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JULY 1987

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# BMX PLUS!

JULY 1987  
VOLUME 10, NO. 7

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**ON THE COVER:**—Matt Hoffman tweakin' a no-footed cancan at Dominguez's. Dominguez tweakin' a lookdown in Oregon. Harry Leary on the Diamond Back test unit, with Scott T. and Robby Rupe trailing. Bakersfield first-jump, pro-fighter squadron. All photos by... you guessed it, John Ker. Layout by DeWest. Separations by Valley Film.

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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.

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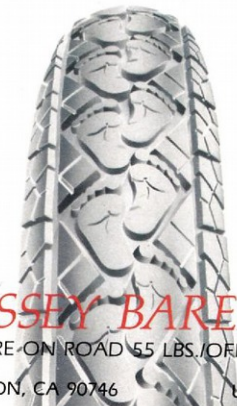


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# THE 1987

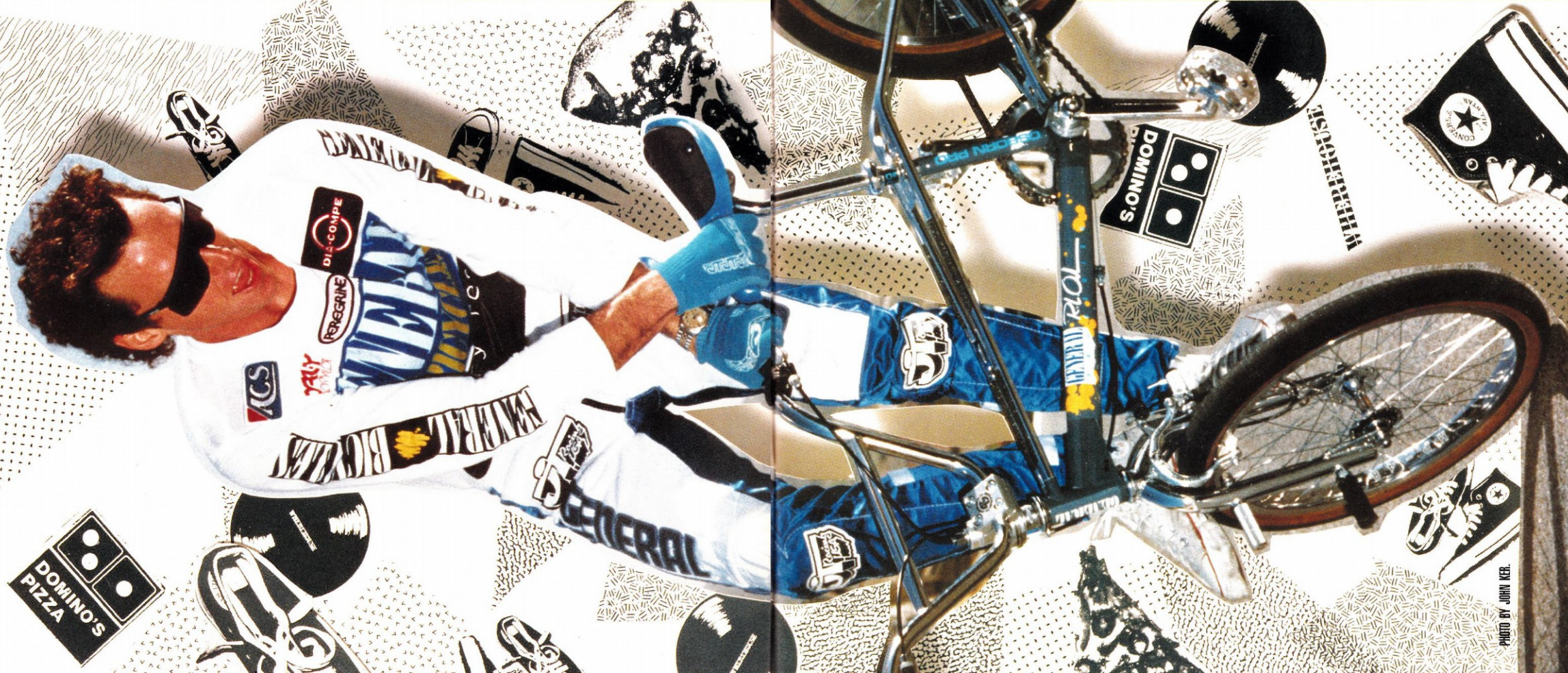
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By John Ker

## INSIDE SCOOP

### MAJOR FREESTYLE CONTEST PLANNED FOR JUNE

□ New Vision Promotions and the AFA have put together plans for the richest freestyle contest to date. The contest will be open to both amateurs and pros in both flatland and ramps, and will feature an impressive \$5000 purse. It's scheduled for the Olympic Velodrome in Compton, California, on June 20.

The contest will be called the 1987 Converse Pro Freestyle BMX Championship and will be presented by General Bicycles and sponsored by Warehouse Records and Tapes. For additional information call New Vision Promotions at (818)894-5899 or the AFA at (714)891-7592.

By the way, the contest is *not* part of the AFA Masters Series, but it will be covered in *BMX Plus!*

Here's a hot tip for competitors: Wear a pair of Converse shoes when you compete, and Converse will give you a new pair for free.

### GENERAL PICKS UP CIRCUS STARS

General is making big moves to get even more deeply involved in freestyle than they have been. According to General executive Harry Meyers, the man behind General's big push into freestyle, the company has worked out sponsorship deals with Jose Yanez, Brett Marshall and Andy Barrett so that the riders are now all riding General bikes in the Ringling Bros., Barnum & Bailey Circus freestyle show, which was featured in last month's issue.

General also picked up 21-year-old Bruce King, who was originally from San Diego, but who is now performing in a halfpipe show at the Atlantis Hotel in Atlantic City, New Jersey.

### AFA SOUTHERN STATES FREESTYLE SERIES

Steve Betsill of the AFA has put together a five-contest series of amateur freestyle competitions for the southeastern U.S. The series champs in each class will be determined from each rider's best two finishes in the first four contests, plus his finish in the Finals in Dothan, Alabama. Here's the schedule. For more info on the series, call Steve Betsill at (205)793-7449.

AFA SOUTHERN STATES FREESTYLE REGIONALS	
June 7	Fort Walton Beach, FL
June 20-21	Six Flags Over Georgia, GA
July 28	Jacksonville, FL
Aug. 15	Savannah, GA
Sept. 12-13	Dothan, AL

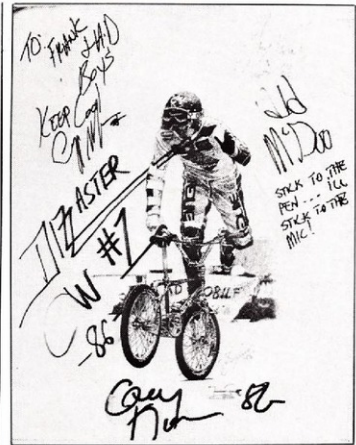


AMERICAN FREESTYLER Magazine (formerly known as FREESTYLE SPECTACULAR) is giving one of these totally killer Isuzu trucks to the top Overall Pro in the AFA.

### OUT WITH THE OLD, IN WITH THE NEW: AMERICAN FREESTYLER IT IS

If you've seen *Freestyle Spectacular* and liked it, we've got some good news for you: It's going monthly. Even bigger news is that we're changing its name to *American Freestyler*.

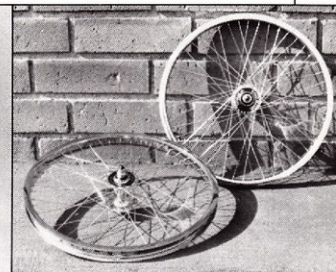
In order to give a little more credibility to the sport of freestyle, we've decided to put up a little prize for the winner of the Overall Pro title in the AFA for this year. Our own *American Freestyler* Magazine is donating an Isuzu pickup truck to the AFA to be given to the Overall Pro champion of 1987. Publisher Roland Hinz thought it would be a nice way to give the sport some added respectability, give *American Freestyler* a little publicity and reward the top rider of the year. We liked the idea, too, but nobody liked the idea more than Ron Wilkerson and Dennis McCoy, who are now in prime contention for winning that truck.



Rad artwork courtesy of Francisco Garcia.

### READER ART OF THE MONTH

Man, this guy is good. A few months back we ran some killer reader art by Francisco Garcia of Brooklyn, New York. What we didn't mention at the time is that he sent us more than one drawing. This month we're putting in another one of his. Don't pay any attention to the fact that the guy in the picture is R.L. back in his Red Line days. Don't even ask why Francisco had the picture autographed by the CW team last year. Just dig it for what it is. Francisco gets a new *BMX Plus!* jersey for his efforts. We just hope extra large is his size, because that's all we have left.



This high-bucks Diamond Back Arrival mountain bike and a pair of high-tech Peregrine HP-48 wheels are going to Harry Leary for doing so well in our Street Olympics.

### THIS ONE'S YOURS, HARRY

When we made arrangements with Diamond Back for them to give away a Diamond Back Arrival mountain bike to the winner of our Street Olympics, they asked us not to tell anyone until we put the story in the magazine. The funny thing

is that winner Harry Leary has been trying to talk them into giving him one of these \$880 bikes for a long time, and they haven't done it yet. Well, Harry, when you read this, give Al Stonehouse a call, and you'll finally get the bike you've been wanting for so long.

# INSIDE SCOOP

## THE LIMPERS' CLUB

This has been a big month for injuries in the BMX and freestyle world.

**Woody Itson** had just gotten over his ATV ankle injury from last month when he went out motorcycle riding with friends **Eddie Fiola** and **Martin Aparijo** and broke his foot. Woody was following Martin at about 50 miles per hour on a trailride when Martin cut over, and Woody ran into Martin's back tire and highsided. The injury forced Woody to miss the Oregon contest and should keep him out of action for a total of six weeks.

**Eddy King** is also out of action with a broken foot. Eddy was racing in the third round of the AA Pro motos at Gilley's when he went down, and somebody ran over his foot.

## THE HEAD-AND-SHOULDERS CLUB

**Eddie Fiola** also missed the AFA's Oregon contest. Eddie fell and hurt his shoulder during our Street Olympics BMX soccer game. It popped out of joint when he took a tumble during one of the plays. It's a problem that has been plaguing Eddie for much of the last year and has reportedly kept him from pushing the limits on the quarterpipe, because

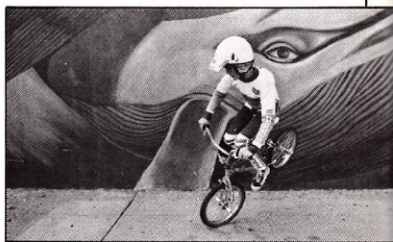
## McGOO GOES TO GT AND MIRANDA GOES TO CW

Our old friend **McGoo**, also known as **Harold McGruther**, has left his position as team manager at CW to work for GT. McGoo will be organizing tour schedules and handling travel arrangements for the **GT**, **Dyno** and **Robinson** teams—as well as doing half a million other things, if we know McGoo.

CW wasted no time in replacing McGoo. **Mike Miranda** is retiring from racing (he'll still race in the pro class for fun occasionally) and has taken over the position as CW freestyle team manager that McGoo vacated.

it's so painful when it happens. Unfortunately, the resulting conservatism in his ramp routines has hurt his standing as a top competitor. The good news here is that **Eddie** has finally sought help from a sports medicine specialist, and the doctor has begun treating Eddie with ultrasound therapy. If all goes well, Eddie should be back to full potential for his piece of the **GT U.S. Tour** this summer.

The latest rider to join the injured ranks is **Dennis McCoy**. Dennis was practicing aerials on the Dan'up quarterpipes in California when he landed front wheel first at the bottom of one ramp after a particularly high aerial. He slammed into the ground hard and had the wind knocked out of him so badly that it partially collapsed his lung. He also bruised his face badly in the fall but didn't break any bones. Dennis spent three days in a hospital recovering from the fall before returning home to Kansas City, Missouri, to recuperate at his parents' home. Don't worry; he'll still be in the tour.



"The real McCoy" is recovering from a major faceplant.

## THE GT SUMMER TOUR

GT called us on the phone recently to give us the latest news on the **GT U.S. Freestyle Tour**. The shows will be at 12 noon and will feature **Eddie Fiola** and **Adam Jung** up through August second; **Martin Aparijo** and **Josh White** will take over after that.



The richest freestyle contest to date is coming to the Velodrome in June. Be there or be square. **Mike Dominguez**, freestander air, March 1986.



With McGoo going to GT, **Mike Miranda** (second from left) has gone back to CW. Now it's contest time: See if you can identify everybody in this old CW team photo from 1982. If so, send the names to CW, Do You Know Me?, 731 S. Melrose, Placentia, CA 92670. They'll give away a CW No-Ped scooter to the winner (if necessary, a random drawing will break a tie).

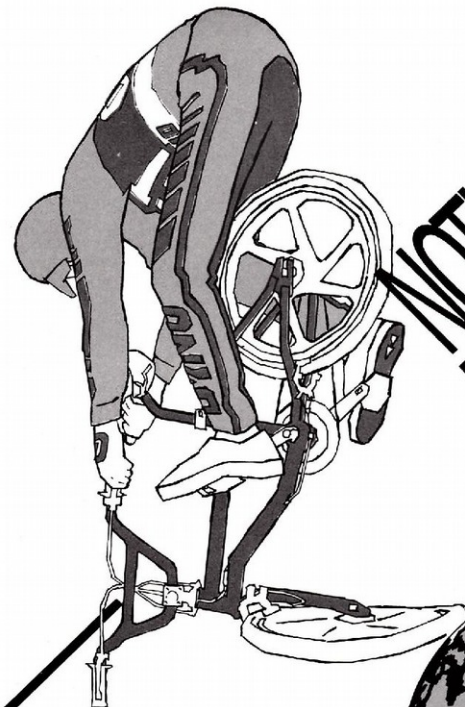
DATE	BIKE SHOP
June 14	Bolsa Chica Bikes
June 20	Golden Spike Cycles
June 21	Sportsworld
June 23	Rob & Charlie's
June 27	Bowling Cycle
June 28	B&B Bikes and Mowers
June 30	Wheel-O-Rama
July 3	Bicycles of Sherwood
July 5	Cleary Bicycles
July 7	Outdoor Supply
July 9	Mobile Schwinn Cyclery
July 11	Tyrone Bicycles
July 12	PJ's Bicycle Center
July 15	Agee's Bicycles
July 18	Rockville BMX
July 19	Main Bike World
July 20	Wooden Wheels
July 21	Paoli Bike & Sports
July 22	Action Wheels
July 23	Beacon Bicycle Pro Shop

## 1987 GT U.S. FREESTYLE TOUR

LOCATION
Huntington Beach, CA
Phoenix, AZ
Gallup, NM
Santa Fe, NM
Pasadena, TX
Ft. Worth, TX
Oklahoma City, OK
N. Little Rock, AR
New Orleans, LA
Gadsden, AL
Mobile, AL
Largo, FL
Orlando, FL
Richmond, VA
Rockville, MD
Ole Forge, PA
Newark, DE
Paoli, PA
Woodbury, NJ
Northfield, NJ

July 24
July 25
July 26
July 27
July 28
July 29
July 30
Aug. 1
Aug. 2
Aug. 3
Aug. 4
Aug. 6
Aug. 7
Aug. 8
Aug. 9
Aug. 10
Aug. 12
Aug. 15
Aug. 17
Aug. 18
Aug. 20

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Ultra Sports
Sunrise Schwinn
Marine Park Bikes
Nanuet Bicycle World
Tow Plaines
Rochester Bicycle Center
Champion Cyclery
Bob's Bicycles
Ray's Bikes
Cycle Sport
Snitger's Schwinn
Bike Shop of Garfield
Breaking Away
Easy Rider
Tom Lantz Bicycle Center
The Touring Cyclist
Teo's Bicycle Center
Lee's Cyclery
Wheels Etc.
Jersey City, NJ
South Windsor, CT
Dover, NJ
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Brooklyn, NY
Nanuet, NY
Albany, NY
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Buffalo, NY
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THE BEST...  
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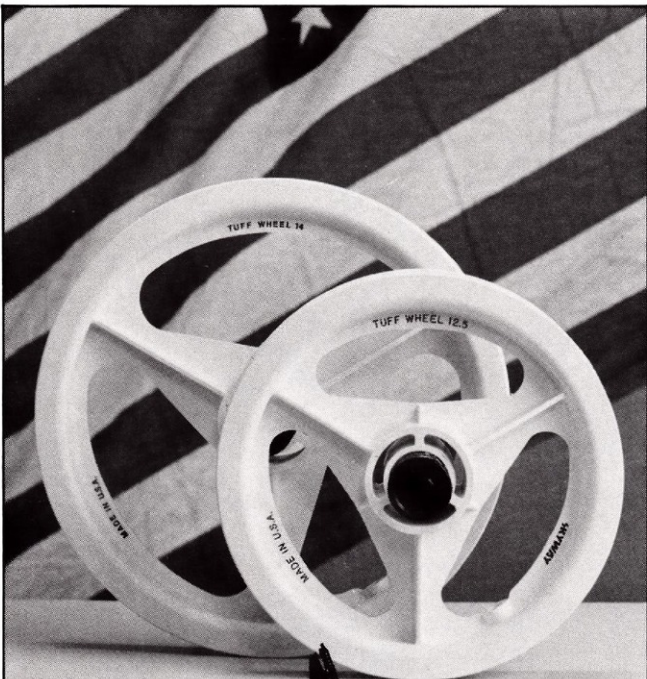
# GT TOUR

Date	Shop	Location
June 14	Bolsa Chica Bikes	Hunt. Beach, CA
June 20	Golden Spike Cycles	Phoenix, AZ
June 21	Sportsworld	Gallup, NM
June 23	Rob & Charlie's	Santa Fe, NM
June 27	Bowling Cycle	Pasadena, TX
June 28	Action Cycles	Ft. Worth, TX
June 30	Wheel-O-Rama	Oklahoma City, OK
July 3	Bicycles of Sherwood	N. Little Rock, AR
July 5	Cleary Bicycles	New Orleans, LA
July 7	Outdoor Supply	Gadsden, AL
July 9	Mobile Schwinn Cyclery	Mobile, AL
July 11	Tyrone Bicycles	Orlando, FL
July 12	PJ's Bicycle Center	Richmond, VA
July 15	Agee's Bicycles	Rockville, MD
July 18	Rockville BMX	Ole Forge, PA
July 19	Main Bike World	Newark, DE
July 20	Wooden Wheels	Paoli, PA
July 21	Action Wheels	Woodbury, NJ
July 22	Beacon Bicycle Pro Shop	Northfield, NJ
July 23	G & S Auto Store	S. Windsor, CT
July 24	Ultra Sports	Dover, NJ
July 25	Sunrise Schwinn	Brooklyn, NY
July 26	Main Bike World	Nanuet, NY
July 27	Marine Park Bikes	Albany, NY
July 28	Nanuet Bicycle World	Albany, NY
July 29	Tow Plaines	Albany, NY
July 30	Rochester Bicycle Center	Albany, NY

Aug. 1	Rochester Bicycle Center
Aug. 2	Champion Cyclery
Aug. 3	Bob's Bicycles
Aug. 4	Cycle Sport
Aug. 6	Snitger's Schwinn
Aug. 7	Bike Shop of Garfield
Aug. 8	Breaking Away
Aug. 9	Easy Rider
Aug. 10	Tom Lantz Bicycle Center
Aug. 12	The Touring Cyclist
Aug. 15	Teo's Bicycle Center
Aug. 17	Lee's Cyclery
Aug. 18	Wheels Etc.
Aug. 20	Wheels Etc.



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**INSIDE SCOOP**

**DOMINGUEZ AND WILKERSON GET NEW CONTRACTS**

Mike Dominguez and Ron Wilkerson have renegotiated their contracts with Diamond Back and Haro, respectively. It is estimated that Michael will get around \$40,000 this coming year as a result of his numerous sponsorship agreements. Wilkerson will probably earn just under \$50,000 from his endorsements.

Pete Loncarevich has also renegotiated his contract with Haro. Pete is rumored to be getting just about the same amount of money as Ron.

Also in the sponsorship news this month is that Florida's Mike Crehan has accepted a sponsorship offer from MCS. Mike, now 16, was the National Number Three 15 Expert in the NBL last year and National Number One 15 Cruiser.

Meanwhile, on the other side of the country, Danny Millwee has left the Haro team and joined SE Racing. And contrary to the ABA newspaper, Cody Smart and Rick Palmer are not on Haro, according to Haro Vice President Jim Ford.

One more item: GT has picked up Chris Backus.

**PERSONAL REQUEST TIME**

Bob Morales called us a couple of days ago to ask a favor of us. He told us that at the last two AFA freestyle contests he's held (West Palm Beach, Florida, and Portland, Oregon), the hotels where the riders stayed have complained that the kids who stayed there did a lot of damage to the hotels. In most cases the damage was small but annoying (skid marks on the carpeting was one of the complaints). Anyway, Bob says that as a result of the damage, the hotels don't want the freestylers to come back next year. This could make it hard for the AFA to go back to those cities for future contests. It will certainly make it harder for Bob to get his contest-goers reduced rates. We don't want to make things any harder for the sport of freestyle to grow, so we're asking everybody to please not damage anything in the hotels or contest arenas. If you do, we'll all end up paying for it further down the line.

**WHERE DO YOU WRITE TO?**

Readers who saw the ad for Ron Wilkerson's 2-Hip King of Vert halpipe series in last month's issue may have wondered what happened to the P.O. Box number in the address. It turned out that the post office didn't issue the number in time for Ron to include it in the ad. Anyone who wishes to write to Ron about his contests or order one of his King of Vert T-shirts can write to 2-Hip Products, P.O. Box 4065, Leucadia, CA 92024. □

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# MAIL BAG

## KILROY'S LAW

Dear *BMX Plus!*,  
1. People who complain about how much freestyle or racing is in your mag are slide weenies. 2. *BMX Plus!* rules. 3. The Beatles, the Dead Milkmen, the Beastie Boys, Iggy Pop, the Stones and Aerosmith dominate. 4. Communism rots (as in moldy bread). 5. Blue Oyster Cult is good, too. 6. Chi-Lin "Chris" Wong is the raddest oriental dude I know (even though his restaurant has a funny name). 7. GT components are intense. 8. This is the end of my letter.  
**Shawn "Teeth" Kilroy**  
Philadelphia, PA  
*Whatever you say, Kilroy.*

## DUEL TO THE DEATH

Dear *BMX Plus!*,  
I know this guy, and I sorta go with a girl he likes, so he wants to fight me now. He rides a Predator, but I think I can beat him if we race. Do you think we should settle things with a BMX race?  
**Ryan Hale**  
Colby, KS  
*Is this Ryan "a letter a week" Hale? It must be. The race alternative to a fight is a great idea. Now, if we could only get the guys at the U.N. to start riding bikes. . . .*

## ONE SMALL KICKTURN FOR MAN, ONE BIO AIR FOR MANKIND

Dear *BMX Plus!*,  
I was just thinking about how the moon has only one-sixth the earth's gravitational pull. That got me thinking—a ramp rider on the moon would go six times higher than on earth. So, if Mike Dominguez could do a ten-foot air on earth, he could do a 60-foot air on the moon! Imagine that!  
**A Martian**  
The Moon  
*Imagine how soft crashes would be, too! This is great; let's get Diamond Back to build a rocket and get Mike suited up with a life-support unit and . . . hey, what's a Martian doing on the moon, anyway?*

## DON'T BELIEVE EVERYTHING YOU HEAR

Dear *BMX Plus!*,  
In your March '87 issue, some dude wrote in with a formula for removing the mailing label from the mag. Well, I tried it and it doesn't work. My mag became wrinkled and moist, and was almost ruined. This guy is a real jerk!  
**Evan Wolf**  
New York, NY  
*Sorry about that, Evan. We should have tried the formula before we printed that*

*letter. Maybe you left it in the freezer too long. Maybe you should try burning off the label with a blow torch; we've heard that works great.*

## MRS. BANSBACH IS MESSED

Dear *BMX Plus!*,  
My reading teach Mrs. Bansbach took away my *BMX Plus!* mag and said I should read something more appropriate for my age. I'm only 12, and in your February issue a 76-year-old wrote in. My friends and I think Mrs. Bansbach is messed. What do you think?  
**Ryan Conklin**  
Webster, NY  
*What do you think we think?*

## WHAT'D HE DO TO YOU?

Dear *BMX Plus!*,  
I would first like to say that your mag is really cool—it has a bit of everything. But, about that so-called number one rider—Dennis McCoy. Sure, he's good, but when I read your interview with him in the March '87 issue, I thought, *This guy's too big for his shoes.* He makes it seem as though he's the smartest dude out there. I think he should shut up. There are tons of people out there smarter than him. And how about that crack about how Bob Haro pays him only enough to get by? If I was Bob Haro, I'd kick him off the team and find someone with class. McCoy sounds as though he doesn't care about his sponsorship. I may be totally wrong, but he seems like a snotty, stuck-up, conceited guy.  
**S.A.M.**  
Oakville, Ontario, Canada  
*What the heck have you got against Dennis? It seems you didn't really understand what he was trying to say. However, if that's how you feel, then fine. BMX PLUS! doesn't share S.A.M.'s feelings in any way, but we're printing his letter because we know how many people think Dennis is GREAT! In your face, S.A.M.!*

## EVERYBODY MAKES MISTAKES

Dear *BMX Plus!*,  
In the April '87 issue of *BXM Plus!*, you made a mistake in the test of the GT Pro Series Team Model. In the little box that says *BMX Plus!* "Test," "Freestyle," "Product Probe," etc., it says that the GT Pro Series test is an article on freestyle. I know a few of the guys were almost doing freestyle, but this is outrageous.  
**Tim Shipske**  
Fitzgerald, GA  
*Yes, we goofed. But you should proof-read your letters a little better before you send them in. BXM PLUS!?*



*Sorry, Rizwan, we didn't have a photo of John doing his barstand, but we did have a shot of him from the AFA Masters 31 & Over Mirage Ramp class, doing this turndown—hope it's okay.*

## THE GUY WITH THE LARGEST PHONE BILL IN THE WORLD

Dear the very dear *BMX Plus!*,  
The one-handed no-footed cancan is not the hardest trick in the world. The hardest possible trick is the no-footed one-handed lookback. Please put a photo of John Ker doing a barstand in the magazine. I just invented the eight-wheeled mind grinder. Sounds rad, huh?  
**Rizwan Khan**  
11120 Possum Dr.  
Palos Hills, IL 60465  
*P.S. Don't you think that Radical Rick should be changed to Radical Riz?*

*Rizwan Khan. The guy who calls our office AT LEAST three times a week and bombards us with questions for AT LEAST a half hour each time. If anyone out there in readerland is bored, just write Rizwan a letter; he'll surely be happy to write you back. But whatever you do, DON'T give Rizwan your phone number! As for the hardest trick, Riz, you can think up anything you want, but somebody will probably try it—and then someone else will improve it and then someone will do it no-footed and then . . . About that eight-wheeled mind grinder, do you do it on roller skates? And let's see YOU do a barstand! And Radical Riz? Oh boy!* ☐

• *What? What did you say? We can't hear you! You'll have to write it down on paper and send it to: BMX PLUS! "Mailbag," P.O. Box 9501, Mission Hills, CA 91345-9501. Thanks, see ya later. •*

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15-100 ACS Free Coaster conversion kit	21.90
07-200 ACS Z, 36 spk, handmade, ACS hubs, pair	39.50
07-100 Araya 7X, alloy rims, matching hubs, pair	42.50
	Plus \$10.00 for chrome.
07-400 Skyway Tuff II, FW or CB, pair	54.00

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22-600 Odyssey System 2000 brake, all colors	11.99
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23-300 Skyway FS brake pads, pair	4.50

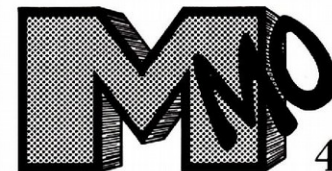
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68-200 Peregrine Compact Disc chain wheel, 44 tooth	13.45
71-200 Izumi chain, 1/2 x 1/8, all colors	5.70

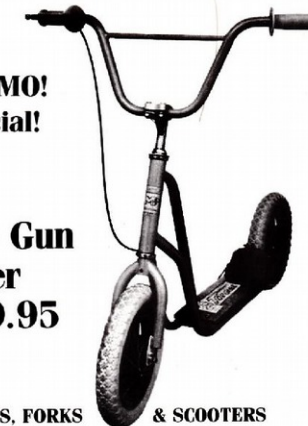
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26-700 Tuf-Neck FS stem, all colors	17.50
27-300 GT FS handlebars, wh, grn, blu, lav, pnk, yel.	23.95
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90-702 CW "No-Ped" Scooter, FS, '87 model, yel/red, blk/pnk.	110.00

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95-400 Skyway spIn master.	25.00
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Allow personal checks 3 weeks to clear.  
**\$2.00 refund on phone orders.**

## BROTHERLY LOVE

Dear BMXperts,  
Are Brett Hernandez and Trevor Hernandez brothers? How about Brian Scura and Frank Scura? Are they brothers, too?  
**Keith Ferry**  
Lester, PA

Yes on both counts. Brett Hernandez rides for Dyno; Trevor rides for Mongoose. Both are cool guys, but they're really short. Brian Scura rides for GT, but he designed the Odyssey Gyro (among other things). Frank works for Odyssey as their head promotions man. With his talking qualities, he does a great job.

## WHEEL-HOP RULE 1, SUBSECTION A

Dear BMXperts,  
I want to know if front wheel hops are supposed to be done on the pedals or on fork pegs, because I've seen factory riders do it both ways.

**David Bierkortte**

Wheeling, WV

There is no right or wrong way to do front wheel hops. This is FREEstyle, remember? You can do backwards, one-handed, inverted tire-licker wheel hops if you want. Incidentally, doing them on the fork pegs is much easier than doing them on the pedals.

## IT DOESN'T MATTER

Dear BMXperts,  
I read *BMX Plus!* and listen to freestylers talk. They're always talking about "shredding" and "thrashing." What do these words mean?

**Paul Clayton**  
Moore, OK

They mean, basically, the same as "rip," "jam," "dice," "blast," "schralp," "get radical," "get gnarly" or "cut loose." Translated: to perform intense stunts on a bicycle or skateboard.

## THE GOOD OLD DAYS

Dear BMXperts,  
I have a bike called a Webco. Have you ever heard of them? None of my friends have. Are they old racing bikes, or what? My friend's mom has heard of them, but that is why I think the Webco is old. Where could I get factory parts?

**Chad Blacklock**  
Monrovia, IN

Ever heard of them? Heck, yeah! Sonny, back when we were kids, Webco bikes were the hottest thing around. Webco was one of the very first companies to produce a full-on rigid (many early BMX bikes featured suspension, for you non-history buffs) racing frame which sold like hotcakes to a cabin full o' lumberjacks! Almost every early star of the sport rode a Webco at one time or another (and many were sponsored by them). What you have,

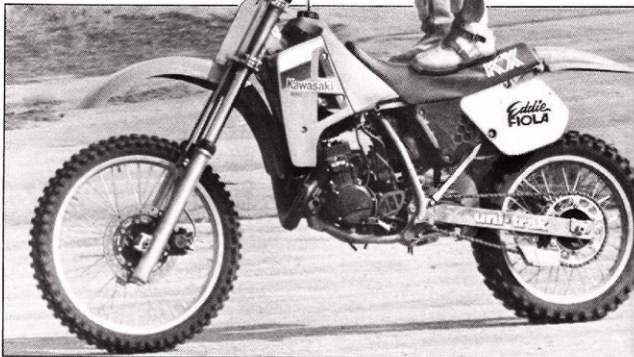
son, is a legendary piece of BMX history. Unfortunately, Webco didn't keep up with the times too well and went out of business early in this decade, so, good luck with finding parts.

## SAD PADS

Dear BMXperts,  
I bought some cheap knee and elbow pads from McGregor. They aren't as good as Haro or some other brands, but are they good enough for riding?

**Shawn Fleura**  
Ingleside, IL

Cheap pads are better than no pads at all.



This is not, we repeat not an illusion. This is Eddie Fiofa doing a rolling seat stand—for real! ▶

## JUST GOOD PHOTOGRAPHY

Dear BMXperts,  
We love your magazine, but we have a complaint. In the February '87 issue you showed the exclusive first photos of motorcycle freestyle. The aerial tricks were rad, but the ground tricks looked as if the motorcycles were standing still. You can see the spokes perfectly. No offense, but next time have the motorcycles moving.

**Walter Acuna**  
**Derek Warner**  
Chula Vista, CA

No offense, but you're wrong, Holmes! The motorcycles were moving in every one of those shots. The reason you can see the spokes so perfectly is because our high-speed film froze them at a thousandth of a second. Honest, those bikes were moving in every shot.

## SUPER SUGAR BEAR

Dear BMXperts,  
I would like to know which team Rich Sugar rides for. In one magazine I saw him riding a Hanter bike. In another he was riding a CW, but the contest results have him riding for Haro. Which is it?  
**Kress J. Shook**  
Winder, GA

Rich Sigur (not SUGAR) is an official

*BMX PLUS!* Test Force member, testing a different freestyle bike for the magazine each month—that is why you've seen him on so many different bikes. For contests and shows, however, Rich WAS sponsored by Haro. Unfortunately, Rich and Haro have parted ways. To confuse everyone even more, Rich is now looking for a new sponsor, which, of course, will have him on ANOTHER brand of bike!

## TRACK-CERTIFIED HOGWASH

Dear BMXperts,  
I have a Huff 1000, but it isn't track certified. I was wondering, is there any way to track-certify my bike without buying a new frame?

**Mariusz Strus**  
Linden, NY

Don't worry, "track certified" doesn't mean beans, it's simply a term a department-store bike company made up to help sell its bikes. Use your Huff as long as it holds up, or until you can save enough for a better bike—whichever comes first. □

• Who? What? When? Where? How? Did he? Is she? Are they? To find out, write *BMX PLUS!* "Ask the BMXperts," P.O. Box 9501, Mission Hills, CA 91345-9501. •

★★★★ HEY, DON'T LOOK NOW, BUT IT'S TIME TO TAKE THE OFFICIAL...★★★★

# SPACEBALLS APTITUDE TEST

TEST YOUR SKILLS!

Everything you need to know before seeing Mel Brooks' new spaced-out adventure in comedy.



John Candy as **BARF**

Half-man half-dog Barf has trouble when:

- He tries to be his own best friend.
- He sees a fire hydrant.
- Someone throws a rolled up newspaper.



Mel Brooks as **YOGURT**

Yogurt has the power of the Schwartz because:

- He embodies all good in the universe.
- He bought the rights from George Lucas.



Daphne Zuniga as **PRINCESS VESPA**

How many times a day does this princess think of nothing but herself:

- Once a day
- Every day, all day long
- Princesses don't have to think.



To get his way Pizza-The-Hut:

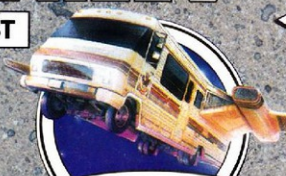
- Smothers his victims with an extra layer of cheese.
- Bakes them to a crispy golden brown.
- Makes them eat at the salad bar.



# SPACEBALLS THE TEST



**PIZZA-THE-HUT**



**EAGLE 5**



Rick Moranis as **DARK HELMET**

Dark Helmet uses the Schwartz to

- Enslave the universe and all who live in it.
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The Voice of Joan Rivers as **DOT MATRIX**

Dot matrix — robot slave, when she gets low on oil she:

- Slows down imperceptively.
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- Gets cramps.
- Develops a pain in the neck.



Bill Pullman as **LONE STARR**

When Lone Starr sees Princess Vespa for the first time he:

- Falls in love.
- Joins her in a quest to save the universe.
- Develops a pain in the neck.

Lone Starr's Winnebago is a good design for a spaceship because:

- It can travel the speed of light.
- It can outrun any starship in the galaxy.
- Sleeps four and has a toilet.



★★★ COMING SOON TO A THEATRE VERY, VERY NEAR YOU!!! ★★★

# A TALE OF 2 RACES

ABA Texas & California  
Story by John Ker



□ Did you ever notice how just when you think you've got everything figured out, you find out that you don't have it figured out at all? That's what happened this month with us. First of all, we figured we'd write a race story around two big weekends of ABA racing. That's what we're doing here, by

the way. It's only when you start to do something like that that you realize that you don't possibly have enough space to really say everything that deserves to be said, and then you find you have to start leaving stuff out. We'll start doing that soon enough. We have to. If we didn't, we wouldn't have

any room for the pictures from these races, and what would be the sense of going to the races if we didn't run the pictures? So we'll try to keep the story short and still mention most of the guys who most deserve mentioning, and we'll see how this thing turns out. We were going to call this story "A Tale of Two

*Roogie Townsend among masters Hill, Leary and Rupe—second-straight doubles at Gilley's.*  
Cities" at first, but somebody told us that somebody else already used that title on another story some time ago. Darn! Oh well, on with the show.

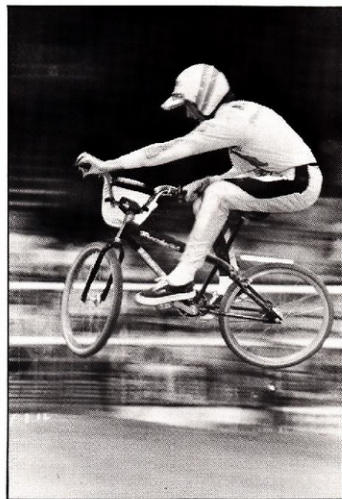
# 2 RACES

## GILLEY'S

Several years ago there was a movie that came out by the name of *Urban Cowboy*. It was about a young man in Texas (played by John Travolta) who got a job in the oil fields and hung out at a big saloon just outside of Houston. The name of the place was Gilley's, named after Mickey Gilley, a country singer who apparently owns a chunk of the property. It's a really popular place and supposedly the biggest saloon in the world. It doesn't look like much on the outside, but it's huge on the inside. Anyway, the thing that makes it good for BMX is that they've got a big rodeo arena attached to the back, and it makes a good place to hold a race—something that the ABA has been doing there for about five years or so. One thing that's nice about it is that the saloon is a family place, and the kids can go in there and play video games,



Dead-eye Pistol Pete took aim and hit the target at the ABA Pro Series race at Gilley's. First place, AA Pro.



Some guys look like superstars even before they come to be called one. Kenny May fits the bill. Watch this guy over the next year. He's as fast as he is stylish.



Matt Hadan blew the jerseys off the 16 Experts in Texas. He doubled both days at Gilley's.

shoot pool and grab a pizza in between motos if they get tired of watching the races during the day.

That's all fine and nice, and it probably has a lot to do with the Gilley's Nationals being successful every year, but let's move on to the action now.

Most of the top riders in the country came to Gilley's this year, and as a result, the races were good. ABA Vice President (and former ABA pro) Brad Fanshaw designed the track and made it a good one. The jumps were okay, the turns were good (except for maybe the first one, which was kind of a one-line affair) and the dirt was decent. As Eddie Siegmund put it, "For what you can do with a pile of dirt, it wasn't bad at all."

## THE PROS

Saturday's race was a regular National, and Sunday's was a Pro Series National. What that means is that Sunday's race was the only race that counted toward the end-of-the-year standings for the pros. Consequently, Pete didn't bother to race on Saturday. Guess he was saving his strength for the day that counted. Anyway, the other pros were probably just as happy not to have him in Saturday's race, anyway. Pete's presence usually means that everybody else gets moved back one place in the results.

Charles Townsend must have decided to entertain the crowd with his imitation of Pete, just in case anybody wanted to watch the great one in action Saturday.

Charles had the act down pat, despite the fact that it was the first time he ever raced the AA Pro class. Charles crashed in the first round of the Main and got a last, then came back and won the next two rounds and got the overall win. Pete's done that so many times in the past that we think that we may have to call that kind of win a "Loncarevich" from now on.

Greg Hill kept Charles from scoring a double for the day by holding him to second in the Pro Open class. Slavik and Billy Griggs took the other pro wins for the day.

Two of the most up-and-coming up-and-comers: Ricky Gilbert (GT) and Cecil "Quad" Johns (Boss), divebombing into the first turn at Bakersfield. ▶



The 17 & Over Expert class won't be the same until Boss's terrible twosome, Cecil Johns (E) and Darwin Griffin (28), graduate to the pro class. Cecil alone racked up nine wins over the two weekends.





# BMX PLUS! INTRODUCES freestyle SPECTACULAR MAGAZINE!



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# 2 RACES



Gary Ellis just missed first-place dollars in Texas. He tied Charles for low points on Saturday but lost the win because of the ABA rule that the better finish in the last round of the Pro Main gets the win.



Greg ruled the Pro Open class on day two at Gilley's.

place else you can go. Maybe so, but Pete didn't seem like he was too anxious to go anywhere else. He came out and dominated, winning almost every single round of racing he was in, including all three rounds of the AA Pro Main. So much for the psychic abilities of our staff. Charles Townsend got second in the class and found out just how fast Pete really is.

The boys from Texas did okay this day, too. "Sheepdog" Kevin Hull picked off the Pro Cruiser class and "Cowboy" Todd

Slavik grabbed the gold in the Open class. Mr. Bill, meanwhile, racked up another win in the A Pro class.

We'll save the amateur results for the results column this month to give us room for a few more pictures of them instead. We'll just point out that the Boss, GT and Free Agent teams were ripping this weekend. So was the Hawk team, although we still haven't found out who all is on their team. Anyway, GT won the Overall Team Trophy for the weekend.

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# 2 RACES

## THIS IS SUNNY CALIFORNIA?

Two weekends later we found ourselves driving to the U.S. Nationals in Bakersfield, California. There wasn't anything



This photo of Charles Townsend tells the whole story of Saturday's race: Fun... and mud. Check out Chuck's new CW gear (or what's left of it).



The first-straight doubles at Bakersfield weren't too hard to take—IF you cleared them. As you can see, clearing them could mean the difference between first... and also ran.

terribly unusual about that except for the fact that half an hour after we left the office, we found that the driving rain had turned to driving snow on the freeway. Heavy rain is unusual enough in Southern California, but snow is going just a little too far. Luckily, it was only on the stretch of road that goes over the mountains at an altitude of 4000 feet. Otherwise, we might not have made it to the race at all. If we'd done that, we would have missed a good one.

Bakersfield is about 120 miles north of it in the Arctic Circle, but it was cold and

in the Arctic Circle, but it was cold and nasty this day. In fact, we'd go so far as to say that the weather for this race was as bad as we've seen in California. It was cold and windy and rained like crazy most of the day. As a result, the race was, believe it or not, great. Well, at least it was fun. The track was fully raceable despite the mud puddles in the straightaways, and a lot of kids and pros had the time of their lives racing in them. The guys at the ABA really lucked out with this one. The dirt they used to build the track stayed firm despite the drenching.



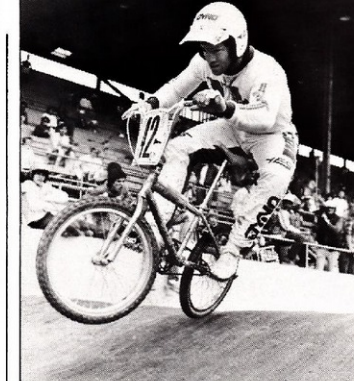
Mudfest '87! The Bakersfield track, as it looked during Saturday's Mains. Without the mud it was a good track.



◀ Scott Davis, one fast little dude. First place in 6 Expert on Sunday.

The weather wasn't real conducive to shooting photos, being as how water is bad for cameras, so we mostly just watched and shot photos during the breaks in the rain and from under the big canopy over the grandstand (thank heavens the track had that).

It was a good day for multiple wins. Todd Slavik dominated the pro classes except for one mistake. He fell by himself in the next-to-last straight leading the Pro Open Main, which got him seventh in that class. Otherwise he would



Greg Hill, man of power and style. He's going as fast as ever.

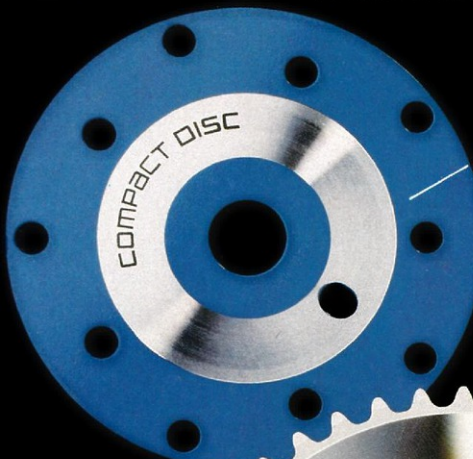
have scored a triple, because he won Pro Cruiser and AA Pro before the day was over. Dennis Balch was the lucky guy who got the Pro Open win after Todd's slip. Billy Griggs splattered the seven other A Pros with his mud in that class.

The guy who was really hot this day, however, was Cecil Johns. The 22-year-old 17 Expert rider scored a quadruple to help his Boss team get the Factory Team title for the day. This Cecil guy is bad!

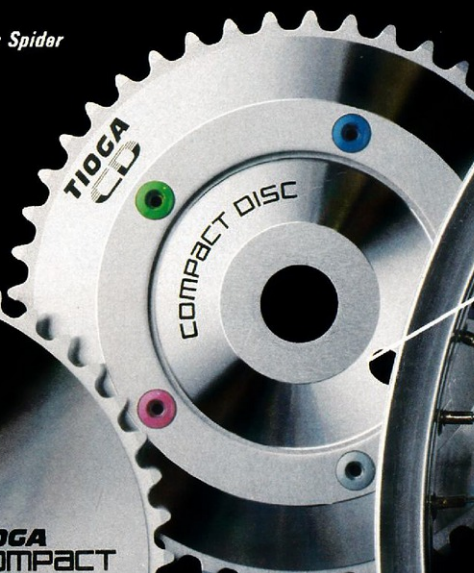
## SUNDAY

The rain was kind of fun on Saturday, but one day of it was enough, so we don't think there were too many people who

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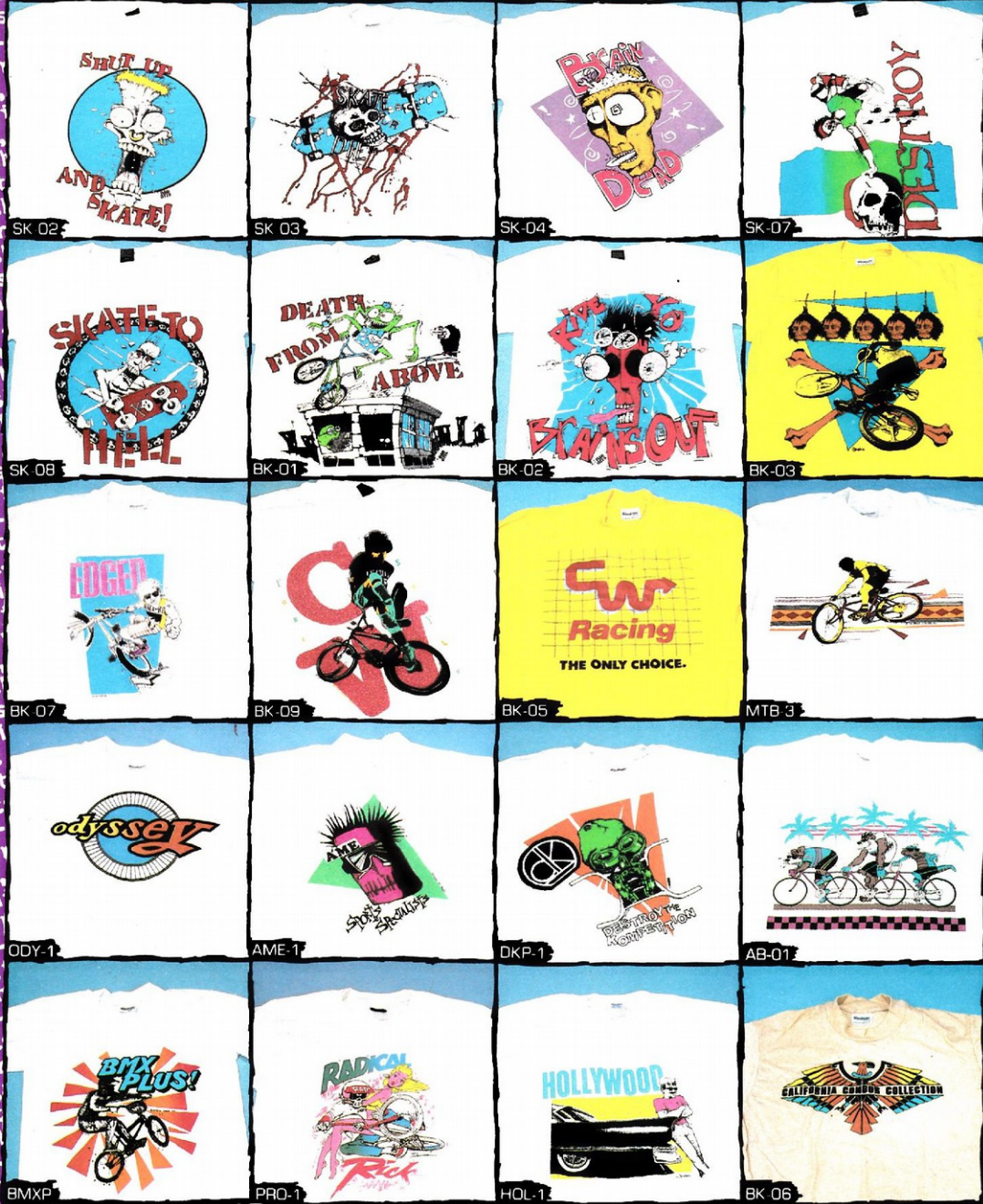
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# 2 RACES

Brian Lopes and Robert Swick slop their way down the first straight. Both guys did passably well this weekend. ▽



Hill, Townsend and Mahlon Abrams, exactly how they finished in AA on Sunday.

were disappointed to find that the sun was starting to peek through the clouds on Sunday.

For some reason, the track was actually muddier Sunday morning than it had been on Saturday during the rain. It seemed to take a long time for the water

to sink in in some sections. But once it started drying out, the track got really good.

There weren't any Pro Series races this weekend, but we were still a little surprised to find that Pete had skipped the races. He had told us a week earlier that

he was going to be there. The story at the track was that he'd gone to some body-building competition to watch a friend compete. Everybody figures that Pete will probably be entering them in the near future. He's got the muscles for it.

When he decides to get back into racing again (which will probably be at the next Pro Series event), he may find that the competition is ready for him. Greg Hill came out on the track in a dry uniform Sunday in Bakersfield and gave the best imitation of "Greg Hill in 1982" we've seen in years. He completely dominated the 20-inch pro racing this day. Greg won all three rounds of the AA Pro class and won Pro Open besides. Eric Rupe,

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# RACES



Like trying to count sand grains at the beach—a hopeless cause.

ABA U.S. NATIONALS Bakersfield, California	
AA PRO	WINNINGS
1. Todd Slavik/Free Agent	\$420
2. Eric Rupe/Mongoose	210
3. Charles Townsend/CW	155
4. Greg Hill/Robinson	125
5. Travis Chipes/Mongoose	85
6. Turnell Henry/Red Line	75
7. Dennis Balch	
8. Todd Blasen/ELF	

SHOP TEAM TROPHY	FACTORY TEAM TROPHY
1. Inside Line	1. U.S. Boss
2. S&K	2. Roan
3. Moby Dick	3. Free Agent



If your name is Ricky Gilbert, you're five things: fast, stylish, able to speed-jump massive jumps (like this one), sponsored by GT and ahead of Brian Lopes (14) and Eddie Siegmund (1) in this photo. If not, you'd better hope you don't have to race him.

meanwhile, was doing his imitation of the Eric Rupe of 1984, taking second in the AA Pro class and second in the Pro Cruiser class as well. He did the same thing the day before. It was that same kind of second-place consistency that got Eric to the top of the pro ranks in 1984. Who knows? Maybe he'll do it again.

Speaking of consistency, Billy Griggs won the A Pro class again. That made him four-for-four for the month and moved him up to the AA Pro class for his next race. Billy doesn't hang around in one place too long.

Todd Slavik doesn't either, of course, unless you talk about the pro payout line after the races. He won Pro Cruiser on Sunday.

The next guy we're going to be waiting to see turn pro is Cecil Johns. This guy rips! The only thing that kept him from scoring another quadruple was that he missed or forgot one of his trophy dashes on Sunday. As a result, Danny Nelson got the only quad of the day on Sunday. That's another kid who's fast, but that's another story. We're done with this one. □

A PRO	PRO CRUISER	AA PRO	SUNDAY	MAINS	WINNINGS	A PRO
1. Billy Griggs/Red Line	1. Todd Slavik/Free Agent	1. Cecil Johns	17 & OVER EXPERT	17 & OVER OPEN	31-40 CRUISER	1. Billy Griggs/Red Line
2. Eric Rupe/Mongoose	2. Eric Rupe/Mongoose	2. Kevin Hull/GT	Cecil Johns	Eugene Hestel	Eugene Hestel	2. Kevin Hull/GT
3. Kevin Hull/GT	3. Turnell Henry/Red Line	3. Kevin Hull/GT	Eric Carter	Lonnie Taton	Bob Hayes	3. Eric Dyer
4. Sean Hill/Red Line	4. Kevin Hull/GT	4. Sean Hill/Red Line	Mike King	Adrian Schroeder	Adrian Schroeder	4. Greg Straney
			16 EXPERT	16 OPEN	22-30 CRUISER	5. Fred Johnson/Raleigh
			Dwain LaBerge	Kevin Harris	Cecil Johns	6. Sean Hill/Red Line
			17 & OVER OPEN	17 & OVER OPEN	17 & OVER OPEN	
			Dwain LaBerge	Kevin Harris	Cecil Johns	
			18 EXPERT	18 OPEN	18 EXPERT	
			Dwain LaBerge	Kevin Harris	Cecil Johns	
			19 EXPERT	19 OPEN	19 EXPERT	
			Dwain LaBerge	Kevin Harris	Cecil Johns	

SHOP TEAM TROPHY	FACTORY TEAM TROPHY
1. S&K Racing	1. Free Agent
2. Roan	2. U.S. Boss
3. Moby Dick	3. CW

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# STREET OLYMPICS



reader faced with a similar situation follow the law instead of a friend.)

I had a foreboding of additional troubles while watching the policeman write up the tickets. When we pulled into the park, I also noticed a sign that said "No bicycle riding in the park." It was funny that McGoo hadn't mentioned that law when he suggested the park, especially since the sign said the law was "strictly enforced."

Joining McGoo and the guys at the top of the hill a few minutes later, we told McGoo that the cop was coming up to give him a ticket, too. He wasn't, but we were so mad at McGoo that we were more than willing to share a little of our personal distress with the guy who helped cause it. When the cop came up the hill a minute later, McGoo turned white, but the cop turned away from our group and McGoo started breathing again.

I mentioned the "No bike riding" sign to McGoo and some of the guys, but McGoo assured us that he and Martin used to ride in the park all the time and never got stopped, so we wouldn't have any trouble. Ten minutes later the cop came back, saw all the bikes and promptly told us we had to leave. That was fine with us. We don't condone breaking laws, and we're glad to have had the chance to get out of the situation.

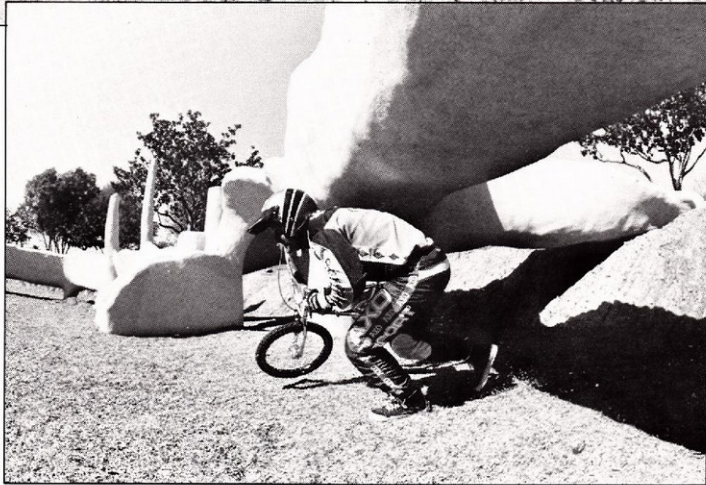
McGoo and Martin told us about another park where we could hold our events. Our confidence in McGoo wasn't terribly high at that point, but we didn't have a whole lot of other options, so we loaded the bikes into the cars and headed to location number two.

## TWENTY MINUTES LATER

Our luck improved at this point. Amazingly, no one in our long-distance caravan got lost. Furthermore, the park was just what we needed: scenic, spacious and empty.

We had three events planned for the day: an obstacle-course race, a bicycle version of blind-man's bluff and a BMX soccer game.

At stake were enough points to decide the winner of our Street Olympic series.



Strange terrain made for a cool obstacle course. Harry set the pace with skill, power and smarts. This low bridge was so tough to ride under that Harry made the decision to run under it. It worked. Harry won this event.

Harry Leary had a good lead coming into this round, but Dizz and Fiola weren't far behind, and they were all interested in winning

## EVENT NUMBER ONE

We had already laid out an obstacle course at our first location. Now we needed one here. Scott and McGoo picked out one they thought would work, and the guys tried it out. On the first run-through two of our guys got flats; the terrain was a little rough, we reckoned. We made some changes and tried again. The final layout was agreed to, and we got ready to time our challengers.

The course was designed to be one that wouldn't overly favor the racers. It started on a basketball court, went over four bunnyhoppable cardboard boxes, up a stone embankment, over a grassy section of park, down another stone embankment into a play area filled with chips of wood bark, under a concrete bridge that was barely higher than a bike's handlebars, up another section of stone bank,



Rick Allison checks his rear wheel for damage. Damage? It was destroyed! After Rick got a flat in the first event and couldn't find a spare tire, he gave up hope for the rim and rode it without a tire for the second and third events. Guess what? It didn't work as well.

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# STREET OLYMPICS



McGoo ties the blindfold for Dizz's run in the Helen Keller Memorial Event. Don't worry—we checked it after McGoo was done to make sure he didn't make it possible for Dizz to see under it.

around a few more trees, than a flagpole, then back down onto the basketball court and over the four boxes again to the finish line.

Harry went first. He cranked hard off the line, cleared the boxes and went around the course like a madman. He jumped off his bike at one point to run it under the low bridge and through the bark chips, then jumped back on and started pumping again. The rest of us watched in awe as Harry ripped through the course like his whole career depended on it. He crossed the line in 43.83 seconds.

Fiola went next. Eddie looked good, too, but he was no match for Harry in this event. It took him 50.53 seconds.

Lovebridge was next. It took him one minute flat.

Martin went fourth and clocked a time of 52.78.

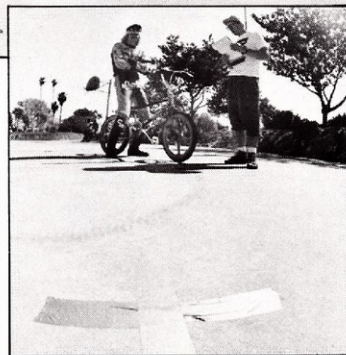
Rick Allison went next and blew out his rear tire in the first section of the course. He finished his run with a flat tire and seriously dented his rim on the final bunnyhop section, but he still finished the course in 53.05 seconds.

Kevin Hull went next, and he got a flat too, but he quit riding so he could save his rim. Everyone was allowed a second run if he wanted it, so Kevin was willing to fix the tire and try again.

Dizz was last, and he was up for this one. He streaked off the line and ripped around the course like he'd been racing it all his life, wasting the other freestylers with a time of 46.55 seconds.



Eddie blunders into one of the obstacles in the blindfold contest. It was a toss-up as to what was worse: If you missed the boxes, it was harder to judge the distance; if you hit the boxes, it was harder to keep going straight for the mark.



The target and the champ. Dizz waits for the tape measure to show up after stopping less than eight feet away from the mark (the fish-eye lens distortion makes it look farther).

Lovebridge redeemed himself with a second run of 53.51 seconds, and Martin made a second attempt and clocked a 49.52.

By this time Kevin Hull was ready again, and he took his second try. He snapped off the line and took off like he was in the Mains at the ABA Grands. He whipped through the course in an incredible 43 seconds even, beating Harry's first time by .83 seconds.

Harry decided it was time to take run number two. In it he showed what racing in the pro class is all about by trimming a twentieth of a second off Kevin's time. Harry got the win.

It was becoming clearer and clearer how intense a competitor Harry is. He was hard core!

## THE HELEN KELLER MEMORIAL EVENT

Our next event was one that our staff had dreamed up in one of our crazier moments. It was a blindfold contest. We would make it so the guys couldn't see and then have them try to ride their bikes across a wide stretch of concrete and stop their bikes on an "X" we had made on the pavement. The distance was maybe 80 feet, and to make things harder, we had placed a row of our bunnyhop boxes between the starting line and the target.

McGoo tied the blindfold across Harry's eyes, and then we put a piece of duct tape over the blindfold to make sure that it was impossible to see through. Harry had stared hard at the target before being blindfolded, to lock the distance and direction in his mind. When we told him to start, he headed straight for the mark, went cleanly between the middle two boxes and rode right over the taped "X." Unfortunately for him, he kept going and didn't stop until he ran into the stone embankment a little over ten feet past the mark. It turned out that Harry noticed that the target was only a short distance past the second crack in the concrete. He had missed noticing the first crack and was still waiting to feel the second

one when he ran into the wall, 11 feet four inches past the mark.

The other guys met with mixed results in the game. Everybody else ended up colliding with the boxes along the way, and as a result, they all got knocked a little off the perfect line. Rick Allison did the worst. He was still riding with no tire on his back rim, and that may have contributed to his problems in this event. He ended up stopping almost 35 feet off to the side of the mark.

The last one up was Dizz Hicks. He rode so straight and true that he looked psychic in comparison with most of the others. He stopped his bike with the front wheel just seven feet three inches from the target. First place was his.

## BMX SOCCER

That brought us to our final event, the big enchilada, the BMX soccer free-for-all.

We set up our bunnyhop boxes as goals, six feet apart and four feet out from the walls of the basketball area. We marked the spots on the ground where they stood so we could easily put them back in place.

The rules were simple. It was every man for himself. We had a volleyball that would work as a soccer ball for our game. It could go through either goal from either side for a score. Whoever hit the ball last would get the point. The ball could not be hit with the hands or feet. Anybody who did so would have to take a penalty lap around the court, and any

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- ▶ Odyssey 2000 FS Brakes
- ▶ 48-spoke Wheels





# STREET OLYMPICS

table at the end of this story for the other guys' scores.

So what kind of prize does Harry get for his win? Well, for starters he's going to get an \$880 Arrival mountain bike, courtesy of Diamond Back. Harry's been wanting one for months, so we know he'll be stoked about that one. He won't even know he's getting it until he reads it here. It's a surprise. He also gets a complete clothing outfit from Life's A Beach, courtesy of our friends at Life's A Beach, of course. That's worth about \$150. He'll also be receiving a set of Peregrine Super Pro HP-48 chromed wheels, courtesy of Peregrine and Everything Bicycles. That's worth another \$200. The last gift for Harry is a complete parts ensemble from the Super Bike Manufacturing Company, including a chain ring, Tuf-Neck seat clamp and stem, and Pro Freestyle axle pegs, which is all worth right around \$50 if we figured correctly. Whatever Harry doesn't need out of that collection we guess he'll be able to give away next Christmas.

Congratulations, Harry. Better luck next time, Dizz. Long live the streets. And adios, amigos. □

# Wha-La!

## Introducing The All New GT® Freestyle Frame

### Design Patent Pending

Hand machined, bent, welded and finished in our own facility in Huntington Beach, California.

The finest 100% 4130 Chromoly

Drilled down tube for "tangle-free" cable routing

All new GT graphics, outrageous! Of course.

New rear platform is wider and longer for more room to stand out in a crowd.

GT crossbar for extra strength and support, and a good place to put our logo

New wedge-shaped rear drop-outs and added bend in rear chain stays, just one more place for steppin' out

Additional down tube bend leaves more room for your feet.

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The all new GT Frame and Fork, made only in America, and when we add different combinations of the absolute finest components available it becomes the '87 GT line of bikes: the Pro Freestyle Tour Team Model, Pro Freestyle Tour and the Pro Performer. And for the more economically minded we still offer the Performer with the original, outstanding GT frame and fork. Check out the new GT Freestyle Frame and all the good stuff attached at your bike shop today.



Pro Freestyle Tour

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BMX PLUS! STREET OLYMPICS, ROUND III		
OBSTACLE COURSE RACE		
	TIMES	OLYMPIC PTS.
1. Harry Leary/Diamond Back	42.95 sec.	7
2. Kevin Hull/GT	43.00 sec.	6
3. Dizz Hicks/CW	46.55 sec.	5
4. Martin Aparjo/GT	49.52 sec.	4
5. Eddie Fiola/GT	50.53 sec.	3
6. Rick Allison/Mongoose	53.05 sec.	2
7. Mike Lovernidge/Kuwahara	53.51 sec.	1

BLINDFOLD COMPETITION		
	DISTANCE	OLYMPIC PTS.
1. Dizz Hicks/CW	7 ft., 3 in.	7
2. Kevin Hull/GT	7 ft., 7 in.	6
3. Harry Leary/Diamond Back	11 ft., 4 in.	5
4. Eddie Fiola/GT	14 ft., 7 in.	4
5. Martin Aparjo/GT	15 ft., 6 1/2 in.	3
6. Mike Lovernidge/Kuwahara	15 ft., 9 in.	2
7. Rick Allison/Mongoose	34 ft., 9 in.	1

BMX SOCCER		
	SCORES	OLYMPIC PTS.
1. Harry Leary/Diamond Back	6 goals	7
2. Dizz Hicks/CW (tie)	4 goals	5.5
3. Mike Lovernidge/Kuwahara (tie)	4 goals	5.5
4. Martin Aparjo/GT	2 goals	4
5. Eddie Fiola/GT (tie)	1 goal	2
6. Kevin Hull/GT (tie)	1 goal	2
7. Rick Allison/Mongoose (tie)	1 goal	2

OVERALL RESULTS		
	OLYMPIC PTS.	
1. Harry Leary/Diamond Back	190	
2. Dizz Hicks/CW	175	
3. Kevin Hull/GT	140	
4. Martin Aparjo/GT	110	
5. Eddie Fiola/GT	90	
6. Mike Lovernidge/Kuwahara	85	
7. Rick Allison/Mongoose	50	

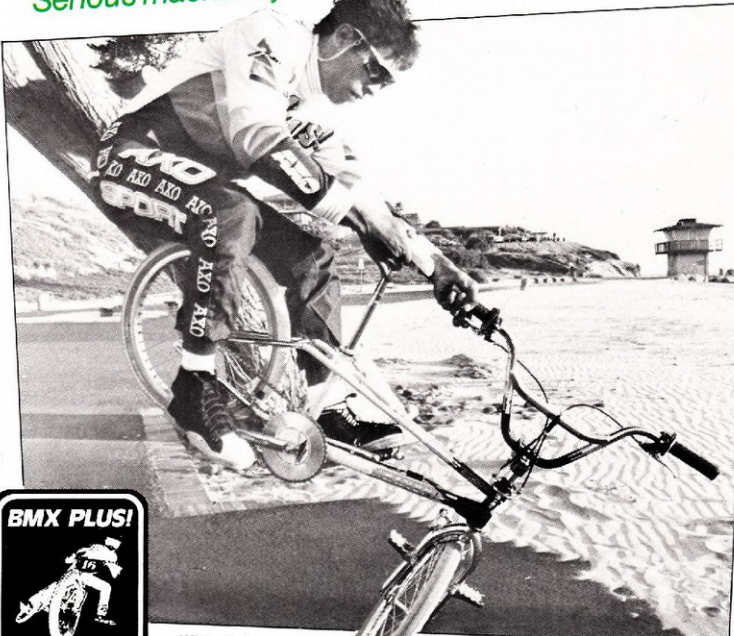
FINAL STANDINGS		
	OLYMPIC PTS.	
1. Harry Leary/Diamond Back	795	
2. Dizz Hicks/CW	710	
3. Eddie Fiola/GT	605	
4. Woody Iason/Diamond Back	590	
5. Rick Allison/Mongoose	520	
6. Stu Thomsen/Family Bike Ctr.	515	
7. Kevin Hull/GT	500	
8. Eddy King/Diamond Back	410	
9. Greg Hill/Robinson	325	
10. Martin Aparjo/GT	280	
11. Mike Lovernidge/Kuwahara (tie)	145	
12. Tommy Brackens (tie)	145	
13. Rich Sigur (tie)	145	
14. Mike King (tie)	135	
15. Jon Anderson/CW	95	
16. Tim March	40	

# TEAM MASTER

Serious machinery from the father of freestyle



A simple man, a simple trick and a not-so-simple bike. The Haro Team Master performs for beginners, pros and everything in between . . . if you've got the bucks.



With high-pressure tires, 48-spoke wheels and a rigid chassis, whimper under the

tires, 48-spoke wheels the Master didn't even whimper under the weight of a Miami hopper.

□ You're serious about your freestyle. You spend every possible moment on your freestyle bike. You read every magazine, cover to cover, every month, hoping to find a new and interesting tidbit of freestyle information that will help you in your quest for complete and unrestrained freestyle gratification. You can do almost all the latest and hardest tricks—you've even invented a few of your own. But, something is holding you back. You need a new bike. Your old one is spent: the tires are bald, the cables are frayed, the grips are torn, the paint is chipped beyond recognition—but which bike should you get? A trip to the local bike shop exposes all the latest models. One bike in particular really catches your eye—a neon-yellow bike with chrome-and-white components. Closer inspection reveals that this bike is, in fact, a . . .

### HARO TEAM MASTER

You check the price tag—\$500! That's a lot of mowed lawns! You look the bike over, thinking that something besides the great looks has to make it so expensive, and you are right. This bike has some trick parts on it! Peregrine chromoly three-piece cranks with a splined spin-

dle and a sealed-bearing bottom-bracket set, an Odyssey Gyro, Peregrine HP-48 wheels and tires, Dia-Compe Nippon brakes in the front, the new Dia-Compe AD-990 brakes in the rear, cool-looking fork platforms that fold up and wrap around the fork legs, studded rear platforms near the rear axle, and it has . . . your thoughts are interrupted by the shop owner.

"May I help you?" he asks.

"Uh, I was just checking out this Haro bike," you reply.

"Ya know, it has an all-chromoly frame, forks, bars, seatpost, crank arms and spindle, pedal shafts, stem shaft. . ."

"Yeah," you interrupt him, "but it costs an awful lot."

"Yes it does, but it's made for serious freestyle riding. Do you freestyle?" he asks.

"Oh, yeah. I can do cherrypickers, walk-arounds. . ."

"Well," he interrupts, "why don't you take it out for a test ride?"

"Really? Thanks a lot, I'll be back in a few minutes. Thanks a lot!" you rattle on as you jam out the door.

You spend a few minutes cruising

around, doing wheelies, carving turns and doing basic tricks. You find that the bike feels very light and maneuverable. You also have plenty of room to move around. You whip into some of your favorite tricks. You realize quickly that this bike really performs. It handles quickly, yet it's fully stable. It feels really solid. The brakes work unbelievably well. The lowered crossbar is easy to clear during bar hops, plus it's knurled to help you do the bar rides you've been working on. The fork pegs seem a little high at first, but after you use them for a few minutes, you quickly adapt. The rear platforms work great, and they're completely out of the way. You decide that if you could buy this bike, you would add rear axle pegs for a little more maneuverability. Everything seems to work great. You head back to the shop because you've been gone for almost 20 minutes. They'll probably think you stole the bike. Fortunately, the owners haven't called the cops yet. You're safe.

"How'd you like it?" the shop owner asks.

"It rules," you reply.

"But, for that much money, I really need more convincing," you say.

"In that case, *BMX Plus!* Magazine is testing one just like it over at Ron Wilkerson's ramp today."

"Cool!"

*BMX Plus!* is your favorite mag. You were at Wilkerson's King of Vert contest, so you know where his ramp is. You jam to Ron's.

Haro calls it the "Team" Master for a reason; it doesn't have anything on it that the team wouldn't use themselves. Wilkerson rocket air at home. ▶



# THE 1987 HARO

## THE TEST

Once there, you see the *Plus!* guys, John and Scott, Ron himself, Rich Sigur and a new guy. Asking a bystander reveals that this ramp ripper is named Sean Diveley, and he's a friend of Dyno ramp anarchist Dave Voelker. You watch in amazement as the guys take turns assaulting the ramp. Wilkerson is blasting close to nine feet high, doing full-extension no-handers, tweaked rocket



In case you're wondering why this bike costs \$500, check out the Peregrine wheels, high-pressure tires, Dia-Compe AD-990 brakes, Peregrine three-piece chromoly cranks, and everything else. The bike is set up to shred.



## OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST HARO TEAM MASTER

- |                             |                                |
|-----------------------------|--------------------------------|
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| Looks cool                  | Strong wheels                  |
| Handles great in the air    | <b>CONS</b>                    |
| Handles swell on the ground | Expensive                      |
| Strong                      | Rear brakes are hard to adjust |
| Brakes work excellently     | Fake A'ME grips                |
| Light                       |                                |

airs, lookbacks, inverts and more. Sigur does his cancons, 540s, alley oops, one-handed one-footers, etc. New guy Sean gets gnarly, too: lookbacks, inverts and X-ups are big on his trick list. You ask the guys during a brief rest how the bike feels. They tell you it feels light, stable, controllable and strong. You don't need them to tell you how insane they can get on it—you've seen the proof.

After almost a full day of ramp thrashing, John, Scott and Rich head for the beach to shoot some ground shots. You follow.

Rich starts rippin'. He whips the bike of his former sponsor around in every possible direction. You're amazed... and impressed. You've witnessed a full

You **DON'T** do no-handers, seven feet out on a bike you don't trust. Wilk-O, seven feet out with both hands off. That's Dave Voelker in the background, doing his version of the same trick. ▶

day of full-on freestyle, and absolutely nothing on the bike bent or broke. You did see the left crank bolt fall off, however. "Apparently, this test bike didn't come with the correct washers. This is why they came loose," you overhear the *Plus!* guys say. You are relieved at that, knowing that any bike coming from the shop will have the correct washers already on it. You head back to the shop in a hurry because it closes in less than half an hour, and you've got some business to take care of...

### THE FINAL SALE

"I'll take that Haro Team Master," you say, as you charge into the shop. You have definitely made up your mind. The shop owner warns you that the rear brakes take a while to adjust. You aren't too worried. They worked so well on your test ride that they are worth the extra dialing-in time. You get out your wallet and happily hand over the cash to the shop owner, assured that this bike is well worth the money. You head out the door, fully and completely stoked. □

### SPECIFICATIONS: HARO TEAM MASTER

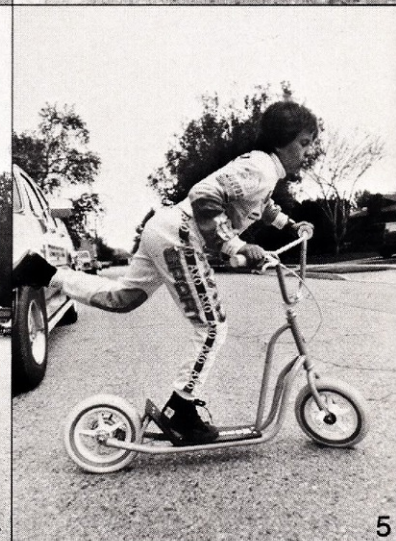
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|---|--|---|--|---|--|---|--------------------------------|---------------------------|---------------------------------------|---|
| <b>I. FRAME AND FORK</b><br>Type: Freestyle; age range 13 and over<br>Frame design: Dual 5/8" O.D. top tubes, single 1 3/8" O.D. down tube, wrap around head tube gusset, welded on cable guides, studded rear standing platforms integral with rear dropouts<br>Frame construction: 4130 chromoly<br>Fork construction and design: 4130 chromoly, 1 1/8" O.D. top tubes, leading axle design, built-in folding fork pegs<br>Wheelbase: 35-1/2" to 37"<br>Bottom bracket height: 11-1/2" (center to ground)<br>Chain stay length: 16-1/2" (center of bottom bracket to midpoint of rear dropouts)<br>Steering head angle: 72°<br>Seat tube angle: 68° | <b>II. WHEELS</b><br>Rims: Peregrine HP-48s, high-pressure alloy 48-hole<br>Spokes: Steel 80-gauge<br>Hubs: Peregrine, high-flange alloy, retained ball<br>Tires: Peregrine, high-pressure, 20" x 1.75", front and rear<br>Freehub: SunTour, 16T, chromoly | <b>III. DRIVE TRAIN</b><br>Pedals: Shimano SX, alloy platform, chromoly shaft<br>Crankset: Peregrine three-piece pinch bolt, chromoly, spined chromoly spindle, 150mm<br>Front sprocket: Peregrine Compact Disc, 43T, alloy<br>Bottom bracket: Anlon, sealed bearing, alloy cups<br>Chain: KMC chrome plated, 12" x 3/32" | <b>IV. STEERING</b><br>Grips: Generic, A'ME type<br>Handlebars: Haro, freestyle type, lowered, knurled crossbar, chromoly, 28-1/2" width by 8" rise<br>Stem: Haro Group One, alloy clamp, chromoly shaft, Pott's mud hollow bolt<br>Headset: Steel quick-adjust, retained ball | <b>V. SEATING</b><br>Seat: Viscount Dominator, nylon<br>Seatpost: Haro, fluted chromoly, laddock<br>Seatpost clamp: Peregrine, alloy, donut style | <b>VI. BRAKES</b><br>Callipers: Dia-Compe Nippon, front; Dia-Compe AD-990, rear<br>Levers: Dia-Compe Tech-7, alloy, locking mode | <b>VII. ACCESSORIES</b><br>Freestyle platforms: Fold-down fork pegs, studded rear platforms integral with rear dropouts<br>Rear brake detangler: Oxyasee Gyro | <b>VIII. WEIGHT</b><br>28 lbs. | <b>IX. PRICE</b><br>\$500 | <b>X. COUNTRY OF ORIGIN</b><br>Taiwan | <b>XI. ADDITIONAL INFORMATION</b><br>Haro Cycles, Inc.<br>6850 Santa del Cristo<br>Carlsbad, CA 92008 |
|---|--|---|--|---|--|---|--------------------------------|---------------------------|---------------------------------------|---|







Streetstyle scooter antics by Trevor Hernandez. It helps if you know the owner of the car you do this on.



# THE FOOTPLANT

Takin' it to the streets

□ Somebody must be selling a lot of scooters. We've been seeing them everywhere. They're on the streets. They're on the tracks. They're on ramps. They're even in our mail. At least, letters about them are in our mail. Everybody who has one seems to want to know how to do freestyle tricks on his new scoot.

Fair enough. If there's that much inter-

est in scooters, we figure we can put a page or two about them in the ol' mag every once in a while. Here's a move you may not have seen before, courtesy of Trevor Hernandez. It's the footplant, a move he borrowed from regular freestyle.

**HOW IT'S DONE**

"Ride forward at slow speed," Trevor says, "with both feet on the platform. Do

a bunnyhop as high as you want, and at its peak, stick your foot out and plant in on whatever surface you want. Pull up on the bars and push down with your foot to keep pressure on the platform. Do whatever kind of style you want while you're up there, then push off and put your foot back on the platform and drop back down to the street!" □

# FREESTYLE IS A

**DIAGNOSIS**

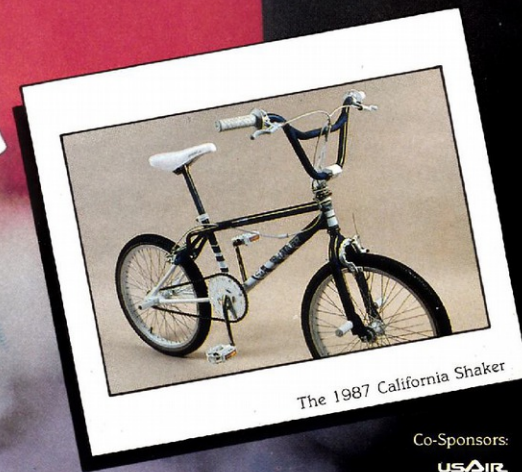


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Dizz Hicks photo by Windy

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# HIT & RUN FREESTYLE TOUR

DATE	SHOP	CITY
June 19	Bicycles Unltd.	Farmington, NM
June 20	Bicycle World	Pueblo, CO
June 22	Walt's Bike Shop	Columbia, MO
June 23	Touring Cyclist	Florissant, MO
June 24	Frames and Thangs	Urbana, IL
June 26	Haack's Cycles	Madison, WI
June 27	Lincolnwood Schwinn	Lincolnwood, IL
June 28	Grand Cycle	Chicago, IL
June 29	Park Forest Cyclery	Park Forest, IL
June 30	Westlake Bikes	Indianapolis, IN
July 1	Greenwood Schwinn	Greenwood, IN
July 2	Albright's Bicycle Store	Mishiwaka, IN
July 3	Cross Country Cycles	Holland, MI
July 4	Alb's Cycle Center	Mt. Clemons, MI
July 5	Garfield Bike Shop	Garfield Heights, OH
July 6	Heidelberg BMX	Heidelberg, PA
July 8	Bicycle Center	Rochester, NY
July 9	Croftt's Schwinn	WilliamSPORT, PA
July 10	The Spoke	Williamstown, MA
July 11	Nanuet Bicycle World	Nanuet, NY
July 12	Sal Echel's Freestyle Fest	New York, NY
July 14	Long Island City Cycles	Astoria, NY
July 16	Bicycle World	Howell, NJ
July 17	Wooden Wheels	Newark, DE
July 18	Charlie's Bikes	Levittown, PA
July 19	Rockville BMX	Rockville, MD
July 20	Wheel Power	Baltimore, MD
July 21	Agee's	Richmond, VA
July 22	Cycles De Oro	Greensboro, NC
July 23	Winterpark Schwinn	Wilmington, NC
July 24	The Cyclist	Columbia, SC
July 25	Andy Jordan's Bicycle Center	Augusta, GA
July 26	Free Flite	Marietta, GA
July 29	Pedal Pushers	Jacksonville, FL
July 30	Benjamin Schwinn	Ft. Meyers, FL
Aug. 1	Centerpoint Schwinn	Birmingham, AL
Aug. 2	Tri-County Pedal Center	Oliver Springs, TN
Aug. 3	Pro Rider Bicycle Shop	Knoxville, TN
Aug. 5	Bicycles of Sherwood	N. Litterock, AR
Aug. 8	Swiss-American Bike Shop	Glendale, AZ
Aug. 9	Coast Wheels	Anaheim, CA

TIM ROGERS



Photo by KER

PETE AUGUSTIN



Photo by JULES

PIZZA HICKS



Photo by WINDY

GARY POLLACK

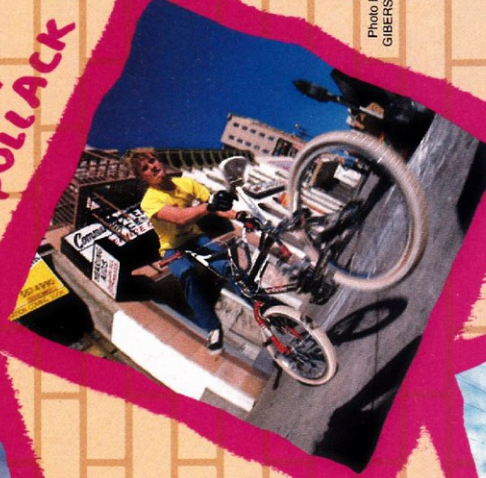


Photo by GIBERSON

MARKYNN MCGLYNN



Photo by JULES

# CW kicks #@%\*!

Jason Donnell, 11, Expert



What Jason Donnell has done to the competition lately can't be printed in the magazines — it goes way beyond bad taste. When the two-time World Champion hits the track, everything else hits the fan. With so many humiliated challengers gunning for him it's no wonder Jason rides a CW — he can't afford to take second place.

Jason's Ultra Mini Cruiser and ProMotion Mini are just two of the framesets in our incredible Premium Line. All of our Premium frames, forks, seatposts, and legendary handlebars are manufactured in the U.S. with only the finest aircraft-quality materials. And all are finished in flashy, multi-tone graphics to insure their durability and good looks. Nobody said waging war on a BMX track had to be ugly business. Aboard a CW, it's not.

If you're as tired of getting kicked around as our competition is, see your local CW dealer. Start kickin' some #@%\*! right along with us.



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(714) 996-6800



□ **Mike King:** It'll never happen.  
**Alex Baum:** There is no question that BMX will be a future Olympic sport.

Two drastically different responses to one question: Will BMX racing ever become an Olympic sport? What do you think? Are enough countries involved in BMX? Is it a "traditional" enough sport to fit in with bobsledding, ice skating or the decathlon? Are the current races too disorganized? Does it matter? Do you care? Do the manufacturers care?

**WHAT WOULD HAPPEN?**

If BMX were to become an Olympic sport, it would most likely grow larger than ever before. Olympic sports are nationally recognized by the media, the general public and the government. BMX would stop being considered a "rebel" or "underground" sport as it is by many people now. Big sponsors from outside the industry would most likely come into the sport and pump in major money, as well. BMX could explode to unbelievable proportions.

**IS THAT GOOD OR BAD?**

If all that did happen, BMX might become too organized and too sophisticated. Parents would, no doubt, become much more involved in their kids' training, racing and riding. Some kids would probably be forced to work at BMX racing—for that big chance in the Olympics. Wouldn't that take a lot of the fun out of the sport? It might in some cases, but in other ways, it would be a great asset. Imagine federally funded BMX tracks! Imagine companies such as Subaru or Coca-Cola sponsoring races! Or ABC's *Wide World of Sports* covering the BMX World Championships! Exposure like that could only make BMX better.

**WHAT WILL MAKE IT ALL HAPPEN?**

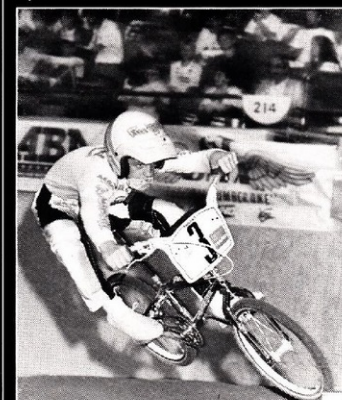
According to Alex Baum of the Federation of International Amateur Cyclists, who has been working with FIAC (pronounced *fee ahk*) for the past few years to get BMX into the Olympics, doing so will take the cooperation of the entire BMX world. Our current BMX sanctioning bodies (the ABA, NBL and IBMXF) need to work together with groups such as FIAC to put together BMX events of international caliber. Alex has been working with the BMX sanctions, and things have been coming together: "We're talking, I think. We need to work not just for today, but for tomorrow, as well." The international races, such as the FIAC BMX World Championships in Bordeaux, France, will play a major role in getting BMX into the Olympics. In the past, so-called "World Championships" have never been internationally successful. When the races were held in the U.S., only a few riders from foreign countries showed up, and when they were outside the U.S., hardly anyone from the U.S. went to them. All countries in BMX simply need to come up with a select number of riders (through qualifiers, etc.) and to send them to these international events.

**SYNCHRONIZED SWIMMING, ALPINE SKIING & BMX?**

# THE GOLD RUSH OF 1992

Will BMX racing become an Olympic sport?

By Scott Towne



Galen Starlin (here at the ABA Grands) is a prime candidate for '96 Gold—He's the right age (13 now), amateur and fast as heck.

Alex Baum, the main man behind the Olympic BMX push. If all goes as planned for Alex, the head honchos of the ABA, NBL and FIAC will be meeting soon to discuss the steps necessary to get BMX into the Olympics. ▶

**WILL IT HAPPEN?**

According to Alex, BMX will most likely be a demonstration sport in the 1992 Olympics. That means a sample race will be run in front of the Olympic committees from the different countries. If all the countries approve, it could be an official sport in the following Olympics (1996, in this case). Of course, countries such as the USSR and other Eastern Bloc countries would have to approve it, also, but Alex says that BMX racing is already a reality in Czechoslovakia and East Germany, and we've heard that the Russians have expressed interest, too.



**WHAT DO THE AMERICANS THINK?**

We asked a few of the top amateurs at the recent Bakersfield Nationals in California what they thought of the idea of BMX in the Olympics: Danny Millwee: "I think it should be." Eric Carter: "It's a good idea." Rick Gilbert and Terry Tenette, in unison: "Yeah!" Bubba McIntosh: "Yeah, it'd be cool." Mike King: "Yeah, I'd like to represent my country." As you can see, they all were big on the idea. But when asked if they'd be willing to stay amateur (professional athletes are not allowed to compete in the Olympic Games) until 1992 or 1996, they had different answers, usually, "No, I couldn't wait that long. No way." All the riders thought it was a great idea, but they



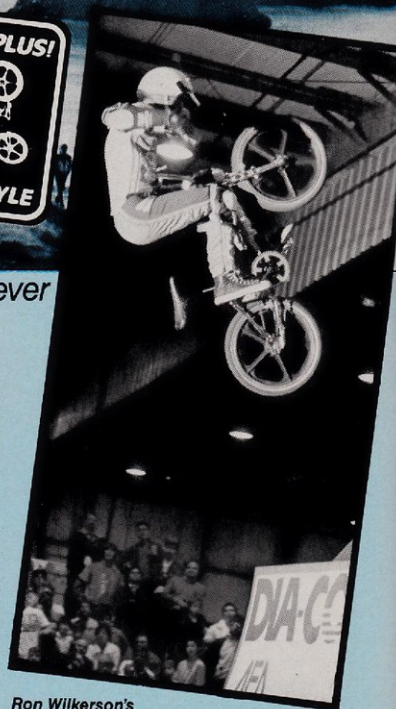
didn't think it would happen. Of course, they all live in the U.S., not in the European countries that are really pushing for Olympic acceptance. Maybe if all the industry leaders and sanctioning bodies get together with the head honchos at FIAC and the international leaders, we can work out something. For now, we need to become more involved in the international racing scene. If you would like to become more involved or want more information on FIAC and the BMX/Olympics possibilities, contact Alex Baum/Olympic BMX, 5437 Corteen Place, Unit 201, North Hollywood, CA 91607. □

AFA PORTLAND, OREGON

# PLAY IT AGAIN, RON



We'd heard the beaches of Oregon were beautiful, so we drove down for a look the day before the contest. The rumors are right! Ecola State Park.



## Wilk-O takes a tough one in the AFA's raddest contest ever

By John Ker

□ Boy, if you weren't in Oregon, you missed a good one. It was maybe the most exciting freestyle contest ever. The flatland battles were good enough, but the ramp competition was a mindblower—easily the best AFA one this reporter has ever seen, with a final pro matchup between Mike Dominguez, Todd Anderson, Ron Wilkerson, Josh White, Brian Blyther and Hugo Gonzales that had the crowd gasping for breath and screaming for more.

### NEW RAMPS

The contest offered the first use of the new Dia-Compe quarterpipe built especially for the AFA. A big steel-and-wood job, eight feet high and eight feet wide with a giant ten-foot platform on the top, it's a ramp that will be trucked to every remaining AFA Masters Series contest this year. There is even a matching short ramp.

The biggest complaint about the new quarterpipe was that there weren't two of them. As it was, the guys had to slow to almost a stop at the other end of the small arena after each air, turn around or do a kick turn, then start accelerating again. As Dominguez put it, "It's like practicing starts all day."

CW's Eric Evans set the mood for the day with what was probably the raddest ramp routine ever performed by a kid so

young. Only nine year old, 59 pounds, four-and-a-half-feet tall and riding a custom-made 16-inch CW, but riding ramps for four years already, Eric blasted one, two and three feet out of the ramp with tricks like no-footers, a turndown, a cancan, and a whole bunch of other stuff. He says he can do no-footed cancans, but he didn't do one here. That's okay. We can wait. In a few years this guy should be challenging the sport's top pros. We're sure we'll see that trick someday.

### THE MATT HOFFMAN SHOW

One of the best things about going to an AFA contest is getting to see Matt Hoffman ride. He went from obscurity to hero status as the sport's most radical young rider in less than one year. In the past, Matt's best runs have been in practice, but that all changed this day.

Just the announcement of his name sent the crowd into a screaming frenzy. Matt didn't disappoint them, either, as he came out and pulled off the most exciting ramp routine of the whole contest.

He started out with a 360 fly-out and a 270 drop-in, then he started getting crazy. His next air was an eight-foot invert, then he did a cancan over-and-out seven feet out. He followed that with a no-hander into a no-footer seven feet out. Next was a no-footed-cancan fakie air three or four feet out, which drove the crowd berserk.

Ron Wilkerson's almost too quick for the camera on his no-handed fakie airs. He does get full extension with his arms, but he does it on the way up, not at full altitude, which is what we shot here. Give us another chance, Ron, and we'll try to get it right. First place, Pro Ramps.

Martin Aparijo, second place to R.L., THIS time. But, where was McCoy? ▶

He did another cancan variation that we couldn't even see because of all the flashes that went off at its peak, then came back and did the raddest no-footed cancan of all time, the "Indian air," which



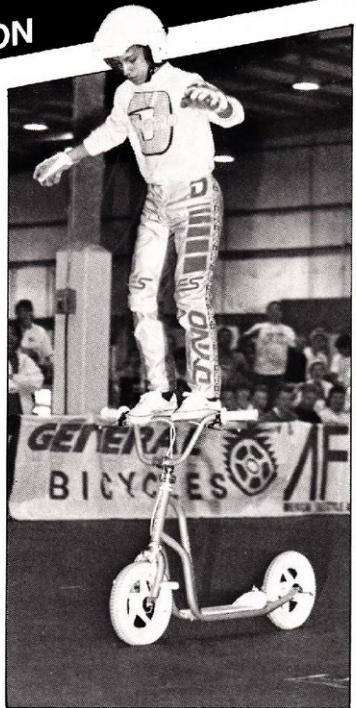


## AFA PORTLAND, OREGON

is one where Matt twists his body around backwards in midair and crosses his legs before spinning back around and putting his feet back on his pedals for the reentry. It was one of the raddest tricks of all time and it sounded like everybody in the building, all 1100 spectators and 126 competitors screamed their appreciation at the same time. Matt then did a high no-footed invert and a high no-hander to finish off his run. The judges may have been cheering too. They gave him a 93.7 for the run, far and away the highest score of the contest.

The excitement didn't reach the same fever pitch again until the pros came out, but 19 and Over Expert Dave Voelker brought it pretty close. Voelker started out with one of his upside-down footplants, then blasted the highest air of the contest so far, with a nine- or ten-foot-high tabletop. He went back and did a radical kickturn on the other end, then came back for a no-hander that was up around seven or eight feet out. His next one was a flyaway bike grabber, seven feet above

◀ *Charter member of the Camarillo Gang, Dino DeLuca, de-limbing his way to a second in 19 & Over ramps behind teammate Voelker.*



*When the AFA tried holding a scooter class at the contest, Ruben Castillo showed just how rad a scooter pilot can get.*

the platform, then a seven-foot cancan. He did another eight footer before his time ran out and the crowd went crazy again.

Actually, there was one rider that the crowd cheered even louder than Voelker in that class. That was Portland local Monte Hill, who tied for second with Dino DeLuca, then lost the runoff to Dino for second place. The trick that put Dino over the top was one of the raddest lookbacks of all time (judging from the videotape). Seeing it in person was impressive enough, but it really had to be seen in slow motion to be appreciated. We've never seen a more contorted lookback.

### PRO RAMPS

The pros drew for positions, and Dominguez came out first. His first air was as high as Voelker's best—in other words, it equaled the highest air of the contest. Michael came back with a series of variations that were all incredibly high. He did a turndown up around eight feet out, a one-handed cancan eight feet out, a fakie air three-and-a-half feet out, a six-foot-high no-footer, a six-foot lookback and a one-hand one-footer about six feet out. After doing a framestand on the short ramp, Michael came back and blasted the highest fakie air of all time—at least five feet out. He came back with a 540 five feet out, with 1100 people screaming their brains out, then finished up with a couple of other high airs. It was a killer run, one of the best ones in Pro Ramps' history, and maybe Michael's best run

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AFA PORTLAND, OREGON



Rick Moliterno racked up another flatland win, and he didn't do all that badly on the ramps, either. This is pretty big air for a ground rider, don't you think?



Of all the tricks we saw this weekend Aaron Dull's cherrypicker squeaker (can we call it a "pick-squeaker?") was easily one of the best.



This dude can rip. The name's Eric Evans and he is rad. First place in 13 & Under Expert Overall.

ever. It was going to be a tough one to beat.

Todd, Brian and Josh all tried to do just that. Todd did his amazing bar-spinner air, sky-high cancans, inverts and one-hand one-footers, and even a 540 as high as Dominguez did his. It wasn't good enough.

Brian did eight-foot airs, a 540 fly-out, a crossed-up one-foot-high aerial on the short ramp (!), a rock-and-roll fakie, a high one-hand one-footer, a turned-down X-up and a 540 about two feet out. No chance.

Josh did a one-footed X-up over seven feet out, a Grizz air about the same height, a cancan lookback six feet out, a tabletop fakie air about three-and-a-half feet out, a no-footed cancan six feet out, a couple of other airs, and then a 540 five feet out, the same as Dominguez and Todd. It was a great run, but Mike's was still the best.

Then came Wilkerson. Ron blasted a rocket air eight feet out for his first air, and we knew we had a contest. He went back and did a radical kickturn on the short ramp (he did a few in his run), came back for a six-foot tabletop, then a backwards abubaca, a 270 drop-in, a front-wheel abubaca, a seven-foot no-hander, a Miami-hopper drop-in, and then a no-handed fakie air about four feet out—the first one ever done in a contest. He

landed okay but slid out at the bottom of the ramp and fell, then jumped up shaking his fist in jubilation as the crowd went crazy. His time was out. It was going to be close, but it looked like Ron had done it.

Hugo came next and he was good, too, but no match for the others. He bailed twice, but he also did a good 540 the same height as Michael, Todd and Josh. Still, he didn't have a chance. The class belonged to Wilkerson. Michael was second-best this time.

#### FLATLAND

The flatland competition is getting ridiculous. There were some incredible new tricks on display here, thanks mainly to the legions of unknown riders trying to break into the big time. Here are some examples:

John Donald pulled off a standing backwards infinity-roll wheelie. It's supposedly called a "backyard!" Whatever you call it, it's hot.

Aaron Dull was anything but dull. He did a cherrypicker squeaker that was too rad for words.

John Washburn did a balance trick with the bike resting on one rear peg. Then he made the bike turn around in circles. It's called a can opener, somebody told us. It's cool.

Paul Mackles did a high-speed forward side glide. Hair-y!

Jonathan Garcia did a backwards infinity-roll squeaker wheelie.

Kevin Martin did a trick called the "yodel" that almost has to be seen to be

believed. He gets going really fast, pops a wheelie, then jumps up and puts one foot through the bars as he spins himself and the bars around backwards. That puts him in a high-speed backwards framestand with his legs wrapped around the stem and bars. He does it with style, and no hands, too. It's radical.

What may have been the best trick of the contest was one that Mike Loveridge introduced. He does an upside-down seat grinder and turns it into an upside-down bionic infinity roll. Unfortunately, Mike lost control at the end of the trick and the bike spun out of control into the crowd. Bob Morales of the AFA called it the hottest ground trick of the contest until Loveridge lost it. Loveridge took fourteenth in his 16-18 Expert class and, without a doubt, his score would have been a lot higher if he had pulled it off.

As it turned out, most of the guys who did the best in the results did so with hot routines that didn't rely on new tricks. Eric Evans, Ruben Castillo, Adam Jung and Rick Moliterno won their classes with hot riding, but mostly tricks that others have pioneered (except for maybe Moliterno).

#### THE PROS

R.L. Osborn and Martin Aparijo have been giving Dennis McCoy some tough competition lately, looking like they could maybe steal a win from him someday soon. They didn't have to steal it this time. McCoy was still recovering from the injuries he received in a bad crash off the Dan'up quarterpipe four days earlier.

The class was a real showdown. Dave Nourie rode the hottest routine of his life, including a radical Miami hopper peg



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PRO RAMP	SCORE	WINNINGS
1. Ron Wilkerson/Haro	90.3	\$350
2. Mike Dominguez/Diamond Back	88.0	225
3. Josh White/GT	87.0	125
4. Todd Anderson/General	86.7	75
5. Brian Blyther/Haro	84.7	50
6. Hugo Gonzales/Skyway		

PRO FLATLAND	SCORE	WINNINGS
1. R.L. Osborn/General	92.3	\$350
2. Martin Aparijo/GT	90.3	225
3. Ron Wilkerson/Haro	89.7	125
4. Dave Nourie/Hongoose	88.7	75
5. Rick Allison/CW (tie)	86.0	50
6. Pete Peterson/Skyway (tie)	85.3	
7. Robert Peterson/Skyway	84.7	
8. Josh White/GT	84.0	
9. Chris Lashua/General		
10. Fred Blood/SpekBros		

19 & OVER EXPERT RAMP	SCORE	WINNINGS
1. Dave Voelker	90.3	\$175
2. Dino DeLuca	90.3	125
3. Monte Hill	89.0	75
4. Marty Schlessinger	86.7	50
5. Rick Mollerino	86.0	
6. Rick Mollerino	85.3	
7. Dino DeLuca	84.7	
8. Jonathan Garcia	84.0	
9. Pete Kearney		
10. Kenneth Evans		

14-15 EXPERT FLATLAND	SCORE	WINNINGS
1. Ruben Castillo	88.7	\$175
2. James Coppock	88.7	125
3. Aaron Dull	87.3	75
4. Gregg Rogers	87.0	50
5. John Donald		
6. Eric Evans		
7. Philip Johnson		
8. Ryan Leo Dunmann		
9. Ryan Leo Dunmann		
10. Ryan Leo Dunmann		
11. Eric Evans		
12. Eddie Montalanga		
13. Eddie Montalanga		
14. Timmy Carter		
15. Richard Cockrill		
16. Mike Lovensorge		
17. Richard Parker		
18. Ruben Castillo		
19. Trevor Hernandez		

The style, the finesse, the altitude... who else could this be but Todd Anderson? Todd ripped the air apart with a great routine, but came in fourth. At any normal contest, Todd would have been the winner.

A major slam in his ramp run knocked the wind out of Dizz's quarterpipe routine, but he still managed to throw in time, but he still managed to throw in some radical style out of six in 19 & Dizz ended up sixth out of six in 19 & Over Expert Ramps and eleventh out of 13 in Flatland. He raged in both classes, but his mistakes cost him dearly.

The man, the myth, the legend. "El Cid" or "El Shred" or just plain R.L. Whatever you call him, he's good. First in Pro Flatland.

freestyle rider in the world again, the way he was in 1985 when he won the Overall Pro title in the AFA. Ron didn't like losing that title to teammate Dennis McCoy last year, and he doesn't want to lose it again. It's not just the title, either; this year there's a prize. Our own American Freestyle Magazine (formerly Freestyle Spectacular) is giving an Isuzu truck to the Overall Pro in the AFA at the end of this year. Wilkerson wants it. It will be interesting to see if he can get it. □

They'd all but forgotten about Dave Nourie in recent months, but he proved he's still a force to be reckoned with. The judges gave him fourth, but some of his fellow riders thought he should have been scored two or three places higher.

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# THEN & NOW



At first glance, Scot's '76 FMF doesn't look that different from today's bikes, except for the Addicks plastic sprocket, the Bendix coaster brake and the Huffy stem (it's hidden behind the numerplate).

Flight Cranks. SR Beartrap pedals with alloy body, chromoly shaft. SST internally braced chromoly seatpost. Araya 7X rims, 80-to-60 double-butted spokes. Campagnolo track hubs. Comp III tires, 20" x 1.75" front and rear.

## SCOT'S 1976 RIDE

FMF Team Replica aluminum frame, FMF chromoly forks. FMF Gold Bars, aluminum, extra-tall. Huffy mild steel (heavy as heck!) stem. Steel one-piece cranks, 7-1/2 inches (190mm). Union stamped-steel pedals (soldered at weak points). Steel seatpost from a Schwinn tandem bike, extra-long (18 inches). Araya 7B alloy rims, 80-to-60 double-butted spokes, Cook Bros. sealed-bearing alloy hub (front), Bendix steel coaster brake with a turned-down hub shell (supposedly to aid in "cooling"). Goodyear Eagle or Dan Gurney blackwall tires, 20" x 2.125" front, 20" x 1.75" rear.

They don't seem that much different, but imagine if Pete showed up at the next National with a Huffy stem and a coaster brake! Or if Scot were to have Red Line Flights on his bike at a race in '76! People would have thought he was from outer space! Incidentally, the FMF aluminum frame and bars, and the aluminum Araya rims, were brand-new at the time (Scot ran the BMX division of FMF).

## TRAINING

In '76, Scot trained primarily by riding his practice bike (an FMF "Breithaupt Replica," which was made of steel and much heavier than his race bike), street thrashing, racing two or three local races a week and stretching. He also "ate like a pig," as he puts it.

In '86, Pete mostly trained with weights (as you can see by his hulking body!) and practicing starts. He was also on a high-protein diet (for muscle growth).

## RACING

Ironically, both Pete and Scot raced 24 Nationals in their number one year (Another interesting fact is that Pete began racing in 1976). The results of those



◀ The 1976 FMF BMX team (before Stu Thomsen joined) left to right: Shawn McKeown (finished National 14), Jeff Utterback (finished National 3), Greg Hill (yes, OUR Greg Hill, finished National 10), Scot Breithaupt (number 1, of course) and Darrel Yeargain.

Pete Loncarevich and his '86 Haro Group One RS1. What would they have thought of triple-butted chromoly tubing and \$150 cranks back in 1976! ▶



24 races are a little different, though. Pete won an amazing 16 of his 24 Nationals in '86, but Scot won an unmatched and unbelievable 22 of 24!

Haro, of course, paid the expenses for Pete to fly to all but the closest of races. Scot, however, personally paid for himself and his team (Greg Hill, Jeff Utterback and Shawn McKeown) to travel across the country on their summer tour (the team riders' parents helped, too) in the FMF "Great White Whale"—a totally used Dodge van.

## INCOME

Pete says of his income, "I'm underpaid!" That may be true, but Pete doesn't know exactly how much he earned from racing in 1986. Our educated guess is that he earned close to \$100,000 (!) from his Haro salary, contingencies and purse earnings. Scot tells us that he earned about \$10,000 in 1976, and that it was considered an enormous amount at that time. His money came from product endorsements, from his cosponsors (Bell helmets, Bel-Ray lubricants, Oury grips and Shimano) and from his salary for operating the FMF bicycle division. He did win some money from actual races, but the Pro class had not yet been officially created, and pro races were very rare.

## WHAT WAS IT LIKE?

"We wore the same uniforms all year," Scot told us, "and we didn't get new parts. We simply fixed the old ones—over and over again. It was more fun and games then," Scot says. "There were plenty of serious riders [John George, Byron Friday, David Clinton, etc.] and a few teams [FMF, DG, Shimano, Suzuki, Mongoose, Red Line and Webco were the big teams of the era], but back then our main objectives were mudholes, big jumps and the hot babes on the sidelines." The tracks weren't the groomed-to-perfection, eight-lanes-wide-all-the-way-around, timid tracks of today, either. "The gnarliest track I've ever seen was on tour in '76. It was Dusty Trails in Ohio, and it was run by a guy named Big Al, who weighed about 400 pounds. It was almost a mile

long and mostly downhill. Down the starting hill you would hit an honest 45 mph! It went over a creek bed and down a gravel road. You weren't even tired when you were through, though, because it was so... fast! That was where I first met Brad Fanshaw [who now works for the ABA] from Nebraska. The races back then were knock-down drag-out battles. I used to play tricks on people," Scot recalls, "like gluing an extra valve stem on my rim and telling people my bike was light because the tubes were filled with helium."

## HOW DO TODAY'S TOP STARS COMPARE WITH THE GUYS BACK THEN?

In Scot's eyes, some pros today don't do anything to help the sport. "They simply rely on their racing for their success," says Scot. "We'd show up at the races a day early to build the track! We also did radio and TV spots and made sure that everyone in that town knew we were going to be there. The pros need to learn to talk—to promote the sport. If today's pros would take on the promotional attitude of pro wrestlers, our sport would explode again, like it did in the late '70s."

## THE FINAL WORD

There's no question that it takes a lot of work and dedication to win a Number One plate, whether it's 1976, 1986 or 1996. Pete and Scot can tell you about the ins and outs of attaining that plate, and if you do decide to pursue that goal, we wish you luck—you'll need it. □

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# THE CHAIRMAN



On the ground, Matt is kind of shy and quiet.

By John Ker

Hot new guys have a way of showing up fast in the freestyle world. Especially if they ride ramps. Mike Dominguez was only 14 when people first began to say that he was possibly the best ramp rider in the world. That was three years ago. Many people still consider Mike the world's hottest aerialist, but now even Michael has somebody sneaking up on him from behind. If you've been to a big contest in the last year, you probably know who we're talking about. The name is Matt Hoffman. He only turned 15 in January, but he's already being touted as the next Dominguez.

**THE MOVES**

In the last year or two, Mike Dominguez has refined his riding style to the point where he normally only does two or three different variations. His favorite moves are basic airs (both hands and feet on the bike) and 540s. Being as how 540s are just about the hairiest aerials in the world, and seeing as how Michael does them higher and better than anybody else, his position as the top gun in ramp freestyle is one that most other ramp riders can accept.

# MATT HOFFMAN

The boy who will be king



Michael may not do many other tricks, but the ones he does are pretty amazing. He hasn't done a no-footed cancan in almost two years, as far as we can tell, but he was the guy who invented the trick in the first place, so how can you knock him about that?

Anyway, this isn't a story about Mike Dominguez. It's a story about the guy who may be Michael's toughest challenger some day, a kid from Edmond, Oklahoma, named Matt Hoffman.

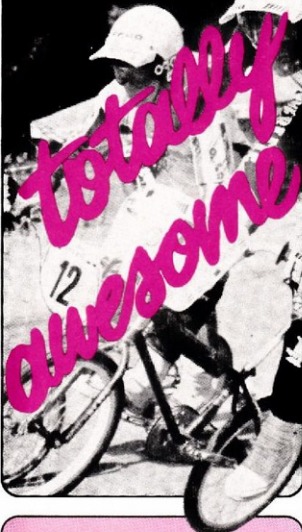
Matt first got into ramp riding three years ago when his brother Travis, now

*It didn't take Matt a long time to adjust to Dominguez's ramp. Within five minutes Michael himself was saying stuff like, "How in the world does he do that?!"*

*No, Matt isn't doing a no-handed nose grinder, but we wouldn't put it past him. Matt is the current plywood king, and you know the pros dread the day they have to compete against him. ▶*



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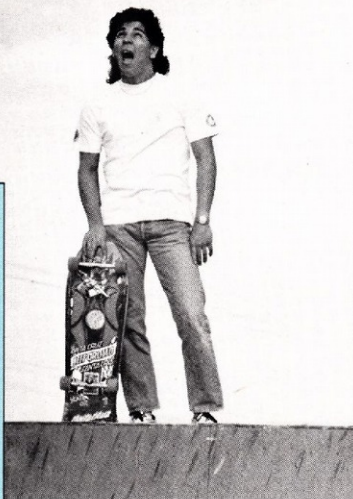
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**MATT HOFFMAN**



In the air, Matt is a wild-man! Nobody can tweak a cancan like he can.



**FAST FACTS**

**MATT HOFFMAN**

• **AGE:** 15  
**BORN:** January 9, 1972, Edmond, Oklahoma  
**CURRENT RESIDENCE:** Edmond, Oklahoma  
**SCHOOL:** North Edmond Mid High School  
**GRADE:** Ninth  
**GRADES:** B's and C's  
**SCHOOL SPORTS:** None. "I used to be into wrestling, football and basketball, but not anymore."

**FAMILY:** Father (Matt) owns Zimmer-Hoffman Associates of Oklahoma, an orthopedic equipment company; Mother (Joni) is a homemaker; Matt also has two brothers (Travis, 16, and Todd, 23) and two sisters (Gina, 22, and Linda, 32)

**PETS:** One chow named Grizzly, one schnauzer named Chelsea, and a cat named Garfield

**FAVORITE FOOD:** Lasagna

**RIDING PARTNER:** Steve Swope

**RAMPS:** One halfpipe (nine feet tall, 20 feet wide, 22 feet of flat bottom) and one quarterpipe (eight feet tall and eight feet wide)

**BIKE:** Skyway T/A, Graphite Tuff Wheels, D.K. stem, Woody Itson handlebars, Dia-Compe Nippon brakes, 180mm Takagi one-piece cranks, 44/16T gearing, Mushroom grips, Mitsuboshi Comp Stadium tires (20" x 2.125", front and rear) •

16, built a six-foot-high quarterpipe in the backyard of their house. Matt was into motorcycles at the time, but he tried the ramp and liked it. He liked it so much he sold his motorcycle and bought a bike.

Matt was starting to get pretty good two years ago, so he entered a local freestyle contest in Oklahoma. "I'd just turned 13. I could barely get out," Matt recalls. "My back tire would just get out and I'd go 'Yeah!' It was still good enough for second place.

A year later, Matt rode again in Oklahoma, this time in Tulsa at last year's AFA Masters contest, and he got first. A few months later he rode at the Madison Square Garden contest in New York City. Skyway's Eddie Roman and Perry Creman (the team manager at the time) saw enough. They invited Matt to join the Skyway team, and he accepted.

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**MATT  
HOFFMAN**

Since then, every time our staff has gone to a contest where Matt has ridden, we've come back raving about Matt's riding. He's quickly becoming (or maybe even has become) the raddest rider in freestyle. His cancans are the most twisted in the sport. His no-handers are the raddest. His no-footed cancans are the most radical ones in freestyle. His airs are up there with the very highest in the sport.

Matt is now inventing his own tricks. His latest variations are the no-footed cancan fakie air, and the no-hander into a no-footer. He also invented the switch-hander and the switch-hander cancan. There's no telling what he might come up with next. The day we shot the photos for this story, he tried doing a decade-fakie on Dominguez's halfpipe. He didn't quite make it, but he came real close.

Watching Matt ride, you naturally wonder if Matt is ever afraid of anything. "After I wreck, I am" he told us. "I get scared until I do the trick again."

Injuries are not a big worry for him, though. He's broken his collarbone "a lot," plus he's broken a foot, a toe and a rib, and he's also been knocked out three or four times, as best he can remember.

"One time I got knocked out and lost my memory," Matt recalls. When he came to, he was lying at the bottom of the ramp and didn't know how he got there. "I didn't even know that I rode bikes on a ramp. I didn't understand the concept. This guy named Page told me that I was doing a no-hander and I hooked up, and I was saying, 'No way! You mean I take my hands off when I'm riding?' And he said, 'Yeah, and you've gotten knocked out before, too.' And I was going, 'Wow, that's dumb! Why do I do that then?'"

Matt doesn't say why he does it, but it's obvious anyway. For him it's just plain fun. He says he likes it best when he can twist himself all out of shape in midair and still come down okay. He's got a couple of tricks he's been working on lately. One is the Indian air, in which he twists his body around backwards and cancans each leg to the other side of the bike while he's in the air. He does it riding on the ground to demonstrate. The other is the no-handed no-footer. "I'm going to work on that one," Matt told us. "I'll let you know in a couple of months."

Are there any tricks Matt can't do? "The 540. I've done 'em, but I can't do 'em consistently," Matt says. Anything else? "Abubacas. I've got a freewheel, so it's a lot harder. I'm working on it."

That's all right. He's got time. We've got a feeling Matt is going to be around for a long time. □

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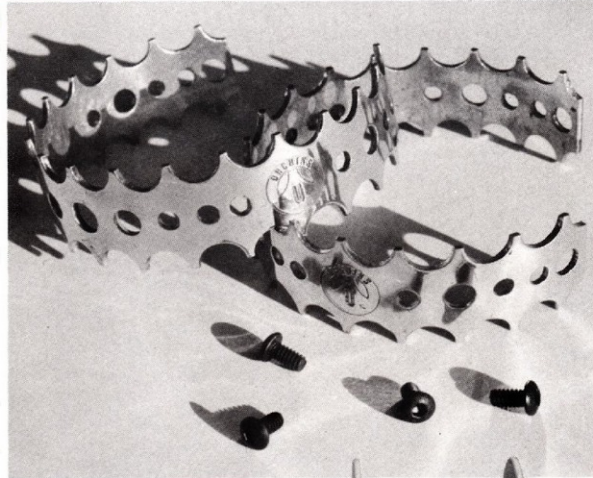
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No prob. Just read through the ten tricky questions in this ad and start flipping through the mag for the answers. As you probably already figured out, each question relates to something in the issue, so you don't need any special scratch-off card or multi-digit entry number to win. All you need is the copy of *BMX PLUS!* you're holding right now. Go for it, dude!

**HOW DO I SUBSCRIBE?**

No problem, either. All you have to do is find the coupon on the enclosed envelope, fill it out, stick in the money order or credit-card info and pop the whole package into a mail-box. No postage necessary. Soon you'll be getting wild BMX racing and freestyle right in the comfort of your very own home.

**HOW DO I WIN?**

You guessed it: *No problem*. Even if you don't win one of these ultra-tasty prizes, you'll win for sure with a one- or two-year subscription to *BMX PLUS!* Rad photos, honest tests, how-to's for the masses—how can you lose?! Subscribe and enter the *BMX PLUS!/GT* Hide-A-Contest today.

**OFFICIAL CONTEST RULES**

No purchase necessary. All entries become the property of Hi-Torque Publications, Inc. None can be acknowledged or returned. The winners will be determined in a random drawing from all correct entries postmarked no later than September 28, 1987. Entries must be postmarked first-class mail, one entry per envelope. Contest limited to continental U.S. residents only. Decision will be final. The odds of winning will be determined by the total number of correct entries received. Sweepstakes subject to local, state and federal laws, and is void where prohibited. No substitute prize will be given, nor will cash equivalent be paid. In accepting the prize, the winner grants Hi-Torque Publications, Inc. the right to publicize and promote his/her photograph and the winning of the award. Employees of Hi-Torque Publications, Inc. and their families are not eligible for the sweepstakes. DRAWING WILL BE HELD OCTOBER 5, 1987.

**ANSWERS TO THESE QUESTIONS  
HIDDEN SOMEWHERE IN THIS ISSUE!**

1. What did Scot Breithaupt eat like in 1976?
2. How old is Gina Hoffman?
3. What P.O. box do you have to write to in order to find out about a beret with bats on it?
4. What is Mrs. Bansbach's occupation?
5. Did Chris Moeller win the jumping contest at the Bakersfield race on Saturday?
6. Which is the highest number: The number of teeth on the rear freewheel of a Diamond Back Silver Streak or the sum of all the digits in Diamond Back's zip code added together?
7. Which way did the orange crate scooter go?
8. Can Kevin Hull win an Olympic gold medal in 1988?
9. What is Scott Wallenberg's job title?
10. What happened to the left crank bolt on the Haro Team Master?

**I THINK THE ANSWERS  
ARE AS FOLLOWS:**

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_

**BMX PLUS!/GT HIDE-A-CONTEST  
OFFICIAL ENTRY FORM**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (     ) \_\_\_\_\_

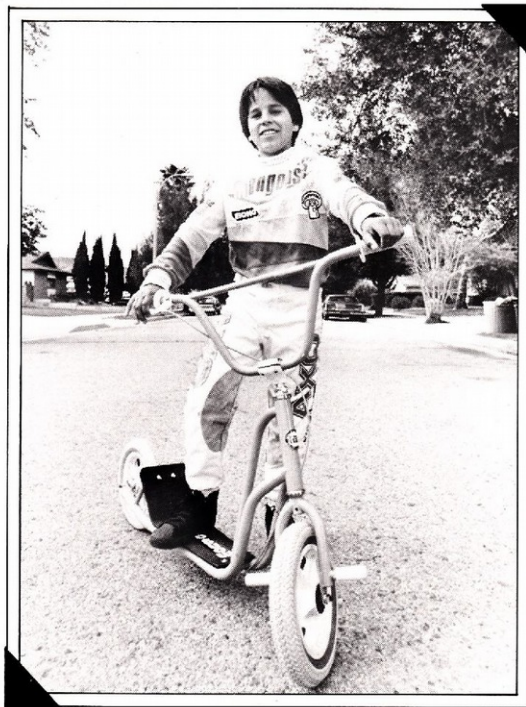
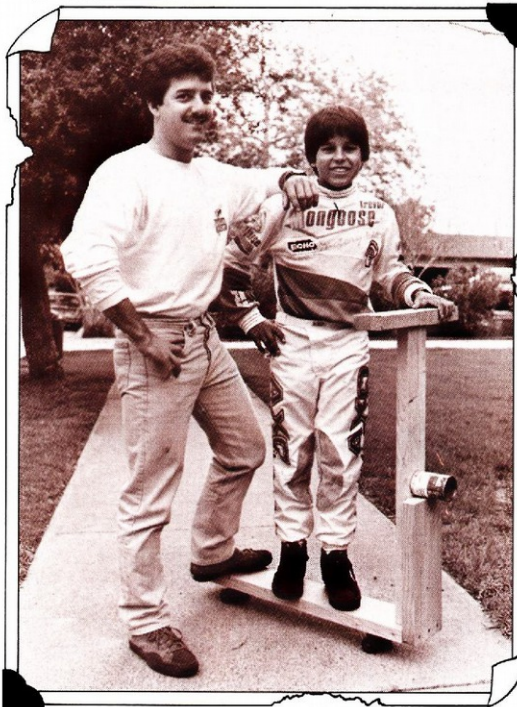
Mail this entry to:  
*BMX PLUS!/GT* Hide-A-Contest, Post Office  
Box 9501, Mission Hills, CA 91345-9501

**NO PURCHASE NECESSARY  
CONTEST DEADLINE: September 28, 1987  
CONTEST DRAWING: October 5, 1987**



# OLD VS. NEW

How do the scooters of yesterday compare with today's?



The old original versus the new challenger.

In a race, the expensive Miniscope was much faster. For trick capability there wasn't even a contest; the modern design was far superior to the homemade version. ▶

□ Scooters are not a new idea. Back in the 1930s and '40s, they were a regular part of growing up, according to people we've talked with who were around back then. It's hard to say what made them disappear for so long, but we'd guess it had something to do with the birth of modern-day skateboarding in the early '60s.

In the old days, scooters were made by nailing or screwing the front and back halves of a roller skate on the bottom of a piece of wood, then adding a handle. When the kids of the '60s got started in the first skateboarding craze, they built skateboards the same way, minus the handle.

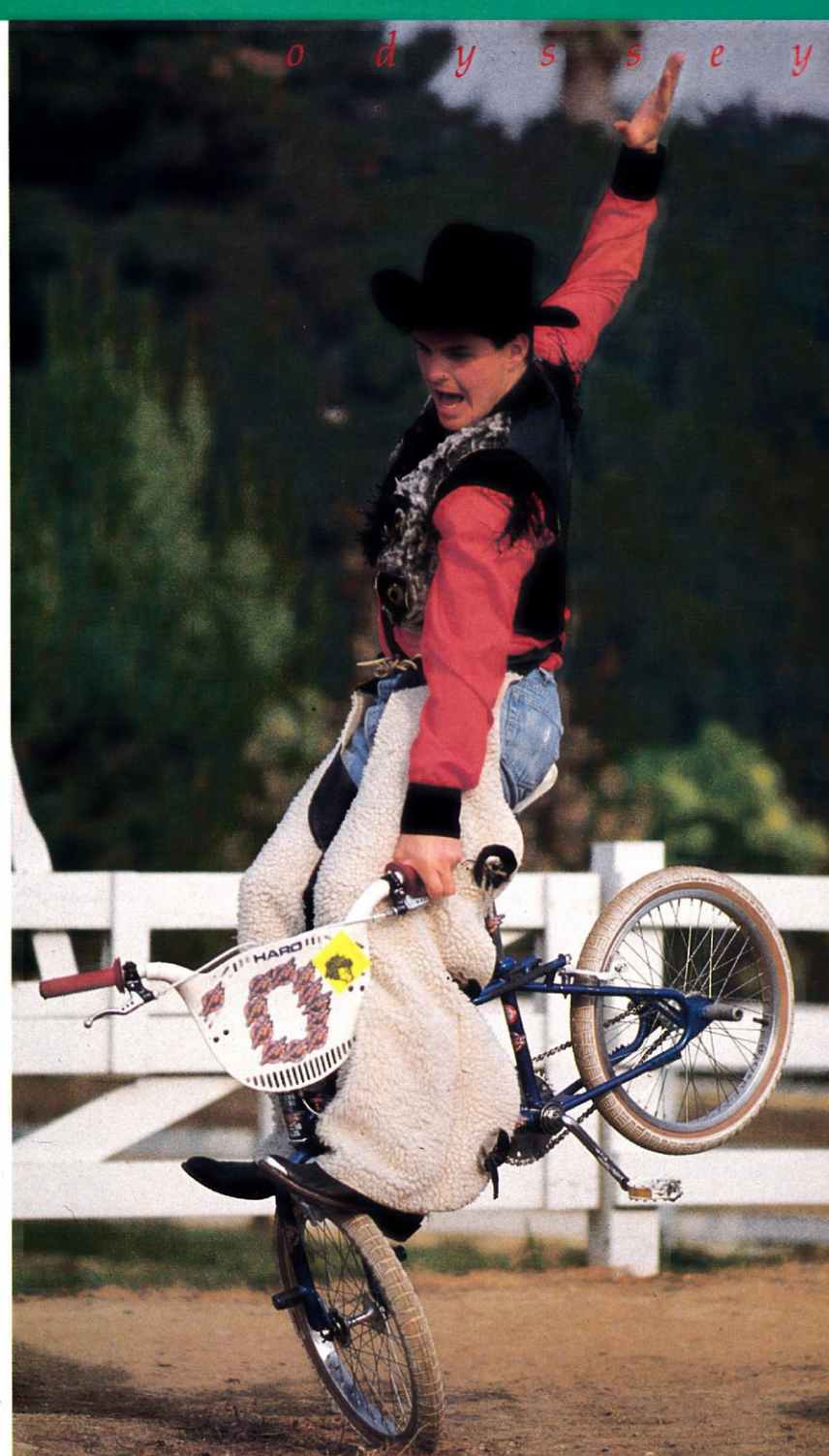


"Well Pilgram, until the Odyssey Leading Edge saddle came along, doing a trick like a Nori spin or a Peterson and still doing bomerangs was about as possible as riding a bareback bronco standing on your head."

Odyssey Leading Edge has a pop out front and a replaceable rear.

"So Tex, don't get caught with your hide branded with scratches or your horns missing your saddle."

FOR CATALOG & STICKER, SEND \$ 3.00 TO  
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LEADING EDGE™

# OLD VS. NEW

Today's scooters are nothing like the old-style roller-skate scooters, of course. Today's versions are much more like bicycles, owing, no doubt, to the fact that bicycle companies are making the scooters these days. Anyway, this got us thinking about how one of the old skate-type scooters would compare with one of today's high-tech BMX scooters. We couldn't think of a better way to find out than to get one of the old kind and compare it with one of the new ones.

## YOU WANT A WHAT?

The first thing you'll find out if you try to find one of the old-style scooters is that there aren't many around anymore. We called bike shops, thrift stores, friends and strangers, trying to find one of the old-style scooters. Nobody knew anybody who had one.

Okay. We'd build our own. We then called up more thrift shops and even a few toy stores trying to find some of the old-style, metal-wheeled roller skates so we could build a modern-day replica of a 1930 scooter.

Guess what. They don't make roller skates with metal wheels anymore! What's more, nobody seems to have any metal-

wheeled skates *anywhere*, at least as far as we can tell.

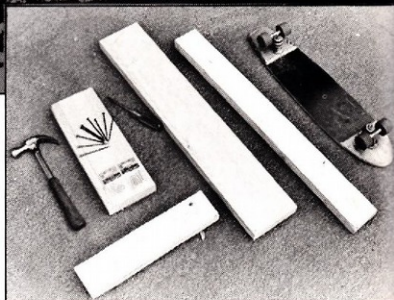
Okay. We can live with that. John had an old skateboard in his garage. One he'd bought for five dollars about 20 years ago. The wheels weren't metal, but they weren't exactly the latest rage, either. They'd have to do.

We made up some rough plans of what we'd need and headed out to the local lumber store for the necessary materials. Four dollars and 97 cents later, we were back at John's house, ready to get to work.

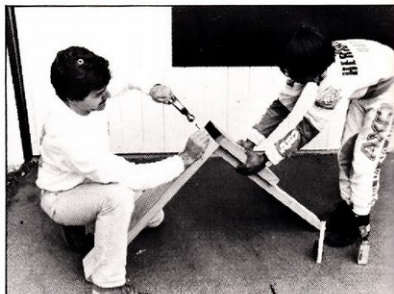
## THE CREATION

The construction of this scooter was not too hard. Mongoose's Dave Custadero and Trevor Hernandez had come by to help us with a scooter how-to for this month's issue, so we got them to help build our replica model.

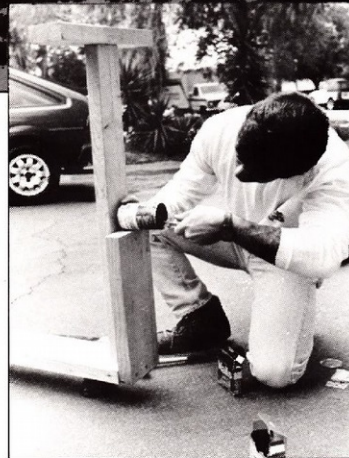
Dave nailed our four pieces of wood together, which took about five minutes, then took the trucks off John's old skateboard and screwed them to the bottom of the chassis. As a finishing touch, we screwed an old Campbell's soup can on the front. The guy at the lumber store had suggested that idea. It was supposed



The lumber, nails and screws cost under five bucks. The old skateboard was sitting in John's garage, just waiting for us to borrow the wheels off it.



Construction of the old-style scooter was a snap. Dave Custadero and Trevor Hernandez put this thing together in minutes.



Believe it or not, this was the hardest part about building our scooter—putting on the soup-can headlight. The trick is getting that screw through the bottom of the can. It helps to put a hole in the can and wood first.

to look like a headlight. It did add a certain rustic charm, we decided.

We would have added an old wooden orange crate to the front if we'd been able to find one of them, but that seems to be another thing that's gone the way of the buffalo nickel. Nobody makes them anymore.

## TESTING IT

As soon as Dave had the thing together, he took off down the driveway on it. It satisfied the number one scooter requirement: it was fun. John and Trevor went next. Surprisingly, it worked pretty well. We could go fast or slow; we could turn it, and we could get it hauling and coast on it for a good ways.

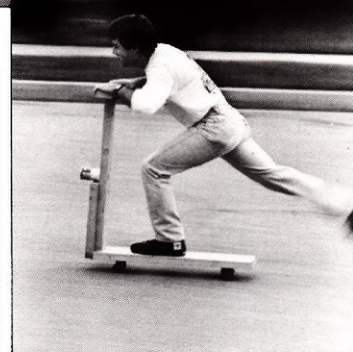
The question was, how did it compare with one of the newer scooters? It didn't take long to find out. We began taking turns riding our homemade model and Trevor's Mongoose.

For one thing, the Mongoose was much better over bumps and cracks, thanks to the big wheels.

For another, the Mongoose turned much quicker, and more controllably, too. The old skateboard wheels felt like they would tip over when we tried to turn fast.

In the stability department, the new scoot had the old one beat by a mile. The two-wheeled scoot was as stable as a bicycle. By comparison, the four-wheeler felt much more dangerous.

Speaking of safety, the Mongoose had it all over the skateboard-scooter. The former had brakes. The latter had none.



The homemade scooter isn't much good for tricks, but it's still fun. (Brakes would have been nice, though.)

If you got going too fast on your way down a hill on the homemade model, you were in big trouble.

## THE BOTTOM LINE

The modern-day scooter had it all over the homemade version in every way but one. Our skateboard/wonder scoot cost us less than five dollars. The chromoly job sells for just over a hundred. Is it worth it? Yep. It blows the old-style scooter away! □

At PEREGRINE when it comes to building scooters we're not monkeying around, so we introduced both the 16" RANG-A-TANG and the 14" PERFECTIONIST. Both scoots are newly designed for aggressive riding performance, and the 12" standard street scoot just for swinging in the concrete jungle.

What's the prime criteria for a high-tuned crank set? It performs when you take it for a spin. So we offer 175mm, 180mm or 185mm lengths, along with freeball or sealed bearing bottom brackets. Tune into our COMPACT DISC and experience high-tech performance. Note: Cr-moly arms, spindles, discs & BB's are sold separately for that mix'n-and-a-match'in.

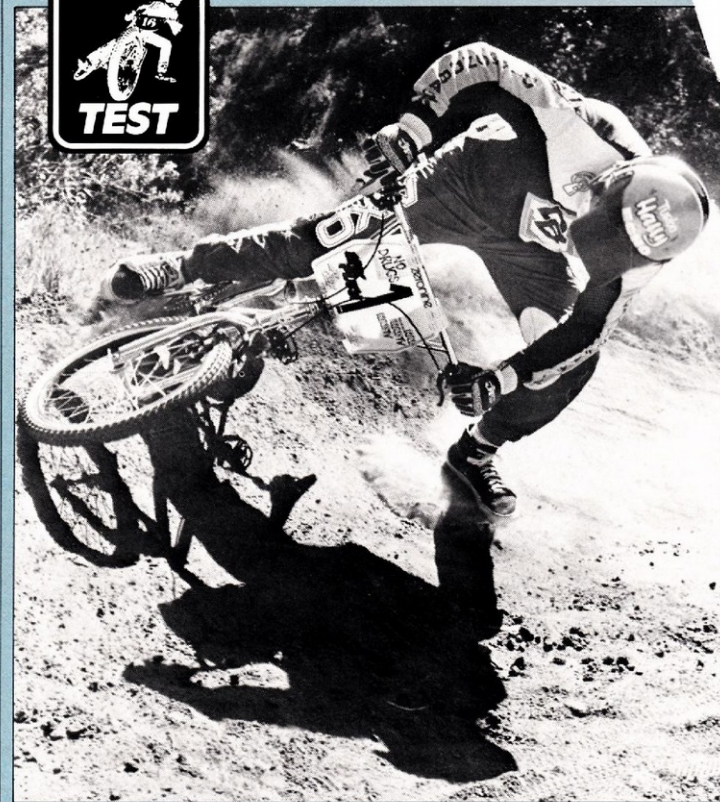




DIAMOND BACK'S ALL-NEW...

# SILVER STREAK

The conversation



Harry with the bermshot. It takes some muscle to break the rear end of the Silver Streak loose, but it's stable once it's sideways.

□ "Hey, that's a cool-lookin' bike."  
 "Thank you, I just bought it."  
 "How much was it?"  
 "It cost \$250, but the painted ones go for about \$10 less."  
 "That's cheap. What kinda Diamond Back is it, anyway?"  
 "It's called the 'Silver Streak.' The man at the shop said it's the 1987 model, too."  
 "Does it have a chromomomoly-alloy frame?"  
 "If you mean *chromoly*, yes. And the forks, handlebars, cranks and seatpost are chromoly, also."  
 "What about the other stuff?"  
 "The other 'stuff,' as you call it, includes Dia-Compe 890 calipers front and rear, Tech-4 levers, alloy rims, SR alloy hubs, Tioga cranks and spider, and CW-type handlebars."  
 "Those grips look like A'MEs. Are they?"  
 "Unfortunately, no. They are blatant copies of A'ME Duals."  
 "The stickers sure look neat-o."  
 "Thanks. Diamond Back decided to go for that 'new wave' look, I suppose."  
 "Yeah, I guess. How does it ride—did you ride it yet—is it strong?"  
 "Excuse me?"  
 "I said..."  
 "Forget it. Yes, I've ridden it, and I let my friends Robby Rupe and Scott Towne ride it when I was out at the local practice track the other afternoon."  
 "Who are those guys?"  
 "Wake up and smell the dirt, dude. They're on the *BMX Plus!* Test Force."  
 "Oh."  
 "They spent the whole day riding it, and believe it or not, Harry Leary was there and rode it, too."  
 "I've heard of him. Did they like the bike?"  
**"WELL, DID THEY LIKE THE BIKE?!"**  
 "What? Oh, yes, the bike. They liked it a lot—even though it is designed more for kids around 13 years old. They said the bike turned and jumped real well, but they felt that it needed a stem with more forward reach for larger riders such as themselves."  
 "Did they bust anything?"  
 "No, they didn't break anything, but Harry slipped his pedals going over a jump on one occasion. He landed hard on the seat, bending the seatpost."  
 "Sounds like that would have bent any post."

◀ *Diamond Back Flight Commander Harry Leary crossin'-up the Silver Streak. With a longer stem, Harry could race it in the Pro class.*

"Yes, with the possible exception of a TRP [which has .065 wall thickness] or an internally braced Tioga post."  
 "Did anything else give?"  
 "Well, the cranks bent slightly, but the guys were really thrashing hard. Everything else held up great. The bars didn't slip or bend, the wheels stayed straight and the frame and forks remained completely intact."  
 "Killer! That must be a good bike. Is it light? My BMX weighs 37 pounds."  
 "Yes, it's a good bike, and yes, it is rather light. It weighs a mere 24-1/2 pounds."

"Are you gonna race it?"  
 "I certainly plan to. All it needs is a numberplate and pads."  
 "Hey, what are those funny-looking metal tabs by the front sprocket and the freewheeler?"  
 "You mean the *freewheel*."  
 "Whatever. What are they for?"  
 "The bike comes from the shop with reflectors and a chain guard—they're required by the federal government, and those tabs are for the chain guard."  
 "Seems as though they coulda used the plastic mounts I've seen on other guys' bikes."



# STREAK



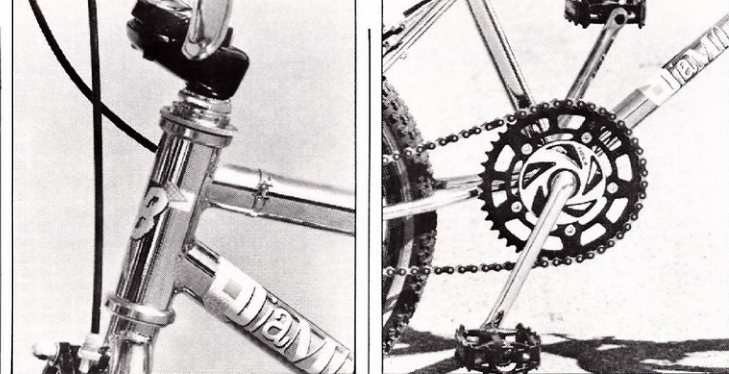
With a slightly longer stem, the Silver Streak is big enough for most anyone, even a big guy like Scott. The 180mm cranks and laid-back seatpost offer plenty of room, also.

"Yes, that's probably true."  
 "It sure is a shiny bike—is that why they call it the Silver Streak?"  
 "That's chrome plating that makes it so shiny, and I must say that the black components complement it quite nicely. It's possible that they named it for that reason, but I'm not sure."  
 "Can I ride it?"  
 "Well, I kind of have to get going, and

◀ *Dirt-adapted Griz air by Scott T. Even under the stress and strain of our not-always-gentle Test Force, the Silver Streak held up amazingly well.*

## OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST

PROS	CONS
Value priced	Grips are hand murderers
Cool graphics	Ultra-dorky welded-on chain-guard mounts
Nice chrome	Seatpost and cranks bent
Decent welds	
Good components	
Lightweight	
Strong	
All-chromoly tubing	
Name-brand components	



Clean welding, nice chrome and Dia-Compe 890 brakes (you know how good they are). The only major setback on this bike is the stem (it "sets back" the bars—about an inch too far).

Quality components throughout: Tioga cranks and spider, SR chain wheel and Victor pedals, all bolted to a chromoly frame and forks. The "no-wave" graphics are choice, also.

I'm on a really tight schedule and . . ."  
 "Hey, wait up, dude. I'll trade ya my BMX, all 13 river carp I just caught and my new Nash skateboard for it."  
 "I'll see you later. . ."  
 "Wait, wait. . ."

### END OF STORY

That may not be exactly how it happened, but it certainly could have. The Diamond Back Silver Streak is, in fact, a

great-looking, great-handling bike with a reasonable price tag. We did manage to bend the seatpost and cranks slightly, but under normal use, the Silver Streak should hold up fine. As it comes stock, it's set up perfectly for most guys up to about five-foot-seven or so. For larger riders it needs a stem with a longer reach. That's it. The Silver Streak is a hot bike. No lie. □

## SPECIFICATIONS: DIAMOND BACK SILVER STREAK

<b>I. FRAME AND FORK</b> Type: Racing; age range 10 and over. Frame design: Single top and down tubes; top 1-1/8" O.D., down 1-1/4" O.D. Frame construction: 4130 chromoly. Fork construction and design: 4130 chromoly, 1-1/8" O.D. tubing, leading-edge design. Wheelbases: 35" to 36". Bottom bracket height: 11" (center to ground). Chain stay length: 15-1/4" (center of bottom bracket to midpoint of rear dropouts). Steering head angle: 71". Seat tube angle: 67".	Hub: SR low-flange, alloy, loose balls. Tires: Cheng Shin, Comp III type, 20" x 1.75" front and rear. Freehub: SunTour, 16T, chromoly. <b>III. DRIVE TRAIN</b> Pedals: Victor VP-707, alloy platforms, chromoly shafts. Crank: Tioga Task Force, one-piece, chromoly, 180mm. Front sprockets: SR, alloy, 44T, Tioga Max-Flo spider. Bottom bracket: Steel, retainered ball. Chain: KMC, 1/2" x 1/8".	<b>V. SEATING</b> Seat: Diamond Back, nylon. Seatpost: Diamond Back, chromoly, laidback. Seatpost clamp: Diamond Back, alloy. <b>VI. BRAKES</b> Callipers: Dia-Compe 880, front and rear. Lever: Dia-Compe Tech-4, alloy. <b>VII. ACCESSORIES</b> C.P.S.C. equipment. <b>VIII. WEIGHT</b> 24-1/2 lbs. <b>IX. PRICE</b> \$240 painted, \$250 chrome. <b>X. COUNTRY OF ORIGIN</b> Taiwan.
<b>II. WHEELS</b> Rims: Diamond Back, 7X type, alloy, 20" x 1.75". Spokes: Steel, 80-gauge.	<b>IV. STEERING</b> Handlebars: Diamond Back, chromoly, 26" width by 9" rise. Stem: Diamond Back, alloy clamp, steel shaft. Headset: Steel, retainered ball.	<b>XI. ADDITIONAL INFORMATION</b> Diamond Back Western States Imports 1837 DeHavilland Dr. Newbury Park, CA 91320



# FRANKFORD BMX

### GI

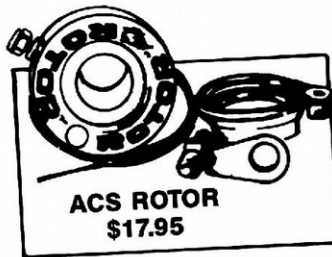


**PERFORMER  
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**ACS ROTOR  
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#### PADS

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Haro	11.95
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Diamond Back	10.95
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#### SAFETY EQUIPMENT

Haro Elbow Pads	\$ 17.95
Pro Tech Helmet	39.95
Echo Open Face	59.95
Echo Full Face	69.95
Haro Visor	5.50
Oakley Frog Skins	
Sunglasses	29.95
AME Sunshades	29.95

#### CLOTHING

GT Jersey	\$ 19.95
Hutch Jersey	19.95
CW Jersey	19.95
Uni Jersey	18.95
D/B Jersey	19.95
Haro Jersey	22.95
Haro Pants	69.95
Haro Cotton Glove	4.95
Haro Gloves	19.95
Uni Pants	29.95
Zeronone Sticky Fingers	4.95
Zeronone Wrist Wrap	19.95
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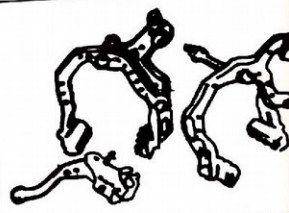
Prices subject to change.

#### CRANKS

Takagi 1 Pc.	\$ 14.95
SR Tubular	28.95
Red Line Flight	
(401 Series)	134.95
Profile	134.95

#### BRAKES

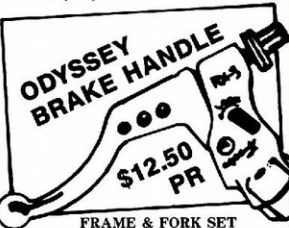
Dia Compe	\$ 19.95
FS-883	12.95
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**ODYSSEY 2000 BRAKE  
\$12.95 EA**

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



**ODYSSEY BRAKE HANDLE  
\$12.50 PR**

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

#### CHAINS & CHAINWHEELS

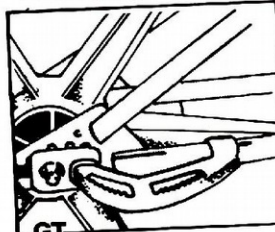
Izumi Chain	\$ 6.95
Torque Chain	6.95
Sedia Sport Chain	8.50
Pro Neck 1-Pc. C/W	7.95
Pro Neck Uni C/W	7.95
Red Line C/W	
(For Flight Crank)	17.95
DX Freewheel	4.95
Freewheel Removing Tool	4.95
Power Disc	7.95
Task Force Spider	7.95
Chainwheel Bolt Set	3.25
ACS Freecoaster	19.95
Peregrine	
Compact Disc	12.95

#### HEADSETS

Tange MX-2	\$ 4.50
MX-4	12.50
Tioga Beartrap	6.50
GT Epoch	9.95
Hutch Headcock	8.95
Hutch 2-N-1	13.95
DK D-Lock	11.95

#### BOTTOM BRACKET SETS

Tange B.B. Set	\$ 6.95
Tioga Sealed B.B. Set	16.95
Tioga Sealed	
(3 pc. Cranks)	23.95
Hutch B.B. Lock	8.95
Hadley Sealed B.B.	34.95



**GT  
FRAMESTANDERS  
\$13.95 PR**

#### STANDING PLATFORMS

GT Fork Standers	\$ 14.95
GT Frame Standers	13.95
Red Line	
Standing Platform	8.95
Odyssey Fork Step	12.95
Odyssey Frame Standers	8.95
Skyway Axle Pegs	8.95
Haro Axle Pegs	8.95
Pro Neck Axle Pegs	8.95
Skyway Frame Platform	29.95
Odyssey Bullets	8.95

#### SEATS

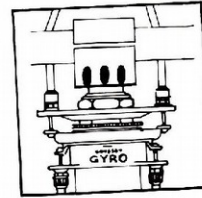
Shot Gun II	\$ 8.95
Kashimax	8.95
Uni Turbo	16.95
Uni Seat	16.96



### HARO FSX

### \$244<sup>95</sup>

*freestyler*

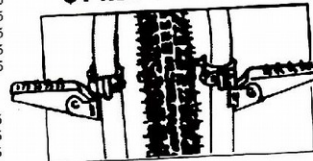


**ODYSSEY GYRO  
\$13.95**

#### SEAT POST & CLAMPS

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

**GT  
FORKSTANDERS  
\$14.95 PR**



#### PLATES

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

#### STEMS

Hutch Pro	\$ 19.50
Hutch F/S	24.95
ACS Rotor 45	14.95
DK Pro	19.25
DK F/S	23.95
Pro Neck II	17.95
GT	19.95
Red Line	
Forklifter	23.95
Odyssey	13.95

#### MAG WHEELS

Tuff 2	\$ 53.95
Peregrine	64.95

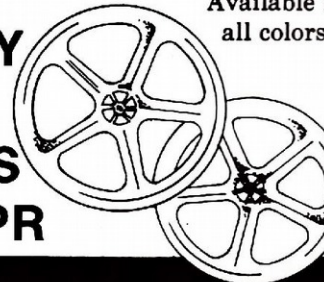
#### TIRES & TUBES

Mitsiboushi	\$ 8.95
Araya 7X	8.95
20 x 1 1/8	8.95
20 x 1 1/8	8.95
20 x 1.50	8.95
20 x 1.75	8.95
20 x 2.125	8.95
Comp ST	8.95
GT Tire	8.95
Panaracer F/S	8.95
Haro F/S	8.95
Hutch F/S	8.95
Standard Tubes	2.50
Tioga Super Lite	3.95

#### ALLOY WHEELS

Peregrine 48's	\$ 79.95
Araya 7X	
W/Suzue Sealed	69.95
W/GT	99.95
W/Hutch Aluminum	99.95
W/Hutch Magnesium	139.95
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WHEELS  
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# BMX PLUS! READERSHIP SURVEY & GIVEAWAY

## GENERAL INFORMATION

1. SEX:  Male  Female
2. AGE:  Under 7  7-10  11  12  13  14  15  16  17-25  Over 25
3. WHAT IS YOUR FAMILY'S TOTAL INCOME?  
 \$75K plus  \$50K-\$74K  \$35K-\$49K  \$25K-\$34K  \$15K-\$24K  Less than \$14K
4. WHO PAYS FOR YOUR BIKE AND ACCESSORIES?  
 Parents  You  Parents and you together  Other
5. WHAT IS YOUR MAIN SOURCE OF BMX INFORMATION?  
 BMX Plus!  Other BMX magazines  Bike shop  Friends  Bike events  Other
6. WHICH BMX PUBLICATIONS DO YOU BUY REGULARLY?  
 BMX Plus!  Super BMX  BMX Action  Freestylin'  Bicycles Today  American BMXer  Freestyle  American Freestylr
7. WHICH IS YOUR FAVORITE BMX PUBLICATION?  
 BMX Plus!  Super BMX  BMX Action  Freestylin'  Bicycles Today  American BMXer  Freestyle  American Freestylr
8. WHERE DO YOU BUY BMX PLUS!?  Subscription  Convenience store (7-Eleven, etc.)  Supermarket  Newsstand  Bike shop  Drugstore  Other
9. APPROXIMATELY HOW MANY KIDS BESIDES YOURSELF LOOK AT YOUR COPY OF BMX PLUS!?  
 1  2  3  4  5  6  7  8  9  10+
10. HOW MANY ADULTS READ YOUR COPY OF BMX PLUS!?  
 1  2  3  4  5+
11. DO YOU SAVE BACK ISSUES OF BMX PLUS!?  
 Yes  No
12. HOW OFTEN DO YOU REFER TO YOUR BACK ISSUES OF BMX PLUS!?  
 Every day  At least once a week  Once a week  Twice a month  At least once a month  Once a month  Less than once a month  Never

## EDITORIAL PREFERENCE

1. WHAT ARE YOUR FAVORITE SECTIONS OF BMX PLUS!? (check three)  Bike tests  Race coverage  Freestyle contests  "Radical Rick"  Special features  Bike or product shootouts  "Trick Stuff"  "Mail Bag"  "Ask the BMXparts"  "Parting Shot"  "Inside Scoop"  "Checkpoint"  "Rad Gallery"  Interviews  "Product Probes"  Freestyle articles  "Reader Art"  Reader contests  How-tos  Ads  "Who's Radder?"  Pictorials  Other
2. WHAT WOULD YOU LIKE TO SEE MORE OF IN BMX PLUS!?  Freestyle contests  Race coverage  "Rad Gallery"  Bike tests  "Product Probes"  Racing tips  Interviews  Freestyle how-tos  Advertising  Other

## BIKE OWNERSHIP AND USAGE

1. DO YOU OWN A BMX BIKE?  Yes  No
2. DO YOU OWN A FREESTYLE BIKE?  Yes  No
3. DO YOU OWN A SCOOTER?  Yes  No
4. DO YOU OWN A MOUNTAIN BIKE?  Yes  No
5. HOW MANY BIKES DO YOU OWN?  1  2  3  4+
6. WHERE DID YOU BUY YOUR BIKE?  
 Bike shop  Department store  Discount store  Sporting goods store  Used  Mail order  Other
7. WHAT BRAND OF BIKE DO YOU OWN? (List the newest one only)  AMF  Columbia  CW  Cyclecraft  Diamond Back  Dyno  Free Agent  GT  Haro  Huffly  Hutch  Kuwahara  Lasee  Mongoose  Murray  Profile  Raleigh  Red Line  Robinson  Ross  Schwinn  SE  Skyway  Torker 2  Other

7. DO YOU PLAN TO BUY A NEW BIKE IN THE NEXT 12 MONTHS?  Yes  No
8. IF YES, WHAT TYPE OF BIKE WILL YOU BUY?  
 BMX racing  BMX freestyle  Mountain bike  Ten-speed  Cruiser  Scooter
9. HOW MUCH DO YOU PLAN TO SPEND ON YOUR NEW BIKE?  Under \$100  \$101-\$150  \$151-\$200  \$201-\$250  \$251-\$300  \$301-\$400  \$401+
10. WHAT COLOR BIKE WILL YOU BUY?  
 Chrome  White  Black  Blue  Pink  Lavender  Green  Yellow  Aqua  Gray  Other
11. HOW MANY HOURS A DAY DO YOU RIDE YOUR BIKE?  
 1  2  3  4  5+
12. WHAT TYPE OF RIDING DO YOU ENJOY MOST? (pick one)  
 Freestyle  Racing  Jumping and thrashing  Ramp  Street  Other
13. WHAT DO YOU USE YOUR BIKE FOR?  
 Racing  Freestyle  Transportation  Work (paper route, etc.)  Other
14. DO YOU TRY TO LEARN FREESTYLE TRICKS WITH YOUR BIKE?  Yes  No

## RACER PROFILE

1. DO YOU COMPETE IN BMX RACES?  Yes  No
2. DO YOU COMPETE IN FREESTYLE CONTESTS?  Yes  No
3. IF YOU DO NOT RACE, DO YOU PLAN TO START?  Yes  No
4. IF YOU DO NOT COMPETE IN FREESTYLE CONTESTS, DO YOU PLAN TO START?  Yes  No
5. WHAT CLASS DO YOU COMPETE IN?  
 Beginner  Novice  Intermediate  Expert  Pro  Girls  Cruiser
6. DO YOU COMPETE IN BOTH RACES AND FREESTYLE CONTESTS?  Yes  No
7. ARE YOU INTERESTED IN BOTH RACING AND FREESTYLE?  Yes  No
8. IF YOU'RE A RACER, ARE YOU INTERESTED IN FREESTYLE?  Yes  No
9. IF YOU'RE A FREESTYLER, ARE YOU INTERESTED IN RACING?  Yes  No

## AFTERMARKET ACCESSORY

1. WHERE DO YOU FIND OUT ABOUT NEW PRODUCTS?  
 BMX Plus! advertisements  BMX Plus! articles  Bike shop  Competitions  Friends  Other
2. DO YOU BUY EQUIPMENT BASED ON THE ADS IN BMX PLUS!?  Yes  No
3. WHERE DO YOU BUY YOUR BIKE PARTS AND ACCESSORIES?  Mail order  Local bike shop  Department store  Other
4. WHAT COMPONENTS DO YOU PLAN TO PURCHASE WITHIN THE NEXT YEAR?  Cranks  Rims  Handlebars  Grips  Tires  Brakes  Safety pads  Numberplate  Mag-type wheels  48-spoke wheels  Seat  Hubs  Seatpost  Bottom bracket  Stem  Pedals  Chain  Freestyle pegs or platforms  Sprocket  Cable detangler or rotor
5. WHAT TYPE OF WHEELS DO YOU USE?  
 Mags  Spokes
6. IF YOU PLAN TO CHANGE WHEELS THIS YEAR, WHAT BRAND WILL YOU BUY?  Skyway  ACS  Hutch  Ukal  Tioga  Araya  Peregrine
7. WHAT BRAND OF GRIPS DO YOU USE?  
 Oakley  A.M.E.  OD/Mushroom  JT  UNI  Fuan  Fu Kong  Other
8. WHAT BRAND OF NUMBERPLATE DO YOU OWN?  
 Haro  Zeronine  UNI  Dyno  Crit Plate  Other

9. WHAT CLOTHING ITEMS WILL YOU BUY IN THE NEXT 12 MONTHS?  Pants  Gloves  Jersey  Helmet  Goggles  Shoes  Mouthguard  Visor  Knee pads  Elbow pads
10. DO YOU WEAR SPECIAL BMX PANTS WHEN YOU COMPETE?  Yes  No
11. IF YES, WHAT BRAND DO YOU WEAR?  
 JT  Gear  Haro  Zeronine  Answer  Neal  UNI  Tu-E-Nut  GA  AXO  Other
12. WHAT BRAND OF SHOES DO YOU WEAR WHEN YOU RIDE?  Vans  Converse  Nike  Puma  Dyno  Adidas  Tiger  Saucony  Reebok  Vision  New Balance  Hi-Point  Awesome  Airwalk  Other
13. IF YOU WEAR GLOVES WHEN YOU RIDE, WHAT BRAND DO YOU USE?  Oakley  JT  AXO  Zeronine  Haro  Gear  Answer  Rector  Other
14. WHAT BRAND OF GOGGLES DO YOU WEAR WHEN YOU RIDE?  JT  Oakley  A.M.E.  Scott  Smith  None  Other
15. WHAT IS YOUR FAVORITE BRAND OF SHORTS?  
 No preference  Gotha  O.P.  Off Shore  Maui & Sons  Life's A Beach  Haro  Rector  Village Mews  Vision  Other
16. HOW MANY PAIRS OF SHORTS DO YOU BUY IN ONE YEAR?  1  2  3  4  5+
17. HOW MANY PAIRS OF TENNIS SHOES DO YOU BUY IN ONE YEAR?  1  2  3  4  5+
18. DO YOU OWN A MOTORCYCLE?  Yes  No
19. DO YOU OWN AN ATV?  Yes  No
20. DO YOU PLAN TO BUY A MOTORCYCLE IN THE NEXT YEAR?  Yes  No
21. DO YOU PLAN TO BUY AN ATV IN THE NEXT YEAR?  Yes  No
22. WHAT TYPE WILL YOU BUY?  Street  Motocross  Enduro  Moped  Scooter  Dual-purpose  Four-wheel ATV  Three-wheel ATV

## GENERAL LIFESTYLE

1. DO YOU OWN A SKATEBOARD?  Yes  No
2. IF YES, HOW OFTEN DO YOU RIDE IT?  
 Every day  Twice a week  Once a week  Less than once a week
3. DO YOU PLAN TO BUY A SKATEBOARD IN THE NEXT YEAR?  Yes  No
4. HOW MANY RECORDS/TAPES DO YOU BUY EACH MONTH?  1  2  3  4  5+  None
5. WHAT TYPE OF MUSIC DO YOU BUY MOST OFTEN?  
 Top 40  Hard-core punk rock  Heavy metal  Funk and rap  Country & Western  New wave  60's revival  Other

Name \_\_\_\_\_

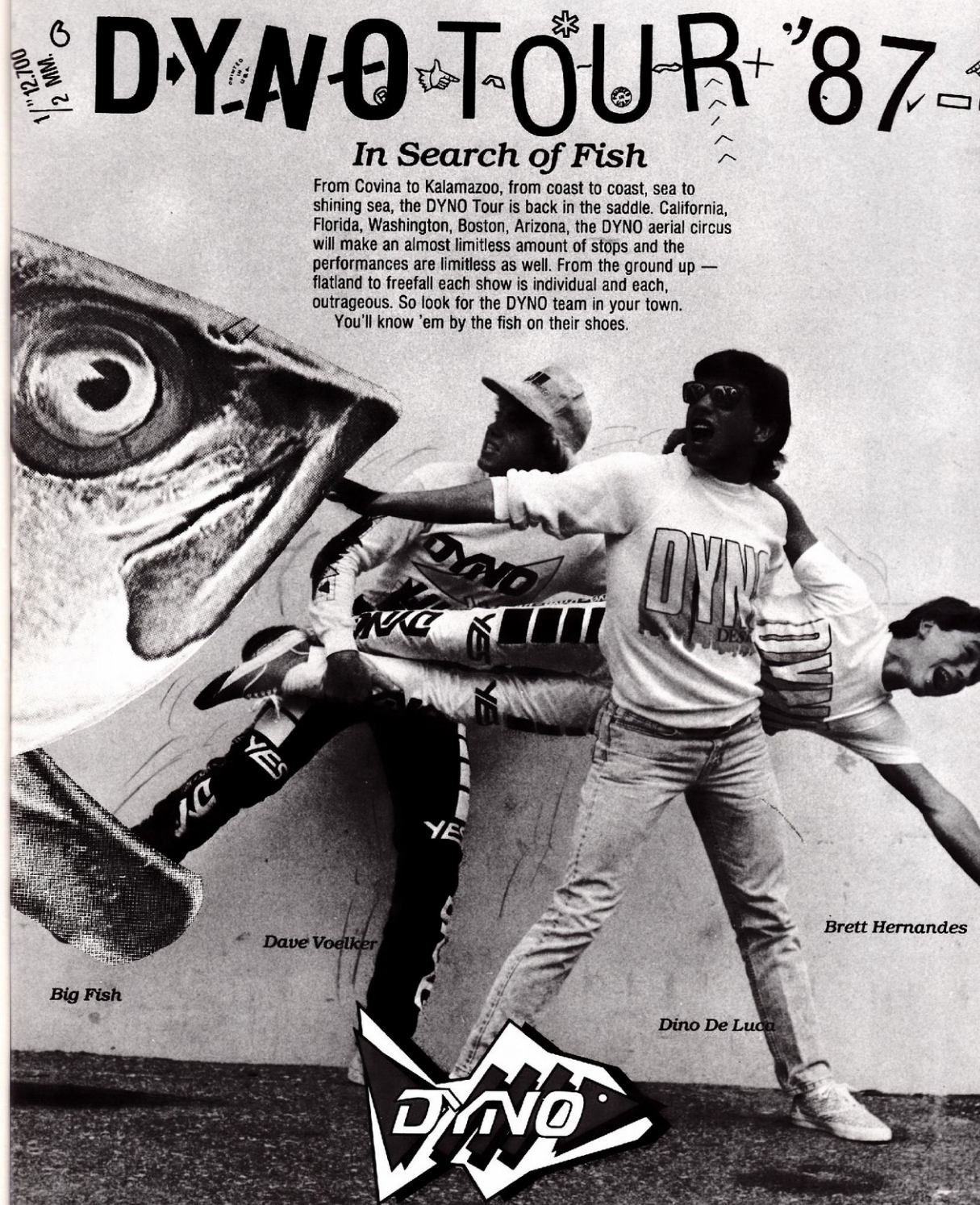
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State/ZIP \_\_\_\_\_

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From Covina to Kalamazoo, from coast to coast, sea to shining sea, the DYNO Tour is back in the saddle. California, Florida, Washington, Boston, Arizona, the DYNO aerial circus will make an almost limitless amount of stops and the performances are limitless as well. From the ground up — flatland to freefall each show is individual and each, outrageous. So look for the DYNO team in your town. You'll know 'em by the fish on their shoes.

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 Signature \_\_\_\_\_

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- Bicycle Source  
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(501) 452-4500
- Big Wheel Schwinn  
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- Cycle Enterprises  
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The Alternative

"Yeah, well when we're out there racin', we need somethin' that works — and Dyno Shoes are pure function. The industrial strength canvas exterior can take all the abuse you can feed it. And with a special bonding process to hold the canvas to the sole we dare you to blow these puppies out. That patented Dyno sole combines two tread patterns for better grip on the pedals and traction on the ground."

Cast your vote, which is more important: looks great? or works great? And to find your nearest Dyno Shoe Dealer call (714) 891-7451 / 5422 Commercial Dr., Huntington Beach, CA 92646 - 1987 DYNO

Freestyle or BMX, style or function, to get all these Pros to agree on anything is impossible, but they all agree on one thing . . . Dyno Shoes.







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**STRIKE ZONE**



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*RATTLE THE COMPETITION*



RACE YOU TO WAMIMO BURGERS, CARROT NOSE!

THANKS, SPIKE! ABANDONED BY MY OWN TROOPS!!

HEY, DON'T TAKE IT SO HARD MUG. SPIKE AND THE GANG ARE JUST ADDING A LITTLE ZEST TO THE TREK BACK HOME. YOU KNOW, A NICE HEALTHY CHALLENGE. UNFORTUNATELY OL' SENSITIVE MX MUG SEES THIS 'FRIENDLY' GAME AS MORE OF A SERIOUS TEST OF LOYALTY BETWEEN HIMSELF AND HIS LONG-TIME BUD...

CRUSHED CRANK CANYON 301 mi

# Radical Rick

RAD.

#89 FLIM FLAM FLASHIN'

ART N STORY DAMIAN!

OH WELL, MAYBE I'LL BE PICKED UP BY A '747.' HEY, HERE COMES A LIFT NOW!

FROM OUT OF THE ENDLESS DESERT HORIZON AND THROUGH THE SHIMMERING SUMMER HEAT WAVES ROLLS A BLACK SINISTER VEHICLE...

TYND HOME SWEET HOME

THE VAN STOPS!

HELLO, OL' PAL!

DOCTOR PURIN FLASHIN!

I THINK I HEAR MY MOM CALLING!

HANG ON THERE MUG! LOOKS LIKE I'M THE ONLY FRIEND YOU GOT OUT HERE!

YOU'RE NO FRIEND!!

WELL, YOU SURELY DON'T BELIEVE THOSE WHIRLY BIRDS ARE YOUR FRIENDS?!

WHAT KIND OF FRIENDS WOULD LEAVE YOU STRANDED OUT IN THE MIDDLE OF NOWHERE? THEY'RE PROBABLY LAUGHING AT YOU RIGHT NOW!!

THINK SO?

SURE! THEY OBVIOUSLY DON'T KNOW WHAT A GREAT ASSET YOU ARE TO THE RAD SQUAD. WHY, I BET THE FACTORY BOSSSES WOULD PAY BIG BUCKS TO HAVE YOU RIDING FOR THEIR TEAMS!

YEAH?

YES, SIR! YOU'RE WORLD FAMOUS. YOU'RE MUCH TOO GOOD OF A RIDER TO BE STANDING IN THE SHADOW OF THAT OVERRATED RADICAL RICK. YOU DESERVE TO BE ON YOUR OWN!

YOU COULD HAVE MONEY... FAME... AND BEST OF ALL, GIRLS, GIRLS, GIRLS!!

WOW, WHAT A CUTE NOSE!

TIME

RIDER OF THE YEAR

AND I WANT TO BE THE FIRST TO OFFER YOU THE OPPORTUNITY TO BE A STAR!

WHOA!

YOU GOTTA DEAL!!

FROM NOW ON, IT'S MX MUG AGAINST RADICAL RICK, RIGHT?

THAT'S THE IDEA FRIEND! HEE HEE.

UH-OH! WE SMELL A RAT! HE'S INDUCTED MX MUG INTO SOME KIND OF SCHEME POSSIBLY AIMED AT RADICAL RICK!! WATCH FOR WHAT'S NEXT!

©1987 DAMIAN!

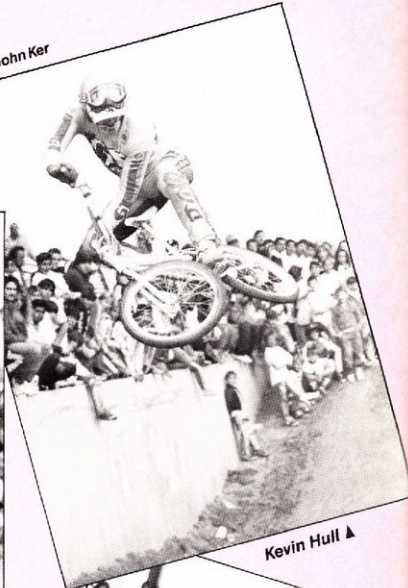
# PARTING SHOT

If you want to see dirt radness, we've got it here. The ABA held a jumping contest at the Bakersfield race on Sunday, and these guys all tried out for the honor. Who won? That guy with the radical cancan: Peddlepower's Chris Moeller. (Where have we seen that guy before?)

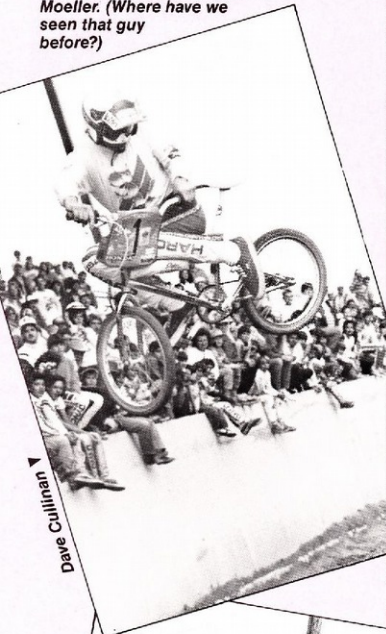
Photos by John Ker



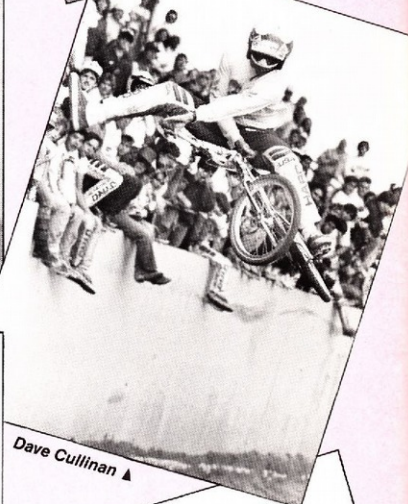
▲ Chris Moeller (he crashed hard on this one)



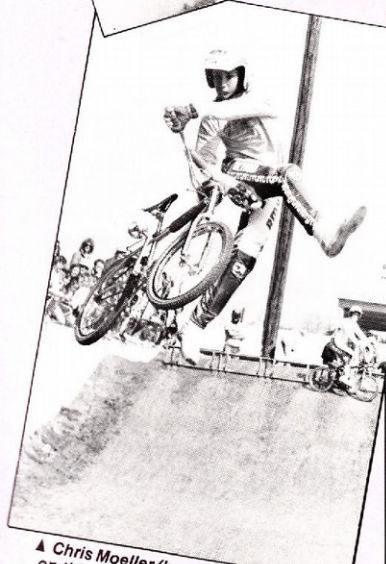
Kevin Hull ▲



Dave Cullinan ▲



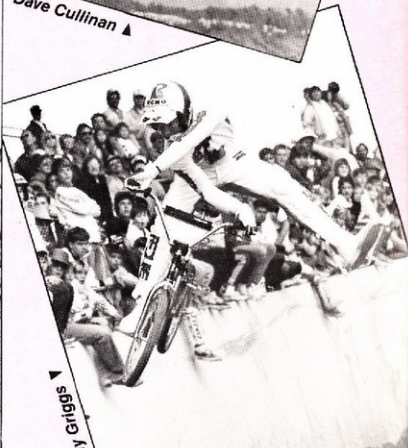
Dave Cullinan ▲



▲ Chris Moeller (he crashed semi-hard on this one)



Brian Lopes ▲



Billy Giggis ▲

# Let's Get the Facts Straight for Our Competitor.

We don't know what they're counting, when they claim to be the "Winningest Name in BMX History," (BMXA May 1987), but when it comes to nationals:

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**Only One name has won the ABA and NBL Team Titles in the same year...GT®**

**Only One name has won all three Nora Cups in one year...GT®**

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Case closed.



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Gary  
"the Lumberjack" Ellis

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 Mission Hills, California 91345-9502. Allow eight weeks for delivery of first issue.



\*ABA #1, NBL #1, U.S.B.A #1

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