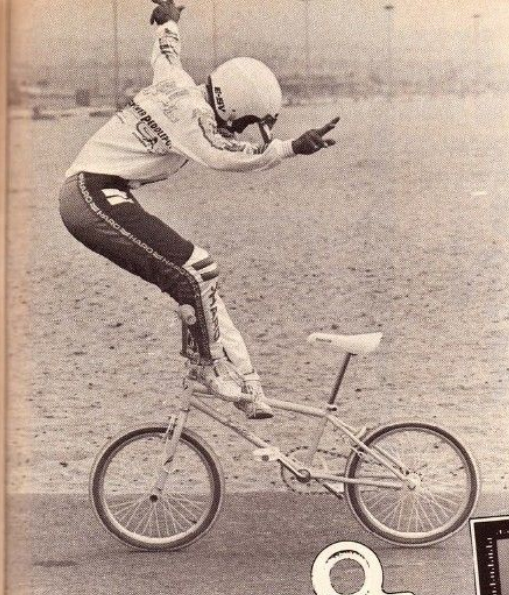


Little things make a big difference. We liked the placement of the seat in relation to the handlebars. The Schwinn folks did their homework on this one.

you have a tendency to hang up on your reentries, you might want to try some Tuff Wheels, but otherwise, we think anybody would be more than happy with the kind of performance we found with the Z.

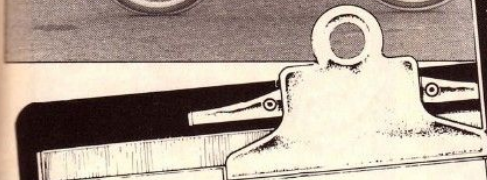
#### A MILITARY ENDING

Yes, that's right. We subjected the Free-form Z to CORPORAL punishment, and it stood up to it. The GENERAL impression was that the Z is the best deal in freestyle—all things considered. Finally, the Schwinn made a MAJOR impression on the staff (on both technical and performance fronts). But hey, don't tell anyone—it's PRIVATE! ☐



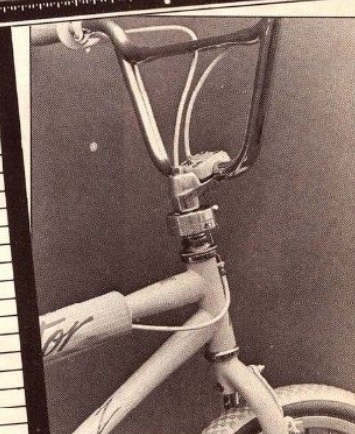
Thickness abounds on the Z. Note the centerpull rear brake—it worked great. The cable goes through the Rotor and then through the inside of the bike's top tube. The only thing we didn't like was the choice of pedals—that is, until we tried them. They looked cheap, but they worked fine.

◀ This is NOT the kind of move you want to try with a bad-handling bike. Rich was highly impressed with the Free-form Z's handling.



## BMX PLUS!

1. Bike: Schwinn Free-form Z.
2. Age range: 12 years and up.
3. Country of origin: Taiwan.
4. Intended use: Freestyle/street.
5. Wheelbase: 36" to 37".
6. Bottom-bracket height: 11-3/8" (center to ground).
7. Chain stay length: 15-1/2" (center of bottom bracket to midpoint of rear dropout).
8. Steering head angle: 75°.
9. Seat tube angle: 68.5°.
10. Frame: Schwinn Free-form, 100-percent chromoly, 4-1/2" head tube, 1-1/8" O.D. top tube, 1-1/8" O.D. down tube, 3/4" O.D. chain stays.
11. Fork: Schwinn Free-form, leading-axle, chromoly.
12. Rims: Araya 7X, 36-hole, silver.
13. Spokes: Chun-Nan, 14-gauge, painted white, chromoly axle.
14. Hubs: Jou/Yu, 36-hole, alloy, painted white, chromoly axle.
15. Tires: Cheng Shin skinwall, 20" x 1.75", front and rear.
16. Cranks: Sugino, 175mm, chromoly, chrome-plated.
17. Pedals: Heiang TA, 1/2" chromoly shaft.
18. Chain: KMC, 1/2" x 1/8".
19. Bottom bracket: Tein Hsin, steel.
20. Front sprocket: Sugino, steel, 44T, Sugino steel spider.
21. Rear sprocket or freewheel: Sunfour freewheel, 16T, 1/2" x 3/32", chromoly.
22. Brakes: Dia-Compe FIS 880, sidepull (front) levers, Tech-5.
23. Headset: YST, HP-02 steel, retainered ball.
24. Stem: ACS Polygon, alloy clamping head, chromoly shaft, hollow wedge bolt.
25. Handlebars: Schwinn freestyle, chromoly, chrome-plated, 27.5" width x 8" rise (center line of clamp area to center line of grip).
26. Grips: Generic, mushroom type, rubber, blue.
27. Seating: Viscount Dominator, white plastic, steel undercarriage.
28. Miscellaneous: ACS Rotor Modification, safety pads, CPSC equipment.
29. Overall weight: 26-34 lbs. (minus C.P.S.C. equipment and numberplate).
30. Approximate retail price: \$199.95.
31. For additional information contact: Schwinn Bicycle Company, 1856 Kostner Ave., Chicago, IL 60639; (312)292-2900.



The Free-form Z is one of the best buys in freestyle. For \$199.95 you get Potts and Rotor mods, as well as genuine Dia-Compe brakes and a host of other class componentry. We don't want to give Schwinn any ideas, but they could get a lot more for this pup!

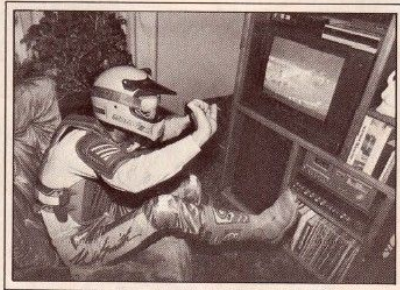
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MAGAZINE PRESENTS

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BMX5-6



# STEMS

How some of the most popular stems in BMX compare

By the Staff of BMX PLUS!

□ What's so special about a stem? All it does is hold your handlebars in place so you can steer, right? Right. So one stem is as good as any other, right? Wrong.

Experienced BMXers know that some stems do a better job of holding the handlebars than others. As a result, some stems are recognized among the pros as good ones, while others are regarded as less than desirable.

What makes a good stem? That's what we set out to determine. Who makes a good stem? That was the next thing we wanted to find out.

### BRINGING THEM ALL TOGETHER

We assembled a variety of both racing and freestyle stems to test in this shootout. Of course, racing and freestyle stems are basically the same, anyway. Normally the only difference is that the freestyle stems have hollow stem bolts so the front brake cable can go down through the inside of the forks. (Some

freestyle stems also have an extra hole or two drilled through the head of the stem to accommodate the rear brake cable for the ACS Rotor or Skyway Spinmaster. Such extra holes should not affect performance.)

Basically, we wanted to see what the main differences were between the many stems on the market. For that reason we weighed and measured all our stems in order to note the significant variances in design. We used a regular ruler to make our measurements and a high-quality postage scale to determine the weights (which are given to the nearest half ounce).

What happens when a stem doesn't offer good clamping power? Check the position of the handlebars in this photo, and you'll see. ▶



Bob Webb

The holding power of the stems was more difficult to determine. In normal use you tighten down a stem until the bars are firmly in place and can't move.

Two kinds of undesirable bar movement are possible with a poorly tightened (or poorly made) stem. One is to have the front wheel turn away from the handlebars. This can happen if the stem doesn't wedge inside the fork properly when you tighten the main bolt. The second kind of undesirable movement is when the bars rotate inside the stem. We called the stem's ability to prevent these two kinds of movement wedging power and clamping power, respectively.

DMX Extra Long Pro	ESP Pro	Haro Group 1 (Racing)	Haro Group 1 (Freestyle)	Hutch Pro	
<b>Odyssey</b>	<b>Pro Neck</b>	<b>Red Line Forklifter</b>	<b>SR MS-423</b>	<b>TNT</b>	<b>Tuf-Neck</b>

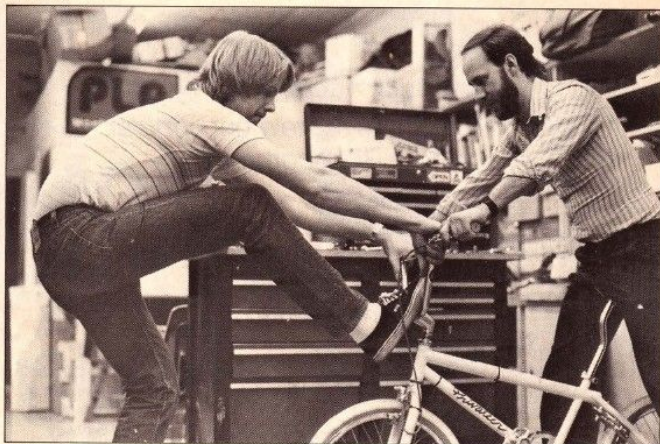
# STEMS



We tightened down each stem's wedge bolt and clamping bolts to identical tightnesses to see how well they held the bars in place. Here Rob uses his torque wrench to get the exact snugness required for an evaluation.

## RATING THE STEMS

To come up with our ratings for wedging and clamping power, we devised some simple but effective tests. One by one we put each stem in the same bicycle, tightened down the bolts to identical tightnesses using a torque wrench (a wrench that measures how much force you are applying to it). Then we tested the bars for movement to see how well the stem did its job. If we found that the



A stem with excellent clamping power will hold the bars so tightly they can't be moved even when this kind of force is applied.

stem was slipping we tightened down the bolts even harder, again noting the force applied. We then tested the bars for movement again.

To test for wedging power John Ker and Rob Lynch took turns using two methods of forcing the stem to turn in the forks. John had the front wheel of the bike in place and used his arms to try to twist the bars to the side. For the second test Rob used the standard BMXer's stem adjustment method: He sat on the bike holding the bars in place, then gave the front wheel a strong sideward kick with the side of his foot, noting how much the wheel moved as he did so. The tests may sound primitive, but they were effective and revealing.

With each stem, if the wedging power at our initial main-bolt tightness (20 foot-pounds of force) proved insufficient, we tightened down the bolt even more firmly and applied the same test for movement again. In many cases we applied increas-

ing amounts of force to the bolt, noting the force applied and how easily we could turn the bars in relation to the front wheel in each case. Our initial torque amount was 20 foot-pounds (about as tight as a normal person would feel was very snug, we estimate). Our highest torque amount was 50 foot-pounds (which was about as much as we felt we could subject the bolt to without worrying about breaking it or stripping the threads out of the stem wedge. We came up with that number as a limit after we decided to test the main bolt of one of the poorer-performing stems to see if we actually could break it. Indeed we could; the main bolt snapped in half at a mark of 55 foot-pounds of torque.

Our test for clamping power was similarly straightforward. We tightened down the four or six bolts that hold the bars in place with 20 foot-pounds of torque, then tried to rotate the bars in the stem.

(continued on page 74)

## WHO MAKES A GOOD STEM?

The two top-ranked stems in our shootout were the DK Extra Long Pro and the ESP Pro. We called Charles Danishek of DK and Walt Ehnat of ESP to find out just what made their stems so special.

The DK stem's head and wedge are made from machined aircraft-quality 2024 aluminum alloy. The shaft is made of 4130 chromoly steel, and the bolts are made of grade-five, heat-treated chromoly steel.

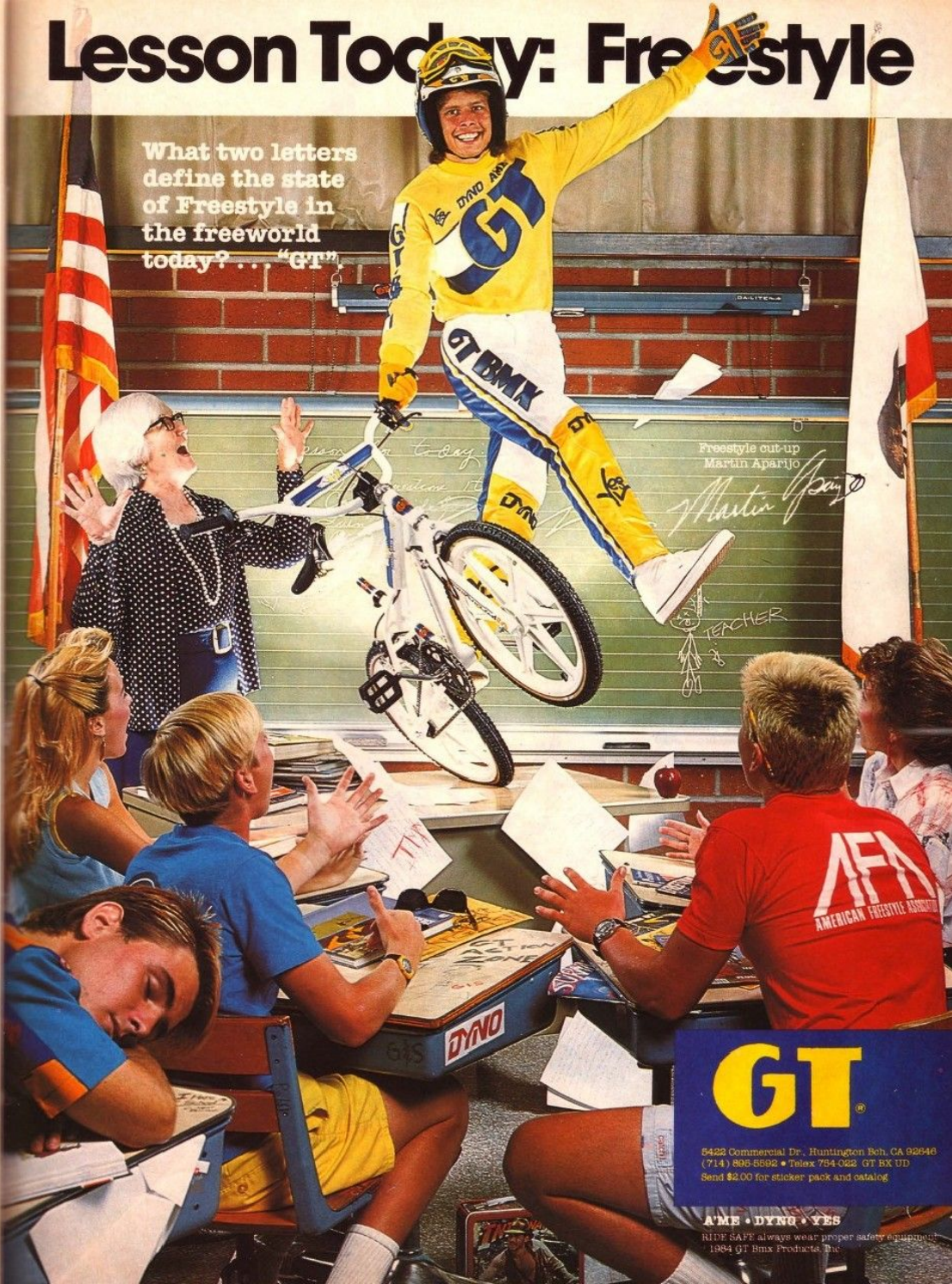
The ESP Pro stem has a head made of T6, high-tensile, aircraft-quality, 7075 aluminum alloy. The bolts are made of T6 steel. The shaft and wedge are made of mandrel-drawn steel tube and the shaft is pressed into the stem head at 4000 pounds pressure. •

## STEM WEIGHTS, MEASUREMENTS, AND RATINGS

STEM	WEIGHT	MINIMUM HEIGHT	MAIN SHAFT LENGTH	SHAFT LENGTH WITH WEDGE	FORWARD OFFSET OF BARS	STEM BOLT TYPE	WEDGING POWER	CLAMPING POWER
DK EXTRA LONG PRO	18 oz.	3/4"	4-5/8"	5"	2-1/8"	solid	excellent	excellent
ESP PRO	26 oz.	3/4"	5-1/16"	6"	2-1/4"	solid	very good	excellent
HARO GROUP 1 (RACING)	20-1/2 oz.	1-3/8"	3-5/16"	3-3/4"	1-7/8"	solid	good	excellent
HARO GROUP 1 (FREESTYLE)	22 oz.	1-1/4"	4-1/2"	5"	1-7/8"	hollow	good	excellent
HUTCH PRO	20-1/2 oz.	3/4"	4-3/4"	5"	2-1/4"	solid	good	excellent
ODYSSEY	17 oz.	15/16"	4-1/4"	4-1/2"	2"	hollow	fair	good
PRO NECK	19 oz.	5/8"	4-1/16"	1-7/8"	1-7/8"	hollow	fair	excellent
RED LINE FORKLIFTER	15 oz.	1-3/4"	3-1/4"	3-1/2"	1-7/8"	solid	good to very good	fair
SR MS-423	20 oz.	1-1/4"	4-1/8"	4-1/2"	1-3/4"	hollow	very good	good to very good
TNT	19 oz.	3/4"	4-3/4"	5-1/4"	1-7/8"	solid	fair	very good
TUF-NECK	20-1/2 oz.	5/8"	4"	4-3/4"	1-3/4"	solid	very good	fair

# Lesson Today: Freestyle

What two letters define the state of Freestyle in the freeworld today? ... "GT"



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Martin Aparijo

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SKYWAY FORGED  
ALLOY STEM WITH  
CHROME-MOLY SHAFT  
AND POTT'S MOD.

SPIRAL FLUTED  
FORK STEM.

STREET STYLER IS AVAILABLE  
IN THREE COLOR COMBOS:  
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WHITE/PINK.

HEAT-TREATED 4130  
REAR DROP-OUTS  
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MOUNT.

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CHROME-MOLY  
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IN USA.

100% 4130  
CHROME-MOLY  
TUBING.

100% 4130 CHROME-  
MOLY FRAME AND  
FORK TUBING.

1.9 SKYWAY  
FREESTYLE TIRES.

SKYWAY FORGED  
ALLOY STEM WITH  
CHROME-MOLY SHAFT  
AND POTT'S MOD.

ALLOY PLATFORM  
PEDAL.

S/R TURBOBOX ONE-  
PIECE HOLLOW  
CHROME-MOLY  
CRANKS.

SKYWAY POWER  
DISK.

SPINMASTER MADE  
IN USA.

SKYWAY ODYSSEY  
BRAKES WITH  
SKYWAY FREESTYLE  
PADS.

STREET BEAT IS AVAILABLE  
IN FOUR COLOR COMBOS: GRAY/  
WHITE, BLUE/GRAY, GREEN/WHITE,  
WHITE/LAVENDER.

BRAZE-ON CABLE  
GUIDE (FORK).

GEAR: 43/16  
FREEWHEEL.

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CREASED TOP TUBE  
PLATFORM.

1985 AFA WORLD CHAMPIONS!

ROBERT PETERSEN  
17 AND OVER EXPERT  
FLATLAND WORLD CHAMPION

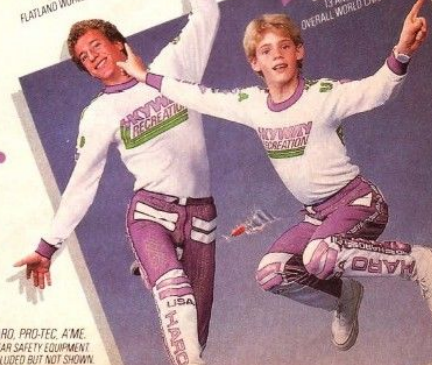
SCOTT FREEMAN  
13 AND UNDER OPEN  
OVERALL WORLD CHAMPION

SWEGGED FORK  
LEGS.

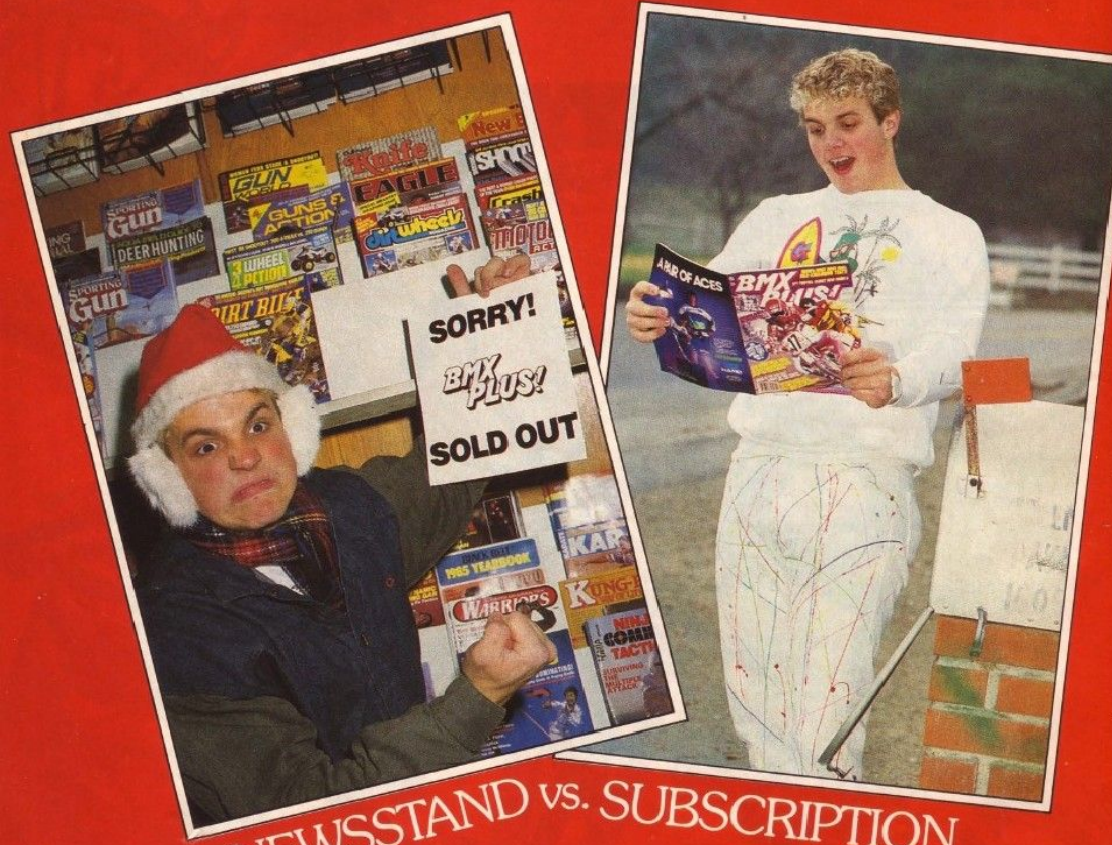
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# SUPER NATIONALS

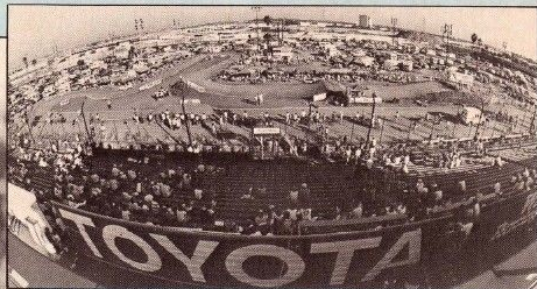
Over 1000 riders turn out to do battle in the City of the Angels

Story by Mike Carruth

Photos by John Ker & Mike Carruth

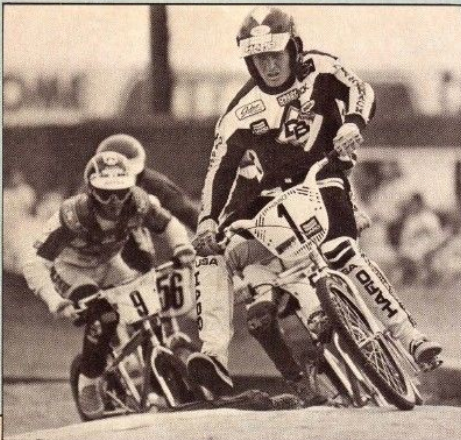


□ Only a few races out of the year have earned "must attend" status—the ABA and NBL Grands, the Murray World Cup, and one or two other races. One of those elite races is the ABA Supernationals, traditionally held in or near Los Angeles. The Supernationals is one of the biggies for two reasons: first, because the lion's share of the hot riders, factory sponsors, and magazines are based there; second, because everyone and his brother wants to "get away from it all" and enjoy some California sun and fun.



A fish-eye view of the Ascot Competition Center. The facility was prime, the race was run smoothly, and the track design was exciting. Hutch and the ABA did a great job of putting the whole thing together.

◀ What's up with Rick Palmer lately? Well, he was supposed to be dropped from Diamond Back, but after his 17 & Over open class win at Ascot, one never knows!



You know factory sponsorships these days are few and far between when the number one girl in the nation shows up at a race sponsorless. Cheri looked as fast as ever. When Main time came, she drifted wide in the first turn and ended up fourth. Diana Bowling (K) won.



When Darwin Griffin got picked up by Zeronine Saturday night, he just had to do something spectacular on Sunday. He did. He won 16 Expert, and he kept winning until he scored a quadruple (16 Expert, 16 Cruiser, 16 & Over Trophy Dash, and Cruiser Trophy Dash).

### THE LOCATION SITUATION

Last year's Supernationals were held in Pico Rivera. This year the ABA crew moved it down the freeway to the Ascot Competition Center in Gardena. Gardena really doesn't have much on Pico Rivera, but Ascot is definitely a class operation. The Ascot track started out with an ABA sanction a few years ago, then turned NBL, and has now gone back to ABA. (Those Ascot guys are never afraid to change their minds!) The site of the regular Ascot track wasn't nearly big enough

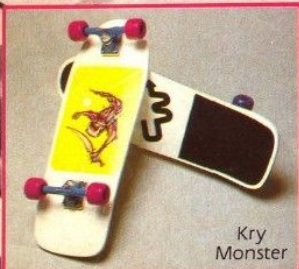
to accommodate a major ABA National, but the stock car and motocross arena was plenty big; there was room for tons of people in the giant grandstands, ample parking, and more than enough space for a killer track. The Supernationals would also have a new sponsor this year—Hutch Hi-Performance. Taking all things into consideration, this was shap-

ing up to be an extraordinary weekend! ABA chief Clayton John and his band of handymen arrived on the scene a week in advance to whip the track into shape in time for Friday's double points race. The Plus! editorial clan caught wind that the track was completed Friday morning and instantly hit the freeway toward Ascot. The track looked good. The ABA crew was still putting the finishing touches on it before Friday night's race. The track was 975 feet in length and was spread out nicely—meaning it wasn't your basic U-inside-a-U design. The first jump was gnarly; it had hardly any backside. The remainder of the track was fairly basic: a peaked, 90-degree right-hand first turn, a tabletop into the bermed 180-degree second turn, some washboard whoops, an off-camber right turn, and a sweeping 180-degree left-hander into the last straightaway, which was longer than some of the runways at nearby LAX. In addition to being treacherously long, the last straightaway had a four-foot-high, 20-foot-long tabletop jump strategically placed about three-quarters of the way down to make every race interesting.

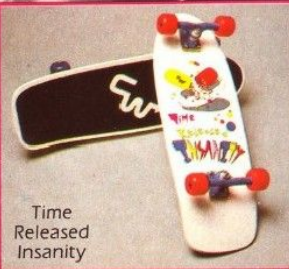
Gary Ellis is quickly shaping up as one of the consistently quickest pros of 1986. Gary could rule pro BMX this year. He sure did at this event. ▶



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## SUPERNATIONALS



◀ For such a little guy, Joey Allen leaves some BIG footprints on the national scene. At Ascot, Joey tripped for sponsor GT (8 Expert, 8 Open, and 7-8 Trophy Dash).



"That number 7 guy sure looks fast. Who is he?" Ever hear of Jon Anderson? We thought so. First in A Pro, and presently unsponsored. Somebody better pick this guy up!



Second only to the race action was the fact that it was Super Bowl weekend. How 'bout those Bears?!

### THE SUPERNATIONALS vs. THE SUPER BOWL

Everyone who came to the Supernationals hoping to escape the bone-chilling Eastern climate got more than they bargained for—the temp in L.A. was hittin' the mid-80s the weekend of the race. The action started at 10:30 and was also heating up as afternoon set in.

At first the ABA was concerned that race attendance might be hampered by Super Bowl XX on Sunday afternoon. Maybe it was, maybe it wasn't, but the race drew 219 motos and droves of spectators. Of course, there were more than a few battery-powered TVs on hand for the hard-core football fans who watched as the Bears toasted the Patriots. **RED-HOT RACING UNDER A CLEAR-BLUE SKY!**

The race action was red hot all weekend. By Sunday morning the ABA had added a backside to the first jump—after ample crashes on Saturday. In the Amateur division Eric Carter was faster than ever on his candy-apple-green Hutch bike. Darwin Griffin got picked up by Zeronine Saturday night and was looking faster than we've ever seen him before. Charles Townsend was on the gas too. It seems he's adapting to his Hutch bikes without much trouble. A new face on the factory front who was also impressive was Jake Carroll, one of the dinky dudes on the Zeronine factory. In the pro ranks a now unsponsored Jon Anderson was dusting the A Pro class all weekend. The Human Dragster, Tommy Brackens, has been amazing the masses over the past few months, and he looked fast again.

Speaking of amazing, let's talk about Richie and Ronnie Anderson (affectionately known as the A-Team). Sunday morning they showed up wearing the jerseys of a local framebuilder—MRC (Mike Redman Concepts). The brothers Anderson were hangin' in there, but it didn't seem as though they were up to max potential. Perhaps worrying about

finding a factory sponsor had something to do with it? Two not-so-new faces back to attack were Greg Grubbs, who has now grown his hair so long he looks like Tiny Tim of the '60s, and Anthony Sewell, who recently came home from England and still looks the same. Greg was sporting a jersey from MRC—the same people who were footing the bill for the Andersons for the weekend. Anthony was wearing a plain long-sleeved jersey but still looking fast.

One of the first major surprises of the day came in the AA Pro Quarter-mains. Greg Hill went wide on the first turn, causing him to slip from second to about seventh. About 50 feet down the track, Toby Henderson went down, and took out Stu in the process. Greg ended up making the Semi; Stuart and Toby dusted themselves off and headed home. Greg's luck was shortlived, though; the next time he was on the track—meaning the Pro Open Semi—he went wide, just as in the AA Pro Quarter, and ended up not making it.

In the Pro Cruiser Semi Jon Anderson was hangin' with the heavies but went down in the second turn while trying to make a move for third from fourth (they were taking four!). In the AA Pro Semi, Travis Chipres led wire to wire and impressed a lot of people on hand. In the same Semi, Pistol Pete got edged out by Greg Grubbs for a spot on the gate in the AA Pro Main. Qualifiers for the first AA Pro Semi were Travis Chipres, Mike Miranda, Brian Patterson, and Greg Grubbs. In the second Semi, Elf's Todd Blaser jumped out in the lead and stayed there. Greg Hill was served yet another portion of bad luck and ended up not making it to the Main. Qualifiers for that round were Todd Blaser, Anthony Sewell, Gary Ellis, and Tommy Brackens. The scene was set for the AA Pro Main!

Some further amateur news from the Semis: GT flier Dean LaBerge was cookin'; it had been a gnarly battle between him and Sean Callihan, not only

in the Semis, but all weekend. Eric Carter went down hard in his 15 Open Semi and subsequently didn't make it.

### THE INSANE MAINS

The Mains got under way at about 6:45, with the first round of the A Pro Main. An unsponsored Jon Anderson pulled on everyone all three times to capture the A Pro win. In the first AA Pro Main, Tommy Brackens had the far inside (which was a pretty good line), and Todd Blaser had to make do with lane eight. Greg Grubbs blew his start, and Brackens jumped out into the lead. Around the off-camber third turn, Gary Ellis put the move on him and slingshotted into the lead. Final order of Pro Main number one was Ellis, Brackens and Patterson.

In the second round of the AA Pro Main, Brian Patterson had the coveted inside gate, and Gary Ellis had the dreaded lane eight. When the gate dropped, Ellis blasted out of the gate, and cut over quickly to the inside, but Tommy Brackens was leading this one, and Ellis was in second trying to play catch-up. That's the way it finished: Brackens, Ellis, Miranda. Incidentally, Tommy Brackens loved the long last straightaway; don't forget, he's the Human Dragster! In the third and final round of the AA Pro Main, Miranda had the inside gate, Todd Blaser was next to

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him, and Brian Patterson had the far outside. As the gate went down, Todd and Mike got tangled and went down while Ellis and Brackens took off and rocketed down the first straightaway. Ellis had the lead this time and kept it to take the third round and the first-place bucks. Brackens got second in the third round and the overall, and Travis Chipres got third in the final round and overall. Gary also took Pro Open dollars to make it a \$1115 day for him.

Taking a look at some of the amateur winners, in 17 Expert Rick Palmer pulled Doug Davis and Billy Griggs to score a win. A now unsponsored Matt Hadan scored wins in 15 Expert and 15 Open. Robert Zahnow, who is lovin' his Hutch ride, scored wins in his 12 Expert class and the 12 Open. Darwin Griffin scored a big win in 16 Cruiser while also winning the 16 Expert and 16 Open. Did he win the trophy dash, too? Yup! Anatomy of a quadruple.

A pretty hefty upset in the 15 & Over Girls class: Cheri Elliott (who had been hatin' life all day Sunday after a Saturday night crash) ended up getting a fourth behind Dianna Bowling, Nicki Tobler and Rae Andrews. There was a major wreck in the first turn, which took out Deanna Edwards and Gaby Bayhi, and caused Cheri to go off the track.

In 17 Open, Dana Griffin beat Charles Townsend and Doug Davis. In 16 Open Pete Casano (there's a name we haven't seen in a while) scored the win. As expected, the Mains held some of the hottest action of the entire weekend.

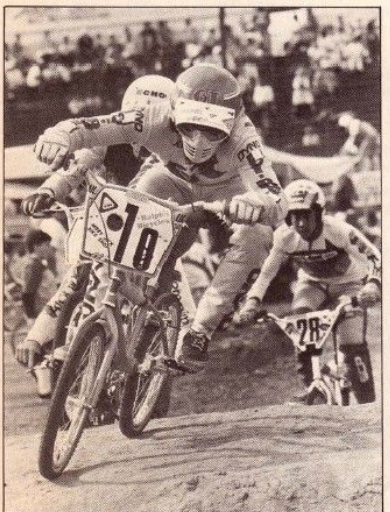
The last Main was run at 9:17 p.m.—nearly 11 hours after the first moto had run down the same hill.

A few closing comments: Hutch and the ABA did an excellent job of putting this one together. The announcers kept the action at a fast pace while keeping things interesting. The last straightaway seemed to add a tremendous amount of excitement; many races were won and lost because of it. Frankly, we'd like to see this final-straightaway excitement more often.

Have we left anything out? Probably not, except to tell Fridge, Walter and Jim congrats! □



**Tommy Brackens is one of the hottest items in present-day BMX. He must have some sort of phobia about being in the back of the pack. His worst finish in three rounds of the AA Pro Main was a second, but that wasn't enough to beat Ellis.**



**Dean La Berge won 15 Cruiser and was having a pretty good day . . . until the 15 Expert Main. He was battling for the lead with Eric Carter when the two collided and crashed, almost taking shutter-bug John with them!**

**ABA SUPERNATIONALS**  
Sponsored by Hutch Hi-Performance  
Gardena, California

AA PRO MAINS	WINNINGS	7 OPEN	11 OPEN
1. Gary Ellis/Huffy 1-21	\$750	Lloyd Mason	Emiley Niaghat
2. Tommy Brackens/GT 2-12	400	Todd Kelley	Debbie Munson
3. Travis Chipres/Robinson 4-5-3	250	Jonathan Barnes	April Sals
4. Brian Patterson/PPR 5-7-4	215	8 & UNDER OPEN	
5. Todd Blaser/Ell 5-7-4	170	Richard Hackett	Las Rigo
6. Anthony Sewell 6-6-5	140	Jeremy Hendrick	Kim Dow
7. Mike Miranda/Hutch 8-3-4	110	Tommy Sauer	Tommy Sauer
8. Greg Grubbs/MRC 7-9-6		31 & OVER CRUISER	
<b>A PRO</b>			
1. Jon Anderson 1-11	\$450	Bob Hayes	Michelle Gibson
2. Shawn O'Gorman 5-3-2	230	George Antill	Coleen Gomez
3. Ed Hicks 2-7-3	140	Bill Dumas	Margie Naki
4. David Balthes 7-2-4	130	22-30 CRUISER	
5. Jim Laughren 4-4-6	100	Dari Stawlow	Cindy Ainsworth
6. Sean Hicott 3-5-7	80	Craig Malboza	Michelle Hackett
7. Rob Raymonde 6-6-6		Low Elenos	Kimberly Bozen
8. Russ LeBaron 6-8-8		17-21 CRUISER	
<b>PRO CRUISER</b>			
1. Ron Anderson/MRC \$325		Kevin Hull	Britany Ralph
2. Richie Anderson/MRC 85		Tony Orlando	Wendy Root
3. Darel Young/Kuwahara 145		Dusty Burchett	Nancy Hackett
4. Markon Abrams/HIS 70		17 OPEN	
5. Toby Henderson/DAD 40		Dana Griffin	Darwin Griffin
6. Stu Thomsen/Huffy 40		Charles Townsend	Clave Cullinan
7. Robert Fahl/GT 40		Doug Davis	Craig Gaydos
8. Todd Slavik/Race Ready 40		16 OPEN	
<b>PRO OPEN</b>			
1. Gary Ellis/Huffy \$365		Peter Casano	Dan LaBerge
2. Tommy Brackens/GT 180		Lornie Leary	Mart Hedin
3. Shawn Texas/OW 115		Dave Cullinan	Sean Gillian
4. Travis Chipres/Robinson 95		14 CRUISER	
5. Eddy King/Diamond Back 85		Kenny May	10: Jeff Nichol
6. Ronnie Anderson/MRC 60		Brian Lopes	9: Chris Kalous
7. Rich Fleming/Robinson 60		Eric White	8: Ronnie Williams
8. Mike Miranda/Hutch 60		14 OPEN	7: Jesse Stark
<b>11 EXPERT</b>			
Rick Palmer	George Seavers	13 CRUISER	6: Mike Hensley
Doug Davis	Justin Green	Christopher Slater	5: Richard Badham
Billy Griggs	Tony Bailey	Erin Sallie	4: Steve Mcluney
Darwin Griffin	Guy Poppe	Robert Swick	3: Bubba McIntosh
Mike King	John Rena	13 OPEN	2: Neil Dowhurst
Dave Cullinan	Tommy Ainsworth	11 EXPERT	1: Dave Kates/Int
15 EXPERT	9 EXPERT	Brent Romero	Eric Filley
Matt Hadan	Chris Eudaley	Al Ross	Rusty Ainsworth
Lee Williams	Jeff Quintana	Jason Shegas	12 OPEN
Chris Backus	D.J. Gregg	Robert Zahnow	11 & UNDER
14 EXPERT	8 EXPERT	Chad Taurner	10 EXPERT
Robert McPherson	Joey Allen	Steve Mcluney	9 EXPERT
Brian Lopes	Mark Garcia	7: Anthony Herrera	8 EXPERT
Robert Emrich	Brian Armstrong	6: Dan Hewitson	7 EXPERT
13 EXPERT	7 EXPERT	5: Phillip Schaffer	6 EXPERT
Brent Romero	Rich Housaman	4: Nicki Tobler	5 EXPERT
Al Ross	Nick Brungardt	3: Holly Andrews	4 EXPERT
Joe Tappin	Lloyd Mason	2: Rae Andrews	3 EXPERT
12 EXPERT	8 EXPERT	1: Dianna Bowling	2 EXPERT
Robert Zahnow	Richard Hackett	<b>NOVICE CLASS WINNERS</b>	
Brian Johnson	Jeremy Hendrick	15 & OVER GIRLS	15: David Molenda
Rusty Ainsworth	Ron Fuller	14 GIRLS	14: Geoff Schofield
		13 GIRLS	13: Dianna Bowling
		12 GIRLS	12: Phillip Schaffer
		11 GIRLS	11: Tracy Franks
		10 GIRLS	10: Rusty Ainsworth
		9 GIRLS	9: Sean Childers
		8 GIRLS	8: Carl Johnson
		7 GIRLS	7: Travis Scott
		6 GIRLS	6: Chad Taurner
		5 GIRLS	5: Steve Mcluney
		4 GIRLS	4: Roby Featelli
		3 GIRLS	3: Anthony Herrera
		2 GIRLS	2: Dianna Bowling
		1 GIRL	1: Phillip Schaffer
			<b>TRPHY DASH WINNERS</b>
			10 GIRLS: Richard Hackett
			7-8: Joey Allen
			5-10: Corky Gainsford
			11-12: Geoff Schofield
			13: Robert McPherson
			15 & OVER: Darwin Griffin
			CRUISER: Darwin Griffin
			FACTORY TEAM TROPHY
			Zahnow
			<b>BIKE SHOP TEAM TROPHY</b>
			S&K Cycles



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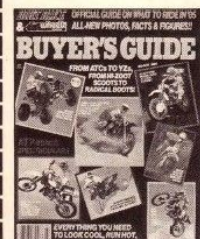
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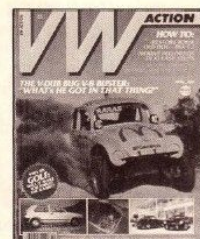
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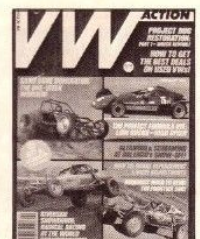
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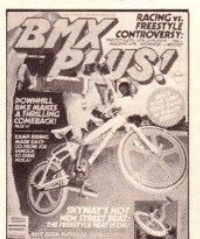
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**AFA MASTERS SERIES**  
(continued from page 54)

riders deserved to be judged more fairly. A pro meeting was called with SE's Fred Blood acting as chairman, and the issue was brought up to Bob Morales, Ron Stebenne, and the event's director of competition and head judge, Duane Lashua. A majority of the pros felt that the man in charge of judging the Showmanship category showed signs of incapability. AFA president Bob Morales agreed. When the pros suggested that someone else (a former AFA judge from California) replace that judge, Mr. Lashua all but flatly refused. His reason was that the Californian would show too much favoritism toward the California pros. When Fred reminded Mr. Lashua that his own son had competed on ground while he was acting as a judge, the argument only got more heated and more personal. For the judging problems that the AFA has had in the past to re-materialize so soon after fixing them, is alarming. The AFA, however, did replace the Showmanship judge with a person whose opinions proved to be more acceptable to the competitors. The way the AFA and the pros worked together to clear up the matter was reassuring. Let's hope that good relations can continue between the riders, the promoters and the officials at future events.

**THE BIG DOG FIGHT**

Although it wouldn't affect the outcome of the final standings, Ron Wilkerson really wanted the overall win for the day's event. Radical Ron already had the AFA Master Series Pro title in the bag, so a win for the day would be the icing on the cake. Unfortunately, that wasn't going to be easy for him with the sixth-place finish he'd earned on the ground. R.L. and Eddie Fiola had the best chances of taking the overall, so the battle was between them.

Mike Dominguez didn't bother to compete at all on ground, so an aerial victory was his only hope, as it was for Hugo Gonzales, who had fared poorly in the ground competition. All eyes were on these two for radness. And as usual, both riders delivered.

Mike Dominguez is an aerial god. Few men challenge his realm of 12-foot airs. For Mike it's second nature. Unfortunately, Mike isn't so well versed on the other half of ramp competition—short ramps. Although Dominguez made double-footed cancans at ten-plus look like a cake-walk, some people thought he would kill himself doing a kick turn. That's why Mike does better in skateparks. And that's why his final finish at this event was an unimpressive fourth. Judges at ramp events look at the rider's whole ability, not just the aerial measuring stick. When Mike realizes this and comes up with a more well-rounded routine, no one will be able to stop him.

Almost the same could be said of

Hugo. Short ramps aren't Hugo's weak suit, but staying on his bike is. Skyway's wildman is famous for his aerial insanity, but he should have saved it for the last 30 seconds of his routine—not the middle. Hugo's alley-ooop 540-degree canyon jump aerial was the raddest move of the day (possibly the year!), but the resulting crash took its toll on his score.

Ron Wilkerson's electrifying aerial and short ramp display was just what everyone expected from him. His performances during the entire Master Series have been impressive, and this one was no exception. Ron's massively inverted ten-foot airs were what impressed everyone the most—those and his bio fakie airs. Nineteen eighty-five was the year that Ron showed everyone in freestyle just what Master Series champions are made of.

After Ron made it obvious that he was serious about his new title, the points scorers started to pay attention to the battle R.L. and Eddie were waging for the day's overall title. With a second place in ground and a solid ramp routine up his sleeve, R.L.'s chances of a victory looked pretty good. However, no one was counting Eddie out, especially in something as natural to him as a ramp contest.

Eddie's plywood assault on the whole was scored identically to R.L.'s. Both riders got a 91. It was the judges' opinion that Eddie was better in the Variety and Flow category by a two-point margin. However, R.L. made up for that loss by gaining three points against Eddie in the Degree of Difficulty category. His short ramp work was the best of the show. So, where did R.L. pick up the slim lead that he needed over the skate-park king? Execution and Technique. Red Line's number one radster had a jewel of a routine worked out for himself. No stratospheric aerial assaults, no sketchy canyon jumps, no botched kick turns—just liquid-smooth maneuvers and glassy precision. A definite pro show from the world go. The other riders watching from the sidelines learned a thing or two from the Rad Lad that day, for sure.

**PICKING UP THE PIECES**

The AFA Master Series in 1985 had its rocky spots, and this contest was no exception. One glaring deficiency that contests before this one had was their poor pro turnouts. With a total of 13 pros in Manchester, this problem seems to be resolved. How long it stays that way is up to the AFA. If the accommodations, pro purses, general organization, and family participation remain as high as they were in New Hampshire, there's no telling how big the competition scene will become. Let's hope now that the AFA and its affiliates work on a good local freestyle event schedule to stimulate interest a little closer to home. If that happens, the sky's the limit. □

**STEM SHOOTOUT**  
(continued from page 62)

Again we used a method employed by racers at a track when they discover their bars need a quick adjustment forward or back. Rob sat on the bike while John braced a foot against the head tube, grabbed the bars with both hands and pulled them forward as hard as he could, noting how difficult it was to move the bars. We considered 20 foot-pounds of torque about as much force as could be prudently applied to the head bolts without worrying about stripping out the threads. A normal person using a regular Allen wrench would need another wrench on the end of the Allen wrench in order to get those bolts that tight. We would say that we had those bolts tightened down pretty snug. In fact, just to see how much torque was too much, after evaluating one of the weaker stems, we decided to see just when one of its four clamping bolts would fail. At 25 foot-pounds of force we began to strip the threads out of the aluminum stem body.

**THE WINNER**

Six of the stems we tested rated good or better in both wedging and clamping abilities. They were, alphabetically, the DK Pro, the ESP Pro, both Haro Group 1 models, the Hutch Pro, and the SR MS-423. All did a fine job of holding the bars in place and preventing undesirable movement.

Of those six stems, the one that came out on top was the DK Pro. That was the only stem we tested that rated an excellent in both wedging and clamping abilities. In both cases, once we had tightened down the bolts for the first time at 20 foot-pounds of torque, we couldn't get the bars to budge one way or the other. That is the only stem we can say this about.

**WHAT MAKES A GOOD STEM?**

After evaluating all the stems, we looked for ways to explain the differences in performance. As best we could tell, the properties that seem to determine the clamping power of a stem are the amount of clamping area of the stem head, the quality of material used in making the stem head, and the size and quality of the clamping bolts.

As for the wedging power of the stem, the key elements appear to be the strength and rigidity of the main stem bolt, the shaft and the wedge at the end of the shaft.

**CONCLUSION AND RECOMMENDATIONS**

If you are happy with your current stem, there is no reason to bother changing to a different one. If, however, you feel your current stem is too low or too tall, has too little or too much forward reach, is too heavy or too light, or doesn't hold the bars firmly enough, then you might want to consider one of the stems we tested here. □

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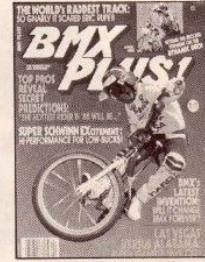
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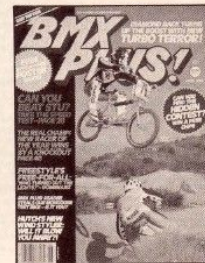
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□ **MAY '85**  
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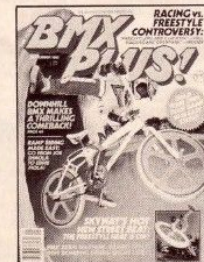
□ **JUNE '85**  
Hutch Wind Styler, Diamond Back Turbo, Mongoose Expert, Speed test, R.O.Y. poster



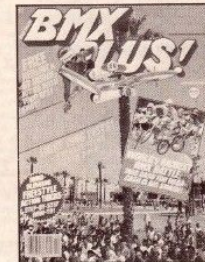
□ **JULY '85**  
GT Mach One, Haro Sport, Freestyler of the Year Poster, How to get holeshots, Pro setup secrets



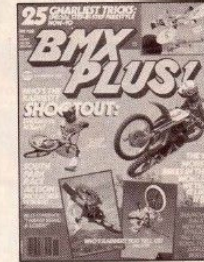
□ **AUGUST '85**  
Big six shootout, Fs both-ons. Pro setups, How to speed jump, Lifestyles of the fast & furious



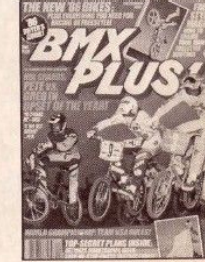
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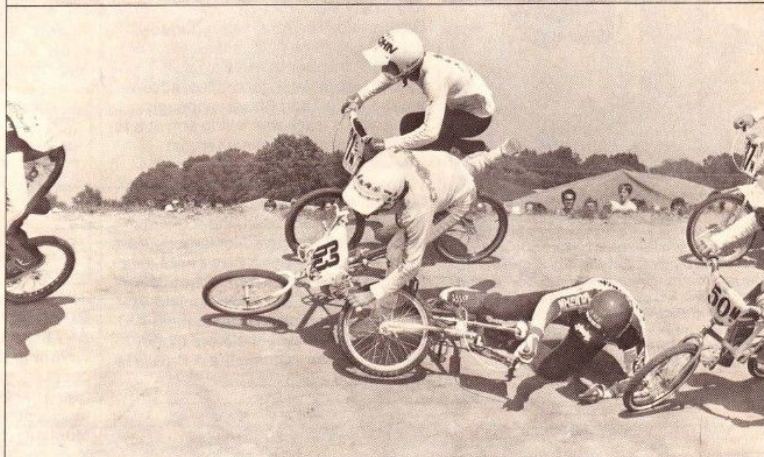
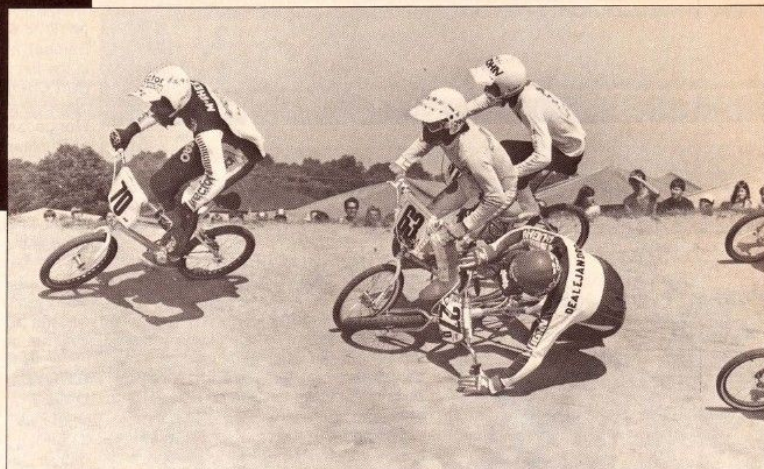
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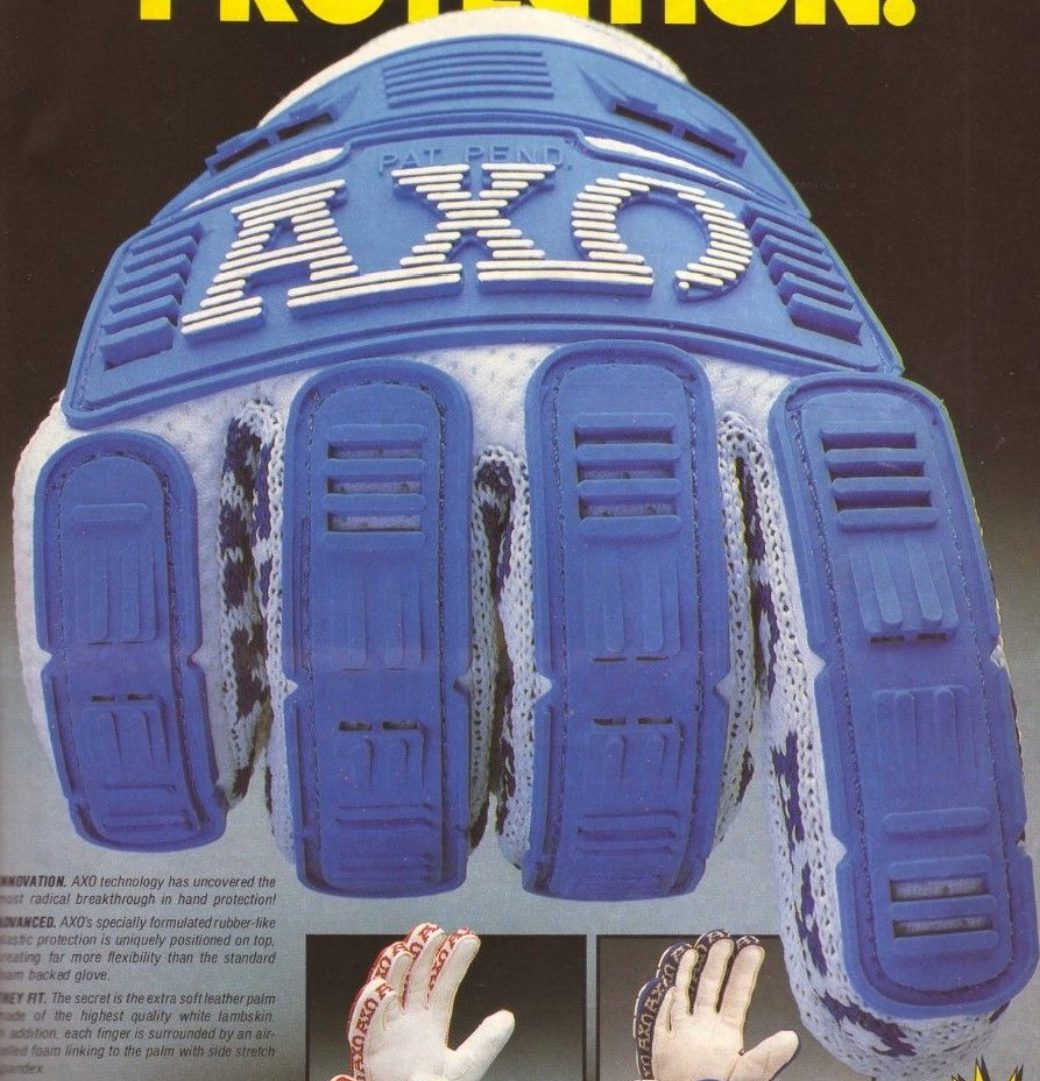
# PARTING SHOT



We were going through some old photos looking for material for CRASH & BURN Magazine when we found this NBL Grands sequence. Sometimes you have to look at a crash for a while to figure out what caused it. Well, we think we solved this one. Look at the jersey of the guy who started it. He has so many letters in his last name, their weight finally just toppled him.

Photos by John Ker

# FLOWIN' PROTECTION.



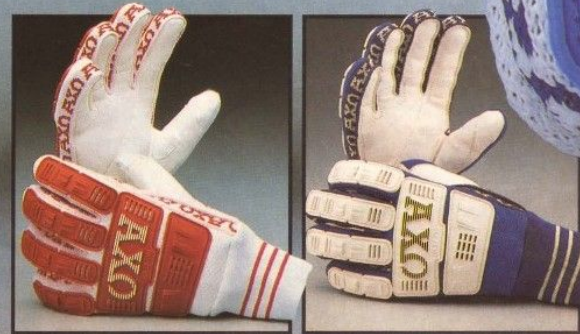
**INNOVATION.** AXO technology has uncovered the most radical breakthrough in hand protection!

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**NOW KIDS SIZES**  
 5, 6, 7  
 Red/White, Blue/White  
**\$25.95**





**U**SUALLY, CONSISTENCY IS A GOOD INDICATION OF FAIR SCORING, AND THE JUDGES AT THE U.S. FREESTYLE NATIONALS HAVE BEEN VERY CONSISTENT... CONSISTENTLY ROTTEN!!

**SUPER LOW SCORES HAVE FORCED THE WORLD'S BEST STYLERS OUT OF THE COMPETITION - DOMINGUEZ, FIOLA, BLOOD, ITSON, NOT TO MENTION MX, MUG AND THE AWESOME SPIKE SPEEDWRENCH!**

WHOEVER THESE JUDGES ARE, THEY'LL HAVE A TOUGH TIME JUSTIFYING A LOW SCORE FOR...

# RADICAL RICK #75

WITH... MX MUG AND SPIKE SPEEDWRENCH

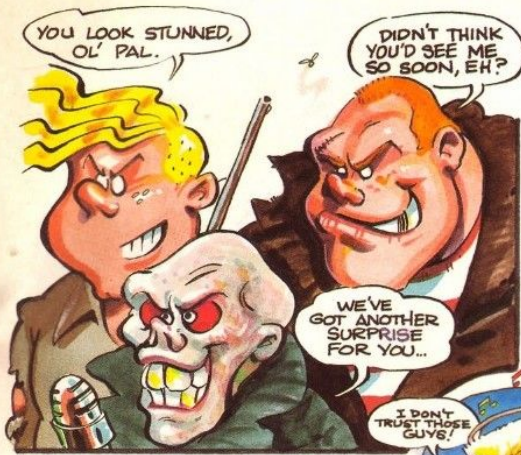
JUDGE JINK!



THE JUDGES ARE EXPOSED!

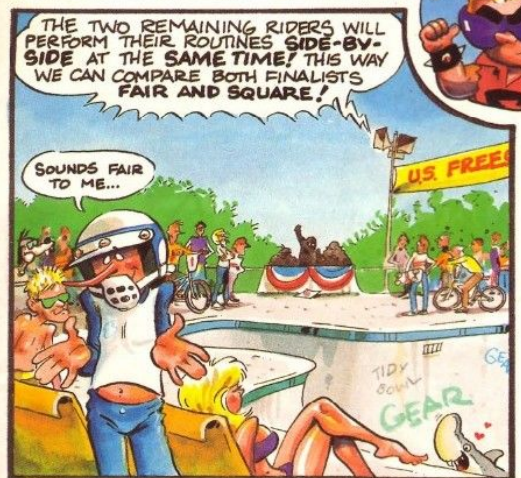
WELL, WELL, WHAT DO WE HAVE HERE? A PROTEST FROM RIDICULOUS RICK AND HIS SAPPY SIDEKICK??

DOCTOR PURIN FLASHIN', THE EVIL ECONOMIST, FLANKED BY THE VENGEFUL THRASHER BONES AND THE BRUISE-BUTCH CARTILAGE... RADICAL RICK'S WORST ENEMIES, TOGETHER FOR THE FIRST TIME!!!



WE'VE GOT ANOTHER SURPRISE FOR YOU...

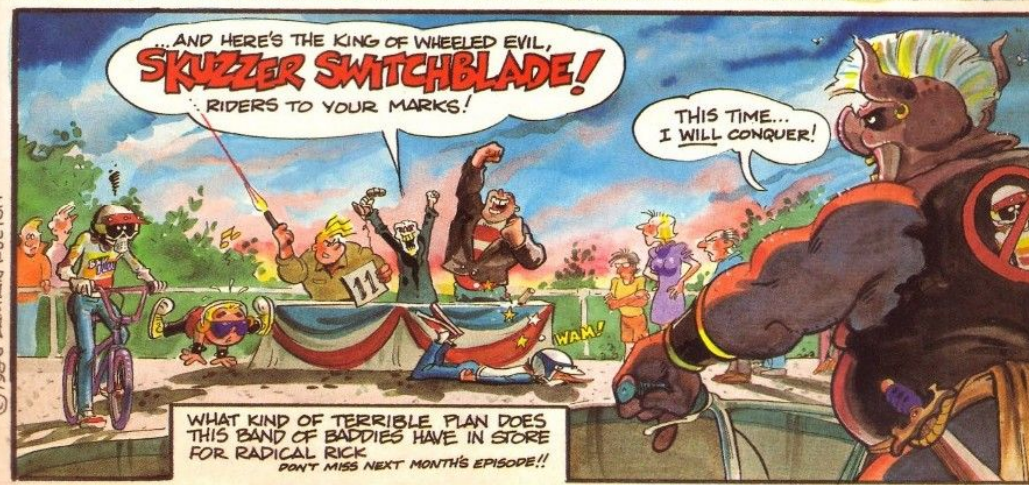
I DON'T TRUST THOSE GUYS!



SOUNDS FAIR TO ME...



NOW LET'S MEET THESE LAST TWO COMPETITORS WHO'LL BE GOIN' FOR IT IN A WINNER-TAKE-ALL DUEL! HERE'S RIDICULOUS - I MEAN RADICAL RICK.



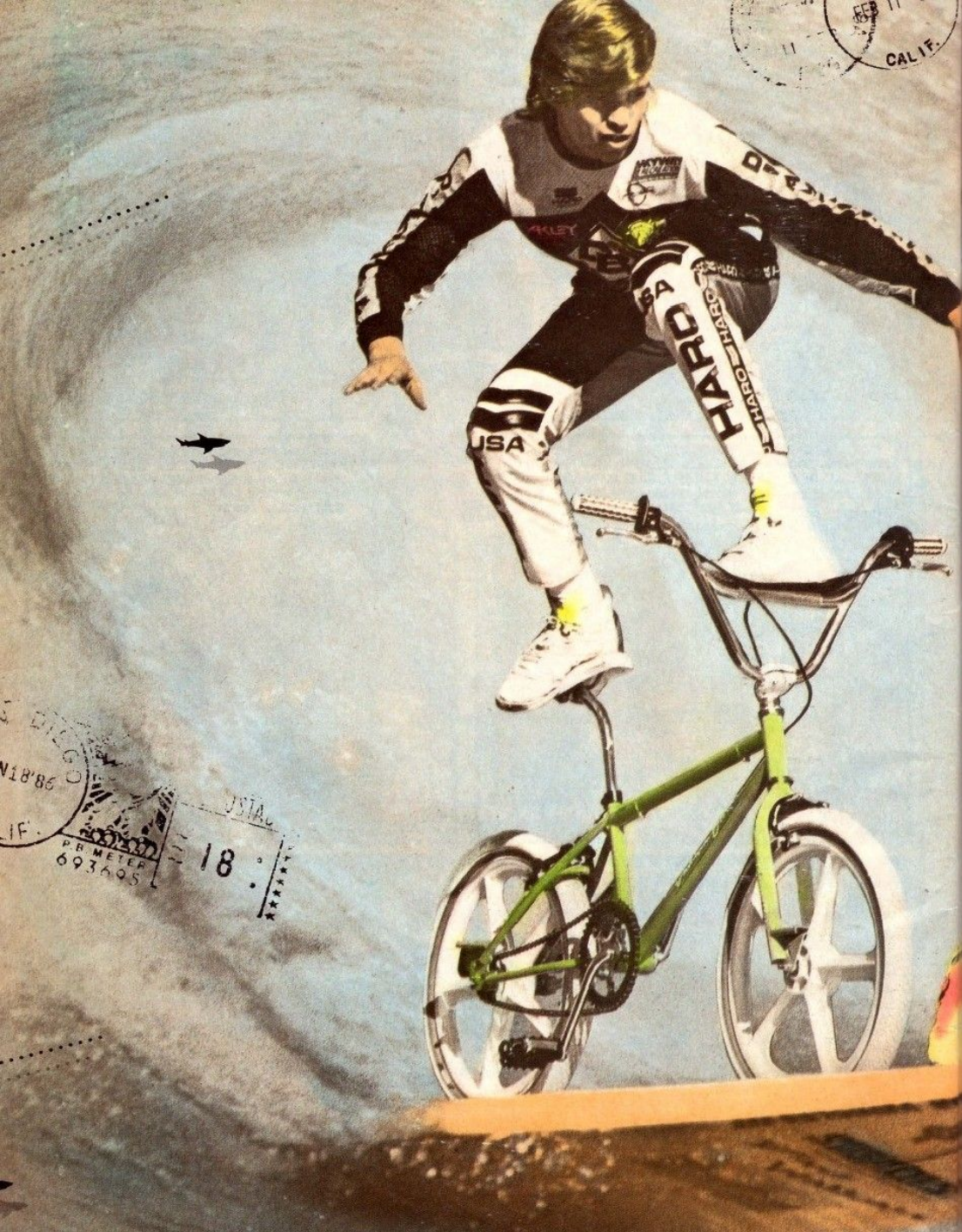
...AND HERE'S THE KING OF WHEELLED EVIL, **SKUZZER SWITCHBLADE!** RIDERS TO YOUR MARKS!

THIS TIME... I WILL CONQUER!

WHAT KIND OF TERRIBLE PLAN DOES THIS BAND OF BADDIES HAVE IN STORE FOR RADICAL RICK? DON'T MISS NEXT MONTH'S EPISODE!!

SUPER RICK: PHOENIX; TONY: JAMES; DR. PURIN FLASHIN': GREGORY; BUTCH CARTILAGE: GREGORY; SKUZZER SWITCHBLADE: JAMES; RADICAL RICK: JAMES; SPEED WRENCH: JAMES; JUDGE JINK: JAMES; THE JUDGES ARE EXPOSED!: JAMES; THE KING OF WHEELLED EVIL, SKUZZER SWITCHBLADE!: JAMES; THIS TIME... I WILL CONQUER!: JAMES; WHAT KIND OF TERRIBLE PLAN DOES THIS BAND OF BADDIES HAVE IN STORE FOR RADICAL RICK?: JAMES; DON'T MISS NEXT MONTH'S EPISODE!!: JAMES

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# WAVE DOGS

SPOTTED IN SO. CAL.



*Diamond Back*  
*Diamond Back*

Mike Dominguez playing it cool on his "Hot Streak".

Diamond Back bicycles are distributed by WSI exclusively, and are sold through professional bicycle retailers nationwide.

**B**y definition a spoilsport is one who's conduct spoils the pleasure of others. Take for example Ron Wilkerson. In 1985 Ron dominated the AFA Masters Series, capturing 1st overall in both flatland and ramp competition. In the process Ron beat every pro in the world, including a few



Photo Bob Gibson

dard with Haro FS-200 Freestyle tires, the new Haro freestyle stem, Haro 4130 chromoly fluted seatpost and a Haro Uni-Directional chainring. But that's not all... Dia-Compe's new, trick 883 brakes are controlled by Tech 6 levers with locking buttons. Drivetrain

components include Sugino chromoly cranks, a Suntour free-wheel, and Ferrigine graphite composite mags. No wonder Ron's spoiled.

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# SPOILSPORT

kings, to prove his claim as the world's best freestyler. His choice in freestyle bikes? The Haro Sport. A bike designed for all around freestyle performance. The 4130 Chromoly frame and fork feature new chrome stays and fork tips for increased durability and new flip-up fork pegs. The '86 Sport comes stan-



CPSC equipment included, not shown.  
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*freestyler*

**WARNING:**  
Freestyle riding can be potentially dangerous.  
Do not attempt stunts beyond your own capabilities  
and always wear a helmet and safety equipment.