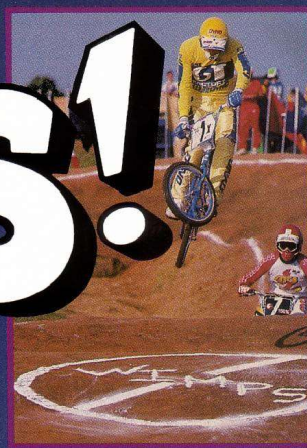


**SPECIAL
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**WORLD
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**SPOKE
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SHOOTOUT:
16 OF THE BEST
FIGHT IT OUT!**

**25
GREAT
CHRISTMAS
GIFTS INSIDE!**

**FIRST TESTS!
THE JAMIS 5000 LASER
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freestyle

BMX PLUS!

DECEMBER 1986
VOLUME 9, NO. 12

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Long name, short frame

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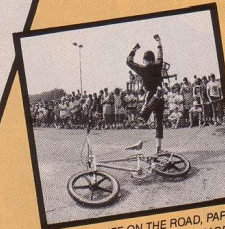
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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always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

ON THE COVER:—Scott Towne puts this month's Laser test bike through its paces (main photo); Gary Ellis tries to prove he's not a wimp at the NBL Grands (top inset); Ken Powers powers the GT Pro Freestyle tour in Camarillo. Photos by the notorious John Ker. DeSign by DeWest. Separations by Valley Film.

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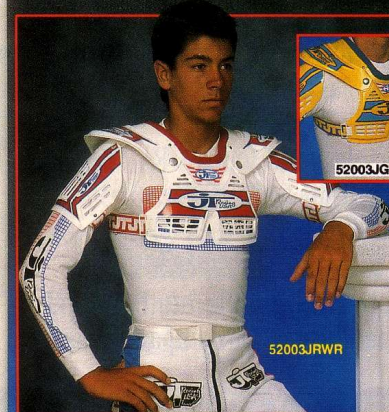
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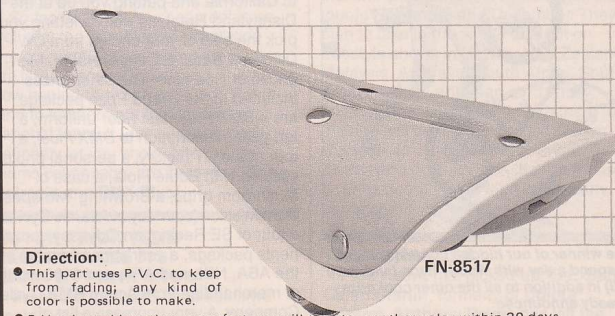


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By John Ker



The 1982 ABA Grand Nationals ranks as the biggest race in BMX history.

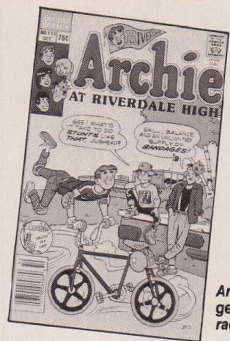
THE TEN BIGGEST RACES OF ALL TIME

□ In writing our story about this year's NBL Grand Nationals, we realized that the race was one of the biggest BMX races we've ever seen. That prompted us to try to find out which races in American BMX history have been bigger. After indepth research and a few phone calls, we think we have come up with an accurate list of the ten biggest BMX races in history.

THE BIG TEN

1. ABA Grand Nationals, 1982	443 motos
2. ABA Grand Nationals, 1984	410 motos
3. ABA Grand Nationals, 1983	406 motos
4. Jag World Championships, 1980	384 motos
5. ABA Grand Nationals, 1985	377 motos
6. ABA Supernationals, 1984	355 motos
7. NBL Grand National, 1986	351 motos
8. NBL Grand National, 1985	331 motos
9. Jag World Championships, 1981	313 motos
10. ABA Grand Nationals, 1981 (tie)	312 motos
10. ABA Gilley's Nationals, 1984 (tie)	312 motos

Note: To our knowledge no other country has had a BMX race as big as any of these events.



Archie gets rad.

ARCHIE MASTERS THE BOOMERANG

Now we know that freestyle has hit the big time. The cover of the October '86 issue of *Archie* comic books shows Archie Andrews (Jughead's best friend) doing a boomerang. On page one, Archie is doing a Nourie handstand. Unfortunately, once the story unfolds, Archie gets involved in racing ten-speeds across the country. We'll let you know if Archie ever makes it to an AFA contest.

ABA ANNOUNCES PRIZES FOR NUMBER ONE RIDERS

The ABA has lined up some hefty prizes for its National Number One riders this year. **Brad Fanshaw** called us from ABA headquarters in Chandler, Arizona, to give us the rundown. Here's how it stands so far:

The Number One Pro will receive a **Chevy F-10** four-wheel-drive truck, fully loaded with high-tech accessories, and a vinyl cover. He'll also receive a personalized **KD Kanopy** and a pair of **Vuarnet** sunglasses.

The Number One Girl, Amateur, and Cruiser rider will each win a **B & B** two-man starting gate, a pair of Vuarnet sunglasses and a KD Kanopy. In addition, the top Amateur and Girl will also win clothing from **Britannia**.

Those Number One riders will be determined at the ABA Grands in Oklahoma City on Thanksgiving weekend, when the current ABA points year ends.

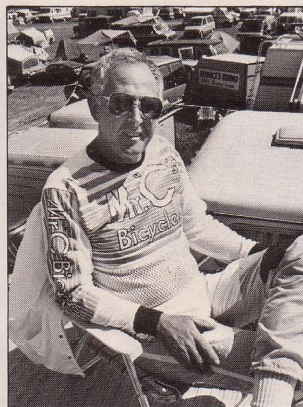
That reminds us. The ABA has added a special pro race to the weekend—the **Coca-Cola, 7-Eleven, Honda Super Cup**. It will run Friday night and be open to all the pros who have won a pro class at an ABA National so far this year. First prize in the race will be a **Honda Reflex motorcycle**. Other prizes will include a B & B starting gate, a bike trailer, a **Motives** wardrobe, and a pair of Vuarnet sunglasses.



◀**IBMXF** World Champion **Tommy Brackens** is now sitting sixth in the ABA pro standings. His parrot is not ranked.

ABA NATIONAL STANDINGS

NATIONAL PROS	NATIONAL AMATEURS
1. Ronnie Anderson	1. Matt Haden
2. Gary Ellis	2. Terry Tavetta
3. Richie Anderson	3. George Seivers
4. Mike Miranda	4. Glenn Pavlovsky
5. Todd Slavik	5. Robert Swick
6. Tommy Brackens	
7. Corry Collum	
8. Pete Lonsacovich	
9. Jon Anderson	
10. Cody Smart	



They call him "Mr. C." We call him the world's oldest novice.

WORLD'S OLDEST NOVICE

Have you ever wondered how old the oldest rider in the 17 & Over Novice class is? Probably not, but we don't care. We're going to tell you anyway. Unless there's somebody else we haven't heard of, 47-year-old **Todd Crane** of Myrtle Beach, South Carolina, is the oldest novice in BMX. Owner of **Mr. "C's" Bicycles**, Mr. C. is a regular entry in the 41 & Over Cruiser class and the 17 & Over Novice class in the NBL. "I like racing in the novice class more," he told us. "The cruiser class is more competitive. The novice class is more fun." Mr. C. says it's easy to spot him when he's racing—he's almost always in last place when he races the novices. Nevertheless, he once took sixth place at an NBL National in the novice class. There were seven guys racing. The guy who got seventh crashed.



Today Burbank, tomorrow the world: the 7-Eleven BMX Team.

CALIFORNIANS START 7-ELEVEN BMX TEAM

Donald and Sharon Haddox, owners of a 7-Eleven store in Burbank, California, have started a 7-Eleven BMX team for some of the hot racers in their area. The team is made up of **Scott Breverman** (16), **Dejon Worley** (15), **Chrissie Piper** (13), **Chris Slater** (13), **Donny Haddox** (9), **Jason Haddox** (7) and **Leila Haddox** (7).

So far, the team has been doing so well that the Southland Corporation (which owns 7-Eleven) sent them all to the NBL Grands. Donald and Sharon are now hoping they can persuade Southland to let them put together a full-on national team. If they succeed, we'll definitely let you know. After all, the teams cosponsors are **Zeronine**, **Echo Helmets** and **BMX Plus!**.

HUTCH TRICK TEAM RESCHEDULES ITS HANK & FRANK SHOW

Frank Scura called us to ask if we could express the Hutch Trick Team's apologies for missing its August appearance at **Hank & Frank Bicycles** in Oakland, California. Van problems were the culprit. Anyway, **Hank & Frank** has agreed to bring them back later in the year to make up for the missed appearance. If you live in the Oakland/San Francisco area, watch for the new date.

Josh White will be going on a 'round-the-world tour with **Martin Aparijo** at the end of this year. You'll see it in **PLUS!** when they return.

AROUND THE WORLD

GT will be sending **Josh White** and **Martin Aparijo** on a 'round-the-world tour in November and December. They plan to take in the sights and put on freestyle shows in Hawaii, New Zealand, Malaysia, Australia, South Africa, South America, the Caribbean, and finally, Los Angeles. Going along with them for the ride will be team manager **Shawn Buckley**, who has offered to shoot photos and do a story on the trip for us. Sounds good! Watch for it in the early part of 1987.

TEAM CHANGES

Free Agent has picked up 13-Expert **Galen Starlin**, formerly of **Colour Control**. **Anthony Reyes** has left the team.

Schwinn has dropped **Ron Wilton** from its freestyle team. The Schwinn team now consists of only two riders: flatland star **Jason Parks** and ramp star **Chuck McCue**, 21, of Florida. Schwinn is reportedly looking for a pro to replace Wilton.



The winner of our hidden contest will get to spend a day with **Woody Iton** (and **Greg Hill**) in addition to all the other cool prizes already announced.

HIDDEN CONTEST FINALE

This month marks the end of our year-long Hidden Questions contest. If you haven't been keeping up with it, this is your last chance to enter. Every month since January we've had two questions hidden in each issue. We've also built up quite an impressive list of prizes.



INSIDE SCOOP

STU WILL LEAVE HUFFY AT END OF YEAR

According to **Bob Hadley**, outgoing team manager of **Huffy Racing**, **Stu Thomsen** is going to be looking for a new sponsor in the months ahead. Huffy has decided to phase out its **Stu Thomsen** line of BMX bikes for next year. No bikes, no **Stu**. Anyway, **Kuwahara** has been talking to **Stu**, but we don't know if anything will come of it. **Kuwahara** has also been talking to **Ronnie Anderson**, and it looks as though they will come to terms on a sponsorship deal within the next few weeks.

◀*Stu is going to be looking for a new ride in the months ahead.*

amaesing

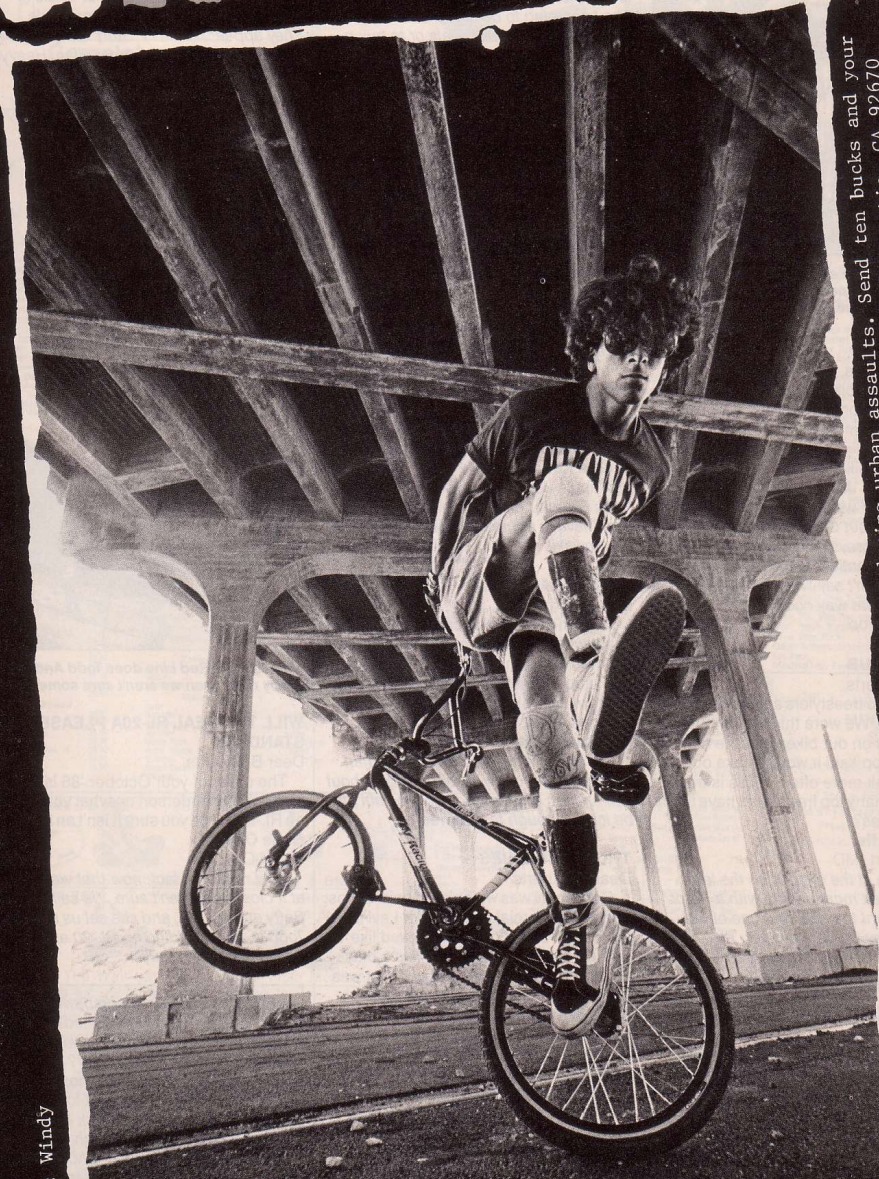


Photo: Windy

Flatlander, Ceppie Maes. Dress to shred--always wear gear during urban assaults. Send ten bucks and your shirt size to obtain your own CW Racing t-shirt. CW Racing, 731 S. Melrose Street, Placentia, CA 92670. (714) 996-1660.



Route 5 BMX is a New England freestyler's dream.

CONNECTICUT FREESTYLE PARK

Freestylers in New England may want to look into this. There is now a bike and skateboard ramp facility called **Route 5 BMX**, located at 585 John Fitch Boulevard in South Windsor, Connecticut. From what we hear, this place is radical! There are six ramps in all, including a

60-foot-long halfpipe that's 20 feet wide and ten feet high; two quarterpipes; and some smaller trick ramps. In addition to the ramp setup, Route 5 BMX also offers a giant BMX and skateboard pro shop, an NBL track, an ice rink, a restaurant and a video-game center. Look for a story in our February issue.

ROBINSON RACING MOVES TO TENNESSEE

Robinson Racing Products fans may be interested to know that **Chuck Robinson** has moved his company from California to Tennessee. The new address is 1015 Buckthorn Dr. N.E., Knoxville, TN 37912. Why did he decide to do that? **Chuck** says he has family back there and wants to be closer to them.

DIAMOND BACK NEEDS FREESTYLERS

Diamond Back is now looking for four big-name freestylers to add to its team. The rumor mill has it that **Woody Itson** and **Eddie Fiola** are the main targets. **Woody** refused to comment on the rumor. **Eddie** says he hasn't even talked with **Diamond Back**. Besides, **Eddie's** contract with **GT** doesn't expire for another year. □



"The Real McCoy" is ten points up on **Eddie** in the battle for top pro in the AFA Masters series this year.

AFA POINTS STANDINGS

The AFA has completed three of its five Masters Series contests for 1986. The last two contests will be held this fall in New York and California. In case you're interested, here are the current pro standings.

PRO RAMPS		PRO FLATLAND	
1. Eddie Fiola	570	1. R.L. Osborn	590
2. Mike Dominguez	560	2. Dennis McCoy	550
3. Dennis McCoy	495	3. Eddie Fiola	475
4. Todd Anderson	485	4. Rick Allison	410
5. Rich Sigur	355	5. Martin Aparijo	390
OVERALL PRO			
1. Dennis McCoy	590	4. Ron Wilkerson	360
2. Eddie Fiola	580	5. Ron Wilton	340
3. Rich Sigur	370		

ASK THE BMXperts



You can buy a jersey **ALMOST** like Gary Ellis'. The main differences are that yours won't say "Factory Team," and you won't get paid for wearing it!

NEW JERSEY

Dear BMXperts,
I have a GT bike. If I decide to race it but am not sponsored by GT, can I still wear their team jersey?
Jeff Young
Farmington Hills, MI

Not exactly, Jeff. You can purchase a GT jersey and wear it racing or wherever you want to, but GT doesn't sell the authentic team jerseys. They sell jerseys which are almost identical to the team jerseys, but which don't say "Factory Team" on them. They are way cool, anyway. Check your local shop.

ROTARY CLUB

Dear BMXperts,
We are two freestylers and have a question for you. We were thinking of putting ACS Rotors on our bikes, but the man at the bike shop said it would make our cables break more often. If this is true, why do so many top freestylers have them on their bikes?
Steve Stouffer
Williamsport, MD

The dude at the shop is on the level; you will break more cables with a Rotor. You may want to check out one of the new Odyssey Gyros, however. They don't seem to suffer that problem. See "Product Probe" elsewhere in this issue.

FORGET IT, BUDDY

Dear BMXperts,
I have a pair of Peregrine mags and would like to paint them a different color. Can you recommend the type of paint I should use and give me suggestions on how to do this?
Matt Riordan
Bayside, NY
Suggestions? Yeah, don't do it. There is no type of paint that will stick worth

beans to the nylon. If you try it, you'll end up with half the paint flaking or chipping off and totally "bogus-looking" wheels. The best thing to do is to trade wheels with one of your riding pals or to buy a new set of wheels.

CHIMNEY-STACK STUPIDITY

Dear BMXperts,
My name is Bryce Jensen, and I was wondering if smoking affects one's riding capabilities. Half of my friends say I look cool smoking and that it doesn't affect my riding ability. My other friends say I look stupid and that it affects my riding a lot. Please give me advice on what to do.
Bryce Jensen
Park City, UT

Advice? Drop half of your friends. Smoking and riding don't go together at all.

FEE FI FO FUM?

Dear BMXperts,
How do you pronounce Eddie Fiola's last name? Is it Fee-ola or Fy-ola?
Laddie Kaunowski
Ashtabula, OH
It's Fee-ola. And it's a good thing we don't have to figure out how to pronounce Kaunowski!

CHAIN REACTION

Dear BMXperts,
The other day I was cruising down the street when my chain came off. As I went over the bars, I hit my chin on the sidewalk and broke my jaw in three places. So, how tight should my chain be?

Serious Pain

San Rafael, CA
Obviously, it needs to be tighter than you had it! Seriously, it should have about half an inch of up-and-down play but still be loose enough to spin freely.

THOSE 501 BLUES

Dear BMXperts,
One night I was watching music videos, and a commercial came on for Levi's 501 jeans. In it was a guy who looked like Eddie Fiola on what looked like a black GT Performer. I want to know if that was Eddie, because the dude was rad!

Chris Wittman

Milwaukee, WI
Sho' nuf, that was Eddie, and you're right, he is a rad dude. Want to know some interesting things about that commercial? Sure you do. The Levi's advertising campaign from last year won some major advertising awards, and Eddie's segment is a prime contender for this year's honors. Getting on that commercial wasn't the easiest task, either. The

Levi's people auditioned 3000 people for that commercial, and it took a month to narrow it down to Eddie Fiola! Eddie is actually in two different commercials. They appear on "MTV" and "Late Night With David Letterman" most often. Heavy-duty stuff, Eddie.



What kind of Red Line does Todd Anderson really ride? Even we aren't sure sometimes!

WILL THE REAL RL-20A PLEASE STAND UP?

Dear BMXperts,
The cover of your October '86 issue shows Todd Anderson on what you say is an RL-20A. Are you sure it isn't an RL-20? **Gabe Olson**
Rapid City, SD
As a matter of fact, now that we look at it closer, we aren't sure. We called Betty at Red Line, and she set us straight. Todd is, in fact, riding an RL-20 and not an RL-20A. Sorry, guys. □

• Have questions? Need answers? Any answers to be questioned? Want to know personal questions? Want to know all about your fave star? Well, let us do the answering of those questions. We'll do our best to answer all the good ones and chuck all the lame ones. Seriously, though, send your questions in to us at BMX PLUS! Ask the BMXperts, 10600 Sepulveda Blvd., Mission Hills, CA 91345. •

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2. Action Sports-Rob Maggi 10x30 1/4 CC \$69.95 (D)	11. Madrid-Mike Smith 10x30 1/4 CC \$79.95 (A)	20. Town & Country-Street Team 10x30 CC \$89.95 (A)
3. Action Sports-The Reaper 10x30 1/4 CC \$59.95 (D)	12. Sims-Kevin Stash 10x30 CC \$89.95 (A)	21. Vision-Aggressor 10x30 1/4 CC \$79.95 (A)
4. Action Sports-The Ghost Ship 10x30 1/4 CC \$59.95 (D)	13. Sims-Snake 10x30 CC \$79.95 (A)	22. Vision-Gator 10x30 CC \$79.95 (A)
5. Cal Hot-Bohem 10x30 CC \$39.95 (D)	14. Awa-Dagger 10x30 1/4 CC \$79.95 (A)	23. Vision-Mark Gonzales 10x30 CC \$79.95 (A)
6. Cal Hot-Skull Division 10x30 CC \$39.95 (D)	15. Awa-Eddie Redneal 10x30 1/4 CC \$79.95 (A)	24. Santa Cruz-Rob Roskop 10x30 1/4 CC \$79.95 (A)
7. Cal Hot-Awesome 10x30 CC \$59.95 (D)	16. Hood-Hammer Head 10x30 1/4 CC \$89.95 (A)	25. Santa Cruz-Slasher 10x29 1/2 CC \$79.95 (A)
8. Gordon & Smith-Nell Blender 10x30 CC \$79.95 (A)	17. Powell Rat Bones 10x30 CC \$79.95 (A)	26. Schmitt Six-Jett Grosso 10x30 CC \$79.95 (A)
9. Gordon & Smith-Billy Ruff 10x30 CC \$79.95 (A)	18. Powell-Tony Hawk 10x30 CC \$79.95 (A)	27. Schmitt Six-John Lucero 10x30 CC \$79.95 (A)

DECKS ONLY	TRUCKS (ea.)	VISION	ACCESSORIES
Action Sports	(2 Required)	Shredder	GRIP TAPE
Ghost Ship 29.95	Slasher 39.90	Black 10" 82/0011 1" 225 ft	Black 10" 82/0011 1" 225 ft
Rob Maggi 34.95	Kendall 39.90	Blue Brown (Freestyle) 4.85	Clear, Blue, Yellow, Red, Green, & Pink 2.75 ft
Brian Martin 34.95	Psychic 39.90	Riser Pads 1.90	2 Piece Die Cut Black S-M-L 4.85
Alva	Hood 39.90	Radical	Yellow 6.65 ft
Fish 38.50	Special Edition 39.90	Rated 9.50	
Dolphin 38.50	Bullet 39.90	Rated 9.50	
Reagun 38.50	Schmitt	Rated 9.50	
Digger Tail 38.50	Grosso 39.90	Rated 9.50	
John Thomas 38.50	Lucero 39.90	Rated 9.50	
Hawo	Loops 39.90	Rated 9.50	
Circuit Board 42.95	Nailers 39.90	Rated 9.50	
Hutch	Sims	Rated 9.50	
Hi Caliber 1 41.95	Stall 39.90	Rated 9.50	
Pro Street 44.95	Phillips 39.90	Rated 9.50	
TR Series 44.95	Snake 39.90	Rated 9.50	
Brand X	Rocco Street 39.90	Rated 9.50	
Dogma III 39.90	Screamer 39.90	Rated 9.50	
Phase III 39.90	Flagship 39.90	Rated 9.50	
Rayman 39.90	Sure Grip	Rated 9.50	
Woods 39.90	Steadham 41.90	Rated 9.50	
G&S	Strat 41.90	Rated 9.50	
Blender 39.90	Magnum 41.90	Rated 9.50	
Miller 39.90	Town & Country	Rated 9.50	
Webster 39.90	Street Team 41.90	Rated 9.50	
Madrid	Tracker	Rated 9.50	
Smith 36.45	Lester 39.90	Rated 9.50	
Danforth 36.45	Wilkes 39.90	Rated 9.50	
Y Team Rider 36.45	Zorick	Rated 9.50	
Kingfish 36.45	Johnson 41.90	Rated 9.50	
Grabbe 36.45	Gibson 41.90	Rated 9.50	
Explosive 29.90	Double Out 41.90	Rated 9.50	
Powell	Vision	Rated 9.50	
Catfish 39.90	Gator 39.90	Rated 9.50	
Hawk 39.90	Gonzales 39.90	Rated 9.50	
Guerrero 39.90	Grubbs 39.90	Rated 9.50	
Mountain 39.90	Aggressor 39.90	Rated 9.50	
Skull & Sword 39.90	Hoppe Stick 39.90	Rated 9.50	
RIP 39.90	Agent Orange 39.90	Rated 9.50	
McGill 39.90	Guardian 39.90	Rated 9.50	
	Street Ghost 39.90	Rated 9.50	
	Shredder 31.95	Rated 9.50	

#38	#138
\$34.75	\$34.75
BMX & Skateboard	Skateboard & BMX
#95	#95
\$24.75	\$24.75
Off The Wall Lace-Ups	Eddie Fiola Models
#T230	#98
\$32.95	\$24.75
Tennis Mens	"Off The Wall" Slip-On
#233	#440
\$39.95	\$35.95
Swat Boot	Aerobic

FREE
CAL HOT
Painters Hat
with
(1 Pair of Shoes) or
(\$25.00 Minimum)
Order



Package Description
(Note: Rails, Skid, Copers & Lapper are extra except on "D" Packages)
All Packages "Pro Quality"
"A" Package comes with Rating Trucks, Cal Hot, or Action Wheels
For "B" Package add \$10.00 to "A" Package
"B" Package comes with Venture or Hannali Trucks
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Mark Fine must not have been in Huntington Beach the day the GT Britannia show was at Bolsa Chica Bikes. You have to check into these things, guys.

WHO SAYS?

Dear BMX Plus!

I was recently in the Los Angeles area. During my visit, I saw nothing of BMX! All I saw were cruising bikes, even at Huntington Beach! Then you tell us that California is one of the BMX hot spots! What gives?

Mark Fine
Westport, CT

If you don't like California, we hear that Marietta, Georgia, is a hot spot. Take your next vacation there, but you'll probably find the same thing. You must realize that BMX is somewhat of an underground sport. You have to look around, check out local shops and find out where the cool riding spots are and where the locals hang out. It's not as though every single person on the street is involved in it, you know.

TO THE POINT

Dear BMX Plus!

Marietta, Georgia, is a hot spot!

Anonymous

Marietta, Georgia

Cool, send us photos now!

YOU GOT IT ALL WRONG

Dear BMX Plus!

I have recently subscribed to your mag, but there is just one problem: I look into it and see all the pictures of the pros and for some reason it discourages me.

Paul Otto

Mary Esther, FL

You've surprised us a bit, Paul. Photos of the pros should ENCOURAGE you! When you see them, it should make you want to learn how to get rad so you can become famous like them and get your photo in BMX PLUS!, and everything else that goes with being a pro. It's not supposed to discourage you.

SOMEBODY LIKES US

Dear BMX Plus!

I saw in the "Mailbag" section of your September issue that someone was complaining about the lack of racing in your magazine. Well, I'm writing to say that you are doing a great job in each type of riding, whether it's freestyle or racing. Keep up the good work.

Chris Venarchick

Boyertown, PA

We are trying to keep fair coverage on both great aspects of the sport. Since printing M. Sword's letter in the September issue, we have received many letters from readers stating that they are happy with our present mixture of racing and freestyle. Of course, we've also had complaints about too much racing AND too little racing, and the same with freestyle. However, most people seem to like BMX PLUS! the way it is. We sure do.

WE ALL MAKE MISTAKES

Dear BMX Plus!

I'm writing about the mistake you made in the October '86 issue. On the cover you stated that Pete Loncarevich was leading Shawn Texas at the Murray World Cup. How can number two be Shawn Texas when his number is five and he is in about fifth place in the same photo? Eric Rupe is in second place. How could you make that mistake when Eric's wearing a red-white-and-blue Mongoose uniform and Shawn is wearing a red-black-and-yellow CW outfit? Also, Eric lives alone and Shawn lives with his parents. Robby Rupe is Eric's brother and Shawn doesn't have a brother. Please print this complaint.

Steven Davis

Wichita Falls, TX

You are absolutely right, Steven. That is Eric Rupe in second and Shawn is back in the pack. Everyone makes mistakes, however—you made two: Eric Rupe doesn't live alone. His wife Kathy and son Eric, Jr. live with him. Shawn Texas has two brothers: Duane, who's six foot, eight inches and Alex who's six foot, six inches. You can tell Shawn he doesn't have any brothers, but we don't want to be around when Duane, Alex and Shawn tell you otherwise!

LESSON FOR LIFE

Dear BMX Plus!

Yesterday I was arrested for shoplifting some tapes and other things in a department store. Now I have to go to a court hearing. I'm only 16, so they say I'll probably get a year's parole and counseling, but I could be sent away if I am arrested for anything in that year. If I were 17, I would be in jail right now. Shoplifting is

not cool. If you really want something and don't have the money, ask your parents or friends to lend you some. A mere \$21.53 worth of stuff wasn't worth what I'm going to have to pay now.

Dusty

Rockford, IL

This letter really doesn't have anything to do with BMX, but Dusty certainly has some words for the wise. It's way more fun to get rad on bikes than to spend your time in the "juvy."



For those who think there is too much freestyle in BMX PLUS!, Joe Woods figured it out—there's one percent more BMX than there is freestyle.

FACTS AND FIGURES

Dear BMX Plus!

For your info, BMX Plus! is living up to its name. I took the time to look through the last five issues, and my calculator proved a couple of screwballs wrong. I averaged it out and found that 50.6 percent of the articles in BMX Plus! are on BMX. The other 49.4 percent are on freestyle.

Joe Woods

Brunswick, OH

Thanks for setting the record straight, Joe.

TOM AND JERRY?

Dear BMX Plus!

In the "General Bicycle/AFA Freestyle Championship" article (October '86), it says Jerry McCoy in the photo and Terry McCoy in the results. Come on, Carruth!

Matt Fallen

Ocean Township, NJ

Dear BMX Plus!

In your last issue (October '86), the caption next to Dennis McCoy's brother says his name is Jerry. In the results it says his name is Terry. What's the deal?

Rich Marrero

Forest Hills, NY

You see, Dennis has twin brothers named Jerry and Terry, and one made it into a photo and one made it into the results. Don't believe that? Well, you shouldn't, because it's a lie. Dennis' bro goes by the name of Jerry. That's the truth. □

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■ The Mongoose® Miniscope™ is first class, pure bred Mongoose®.

■ Engineered with a 4130 chromoly chassis and exclusive Miniscope™ Mag wheels with extra wide reinforcing ribs.

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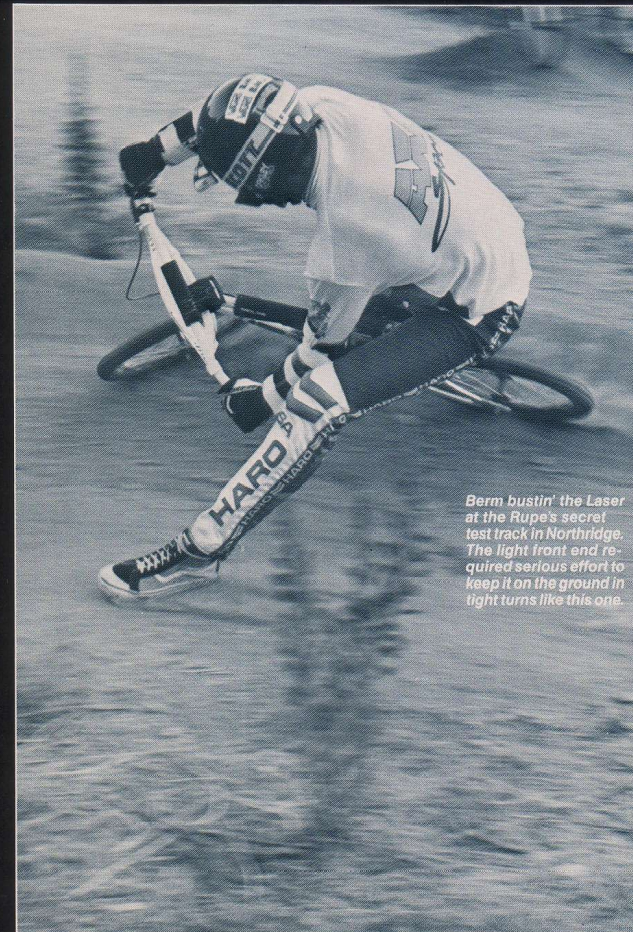
Mongoose Factory radsters, Trevor Hernandez, Steve Braderson and Rick Allison.

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JAMIS LASER 5000 **TERMINATOR**

Cheap & light, but is it good?



Berm bustin' the Laser at the Rupe's secret test track in Northridge. The light front end required serious effort to keep it on the ground in tight turns like this one.

□ It arrived unnoticed in a plain brown box. It remained unnoticed for a few days. We knew there was a new race bike coming for us to test in our December issue, but we hadn't even noticed it was there because we had been so busy with the last issue.

We had heard of the new Jamis bikes. Jamis makes killer mountain bikes, and *Mountain Bike Action* (our sister mag) had recently tested one of them. We'd also heard of them a few years ago when Jamis introduced a line of low-budget BMX bikes under the name of "Laser." They were good bikes, but nothing special—basic Taiwanese, entry-level race bikes.

The following Monday, as that issue of the mag was going to the printers, we finally found time to open the box and check out our latest test bike—the Laser 5000 Terminator. Was it another boring beginner race bike? Let's simply say that opening that box was like having a bucket of ice water thrown in our faces. This bike was killer looking!

WHAT IT IS

Almost every part on the bike was red, black or white, and the frame was a three-tone job: white front end, black middle and chrome rear stays (yes, it looked like a Haro). It also had white forks, a two-tone Anlun stem (red and black), plus black-and-white two-tone seatpost and bars.

The bars! They were Jamis prototype adjustable-bend models. They were adjustable to the bend preferences of different riders! Loosen two Allen bolts, and they changed from "C.C. Rider"-style (chopper) to straight across broom-stick style. Whether they worked or not, we didn't know, but they were unique.

The Laser's other cool componentry included Suzue sealed-bearing hubs, black Anlun three-piece chromoly cranks and an Odyssey rear brake set. Well, the components on it were cool and it looked great, but was it any good?

SANTA GETS SO CAN YOU! RAD- GET A **BMX PLUS!** CHRISTMAS DISCOUNT SUBSCRIPTION— ONLY \$10.98!

LEARN THE SECRET TO STYLE

Who would believe it? St. Nick *shreds*, cuts *loose*, gets *stylish*? It's true! There's nothing Claus likes better than rippin' a few laps with the elf dudes or practicing some nasty maneuvers with the Red-Nosed One.

Nothing except reading his monthly edition of *BMX PLUS!*, that is!

After all, if it weren't for all the fax and fotos in the *PLUS!*, the Big S couldn't even balance on training wheels. Santa relies on regularly scheduled doses of hard-core BMX info to ensure his status as #1 Racer/Freestyler at the Pole. (The only Racer/Freestyler at the Pole, for that matter, but who's counting...?)

ALL THIS FOR \$10.98

And now, for a limited time only, you, too, can learn the secret to ultimate radness with a full year's subscription to the Number One BMX magazine, *BMX PLUS!* Or you can maximize your education and go for the two-year super deal and get 24 issues for only 21 bucks—that's \$4 off the regular rate, over \$13 less than what you'd fork over at the newsstand.

Just think. If Santa can style, how hard can it be for you?! Subscribe to *BMX PLUS!* Magazine now.

SPECIAL CHRISTMAS RATE:

Two-year subscription \$21, one-year subscription \$10.98. Additional postage and handling: Canada add \$4 for one year and \$8 for two years; all other foreign add \$5 for one year and \$10 for two years. ALL CANADIAN AND OTHER FOREIGN PLEASE USE INTERNATIONAL POSTAL MONEY ORDER IN U.S. FUNDS ONLY. Thanks! Make check or money order payable to *BMX PLUS!* and mail to: Post Office Box 9502, Mission Hills, California 91345-9502. Please allow eight weeks for delivery of first issue.



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JAMIS

TO THE DIRT WITH IT

For our racing/jumping torture sessions we used two different locations: the NBL's Farnum Raceway in Saticoy and a practice track near our office—Eric and Robby Rupe, John Tomac and Travis Chipres ride there.

On riding duty were *Plus!* staffers Scott T. and Mike Carruth, with the Rupe brothers for additional input.

Scott suited up at the Farnum track and was ready to give the Laser both guns, but our test didn't exactly start out with a bang—more like a *crack!* After a small adjustment of the angle on the bars, Scott took off to give the bike a shake-down cruise. Ten feet into his journey he made an abrupt pit stop. The right-hand side of the bars had suddenly broken off in Scott's hand. After examining the jagged edge of the break, Scott knelt to thank the Lord above! If it had broken during a race, the results could have been very ugly.

A call to the Jamis people revealed that these were prototype bars and possibly wouldn't come on the production bike. After we told them what happened with our pair, they assured us the bars would not come on the production bikes.

After sweet-talking the track bike shop



Is it hard to jump a bike that's too short for you when you're wearing tinted goggles at night and can't see where you're going? Scott "Night Owl" Towne grunts out a cross-up.

stickers

50¢ Each

WARNING: IF YOU VALUE YOUR OWN LIFE, PLEASE DON'T MESS WITH IT!

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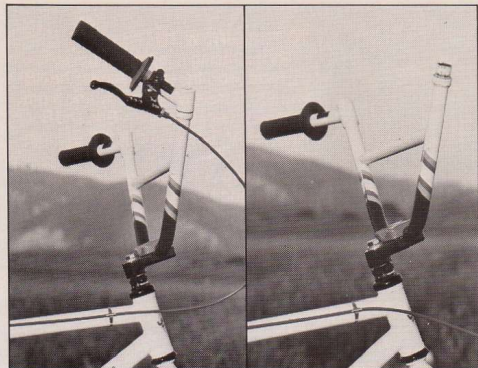
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JAMIS



◀The Laser adjustable-bend bars seemed to be a good idea. Unfortunately, they broke off before the bike ever hit the track! Fortunately, they won't be coming on the production bikes.

guy into loaning us a set of CW bars and some A'ME grips, we were back in business. A quick spin around the track revealed the second drawback of the Laser. The front triangle is way too short! Scott is five feet 11 inches and had to lean back while pedaling so he wouldn't bang his knees on the bars.

The frame is probably perfect for the average-sized ten- or 12-year-old, but the pro-sized bars, laid-back seatpost and 180mm cranks are all big-guy oriented, making the Laser feel awkward. With smaller bars, a straight seatpost and shorter cranks, the Laser could be dialed in for a smaller guy.

SPECIFICATIONS: JAMIS LASER 5000 TERMINATOR

I. FRAME AND FORK
Type: Racing
Frame design: Single 1-1/8" O.D. top tube and single 1-1/4" O.D. down tube.
Frame construction: 4130 chromoly.
Fork construction and design: Tapered, 1" at top to 7/8" at bottom; chromoly; leading-axe design.
Wheelbase: 35-1/2" to 36-3/4".
Bottom bracket height: 11-1/4" (center to ground).
Chain stay length: 15-1/2".
Steering head angle: 70°.
Seat tube angle: 69°.

II. WHEELS

Rims: Ukai, alloy.
Spokes: Steel, .080".
Hubs: Suzue, alloy, sealed bearing.
Tires: Cheng Shin skinnalls, 20" x 1.75" front and rear.

III. DRIVE TRAIN

Pedals: Victor VP-999 Shimano type.
Crank: Anlun, three-piece, chromoly; oval tubular arms: 180mm.
Front sprocket: Laser, 44T, alloy; Laser alloy spider.
Bottom bracket: Hatta, steel, retained ball.
Chain: KMC, 1/2" x 1/8".
Freewheel: Sunflour, 16T.

IV. STEERING

Grips: Co-Union, A'ME Tri-type.
Handlebars: Laser, adjustable bend, chromoly, 28" width by 8" rise (will be changed).
Stems: Anlun, chromoly shaft, alloy clamp.
Headset: Hatta, steel, retained ball.
V. SEATING
Seat: Viscount Dominator, nylon.
Seatpost: Chromoly, laid back.
Seatpost clamp: Laser, Donut style, alloy.

VI. BRAKES

Calliper: Odyssey, quick release, rear only.
Lever: Odyssey, locking mechanism.

VII. ACCESSORIES

C.P.S.C. equipment: Reflectors and chain guard.

VIII. WEIGHT

25 lbs.

IX. PRICE

\$299.95.

X. COUNTRY OF ORIGIN

Taiwan.

XI. ADDITIONAL INFORMATION

Jamis Bicycles
3000 Commonwealth Blvd.
Tallahassee, FL 32303



<p>SK-07</p>	<p>BK-01</p>	<p>BK-02</p>	
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<p>BK-05</p>	<p>DKP-1</p>	<p>ODY-1</p>	<p>AME-1</p>
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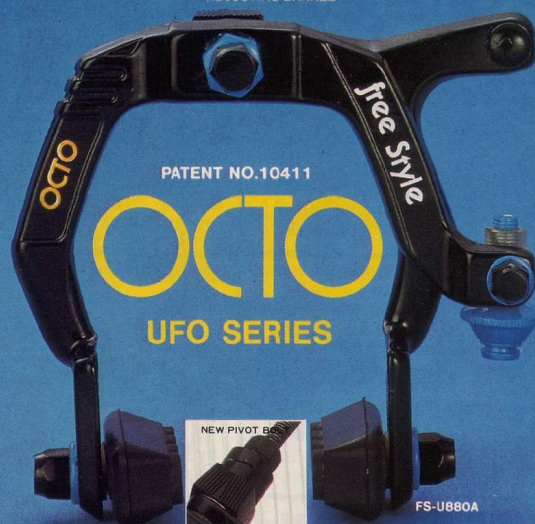
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JAMIS



The Laser/Aniun cranks gave us no problems whatsoever—they felt stiff and looked great. Check out the cool chain wheel and spider!

Scott, our resident pro racer, had a rough time trying to jump and thrash the bike. As it was, he had the bars forward "Chicago style" (as Mike Carruth calls it) and the seat all the way up. He did manage to get in some hot laps on the bike but felt cramped and limited. Mike Carruth likes short bikes, so he used the bike at the Farnum track that same evening and won the 17 & Over Intermediate class. Mike commented about the shortness of the bike but said he felt comfortable anyway. Other than the shortness, the bike felt strong out of the gate, handled well in the turns and was fairly stable in the air (though a bit loopy).

The riding at the Rupe practice track wasn't quite as successful. Robby hated the bike's handling and refused to ride it for photos. Eric didn't like it any better. Scott had a hard time getting rad at all, but gave it his best effort for John's cameras. On one jump, Scott managed to get enough air to move the bars in the stem and bend the rear wheel, however. Other than the previously mentioned mishaps, the bike held up okay—considering the amount of abuse it was subjected to. We felt that if the bike were maybe two inches longer in the front end, it would definitely be a hot bike for bigger dudes. The way it comes, riders who prefer a short bike may like it, but most others should probably try it before deciding to buy one.

THE END

At \$299.95, the Jamis Laser 5000 Terminator is not a bad investment as far as components and materials go, but without changing the frame for a bigger guy, or changing the bars, cranks and seatpost for a smaller guy, the Laser is kind of a mismatch. The Jamis people could easily solve the bike's problems and have a really good bike with only a few changes. They could probably sell tons of them.

We'll be anxious to see if they can come up with another bike as interesting as the 5000 Terminator. One thing is certain: The Jamis people are not afraid to buck the established conventions of today's bike building. □

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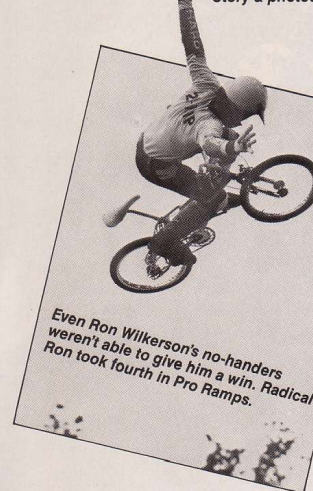
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IBMXF FREESTYLE WORLD CHAMPIONSHIPS

Bert & Hugo steal the show

Story & photos by Steve "Guy-B" Giberson



Even Ron Wilkerson's no-handers weren't able to give him a win. Radical Ron took fourth in Pro Ramps.



Hugo had his moment of glory on the awards platform, but from the looks of things, the other pros didn't feel quite the same way.



«Scotty Freeman took time out from his movie career to pick up a first place in the 14-15 Flatland class. We're sure it was worth it. The title "World Champion" always looks good on a resume.

□ As an exhibition attraction to Expo '86, the awesome World's Fair in Vancouver, Canada, the Freestyle World Championships were great. The almost Olympic appeal of the Expo was undeniable—and perfect for an event labeled "World Championship." Tourists from around the world packed the grandstands of the Kodak Bowl for a view of the radness.

Was the contest packed with international participants? Not really. The majority of the 72 participants were from the U.S. and Canada, with one rider from Switzerland and one from France.

Produced by the International Event Corporation (the same organization that put together last summer's \$15,000-purse North American Continental Championships in Whistler, Canada), the freestyle contest was sanctioned by the International BMX Federation and run by the Canadian Freestyle Association using AFA rules.

«Newcomer 14-year-old Matt Hoffman is Skyway's latest addition to its freestyle squad. He ripped in Canada: second behind Tim Rogers.

The Kodak Bowl provided a great forum for the competition, and the smooth asphalt surface was extremely popular with the riders.

Skyway, Mongoose and Kuwahara sent full squads of combatants, and while most of the other major factory teams had a couple of riders in attendance, there were some serious absentees. Mike Dominguez wasn't there, and neither were any riders from Red Line or CW.

AMATEUR CLASSES

Scotty Freeman outdueled Trevor Hernandez for the top spot in 14-15 Flatland, using moves such as a one-footed backwards framestand, a side squeaker into fork wheelies in a circle, and a backwards infinity roll where he stepped over into a backwards fork wheelie and then into a swivel. Hot stuff, indeed!

After practice, everyone was anticipating the 14-15 Ramp class. Skyway's most recent addition to its factory team, 14-year-old Matthew Hoffman, and Kuwahara's Tim Rogers were both shredding.

Before the contest Robert Peterson talked about Matt. "We picked him up about a month ago. He is the most awesome rider I've ever seen ride a ramp. Considering he's had three bikes in the last month, he's never been used to any of them, and I've seen him pull ten-foot airs, no-footed fakie airs, no-handed aeriels, switch-handed aeriels, no-footed cancans and lookback cancans—it's sickening he's so good."

One of Matt's unplanned trips of the weekend occurred during practice. He overshot the top of the ramp during a popout, and bailed off the backside of the platform. He emerged unscathed (the full-on JT body armor he wears definitely helped), but the same couldn't be said for the car used to brace the ramp. It now sports a custom-modified roofline.

During actual competition, Tim Rogers had the hot routine and Matt ended up second. Matt's airs were awesome, but he needed to spend more time on the small ramp.

A pair of thirds netted the overall title for General's Brian Belcher. Brian's also starting to get some sponsorship from Coca-Cola.

Jason Parkes dominated the 16 & Over Flatland—after a complete rerun of his routine. His chain derailed partway through his run, and though he finished without it, the last part of his routine was nowhere near as radical or smooth as the beginning. Afterwards, organizers for the event asked Jason if he'd like a second chance, and he snapped up the opportunity. "I was pretty bummed out when my chain came off. I couldn't really put it back on—I thought my run was pretty close to being over. Then they came up and asked me if I wanted to redo it. I was pretty happy about that. I wouldn't have asked. I know the AFA rules state that a rider only gets ten seconds to fix his bike—I guess it's a little different here." The choice was also given to Valentin Dufour, the entrant from Switzerland, who suffered a similar fate. He declined.



◀While in Canada, Steve Giberson checked out one of the shows by the Norco Freestyle Team. These guys don't miss a trick.

IBMXF

IBMXF FREESTYLE WORLD CHAMPIONSHIPS

Sanctioned by: IBMXF & the Canadian Freestyle Association

PRO FLATLAND	SCORE	WINNINGS
1. Robert Peterson/Skyway	89.78	\$750
2. Woody Ison/Hutch	89.50	\$300
3. Rick Allison/Mongoose	89.20	\$200
4. Martin Aparijo/GT	88.72	\$150
5. Eddie Fiola/GT	88.36	\$100
6. Ron Wilkerson/Haro	88.14	
7. Maurice Meyer/Skyway	84.74	

PRO RAMP	SCORE	WINNINGS
1. Hugo Gonzalez/Skyway	94.66	\$750
2. Eddie Fiola/GT	94.24	\$300
3. Brian Blyther/Haro	93.70	\$200
4. Ron Wilkerson/Haro	92.56	\$150

OVERALL PRO	SCORE	WINNINGS
1. Eddie Fiola/GT	91.80	\$100

SUPERCLASS FLATLAND	SCORE	WINNINGS
1. Corey Sehn/The Flyers	87.44	
2. Darcy Lisecki/The Flyers	82.30	

SUPERCLASS RAMP	SCORE	WINNINGS
1. Darcy Lisecki/The Flyers	86.94	
2. Patrick Borowski/Valley Cycle	86.14	
3. Corey Sehn/The Flyers	85.22	

SUPERCLASS OVERALL	SCORE	WINNINGS
1. Corey Sehn/The Flyers	91.80	
2. Wade Snell	87.42	
3. Derrick Orice	85.32	

16 & OVER FLATLAND	SCORE	WINNINGS
1. Jason Parkes/Schwinn	88.62	
2. Wade Snell	87.42	
3. Ron Bolque	84.66	

16 & OVER RAMP	SCORE	WINNINGS
1. Monte Hill/The Bike Gallery	85.76	
2. Marty Schlesinger/Mongoose	84.34	
3. Eddie Roman/Skyway	84.32	

16 & OVER OVERALL	SCORE	WINNINGS
1. Eddie Roman/Skyway	84.27	

14-15 FLATLAND	SCORE	WINNINGS
1. Scotty Freeman/Skyway	91.20	
2. Trevor Hernandez/Mongoose	90.73	
3. Jody Spriggs	89.10	

14-15 RAMP	SCORE	WINNINGS
1. Tim Rogers/Kuwahara	86.70	
2. Matthew Hoffman/Skyway	86.66	
3. Brian Belcher/General	86.52	

14-15 OVERALL	SCORE	WINNINGS
1. Brian Belcher/General	87.81	
2. Scott Beattie	84.78	

13 & UNDER FLATLAND	SCORE	WINNINGS
1. Scott Beattie	84.78	

TEAM TROPHY	SCORE	WINNINGS
Skyway		
JUDGES		

Ken Beattie	Joe Laitner
Geoff Horspool	Ken Miller
Robin Langlands	

To say Jason shredded on his second performance would be a gross understatement—though Jason definitely understates it himself. "I did a couple of tricks and a bunch of boomerang stuff at the end. It was pretty cool—I pulled off everything, mostly. I pulled off a mega-spin (kin to an infinity roll, except it's done on the back wheel only). Basically, I just hung on to the bike, and did it pretty smoothly. I touched down a couple times—I always touch down a few times."

Portland, Oregon's Monte Hill, riding for The Bike Gallery, thrashed the 16 & Over Ramp class. Rad turnarounds, one-handed one-footers and more gave him the win over new Mongoose recruit Marty Schlesinger. Marty had stem problems during the entire weekend. After one of his airs, Marty's bars slipped so far forward that Mongoose team manager Russ Okawa had to help straighten the bars so Marty could continue.

Eddie Roman combined a seventh in flatland and a third in ramp to pick up the win for the 16 & Over Overall.

PRO FLATLAND

The Pro Flatland riders certainly left a wide difference of opinions with the members of the judging panel. The first judge thought Rick Allison was best.

Judge number two preferred Martin Aparijo. Judge three gave the first-place nod to Eddie Fiola. The fourth judge went for Robert Peterson. Woody Ison was the rider of preference for judge number five. So who won? Robert Peterson—by 28/100 of a point over Woody. We'll let these guys cut loose with their own comments on the festivities.

Robert Peterson: "I can sum up my feelings in about 3000 words. I'm stoked, fully! I made one little, little mistake. I tapped on a Furillo spin. (That's a backwards-framestand bar spin).

"I get so nervous that I actually throw up if I watch everyone ride. I practiced apart from everyone else, and when I went out to set up, I looked the other way. Even after my run I didn't watch Woody ride. Normally, I do watch the riders after me.

"The windsurfer worked very well here, and I did the squeak and the blindsider, flawlessly. On a backwards framestand, I tried to do it one-footed but got sketchy, so I pulled it into a 180 all the way around the contest area. I was kicking it over and getting it to turn around.

"I finally beat Woody and Martin. They weren't there when I won in New York."

Woody Ison: "I think the judges have a good sense of humor. The consensus is that it was a snow job. Same thing as always. The judges really weren't qualified to judge a contest. They don't know how to ride, so what qualifies them to judge? The guy they had judging degree of difficulty doesn't even know what he's

talking about. He ranked Eddie's tricks harder than mine. I did the absolute hardest tricks in BMX freestyle today. I did a top gun, which involves a straight-arm handstand, I did a bar stand, a double boomerang, boomerankle, pedal picker, a fire hydrant into a pedal picker, a pedal picker flipover, a backwards pedal picker, G-turns—I mean, I did every hard trick there is.

"I'd rather have second and be able to ride like I did than get first and not deserve it."

Rick Allison: "I was conservative because when I went out in practice I found I wasn't riding very well and wasn't really sure of myself. So I took it easy, played a cool song by Janet Jackson and had a fun time. I did the usual gut levers, surfers, decade, and all the fun tricks. Fortunately, the crowd was really responsive and I had a good time. I'm proud of third cause I beat a very good rider—Martin. I think Peterson did great, but I think Woody should have won—he was really rad. Everybody rode so well, who's to say who should have won?"

Martin: "I took fourth. Great is first, good is second, wow is third, and fourth is okay. I don't think I got what I deserved—definitely not. I would have placed myself second.

"I did a backwards walkaround, backwards cherrypicker, backwards gut lever, backwards wheelie, rolling rock walk, walkaround, backwards tailwhip, upside-down wheelie. Non-difficulty tricks—just the easy stuff."

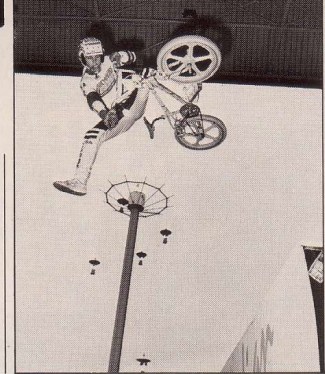
◀Some of the guys in Canada were surprised at Robert "Big Bert" Peterson's Pro Flatland win. Perhaps they fail to remember that originality and general zanniness are big assets in a freestyle routine. Circus-style "bike swallowing" by Bert.



IBMXF

Eddie Roman blasted some big air on his way to a third in 16 & Over Ramps. ►

that his flight was 24 feet—tabletopped, of course. What really made it rad was that on his approach he spiked a pedal into the asphalt. That kicked the back end into a wild swapper, but he got it back under control before takeoff—otherwise, he may have flown even farther. He also did two shorter versions of the same jump during practice—once over one of the officials, and another



In the history of freestyle competition there has probably been no call more controversial than the one made against Fiola at this contest. Even after taking away his win in Pro Ramps because he didn't wear a mouthguard, the judges still had to give him the Overall Pro title.

Robert Peterson: "The thing that has most significantly affected my performance in BMX freestyle is the invention of the wheel."

PRO RAMP

Controversy also marred the results in the Pro Ramp class. Eddie Fiola (as per his normal style) didn't wear a face-guard or a full-face helmet. AFA rules require one. Eddie gets away with this in the U.S. He didn't get away with it in Canada. The judges deducted five points from his score, which moved him back to second place (behind Hugo Gonzales) by less than half a point. Of course, Eddie wasn't exactly happy about all this—even though he went on to win the Pro Overall with fifth in Flatland and a second-place finish on the ramps.

The CFA's Marcie Thorburn explains what happened. "Actually, he could have been disqualified instead of having the points deducted. What should have happened was, the music should have been stopped; we would have told the crowd that there was a problem with the music; we would have asked Eddie to put on a mouthguard. In actual fact, that's what we tried to do, and it was overruled by someone in the announcer's stand. It's AFA's rules. We've been asked to follow them, and it's a world-sanctioned event. It's up to us to make sure that rules are adhered to."

Hugo's run was crazy as usual. During one section of his run, he jumped from the quarterpipe to a dirt-and-sawdust landing outside the contest area. Measurements taken later showed

◀If this were a normal no-footed air, it wouldn't be that radical, but considering this is a no-footed FAKIE, it is GNARLY! Tim Rogers, 14-15 Ramp winner, at the controls.

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time seriously surprising a TV cameraman and the commentator.

Oh yeah, for his finale he did a 720 off the side of the quarterpipe onto flat ground. Typical Hugo. How did he like his results? "I'm stoked! I can't believe it. How do you react to this? I never thought I'd win a pro competition against these guys."

Other notables included Brian Blyther, starting off his routine with a 540 air that accidentally turned into a 720—which he pulled off.

WRAP-UP

Was this a true World Championships of Freestyle? In name, yes. In the opinions of the participants, it was a split decision. Winners always agree it's as prestigious as labeled, but losers rarely do.

Was it actually that elite? As with the BMX World Championships, it's difficult to put a great deal of importance into a title that's decided during one weekend. A series of events would be the true way to determine World Champions, especially when the results of these contests are influenced so much by the judges' opinions. □

◀Not all of the Canadian action was at the actual contest. "Guy-B" shot Pro Flatland winner Robert Peterson in front of this fine architectural giant somewhere in Vancouver.

FREESTYLE NORTH OF THE BORDER

WELCOME TO THE CFA

• Itching for some freestyle contests in Canada? The CFA is growing to fill this void. Currently checking in at approximately 100 members, the CFA has national, provincial and local contest programs. It is currently active in B.C. and Alberta, and is working on expanding influence into Saskatchewan, Manitoba and Ontario for next year.

Memberships in the CFA are only an additional five dollars if the rider holds a BMXAC racing license, and are \$30 for a complete one-year membership. These include a membership card, total-coverage insurance 365 days a year, a cruiser or 20-inch racing license, and a BMXAC newsletter that comes four to six times a year and covers both racing and freestyle.

Hot news updates (such as contests that happen on short notice) come via the *Freestyle Flasher*. If the notice is short, members get a phone call with the latest news.

For more info on the CFA, call (604) 545-1737. In the planning stages for '87 is a freestyle school sometime in March, with guest teacher Chris Lashua. •

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BMX12-6

WEIGHING THE EVIDENCE

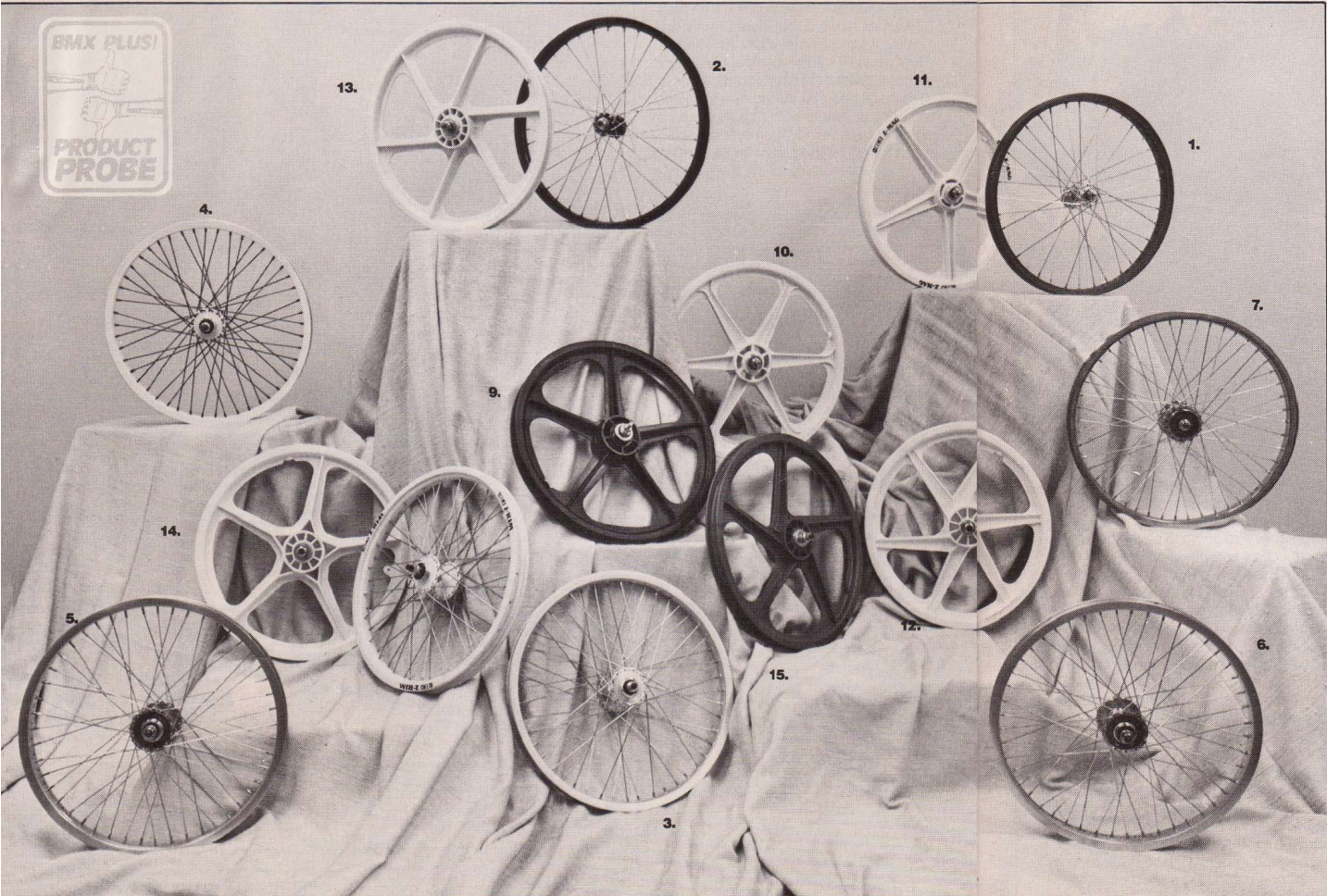
WHEEL SHOOTOUT

36-spokers vs. 48-spokers vs. mags

THE WHEELS AND THEIR WEIGHTS
(listed in order of increasing front wheel weight)

BRAND	TYPE	FRONT WHEEL WEIGHT	REAR WHEEL WEIGHT
BMX Products Pro Class III 36-hole	Alloy rims	1 lb., 13 oz.	1 lb., 15 oz. (w/o freewheel)
Ukai 36-hole	Alloy rims	1 lb., 14.5 oz.	2 lbs., 7.5 oz. (w/freewheel)
Tioga 48-hole	Alloy rims	2 lbs., 1 oz.	2 lbs., 3.5 oz. (w/o freewheel)
Hutch Hi-Caliber 48-hole	Alloy rims	2 lbs., 1 oz.	2 lbs., 3.5 oz. (w/o freewheel)
Peregrine 48-hole	Alloy rims	2 lbs., 2 oz.	2 lbs., 9.5 oz. (w/freewheel)
Peregrine HP 48-hole	Alloy rims	2 lbs., 2 oz.	2 lbs., 10 oz. (w/freewheel)
Peregrine HP 48-hole	Alloy rims (chrome plated)	2 lbs., 3.5 oz.	2 lbs., 11.5 oz. (w/freewheel)
ACS Z 48-hole	Nylon rims	2 lbs., 5 oz.	2 lbs., 8 oz. (w/o freewheel)
Skyway Tuff Wheel II, 5-spoke	Nylon mags	2 lbs., 11 oz.	2 lbs., 13.5 oz. (w/o freewheel)
Skyway OE, 6-spoke	Nylon mags	2 lbs., 13 oz.	2 lbs., 15.5 oz. (w/o freewheel)
ACS Z Mags, 5-spoke	Nylon mags	2 lbs., 14 oz.	2 lbs., 15.5 oz. (w/o freewheel)
GT Performer, 6-spoke	Nylon mags	2 lbs., 14 oz.	3 lbs., 7 oz. (w/freewheel)
Peregrine Sixers, 6-spoke	Clear nylon mags	2 lbs., 14.5 oz.	3 lbs., 5 oz. (w/freewheel)
Peregrine Sixers, 6-spoke	White nylon mags	2 lbs., 15.5 oz.	3 lbs., 5 oz. (w/o freewheel)
Hutch Hi-Caliber, 5-spoke	Nylon mags	2 lbs., 15.5 oz.	3 lbs., 7 oz. (w/freewheel)
Peregrine Master, 5-spoke	Nylon mags	3 lbs.	3 lbs., 8 oz. (w/freewheel)

NOTE: All wheels that came supplied with freewheels came with SunTour 16-tooth freewheels, which weigh 5-1/4 oz. Weights of wheels were determined using an electronic digital postage scale. Consequently, all weights were rounded to the next highest half ounce.



“It’s a very subjective thing,” said Chuck Stephens, president of ACS. What is? you ask. Comparing wheels to find out which ones are best, that’s what. It used to be that BMXers had an easy time deciding which kinds of wheels to buy. If they were really abusive in their riding, they’d usually want to get Tuff Wheels, the famous five-spoke nylon wheels that are almost impossible to damage. If they were racers and concerned more about weight than durability, they’d get alloy rims with conventional spokes. Arayas or Ukais were usually the rims of choice.

Life was simple. It was like picking your favorite ice cream flavor when all you had to choose from was vanilla and chocolate.

These days, the number of wheels available to the typical BMX rider is almost as large as the number of flavors at Baskin Robbins. As a result, it’s nearly impossible to make up your mind which one to try.

WHY?

Freestyle is the main reason for this situation. Weight is not nearly as important a consideration in freestyle bikes as it is in race bikes, and that has opened up a whole new world of possibilities.

When lightness and strength were of almost equal importance for racing success, the nation’s top stars soon learned which wheels worked and which wheels didn’t. Basically, light equals strength in the wheel department. If a wheel is too light, it bends too easily. If a wheel is too heavy, the bike accelerates too slowly. It wasn’t even necessary to do the experimenting yourself. All you had to do was look at the top riders’ bikes and see what kind of wheels they had in order to know what worked. If a top rider was win-

ning races, his wheels were obviously okay and right there for everyone to see. All you had to do was get a similar pair and you’d be set. Araya 7X rims were the choice of the stars, so they became the standard in the industry.

The same principles of observation work in freestyle, also. The only problem is, not everybody uses the same kind of wheels. Some riders use mag wheels, others use standard alloy rims, some use nylon Z-Rims, and still others use the new 48-spoke alloy rims, which, according to claims, are about the best thing to happen to wheels since the invention of the tire pump.

The problem with buying wheels now is that weight is not as important in freestyle as it is in racing. As a result, riders are free to use whatever kind of wheels they wish, without having to worry about someone else having a slightly lighter bike and beating them down the first straight. To confuse people even more, many of the top freestyle riders are willing to use almost any decent wheel if they get offered money by the manufacturer to do so.

What a lot of people want to know is: **How wheels are really the best?** Maybe that’s a question that can’t be answered, but we thought it would be interesting to try. In order to do so, we called every wheel company we could think of, and asked them to send us a set of their wheels.

THEY’RE HERE

They did send wheels. In fact, we’re up to our ears in wheels now. So far, we’ve only had the chance to open the boxes, log them in and weigh them. Next month we’ll begin testing them to see if we can determine whether any are better than the others. □

◀The wonderful world of wheels: 1. BMX Products Pro Class IIIs; 2. Ukai 36-hole; 3. Tioga 48s; 4. Hutch Hi-Caliber 48s; 5. Peregrine 48s; 6. Peregrine HP 48s; 7. Peregrine HP 48s (chrome); 8. ACS Z-48s; 9. Skyway Tuff Wheel, 5-spoke; 10. Skyway OE, 6-spoke; 11. ACS Z-Mags; 12. GT Performer Mags; 13. Peregrine Sixers; 14. Hutch Hi-Caliber Mags; 15. Peregrine Master.

WILLIE NELSON NEVER
SAID IT'D BE LIKE THIS!

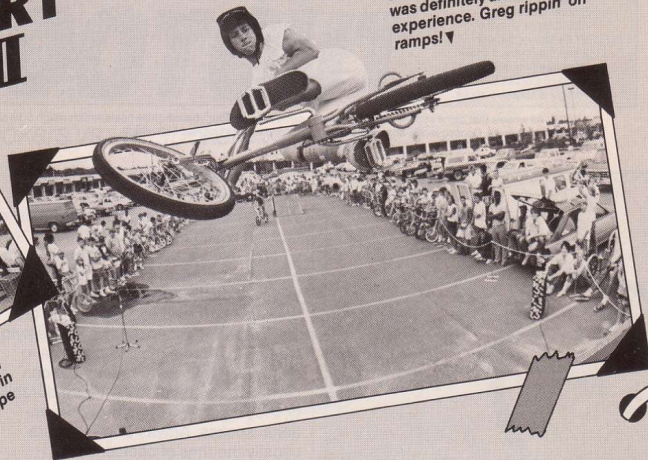
LIFE ON THE ROAD, PART II

I can't wait to get on
the road again!

Words & pics by Mike Carruth



Greg Kove joined the team
last October and adds a sense
of personality balance to the
team. This was the first year
on tour for "Poke," and it
was definitely an educational
experience. Greg rippin' on
ramps! ▼



In addition to riding in the shows,
Dizz, Ceppie, and Greg contribute
muscle to set up the ramps, dial in
the P.A., and do other roadie-type
tasks.

□ Last month, in part one of "Life On The Road," we gave you more or less a play-by-play account of what being on a national freestyle tour is all about. The CW freestyle forces were chosen as the guinea pigs for this project primarily because of the fact that they had the biggest stories to tell after their first tour (last summer). We were out to prove to the world that all these guys do on tour is kick back and ride, and that all this talk of hard work and long hours was bunk!

One aspect we didn't touch on in part one is the type of planning that goes into a freestyle tour. Contrary to its kicked-back image, the CW tour goes into the planning mode in mid-January. So, when the team pulls into a shop in July, six months of planning have led up to that point.

We rejoin the tour on day four in Williamsburg, Virginia.

Day four, 10:00 a.m. Yesterday we had a show at Cycles De Oro, drove five-and-a-half hours, and were ready for a day of restin' and relaxin'. Today, McGoo has sentenced the team to cleaning out the van and washing down the trailer and ramps. Basically, it's a day to dial in everything for the week ahead.

Day four, 7:00 p.m. Well, we didn't wash the van today. Instead, we pulled out the ramps, and the guys had a chance to unleash some banzai airs and short-ramp lunacy. Watching the guys ride "for fun" really set me straight on something. The appearance they project in their shows is not merely an act or image; it's true-blue, real-McCoy intensity. Dizz is every bit as "metallurgic" on a day off as he is on an official mission. Cep' and Greg are the same way. What you see is what you get, work or play. Tomorrow is the Fourth of July, and we've decided to make the scene at Busch Gardens here in Williamsburg. So, until then...

Day five, 9:23 a.m. Today doesn't feel like a holiday. Up at nine o'clock like any other day—minus the ten-minute drive to the office, of course. We're on our way to Busch Gardens. Later, we'll be hittin' the road to Richmond for tomorrow's show at Rowlett's.

Day five, 5:17 p.m. Killer action today! A major tip of the helmet goes to D. Grant McAllister at Anheiser Busch for givin' our troop the first-class treatment. Busch Gardens is the kind of place that, spare time or not, you gotta go to—a family funland, and for you single guys/gals, the situation is pretty decent,

too. We're currently departing the B.G. parking lot. Destination—Richmond.

Day five, 7:25 p.m. On the scene in Richmond, we found a hotel about a quarter of a mile from the shop where tomorrow's show will be. Tonight's fun will be a trip to "The Cellar Door"—a local teen dance club. Incidentally, the Hutch Trick team is also in town this weekend. McGoo says we'll probably run into them. That'd be cool.

Day five, 8:00 p.m. Ceppie speaking: "Tonight we're going to be taking in some local action at a place called 'The Cellar Door.' Everyone's tryin' to figure out what they're going to wear. Mike's chosen a jail-cell shirt and some newspaper pants. Since we haven't done laundry in awhile, all our clothes are about to come alive. Dizz is sittin' on the bed readin' an article about the Crue. McGoo's takin' a shower, and Greg is on the phone with his gal pal. We're gonna get this night crankin' real soon."

Day six, 1:23 a.m. A pretty intense evening. We should have gotten back sooner, but the fun just never ends on tour. Tomorrow's show isn't until three o'clock, so we'll be able to sleep in. McGoo's requesting a wake-up call for ten, which means we'll be outta here by 11:30 or so, and at the shop by 11:45. Nighty-night.

REDLINE WINS

GREG HILL

1986 NBL Number One Pro
1986 NBL Number One Cruiser Pro
1986 Cruiser World Champion
1983/1984/1985 BMX Action NORA Cup

R.L. OSBORN

1st Pro Overall, 1985 NFA Grandnationals
1st Pro Overall, 1985 AFA Masters Finals
1st Pro Ground, 1986 AFA Masters, Round One
1st Pro Ground, 1986 AFA Masters, Round Three



ON THE ROAD, PART II



On day eight of the journey, we met up with the guys from the band Anthrax. Where did the name Anthrax come from? "It's a livestock disease," their road manager said. Oh. The guys in the band are cool cats and totally get into freestyle. Will freestyle appear in an upcoming Anthrax video? Hmm...

Day six, 12:05 p.m. As it turned out, the shop down the street from the hotel wasn't the shop we're supposed to do the show at. "Rowlett's" has two locations—the other is across town. Our show isn't until three o'clock today, so we have time to spare. CW isn't the only traveling freestyle road show in Richmond today. As I previously stated, Woody and his wonder-boys are also on the scene, doin' a show about ten miles away.

Day six, 1:23 p.m. Pulling in to "Rowlett's" (the right location, this time). It is apparent that there aren't too many people on hand yet. In fact, McGoo commented upon our arrival, "Jeez, I see they're both here." "Who?" I queried. McGoo retorted, "The fans!" Although the present crowd isn't impressive, the show's still two hours off.

Day six, 5:12 p.m. We finished packing up the ramps and the other equipment after the Rowlett's gig. Attendance wasn't the greatest, but the guys still put on one hard-core session. I was impressed. It was one of those crowds you couldn't get a rise out of if you set yourself on fire and danced in front of them. An audience like this can really show what a team is made of. Anyone can go out and do a rad show for 5000 screaming admirers. It takes a solid team to take a lame crowd and turn them into a bunch of screaming mimis. The Hutch guys (Woody, Frank Scura, Bob Schmelzer and Rick Moliterno) have arrived on the scene, and everyone's just kickin' back for a casual rap session.

Day six, 6:11 p.m. The aforementioned rap session has now been moved to an eating establishment where the tribe of

freestyle talent is enjoying a killer salad bar/steak combo. One interesting point is the fact that the CW team is on a nine-dollar per-rider, per-day food budget. At first, this sum struck fear into my heart (not to mention my stomach), but it actually works out to be a generous amount when you consider that only on rare occasions does the team eat breakfast. Anyway, the Hutch boys have joined us for post-show grub, and we are currently discussing who would beat who at a game of putt-putt miniature golf. Oops, the conversation has now turned to bowling. Sounds like a definite rivalry to me.

Day six, 6:19 p.m. The mere suggestion of a friendly wager on bowling has set Frank and McGoo on a betting frenzy. After consuming two entire salad bar bowls of lettuce, the trick team war is about to commence. The battle ground—Westside Lanes.

Day seven, 12:19 a.m. Sorry for not checkin' in sooner, but I have recently witnessed the most insane transaction in history. After losing \$34 to the Hutch team in bowling, McGoo challenged Frank to miniature golf for \$50. After losing that contest by three strokes, it was go-for-broke-time (literally). McGoo had the fever. He had to win back not only the \$84 of his own dinero, but also the CW team reputation. McGoo agreed to bet Frank \$100 cash that he could drink five gallons of milk in 90 minutes. That is equal to about 40 pounds of moo juice he'd have to ingest without "losing it" (if you catch my drift). One gallon into the challenge, McGoo was lookin' kind of green around the gills. A half gallon later, the Hutch team was \$100 richer, and McGoo had lost a total of \$184. Intense.

Coming to you now from Bethesda, Maryland, we have driven about three hours to reach our destination. We've arrived on the scene in Maryland for two reasons: A. because the Rockville show is the day after tomorrow, and B. because this is where my mission comes to a close. The morning after the Rockville show, I'm on a silver bird back to L.A.

Day seven, 10:00 a.m. We arrived in Bethesda late last night, and have since enjoyed a night of restful slumber; we're ready to make the full-scale assault on Washington, D.C.

Day seven, 1:05 p.m. Well, I guess we're not going to make it out of the hotel for awhile. Here we are at the Bethesda Marriott's pool, taking in some sun and fun—and what's an enjoyable day of relaxation without a poker game? We plan to hit the streets of D.C. around 3:30.

Day seven, 4:12 p.m. We're presently enroute to downtown Washington. None of us have ever been to D.C. before, so seeing landmarks such as the Capitol and the Washington monument are blowin' our minds. The plan is to get in a little riding and take in some sights in the Georgetown area, where the movie *St. Elmo's Fire* was filmed.

Day seven, 5:25 p.m. While cruising the main street of Georgetown, we set eyes on what appeared to be two heavy-metal types walkin' down the street. Dizz commented that the tall one looked like the lead singer for the band Anthrax, one of his faves. Come to think of it, the short one looked like the lead guitarist for the same band. Then Dizz put two and two together—"McGoo, pull over man!" Dizz blurted out in a frantic voice. Before the van had stopped, Dizz had the door open and was running down the street to check this out.

To make a long story short, they were the guys from Anthrax. Cool guys, too. After explaining to Frankie, the singer, that he's totally into them, Dizz whipped out his scooter, and held a shred-a-thon for the band, the road crew and the road manager. Later, McGoo cut loose with some CW "Extended Re-Mix Tour" T-shirts for the band members, in exchange for tickets to their show that evening.

Day seven, 1:24 a.m. The Anthrax show was killer. I had never been to a heavy-metal gig before, but this was cool. Dizz was insanity personified. When it comes to music, no other human



Rockville is the place where freestyle teams measure their success. The Rockville crowd totally dug the CW team. Dizz goin' off on the ground.

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CALL US FOR THE LATEST LOW PRICES						
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2412	FREESTYLE GLOVES MATCH FINGERLESS PADDED PALMS: RD-LV-PK-TN-BK-BL XS-SM-M-L-XL	PAIR	11.99	1/4		
3211	HARO FREESTYLE HANDLEBARS WH-BL CP ADD \$4.00	22.50	2			
3241	ODYSSEY FLYING WEDGE HANDLEBARS CROMOLY CP-WH-PK-LV-GN-OR-BL-RD-BK	19.99	2			
3261	GT PERFORMER F/S HANDLEBARS CP-GN-BL-LV-PK-WH NEON TL-RD-RD ADD \$3.00	21.50	2			
3271	CW FREESTYLE HANDLEBARS WH-BK-PK-GN-BL-LV-GN	17.99	2			
3281	HUTCH FREESTYLE HANDLEBARS CP-PK-WH	21.50	2			
3293	RED LINE FORKLIFTER HANDLEBARS WH "J" CROSSBAR CP ADD \$3.00 NUMBER PLATE ADD \$5.00	37.99	2			
3411	OAKLEY 0-WING GRIPS LV-AG-BL-RD-OR	PAIR	4.99	1/2		
3420	A ME TRI GRIPS PK-LV-AG-GN-BK-RD-WH-OR-LTR-ORGL	PAIR	3.95	1/2		
3480	ODI MUSHROOM GRIPS BK-OR-PK-WH-LV MUSHROOM II MODEL ADD \$2.00	PAIR	4.99	1/4		
3600	TUF-NECK PRO MODEL STEM PK-LV-GN-WH-BK-BL RD-GN CP ADD \$2.00 FREESTYLE MODEL ADD \$3.00	12.50	1 1/2			
3603	GT FREESTYLE STEM BK-BL-LV-SL-WH	19.99	1 1/2			
3604	ODYSSEY SIX BOLT STEM 3-WH-BK-LV-OR-OR-SET	13.99	1 1/2			
3615	ACS ROTOR 45 STEM	12.99	2			
3620	RED LINE DETANGLER STEM BK-WH-SL-TQ-RB	22.99	1 1/2			
3810	TIOGA BEAR TRAP 2 HEADSET 24 THD CP ONLY	5.50	1/4			
3813	GT BMX TYPE EPOCH HEADSET BK-BL-SL STEEL	6.99	1/2			
4443	GT BENT SEATPOST WH-LV-PK-BL-CP-GN NEON RD-BK-OR	7.50	1			
4600	TUF-NECK OR SOUTOUR SEATPOST CLAMP BK-WH-OR-LV-GN-RD-GD-BL-PK	2.99	1/4			
4602	ODYSSEY RX-2 SEATPOST CLAMP 3-WH-LV-GN-OR-BK-RD-OR	3.99	1/4			
4901	ODYSSEY FORK STANDERS FITS 1" or 1 1/8" FORK ALL COLORS	PAIR	11.99	1		
4902	GT FORK STANDERS SPECIFY 1" or 1 1/8" FORK CP	PAIR	13.95	1 1/2		
4903	SKYYWAY AXLE STANDERS CP-PK-LV-GN-WH-OR-BL 24 or 26 THREAD	PAIR	8.99	1/2		
4904	GT FRAME STANDERS CP-BL-GN-PK-GN	PAIR	13.95	1/4		
4905	GT TUBE RIDES AXLE STANDERS STEEL 24 or 26 THREAD ALLOY MODEL ADD \$3.00	PAIR	6.99	3/4		
4906	PEREGRINE AXLE STANDERS BK-BL-LV-GN-RD-SL-WH 24 or 26 THD	PAIR	6.99	1/2		
4911	ODYSSEY FRAME STEPS CP-WH-PK-LV-GN	PAIR	11.99	1 1/4		
5200	UNION CHAIN 1/2" x 1 1/8" GR-OR-PK-LV-WH-CP-BL-RD	5.50	1			
5201	ODYSSEY CHAIN GN-PK-LV-WH	4.99	1			
5300	ODI BEARING CAPS FOR B.B. WH-BK-BL	PAIR	1.50	1/4		
5410	TIOGA ONE-PIECE CROMOLY CRANK CP 175, 175, or 180mm, 24 or 28 THD WITH BB SET ADD \$4.00	10.99	2 1/2			
5450	SUGINO CT 175 CRANKSET 3-PIECE, CROMOLY CP ONLY w/g BOTTOM BRACKET	SET	39.99	4		
5480	RED LINE FLIGHT CRANKSET CP or WH 175, 175, 180mm, SPROCKET 40 THRU 46 T ADD \$18.99	PAIR	149.99	4		
5521	POWER DISC / TUF-NECK BK-BL-RD-SL-GD WH-OR-BL-LV-CP ADD \$1.00	5.99	1/2			
5660	TIOGA SEALED BEARING BS SET FOR 1-PIECE CRANK 24 or 28T CP	12.99	1 1/2			
5720	TUF-NECK CHAIN RING BK-BL-RD-GD-SL 39 to 46 TEETH WH-OR-BL-LV-CP ADD \$4.00 CP ADD \$2.00 POWER BOLTS ADD \$3.00	6.99	1/2			
5861	MKS GRAFITIGHT 2000 PEDALS 1/2" or 9/16" 16, 17 or 18 T	PAIR	13.99	1 1/4		
6200	SUNTOUR or SHIMANO FREEWHEEL	PAIR	4.99	1/2		
6432	COMP ST TIRES 20 x 1.75 WH-BK-LV-OR-PK-BL	PAIR	16.99	2		
6436	GT or HARO TIRES 20 x 1.75 WH-PK-LV-BK-BL	PAIR	18.99	2		
6595	OLYMPIC UHMW LUBE COVERS GREASE AMS, 1/2" x 1 1/2" ONLY WHITE ONLY	SET	35.99	4		
6805	A.C.S. FREE/COASTER HUB KIT FITS BENDIX or SOUTOUR CB HUBS SL ONLY	PAIR	20.99	1		
6820	"2" WHEELS 20" BK-WH-PK-LV-GN-OR-BL-LV MATCHING ALLOY FW or FV CB HUBS, UN-GLUED SPOKES GLUED SPOKES ADD \$5.00	PAIR	39.99	6		
6850	BULLSEYE WHEELS 20" WH-BK-SL-BL-LV-PK-OR-OR-OR HUBS, MATCHING 2" or 2 1/2" SILVER ALLOY RIMS, CP SPOKES, CHROME RIMS ADD \$9.00 BK-BL-RD-GD NIPPLES ADD \$4.00 CP SPOKES, ANVIL RIMS SPECIFY COLOR	PAIR	89.99	6		
6891	GT BMX WHEELS 20" BLACK or WHITE HUBS, CP SPOKES, ANVIL RIMS SPECIFY COLOR	PAIR	84.99	6		
6892	HUTCH WHEELS 20" SEALED TITANIUM AXLE, CP SPOKES, ANVIL RIMS, ALLOY NIPPLES ADD \$4.00 CP RIMS ADD \$9.00 CROMOLY HUBS—CALL FOR PRICES	PAIR	139.95	6		
6700	SKYYWAY TUFF II WHEELS 20" FW or CB BL-LV-GN-OR-BL-PK-WH-OR-BL	PAIR	49.99	10		
6701	MASTER PEREGRINE WHEELS 20" FW or CB BK-BL-LV-GN-OR-PK-RD-WH-GY	PAIR	59.99	10		
6702	PEREGRINE 48 SPOKE WHEELS SILVER FW	PAIR	77.99	6		
7132	DIA-COMPE FS-880 BRAKES (FRONT) BK-BL-SL-WH	EACH	11.99	2		
7133	ODYSSEY SYSTEM 2000 BRAKES FOR FRONT or REAR BK-BL-RD-GD-SL-WH-LV-OR-GN-PK	EACH	11.99	2		
7134	DIA-COMPE NIPPON 883 BRAKE FRONT or REAR SL-BK-WH-BL-OR-LV	EACH	18.99	2		
7330	SKYYWAY TUFF BRAKE PADS BK-BL-LV-GN-OR-PK-RD-WH-LV FREESTYLE MODEL ADD \$1.00	PAIR	3.99	1/4		
7331	ACS "2" BRAKE PADS BK-BL-LV-GN-OR-PK-RD-WH	PAIR	1.99	1/4		
7400	ACS FREESTYLE ROTOR REAR SILVER	18.99	1			
7401	SKYYWAY SPIN MASTER ROTOR REAR SILVER	23.99	1			
7402	ODYSSEY GYRO ROTOR BK-CP-WT-PK-LV-BL-RD	11.99	1			
7508	DIA-COMPE TECH-5 BRAKE LEVERS MINI-MTN, w/ POTTIS, SILVER	PAIR	13.99	1/2		
7509	ACS POTTIS MOD II LEVERS TECH-5, MINI-MTN, SILVER	PAIR	13.99	1/2		
7510	DIA-COMPE TECH-6 LEVER WH-BK-BL-LV-CP-LV-WH-GN-PK-LV-WH	EACH	3.99	1/4		
7511	ODYSSEY RX 3 BRAKE LEVERS BK-WH-SL-BL	PAIR	12.99	1/2		
8621	HUTCH TRICK STAR F&F CP-VT-WH BK-CR-CBL ADD \$10.00	158.99	10			
8631	CW CALIF FREESTYLER F&F WH-PK-GN	149.99	10			
8641	GT PRO PERFORMER F&F CP-WH-LV-PK-LV-GN NEON RD-OR-LV ADD \$5.00	119.99	10			
8681	SKYYWAY STREETBEAT F&F WH-OR-GN LV-WH-GN-WH-BL-GY CP ADD \$40.00	147.99	10			
8685	FREE AGENT F&F CP-BL-WH-PK-OR, JR or MINI	129.99	10			
8690	HARO MASTER F&F WH-GN-BL	179.99	10			
8691	HARO SPORT F&F CP-WH-BL	167.99	10			
8692	HARO FST F&F WH-GN-BL	137.99	10			
9097	GENERAL SCOOTER LV/BK	89.99	18			
9099	MONGOOSE MINISCOT CP-GY-BL	99.99	18			
9101	MT TRICK FOX COMBOKIT TK 86 COMPLETE KIT WITHOUT WHEELS WH-LV-WH-PK-WH/GN	159.99	24			
9105	HANTER ATTACK 2 BICYCLE WH-LV-LV-CP, WH or WH or LV TRIM, FW NO DELIVERY CHARGE	234.99	—			
9106	HANTER FREESTYLE MAG BICYCLE WH-LV-LV-CP, WH or WH or LV TRIM, CB or FW FREE/COASTER ADD \$15.00, NO DELIVERY CHARGE	239.99	—			
9107	HANTER 777 BICYCLE WH-TQ-RB-MINI-TQ/CP-MINI/CP-RB/CP NO DELIVERY CHARGE	154.99	—			
9202	DIAMOND BACK HOT STREAK BICYCLE 21" CP ADD \$10.00	199.99	30			
9303	REDLINE RL 20a BICYCLE TD-RD-WH-RB, WITH PEREGRINE 48 WHEELS PEREGRINE SPORT WHEELS ADD \$20.00	224.99	30			
9304	REDLINE RL 20 BICYCLE TD-RD-WH-RB, WITH PEREGRINE 48 WHEELS PEREGRINE SPORT WHEELS ADD \$20.00	254.99	30			
9402	CW CALIF FREESTYLER BICYCLE 86 GY-BL-BK	299.99	30			
9403	CW CALIFORNIA FLYER BICYCLE GY-BL-BRG	149.99	30			
9506	KUWAHARA SCAMP BICYCLE COASTER BRAKE MODEL WH-OR-BL-LV-FW ADD \$10.00	124.99	30			
9508	KUWAHARA BRAVO KT BICYCLE GN-WH-WH-BL-LV-BK-HOT PINK-WH	299.99	30			
9509	KUWAHARA MAGICIAN BICYCLE BL-WH-PK-WH-BL	209.99	30			
9601	HUTCH WINDSTYLER BICYCLE CP	259.99	30			
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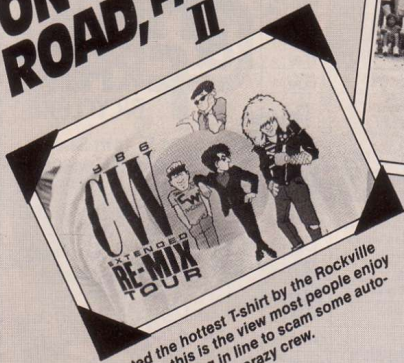
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ON THE ROAD, PART II

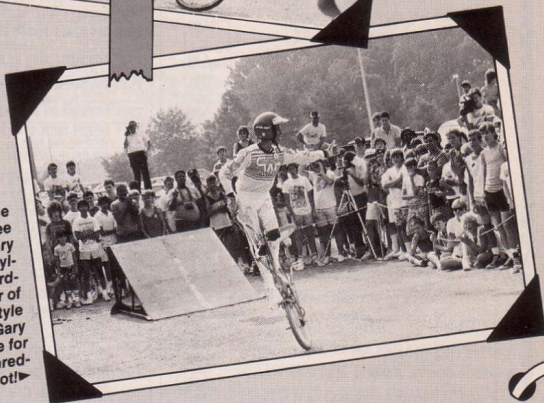


Voted the hottest T-shirt by the Rockville crowd, this is the view most people enjoy while waiting in line to scam some autographs from the crazy crew.

Everyone thinks the CW team only has three riders. Wrong. Gary Pollak from Pennsylvania is also a card-carrying member of the CW freestyle assault force. Gary was on the scene for CW's Rockville shred-fest. The man is hot!



In the show, McGoo refers to Ceppie as "Freestyle's Funnyman" and, boy, is he on the mark. Cep' has fun from the time he leaves the CW driveway till they pull back in. These guys are hard-core.



being is as intense as Dizz Hicks! After the show, we proceeded back stage to hang out with the band for awhile. By night's end, McGoo had them committed to using freestyle in their next video—they, ya never know! Tomorrow's the Rockville show and my last day with the team. Everyone else has already passed out, so I guess I'd better turn off this tape recorder.

Day eight, 3:10 p.m. The show's about to start. We're on the scene at Rockville BMX, and the crowd is big. Rockville is usually the place where every tour reaches its peak. The Rockville shows always have tons of people. Since this is my last show with the guys, I thought I'd fill you in on what you can expect when you take in a CW show in the future. McGoo comes out, does an announcing bit about the bike shop, and other such important things. Then he introduces the riders. Greg goes out first, does a ground trick or two, then sits next to the short ramp so Ceppie can come out and do his intro tricks. Dizz is the last one to come out. McGoo tells me that the reason Dizz comes out last, is so he is the first one to do his ground routine. Dizz's ground routine is energetic, which for a first-time viewer may or may not be a surprise. Greg comes out next. Let's face it, if these guys didn't have all the killer moves, they wouldn't have made it as far as doing shows for your local bike shops. Greg's ground routine incorporates a wide variety of tricks and style

to make an entertaining run. Ceppie is the last to ride ground, and since he's sort of the unproclaimed star of CW's ground-guy lineup, the crowd is pumped and, by this time, screaming uncontrollably. Cep' cuts loose with killer ground moves—the finger flip, the Antrider (pronounced ann-trider), the stubble duck and some killer lawnmower variations. The ramp segment of the show gets pretty crazy. Although you don't see Dizz or Greg blast 12-foot airs or do no-footed cancons, the intensity of their riding styles more than makes up for it. Dizz is also the ruler of short-ramp radness. The tricks he pulls off on the ramp are full-on. The show lasts between 45 minutes and an hour, and it finishes up with Dizz blasting some pretty impressive airs (about eight feet). At this show, CW's contest cruncher, Gary Pollack, is sitting in to provide his share of flatland and ramp tricks. He's hot, too; he blazed at the Madison Square Garden contest.

Day seven, 9:00 p.m. Well, this is it, the final chapter (almost) with less than 12 hours remaining in my stay. The Rockville show was killer as anticipated. After the show, we kicked back. The guys signed autographs and I shot photos. The high point of post-show activities was signing the "Wall of Fame." All traveling teams sign their names and write something clever. We're back at the Marriott now, getting ready to hit the hay. Getting up at 5:30 a.m. to get to the airport for a 7:50 a.m. flight will be a drag.

Day eight, 7:53 a.m. The plane just took off. I'm airborne once again. The flight attendant is coming around trying to sell headsets for the movie. We got up at 5:30—on time. McGoo cruised me to the airport. The other guys were still crashed out when I departed the scene. They have a show at one o'clock.

Man, this was probably the most jam-packed, wild and way-out week in all my years on this planet. Sure, being on tour is fun, but I also learned first-hand that it's not much different than being at home. You still have to keep your area in the van clean; you still have to wash clothes; and you still ride—only now, for an audience who has come to the shop specifically to see you. There is a degree of pressure involved, even though it's not extremely prominent with the CW team. Everyone who performs has to have a certain amount of pressure to keep him into it. I was on tour one week, and it seemed like a month. It feels kind of lame to be going back to the "real world" again. Of course, a world of thanks go out to the boys at CW—head honcho Roger Worsham in Lavenderland, McGoo, Dizz, Ceppie and Greg—for cartin' me around the East Coast in style and comfort for a week. Thanks also go out to you, our above-average reader, who digs readin' stuff like this. If you want to see it again next year, we gotta hear from ya. Maybe we can do it with a few teams next year. Send those letters! Now, let's see, what is that movie anyway? ☐

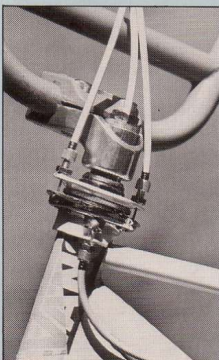


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◀The Odyssey Gyro—it's great. What more can we say?

3 FOR THE ROAD

Freestyle innovations for the future

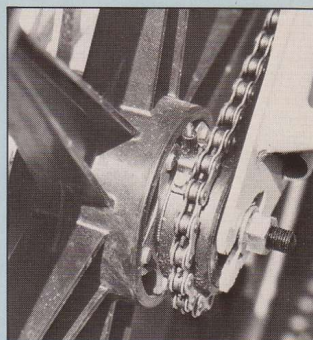


Avocet Fasgrip Bald freestyle tires. They're funky lookin', but they have their place in the freestyle world.

AVOCET FASGRIP BALD FREESTYLE TIRES BALD IS BEAUTIFUL?

What's the latest rage in tire treads? No tread at all! Ten-speed road bikes and road racing motorcycles have been using bald tires for some time, and Avocet has now decided to market bald tires for freestyle (they already sell them for ten-speeds). For starters, Avocet's Fasgrip tires have no tread whatsoever; they are completely smooth. What this means is that on a smooth surface (ramp, pool or slick street) the bald tire will have less rolling resistance, ride smoother and have greater traction than treaded tires because of more rubber-to-surface contact. Sounds good, huh? Well, in those conditions it is, but on any dirty or rough surface, these babies' hold isn't worth beans.

We had *Plus!* testers Jeff Cunningham and Larry Manayan ride sets of these tires at a local freestyle contest. The result? They each won their class and both said they liked the tires. Larry commented, however, that they were slippery for footing when he walked on the tires during certain tricks. We found the same to be true when we tested them. For smooth ground, ramps and pools these tires may be the hot ticket. But for general street riding and flatland tricks they may be a bit too specialized. What's more, at \$16.50 each, they don't come cheap.



The ACS Freecoaster looks like little more than a freewheel sprocket with two dials on it, but for guys who like a freewheel and a coaster brake, it sure beats changing the rear wheel all the time.

ACS FREECOASTER IT'S NOT FREE, BUT IT COASTS WELL!

Ever encounter the problem of having to decide between a freewheel and a coaster brake for freestyle? Or maybe you like a coaster for flatland and a freewheel for ramps. ACS has the answer to your problems with its Freecoaster. What is it? It's a freewheeling coaster-brake hub. That's right, a freewheeling coaster brake. ACS designed a freewheel to mount on an ordinary coaster-brake drive mechanism, and SunTour of Japan made it for them. The cool part is that by turning two little dials, you can convert it from a freewheel to a coaster brake in a matter of seconds. Another cool feature is that when you are rolling backwards, in freewheel mode, you can set the pedals where you want them and coast freely without the freewheel back-pedaling (the way a normal freewheel does). What happens is that the coaster brake engages into the coasting mode, allowing free coasting (freecoaster?).

About the only drawback is the weight. Besides the weight of a normally heavy coaster brake, you now have the additional weight of a freewheel (5-1/4 ounces). It's \$30 price tag isn't cheap, but it works. If you have a hard time deciding about your rear hub, this could be for you. Oh yeah, ACS will make kits for Bendix, Shimano and SunTour coaster brakes, too. ACS hubs are SunTour. □

ODYSSEY GYRO UPDATE IS IT REALLY THE BEST?

□ Since we first showed you the Odyssey Gyro in our June issue, the Gyro has gone into production and has become a big hit. For starters, it's cheap compared with other spinning devices on the market. Some shops are selling them for as little as 15 bucks. That alone should sell a product. It's almost half the price of its competitors, but it has other things going for it too.

The main concept behind the Brian Scura-designed Gyro is its two-into-one cable setup. This allows for even pulling on the Gyro, causing a smoother, more positive pull. It also works in conjunction with the headset and top bearing cup, as opposed to the stem shaft, thus allowing you to have your stem almost as low as you want (it only has to be raised about 1/8 of an inch). Another plus is that your cables will last far longer than with conventional spinners.

As we already mentioned, it's cheap. But how well does it work? Well, we had one on this month's GT test bike, and another on our SE all-purpose product-testing bike. They both worked great. Eddie Fiola has one on his bike too. That fact alone should make you a believer, but take our word for it—the Odyssey Gyro is *excellent!*

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THE 1986 IBMXF WORLD CHAMPIONSHIP

Brackens takes the big one & tells how he did it

□ England was the place, and the World Championship was the race. Riders from all over the globe got together to compete in the fifth IBMXF World Championship. Although we weren't able to send anyone from our regular staff to

the race, we were able to coerce a few people into sharing their stories with us, as well as persuading long-time European contributor Richard Francis to photograph the event for us. We think you'll enjoy the results. □

"I DON'T FEEL ANY DIFFERENT" By Tommy Brackens

• We flew from LAX to Heathrow Airport in London, nonstop. When we got there, we ran into a problem getting the rental car, because it was made out to Gary Ellis in American dollars, and they wanted pounds. We wanted an automatic and they wanted to charge us double for it. Finally, we got a four-speed. It was all right, but the steering was on the wrong side of the car.

Greg Hill and Eddy King were following us. We got lost on the way to the hotel because we were driving on the wrong side of the road and stuff, which was fun. We kept forgetting which side of the street to drive on.

We got there on Tuesday. The first race wasn't until Saturday, so we went shopping and did what we do here—hung out. One day, Greg, Gary, Shan Hatfield and I went out and played "footdown" in a small parking lot for about two or three hours straight. You know the rules—you can't put your foot down and you can't go out of bounds, or you have to sit out. Greg is the king of that sport.

It was really nice in England, just like

California. It wasn't really cold or warm. To them (the natives) it might have felt warm, but for us it was mild.

The race was held in Slough (pronounced slow), England, about 18 miles from London, and 40 miles from the coast. The map they gave us was unreal. It looked like the city of Los Angeles reduced to postage-stamp scale. We couldn't follow the lines or read the roads on it. We asked bus drivers, gas station attendants, and strangers for directions until we finally made it to Upton Park, the site of the race.

The track was long and wide. It was a little like Nashville and a little like South Park. It could make the list as one of the top five tracks in the U.S. It was really good and fun, except for the second corner. If you went too far to the inside, it was like a take-out corner. If you saw somebody going to the inside, you knew what he was thinking.

We practiced all day Friday. There was a schedule, and everybody out there was in their age group, which worked out well.

SATURDAY AT LAST

There were probably 1400 or 1500 riders. I don't know how many motos, though. It was hard to tell because they were all run at different times. They ran the 14-15 Experts during the first two hours, then the Cruisers for the next hour or so.

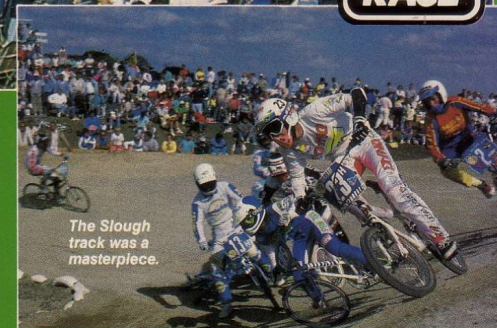
After they had run each class, they'd take an hour break. For instance, they'd run 13 Experts, until the third moto was over, and then they'd take a break. They'd do the next group, Cruisers, for example, and run all three motos for them. They ran all the groups on Saturday, then on Sunday the Quarters, Semis, and Mains. The event was organized, but how it was run was a different story.

We got there Saturday morning and were ready to race, but there was a big controversy. The pros over there have something called the PRA, which is like a union, and if PRA tells the pros not to race, they don't race. There was one guy (Gary Llewellyn) who they didn't want to race, and the U.K. pros threatened to boycott the World Championship if they let the guy race because the guy had done something terrible during the season. I can't go into detail, but he had them up-tight. However, the people who were putting on the race wanted him to compete, so the PRA said, "If you let this guy race, the U.K. pros are going to boycott."

We weren't sure if they were going to run the pros on Saturday or not. We



Tommy Brackens, the new IBMXF World Champion.



The Slough track was a masterpiece.

heard rumors that they were going to run them, and then we heard rumors that they weren't. We stayed there to be on the safe side—the officials were always changing their minds.

THE AMATEURS

The foreign riders have really improved. They have some good riders. One guy, a U.K. rider, had never been beaten before, until Charles Townsend showed up. I can't recall his name, but I remember he was beating Charles. Charles caught him halfway around the track and set him up in the last corner to shoot right by him. The crowd freaked. They all cheered for this guy, but after Charles passed him, they were silent, and we started cheering. I don't know what place the U.K. rider got. This happened in the motos.

The American riders really looked good in England. I'd say we won 75 to 80 percent of our motos. Shan Hatfield looked great.

Saturday night we didn't do much. We just sat around and talked about what was going to happen the next day. We were a little upset (about the threatened boycott). We hadn't flown four or five thousand miles overseas to race against ourselves. We could do that back in the States. We do it every weekend! We could only wait until Sunday to see what would happen.

Greg Hill, Gary Ellis, the Hatfields and I got up at six o'clock on Sunday morn-

ing. We went downstairs and ate breakfast and then we went to the race track. We all felt ready to go for the nine o'clock race. Then we were told we didn't have to race until two o'clock, so we waited.

We were given a 20-minute pro practice before the first race because we were all a little tight. We ran three motos, which they called "main events." We ran first, middle, and last.

In my first main, I came out of the gate strong, and so did Shawn Texas. We met in the first turn. Since I had a bit of a lead, he backed off a little but stayed close behind me. Coming out of the second corner I heard that Greg Hill was in third. There was a set of doubles, like a step-up double, before the doubles going into the last turn, and I heard the announcer say that Greg Hill had gone down. Just as I heard that, I hit the big set of doubles too fast. I hit the first set and jumped into the second set, which bogged me and made me go off the track. When I got back on the track, Shawn Texas flew around me, beating me by about six inches at the finish line.

I felt tired as I came across the line. I had my head down, and Gary Llewellyn was next to me. Then I heard Gary Ellis cross the line, yelling at Llewellyn for what he had done. Then Mike Miranda came over and started yelling at Llewellyn too. They yelled, "Why'd you do it? You didn't have to do that!" Gary Llewellyn

knew what he had done (crashed Greg and Gary Ellis in the take-out corner), but he was being quiet about it. Soon Greg came over and joined in the yelling. (Editor's note: Miranda shoved Llewellyn off his bike, and Greg Hill and Gary Ellis looked as though they were about to beat the guy when the officials came over and separated the riders.)

The English judges were mad at our guys. They said, "When you cross the finish line, if you have a protest, you raise your hand." The judges didn't argue with Gary Llewellyn; they argued with Greg, Gary and Mike. It was a big hassle, but I guess they got everything squared away, because after that, Gary Llewellyn realized what he had done, and he didn't do it anymore.

ROUND TWO

In the second moto I had a great start. I don't know who was behind me, but coming into the last corner I went too fast again, hit the second doubles and watched Gary Ellis pass me. I didn't have to win every time, just be consistent, so I tucked in behind Gary and took second again. As I came across the finish line I saw Mike Miranda behind me and Shawn behind Mike, so I said to myself, "Okay, Shawn has five points, I have four and Gary has seven..."

We went out for our last race, and I came out with the lead again, but this time Gary was right behind me, and he

IBMXF WORLD CHAMPIONSHIP

yelled at me in the first corner to get going. I figured the guys were right behind me, so I got going. After that, I didn't hear anybody say anything.

Going into the last corner through the doubles I had flashbacks of what had happened the last time I hit the doubles, so I hit my brakes this time and went over the doubles slowly. As I hit the brakes, I realized Shawn was back there. I could hear him breathing heavily, and I said, "Oh no, he's right behind me!" But after I made it around the last corner, I knew I had won. I was pretty happy about it. Up until then I'd been trying to pretend it was just another race. I'd blocked from my mind the fact that it was the World Championship. •



Brad Birdwell didn't seem very disappointed at all about his eighth-place finish in 15 Cruiser. He crashed while going for the swoop in the Main. (He had even worse luck in 15 Expert, when he crashed in the Semis.)

WHO WON THE WORLD CHAMPIONSHIPS?

• Although few Americans showed up for this race, due to various reasons, they still dominated the event, taking 39 percent of the World Championship titles. Here is a rundown of where the titles went. •

WORLD CHAMPIONSHIPS	
COUNTRY	PERCENTAGE
USA	39
Great Britain	20
Australia	14
Holland	14
France	7
Belgium	3
Germany	3

IBMXF WORLD CHAMPIONSHIP

Upton Park, Slough, England

PRO CLASS	
1. Tommy Brackens	USA
2. Shawn Texas	USA
3. Gary Ellis	USA
4. Mike Miranda	USA
5. Eddy King	USA
6. Charlie Reynolds	England
7. Gary Littlewily	England
8. Greg Hill	USA
(All other riders protested and did not race)	
SUPER CLASS	
1. Phil Hoogendoorn	Holland
2. Addie Van de Ven	Holland
3. Tom Lynch	England
4. Ludy Van de Werff	Holland
5. Bert Ruekert	Germany
6. Darrin Stock	England
7. Jan Heaman	Holland
8. Tony Fleming	England
PRO CRUISER	
1. Shawn Texas	USA
(All other riders protested and did not race)	
17 & OVER EXPERT	
1. Charles Townsend	USA
2. Marco Meijers	Holland
3. Todd Corbitt	USA
4. Wilco Groenendaal	Holland
5. Marcel Mandigers	England
6. Jason Duffy	England
7. Rene Weterings	Holland
8. Bas DeBeur	Holland
18 EXPERT	
1. Eric Carter	USA
2. Mark Van Driel	Holland
3. Martin Vanden Boord	Holland
4. David Cullinan	USA
5. David Kastler	France
6. Robert Stobart	England
7. John Kenning	England
8. Frank Roman	France
15 EXPERT	
1. Andy Weis	England
2. Rijn Ledebur	England
3. Dean Idlids	England
4. Xavier Robleda	France
5. Cesar Mallon	England
6. Franck Cheverson	France
7. Rodric Neri	Switzerland
8. Ian Archibald	Scotland
16 EXPERT	
1. Andrew Pigliemini	Australia
2. Gerny Kenning	England
3. Chris Taylor	England
4. Gunter de Vries	Belgium
5. Guido Meier	Germany
6. Leon V.D. Scholten	Holland
7. Friederich Hemmanczyk	France
8. Shan Hatfield	USA
13 EXPERT	
1. Alex Bounenstengel	Germany
2. Laurent Rougemont	France
3. Jeremy O'Brien	Ireland
4. Fabian Coet	France
5. Holger Geyer	Germany
6. Jean Pierre Van Hoof	France
7. David McPherson	England
8. John Purs	USA
12 EXPERT	
1. Shelby James	USA
2. Jo Eastwood	England
3. Tom Frawsen	Belgium
4. Scott Nelson	New Zealand
5. Les Pulickston	England
6. Richard Everett	England
7. Bertrand Lencle	France
8. Robert Tepper	France
11 EXPERT	
1. Ryan Scott	Australia
2. Remco Tanzen	Holland
3. Luis Oviedo	Chile
4. Freddie de Vries	Holland
5. Michael Urannie	Holland
6. Martin Upshall	England
7. Robert Spookhoff	Holland
8. Ralph Biewius	Holland
10 EXPERT	
1. Jason Donnell	USA
2. Daniel Lee Spang	Australia
3. Wally Pack	England
4. Rodrigo Seguel	Chile
5. Alex Van Diesen	Holland
6. Bobby Jones	USA
7. Rene Martens	Holland
8. Jean Christophe Ticaud	France
9 EXPERT	
1. David Marc	England
2. Lev Ove Nordmark	Norway
3. Henri Kuipers	Holland
4. Andrew Lee	England
5. Tama Canning	Australia
6. Florent Poussin	Australia
7. Joaquin Ramallo	Chile
8. Gary Smith	England
8 EXPERT	
1. Pat Foster	USA
2. Teaser Carlson	Australia
3. Wayne Kripe	Australia
4. Paul Silloway	France
5. Mark De Bruin	Holland
6. Edgar Bungeque	Spain
7. Peter Alex Jones	Chile
8. Marcos Meila	Chile
7 EXPERT	
1. Donny Dunstall	England
2. Jonathan Jorgenson	England
3. Wellington Nelson	Brazil
4. Tony Gilham	Holland
5. Brendan Payne	Australia
6. Jonathan Clarke	England
7. Adam Brown	Australia
8. Michel Van de Brink	Holland
6 EXPERT	
1. Ross Thompson	England
2. James Versci	England
3. Daniel Worthington	England
4. Simon Johnston	England
5. Simon Taylor	England
6. Daniel Green	England
7. David Benjamin	France
8. Stephen Murray	England
5 EXPERT	
1. Patrick Dewgel	Belgium
2. Jo Eastwood	England
3. Xavier Redois	France
4. Phil Hoogendoorn	Holland
5. Jan Heaman	Holland
6. Frederick Beaumont	France
7. Gary Wallace	England
8. Pierre van Zuijlen	Holland
4 EXPERT	
1. John Johns	England
2. Bernard Dupiquier	France
3. Errol Nelson	New Zealand
4. Ian Clark	New Zealand
5. Chris Bliner	England
6. John Terry	England
7. Brian Neville	France
8. Parlati Robida	France
3 EXPERT	
1. Jean Leprout	France
2. Philip Haasfort	Australia
3. Peter Stiphout	Holland
4. Philip Turner	England
5. Joe Vincent	Holland
6. Paul Vakkers	Holland
7. Arthur Coombes	Australia
8. Pascal Duhoix	France
2 EXPERT	
1. Charles Townsend	USA
2. Bas de Bever	Holland
3. Todd Corbitt	USA
4. Rene Westeringa	Holland
5. Christophe Boule	France
6. Alain Deschaght	Belgium
7. Andreas Nyberg	Sweden
8. Eric Smith	Belgium
1 EXPERT	
1. Eric Carter	USA
2. Teaser Carlson	Australia
3. Gerrard Centen	Holland
4. David Kastler	France
5. Darren Wood	England
6. Oliver Morat	France
7. Fuhrmann Oliver	Germany
8. Marco Meijers	Holland
15-17 CRUISER	
1. Frank Cheverson	France
2. Dean Idlids	England
3. Dale Holmes	England
4. Tony Gilham	Holland
5. Jeffrey Bignall	Holland
6. Shan Hatfield	USA
7. Jerome Calvert	France
8. Brad Birdwell	USA
15-17 CRUISER	
1. Shelby James	USA
2. Lauren Rougemont	Belgium
3. Tom Franssen	Belgium
4. Jason Thomas	England
5. Laurence Edwards	England
6. Paul Flavin	England
7. Lee Hunt	England
8. Grant White	Australia
16 & OVER GIRLS	
1. Sarah Jane Nichols	England
2. Karen Murphy	England
3. Arnt Van de Martal	Holland
4. Lisa Hoare	Australia
5. Marsha Blanker	Holland
6. Julie Woodward	England
7. Sandra Dumaine	Holland
8. Gladys Vakkers	Holland
14-15 GIRLS	
1. Luli Adeyemo	England
2. Linda Scheepers	Holland
3. Emma Crew	Chile
4. Jacqueline Martin	Chile
5. Melanie Van Deene	Holland
6. Erica Ver Hoeven	Holland
7. Sascha Deplaucker	Belgium
8. Kystel Martin	Belgium
12-13 GIRLS	
1. Corine Dortand	Holland
2. Shakira Moles	England
3. Danielle Emers	Holland
4. Marion Van Otterdijk	Holland
5. Chantal Chapsa	Belgium
6. Lynsey Smale	England
7. Anna Morris	England
8. Tanya Bakranich	England
10-11 GIRLS	
1. Lyndal Ellement	Australia
2. Nancy Wouters	Belgium
3. Arieta Minnema	Holland
4. Adele Croxon	Holland
5. Lea Pendleton	England
6. Sarah King	England
7. Vedette Fitzmons	Australia
8-9 GIRLS	
1. Nadine Stevens	Holland
2. Sabine Schoenmakers	Holland
3. Kelly Silloway	USA
4. Lynsey Gilmer	Ireland
5. Joanne Weinter	England
6. Rona Haefker	Germany
7. Nancy Zegers	Holland
8. Michelle Chenery	England
7 & UNDER GIRLS	
1. Cheryl Van der Aker	Holland
2. Brook Esplin	Australia
3. Sandy Moen	Holland
4. Natasha Sweeting	England
5. Nathalie Rohn	England
6. Philippa Gordon	New Zealand
7. Judith Bentes	Holland
8. Sandra Zimmer	Germany

A GERMAN ODYSSEY



By Andy Tittman

• The World Championship of BMX for 1986 was held in England at Slough, a city near London, four miles from the Heathrow airport.

Over 17 countries sent their top riders to this race. There were teams from Canada, the USA, Austria, England, New Zealand, Australia, Germany, Denmark, Sweden, Holland, Belgium, Scotland, Ireland, Spain, Switzerland, France and one racer from Zimbabwe. Altogether, there were approximately 1450 riders, making up 181 motos.

The German Red Line team: Andy Tittman (myself), Ivi Vidakovic, Ralf Frucht, Tom Falter, and Rona and Alexander Hafker, had an especially hard time getting to England, because our boss, Hartwig Hofherr, had just returned from a trip to sunny California and arrived home the day we had to leave. We picked him up at the airport; he rested a few hours, and then we drove to the coast. From there we took a ferry to Great Britain. It took us 15 hours to get there—pure stress, for sure.

Almost every competitor came to England by ferry, in caravans or motorhomes (the Americans, of course, flew). It was not the cheapest place to be, because you had to pay 50 pounds (or \$80), just to park near the track. But it was the thing to do.

Now to the track: At first sight it looked great. Lots of killer jumps, cool berms and a nice starting hill. They had three days of sign-ups, and ran practice in every age class. The Super class (the special European money class) and the pros practiced together. The Super class riders discovered that the pros are still a lot better than they are.

On Saturday the races started after an opening ceremony and a speech by the mayor of the city.

The English people who were responsible for the race took their jobs very seriously and ran the races very well and quickly. There were no long breaks or pauses. Announcers for each language were provided so that every spectator could understand what was happening.

A not-so-good occurrence at the event was the stealing of eight bikes, one of which belonged to a teammate of ours.

(continued on page 82)

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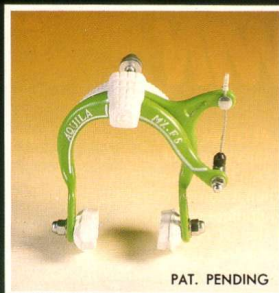


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Equipment included but not shown.
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THE ULTIMATE CHRISTMAS LIST

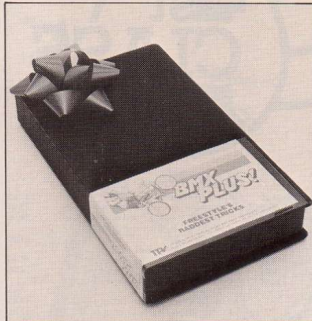
Dear Santa, I want...



□ What does every kid want for Christmas? His two front teeth? No way! Cool kids want freestyle or BMX items under the tree when they wake up on the 25th of December. We gave our old pal in red up north (and a few companies) a call to give us a clue as to what kids are asking for this year. Then we added a few particulars we wanted and came up with the *ultimate* Christmas list! If you want to send a copy of it to Santa yourself, go ahead! But remember—only good dudes and dudettes get what they want for Christmas, and you'd have to be an absolute saint to get *everything* on this list! Merry Christmas, and good luck!

Photos by Steve Giberson

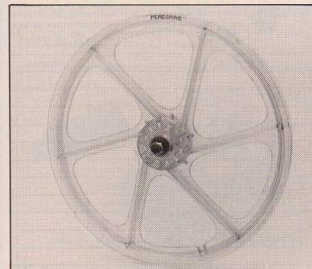
CHRISTMAS LIST



FREESTYLE'S RADDEST TRICKS VIDEO
What do you do when you're done with Christmas dinner and your achin' to go out and style on your new scoot, but your mom won't let you because all of your relatives are over and you only see them once a year? You put the BMX PLUS! video into the VCR and let Uncle Jimmy and cousin Billy-Bob know what freestyle is all about.
Plus Products



KUWAHARA BRIEFCASE
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Everything Bicycles



PEREGRINE SIXERS
Peregrine has just introduced their latest freestyle wheel, its six-spoke, part nylon, part graphite design makes it light and strong.
Red Line



PEREGRINE 48s
What's the latest rage in freestyle wheels? Red Line's 48 spokes, of course! Peregrine was the first to introduce them to the freestyle market, and a set of these from Santa would make any boy happy.
Red Line



GT COASTER BRAKE HUB
Brian Scura designed it, and it works as smooth as silk. Alloy hub shell with "Race Lace" spoke drilling make this a trick gift. It's the cool coaster brake hub, if you like coaster brakes. Team it up with the ACS Freecoaster and you'll be set either way.
GT BMX



AXO GLOVES
Did you know that Santa wears these to pilot his sleigh? Neither did we, but we do know they are comfortable, stylish, protect your hands and have vented knuckles to help keep your sweaty paws not-so-sweaty.
AXO



HARO JACKET
This is a great winter coat... if you live in a warm climate. For cooler areas, it's more of a spring/fall jacket. It's totally clean looking and comfortable. Would you expect less from Haro?
Haro Designs



SCOTT GOGGLES AND MASK
Get them for Christmas and keep them until Halloween and go trick or treating as Darth Vader. They look killer, protect your face and eyes, keep out the sun with the tinted lenses (shown here) and keep out dust, bugs and other flying objects.
Scott USA



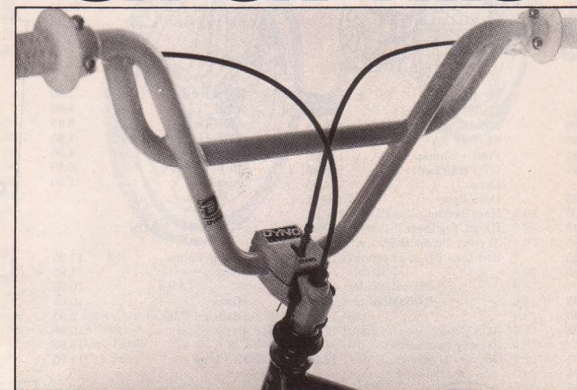
ODYSSEY AXLE PEGS
These foot steppers from Odyssey are a great addition to any bike and make great tree ornaments if you get them in green or red. They're alloy with hollow construction and knurled for tractionus maximus.
Odyssey



DYNO SHOES
An alternative to Vans and Converse, Dyno's shoes are the hot ticket for racing, stylin' or school. Check out the Dyno laces and canvas construction. Neat shoes!
Dyno



SIT ON THIS



AND ROTATE.

Hey, nothing personal. Really. And check this: the new Dyno goodies are out! Introducing...

The new Dyno drainpipe (*post à la bent*) – easy installation, no plumbing experience necessary • The new Dyno bar – some people thing it looks funny. We think it's the strongest handlebar ever designed for freestyle. You decide. • The new Dyno Spin-Tech stem – simply the best spinner thing you can buy. Its patented cantilever-action design ensures no mush, no fade, just ultimate braking performance • The new Dyno Adhesion glove – all cotton with a

pebbly palm that sticks like crazy. If you could put these on your feet, you'd never slip pedals • The new Dyno Jersey – killer graphics screened front and back. A bold fashion statement in striking colors and exciting fabric • The new Dyno Helmet – open or full face. Uncompromising quality, light-weight and pretty spiffy looking • The new Dyno Jacket – heavy nylon construction and lined for warmth. Truly a stylish freestyle-type jacket.

Dyno – innovation in product development? Absolutely. Good taste in advertising? Debatable.



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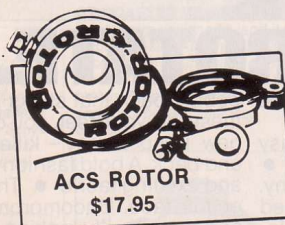
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Profile Champ Pro	139.95
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Dyno	10.95
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CW	10.95
Red Line	12.95

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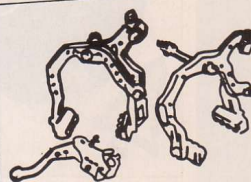
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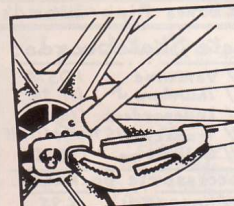
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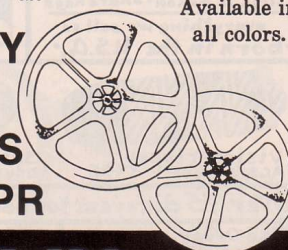
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Village Mews

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Elbow and funnybone savers from the protection masters at Haro. These work great for skating, stylin' or racing. Thick, dual-density padding and plastic cups make them last long and keep your arm strong.

Haro Designs



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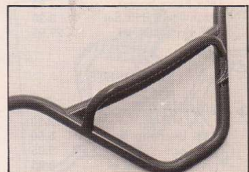
Your two front teeth? No, a two-speed transmission! Browning makes them and now you can have one on your race bike—if Saint Nick decides you're worthy. Anyway, once dialed in, these gems make for some speedy hoeshots!

Browning

TIOGA AIRWAVES BARS

Santa would be doing you a favor if he left these under your tree. They have all-chromoly construction with two crossbars. A neat thing is that the first crossbar is in the normal spot, and the second is in front of it, away from your knees. Cool for surfers, too.

Tioga ◻ ▼



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Team GT

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THE NBL GRANDS

Sponsored by Hutch, cosponsored by Crit Plate

Story & photos by John Ker

Pete Loncarevich and Gary Ellis fight for the elbow advantage while going into the first turn at Louisville.

□ "I'm more nervous about my motos here than I have been about my Mains at all the other races this year." Pete Loncarevich told us at this year's NBL Grand National in Louisville, Kentucky.

He had good reason to be nervous. Traditionally, the top pro coming into the race has lost the pro title because of a poor performance at the Grands. It happened to Eric Rupe and Toby Henderson (they were tied for the lead) in 1980. Once again, it happened to Eric Rupe in 1981. It happened to Greg Hill in 1982. It happened to Brian Patterson in 1983. In 1985 Greg Hill choked and didn't make the Main and was thought to have lost the title to Pete Loncarevich—that is,

until Greg and his wife checked over the points for the entire year and found one race from April that was scored wrong in Pete's favor. The NBL ended up awarding the title to Greg after all. It was as if Greg had *literally* choked and then administered the Heimlich maneuver to himself, if you know what we mean.

BACK TO THE PRESENT

This year the NBL officials were the first to choke. During the year they had been keeping track of each pro's eight best finishes to come up with the pro standings into the Grands. (The points are figured from the riders' finishes in the motos and the Mains.) Right before the start of the Grands, Greg Hill learned

what they had been doing and brought up the fact that, according to NBL rules, they were supposed to be counting the best ten Nationals instead. NBL president Bob Tedesco checked the rules and found that Hill was right. The rule had been changed earlier in the year, but no one had notified the NBL scorekeepers of the change. The NBL traditionally posts the points rankings coming into the Grands the day before the start of the race. They did it again this year but had to specify that the points weren't accurate for the pros because of the mistake. As a result, nobody in the pro class knew exactly where he stood in the rankings. It seemed safe to assume that

Pete Loncarevich was still the points leader and Tommy Brackens was still close behind in second—since Pete had won eight races and taken two seconds during the year, while Tommy had only six wins—but the points spread was now unknown. It was doubtful that anybody else even had a mathematical chance of catching Pete.

SATURDAY MORNING

It was sunny, but surprisingly chilly on the Saturday morning of the NBL Grands. Somebody said it was 43 degrees when practice began at six that morning. For Labor Day weekend, that's frigid.

The cold was probably only a minor annoyance to most of the riders present.

There was too much else to think about. Almost all of the nation's top racers were on hand this weekend at Louisville, Kentucky's E.P. "Tom" Sawyer State Park for the start of the most important race of the year in the NBL.

For the amateurs and pros alike, this was the only race of the year that had to count toward their final year-end points total. For the amateurs, the final rankings would be based on this race and their other five best scores. For amateurs and pros, both the motos and Mains counted. But the motos counted more for the amateurs, and the Mains counted more for the pros. The only big change in the scoring for 1986 was that the Grands

would count the same as any other race. In the past it had always counted double.

The track was in perfect shape for the weekend battle. It was the third year for the race at this location, and, as always, Bob Tedesco had made some changes to improve it. "Last year, some riders told me this track was too easy," Tedesco asserted. "They said it was a 'wimp track.'"

To make up for that situation, Tedesco beefed up a lot of the jumps and even added a special "pro" section. The special section runs parallel to the already existing triple step jump in the second straightaway. The addition is a huge step jump, seven-feet going up to about nine feet, with a two-foot-deep sand pit in the middle. The second peak is 20 feet from the initial takeoff spot. Right after this monstrosity is another set of smaller double jumps with another sand pit between them. On the face of the first part of the giant step jump is the word "wimp" with a circle around it and a diagonal line going through it. (For Sunday's events the NBL added an "s" to wimp and put the sign on the landing side of the jump so photographers could get it in their shots.)

It was definitely *not* a jump for wimps. In fact, it was too tough for everybody when it came right down to it. The second peak was about three feet farther than anybody could jump, so everybody was landing on the "up" side of the second peak.

Despite that one fault, the track was still incredible. Charles Townsend said it was the best track in the country, remarking that it was "as smooth as glass." Eric Rupe pronounced it "awesome—the best track of the year." It's hard to say, but it may be the best track I've ever seen.

BIGGEST RACE OF THE YEAR

There were 351 motos posted on the boards Saturday morning with approximately 2615 entries by the time all the omissions and mistakes were corrected. It was the biggest NBL race ever (last year's Grands held the previous record with 330 motos).

Despite the large turnout, there were some notable absentees. Harry Leary, Eddy King, and Doug Davis were home in California. Diamond Back had mailed in their entries two days late (but about two weeks before the race). In the NBL you might as well send in your entry two years too late. The D.B. team was history.

Ronnie Anderson wasn't present, either. He spent so much time racing in the ABA this year that he never accumulated the required number of NBL events to qualify for the Grands.

Geoff Scofield was nowhere to be seen. He was having too much fun bodyboarding the eight-foot surf in San Clemente, California, to be bothered with the NBL Grand National. He told his dad he was giving up BMX for surfing.

Almost every other major rider in



NBL GRANDS

BMX was present, however, with a lot of lesser-known racers and would-be stars. In fact, there are usually so many non-famous riders in the qualifying rounds at the NBL Grands that the motos are the most boring of the year. Of course, the Sixteenths (yes, really), Eighths, Quarters, Semis and Mains are the most exciting of the year, so everything balances out.

The one place where the excitement level was high all weekend was in the A Pro class. There were only 18 A Pros



◀The year 1986 will be remembered for the giant "no wimps" pro section at the NBL Grands. No wimps, indeed! Left to right: Greg Hill, Shawn Texas, Pete Loncarevich, Gary Ellis, Todd Slavik and Eric Rupe. Round one of the A Pro Main.

▲Eric Carter led the Hutch team to two National Number One titles. If you're 16 and think you can beat this guy, go right ahead and try. Next year YOU'LL be National Number One and World Champion.

on the ground in front of it. He took last at the finish. This tied Pete for last place in his motos, coming into the last round.

Pete got another terrible start in round three, but somehow he managed to work his way up to second place behind Hill by the finish line. That was good enough to allow Pete to transfer to the Semis. Hill had won all three rounds. In the other A Pro groups, Ellis and Brackens were an

present, but it was a tough crew. It looked as though the battle was going to be between Pete and Tommy, since they seemed to be over 100 points ahead of the rest of the pro class. With only 70 points available to a rider in this race (40 in the Main and 10 in each of the three motos), nobody else was even in contention for the title.

The A Pros were the first class on the gate Saturday morning. There were three motos of six riders each. Pete was in the second moto with Greg Hill, Nelson Chanady, Mat Harris, Spanky Campbell and Mike Miranda. Tommy was in the third moto with Mike Poulson, Gary Ellis, Ken Aman, Hans Nissen and Stu Thomsen.

If Pete was going to choke, this was where he would probably do it. In the first round, Pete hit the gate too early and came off the starting hill in last place. He had worked his way to fourth by the finish line. Meanwhile, Brackens looked great in his moto, taking second to Ellis. The guy who was really surprising was Greg Hill. He blew away the other guys in his moto, like in 1982 when he practically owned the pro class.

The second and third motos were nightmares for Loncarevich. He hit the gate so badly in the second round that he fell

◀Eric Carter takes on the launcher doubles in the last straightaway en route to a 16 Expert win.

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NBL GRANDS



The Louisville track has never been in better condition than it was for this race.

Eric Rupe came the closest he ever has to winning the NBL Grands, but for the fourth time in a row, he ended up with second place. "I was devastated," said Eric. ▶

◀Mike King dominated the 17 Expert class at the Grands. It will be interesting to see how he makes out when he turns pro, but we'll probably have to wait another year before we see that happen.



invincible duo in their moto, finishing first and second in every round, with Brackens getting the last two rounds. Eric Rupe was the hero of the other group, with two firsts and a second.

SUNDAY

The A Pro Semis kicked off Sunday morning's activities. Hill won the first one from start to finish, with Eric, Shawn and Slavik making the cut.

Pete was in the next round with Tommy Brackens. This time it was Tommy who hit the gate. He had to get off and run the bike down the starting hill to keep from falling. He got back on the bike a second later and started jamming as hard as he could, then slipped both his



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NBL GRANDS

pedals and flew over the bars before the first jump.

Meanwhile, Pete was in last place behind the other four riders in the group and needed a fourth to qualify. In the next-to-last straight, Ken Aman bobbled a jump, and that let Pete catch up enough to drag-race Ken to the finish line. Pete made the Main. Brackens, of course, was still in last place and didn't make it, which meant nobody could catch Pete in the race for National Number One Pro.

THE A PRO MAINS

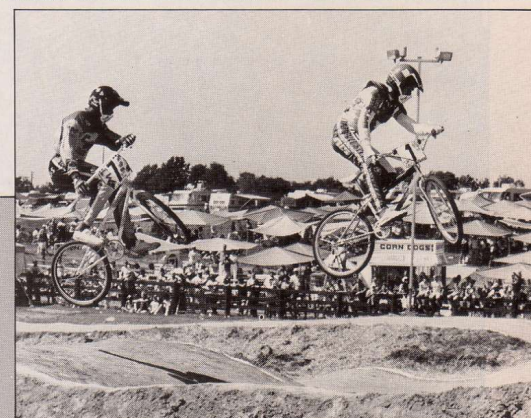
The first of the three rounds of the A Pro Main lined up on the gate about two hours later with the Amateur Quarter Mains in staging. On the line were Hill, Loncarevich, Eric Rupe, Ellis, Slavik, Hans Nissen and Texas. Ellis and Pete came off the gate in first and second, but Eric passed Pete in the first turn and caught up to Gary by the second turn. Ellis got ahead of Eric over the pro jump (after partly coming down on Eric's arm) and cut over on Eric in the next turn. They buzzed tires, slowing Eric down, and Pete passed Rupe on the inside. Meanwhile, Hill was trying to pass Texas for fourth over the pro jump when Shawn

▲ Pistol Pete wasn't as hot as usual this weekend. Even so, he STILL won the A Pro and Pro Award classes, as well as the National Number One Pro plate. You should see him on one of his GOOD days!

NBL GRAND NATIONAL Louisville, Kentucky

Sponsored by Hutch and Ony Plate

A PRO	MAINS	WINNINGS	8-9 OPEN
1. Pete Loncarevich/Haro	2-3	\$2000	Justin Kurtz
2. Eric Rupe/Mongoose	3-4	1000	Rich Houseman
3. Greg Hill/Red Line	8-11	750	Pat Foster
4. Gary Ellis/QT	1-5	400	Wes Seaver
5. Todd Slavik/Free Agent	4-8	300	7 & UNDER OPEN
6. Mat Harris/MCS	5-7	250	Michael Brandt
7. Hans Nissen	6-8	175	Nick Brungardt
8. Shawn Texas/CW	7-8	125	Steven Swick
B PRO	PRO CRUISER	16 & OVER CRUISER	16 & OVER GIRLS
1. Tim Kakouris/Freshour	1. Todd Slavik/Free Agent	\$400	Deanna Edwards
2. Cory Martin	2. Greg Hill/Red Line	250	Ronnie Caruso
3. Jim Haule	3. Shawn Texas/CW	150	Michelle Gibson
4. James Johnson	4. Eric Rupe/Mongoose	100	Kelly Merryman
5. Ed Semo	5. Mat Harris/MCS	100	Karen Clymer
6. Jon Anderson/CW	6. Ken Aman/Blue Max	100	Scott McLahan
7. Steve Aglio	7. Michael Patrick	100	Monte McLellan
8. Derek Edmonds	8. Jim Haule	100	Steve McClain
PRO AWARD	PRO GIRLS	18-24 CRUISER	18-24 CRUISER
1. Pete Loncarevich/Haro	1. Gaby Bayhl	\$400	Stacey Scott
2. Todd Slavik/Free Agent	2. Kathy Schachel	250	Kevin Hull
3. Hans Nissen	3. Cathy Tedesco	150	Janet Justice
4. Tommy Brackens/QT	4. Tammy Willwer	100	Tavia McGhee
5. Mike Poulson/Schwinn	5. Robyn DesJardins	100	Tara Pearson
6. Todd Blaser/ELF	6. Barbara Higel	100	Michelle Dean
7. Mike Miranda/Hutch	7. Tammy Spaven	100	Kimberly Martin
8. Shawn Texas/CW	8. Jeannie Robertson	100	Melissa Rickards
18 & OVER EXPERT	12 EXPERT	6 EXPERT	12 GIRLS
Charles Townsend	Shelby James	Aaron Hinson	Deanna Edwards
Kevin Hull	Chase Digdel	Jason Smith	Ronnie Caruso
Doug Jicha	George Seavers	Andrew Hanna	Kelly Merryman
Norman Veicht	Danny Nelson	Adam Davies	Karen Clymer
17 EXPERT	11 EXPERT	5 EXPERT	15 GIRLS
Mike King	Gary DeBacker	Billy Ezell	Nikki Danishek
Billy Griggs	Carl Burroughs	Matthew Hanna	Julie Loree
Ron Walker	Mitch Watkins	Zachery Mitchell	Tamara Balazs
18 EXPERT	16 & OVER OPEN	16 & OVER OPEN	16 & OVER GIRLS
Eric Carter	Jason Donnell	Jason Donnell	Brittany Ralph
Todd Mitchell	In Hee Lee	Charles Townsend	Michelle Dean
Sean O'Leary	Paul Flackowski	Charles Townsend	Wendy Sue Winter
Matt Hadan	Shawn Bone	Charles Townsend	Tiffany Kellner
15 EXPERT	9 EXPERT	14-15 OPEN	Carole Sullivan
Bred Birdwell	Wes Seaver	14-15 OPEN	Kacey Jackson
John Hamilton	Paul Flackowski	14-15 OPEN	Melissa Rickards
Ronnie Rious	Casey Johnson	14-15 OPEN	Michelle Lamirande
Craig Reynolds	Pat Foster	14-15 OPEN	Dawn Hagedorn
14 EXPERT	8 EXPERT	14-15 OPEN	12 GIRLS
Lawan Cunningham	Joey Barnes	14-15 OPEN	Jessica Towles
Robert Swick	Anthony Hayes	14-15 OPEN	Kristy Manning
Steve Smith	Adalberto Lopez	14-15 OPEN	Wesley Helton
Todd Lyons	13 EXPERT	14-15 OPEN	15 TOMMY BOARD
13 EXPERT	David Milham	14-15 OPEN	14 EXPERT
John Purse	Michael Donnell	14-15 OPEN	14 EXPERT
Michael Lausman	Phillip McGuire	14-15 OPEN	14 EXPERT
Robert Zahnow	Erik Morillo	14-15 OPEN	14 EXPERT



▲ Check out the nearly identical cross-ups as Greg Hill leads Shawn Texas over the special pro section. Greg came away from the race with what he personally said was the hottest performance of his career, plus a repeat win of the National Number One Pro Cruiser title.

got squirrely and hit Greg in the air. They both crashed.

Ellis and Pete got first and second, Eric Rupe took third, and Hill got last.

The second time the A Pros lined up on the gate was at the start of the Amateur Semis. When the gate dropped, Hill blasted out in the lead with Pete in second on the outside and Ellis in third on the inside. Ellis and Pete were dicing for second in the first turn when Rupe and Texas dove down and swooped them on the inside, as did almost everyone else. Pete went crazy after that, trying to work his way back up through the pack as Hill led Eric to the finish line. In the last straightaway, Pete tried to pass Texas over the launcher doubles, but Texas moved over to block him, and Pete flew

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off the first jump and landed in the grass. He re-entered the track after the next jump and bumped into Mat Harris. Pete and Mat then drag-raced to the finish and Pete won to get fourth. Mat later asked Eric Rupe if he should file a protest about Pete, but Eric said he wouldn't, and Mat let it drop. Eric would later regret that advice.

Rad Brad Birdwell took home another number one to add to his ever-growing collection of numberplates. This time it was in 15 Expert. ▽

Coming into the last round of the A Pro Main, Eric had five points, Pete had six, Ellis was in third with eight, and Hill was in fourth with nine.

Once again, Hill snapped out of the gate for the holeshot, with Ellis and Rupe behind him. Ellis and Rupe were on either side of Pete, and they cut over to block him, boxing him off in the back of the pack. After much slicing and dicing, Hill

and Slavik led the way into the final straight with Eric in third and Pete in fourth. Eric was spinning his brains out down the last stretch with Pete right behind him, when Eric slipped his pedals 30 feet from the finish. "I saw a guy in red and black go by me then," Eric later said, "and I was devastated." Eric was on the verge of tears as he crossed the finish line. He and Pete had ended up

They call him "Chicken Wings" in the Eagle Snacks pit area and "Luke Skywalker" over the P.A. His real name is Ron Walker, of course. Whatever you call him, he's fast: third in 17 Expert. ▶



HOW THEY ENDED UP

UNOFFICIAL END-OF-THE-YEAR NBL PRO STANDINGS

• Eric Rupe was right in the thick of the battles for two National Number One Pro titles. The NBL won't be releasing the official standings until well after this issue has gone to the press, but Eric was keeping track of the points for his own records. Here, by his reckoning, is how the final pro standings will be. •

A PRO	
1.	Pete Loncarevich
2.	Tommy Brackens
3.	Greg Hill
4.	Shawn Texas
5.	Eric Rupe
6.	Gary Ellis
7.	Stu Thomsen
PRO CRUISER	
1.	Greg Hill
2.	Eric Rupe
3.	Stu Thomsen
4.	Mat Harris
5.	Todd Slavik



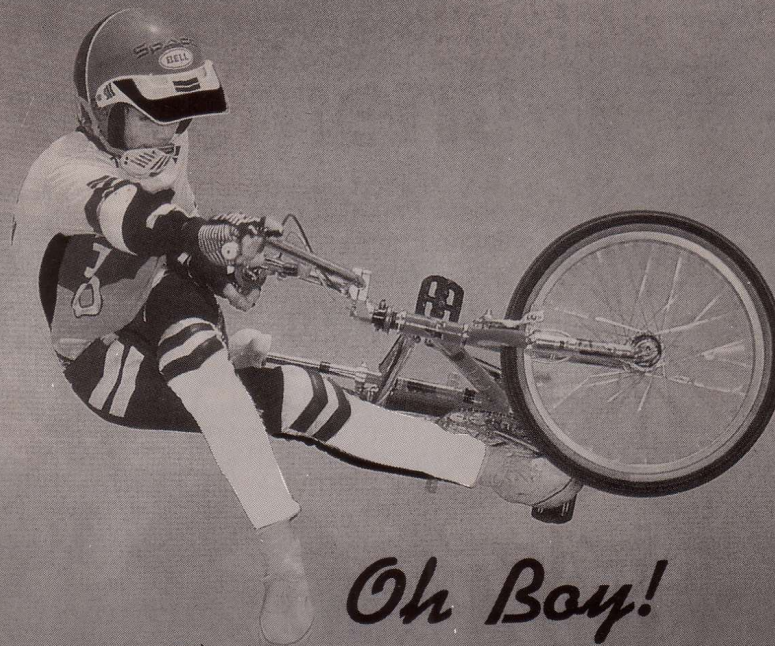
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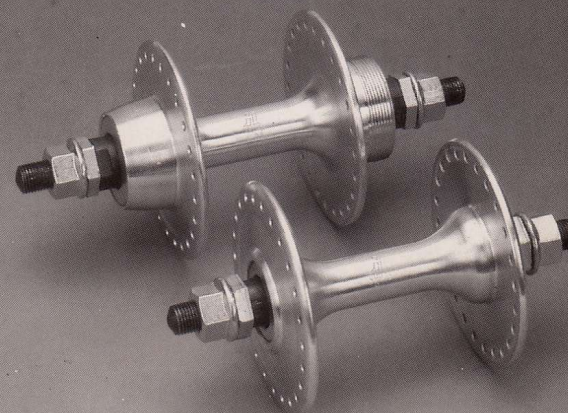
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NBL GRANDS

with nine points each, but the fact that Pete beat Eric in the last round gave Pete the win for the day. It was the fourth year in a row Eric got second in the NBL Grands. And Pete Loncarevich had won it without winning a single round of A Pro competition all weekend.

OTHER PRO ACTION

Despite Pete's lackluster but winning performance in A Pro, he absolutely dominated the Pro Award class, leading from start to finish in almost every round, including the Semi and Main.

In the Pro Cruiser class Greg Hill won every round except for the third moto and the Main, which he lost to Todd Slavik. No matter, it was more than enough for Greg to win the National Number One plate in that class.

Tim Kakouris won the B Pro class for his new/old sponsor, Freshour. The win was worth a hefty \$1600, only \$400 less than the A Pro class. Corky Harrison got second.

In the Girls Pro class, Gaby Bayhi came into the race with the points lead for the first Girls Pro title in BMX history. She came out of the race with it intact after beating Kathy Schachel in the Main and winning \$400.

THE AMATEURS

The big battle in amateur competition this year was for the top factory team.

(continued on page 82)

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GT PRO FREESTYLE TOUR

Eddie, Martin, Chris, Brian & Josh don't lie

□ What do the names Martin Aparijo, Chris Lashua, Eddie Fiola, Josh White and Brian Scura mean to you? Well, unless you live in a cave in the Himalayas, they mean two things: 1. complete radness, and 2. GT freestyle bikes.

GT was one of the first companies to market a freestyle bike. Introduced in late 1984, its Performer frame was an instant success. The curved down tube (for front brake clearance), top tube platform and coaster brake bracket were only a few of its features.

Now it's almost 1987, and the Performer frame still maintains those same features, plus a new one. GT has pulled in the head tube about four degrees to make the bike handle better. Although all the team riders rode the old frames and were very successful with them, the laid-back head angle produced slower steering than many riders desired for flatland shredding (it worked great for ramps, however).

The guys at GT are no dummies when it comes to making bikes. They have been in the business for over ten years. The first Performer frame was mainly designed for use in skateparks and on ramps, hence the slower head angle. Today's riders are multi-talented. They want bikes with which they can do everything—cherry-pickers, top guns, and infinity rolls on the ground; cancons, 540s and everything else in the air. Today's bikes must be versatile as well as durable, and cool looking as well as great handling. We wanted to find out if the new GT Pro Freestyle Tour has what it takes to impress the freestyle population of today.

FLAT, VERT, STREET—IS THE GT SWEET?

After meticulous assembly by freestyle technician Brian Scura, GT was ready to allow us to put the bike to the grindstone. Stage one of the testing saw Brian working his flatland magic. The GT's steepened head tube made the once decent-handling bike an excellent handling bike.

GT's "bolt-on is better" philosophy was also in effect. The Pro Freestyle Tour comes with GT Framestanders in the rear and Forkstanders on the forks, and they both worked flawlessly. In the past, Forkstanders have been notorious

Basic day, basic curb,
basic trick, basic
editorial-type dude.
Way beyond
basic bike.



for slipping on the forks, but ours didn't budge. Scura's secret? Putting grip tape under the Forkstander clamps. Another great accessory is the Odyssey Gyro rear brake cable detangler, which Scura personally invented. In case you aren't familiar with it, it has two cables to evenly pull the Gyro, and it works great! If you need an endorsement, ask Eddie Fiola. He's using one now and says they're the best. We agree.

Since we're talking components, this baby is loaded! It has GT Performer mags, GT bars, GT tires, GT stem, GT seatpost and GT seat. SR supplies the

175mm Turbox tubular cranks and pedals, and Odyssey puts out the Gyro, rear calipers and levers. What about the front calipers? We had Dia-Compe's Nippon models, and they worked great. Why two different brands of brakes on the same bike? We weren't sure, but thought it would be a good time to shoot out the Odyssey brakes versus the Dia-Compes. The verdict? They both stopped on a dime and gave back change, so it seems, at least on this bike, they are about equal. Anyway, Odysseys will be standard on the bike. It turned out that GT didn't have two pairs of Odyssey cali-



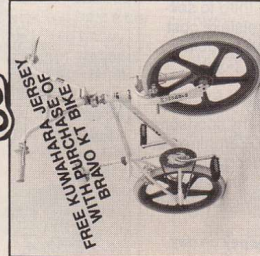
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GT TOUR

him. Todd was on the level—this guy is rad! Ken was blasting eight-foot airs, one-handers, one-footers, combinations of the two, wheel grabbers, tabletop airs and a cool air called... well, we don't know what it's called exactly. We'll call it a "switch-hitter." What he does is take his left hand off the left grip and put it on the right side of the bars, and take his right hand off and extend it into the air. Yes, it is intense! We'd heard of Josh White doing it, but we'd never seen it.

After a couple hours of ragin' and a minor bail, Ken was worn out, but the GT was shinin' bright. The only problem wasn't even a problem. Ken removed the rear Framestanders for a little foot clearance. This is why GT thinks bolt-on is better, and, in this case, it certainly was. Everything held up perfectly and stayed firm, with the minor exception of the bars: they slipped forward once. Did Ken like the bike? No, he loved it. NEEDLESS TO SAY...

We were impressed with the GT Pro Freestyle Tour. It worked great and handled great—in the air, on the street

▲Sigur was on tour, Broderson had a broken hand, Tony Adams had a broken car. Ken Powers was in tip-top shape, and he's rad, to boot! He adapted to the GT faster than you can say, "This is a killer bike!"



To describe this bike in two words: freestyle excellence! Note the GT Forkstanders, genuine A'ME grips, GT Performer mags and... well, everything!

and on the flatlands—with the new improved head angle. At around \$380, it's not the cheapest, but it is certainly one of the best. With their team and this bike, GT is a tough act to beat. To sum it up, yes, this bike is sweet. □

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ABA SILVER DOLLAR NATIONALS

Ronnie triples twice

□ Ronnie Anderson continued his incredible winning streak in this year's ABA Nationals by knocking out two more AA Pro wins at the ABA Silver Dollar Nationals in Reno, Nevada. The wins were his eighth and ninth consecutive AA Pro victories this year. In addition, Ronnie won both the Pro Open and the Pro Cruiser classes at these races.

Typical of a Nevada track, the race course was somewhat less than first-rate in Reno. Our own Mike Carruth raced the event (taking third in the 17 & Over Intermediate class) and described the track as "a little funky." As Mike put it, "If it got too dry, it got real slippery, but if it got too wet, it was like ice." The officials had their hands full keeping the track in decent shape, considering the fact that the soil was like gravel. The track had a tricky first turn with a jump in the middle of it that caused numerous

ABA SILVER DOLLAR NATIONALS #1 Reno, Nevada AA PRO

1. Ron Anderson	\$360
2. Richie Anderson/Power	180
3. Richard Fleming/Quikline	120
4. Rick Palmer/F&M	95
5. Gregg Turnage	75

A PRO	
1. Cory Colom	\$395
2. David Bogert	175
3. Imants Viners	105

PRO OPEN	
1. Ron Anderson	\$225
2. Richie Anderson/Power	100
3. David Bogert	75

PRO CRUISER	
1. Ron Anderson	\$125
2. Greg Straney	65
3. David Bogert	45

FACTORY TEAM TROPHY	
U.S. Boss	
SHOP TEAM TROPHY	
Spinners	

ABA SILVER DOLLAR NATIONALS #2 Reno, Nevada AA PRO	
1. Ron Anderson	\$550
2. Richie Anderson/Power	220
3. Jon Anderson/CW	130
4. Richard Fleming/Quikline	110
5. Bart McDaniel	90
6. Gregg Turnage	

A PRO	
1. Cory Colom	\$445
2. Jim Laughren	220
3. Imants Viners	135

PRO OPEN	
1. Ron Anderson	\$335
2. Jerry Jones	95
3. Bart McDaniel	70

PRO CRUISER	
1. Ron Anderson	\$155
2. Greg Straney	95
3. Greg Straney	60

FACTORY TEAM TROPHY	
Free Agent	
SHOP TEAM TROPHY	
Spinners	

crashes throughout the two days.	
----------------------------------	--

The amateur star of the weekend was Matt Hadan. Matt scored a quadruple in Sunday's event and missed a quintuple only by losing his 16 Expert class.

The two days of racing drew 151 and 157 motos. The factory pro and amateur tournaments were both light at the race, due largely to the fact that the NBL was holding its heavily promoted and popular Hilton, New York, races the same weekend.

NBL MASSACHUSETTS

Hill & Rupe take Westfield

□ The week after the NBL's Hilton races and two weeks before the IBMXF World Championship in England, the NBL hosted a doubleheader in Westfield, Massachusetts. There were 130 motos each day, with two gates of A Pros, three gates of B Pros, and a small turnout of factory amateurs. The weather was good throughout most of the weekend, except for rain that hit Saturday afternoon near the end of the Mains (but not bad enough to stop them).

The track was a little on the short side, according to Eric Rupe, but it was wide. The soil was sandy and soft with good traction that improved when it rained.

Greg Hill and Eric were the top pros of the weekend, splitting the A Pro wins between them. Eric's brother Robby won Pro Cruiser on Saturday, and Stu Thomsen won Pro Cruiser on Sunday. According to Eric, the most exciting

NBL NATIONAL Westfield, Massachusetts DAY ONE

A PRO	
1. Greg Hill/Red Line	\$450
2. Travis Chipres/Mongoose	300
3. Eric Rupe/Mongoose	160
4. Ken Aman/Blue Max	105
5. Eddy King/Diamond Back	80
6. Robby Rupe	70
7. Harry Leary/Diamond Back	60
8. Mike Poulson/Schwinn	25

B PRO	
1. Vince Aubrey/Eagle Snacks	\$300
2. James Hauste	160
3. Bill Madden	100

PRO CRUISER	
1. Robby Rupe	\$200
2. Ken Aman/Blue Max	125
3. Eric Rupe/Mongoose	75

PRO AWARD	
1. Stu Thomsen/Huffy	\$90
2. Vince Aubrey/Eagle Snacks	53
3. Travis Chipres/Mongoose	38

PRO GIRLS	
1. Gabby Bayh	(amounts unavailable)
2. Tammy Willwer	(amounts unavailable)
3. Kathy Schachel	(amounts unavailable)

part of the weekend was when Stu organized a betting pool for people to try to guess exactly what time the race would finish on Sunday. There was close to \$100 in the pot by the time Stu finished collecting all the money. The cash went to Joe Hatfield (Shan's dad), who correctly guessed that the race would end at 3:59 p.m.

NBL NATIONAL Westfield, Massachusetts DAY TWO

A PRO	
1. Eric Rupe/Mongoose	\$450
2. Stu Thomsen/Huffy	300
3. Eddy King/Diamond Back	160
4. Travis Chipres/Mongoose	105
5. Mike Poulson/Schwinn	80
6. Ken Aman/Blue Max	70
7. Greg Hill/Red Line	60
8. Robby Rupe	25

B PRO	
1. Mat Guinn/MCS	\$300
2. Vince Aubrey/Eagle Snacks	120
3. Greg Lanthorne	100

PRO CRUISER	
1. Stu Thomsen/Huffy	\$200
2. Eric Rupe/Mongoose	125
3. Mat Harris/MCS	75

PRO AWARD	
1. Travis Chipres/Mongoose	\$90
2. Eddy King/Diamond Back	57
3. Harry Leary/Diamond Back	34

PRO GIRLS	
1. Gabby Bayh	(amounts unavailable)
2. Kathy Schachel	(amounts unavailable)
3. Tammy Willwer	(amounts unavailable)

ABA CAN-AM NATIONALS

Ronnie makes it ten in a row

□ As it turned out, Ronnie Anderson got the tenth and last win of his recent winning streak at the ABA's Can-Am National in Vancouver, British Columbia. At first it looked as though Ronnie's streak would end at nine. Pete Loncarevich was on hand to give Ronnie some tough competition. Pete won the first of the three AA Pro Mains and was leading the second when CW's Jon Anderson



Ronnie scored win number ten at the ABA Vancouver National.

(no relation to Ronnie) passed Pete, then slipped a pedal and crashed right in front of him. Pete also went down as Ronnie Anderson dodged the wreck and went on to win. Pete won the third round, but his points were too high to beat Ronnie, who ended up scoring the overall win.

Pete got the snap in the Pro Open Main and went on to win that, as Ronnie took second behind him. Todd Slavik won the Pro Cruiser class.

There were 130 motos at the single two-day race, with two full gates of AA Pros.

ABA CAN-AM NATIONALS Vancouver, British Columbia

AA PRO	
1. Ron Anderson	\$120
2. Pete Loncarevich/Haro	550
3. Richard Fleming/Quikline	335
4. Todd Slavik/Free Agent	280
5. Darrell Young	225
6. Bart McDaniel	165
7. Chesley Brooks	115
8. Jon Anderson/CW	

A PRO	
1. Jack Hulton	\$920
2. Kent Lowry	460
3. Jeff Ingram	280

PRO CRUISER	
1. Todd Slavik/Free Agent	\$410
2. Ron Anderson	195
3. Neal Allen	110

FACTORY TEAM TROPHY	
Free Agent	
SHOP TEAM TROPHY	
Hackenbush	

NOTE: Purse money was paid in Canadian dollars.

NBL NEW YORK

Brackens & King split a doubleheader

□ Jim Silloway is well on his way to becoming the best promoter of Nationals in the whole NBL, if he isn't already. In recent years, his Cool Tool Nationals in Hilton, New York, have reached legendary status. Silloway is one of the nicest guys in the sport. His track is one of the best in the country.

The weekend saw two full NBL War of the Stars events on the track behind Silloway's house and Cool Tool factory (where he makes cooling solvents for factory machinery) in the beautiful countryside of upstate New York. His race is getting to be one of the must-attend races of the year.

It was a weekend that belonged almost entirely to Tommy Brackens. The weather was cloudy and rainy on Saturday, but Brackens was as hot as could be, winning both A Pro and Pro Award on the first day. On Sunday the weather cleared and the sun came out. Eddy King snuck in for the A Pro win this time, and Tommy had to settle for second, but he won the Pro Award.

Eric Rupe won Pro Cruiser both days, but he wasn't without his share of bad luck. On Saturday, Eric was racing in the third round of the A Pro Main, in third place as he came down the final straight. Thirty feet from the finish line



Brackens roosted the A Pros on day one in New York. Contributing photographer and cruiser racer Dave Zollin recorded the action.

one hand slipped off its grip, and Eric went over the handlebars at top speed. He wasn't badly hurt, but the crash was enough to knock him from third to seventh in the final tally. The mistake cost him considerable money and crucial points in the fight for top pro position in the NBL this year.

There were approximately 195 motos each day, with almost as many sponsors: Pepsi-Cola, CW, DK, Echo, Zeronine, Air Shot, Dia-Compe, A'ME, Discover, Holiday Inn, Marriott, Ramada, Sheraton, The Bike Stop, BMX-Freestyle-Off-Road, and Cool Tool. □

Eddy King hit the big-time money on day two at Hilton. ►

NBL WAR OF THE STARS Hilton, New York DAY ONE

A PRO	
1. Tommy Brackens/GT	\$450
2. Eddy King/Diamond Back	300
3. Stu Thomsen/Huffy	N/A
4. Hans Nissen	105
5. Harry Leary/Diamond Back	80
6. Greg Hill/Red Line	70
7. Eric Rupe/Mongoose	60
8. Shawn Texas/CW	25

B PRO	
1. Michael Patrick	\$300
2. Tim Kakouris/Vector	160
3. Mat Guinn/MCS	100

PRO AWARD	
1. Tommy Brackens/GT	\$100.00
2. Harry Leary/Diamond Back	62.50
3. Travis Chipres/Mongoose	37.50

PRO CRUISER	
1. Eric Rupe/Mongoose	\$200
2. Hans Nissen	125
3. Stu Thomsen/Huffy	150

PRO GIRLS	
1. Gabby Bayh	\$300
2. Tammy Willwer	160
3. Robyn Desjardins	100
4. Kathy Schachel	75
5. Cathy Tedesco	50
6. Tammy Spaven	30
7. Jeannie Robertson	20
8. Jennie Zeuner	15

NBL WAR OF THE STARS Hilton, New York DAY TWO

A PRO	
1. Eddy King/Diamond Back	\$900
2. Tommy Brackens/GT	625
3. Travis Chipres/Mongoose	350
4. Harry Leary/Diamond Back	230
5. Eric Rupe/Mongoose	160
6. Neal Allen	110
7. Hans Nissen	75
8. Greg Hill/Red Line	50

B PRO	
1. Tim Kakouris/Vector	\$600
2. Jay Hamby/Sundance	325
3. Greg Lanthorne	200

PRO AWARD	
1. Tommy Brackens/GT	\$110.00
2. Eddy King/Diamond Back	68.75
3. Travis Chipres/Mongoose	41.25

PRO CRUISER	
1. Eric Rupe/Mongoose	\$400
2. Hans Nissen	250
3. Stu Thomsen/Huffy	150

PRO GIRLS	
1. Gabby Bayh	\$300
2. Tammy Willwer	160
3. Cathy Tedesco	100
4. Tammy Spaven	75
5. Jeannie Robertson	50
6. Barbara Higel	30
7. Kathy Schachel	20
8. Jennie Zeuner	15



(file photo)

ABA GREAT NORTHWEST NATIONALS

The winning streak ends

□ The longest winning streak in Pro BMX history ended in Sumner, Washington, at the ABA Great Northwest Nationals. After winning ten top pro classes in a row at the preceding ten ABA Nationals, Ronnie Anderson finally lost an AA Pro class.

It's hard to say whether it was Pete Loncarevich or Todd Slavik who was most responsible for ending the streak. Todd Slavik was the one who won the race in question, the first AA Pro class of Sumner's doubleheader weekend. Pete Loncarevich, however, was a key figure in the race.

The way we heard it, Pete and Ronnie were battling for the lead in the second round of the AA Pro Main on Saturday. Ronnie was trying to kick out Pete's tire all through the race, and Pete finally nailed Ronnie in the last turn and sent him flying over the berm. Pete denies that he tried to crash Ronnie on purpose. He says they just came together in the turn. Whatever the case, the spectators apparently sided with Pete on this one, because a fair number of them cheered when Ronnie went flying over the berm. When the ABA later announced that it was going to disqualify Pete for that round, the same crowd booed the announcement.



►Pistol Pete (shown here in Pittsburgh) won the second half of the ABA's Great Northwest Nationals.

In any event, Todd Slavik ended up winning the day's AA Pro class. Jon Anderson took second, Ronnie took third, Bart McDaniel got fourth, and Pete ended up with fifth. Neither Pete nor Ronnie went away empty-handed, however. Pete won the day's Pro Open class. Ronnie got second in Pro Open and won Pro Cruiser.

The following day, Ronnie withdrew from racing early in the competition, because of an injury. Pete went on to win the AA Pro class, with a very impressive Clarence Perry taking second behind him. Todd Slavik won the Pro Open class and Neal Allen won the Pro Cruiser class.

The races drew 140 motos the first day and 135 the second. They were sponsored by GT and Echo.

ABA GREAT NORTHWEST NATIONALS Sumner, Washington DAY ONE

AA PRO	
1. Todd Slavik/Free Agent	\$525
2. Jon Anderson/CW	235
3. Ron Anderson	140
4. Bart McDaniel/Bike Gallery	115
5. Pete Loncarevich/Haro	95
6. Cory Colom	75
7. Darrell Young	
8. Virgil Stuck	

A PRO	
1. Michael Smith	\$450
2. Imants Viners	225
3. Jim Laughren	135

PRO OPEN	
1. Todd Slavik/Free Agent	\$250
2. Robert Potter	100
3. Clarence Perry	65

PRO CRUISER	
1. Ron Anderson	\$100
2. Todd Slavik/Free Agent	60
3. Dave Ballance	40

FACTORY TEAM TROPHY	
Titan	
SHOP TEAM TROPHY	
Spinners	

ABA GREAT NORTHWEST NATIONALS Sumner, Washington DAY TWO	
AA PRO	
1. Pete Loncarevich/Haro	\$525
2. Clarence Perry	235
3. Ron Anderson	140
4. Robert Potter	115
5. Richard Fleming/Quikline	95
6. Bart McDaniel	75
7. Cody Smart/Excaliber	
8. Cory Colom	

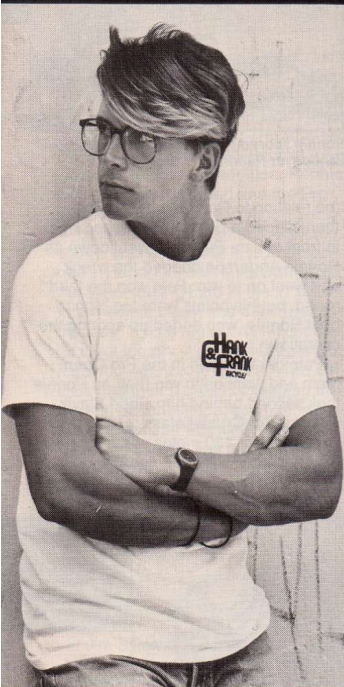
A PRO	
1. Michael Smith	\$450
2. Dave Ballance	225
3. Jim Laughren	135

PRO OPEN	
1. Todd Slavik/Free Agent	\$250
2. Robert Potter	100
3. Clarence Perry	65

PRO CRUISER	
1. Neal Allen	\$100
2. Dave Ballance	60
3. Andy Hendrick	40

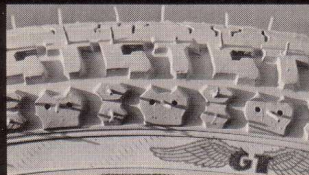
FACTORY TEAM TROPHY	
CW	
SHOP TEAM TROPHY	
Spinners	

TRICK STUFF



HANK & FRANK T-SHIRTS

What's the difference between Sam Spode down the street and you? Well, not much if you don't order one of these Hank & Frank T-shirts. Let's face it, you're back in school and the threads your mom bought you in September just aren't doin' the job with the babes. Yeah, you remember when you had to go ride ramps and your mom said, "Hey, either come with me, or I'll choose your wardrobe for you!" Mistake number one. Mistake number two will occur if you turn the page without orderin' a new, revised edition of H&F's world-famous shirt. Dude, the babes will notice when you arrive on the scene decked out in NorCal's finest. Check (or cash) out today by sending \$8.95 to Hank & Frank Bicycles, 106 E. 14th St., Oakland, CA 94606. In case you're not familiar with them, Hank & Frank have been around ever since the Stone Ages and have an excellent mail-order operation for race, freestyle and skate goodies. Check out their ads in *BMX Plus!* Oh, and one more thing—tellin' the Hank & Frank guys you saw this T-shirt here in *BMX Plus!* will definitely score us both some killer style points!



GT TIRES

GT has a knack for coming up with cool ideas for products. Not really a "new product," but a natural for "Trick Stuff," GT tires allow you to double your fun. Not only do they work killer for freestyle, but one of our *Plus!* staffers also sports them on his racing ride, which has been getting used three or four times a week. "They work very well," says our man. "People always ask me why I have freestyle tires on my race bike, but hey, you can't argue with performance. They grip when my feet are up in the turns—that's all I ask!" Spoken like a true test pilot! GT makes everything for your racing or freestyle scooter. Any bike shop worth its salt (or pepper) will be able to stock you with GT items. They have a killer poster, too! Simply write GT Bicycles, 5422 Commercial Dr., Huntington Beach, CA 92646, for the complete lowdown.



KUWAHARA'S CORDUROY CAP

Randy Tischmann wears a hat in his sleep. He gets up in the morning, shreds a hard-core session or two for leisure, then gets down to a serious aerial attack. What kind of hat does Randy wear? Well, until recently, an old beat-up and fully soiled hat. A few weeks ago we outfitted him with the newest in shred-session headwear from his sponsor, Kuwahara. Kuwie's cord hat is so killer we couldn't even bribe Randy with a cover shot to give up his. If your local shop doesn't have any, tell them to contact Kuwahara, 1207 Mahalo Place, Compton, CA 90220.



SILKOLENE CONTACT CLEANER

Contact cleaner is one of the handiest chemicals to have around. This Silkolene contact cleaner from Answer Products is a step above the rest with its new "high-volume delivery system." What this means is that the liquid coming out of the can is high powered and will blow away dirt and grime. Silkolene contact cleaner leaves no residue, and it displaces water. Contact Answer Products, 27967 Beale Court, Valencia, CA 91355; (800)423-0273.



JT GSX-1 GOGGLE SYSTEM

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Photo: Windy

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GREAT BRITAIN

(continued from page 48)

The guy who ripped it off got a good bike.

The first day went smoothly. The races on Sunday started at 8:30 a.m. with Eighth-, Quarter- and Semi-Finals.

About 20 English pros boycotted the race because they had disagreements with the organization over the running of the races.

Only two English pros competed against the Americans. Because there were only eight riders, they only had to race three motos to get the overall World Championship.

In one moto, Greg Hill got into trouble with an English rider who crashed into him in the second berm. So, Greg knocked him out after the finish line. In the end, Tommy Brackens won and became World Champion.

(Editor's note: Actually, Greg only pushed the rider. See Tommy Brackens' version for the full story.)

In the Super class, Phil Hoogendoorn from Holland won, and Charles Townsend took it away in 17 Expert. A rider from Motobecane, France, became a World Champion, and a German rider in the 11-year-old class also won the title. Seven or eight Kuwahara riders went home World Champions, Kuwahara being the most successful team. All in all, it was a very acceptable World Championship in England. •

NBL GRANDS

(continued from page 70)

Eagle Snacks played it safe in the Grands. Team manager Mark Fowler's gang took second behind Cyclecraft for the day, but won for the year. For their trouble they won a General Motors van worth over \$13,000.

Columbus Schwinn was the top shop team of the weekend, but Whitman's won the title for the year. They'll also receive a \$13,000 van.

We'll take a look at the NBL's top amateurs next month and only mention a few of the outstanding performances now.

The NBL National Number One plates for individuals won't be announced until next month when the NBL finishes the scoring for everybody, but here are some of the stars you can expect to see on the list:

Eric Carter should be picking up two titles this year. He won 16 Expert and 16 Cruiser, and the guys at Hutch said that was all he needed for twin Number One plates.

Hutch's Charles Townsend won the 18 Expert class, and that should also give him a Number One plate.

Haro's Mike King will be picking up the Number One plate in 17 Expert, thanks to his win in that class.

GT's Deanna Edwards will be running a Number One plate next year, thanks to her win in the 16 & Over Girls class.

David Milham picked up the 13 Expert win for Eagle Snacks, and that will give him the title for that class.

Murray's Brad Birdwell should get the plate for his 15 Expert win. He was as strong as ever in that class.

Shelby James should get two more National Number One plates to add to his collection. This time they'll be in 12 Expert and 10-12 Cruiser if the points work out the way we think. Shelby won both those classes here in one of his typically incredible performances.

Anybody else? Nah, that should do it for now. We'd really be guessing on the rest. We'll wait until the NBL publishes the points.

AFTERMATH

The racing was over sometime around three o'clock Sunday afternoon. From then until the next morning, Louisville was a party scene for the thousands of BMX racers and their families.

We could tell you tales about the roller-chair slam dancing in the Hilton disco after the race (with Stu, Pete, Eric, Tommy, Slavik, Bob and Ron Haro, myself, and half a dozen other people), but you wouldn't believe it anyway. Nor would you believe tales about Greg Hill and Gary Ellis and how badly they must have felt the next day... but nobody has to hear about that.

Let it be recorded that Sunday night in Louisville, Kentucky, there were parties that had to be seen to be believed. □

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OUR HERO'S BODY HAS BEEN ZAPPED OF ITS ZIP. THE SPARK THAT ONCE ELECTRIFIED MILLIONS OF FANS, FEMALES, AND FELLOW FREESTYLERS, HAS BEEN SHORT-CIRCUITED BY DR. PURIN FLASHIN'S INFAMOUS RADECTOMY PROCESS. NOW SKUZZER'S GOT THE SUPER-CHARGED RADICAL ENERGY THAT USED TO BELONG TO CYCLINGS ONCE GREAT TWO-WHEELIN' RAD-ADDICT...

THE NOT SO RADICAL ANY MORE...

RADICAL RICK

No. 82

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ART 'N' STUFF BY DAMIAN!



TRAPPED INSIDE DR. FLASHIN'S DUNGEON, SPIKE, MX MUG THE ONCE RADICAL, RADICAL RICK, WATCH THE GIGANTIC SCREEN FADE TO BLACK...

WE GOTTA BLOW THIS JOINT AND STOP THOSE LUNATICS!

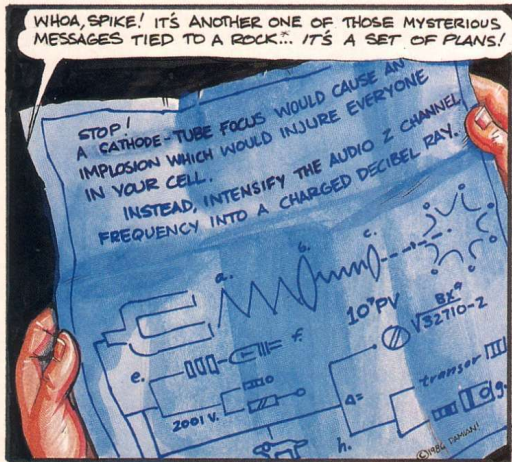
SPIKE, USE YOUR WHIRLING POWER TO SPEED-BUILD SOMETHING OUT OF THAT VIDEO MONITOR... AND BLAST US FREE!



I'LL TRY TO FOCUS THE CATHODE-TUBE RAYS INTO A LASER BEAM AND CUT US OUTTA THIS HOLE!!

GONK!

OUCH!



WHOA, SPIKE! IT'S ANOTHER ONE OF THOSE MYSTERIOUS MESSAGES TIED TO A ROCK... IT'S A SET OF PLANS!

STOP! A CATHODE-TUBE FOCUS WOULD CAUSE AN IMPLSION WHICH WOULD INJURE EVERYONE IN YOUR CELL. INSTEAD, INTENSIFY THE AUDIO Z CHANNEL FREQUENCY INTO A CHARGED DECIEEL RAY.



THAT'S BRILLIANT! WHOEVER THAT GUY IS SENDIN' THE MESSAGES HAS GOTTA BE A REGULAR ALBERT EINSTEIN! WE'LL BLAST OUR WAY OUT WITH SOUND WAVES!



WITHIN MINUTES THE MONITOR IS TRANSFORMED...

STAND BACK AND PLUG YOUR EARS!

IT WORKS! LET'S GO!!



BUT THE RAD SQUAD'S ROAD TO FREEDOM IS SUDDENLY BLOCKED...

IT'S ONE OF DR. FLASHIN'S GUARDS! BLAST HIM!

WAIT!!



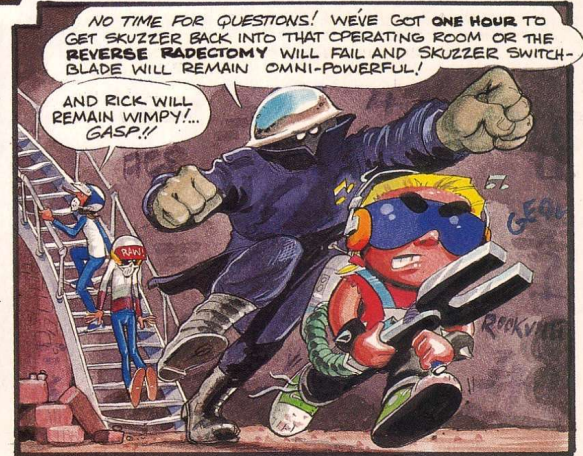
YOU CAN'T JUST RUN OUT OF HERE WITHOUT A PLAN! THEY'RE MUCH TO SMART! MUG, YOU TAKE RICK UPSTAIRS TO THE LAB AND PREPARE HIM FOR SURGERY. SPIKE AND I WILL GO AFTER DR. FLASHIN AND SKUZZER AND TRY TO BRING THEM BACK!

HOW DO WE KNOW WE CAN TRUST YOU?



I GOT YOU THIS FAR, DIDN'T I?

SO YOU'RE THE GENIUS SENDIN' US THOSE MESSAGES! BUT WHY ARE YOU HELPING US?



NO TIME FOR QUESTIONS! WE'VE GOT ONE HOUR TO GET SKUZZER BACK INTO THAT OPERATING ROOM OR THE REVERSE RADECTOMY WILL FAIL AND SKUZZER SWITCH-BLADE WILL REMAIN OMNI-POWERFUL!

AND RICK WILL REMAIN WIMPY! GASP!!

CAN THIS NEW MYSTERIOUS MIGHTY-MIND HELP THE DUDES SAVE RADICAL RICK? OR IS THIS ANOTHER TRAP SET BY DR. PURIN FLASHIN?

9th Annual
GT/Vaurnet
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NOVEMBER 27-30

INFORMATION
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 the Days Racing Unfold in the Comfort
 of Your Holiday Inn West Room!

SCHEDULE OF EVENTS

Thursday, Nov. 27

Practice all day (by age groups)
 7:30 a.m. — 5:00 p.m.
 Race of Champions Registration: 7:30 a.m. — 5:00 p.m.
 Thanksgiving Dinner — 7:00 p.m.

Friday, Nov. 28

Gates Open: 7:30 a.m.
 Race of Champions (all racers must have qualified at an ABA
 State Championships event) 9:00 a.m. Grandnationals registration
 (last chance)
 9:00 a.m. — 3:00 p.m.

Saturday, Nov. 29

Gates Open: 7:00 a.m.
 Grandnationals (day 1) 9:00 a.m.

Sunday, Nov. 30

Gates Open: 8:00 a.m.
 Grandnationals (day 2) 9:00 a.m.

Grandnationals

Entry Fees

Novice, Intermediate,
 Expert, girls, cruiser... \$40.00
 Open Classes... \$35.00
 A Pro, Pro Cruiser,
 Pro Open... \$50.00
 AA Pro... \$85.00

Race of Champions

Entry Fees

Novice, Intermediate
 Expert, Girls, Cruiser... \$30.00
 Open Classes... \$25.00
 A Pro, Pro Cruiser,
 Pro Open... \$40.00
 AA Pro... \$75.00

PARTING SHOT



"Who's Radder: racers or freestylers?" This is definitely a vote for the racers. Eric Rupe is flying probably 25 feet down a 50-foot section of one of the steepest, gnarliest downhill jumps we've seen in a long time. Not only is it steep, it is rutted, bumpy and narrow, and at the bottom is a large pine tree to be avoided lest the rider become a part of it. Eric quit riding quarterpipes in 1979 (he and Robby used to have one in their backyard), but he obviously still knows how to get rad!

Photo by John Ker.

The DYNO COMPE II features:

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- GT Fork Standers
- GT Frame Standers
- GT Stem

Chris Lashua
Team Dyno

Okay, so Chris does a lot of sittin' around when he's not, he's performing on the **DYNO COMPE II™**; Freestyle's newest success story. But that was expected, just look at the 100% Chromoly, "Totally DYNO" Frame and Fork, not to mention GT's best equipment from top to bottom. C'mon, at least he's sittin' in style... **DYNO COMPE II™**.

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SCOTT FREEMAN
FLATLAND AND RAMP—14 EXPERT

ROBERT PETERSON
FLATLAND—PRO

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