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ONE BMX
MAGAZINE!

SEPTEMBER 1987

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CONGRATULATES THE
NEW FREESTYLER
OF THE YEAR!**

**EXCLUSIVE
INTERVIEW
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ROOKIE WHO
BEATS PETE,
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**TEAM G1
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THEY EVER
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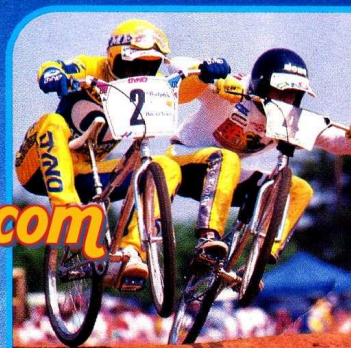
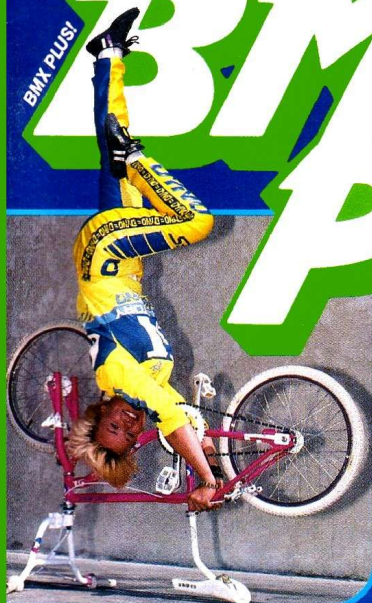


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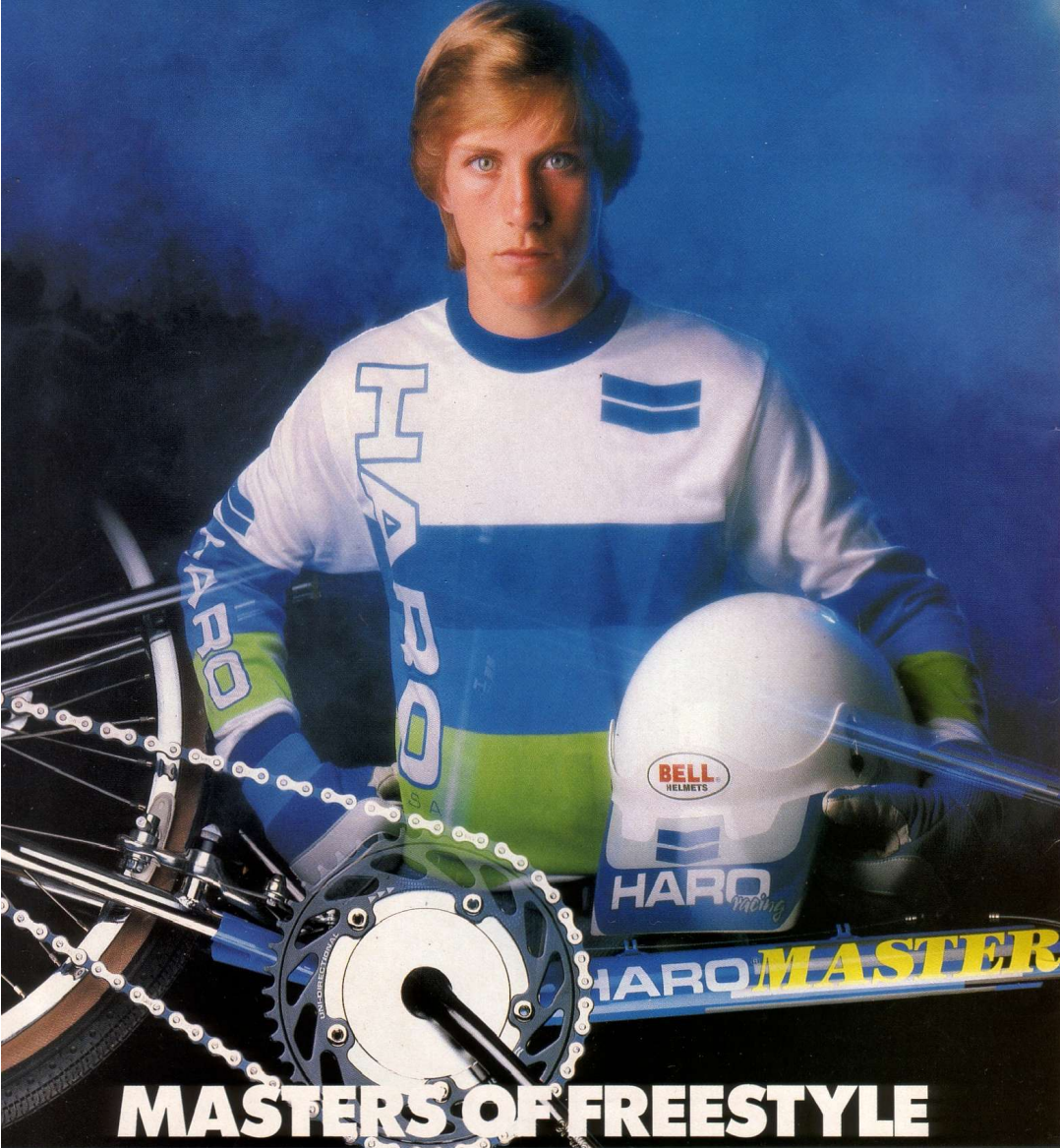
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**DALLAS DOGFIGHT:
WHO BERMSHOT J.R.?**





MASTERS OF FREESTYLE

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Claiming to be the best is one thing, proving it is another. In 1986 Dennis McCoy won both the AFA Flatland and Overall Masters Series Championships. On a Haro Freestyler, The Master. The same bike the readers of Freestylin' Magazine selected as the Nora Cup bike of the year in 1986. And now, the readers of BMX Plus! Magazine

have voted Dennis the freestyle rider of the year in 1987.

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first in freestyle



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GT ASIAN TOUR—
PAGE 50



ABA TEXAS—
PAGE 32



THE FIRST LADY OF FREESTYLE—
PAGE 68



AFA TEXAS—PAGE 76

ON THE COVER:—The most popular freestyle rider in the USA, Mr. Dennis McCoy, with a sunburst air. Krys Dauchy invertebrating at Hermosa Beach in California. Terry Tenettes and Craig Marsh don't come down-home didn't in Texas. Photos by John "just one more time" Ker. Cover calculations by DeWest. Separations by Valley Film.

BMX PLUS! Magazine, USPS 485-510 (Sept. '87) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$15.98 for 12 issues (one year). Canada add \$4 per year and all other foreign add \$5 per year for additional postage. Copyright © 1987 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm or larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage pending at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to BMX PLUS! Magazine, P.O. Box 9502, Mission Hills, California 91345-9502.

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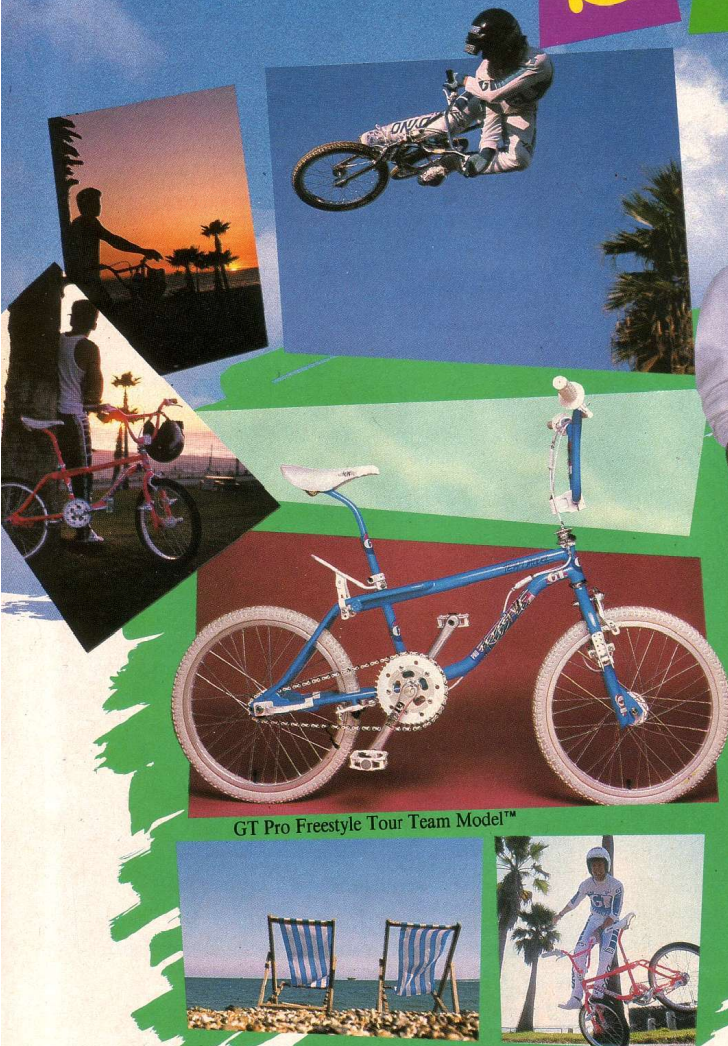
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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always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

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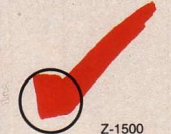
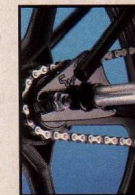
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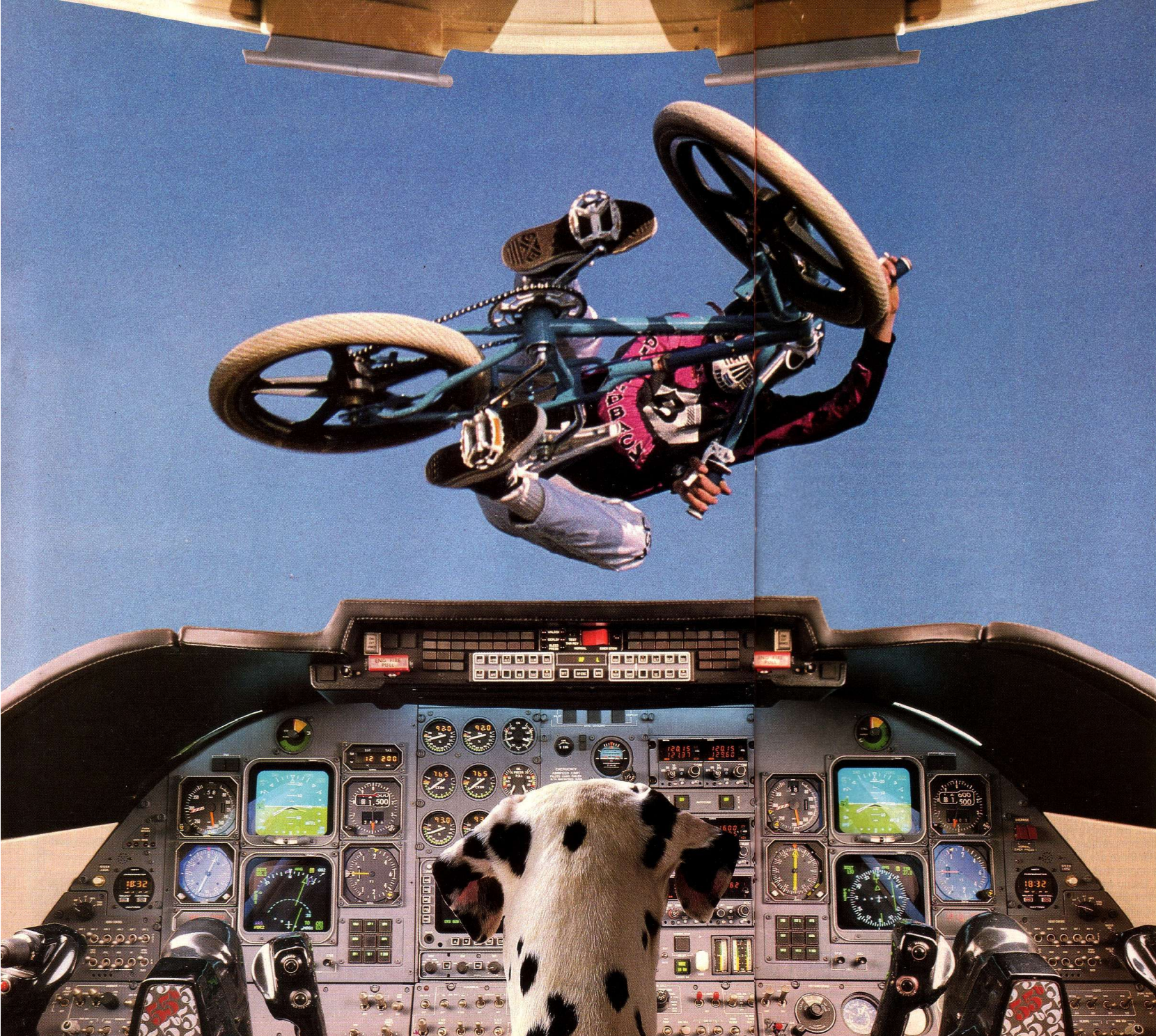


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(We knew it wouldn't be easy.)



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INSIDE SCOOP



By John Ker

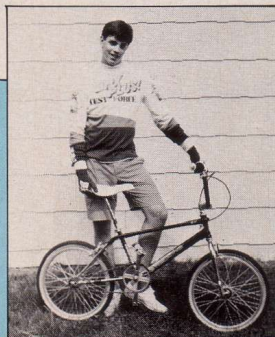


Zach Parsch (left) landed in California and went straight to Mike Dominguez's house to help us shoot a photo session with Dave Voelker. This was just the start of the raddest one-week vacation a freestyler has ever had. Zach is the guy who won our Week-in-Sunny-Cal contest.

ZACH PARSCH WINS THE TRIP OF HIS LIFE

□ Zach Parsch of Midland, Michigan, as you may recall, won the trip of his dreams a few months back when he answered all the questions from our hidden contest last year. He got the bike of his dreams—a Red Line RL-20 II, courtesy of Red Line, and a week-long stay in California as the guest of **BMX Plus!**

On Zach's first day in California, Scott Towne picked Zach and his mom up at the airport and brought them to Mike Dominguez's house for a photo session with our staff, Dave Voelker, new Dyno factory guy Brad Warden, and Michael. Afterwards, we took Zach to the Pipeline where he met up with Eddie Fiola and rode the Pipe Bowl with the Maestro himself. After that, we took the Parsches



Zach with his newest and most prized possession, his Red Line RL-20 II. When Zach was given his choice of the bike he wanted from any of the major BMX bike companies, this was the one he chose.

to the Disneyland Hotel in Anaheim and checked them in for the beginning of their stay.

The next day Zach went on a tour of GT with Scott and McGoo and got more free goodies than he could believe. The next day Zach and his mom took in Disneyland. Sunday they soaked up some of our California sunshine by the pool and just relaxed. During the rest of the stay, Zach went boogie boarding with our new associate editor, Gary Walton, met half the guys in freestyle, helped us test this month's GT Pro Performer at the Camarillo ramp, went with us to Venice Beach for our photo session with **Krys Dauchy**, toured our offices and did half a dozen other things we can't even recall. Did he have a good time? Is the Pope Catholic?

SIGNATURE MUSHROOMS IN LIMITED SUPPLIES

If you've been looking forward to getting a pair of the new signature-model **Mushroom** grips, you'd better let your local bike shop dealer know. According to **Kay Guerr** at ODI, the response they've had has been incredible. The only problem is that there are approximately 4000 bike shops that may want to stock the grips. Being as how there are only 5000 sets of grips (a set is a package with five pairs of grips, one pair in each of the five colors available), that

◀ Ron Wilkerson destroyed the mold after ODI finished making his 5000th set of grips.

Frank Scura will be doing the microphone duties on the Diamond Back freestyle tour this summer.

DIAMOND BACK NEWS

After going on tour with the Dan'up/Just Say No freestyle team, **Frank Scura** has returned to California and worked out a deal to be the announcer on the **Diamond Back** freestyle tour this summer. The terms have just about all been worked out, and D.B. spokesman **Al Stonehouse** says that Frank should be signing the contract in the next few days. **Tony Murray** is also expected to sign with Diamond Back at about the same time, after riding for the company off and on for the last two months or so. D.B. has some other changes in store for the year ahead, too. For one thing, they will soon be coming out with a new, top-of-the-line race bike with major design input from **Harry Leary** and **Eddy King**. For another thing, Diamond Back may be expanding its race team for next year to include some of the sport's hottest amateurs, so Diamond Back can get back into the race for the title of the top team in BMX. By the way, rookie pro **Doug Davis** has been taking time off from racing for the last three months so he can devote more of his time to baseball. A high school senior, Doug is reportedly a red-hot ballplayer whose abilities may put him in the major leagues someday. He isn't giving up BMX, though. He'll be back in action this summer.

means that the average bike shop will only get one set of grips for each of the 12 riders in the series. If you've got a particular color in mind that you'd like to get when ODI releases your favorite rider's signature grip, you might want to order it from your dealer now. Otherwise, you may not be able to get it.

By the way, the **Greg Hill** and **Ron Wilkerson** signature models are expected to sell out by mid-July, about the same time that the **Tommy Brackens** and **Mike Dominguez** models are released. If you're hoping that ODI will make some additional grips with Greg and Ron's names on them, forget it. Greg and Ron personally destroyed the molds in a recent ceremony at ODI. There won't be any more.



SCOOTER STUFF

We've been getting a lot of mail about scooters lately. So much that we thought we'd throw in a quick trick for all you scooter hounds out there. Here's **Trevor Hernandez** showing how to do a decade.



The scooter decade, by **Trevor Hernandez**: "Ride at a slow speed. Do a small curb endo, pull the back brakes, and when the front tire lifts up, push off with your right foot and swing around the front end. As soon as your front tire hits the ground, let go of your brakes and ride away."



Josh White won the top money in the latest round of Ron Wilkerson's King of Vert series.

JOSH TAKES ROUND THREE OF THE KING OF VERT SERIES

American Freestyler editor **Scott Towne** just got back from Flint, Michigan, where **Ron Wilkerson** just held the third round of the **King of Vert** series at the **Playland** amusement complex. We'll have the full story in the September issue of **American Freestyler**, but here's a brief synopsis for those of you who can't wait that long: **Josh White** tore it up in the four-man Pro Ramps class on the special halfpipe built for the event. **Brian Blyther** took second, and **Wilkerson** and **Mike Dominguez** tied for third place. Dominguez attempted a 900 aerial in the final run of his routine, but he slipped a pedal on takeoff and crashed after rotating about 700 degrees. Michael hurt his ankle in the crash and may not be able to ride for a few weeks as a result. **Dave Voelker** ("Lord Vulgar," as McGoo refers to him) won the amateur division. The contest was one of the most exciting freestyle events ever, according to Scott and McGoo, with 1500 spectators screaming their brains out during the finals.

QUOTE OF THE MONTH

Mike Miranda on **Charles Townsend** and the incredible Townsend appetite: "Charles came to my house one time. He ate everything I had. He ate my cupboards, he ate the handles, he ate my soap, everything. If his teeth could sink through it, he'd eat it. . . . I used to have a dog but Charles ate it."

NEXT-BEST QUOTE OF THE MONTH

Rocker Ted Nugent to **Josh White**, **Dave Voelker** and **McGoo** after talking with them in the Detroit airport and checking out a copy of **Freestyle Spectacular**: "You guys are high-flyin' two-wheel dogs!"



From Greece with love.

READER ART OF THE MONTH

This month's top Reader Art comes to us from Greece. The artist is **Constantinos Papagiannopoulos** (yes, that's the longest name we've ever seen, too), and he's from the city of **Thessaloniki** in Greece. He says he's been reading **BMX Plus!** for five years. Cool. We hope he keeps reading it for at least five more.

If you've got some art you'd like to share with us, send it to **BMX Plus!**, "Reader Art," Box 9501, Mission Hills, CA 91345. Be advised, we don't return the drawings.

TOP TEAMS IN THE ABA

Just in case you're wondering who the top teams in BMX are this year, here are the latest standings from the ABA. These include all ABA Nationals up to and including the two in Texas covered in this issue.

The Boss race team is sitting on top of the latest ABA Factory Team points rankings. ▶

BIKE SHOP TEAMS	POINTS
1. S&K Cycle Center	1154
2. Colour Control	1193
3. Moby Dick	1155
4. Peddlepower	1017
5. Bike Alley	947



FACTORY TEAMS	POINTS
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INSIDE SCOOP

◀ One Steve Broderson was popping off the highest aerials we've ever seen, at Doug Randazzo's Camarillo ramp; the next week Steve was breaking his ankle in Michigan.

SPORTS SHORTS

Ron and Stacy Wilkerson are expecting a baby in the fall.

Kevin Norton, the United States' top trials rider, has signed a contract to ride for Haro and help them promote their new 20-inch trials bike. The bike will be available in September for around \$400.

Greg Macomber, age nine, of Whittinsville, Massachusetts, is the first factory-sponsored rider on the new Hutch trick team.

Mongoose has picked up flatland freestyler Park Carter.

Steve Broderson broke his ankle in a crash at the Flint, Michigan, King of Vert contest.

Brian Scura, the inventor of the Odyssey Gyro, has designed a new brake lever that he says will "blow away" every other brake lever on the market. "It's different from anything else that's ever been done," says Brian. "It's the ultimate."

According to Skip Hess, Jr., of Mongoose, the American public has been buying scooters at the rate of 300,000

per month (3.6 million per year). By comparison, the American public bought 12.3 million bicycles in 1986, according to the Bicycle Manufacturers Association of America.

The unidentified CW rider at the Florida AFA Masters contest in our June issue was Terry Cleaton, according to his mom, who is one of the few people who can tell him and his freestylin' identical twin brother Jerry apart.

General Bicycles has had so much success with their freestyle program that they're planning to get into racing, as well. The word from General's headquarters is that they're looking to pick up two top pros to spearhead their effort.

McDonald's restaurants got into the



The McDonald's race team: (left to right) James Stiber, D.J. Jarmon, Steve Veltman and Chrissy Webb. They say they get the strangest looks when they stop at a McDonald's for lunch.

BMX racing scene this month with their sponsorship of four riders from Texas. The fortunate foursome: Steve Veltman, 17 Expert; D.J. Jarmon, 9 Expert; James Stiber, 13 Expert; and Christina Webb, 11 Girls. (For more on the team, see our Texas race coverage, page 32.)

NEIGHBOR vs. NEIGHBOR

The Bonanno family of Bordentown, New Jersey, used to be the heroes of their neighborhood. Their backyard half-pipe was the delight of the Bonanno boys, John, 14, and Joe, 12, and about 20 of their friends who used to ride it almost every day last year. According to Mrs. Bonanno, most of the neighbors liked it, too. In fact, one neighbor roughly 70 years old liked to watch the kids ride it so much that he even went before the town council to request it let the Bonannos keep their ramp.

Keep the ramp? Ah, yes, that brings us to the Bonanno's problem. One of the family's neighbors didn't like the ramp. Their complaint, according to Mrs. Bonanno, stemmed from the fact that the kids on top of the ramp could see into those neighbors' backyard, an invasion of their privacy. They repeatedly complained to the town council.

The council ruled on the matter in May this year. The ramp was found to be in violation of the zoning code, which allows only five kinds of structures besides houses and garages: swimming pools, storage sheds, tennis courts, barbecue pits and dog houses. Despite the fact that the Bonannos said that they had prior approval of the construction (the town clerk claimed not to remember such a conversation) and had an architect vouch for the soundness of the structure, the town council told the Bonannos that the ramp must be torn down.

The Bonannos are disappointed, of course. For one thing, the ramp cost them \$1500. For another, their legal fight to keep it up has already cost them another \$1600. If anyone would like to encourage the family with their battle against the local bureaucracy, write to Mrs. Susan Bonanno, 245 Ward Ave., Bordentown, NJ 08505. □

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017 HARO Kick Pops, B.K.W. 21.95

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124 TIGRA CD, Spider, W.B.L.P. & GRA 10.95
125 TIGRA CD, Spider, W.B.L.P. & GRA 10.95
126 PEREGRINE CD, 44T, C.W. 10.45
127 TIGRA Crazy Bones or color bolts 3.25

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128 SHIMANO SX, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100 9.95
129 SUNDIUM XC, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100 18.50
130 JUCIUM Padel Capes, S 18.50

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020 GT Pro F

ASK THE BMXperts

By Gary Walton



The difference between single and double bars is pretty hard to notice, but when you have to use sissy levers, you're in for a definite markdown.

SCORING POINTS

Dear BMXperts,

When a freestyler in a contest does a bar ride with a double-bar handlebar like Skyway's, do they get less points than a person who does the trick with a single bar?

Kevin Cregan
Ft. Lauderdale, FL

Good question, but to tell you the truth, a lot of judges don't even notice. The one trick they do look for is a spare brake lever that can be used for balance. If you really want to score points and be a hero with your competitors, go for the all-out grip ride.

ONE AND THE SAME

Dear BMXperts,

Is Robinson Racing part of GT BMX, like Dyno? I looked through your June '87 issue and the addresses were the same—even the phone numbers. Your magazine is awesome, too!

Devin McGrath
Palmyra, NY

All three are divisions of GT, but each company's products are distinctly different from one another. Robinson frames aren't the same as GT's, and the GT freestyle bikes aren't exactly like Dyno's.

DRESS FOR SUCCESS

Dear BMXperts,

I have a Mongoose Expert bike and love racing. Since I have a Mongoose, does that mean I should have Mongoose pants, jerseys and pads? Please tell me!

Larry Leach
Tampa, FL

When it comes to BMX fashion, there are no rules. Although you need the safety gear required by your local track, nobody

has ever said what color it has to be. You see, one of the fun parts about BMX is that you have a lot of freedom of expression. For serious racers, however, the factory look is where it's at.

TRUE OR FALSE?

Dear BMXperts,

I have a GT Pro Performer, and was jumping at a radical place in Dexter called Harts, when I bent my forks. My friend said they were Tange forks and not GT. Are the forks on my bike really GT forks, or did they just put GT stickers on them?

Jimmy Smith
Dexter, MO

All the Pro Performers come with genuine GT chromoly forks as standard equipment. The lower-priced GT Performer has a steel fork, which could bend a little easier.

WHAT'S THAT?

Dear BMXperts,

What is the piece of metal hanging off Martin Aparijo's axle extender? (May '87, page 70)

Jamie Netherland
Meridan, MS

Good eye, dude. That little whatchamacallit is a modified frame stander. He has it there for when he's doing tricks with the bike upside down. It's one of the little secrets that helps Martin be so magical.

HAPPENIN' HOW-TO'S

Dear BMXperts,

I own a GT Pro World Tour and want to know where I can get a book on how to do ramp and flatland tricks.

Jesse Moore
Jackson, WY

We'll tell you what, Jesse, we have just what you're looking for. Our newest video, "101 Tricks," comes complete with a step-by-step instruction booklet containing hot tips from the world's best stylers.

WHO'S ON FIRST?

Dear BMXperts,

I was reading the results of the Street Olympics in your May '87 issue. It said that Rich Sigur was with Haro, while in the same issue in the Freestyler of the Year election it said that Rich was with BMX Plus! My question is, who is he with?

Chad Oney
Salinas, CA

During the time we did the two stories, Rich had become an independent rider. In the Freestyler of the Year story we listed him as a PLUS! rider because he frequently does bike testing for us.

THE PIED PIPER

Dear BMXperts,

I've been around BMX for a long time and know a lot about it, but there is one thing I don't know. What is a fluted seatpost? Also, why don't factory teams come to Canada?

Howard Zinman
Montreal, Quebec, Canada

A fluted seatpost is one that is made from a fluted metal tubing. This kind of tubing has a ridged or grooved surface, which supposedly increases the stress load of the post. As far as factory teams going to Canada, it's too cold! Seriously, because of their budgets, they can make it to only a certain number of races per year, and with National titles at stake, they have to stick to the U.S. schedule.

DISNEY DISASTER

Dear BMXperts,

Since you think you know everything, I want to test you on the stupidest question in the world. If Mickey is a mouse, Donald is a duck and Pluto is a dog, what's Goofy? He can't be a dog because he drives a car.

Keith Mahoney
Tewksbury, MA

You're right, Mahoney, that is the stupidest question in the world.

TWO MONTHS INTO THE FUTURE

Dear BMXperts,

I think you guys are messed up, but I'm going to ask anyway. Every time I get my mag, it's marked two months ahead of the month it arrives. For example, I got my latest mag in April and it said June 1987 on the cover. Is this a frequent screw up, or is it done on purpose?

Fareed Quraishi
Houston, TX

P.S. How can I get money to buy a new bike?

Because of production schedules and the time it takes to put together a mag, we have to plan the issues three to four months in advance of the cover date. What's more, if you happen to be one of our faithful subscribers, you usually get the mag a couple of weeks sooner than everyone else. So, in other words, it's not a screw up. It's just the way things are planned, and you should consider yourself lucky. As for money-making ideas, watch for a full-blown story in an upcoming issue.

BOOMERANG BINDER

Dear BMXperts,

I am really mobbed about a boomerang. When you spin, do you hit your brakes, or not? I have all your mags since December '85, and none of the

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Brian Martin	34.95	Brown (Freestyle)	4.85
		Cross Bones	5.90
Fish	35.50	Rat III	4.90
Dagbliss	35.50	Rat Bones	5.90
Reagan	35.50	Ramp Rat	5.90
John Thomas	35.50	Cal Hot	4.25
		Comp III	4.75
Carroll Board	42.95		
		Rocks	5.45
Hi Caliber I	41.95	Rock II	5.45
Pro Street	44.95	St. Bamba	5.45
TR Series	44.95	Nano	5.45
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Ruff	39.90	Kryptonic	4.90
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		St. Fly XXVIII	5.95
		St. Fly XXIX	5.95
		St. Fly XXX	5.95

WHEELS (4 per set)

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BMX & Skateboard	\$34.75	Skateboard & BMX	\$34.75
Red, #95	\$38	White & Blue	\$38
Off The Wall Lace-Ups	\$32.95	Eddie Fiol Models	\$24.75
#T230	\$32.95	#98	\$32.95
Tennis Mens	\$39.95	#233	\$39.95
#233	\$39.95	#440	\$39.95

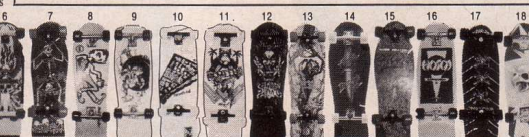
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ASK THE BMXperts

how-to's explain it. Don't throw this letter away; I need an answer. By the way, I really like your thrashin' Haro product guide in the June issue. Keep on rippin'.

Mike Fronk
Worland, WY

Front brake action is definitely a good idea when trying to pull off a boomerang. By stopping your front tire and using it as a pivot, you decrease the chance of having it buckle under you. However, some riders prefer to simply tap the brake and keep the bike's forward momentum going.

GT, ET, ABC, PDQ...

Dear BMXperts,

What does GT stand for? Or does it stand for anything?

Rob Smith
Kanab, UT

GT stands for Gary Turner, who, along with partner Rich Long, owns GT Bicycles.

• 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. •



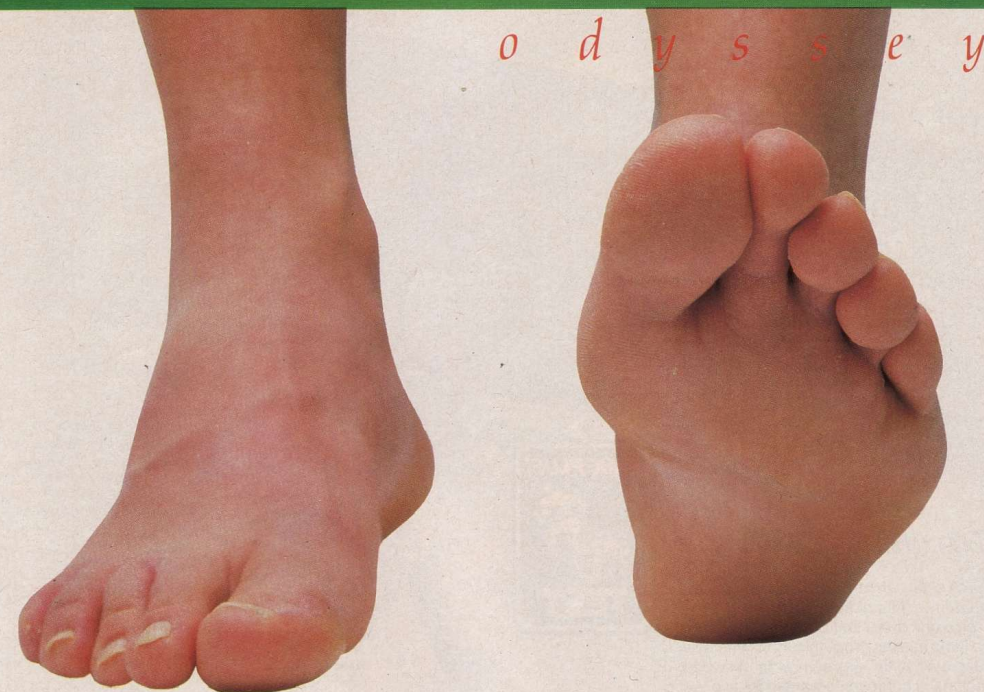
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THE ALL-NEW

GT PRO PERFORMER

Friend or foe?

□ In 1984, when GT first introduced its Performer line of freestyle bikes, it became one of the first BMX manufacturers to jump into the growing sport of freestyle. Because stylin' was so new to the world, not many companies wanted to take the risk of layin' it on the line only to have it all fizzle in their faces. Since that time, many stylers have come and gone, but the Pro Performer has held its own and today is GT's number one selling bicycle.

THE FRAME GAME

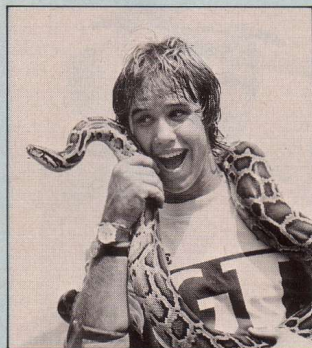
The Pro Performer frame is the same design as that used on all of GT's upper-level freestyle scoots, so when you purchase this bike, you get the same quality ride as that of Martin's or Eddie's Tour Team Models. The only exception to the lineup is the standard Performer, which still uses last year's design and comes equipped with steel forks. For '87 the guys at GT said, "Out with the old!" and



It's only appropriate that we had Josh White test-fly GT's semi-Euro, '87 Pro Performer. His bike, GT's Pro Freestyle Tour Team Model, shares the same frame design and most of the same components. ►



Michigan native, test rider for the day and BMX know-it-all, Zach Parsch, puttin' in some ground-grindin' time on the Pro Performer.



Who is this guy and what is he doing? Josh, putting the moves on one of the Camarillo locals.



GT PRO

sat down to build the perfect beast (as far as frames go). This new design is based on team rider input as well as comments and suggestions from GT owners throughout the world.

The most radical of the changes in the new frame is the S-shaped bend in the down tube. One claimed advantage of this configuration is that the frame can now supposedly handle more pounding and abuse than ever, with the down tube acting as a shock absorber. This, in turn, makes the '87 Pro Performer stronger and less susceptible to breaking, although GT's Shawn Buckley told us, "We received very few broken frames before, so obviously it didn't need strengthening." One more plus to the new S-bend is that it provides the rider with an additional standing surface, something every freestyler dreams of.

Another big change for this year is the revamped standing platform. GT not only widened and lengthened the top stander, but also raised the rear tube height so the whole platform is now level. The new design works so well that our own John Ker pulled off a frame-stand on it for the first time in his life.

If you're as impressed with this bike as we are, and you're all set to run out and buy one, wait! It gets better. A quick glance at the rear triangle reveals a completely re-engineered dropout section. The slight downward bend at the bottom of the seat stays gives you more foot and ankle room for tricks requiring the use of rear standing devices. Like the down tube, the stays also make themselves useful as foot resters. Yes, GT, think beddy beddy hard about new design. **HOLD ON, WE'RE NOT FINISHED YET**

While snooping around the back of the bike, we spotted the new Dia-Compe 990s. No bolt-on imitations here; the 990s are kept in place by welded-on bosses located on the bottom of the chain stays. Also in the braking department, a drilled-out down tube routes the cable to the binders in a nice, tangle-free, out-of-the-way place. It might be a purely cosmetic change, but it's the kind of feature that sets this bike apart from the others. Our only complaint with the 990s is that they tend to be a little tricky to dial in. They have incredible stopping power, but getting them set takes some time. If you've had this trouble in the past and still favor the old-style brakes, don't sweat it—the top-side mounting bracket is still there.

Last but definitely not least, this year's frame has a few geometric changes that make this the most versatile GT ever. A 73½-degree head angle continues toward the goal of making the Pro Performer the



Multiple-choice time. This is Steve Broderson doing A, a one-hander, B, an imitation of a chimpanzee getting rad, C, all of the above.

ideal scoot for both ramps and ground. With the steeper head angle, the GT has a stable, responsive feeling on the ground. Also up front, the fork dropouts now extend only about half as far up as before. This allows you to run bolt-on standers about two inches lower on the forks—a major improvement over the old style. For testing purposes, we put front and rear standers on our bike to add to its ground-shredding capabilities. After some serious thrashing, we found the Pro Performer was more than enough for anything we could throw at it. The bike had a great feel of balance and security, due partly to the fact that if you ever blow a move, there are plenty of places to land your feet and pull off a reasonable recovery.

During the filming of our latest video, we had Camarillo, California, legend Steve Broderson test the flight capabilities of the bike. After a few minutes of riding time, he began lofting easy six-foot airs. When he finally came back to earth, Steve told us that the bike was easy to adjust to and had plenty of room for bigger guys.

We don't know what got into the guys at GT, but they definitely have developed one hot frame here. It's a bit surprising when a company that has had so much



You could tell it wasn't the first time Josh had been on this bike. Crossed-up, one-footed and very stylish, indeed!

success with a bike, re-designs it. But, it's a pleasant surprise to find that everything has been changed for the better.

FOUR-STAR COMPONENTRY

One of the problems with buying an entry-level bike is that you usually end up with a decent frame and fork, only to be left with some less-than-desirable parts. To combat this, GT has come up with a sure-fire way to keep everybody



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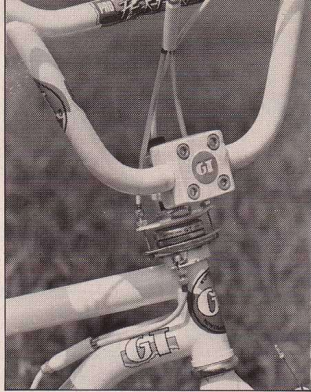
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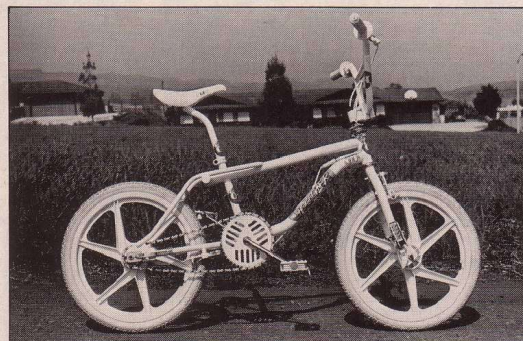
The Pro Performer is built for a tangle-free society. Odyssey Gyro with dual-pull cables and GT's hollow-bolt stem. Good stuff.



GT could almost have a circle-the-improvements contest with this photo. From left to right we have the new, shorter fork dropouts, trick through-the-frame cable routing, lower S-bend foot platform, and redesigned top platform. You definitely get your money's worth with this scoot.

OFFICIAL BMX PLUS! TEST BIKE PRO AND CON LIST GT PRO PERFORMER

PROS	CONS
Clean looks	Heavy weight
Stable feeling	No front or rear
Good ground/ramp	pagas/platforms
compromise	
Quality components	
Good sizing	
Odyssey Gyro	
All kinds of trick	
standing spots	



After only a few minutes on the bike, Bro-derson was launching easy six-foot inverts. Even though it was his home ramp, you know he wouldn't have been trying them if he wasn't totally comfortable with the bike.

GT PRO

satisfied. Instead of making one bike with junk parts and another with quality stuff, GT produces a full line of quality bikes, with the total number of accessories determining the cost. The Pro Performer, which is third on the list of GT's four freestyle bikes, lacks only one feature to be the ultimate scoot: standing devices. On the other hand, the bike sells for less than \$300, so you can't complain.

As we said, quality shines through on this bike: Dia-Compe binders, 880s on the front, 990s on the back, Odyssey RX-3 locking levers, genuine A'ME grips, SR platform pedals and the now-famous Odyssey two-into-one Gyro detangler and cable system. The rest of the bike is rounded out with GT's own high-quality accessories: alloy sprocket, Pro Performer bars, F/S stem, one-piece chromoly cranks and GT mags.

If freestyle is your game and you've saved your pennies, this is a bike well worth considering. The Pro Performer has the potential to be the first and last bike you'll ever need or want. □

SPECIFICATIONS: 1987 GT PRO PERFORMER

I. FRAME AND FORK

Type: Freestyle; 20-inch; age range 12 and over.

Frame design: Single 1-1/4" O.D. top tube with integral standing platform; single S-bend down tube, all chromoly.

Frame construction: 4130 chromoly.

Fork construction and design: Tubular chromoly, 1-1/8" O.D. tubing, leading axle design.

Wheelbase: 35-1/4" to 36-1/2".

Bottom bracket height: 11-1/2" (center to ground).

Chain stay length: 15" (center of bottom bracket to center of dropouts).

Steering head angle: 73-1/2".

Seat tube angle: 70".

II. WHEELS

Rims: GT Performer mags, made by OGK, nylon.

Hubs: Chromoly axles, loose bearings.

Tires: GT 20" x 1.75" front and rear.

Freehub: SunTour, 16T, chromoly.

III. DRIVE TRAIN

Pedals: SR, platform.

Cranks: SR, one-piece, chromoly, 175mm.

Front sprocket: GT, alloy, 43T.

Bottom bracket: Steel, loose ball.

Chain: Izumi, 1/2" x 1/8".

IV. STEERING

Grips: A'ME.

Handlebars: GT Performer, chromoly, 28-1/2" width by 9" rise.

Stem: GT, alloy clamp, chromoly shaft, hollow stem bolt.

Headset: GT Epoch, self-adjusting, alloy and steel retained ball.

V. SEATING

Seat: GT by Viscount.

Seatpost: GT, chromoly, 140mm.

Seatpost clamp: GT, alloy.

VI. BRAKES

Calipers: Rear—Dia-Compe 990, front—Dia-Compe 880.

Levers: Odyssey RX-3 (locking mode).

VII. ACCESSORIES

Rear-brake detangler: Odyssey Gyro.

VIII. WEIGHT

35 lbs.

IX. PRICE

\$289 (approx. retail).

X. COUNTRY OF ORIGIN

USA

XI. COLORS AVAILABLE

Chrome, hot neon pink, white, GT blue, lavender.

XII. ADDITIONAL INFO

GT BMX

15552 Container Lane

Huntington Beach, CA 92649

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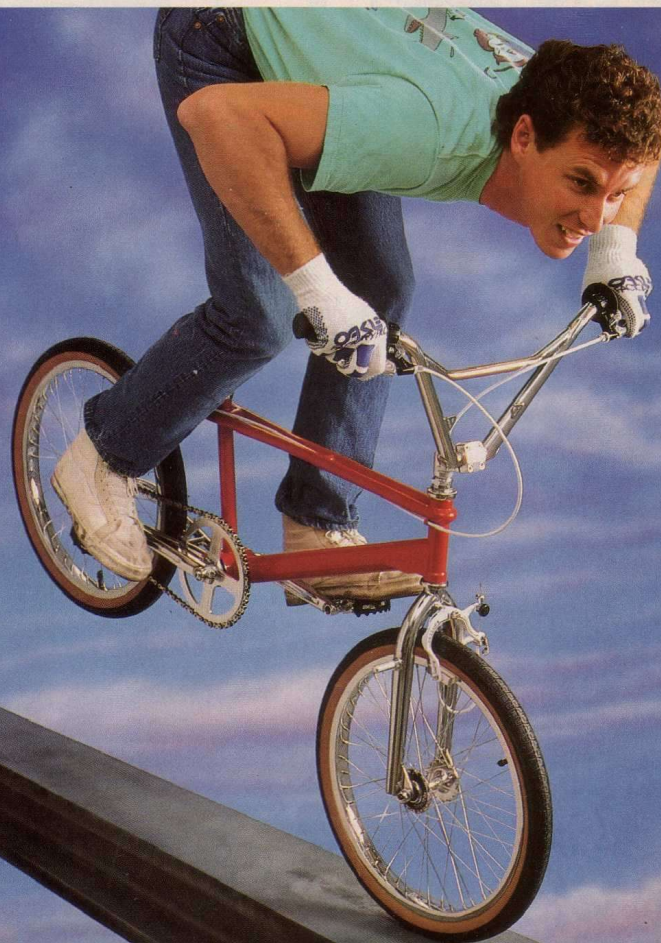
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BMX9-7

CHARLES TOWNSEND

This first-year pro may be Pete's toughest rival

By John Ker

□ **PLUS!** How did you get started in racing?

Charles: The kid around the corner said he was going to the bicycle races one day. So I decided I wanted to do it, too, and got on an old Huffy. The brake lever was about 12 inches long (laughs).

PLUS! How old were you?

Charles: Around 11 or 12. As a matter of fact, my mom wouldn't even let me go. I used to sneak off. I remember one day I got up around 7:30. She made me some breakfast. I said, "Okay, Mom. I'll be back in a few minutes. I've just got to go around the corner, cause I was deliverin' newspapers and forgot to deliver a house. I'll be back in a few minutes." I went around the corner and just boogied. I went to the races and didn't even come back for breakfast.

PLUS! Was she mad?

Charles: She was upset. Then she began kinda lettin' me go. She'd say, "I don't want you to go." And I'd say, "Aw, c'mon, Mom," and she'd say, "Ahhh, okay." For the first two or three months she wouldn't let me race, but I still went.

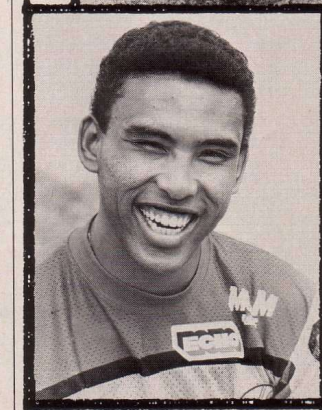
PLUS! Does she like it now?

Charles: Yeah. She still doesn't go to the races, but she's behind me 100 percent. As a matter of fact, if I've been out riding all day while she's gone, when I come home she thinks I've been riding for only 15 minutes, and she'll say (Charles takes on a high-pitched, nagging voice), "Why don't you go ride your bike? Did you lift weights today? Did you go do starts?"

PLUS! Does she read the magazines?

Charles: Yeah. If I get a magazine and say, "Look, Mom, there's my picture," and then withdraw it so I can look at it, she'll go "Uhhh!" (Charles demonstrates a clutching death-grip gesture). I'll say, "Would you give it to me?" and we'll start fighting over it.

◀ **Brute force and determination.** Will Charles Townsend power his way to a Number One plate in his first year in AA Pro?



Charles, "Big Chuck," "Black Magic," "the fleein' Korean"—whatever he's called, Charles Townsend is the hottest thing to hit the Pro class since Pete Loncarevich.

TRAINING

PLUS! What kind of training do you do?

Charles: Mainly, I get up in the morning at around eight and run about two miles, then come back home and go riding across town and in the hills. I'll come home after that, eat lunch, sit around a

We don't know if there's a gene for speed and strength, but if there is, Charles must have gotten it from his ancestors.

TOWNSEND

bit, then go over to Dean's house (Dean LaBerge lives right around the corner from Charles in San Jose, California) and lift weights. Usually, nobody's home, but I know where they hide the key. It's like a second home. I just walk in and lift weights. After I finish lifting weights (usually around a quarter of two), I usually wait around for Dean and then we go to some starts. After that, Dean and I go to the high school and run bleachers.

So, pretty much, Mondays, Wednesdays and Fridays I run, lift weights, ride in the hills and run bleachers. Tuesdays and Thursdays I ride, do starts and run bleachers. And every once in a while I go out to the local races, usually Saturday and Sunday. Every day I ride my bike about three hours.

RACING THE PROS

PLUS! What's racing the pros like?

Charles: Fun. Sometimes I pick up a magazine and look at the pictures and see Pete and Greg and the other pros,

and I can't believe I'm up there racing those guys. Three or four years ago I never thought I'd be where I am now. It was a high just making the Main at a National. Now I'm up there doing well and getting firsts, seconds and thirds. It feels real good.

During the week I'm thinking, *Man, this hill stinks*, but then, when I'm standing in that line at the ABA and Clayton tells me how much I made, that makes it worthwhile.

PLUS! What are your goals in racing?

Charles: Right now my goal is to get number one. Secondly, by the end of September, to get a new car. Thirdly, not so much this year but next year or the year after, to become really dominant, like Brian Patterson (back in 1984) and like Pete was last year—to get up on the gate and know I'm going to win it. When I get up on the gate I want the spectators to know I'm going to win. I think that if I keep riding and keep my head on straight, it will come in due time. □

FAST FACTS

CHARLES TOWNSEND

• **BIRTHDATE/PLACE:** January 25, 1967
Kansas City, Kansas

CURRENT RESIDENCE: San Jose, California

HEIGHT/WEIGHT: 6'2"/195 pounds

CURRENT SPONSOR: CW

PAST SPONSORS: U.S. Boss, Hutch, Cyclecraft

FIRST RACE: 1979 or 1980 at Helliger Park in San Jose—"I think I took a third in the Beginner class."

OUTSIDE INTERESTS: "Racing takes up 95 percent of my time. I like water sports, such as hydro-slides, and if I can ever learn to get up, water skiing."

SCHOOLING: Graduated from high school in 1985—"My freshman and sophomore years I barely passed, but my junior and senior years I really got serious. My junior year I got a low B-minus average, and my senior year I got a B average, high B's. That was when I got my head screwed on and finally figured out what I want to do." •

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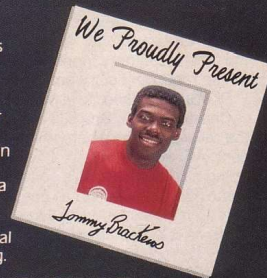
SEQUENCE OF RELEASE

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THE BIG T NATIONALS

Pete vs. Chuck, & the return of Steve Veltman

Story & photos by John Ker



One-time superstar and Texas local Steve Veltman took his old Hutch out of the mothballs (figuratively speaking, of course) and blew the doors off the hottest 17-year-olds in the country. Cowtown BMX.

◀ It's hard enough for a factory rider to get a full-page color shot in the mag, so you can bet S&K Cycle Center's Brandon Allen will be stoked. Second in 14 Cruiser, Cowtown.

□ One of the first people we saw when we got to the Cowtown BMX track in Dallas, Texas, was Steve Veltman. Steve, for those of you too young to remember, was the top amateur in BMX about four years ago. The year 1982 was his big one, as we recall. That was when he took the ABA National Number One Amateur and Cruiser titles in the same year. It's a feat no one else has ever duplicated, and it established him as the undisputed king of amateur BMX... for about two months.

The problem with Steve taking those two titles at the same time was that he made it almost impossible for himself to improve on his accomplishment the next year. So, as sometimes happens in such situations, he started doing worse and worse after that year of glory. Eventually, he ended up quitting BMX completely one or two years ago.

Frankly, we were a bit surprised to see Steve at the track Saturday. Then we remembered that he lived in Texas, so it could have been the thought of seeing some of his old friends that brought him out to the track. No, he said, he was there

to race. In fact, he had a new sponsor—McDonald's. Right, the home of 60 billion burgers.

Of course, we *knew* there was no way Steve could get right back into the thick of things after being out of the sport for so long. We personally assured Steve that it was impossible to come back into the sport and start winning Nationals right away after being gone so long. We told him his best strategy was to set reachable goals, such as making the Main. That way he wouldn't become discouraged right away. And then in a few months he might be going fast enough again to win one once in a while.

Some day we'll learn to shut up *before* we make fools of ourselves. Veltman ended up the weekend as the hottest 17 Expert there, beating Mike King, Darwin Griffin, Cecil Johns, Terry Tenette, Eric Carter and everyone else in his age class. Oh well, it could have been worse. Steve only scored three wins; he could have quadrupled or something. We could always say it was just luck that let him win three times over the weekend.

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BIG T



Galen Starlin is locked in the ultimate points battle with teammate Kenny May. Both are shooting for double National Number One plates in the ABA this year, but this was Galen's weekend. He went undefeated in 14 Expert and Cruiser. Kenny won 16 Cruiser one day and got nothing the next day.



Jason Donnell, on his way to an 11 Expert win at Cowtown. (Check out the bike on top of the flagpole. Where else would they do this kind of thing but in Texas?)

PETE

Another person we saw in Dallas was Pete Loncarevich. Now we all know Pete is getting burned out on racing and about to go into a major slump—or do we? We expressed surprise at the fact that Pete was racing on Saturday, since Sunday was the only day that counted toward the pro rankings; that was the day of the ABA Pro Series race.



Charles Townsend and Shawn Texas are a close match in size and speed, but right now, Charles has the inside edge in winning. His first in AA Pro on Sunday was his first win in an ABA Pro Series race. Care for a prediction? It won't be his last.



Anatomy of a failed holeshot: See how Harry Leary's (31) front tire is pulled up and back from the gate a bit? Well, he was going for the slingshot start, hit the gate and went over the bars half a second later.

Pete just laughed at our surprise that he was racing on Saturday. He got the last laugh of the day, too, when he won the AA Pro class like a guy who's starting to come into a hot streak. Who knows? Maybe he is.

THE TRACKS

For some reason, when we think of Texas, we tend to think of the kind of terrain you see in old cowboy movies: dry, dusty and rocky, with a lot of cactuses around. Funny, it isn't like that at all. The Dallas/Fort Worth area is more green than brown, and the tracks are nice, rock-free and pretty, too.

The Cowtown track on Saturday looked like one of the best tracks we've seen in a long time. The Dallas County Cycle Park on Sunday looked even better. Both offered lots of jumps, good berms and pleasant surroundings. The soil was a little sandy, but otherwise the tracks were good.

THE SHOWDOWN

This year has begun to shape up as a showdown between Pete Loncarevich and Charles Townsend, the same way last year was a showdown between Pete and Ronnie Anderson. As we mentioned earlier, Pete won the AA Pro class on Saturday, and Charles ended up with

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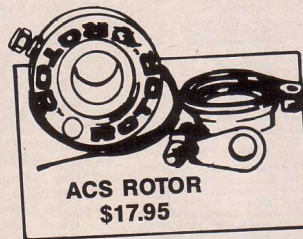
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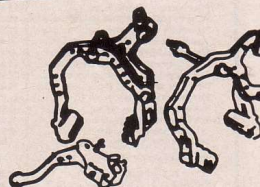
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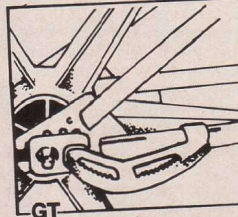
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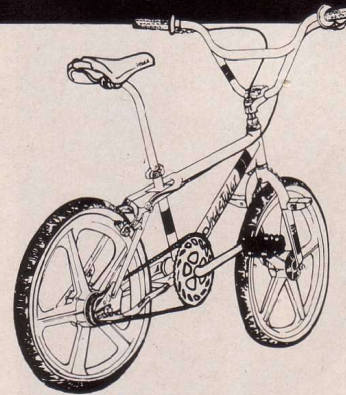
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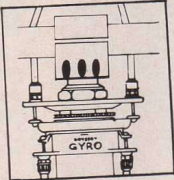
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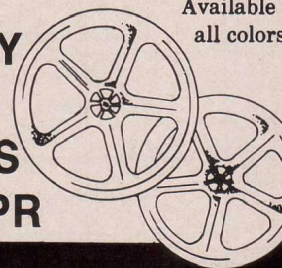
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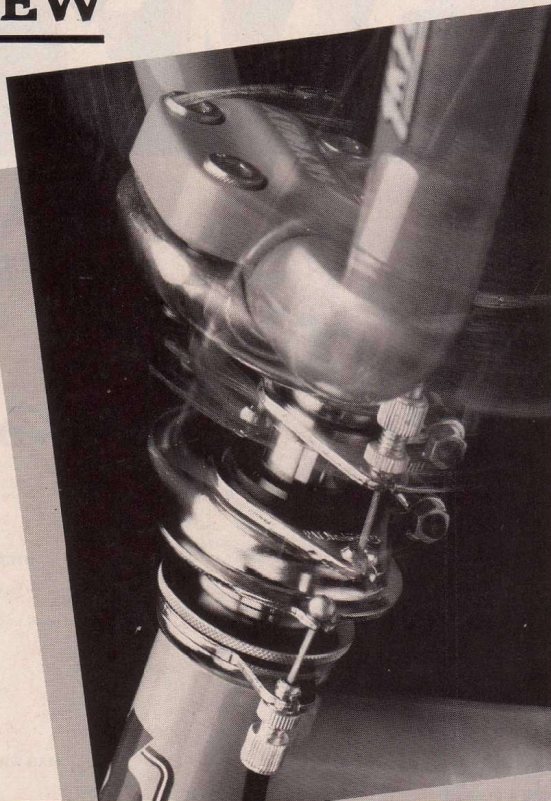
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BIG T



When we told Holly Dunn we wanted a shot of her because she was the top girl in the ABA, she shyly demurred. Fortunately, her friends Tiffany Kellner and Julie Lindsay were on hand to help her strike a comfortable pose. □

COWTOWN BMX PUTTING RIDERS FIRST COMES FIRST IN TEXAS

• What does it take to make a successful BMX track? Porter Gibbins knows. He's the man behind the most popular ABA track east of the Rocky Mountains—Cowtown BMX, of Fort Worth, Texas.

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Is it any wonder that Porter Gibbins has more kids coming out to his track than any other track outside of California? We don't think so.

For more information about Cowtown BMX racing call Porter Gibbins at (817)834-1971. •

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CHARLES TOWNSEND'S

CW PRO MOTION XL

The test that almost wasn't

By Gary Walton



□ The Hi-Torque offices, Monday morning, 11 o'clock:

John: "Hey, Gary, I forgot *American Freestyler* ships out tomorrow morning and I've got to go over the blue lines. Do you think you could run down to CW and pick up the test bike and then meet Billy Griggs and the Culligan Man at Colossus?"

"Sure," was my response. After all, if this was going to be my first major test, it might as well be solo. Driving down the freeway, interesting approaches for the story started running through my mind. All of this was a little nerveracking, a full-on test in a major magazine—pretty scary. An hour later, arriving at CW, there were now about ten million thoughts floating around in my head, and things were starting to look much better. After picking up the shiny new CW Z-1500, I scooted on over to Colossus to meet Billy and Dave. Once they'd checked over the bike and set it up to their liking, the guys put on their uniforms and prepared to wreak havoc on the new bike. About this time, John showed up with Eric Carter and Charles Townsend, who were also going to take part in the testing. Now we were sailing right along. Everybody was here, it was a nice, sunny day and my camera finger was dyin' for action.

DISASTER STRIKES

Ten minutes into our photo session, something happened. Just when things were going perfectly, the Culligan Man gave the cranks the Lumpy Rutherford treatment. Actually, he didn't really do anything out of the ordinary, but the cranks bent as though they were made out of tin foil. After some quick checking

◀ After a bunch of miniature bunnyhop-type jumps, Charles blew us away with this jump when he came bustin' out of "the Wall" at Colossus. It's amazing what some guys will do for a free lunch.



Why is this man smiling? Could it be because he's well on his way to becoming the sport's next superstar?

with Roger Worsham, the head honcho over at CW, we found that CW had accidentally given us a bike that was put together for show only. This presented somewhat of a problem since our deadline was just two days away, CW didn't have another Z-1500, and we didn't have time to schedule another shoot. We pondered the situation for a few minutes.

"I've got it!" said John. "We've got Charles Townsend here. He's one of the hottest pro racers in the country today. Let's do a full blow-out test on his personal bike. We'll see what Billy and

Dave think of it. It'll be cool!" That did it. After convincing Mr. "I'll do anything for lunch" Townsend of what a great story it would be, we were finally set.

SO THE STORY GOES

For those of you who haven't noticed, Charles is not your everyday 98-pound AA pro. In fact, at six feet, two, and 195 pounds, Charles needs a little more than the average 20-inch frame to keep him under control. We tried to get as much info as possible out of Charles, but all he really knew was that his frame is a long model of the Pro Motion, and to get

PRO MOTION



one you have to special-order it from CW. After checking around, we found that the frame is the same design used by Shawn Texas in his CW days. It sports the same basic geometry as the Pro Motion, with the addition of a one-inch-longer top tube. Before now, you could special-order the frame—if you even knew it existed. For those of you who think you might be interested in this frame, we have good news. As we were going to press, CW informed us that the design will become a standard production unit—the Pro Motion XL—and should be available by the time you read this.

ONWARD AND UPWARD

The first comment our test riders made about the bike was that it was definitely not for the smaller rider. The Culligan Man described the bike as being set up for the kind of guy who tapes a banana to the handlebars for motivation. This bike has so much room between the seat and the DK extra-long clamp, you could use it to bring all your friends to school.

After adjusting to the bike, Dave and Billy started bustin' some pretty radical air. Even though this bike is capable of style, both riders agreed that it's best suited for full-on racing. With such a long front end, it tends to feel light over jumps. This can be an advantage once you get used to it, as it makes the bike act as though it launches itself without having to use much extra effort. But, until you get the hang of it, you sometimes feel as though you're going to loop out.

Eric Carter, who was originally going to help us test the Z-1500, throws in a little grip-to-the-ground, berm-bustin' action on his standard-model Pro Motion. The big difference is the size. Eric's bike is a couple of inches shorter than Townsend's.



Smooth handling and good stability make Townsend's Pro Motion XL bike perfect for full-on racing conditions and...



...for those mid-race moguls that are simply too tempting to pass up—a little built-in style.

ROUND AND ROUND

Cornering on the XL is a big guy's dream come true. Slam dancin' this baby through the turns brings out more of the finer racing qualities of the bike. Charles runs a small, 1.75-inch front tire on his scooter, and we had no problem with it

wanting to wash out. One aspect we did notice about the long front end is that it tracks really well through long, sweeping berms. This can work both for and against you, depending on your size. If you're a big guy who likes to muscle your way around, you'll be lovin' it, since the bike

The ACS Anti-Backpedal feature is awesome! Your pedals stay right where you leave 'em. That means no more whacked shins and toes.



YA! Thanks to ACS my idea is off the drawing board and at your local bike shop. It's The R.L. Edge and it's going to change the way you ride. Believe it!



The R.L. Hub from ACS with the Anti-Backpedal Freewheel weighs almost exactly the same as a regular freewheel and hub.



The R.L. Hub, why limit yourself with anything else?



The R.L. Edge

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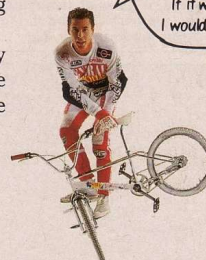
Inspired and tested to its perfection by R.L. Osborn, The R.L. Edge is a completely new rear wheel with some very real and exclusive freestyle advantages. The unique R.L. Hub by ACS has a Newly Designed Anti-Backpedal Freewheel built right into it. So your pedals stay set, right where you left them, no matter how awesome your fakie or long your infinity roll. Plus the R.L. Hub uses Standard Suntour or Bendix Clip-On Sprockets that weigh less and come in more sizes than do regular freewheels. 48 Stainless Steel Spokes pair the hub to a very new and impressive R.L. Alloy Rim. Designed Concave not to be different but to be Stronger than the rest. The R.L. Rim also features Special Spoke Nipple Seats to keep the spokes running tighter and lasting longer.

You can buy the R.L. Hub or Rim separately but together they are THE R.L. EDGE, Freestyle Innovation that'll keep you ahead of the competition.

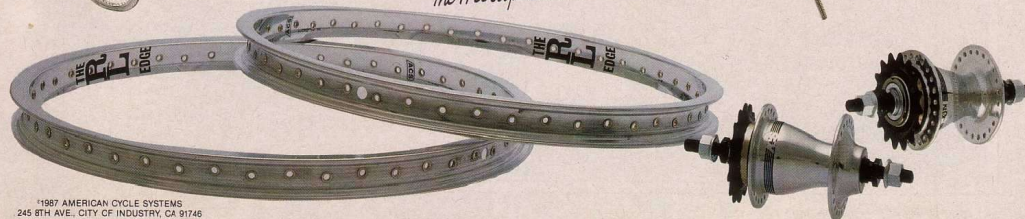
ACS designed the freewheel mechanism right into the hub where it's protected from dirt and grime. Smart!



Bottom line: The New R.L. Alloy Rim is better than the rest. If it weren't, I wouldn't use it!



A Z-Rim version of the R.L. Edge? No problem. ACS has 'em!



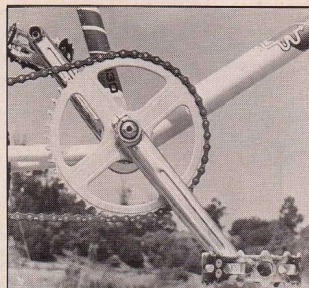
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PRO MOTION

carries a lot of momentum through the turns. This enables you to go into corners at high speeds, knowing that the bike will respond to your every command. For smaller guys, this means the bike will have a tendency to drift to the top of the turns. Even Dave Cullinan (who is no midget) found the bike a bit too big for him. On the other hand, when he rode Eric Carter's standard-size Pro Motion, he found that bike to be a little short. The reason for this is, Charles' bike is set up extra big, while Eric's is set up smaller for tight cornering action. With the right combination of stem, bars and seatpost, the XL could fit a variety of riders.

PARTS IS PARTS

That's not always true when it comes to a pro's bike. In Charles' case, only the most precise componentry will do. Starting with the drive train, we have the famous Red Line Flight cranks (180mm) and a SunTour 16T freewheel, all held together with a Sedis Sport chain. A Hadley sealed-bearing bottom bracket keeps the cranks turning to the pressures applied through the SunTour beartrap pedals. The first time we photographed Charles with his bike (about ten days earlier), he was sporting a one-and-a-half-inch rear tire. The explanation he had for this was that it was the only size the bike shop had. You would think a guy in Charles' position would have a little more clout than that, huh? Anyway, during that particular photo session he managed to destroy his rim and has since



Nothing but the best. When you're on the gate with seven guys who are equally as fast as you are, you wanna get every ounce of power to the ground. Red Line flight cranks, Hadley sealed bottom bracket and SunTour pedals.

replaced the tire with a 1.75-inch Comp III mounted on an Araya rim.

Up front, the CW Shadow bars are capped with A'ME Tri-grips. On the back of his Crit Plate numberplate, Charles has a decal that reads "Car, make it happen," this is in reference to one of his main goals for '87: a new Mustang, which he hopes to own in the near future. It's motivation like this that turns mere mortals into invincible moto-madmen.



SPECIFICATIONS: CHARLES TOWNSEND'S CW PRO MOTION XL

- | | |
|------------------------------------|--|
| I. FRAME AND FORK | Handlebars: CW Shadow. |
| Type: Racing; age range | Stem: DK, extra-long model. |
| 14 and over | V. SEATING |
| Frame construction: 4130 chromoly. | Saddle: CW by Viscount. |
| II. WHEELS | Seatpost: CW Premium. |
| Rims: Araya 7X. | Seatpost clamp: Hutch. |
| Hubs: CW, sealed. | VI. BRAKES |
| Tires: Comp III, 20"x1.75" | Calipers: Dia-Compe 900, rear. |
| Front and rear. | Lever: Dia-Compe. |
| Freewheel: SunTour, 16T, chromoly. | VII. WEIGHT |
| III. DRIVE TRAIN | N/A. |
| Pedals: SunTour beartraps. | VIII. PRICE |
| Crank: Red Line Flights, 180mm. | N/A. |
| Front sprocket: Red Line, 43T. | IX. COUNTRY OF ORIGIN |
| Bottom bracket: Hadley sealed. | USA. |
| Chain: Sedis Sport. | X. COLORS AVAILABLE |
| IV. STEERING | Chrome, white, black, candy red, candy blue. |
| Grips: A'ME Tri-type. | XI. ADDITIONAL INFORMATION |
| | CW Racing |
| | 731 Melrose St. |
| | Pico Rivera, CA 92670 |

Need we say more? It's small reminders like this that make climbing hills and running bleachers a little easier to bear. ►



Getting flat on the XL takes some getting used to. The long front end makes the nose feel kinda light but, after a little riding time, you don't even notice it.

For occasional stopping purposes, a Dia-Compe 900 on the rear does the job. Rounding out the list are a Hutch seatpost clamp, Cal Lite reversible pads, (red on the outside, checked on the inside), and a few of CW's latest technological breakthroughs: a Premium seatpost with full 360-degree non-slip knurling, and the new made-in-the-USA sealed-bearing hubs.

We're not going to guarantee that if you go out and build a bike like Charles', you'll be any better a rider, but if you're a big guy, it's nice to know that there is the possibility, and that the Pro Motion XL is a proven winner. □



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- ★ Your choice of Araya 48 Spoke Alloy Wheels or Skyway Mags.
- ★ Odyssey Gyro.
- ★ Alloy Freestyle Brakes with Locking Mini Mountain Levers.
- ★ Kuwahara Freestyle Stem Handlebars, Cro-Moly Seatpost and Cro-Moly Crank.
- ★ Available in Grey/Pink, Blue/White, Yellow/Black & Red/White.

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□ Last year's "Life on the Road" article with the CW Team sparked a lot of reader response. People were stoked to see what life on the road with a major factory team was like from a "behind the scenes" angle. With this in mind, we bring you another "life on the road" story.

We had kicked around the idea of going on the GT World Tour—at least part of it—but nothing really came of it until a luncheon/meeting with GT president Richard Long. We talked about how cool it would be if one of our guys went on the road with Josh and Martin for the 20-day Oriental leg of the GT World Tour. Everyone thought it was a great idea, and we decided to do it!

THE CRAM AND JAM SCHEDULE

The trip would start in Los Angeles, California. We'd fly to Taipei, Taiwan, where we'd stay for two days. After Taiwan, we'd leave for Japan, hang out in Japan for seven days, then head for Hong Kong. We'd stay in Hong Kong overnight, and set out the next morning for mainland China. After two days behind the "Bamboo Curtain" of China, we'd go back to Hong Kong for two days. We'd then fly to Hawaii where we'd spend five days hopping from island to island doing shows. From Hawaii, it'd be back to L.A.

TAIWAN, I CAN'T WAIT!

After months of planning and waiting and counting down the days, our alarms were set for 7:14 a.m. on the day of departure. This would allow enough time to make one final equipment check, wade through traffic on the freeway, and make

GT WORLD TOUR THE ORIENT PART 1

*The Chairman & Dr. Air
go where no team
has gone before*

Story & photos by Mike Carruth

it to LAX (Los Angeles International Airport) by 10:00 a.m. The equipment check was completed. All necessary equipment was packed and accounted for.

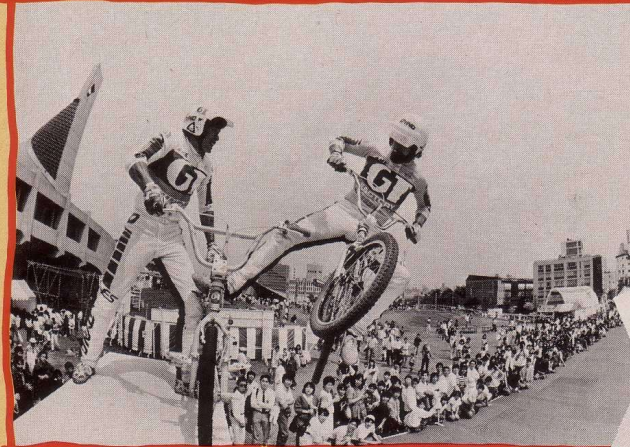
WHAT'S IN THOSE BIG BOXES?

When John Ker and I arrived at LAX, Martin and Josh had just gotten to the front of the check-in lane. I hauled my baggage to the window and joined them. The agent asked Martin, "What's in those two big boxes?" Martin replied, "That one's got camping equipment and skateboards in it, and the other one's got bike parts in it." (There's a hefty charge for taking bicycles on airplanes). Five minutes and \$178 later, we discovered that United Airlines cuts very little slack when it comes to anything that even remotely resembles a bicycle.



Taiwan must be the motor scooter capital of the entire universe—they outnumber cars ten to one! If you look closely at this photo, you'll notice that there are 22 scooters and only two cars. This is a run-of-the-mill apartment complex.

◀ It ain't no picnic! When show time came, Josh and Martin were more serious than AT&T executives. Frame-plant action, Japan.



◀ Japan isn't much different from the USA—they have McDonald's, surfing and, yes, even Kentucky Fried Chicken. Martin in the backyard—midtown Shibuya.





You tell us: Is this A. the starting line at the motoscooter grandnationals or B. 6:30 on a Friday morning in Taipei.

◀ The trip to Japan wasn't all work and no play—the guys got a chance to schralp some of the local streets. The commoners were bewildered.

TAKE OFF, EH

The first leg of the flight (L.A. to Tokyo) went pretty fast. *Top Gun* and *Ferris Buehler's Day Off* were the movies shown during the flight. Josh and Martin did a lot of sleeping. Both of these guys had been to Japan before, but this being my first trip out of the States, I was stoked beyond belief.

Martin and Josh boarded the plane, kicked back for about 45 minutes, and then passed out until lunch was served—about three hours later. After eating, they passed out again, regaining consciousness for an occasional sip of orange juice. When the captain announced we'd be landing in Tokyo in seven minutes, they finally woke up. Josh leaned across the aisle toward me, yawned, stretched and fell over the armrest as if he were dead. Martin showed no sign of movement.

When we got there, our flight to Taipei was in the "Final Boarding Process." We ran across the terminal and boarded our plane to Taipei.

WHERE BIKES ARE BORN

Taiwan produces more bicycles than any other country on the face of the earth. The reason we were going to Taiwan was for the Taiwan bike/sporting goods show. The guys would do two shows: one at 11:00 a.m. and one at 3:00 p.m. The flight from Tokyo to Taipei was four hours long. We were anxious to get to Taipei, find the hotel, and catch some sleep.

Upon landing in Taipei, we gathered our belongings and got off the plane. As we walked to the terminal building, we saw three guys with machine guns in their hands. Actually, they weren't just "three guys;" they were members of the military, but it still seemed very weird. We passed through immigration, where the inspectors checked our passports and officially admitted us to Taiwan.

After collecting our luggage and clearing customs, we exited from the baggage claim area into the waiting room, where hundreds of people were waiting for the arriving passengers. The two guys who picked us up couldn't speak English. Josh asked them where the car was, and the guys nodded and smiled. Martin asked one if they had a big car or

泰 ORIENT

a small car, and the guy answered, "No English speak." I had to give it a try too, so I said, "Hotel? Where is the hotel?" The reply was, "Sorry, no English speak!" We made it to the hotel about an hour later and crashed for the night.

MOTOR SCOOTER GRANDNATIONALS AND "THE SPEECH"

The following morning we were scheduled to arise at 8:00 a.m. in order to have breakfast and make it to the convention center by 9:50 a.m. The first freestyle

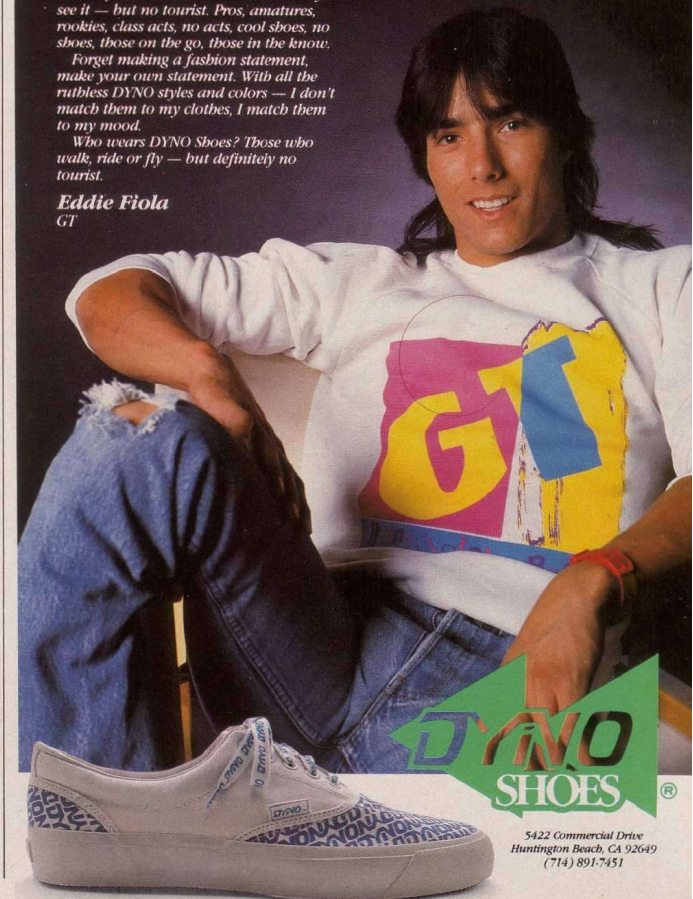
Who

Wears DYNOSHOES? Everyone — no one, anyone who knows cool when they see it — but no tourist. Pros, amateurs, rookies, class acts, no acts, cool shoes, no shoes, those on the go, those in the know.

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Who wears DYNOSHOES? Those who walk, ride or fly — but definitely no tourist.

Eddie Fiola
GT



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After our last show in Japan, Koza and his gang threw a barbecue as a "sayonara" present. Josh, Martin and Mike have but one thing to say: "Domo arigato, Koza san!" (Thank you very much, Mr. Koza). Where are the Americans in this photo? Where else? Getting another hot dog, and some more teriyaki steak!

demo would be a little behind schedule and start around 10:45 a.m. While the guys ate breakfast, I walked to one of the main streets, which was about two blocks from the hotel. When I got there, I looked down the street and saw hundreds of Vespa-type motor scooters zooming down the streets. It was like a combination Grand Prix and motocross race. They were cutting each other off, riding down the wrong side of the street and defying every law of transportation ever implemented!

TAIWAN'S FIRST FREESTYLE SHOW

We're not positive about this, but reliable sources say that our shows that day were the first freestyle shows in Taiwan. The people were totally into it! The crowd was great, not only at the first show, but at the second show, as well. I had never really seen a GT show with Josh and Martin before, but it really looked polished. They had some cool doubles to start off the show, and since there wasn't a ramp on hand, they split the ground portion evenly. Josh tears it up on ground. I have to admit he's one of the top overall riders in freestyle.

GETTIN' SNAKED

After the last show was completed, we headed back to the hotel. Mike Loveridge (who'd come over on the same flight and was doing shows in the "An Lun" booth), Craig Harley of Kuwahara, a guy named Dennis from An Lun (a Taiwanese bike maker), and a girl named Maryann who works at An Lun, headed for a place called "Snake Alley." This is the freak-attraction center of our universe—I'm convinced of that. In Snake Alley we saw a guy twist the head off a rattlesnake with his bare hands, cut it open with a sharp knife, pull out its heart and eat it. To wash it down, he drank "snake blood over ice." If you were to buy that meal, it would cost you about \$50 in American money, not to mention every ounce of sanity you possess.

Since Josh and Martin were already back at the hotel snoozin', I hightailed it back there to catch a few "Z's" myself. Our flight left for Japan the following morning at 10:00 a.m.



Question: "Excuse me, sir. Could you tell me where Kwok Sun Chang, Inc. is located?" Answer: "What's the matter, kid? Can't you read?" Confusion in Taipei.

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PACK IT UP AND MOVE IT OUT

After the first two days of the trip, we were pretty well adjusted to the time change. As mentioned before, those guys had been to the Orient previously, so it really wasn't that big of a deal to them. To me, it was something I had waited my whole life to do. The guys packed their bikes back into the boxes, and we all met downstairs in the hotel lobby.

FLYING TO THE NIPPON

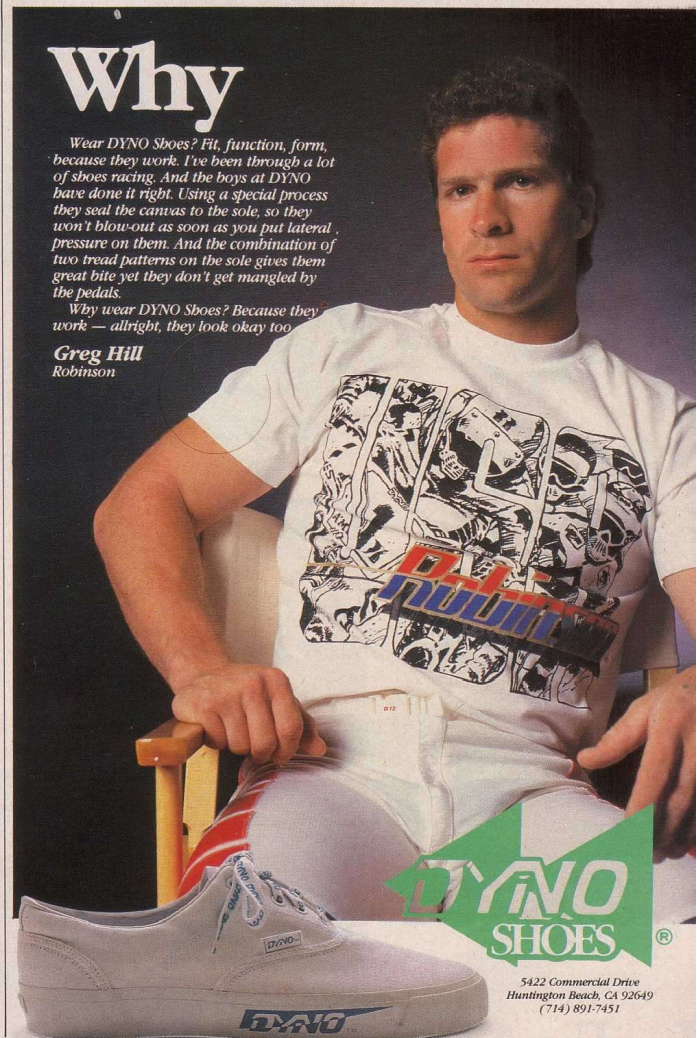
We plopped down in our coach-class

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Greg Hill
Robinson



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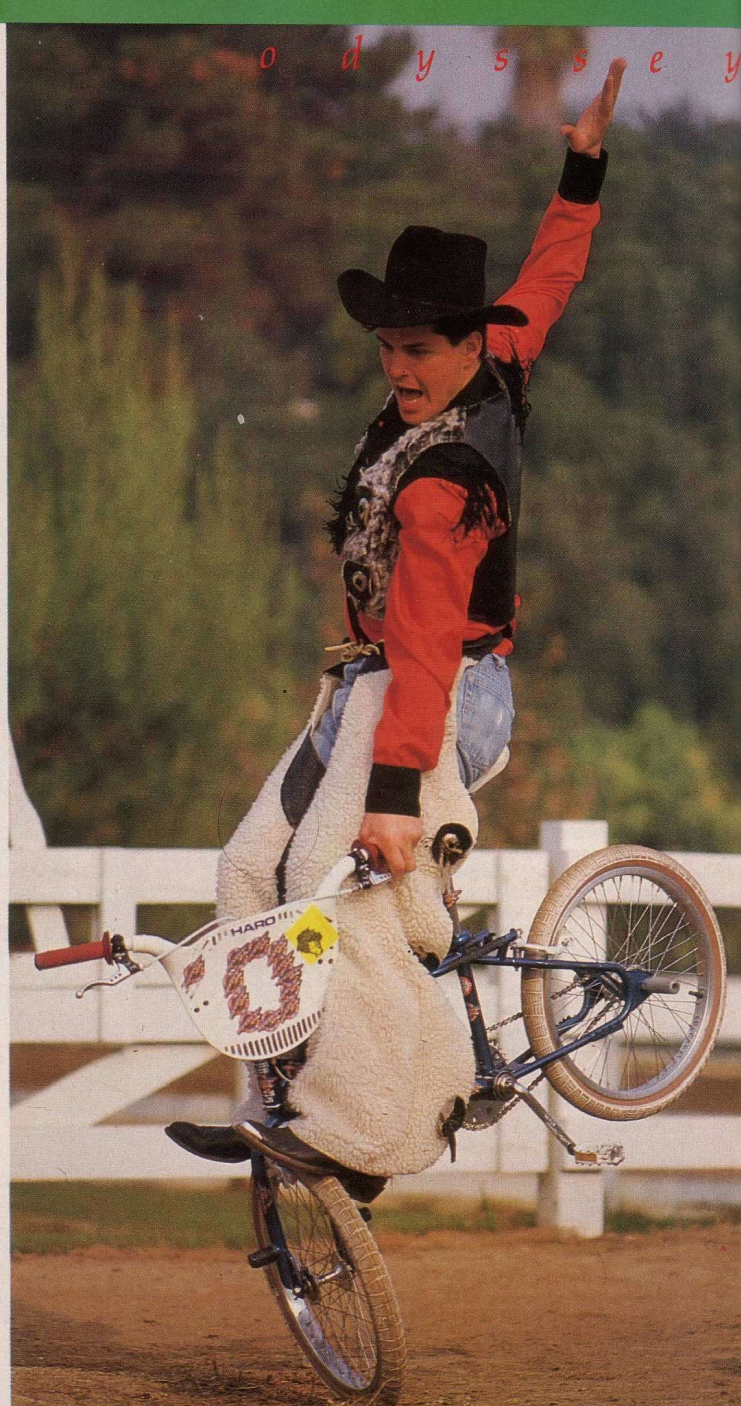
"Well Pilgram, until the *Odyssey Leading Edge* saddle came along, doing a trick like a Nori spin or a Peterson and still doing boomerangs was about as possible as riding a bareback bronco standing on your head."

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LEADING EDGE



Josh and Martin had major crowds in attendance for only a few of their Japanese shows. Crowd or not, the GT show was a gas to watch. Second show on Sunday with a moderate crowd in attendance, Martin in command!

seats, and talked about the previous evening's activities. Martin was totally grossed out by the snake story! They told me about a street vendor who was selling food at curbside. On his cart he had a bird—it could have been a goose—which was barbecued whole (head, eyes, feet, etc. still intact). It was gross. It was officially dubbed "bird with long neck." As it turned out, we would see the same type of sight throughout our trip!

THAT WORKS OUT TO BE HOW MUCH?

We were scheduled to stay in Japan for seven days and do two shows per day at the World Sports Fair in Shibuya (part of Tokyo). We'd be met at the airport by the Japanese GT distributor, Kozo Hiraki. Once we got to Tokyo, we proceeded to the Japanese immigration office, where the line was about 500 people long. We picked up our luggage, moved through customs, and walked out into the reception area where I exchanged some American money for Japanese yen at the "Currency Exchange." We thought the rate of exchange was pretty good until we found out that a pack of Wrigley's gum was 150 yen at the airport gift shop—which works out to be \$1.09 in American money.

Shortly after we got our pack of gum, Kozo arrived on the scene, accompanied by two other people—a Japanese-American girl named Lynne and one of the freestylers on his team.

A WORLD OF DIFFERENCES

What is the main difference between Japan and the USA? For one, they drive on the left side of the road, so all the cars are right-hand drivers. Secondly, the streets are immaculate—you have to look very hard to find a scrap of litter on the street. I found the people to be more polite in Japan than in the United States. Blond-haired people, even bleached blond, are definitely in the minority; everywhere Josh and I went, it was as if our faces were on the wrong side of our heads or something—people would stare, and stare and stare. Other than that, the people were really cool to us!

HEY, JOSH, STICK OUT YOUR TONGUE

The first night, we went out for dinner

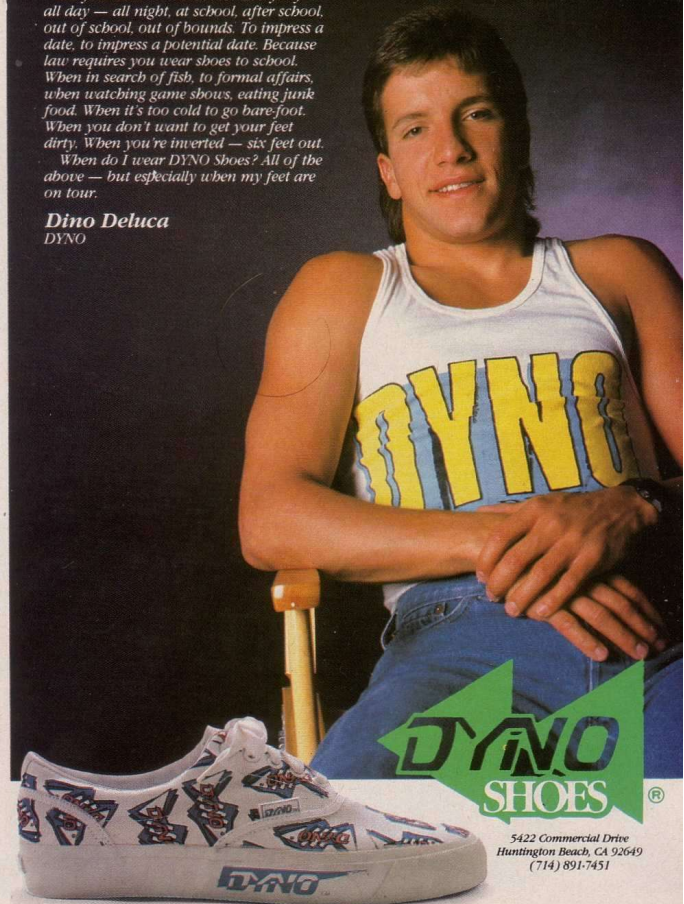
泰 ORIENT

to a Korean barbecue place. The concept behind Korean barbecue is that they bring you the food raw, and you cook it at your table, on a grill. The meal consisted of beef, pork, chicken, vegetables and something that looked like Steak 'Um sandwich steaks. Josh and I were totally powerin' on that; it was good stuff. There were about five more pieces left, and they were going fast when Josh said, "This stuff's pretty good. What is it?" Kozo's response was in Japanese, so we

When

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all looked over at the one person who could speak English for the translation. Josh had just put the cooked piece in his mouth when the guy said nonchalantly, "Cow's tongue." I guess Josh didn't want it to appear as if that comment had discouraged him from eating it, 'cause he didn't spit it out. He simply went from chewing at regular speed to chewing once every ten seconds. The look on his face faded from the regular Josh White expression to a "Why me?" type of smile, then to an "Oh no! I'm eating a cow's tongue!" sort of look! The only thing said by Josh for quite some time after that was, "I had to ask!"

We were so tired after the day's flying that we really didn't care, anyway. The dinner tab for five people was 39,000 yen —\$283 American dollars! Ouch! We left for the hotel and went to sleep. The first show the next day was at noon.

JAPAN IN A NUTSHELL

So much happened in the seven days we were in Japan that if we talked about everything, we'd have to call this *Japan Tour Plus!* Magazine. Our stay in Japan was great! While walking around, we kept seeing guys with beards only on the tips of their chins—like goatees. We decided to call them ninja beards. Martin said he was determined to grow one. I said I'd also stop shaving the hair on my chinny chin chin. Josh declined the challenge. Martin and I vowed not to shave them until the last day of the tour—in Hawaii!

The shows the guys did in Japan were totally insane. The first show of the Sports Fair had a massive crowd—about 1200 people—and that was on a Friday morning! The following Wednesday was a Japanese holiday, so there were about as many people on hand again to view the action. Josh totally got into the ramps—he was pulling all the variations he has in his bag o' tricks. He did a 540 canyon, no-footed cancans, a standard 540, high fakies, no-footers—the works. Martin's ground routine was also polished. He pulled a few grip rides in a circle and was hittin' backyards about 90 percent of the time. I hadn't seen Martin ride in a long while and had forgotten how smooth and consistent he is.



The host with the most. Kozo Hiraki runs one of Japan's most completely stocked bike shops—Wildcat BMX. He's one of the zaniest hombres you'll ever bump into.

ORIENT

The doubles routine they had put together on the flight over was really working out great. It gave Josh time to do both ground and ramps, and it gave Martin enough time to pull off his full ground routine. The show lasted about 30 minutes, which was perfect for the crowd. You rarely saw people walking away during the short intermission between songs. Martin made a "show tape" with a blank cassette he'd won at the sport fair. It had songs from The Jets,

Where

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| Bicycle Exchange Shops Wichita, KS (316) 262-9878 | Action Wheels Wenonah, NJ (609) 468-5115 |
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| Linden Bike Shop Scranton, PA (717) 344-6436 | Clifton Speed Center Clifton, NJ (201) 779-9002 |
| Long Island City Cycle Long Island, NY (718) 728-1447 | Dick West BMX Erie, PA (814) 825-2490 |
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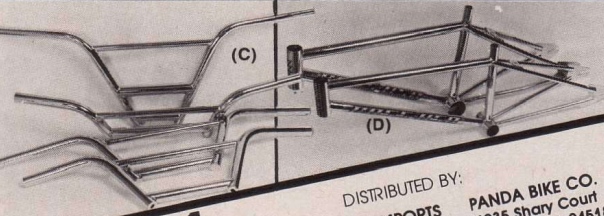
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ORIENT

The Beastie Boys and Kool & The Gang. There were a number of highlights on this stop, one of which was the contest Kozo held on the Sunday we were there. There were a lot of hot guys there—especially on ground. They'd probably do pretty well in the States. GT bikes are highly respected there—one reason Josh and Martin were so popular. There were about 55 riders at the contest, and it ran pretty smoothly until it started to rain late in the afternoon. The last ramp class got rained out and had to be run the following Wednesday—on the holiday. Kozo took us to the Rappongi district, where all the night life happens. We checked out the Hard Rock Cafe—Tokyo. It was pretty hot and had a giant King Kong hanging from the side of the building. We visited a few dance clubs and then headed back to the hotel.

Food consumption for the week consisted mostly of McDonald's (believe it or not) for the riders. The sports fair supplied us with a Japanese-style lunch that Josh and Martin couldn't eat. I tried it a few times, and it wasn't too bad—rice, seaweed, raw fish and veggies! The weather was decent—about 70 degrees most of the time. After the last show, Kozo threw us a going-away party/ barbecue at his house. There were about 75 local freestylers on hand to send us off in style. The food was great, and it was an all-around fun time. After the food was consumed, the locals persuaded Martin to pull out his bike and ride. Josh also agreed. One thing led to another, and the guys ended up having a side-glide contest down the hill next to Kozo's house. Any bets on who won? Josh took the honors! Martin swore revenge!

Seven days after we arrived on the scene, we packed up our 14-bag collection of luggage and headed for Narita Airport and were Hong Kong bound. Josh, Martin and I would like to sincerely thank Kozo, Ishi, Lynne and all the locals who showed us a great time while in Japan. Oh yeah, we would also like to thank the guys from Fuji Television—Mike and Yoshihisa—for some cool watches! We were stoked!

TEN DOWN, TEN TO GO

It really didn't seem like ten days had gone by since we'd left L.A., but they had. That meant we were halfway through the trip, and completely through our first part of the GT World Tour—The Orient! The most exciting stuff lies ahead in part two. Don't miss the story of the barbecued pigeons and the grossest soda pop ever invented! You'll read all about it next month in the pages of *BMX Plus!* Magazine. □

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Top 5 freestyle-bike shootout, 10 best tracks in U.S., Rad Gallery, revamp old bikes



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□ SEPTEMBER '86
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□ OCTOBER '86
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□ NOVEMBER '86
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CONTEST!

That's right: We've built thousands of wheels for our rad customers, and this time we're giving away a pair of Bullseye 48 spoke wheels in any color our lucky winner requests.

What to do:

1. Draw on an 8 1/2 x 11 sheet of paper your wildest, zaniest and raddest drawing of our Hank & Frank logo.

(This is our logo):



2. Mail it with your name, age, address and phone (with area code) to: Hank & Frank Bicycles, 104 E. 14th St., Oakland, CA 94606.

3. If your drawing is picked, you win the 48s! It's that easy! 4. All entries are entitled to 1/2 off on our Hank & Frank Beefy-T Hot Damn T-shirts. Some entries may be used in the latest issue of the H&F catalog.

5. The lucky winner will be notified by certified letter explaining how to receive those freestyle! Bullseye 48s! An alternate winner will be chosen if there is no response from the first winner within 30 days.

6. All drawings entered become the sole property of Hank & Frank Bicycles. Each drawing must be mailed in a separate envelope.

7. Entries must be received by August 31, 1987.

WE'VE GOT IT ALL!



Here is "PJ" building a wheel. PJ's hand-built wheels take the stress out of your ride! Call for prices on PJ-built 48 spoke wheels with either Phil Wood or Bullseye hubs.

FREESTYLE PARTS			SHIP WT. LBS.
4901 ODYSSEY FORK STANDERS FITS 1" or 1 1/8" FORK BN-BL-WH-BL-BK-SL-PK	PAIR	12.99	1
4902 GT FORK STANDERS SPECIFY 1" or 1 1/8" FORK CP-BL-LV-PK-WH	PAIR	14.99	1 1/2
4903 SKYWAY AXLE STANDERS SL-PK-LV-WH-OR-BL-RD 24 or 28 THREAD	PAIR	9.99	1/2
4904 GT FRAME STANDERS CP-BL-OR-BL-LV-WH	PAIR	14.99	1 1/4
4905 GT TUBE RIDES AXLE STANDERS STEEL 24 or 28 THREAD ALLOY MODEL ADD: \$3.00	PAIR	6.99	3/4
4907 TIOTA ROLL ON AXLE PEGS SL-WT-BK-BL 24" or 26"	PAIR	12.99	1
4908 ODYSSEY HOLLOW BULLET AXLE PEGS SL-WH-BL-RD 24" or 26"	PAIR	7.50	1/2
4909 GT FRAME EXTENDERS CP	PAIR	11.99	3/2
4911 ODYSSEY FRAME STEPS CP-WH-PK-LV-OR-BK-RD-LT-DKBL	PAIR	11.99	1 1/4
4925 TIOTA ANGLED FRAME STANDERS WH-LV-OR-BL-PK-BK-RD-PK	PAIR	8.50	1 1/4
4926 RED LINE STANDING PLATFORM CP	PAIR	7.50	3/4
6605 A.C.S. FREE/COASTER HUB KIT FITS BENDIX or SUNDOWN CB HUB	PAIR	20.99	1
7400 ACS FREESTYLE ROTOR REAR SILVER PEARL SILVER	PAIR	19.99	1
7401 SKYWAY SPIN MASTER ROTOR PEARL SILVER	PAIR	23.99	1
7402 ODYSSEY GYRO ROTOR BK-CP-WH-PK-LV-BL-RD-OR-GY-ON	PAIR	14.99	1
7403 SR SPINTECH ROTOR/STEM (DYNO) WH-BK	PAIR	35.99	2
7404 RED LINE ROTOR & STEM SILVER ONLY	PAIR	39.99	2
7405 TIOTA MAX FLO ROTOR WH-BK-BL-LV-PK-SL	PAIR	18.50	1

Mongoose Freestyle Team coming to Hank & Frank Saturday, August 15!

FRAMES & FORKS			SHIP WT. LBS.
8610 BOSS 20" STD F&F CP	PAIR	164.99	10
8611 BOSS 20" PRO F&F CP	PAIR	164.99	10
8612 BOSS 20" FREESTYLE F&F CP	PAIR	179.99	10
8613 BOSS 20" MINI-CRUISER F&F CP	PAIR	219.99	10
8621 HUTCH THICK TRAC F&F CP-VT-WH	PAIR	159.99	10
8622 HUTCH HOLLYWOOD F&F PK-LV-BBL-CP-WH	PAIR	139.99	10
8623 HUTCH JUDGE F&F WH-CRD-CL-CP	PAIR	149.99	10
8641 GT PRO PERFORMER F&F '87	CALL		
8681 SKYWAY STREETBEAT F&F WH-CALL ON LV-WH-BN/WH-BL/ST-BT/WH ADD: \$10.00	PAIR	119.99	10
8682 SKYWAY TA XL F&F WH CP ADD: \$8.00	PAIR	129.99	10
8685 FREE AGENT F&F CP-BL-WH PWD 3R or MINI	PAIR	129.99	10
8686 FREE AGENT FREESTYLE F&F CP-WH-LV	PAIR	139.99	10
8690 HARO MASTER F&F '87	CALL		
8691 HARO SPORT F&F '87	CALL		
8693 RED LINE RL-20 II F&F CP/BK-CP/RD-CP/RB-CP/TQ	PAIR	219.99	10
8694 BOSS 24" CRUISER F&F CP	PAIR	194.99	10
8695 BOSS 26" CRUISER F&F CP	PAIR	209.99	12

1987 FACTORY BICYCLES			SHIP WT. LBS.
SHOCK WH-BL	PAIR	199.99	30
ULTRA SHOCK WH/PK FREE COASTER ADD: \$20.00	PAIR	259.99	30
COMP WH/WH-BL/WH-LV/WH CP/BK ADD: \$10.00	PAIR	153.99	30
D-TOUR WH/WH-BL/WH-LV/WH CP/BK ADD: \$10.00	PAIR	209.99	30
PRO COMP WH/WH-BL/WH-BK-BK CP/BK-CP/CP ADD: \$10.00	PAIR	329.99	30
PRO COMP TEAM BL-WH-BK-BK CP/CP ADD: \$10.00	PAIR	489.99	30
DINKY DYNO 16" BL-BK	PAIR	119.99	25

DIAMOND BACK		
HOT STREAK OR-AG	PAIR	239.99 30
STRIKE ZONE BL-RD	PAIR	320.99 30
MINI VIPER CP-GY	PAIR	117.99 25

HARO CYCLES		
FST 48" BK/BL/CP-BK/RD/CP-BK/WH/CP	PAIR	249.99 30
FST MAG BK/RD/CP-BK/BL/CP	PAIR	249.99 30
F/S SPORT 48" or MAG BK/RD/CP-BK/BL/CP-BK/WH/CP	PAIR	356.99 30
F/S MASTER 48" or MAG BK/RD/CP-BK/BL/CP-BK/SL/CP	PAIR	356.99 30
TEAM SPORT 48" BK/TO/CP	PAIR	479.99 30
TEAM MASTER 48" BK/YL/CP	PAIR	479.99 30
RS I BK/RD/CP-BK/BL/CP	PAIR	389.99 30
RS II BK/RD/CP-BK/BL/CP	PAIR	246.99 30
RS III BK/BL-BK/RD	PAIR	197.99 30



PERFORMER WH/WH-BL/WH-LV/WH CP/BK ADD: \$10.00	PAIR	229.99 30
PRO PERFORMER WH/WH-BL/WH-LV/WH CP/BK ADD: \$10.00	PAIR	299.99 30
F/S TOUR WH/WH-BL/WH-LV/WH CP/BK ADD: \$10.00	PAIR	377.99 30
PRO F/S TEAM PK/WH/CP	PAIR	499.99 30
JR PERFORMER WH-BL-PK-LV CP ADD: \$10.00	PAIR	129.99 25

16" BICYCLES		
GT JR PERFORMER WH-BL-PK-LV CP ADD: \$10.00	PAIR	129.99 25
MONGOOSE MITIGOOSE BL	PAIR	109.99 25
DIAMOND BACK MINI VIPER CP-GY	PAIR	117.99 25
DINKY DYNO BL-BK	PAIR	119.99 25
CW AFTER SHOCK BL	PAIR	179.99 25

BRAKES, LEVERS, PADS			SHIP WT. LBS.
7131 DIA-COMPE MX-901 BRAKE (REAR) BK-RD-BL-WH	EACH	13.99	2
7132 DIA-COMPE FS-880 BRAKE (FRONT) BK-BL-BL-WH	EACH	12.99	2
7133 ODYSSEY SYSTEM 2000 BRAKE SPECIFY FRONT (FS) or REAR (R) BK-BL-WH-LV-OR-OR-OR-OR-OR-OR	EACH	12.99	2
7134 DIA-COMPE NIPPON 883 BRAKE FRONT or REAR BK-BL-WH-BL-OR-LV	EACH	22.99	2
7330 SKYWAY TUFF BRAKE PADS BK-BL-LV-OR-OR-RD-WH	PAIR	3.99	1/4
7331 ACS "7" BRAKE PADS BK-BL-LV-OR-OR-RD-WH	PAIR	1.99	1/4
7332 ODYSSEY NEW WAVE BRAKE SHOES WH-BK-BL-PK-OR-RD-PK-LV	PAIR	1.99	1/4
7333 KOOL STOP VAN SHOE PADS WH-BK-BL	PAIR	4.25	1/4
7506 DIA-COMPE TECH-5 BRAKE LEVERS MIN-MIN or MOTTS SILVER	PAIR	14.99	1/2
7510 DIA-COMPE TECH-5 LEVER w/LOCK SPEEDY RIGHT or LEFT WH-BK-BL-LV-CP	PAIR	5.99	1/4
7511 ODYSSEY RX 3 BRAKE LEVERS BK-WH-SL-BL-PK-OR-RD-LV-BK/SL	PAIR	12.99	1/2
7512 TECH 7 AERIAL LEVERS BK ONLY	PAIR	14.50	1/2

1987 FACTORY BICYCLES			SHIP WT. LBS.
CAL FREESTYLE	CALL	30	
CAL FLYER BL-WH/BL/WH-RD/WH	PAIR	189.99	30
CAL SHAKER LV/WH-BL/WH-RD/WH	PAIR	264.99	30
AFTER SHOCK 16" BL	PAIR	179.99	25

Mongoose		
CALIFORNIAN BK CP ADD: \$10.00	PAIR	234.99 30
EXPERT 16" WH CP ADD: \$10.00	PAIR	171.99 30
M-1 SL-WH CP ADD: \$10.00	PAIR	129.99 30
DECADE 48" WH-TQ-ON CP ADD: \$10.00	PAIR	224.99 30
DECADE PRO 48" MAGENTA ONLY	PAIR	294.99 30
MITIGOOSE BL	PAIR	109.99 25

V I S A G E		
ATTACK BK/RD-RD/BK-BL/WH-WH/RD	PAIR	229.99 30
PRO BK/RD-RD/BK-BL/WH-WH-WH/RD	PAIR	329.99 30
PRO/ACTION BK/RD-RD/BK-BL/WH-WH-WH/RD	PAIR	321.99 30

Kuwahara		
HOPPER (SCAMP) PK-BL-WH-LV-CP	PAIR	159.99 30
MAGNIFICAN EX XL-LV-RD-WH-GY/CP	PAIR	199.99 30
MAGNIFICAN PRO BL-LV-RD-WH-GY/CP	PAIR	249.99 30
BRAVO PRO BK-WH-YL TRIM	PAIR	329.99 30
BRAVO TEAM ISSUE BLACK SPATTER	PAIR	499.99 30



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2008 HANK & FRANK HOT DAMN TEE SHIRTS S-M-L-XL *** FREE WITH ORDER OVER \$100.00 ***	PAIR	8.95	1/2
2009 ZERONINE WRIST WRAP GLOVES BK-WH-S-M-L	PAIR	22.99	1/2
9901 SUNDOWN SHIMANO FREEWHEEL REMOVING TOOL	PAIR	4.99	1/4
9902 BICYCLE TOOL KIT COMPLETE WITH CARRY CASE	PAIR	21.99	2
9904 WATER LUBE BIKE GREASE 1 lb.	PAIR	.75	
9906 SEMI-CHROME POLISH 400	PAIR	4.99	1/2
9921 SPOKE WRENCH MULTI SIZES	PAIR	1.99	1/4
9922 CHAIN BREAK TOOL	PAIR	4.50	1/2
9924 TIRE PRESSURE GAUGE 10 TO 120 PSI	PAIR	3.99	1/4
9927 FLOOR PUMP WITH GAUGE	PAIR	24.99	4

HANDLEBARS, STEMS & SUCH		
3206 SKYWAY E-Z BAR SPECIFY PRO OR MINI WH-BL	PAIR	25.50 2
3211 HARO FREESTYLE HANDLEBARS WH-OR-BL CP ADD: \$3.00	PAIR	23.50 2
3241 ODYSSEY FLYING WEDGE HANDLEBARS CROMOLY CP-WH-PK-LV-OR-OR-RD-BK	PAIR	19.99 2
3261 GT PERFORMER F/S HANDLEBARS CP-OR-BL-PK-LV-OR-OR-RD-OR-RD ADD: \$3.00	PAIR	22.99 2
3271 CW FREESTYLE HANDLEBARS PK-OR-LV-OR-CP-WH-BK ADD: \$5.00	PAIR	17.99 2
3293 RED LINE FORKLIFTER HANDLEBARS WH-LV CROMOLY NUMBER PLATE ADD: \$9.00	PAIR	32.99 2
3294 BOSS PRO HANDLEBARS CP	PAIR	34.99 2
3295 BOSS CRUISER HANDLEBARS CP	PAIR	34.99 2
3296 BOSS MINI-CRUISER HANDLEBARS CP	PAIR	31.99 2
3297 BOSS MINI HANDLEBARS CP	PAIR	31.99 2
3420 A ME TRI GRIPS PK-LV-AG-ON BK-RD-WH-OR-LTBL-DKBL	PAIR	3.95 1/2
3480 DYNOSHOCK GRIPS BK-BK-OR-PK-WH-LV-ON	PAIR	4.99 1/2
3603 GT FREESTYLE STEM BK-BL-LV-SL-WH	PAIR	19.99 1 1/2
3604 ODYSSEY SIX BOLT STEM W/HOLLOW BOLT W-WH-BK-BL-PK-LV-OR-OR-GY	PAIR	13.99 1 1/2
3615 ACS ROTOR 45 STEM WH-SL-WH-BL	PAIR	14.99 2
3615 ACS ROTOR 55 STEM WH-SL-WH-BL	PAIR	16.99 2
3810 TIOTA BARE TRAP 2 HEADSET 14 THD CP ONLY	PAIR	5.99 1/4
3812 TIOTA 4SL SEALED STEEL HEADSET 14 THD CP ONLY	PAIR	14.99 1/4
3813 GT BMX EPOCH HEADSET CP-WH-BK-BL	PAIR	9.99 1/2

CRANKS, DISCS, PEDALS, ETC.		
5100 TIOTA CRAZY CHAINING BOLTS MULTI COLOR	SET	3.99 1/4
5101 TIOTA CHAINING BOLTS WH-BL-LV	PAIR	3.99 1/4
5202 TIOTA CRAZY CHAIN 1/2" x 1/8"	PAIR	6.99 1
5300 DOI BEARING CAPS FOR B.B.	PAIR	2.50 1/4
5410 TIOTA ONE-PIECE CROMOLY CRANK 170, 175, or 180mm 24 THD 28 THD	PAIR	12.99 2 1/2
5411 ODYSSEY CRO-MO CRANK 175mm, 180mm, 24 THD CROMOLY	PAIR	11.99 2 1/2
5480 RED LINE FLIGHT CRANK SET CP or WH 170, 175, 180 or 185mm	PAIR	149.99 4
5481 GT POWER SERIES CRANK SET SEALED BEARING, CROMOLY 175 or 180mm	PAIR	149.99 4
5482 BOSS CRANKSET CP	PAIR	159.99 4
5521 TUF-NECK POWER DISC BK-BL-RD-SL-SD WH-BL-BK-LV-CP ADD: \$1.00	PAIR	6.99 1/2
5522 TIOTA CD SPIDER WH-BL-BL	PAIR	10.60 1/2
5660 TIOTA SEALED BEARING BB SET 1 1/8" x 1 1/8" CROMOLY 24 THD	PAIR	16.99 1 1/2
5661 RED LINE SEALED BOTTOM BRACKET FITS R&D AND OTHER CRANKS	PAIR	47.99 1
5720 TUF-NECK CHAIN RING BK-BL-RD-CP-SD 14 or 45 TEETH WH-OR-ON BK-LV-PK-CP ADD: \$2.00 POWER BOLTS ADD: \$3.00	PAIR	7.99 1/2
5721 TIOTA COMPACT DISC CHAINWHEEL 1 PC. or CHAINWHEEL FOR SPIDER, BK-WH-BK 43 or 44 1/4	PAIR	11.99 1/2
5861 MKS GRAFIGHT 2000 PEDALS 1/2" or 9/16" BK-WH	PAIR	13.99 1 1/4
5862 SUNDOWN XC-2 PEDALS SL/BK	PAIR	20.99 1 1/4

SEATS, POSTS & THOSE THINGS		
4201 KASHIMAX HANDLER SEAT WH-BL-BK	PAIR	11.99 1
4202 SHOT GUN III F/S SEAT BK-BL-WH-RD	PAIR	8.50 1
4443 GT BENT SEATPOST WH-LV-PK-BL-CP-ON MON RD-OR-LV ADD: \$1.00	PAIR	7.50 1
4444 DYNO DRAIN PIPE SEATPOST WH-CP-BL	PAIR	7.99 1
4446 BOSS 16" CRO-MO SEATPOST CP-WH-BL	PAIR	14.99 1
4448 FREE AGENT BENT SEATPOST WH-BL	PAIR	7.99 1
4602 ODYSSEY RX-2 SEATPOST CLAMP SL-WH-PK-LV-ON BK-BL-BL-RD	PAIR	3.99 1/4
4605 TIOTA QUICK RELEASE SEATPOST CLAMP SL-BL-WH-PK-GY-LV-BK	PAIR	8.50 1/4

ITEM COST TOTAL	
CASH SHIPMENTS ONLY ADD 6% OF ITEM COST TOTAL	
TOTAL SHIP. WT. —Round total up to next pound	
SURFACE-SHIP. CHG. \$1.50 + \$5.00 PER POUND	
AIR-SHIP. CHG. DOUBLE SURFACE (NO AIR CODS)	
CASH CODS ONLY—ADD \$3.50	
1987 CATALOG (REFUNDED NEXT ORDER) \$2.00	
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Sheet # 1747

HANK & FRANK BICYCLES

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Oakland, CA 94606

We've got it!

SCOOTERS			SHIP WT. LBS.
9087 VISAGE AIRBORN SCOOTER BL-WH-RD-WH-BK-RD-BL-BL-BL-CP	PAIR	104.99	22
9091 BOSS PRO F/S 14" SCOOTER CP-ON	PAIR	129.99	22
9092 GENERAL SIDEKICK 14" PRO SCOOTER CP-BK-BL-PK-WH-WH-WH-RD-RD	PAIR	125.99	22
9093 CW NO PED 12" SCOOTER RD-VL-BK/PK CP-RD-RD	PAIR	119.99	22
9094 BOSS 12" SCOOTER CP-WH-ON	PAIR	89.99	22
9095 GT 12" ZOOT SCOOT CP-BL-BK-WH-LV-HPK 14 INCH MODEL ADD: 10.00	PAIR	109.99	22
9097 SE 12" RAD SCOOT CP-RD-BL-LV-AG FREESTYLE MODEL ADD: 25.00	PAIR	89.99	22
9098 MONGOOSE 14" MINISCOT PRO W/SPINTECH ON-PK	PAIR	137.99	22
9099 MONGOOSE 12" MINISCOT PK-TQ CP/BK ADD: \$10.00	PAIR	102.99	20

SEATS, POSTS & THOSE THINGS		
4201 KASHIMAX HANDLER SEAT WH-BL-BK	PAIR	11.99 1
4202 SHOT GUN III F/S SEAT BK-BL-WH-RD	PAIR	8.50 1
4443 GT BENT SEATPOST WH-LV-PK-BL-CP-ON MON RD-OR-LV ADD: \$1.00	PAIR	7.50 1
4444 DYNO DRAIN PIPE SEATPOST WH-CP-BL	PAIR	7.99 1
4446 BOSS 16" CRO-MO SEATPOST CP-WH-BL	PAIR	14.99 1
4448 FREE AGENT BENT SEATPOST WH-BL	PAIR	7.99 1
4602 ODYSSEY RX-2 SEATPOST CLAMP SL-WH-PK-LV-ON BK-BL-BL-RD	PAIR	3.99 1/4
4605 TIOTA QUICK RELEASE SEATPOST CLAMP SL-BL-WH-PK-GY-LV-BK	PAIR	8.50 1/4

ITEM COST TOTAL	
CASH SHIPMENTS ONLY ADD 6% OF ITEM COST TOTAL	
TOTAL SHIP. WT. —Round total up to next pound	
SURFACE-SHIP. CHG. \$1.50 + \$5.00 PER POUND	
AIR-SHIP. CHG. DOUBLE SURFACE (NO AIR CODS)	
CASH CODS ONLY—ADD \$3.50	
1987 CATALOG (REFUNDED NEXT ORDER) \$2.00	
GREAT TOTAL (U.S. FUNDS ONLY)	

DATE OF ORDER _____ TELEPHONE (_____) _____
SHIP TO NAME _____
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BREAKING DOWN THE BARRIERS

THE GIRLS OF FREESTYLE

MOST OFF-THE-WALL PHOTO. Colleen Sadowski, Rochester, NY. Photographer Amy Siciliano. This wasn't the most radical photo we received, but it has such a bizarre look we had to include it. ▶



MOST DEVOTED RIDER. Monica Mattson, Hastings On Hudson, NY. Photographer Fred Vetter. Anybody who'll do a photo session while there's two feet of snow on the ground is all right with us.



MOST ORIGINAL IDEA. Jeni Cook, Lawrenceville, GA. Photographer Kathy Cook. Ah yes, the old lawnmower, ball into the basket trick.



MOST RADICAL MOTHER. Alma Jo Barrera (Rad Mom), photographer Jimmy Jasso. Alma Jo is the mother of a two-year-old boy. She also competes at all of the AFA contests anywhere near her hometown of Corpus Christi, Texas. Sounds like a pretty busy lady.

Rad-chick roundup

□ Way back in the March '87 edition of "Mail Bag," when we first started our Rad Chicks contest, we thought we would get 20, maybe 25, good responses. Man, were we wrong! After looking through photos from over 50 entrants, we found that the female freestyle scene is no laughing matter.

Along with all the great photos, we received a lot of good input from our girl readers. One point that was brought up several times was that girls lose interest in the sport because guys are always putting them down. Many girls thought that if guys would accept them as serious competitors and encourage their participation, it might lead to a new dimension in the sport. Other readers thought that the term "rad chicks" would be a more fitting description for a bunch of berserk poultry, but they, too, were in favor of more coverage of girl riders. The following are excerpts from letters to give you an idea of what some girl riders think about today's scene:

"Your magazine is calling for pictures of girl freestylers—good luck! The reason I say this is because I'm a girl rider—the only one in about five towns around this place. I get a lot of flack from guys who say girls can't ride, and that girls and bikes don't mix. Well, there would be more girls riding if guys would give us a fair chance." Biking Betty, No Address.

"I'd just like to say that we girls can be just as rad as you guys! And I always will be!" Jennifer Guth, Walnutport, Pennsylvania.

Come on, guys. Remember back when freestyle first started, and everyone said we were a bunch of big kids on little bikes, and that freestyle was just a fad? It sounds as though you guys are turning around and laying the same routine on the girls. It's a safe bet that more than one of our contestants could make a lot of you guys look like beginners. I guess we shouldn't get too carried away. We're sure there are plenty of guys out there who would do anything to get more girls interested in the sport. We would love to see more girls at the shows and contests.

CAN YOU DO THIS?

Looking through our many photos, it is amazing to see the variety and complexity of the tricks some girls sent in.



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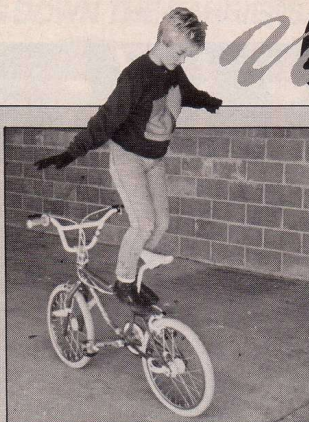
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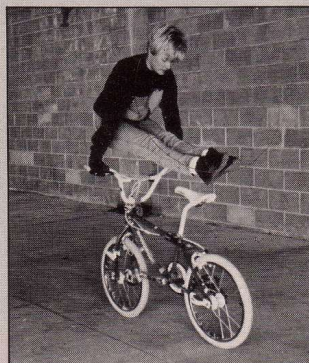
GIRLS



Backwards framestand. You wouldn't catch us attempting this trick.



Bar hop, showgirl style. Being comfortable in front of the camera is always a big plus. With showmanship like this, Kry's has a big future in store for her.



Backwards L-sit. Check out the total concentration on her face.



This is a Kry's Dauchy original. She used to call it the walkover, but McGoo has since dubbed it the Invertebrator. You have to actually see this trick to believe it. She does a gymnastic walkover onto the bike, brings her feet all the way over and rides out of it.

GRAND PRIZE WINNER Kry's Dauchy photographed by Jeff Sterling. Kry's had so many good tricks that we had to run more than one. We had such a hard time choosing, everyone in the office ended up picking their own favorite. Now that she's on GT, we wonder what she'll do with her new Diamond Back.

You see, we too were guilty of expecting to see a lot of "poser" shots and lame-o tricks, so you can bet we were blown away by all the pics of hopper variations, cherrypickers and some incredible balance tricks.

MORE IN STORE?

Girls have always been considered more agile and graceful than guys. This, combined with their fashion awareness, makes them perfect candidates for free-stylers. Even though stylin' takes a lot of strength, it doesn't require that you be a muscle-bound hulkster. In fact, it's actually a great way to tone your body and keep yourself in good shape. One of our readers who sent in photos said that girls shouldn't worry about being unfeminine or getting hurt. The biggest injury she had ever suffered was a broken fingernail, and that could happen just doing

the dishes. If any of you ladies out there are the least bit interested in the sport, don't be afraid to give it a try. Remember, freestyle isn't a bunch of 200-pound guys throwing themselves around a race track. It's more of an art form, like figure skating or ballet.

With GT's recent signing of Kry's Dauchy, female interest in the sport should start to grow. Who knows? At the rate things are going, it might not be long before we start to see an All-Girls class at major freestyle competitions throughout the country.

Along with our original Grand Prize of Diamond Back Strike Zones to the winner and her photographer, we're also going to give four honorable mention prizes. The lucky riders will receive Dyno jerseys and their photog counterparts will get Dyno T-shirts. □

We wouldn't have signed'em unless we designed'em.

There's a lot riding on a name. Especially when it's R.L. Osborn or Fred Blood. They've put their names on some great bikes they've designed for General. As they say "we wouldn't put our good names on anything less."

Here's R.L. doing the "rubber ride". He makes it look easy on his Osborn Pro from General — nobody does it any better. R.L. designed the bike for General, to his specifications; chromoly frame, fork and bars, Peregrine 48s, tubular 3-piece cranks, Dia-Compe 990 brake system — and priced around \$550. The Osborn Pro is also available in frame and fork separately for under \$200.

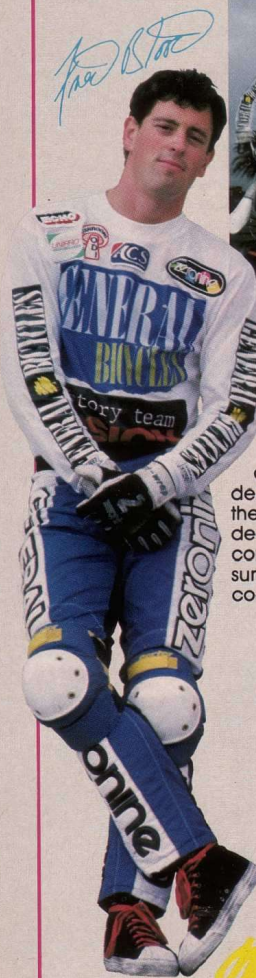
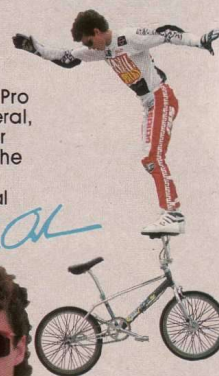
R.L. hasn't forgotten you guys on tighter budgets, either. He and General

built the R.L. Signature Hustler Pro, with you in mind. Its got chromoly main tubes and crank, ACS rotor and Dia-Compe alloy brakes. You know R.L. believes in it — he's put his signature on it. Retail for around \$265.

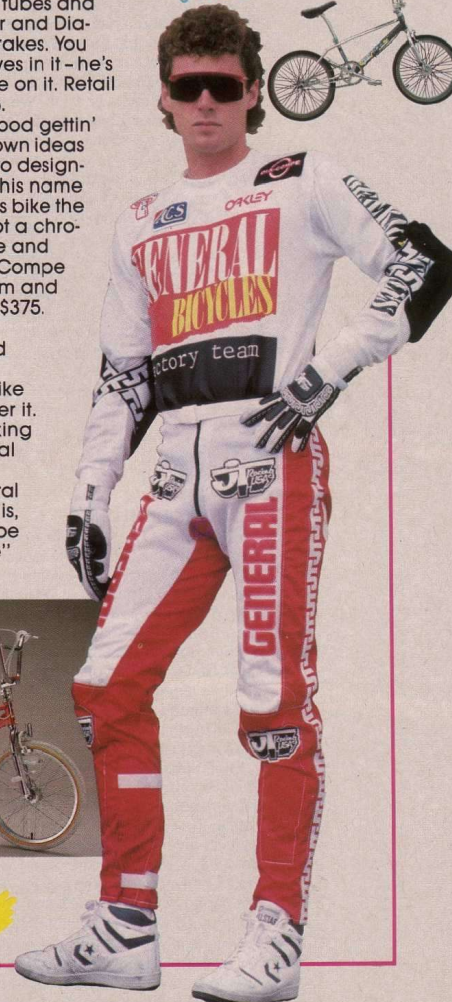
Here's Fred Blood gettin' rad! He has his own ideas when it comes to designing a bike with his name on it! He calls his bike the Blood Pro. Its got a chromoly fork, frame and crank and Dia-Compe 990 brake system and priced around \$375.

Check out your General dealer's lineup of Blood and Osborn signature bikes. Chances are you'll find a bike there with your name all over it.

Do you want Fred and R.L. looking aggro in your room? Your General dealer has a free 18" x 24" poster of them, for you. See your nearest General dealer — if you don't know where he is, contact us and we'll tell you — and, be sure to ask him about our "free style" co-sponsorship program.



R.L. Signature Hustler Pro



GENERAL



□ It was the chlorine. Krys Dauchy (pronounced dotch-ee) was a six-time gold medalist in synchronized swimming in the Junior Olympics when the allergy struck. After years of competitive swimming, Krys developed an intense allergic reaction to chlorine. "I turned into a giant scale," says Krys. "I couldn't swim anymore, so I became a couch potato for a while and then got into BMX." She was 12 at that time.

Krys raced for a couple of years, just having fun, but also learning freestyle tricks on the side from guys at the races. One day she missed her moto because she was so involved with learning a trick. When she realized that she didn't really mind, she decided to devote all her attention to freestyle.

Now 16, Krys says she has been seriously interested in freestyle for a little over a year and a half. How good can a girl become in that amount of time? We wondered that ourselves when we met her at Venice Beach, California, for our interview and photo session. We got a pretty good idea a few minutes later when she started doing a backwards bar ride—a gutsy move for anybody, especially for somebody still wearing a brace because of an earlier ankle injury.

Krys isn't just talented, she's also pretty. A former child model, she has the kind of face a camera could love: beautiful eyes, straight teeth, smooth skin and straight blonde hair. When we mentioned that she could be a model if she wanted, she said that she's not interested in doing that. She wants to be a freestyler.

Brains,
beauty &
backwards
bar rides.

KRYS DAUCHY

NUMBER ONE IN OHIO

Krys is already a freestyler, and a good one at that. She is currently ranked number one in the 16 & Over Intermediate class in Ohio, where she lives in the town of Cuyahoga Falls. Mind you, they don't have a girls-only class in the AFA, so that means Krys competes against guys. So far she has placed first or second in every state and regional contest she's entered. Her lowest finish ever was a fourth at the AFA Masters event in New York last year.

Earlier this year, Krys went to West Palm Beach, Florida, to see the AFA Masters contest. She chose not to compete in the contest because it would have meant moving into the Expert class. Before she does that, she wants to win the 16 & Over Intermediate class title this spring in Ohio, where she's been competing in a five-contest points series.

While she was at the Florida contest, however, she saw her favorite rider, Martin Aparijo, and was riding with him when GT's Shawn Buckley came up, watched

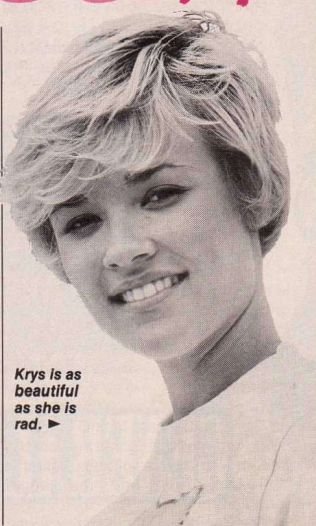
her a bit, and asked if he could take some pictures. "I rode for him, and he seemed kind of interested and gave me a Dyno T-shirt. It sounded promising. I wasn't really planning on anything just then, but when I came back from Florida I got a call from GT saying they wanted me to ride for them."

Despite her early success, Krys is modest about her own abilities. "I still consider myself a novice in the sport because I haven't been riding very long," she says.

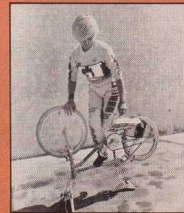
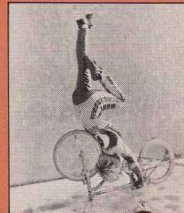
Just the same, she makes up for it as much as she can, sometimes practicing four hours a day. That's not easy to do, since she's still going to high school (she graduates this June with an A/B average in a special program for advanced students), and works from four to nine each evening as a lifeguard at the city pool. There she does her homework on the side. "It's not the most difficult job in the world, but it's a lot of fun," she says. "The people I work with are great."

So what kind of future does Krys have in freestyle? Right now, it looks like the sky's the limit. A number of top teams have been looking for talented girls to add to their rosters. Krys can already do boomerangs, fire hydrants, Miami hoppers, surfers, backwards bar rides (she can't always hold them for long, but who can?), and some tricks of her own, such as her "invertebrator" (named by McGoo),

McGoo calls this move the "invertebrator." Krys says it's easy. ►



Krys is as beautiful as she is rad. ►



What does this girl have in common with the car behind her? They would both stand out in a crowd any day of the week. Krys Dauchy, Venice Beach, California. ►





Clowning with "Win a Week in Sunny Cal" winner Zach Parsch and GT team manager McGoo at a sunglass booth in Venice Beach.

◀ Surfing through Venice Beach.

which has her rolling across her tires with the bike upside down. She wants to take time off from school next year so she can do freestyle before going to college (at UCLA, she hopes). Eventually, she'll probably start doing shows for GT. Judging from what we've seen, she has the talent and determination to become one of the biggest stars in freestyle. We'll have to wait and see. She joins the AFA 16-18 Expert ranks this summer. How well she'll do is hard to predict. One thing we do know. Krys Dauchy will be noticed. □

KRYS

FAST FACTS

KRYS DAUCHY

• **FULL NAME:** Kristin L. Dauchy
BIRTHDATE: October 9, 1970
CURRENT RESIDENCE: Cuyahoga Falls, Ohio
PARENTS: Father owns the Alert Fire and Safety Equipment company which makes safety equipment for fire engines and ambulances; mother works with him in the business
BROTHERS AND SISTERS: None
PETS: A Lhasa apso dog, three cats and a four-and-a-half-foot-long boa constrictor
FAVORITE RIDERS: Martin Aparijo and Gary Pollak on ground, Josh White and Mike Dominguez on ramps
FAVORITE TRICK: Backwards grip ride
GOALS: "To keep riding to develop my potential. I'd like to beat Gary Pollak. I'd love to go on tour. I love doing shows."
RAMP RIDING EXPERIENCE: "I used to ride ramps a little, but I was never really good at it. I bailed real heavily once and decided it wasn't for me. The most air I ever got was maybe three feet." •

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BMX PLUS! FREESTYLER OF THE YEAR RESULTS



"Congratulations, Dennis. You're the best." ▶

□ Unbelievable. That's the only way to describe the response we got to our Freestyler of the Year election this year. The ballots came in by the hundreds—every single day of the voting period.

Kaye, our vote-counting receptionist, was going crazy trying to keep up with the response. We got in roughly 2000 votes every week for over eight weeks. When Kaye finished logging them in, there was a total of 17,860 votes. "I'm glad it's over," she said afterwards.

In the beginning, we couldn't even guess who was going to win. The first day the votes started coming in, we grabbed a stack from Kaye and started counting. No lie: After counting votes for half an hour, the lead was tied between Eddie Fiola and Dennis McCoy, with Martin Aparijo and Ron Wilkerson right behind them. This was one race that was going to be too close to predict.

Over the next few weeks, Kaye gave us weekly updates. For the first couple of weeks McCoy was in the lead. Then Fiola pulled ahead. Then McCoy took the lead again. We finally gave up trying to predict the winner until the deadline arrived and the final votes were tallied. Then we knew: Dennis had done it, and Eddie had gotten second this time, after winning it for two years in a row. Check the results for the full breakdown.

PRIZES

Of course, we had some prizes to give away, too. Dennis McCoy gets a new Kawasaki KX125, courtesy of our friends at Tuf Racing in De Kalb, Illinois. You know he's happy about that.

You probably also remember that we were giving away seven new bikes to our readers who voted. Well, here's who

they are and what they won: John Estrada of Houston, Texas, wins a General Fred Blood Model. Eric Frilling of Union City, Tennessee, wins a GT Pro Performer. Mikey Warner of San Diego, California, wins a Mongoose Pro Mini Scoot. Rosa Leos of Sherwood, Oregon, wins a Kuwahara Bravo KT. Charles Person of Latrobe, Pennsylvania, wins a Red Line RL-20A. Shawn Clayton of Miramar, Florida, wins a Skyway Street Beat. And last but not least, Daniel Kim of Overland Park, Kansas, wins a Schwinn Predator Free-form EX.

We extend a big thank you to everybody who made this election possible: the manufacturers who donated the prizes, the riders who are so good that they received all those votes, you readers who participated, and, especially, Kaye, our receptionist, who spent a good part of the last two months counting all the votes. Next year we may have to give her a motorcycle. □

DENNIS DOES IT

The Real McCoy tops Eddie for the title

Ladies and gentlemen... the top freestyler in the world: Dennis McCoy. ▶

BMX PLUS! FREESTYLER OF THE YEAR OFFICIAL RESULTS

Rider	Votes	Pct
1. Dennis McCoy	3151	17.64
2. Eddie Fiola	2634	14.75
3. Martin Aparijo	1841	10.31
4. Ron Wilkerson	1410	7.89
5. R.L. Osborn	1316	7.37
6. Mike Dominguez	1191	6.67
7. Josh White	1132	6.34
8. Dizz Hicks	968	5.42
9. Woody Itson	805	4.51
10. Rick Allison	415	2.32

HONORABLE MENTION: 11. Fred Blood. 12. Scotty Freeman. 13. Matt Hoffman. 14. Rick Moliterno. 15. Dave Voelker. 16. Randy Tischmann. 17. Brian Scura. 18. Rich Sigur. 19. Dino DeLuca. 20. Todd Anderson. 21. Dave Vanderspek. 22. Tony Murray. 23. Hugo Gonzales. 24. Brian Blyther. 25. Steve Broderson. 26. Robert Peterson. 27. Larry Manayan. 28. Ronnie Anderson and John Ker (tie with five votes each). 30. Mike Miranda, Harry Leary and Red Line (tie). After that, things get really ridiculous. Santa Claus, Pee-Wee Herman and Gumby tied for last place with Todd Slavik, Spuds MacKenzie, a scooter and two people we've never heard of. That's the way it goes.





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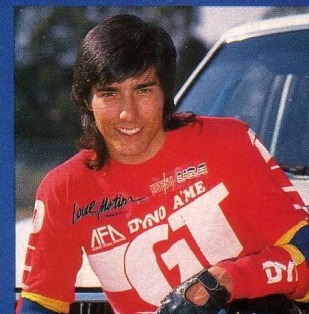
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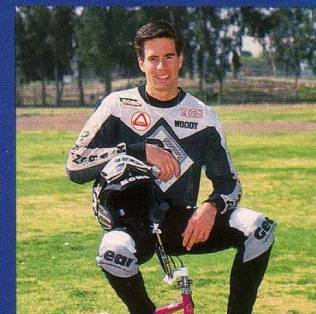
PETE LONCAREVICH
Team Haro
"I like all the racing action. I think it's the best *BMX* magazine in the world right now."



RON WILKERSON
Team Haro
"The photos are the raddest! I like reading the gossip, and I like the interviews."



EDDIE FIOLA
Team GT
"It's got really hot photos, it's a really hot mag."



WOODY ITSON
Team Diamond Back
"You guys cover everything: freestyle, racing, even the things we do on the side!"

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AFA, AUSTIN, TEXAS

INSIDE STORIES

Freestyle tales from the heart of Texas
By John Ker



Rap master McCoy, rapping 'n' rocking his way to another pair of Pro Flatland and Overall Pro wins.

Some tricks defy description. Reynaldo Santillan works his front wheel in some kind of backwards infinity roll variation. Rey knocked off 57 other guys for the top spot in 16-18 Expert Flatland. ▼



DENNIS MCCOY

Dennis McCoy had missed the last AFA contest in Oregon because of injuries suffered in a nasty quarterpipe crash a few days earlier, but he was back in his prime this month. Dennis slowed down his ground routine a little for this event, but he rode even more perfectly as a result. He started out with a cancan nose

wheelie that went into a slider, then into a sweeper and from there into a side glide, then a boomerang. From there he did a double fire hydrant, a decade, a rollback, a 180 thingamajigger, a bar hop, a Peterson surf, a front-wheel spin and a Wilker whip. Tired yet? Skip ahead if you are. There's more.

Then he did a G-string squeaker into I-hops into a Miami hopper, into a mega spin, into a triple ankle buster, into a little handstand, then a fire hydrant, a cherrypicker, an over-and-out, a backwards wheelie in a circle, a fire hydrant, a squeaker, then a triple squeaker-whip, a tail whip back into I-hops, into a side-squeak-in-a-circle fork wheelie, then a step-over, a run along the tire, and he finished with some high-speed footwork. We think he touched twice in all that. He won Pro Flatland.



Matt Hoffman did his usual number on the 14-15 Expert Ramps class. The big surprise here was that he put together a good ground routine, too.

□ The first thing you realize at a freestyle contest nowadays is how many incredibly good riders there are. If you went to the AFA's latest round of Freestyle Masters competition, in Austin, Texas, you know what we mean. There were 196 entries, and almost all of them were hot. Here are some of the hottest.

◀ There's something about the way Dominguez rides. First again in Pro Ramps.

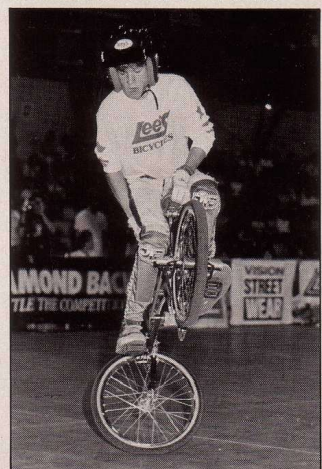
AFA, AUSTIN, TEXAS

Half the floor was wood; half was concrete. However, Rick Moliterno had no trouble with it at all. First place, 19 & Over Flatland. ▶



Mike Dominguez keeps resurrecting tricks we thought he'd forgotten. This no-footer is one of them. Michael's magic doesn't come across on film nearly as good as it does in person, but you can still tell the guy's good, can't you? First place, Pro Ramps.

Stratospheric turnaround by Mr. Blyther. Second place this time. That's cool. He and Michael are best friends. As long as one of them wins, they're both happy. ▶



Is there no end to the list of possible tricks? Guess not. Park Carter got second in 14-15 Expert Flatland with these backwards Miami hop-hops. Amazing.



Dennis also ripped in the Pro Ramps class, with high airs and tough variations, including a 540 that was variously estimated at somewhere between four-and-a-half and seven feet above the lip. If he hadn't crashed, he would have finished higher than the fourth he got. No matter, he still won the Overall Pro title.

When asked what he thought about the new Isuzu truck that *American Freestyler* Magazine is giving to the top pro at the end of the year, Dennis joked, "I'm already widening my garage."



Woody's broken foot was hurting so badly he could hardly walk, but it sure didn't hurt his routine. Backwards gut lever by the guy who does them better than anyone else we've seen. Third place, Pro Flatland.

MIKE DOMINGUEZ

Mike is a mystery. When you read a list of the tricks he does in his Pro Ramps run, it doesn't always sound all that impressive. Josh White (who wasn't at the contest because of GT's Asian tour) and Todd Anderson usually blow Michael away in the variations department. Michael has something special, however. Some kind of mystical grace lets him win a contest with relatively easy tricks, except for his amazing 540s. Michael did do some variations here: a fakie air four

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feet out, a 540 about four feet out, a no-footer, a high X-up, a one-hand one-footer, and a high turnaround are the ones we recall. It may not sound very incredible, but almost everybody who saw the run knew that Michael had won again. There's just something special about the way he rides that says, "this guy is great." Maybe

Dizz Hicks still whips the crowd into a frenzy, but he still makes too many mistakes to capitalize on his incredible showmanship. He took an eighth in 19 & Over Ramps and tied for 12th in 19 & Over Flatland. There were nine and 13 guys in the classes. ▶



R.L. whips his bike into an upside-down spin. Don't count this guy out. If McCoy can be beat, this guy will do it. Maybe next time.

it's the altitude he gets, maybe it's the 540s, maybe it's the style. Whatever it is, it works.

BRIAN BLYTHER

Brian is the kind of guy who blends into the background when he's not riding. Nobody would know who Blyther is, if it weren't for the fact that he's one of the best ramp riders in the world. He hit the highest airs of the contest here—about nine feet out—but his 540s weren't as high as Michael's, so Brian came in second.



Kevin Jones stunned the crowd with the most innovative riding of the whole contest. This locomotive is just one of his tricks. (Jones landed a sponsorship from Skyway after the contest.)

R.L. OSBORN

R.L. has been in the top ranks of freestyle for as long as freestyle has existed. R.L. whipped and spun his bike through a great routine, as usual, but he lost to Dennis. If it's any consolation to R.L., we thought it was a closer battle than the judges' scores suggest. R.L. is good. **WOODY ITSON**

Woody Itson has had more broken bones in his foot and ankle in the last



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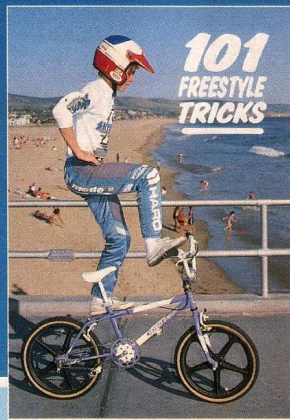
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Tommy Phillips takes the big drop off the eight-foot Dia-Compe quarterpipe on his way to second place in the 16 & Over Expert Scooter class.

few months than we can keep track of. Though the bones in his foot were still healing from his latest accident, Woody decided it was essential to ride this contest anyway, lest he disappear from the magazines for good.

His gamble worked. Woody rode out onto the floor and began knocking off perfect trick after perfect trick, with showmanship and flair and everything. The crowd sighed audibly when he finally dabbed a foot almost halfway through his run, but he touched only once or twice more, and the crowd dug it. Woody said later that he rode slower and more carefully than usual because of the broken foot. It paid off in smoothness. Woody got third and was stoked.

EDDIE FIOLA

The crowd went wild when Eddie rode onto the floor. It was his first contest in months and an unexpected pleasure. Eddie's shoulder problems are still holding him back from total radness, but he made a good show anyway. He tied with Rich Sigur for sixth place in Pro Flatland and got fifth in Pro Ramp. Eddie told us that he is going to wait until after GT's summer tour is over before undergoing the operation that will keep his shoulder from popping out of joint so easily.

KEVIN JONES

We'd never heard of this guy before, but Kevin Jones absolutely ripped in the 19 & Over Flatland class. We don't even know how to describe some of his tricks. One was a backwards pedal picker squeaker. Another was a double boomerang. Another one looked like a no-handed backwards infinity roll wheelie

AFA, AUSTIN, TEXAS

fast and flawlessly. He did a squeaker into a backwards pedal picker, went from there into an upside down wheelie in a circle, then a Dizz slide, and then into a surfer. He did some fast foot-work on the front wheel, then a G-turn smoothie, a cancan slider, and finished it all with a bionic quick spin. He never touched down. The class was his.

DAVE VOELKER

In the last few months, Dave has been blowing minds with his aerial radness. He did it again. His airs were close to nine feet out, and his variations were radical, including one of his ultra-high no-handers, a pivoting footplant and a flyaway bike-grabber. The real battle in this contest was for second place. Dino DeLuca and Monte Hill tied in their initial runs, despite the fact that Dino crashed at the end of his run and broke his hand. When a runoff was called, Dino had his hand taped up and they rode again. . . . and tied again. When Dino refused to ride in another tiebreaker, the judges went back and counted the high and low scores that had been dropped before. Dino got the decision and the crowd cheered.

MATT HOFFMAN

What does a guy do when he's so far ahead of the other guys in his ramp class that they don't even have a chance against him? If the guy is Matt Hoffman, he starts competing in 14-15 Flatland. Matt came out on Saturday and put together a very respectable flatland routine, complete with a pedal picker and lots of other tricks. He even tried one trick that he invented—a bar-spin

Brett Hernandez may not be as well known as his little brother, Trevor, but he will be soon. He did this one-handed funky chicken on his way to second place in 16-18 Flatland. (Wait until the next contest: Brett's now doing double boomerangs without touching the bike with his feet until he's finished. Honest. We've seen him do it.)

performed while sitting on the end of the handlebars, which were turned 90 degrees. At least, that's what we think it was. He had so many hot tricks in his run that some of the crowd booed when the judges gave him only second place. He will return.

RICK MOLITERNO

Rick Moliterno has been the top gun in the 19 & Over Flatland class for over a year now. It's almost taken for granted that he will win the class if he shows up. He had some tough competition here from Kevin Jones, but Rick has risen to challenges before. He came out doing his cancan reverse nose wheelie, went from that into a floater (a backwards wheelie in a circle with the front wheel spinning), and from there into an over buster (one of his ankle-buster variations).

It was hard to keep track of everything, because Rick strung his tricks together



Gary Pollak—edging closer to superstardom.

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An unidentified kid rips through one of those tricks that everybody watches but few understand.

surfer, in which he does a surfer and then kicks the bars 360 degrees and keeps riding. It's a great trick when he pulls it off, but he crashed twice while trying it here. He ended up 12th out of 25 for the day, and teammate Scotty Freeman won the class.

Matt did his usual thing in 14-15 Ramps on Sunday—he totally ripped! The judges gave him 94 points. No one else in the class broke 90. The only bad aspect about Matt's routine was that he forgot to do his no-footed cancan. Obviously, it didn't matter too much.

GARY POLLAK

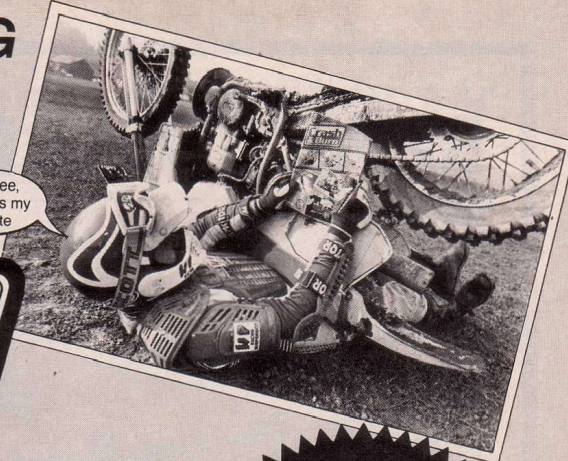
Gary Pollak has always impressed us as a good all-around rider. This time he impressed us as a *great* all-around rider. In the past, his flatland riding has been his greatest strength, but this time his ramp riding was equally spectacular, maybe even more so. His airs were up in the six-to-seven-foot region, and they included a one-footed invert, a no-footed cancan, a one-hand, one-footed invert, a lookback and more. He also did an abubaca and a 540 about two feet out. Thirty guys rode in the class, and Gary got first. Fifty-eight guys rode in his flatland class, and Gary got third. Pollak is on the verge of superstardom.

BRIAN TULK

Seeing hot new tricks for the first time is one of the things that makes a contest memorable. One of the hottest moves of this contest was pulled off by Brian Tulk. Brian was doing a backwards pedal picker, and somehow he jumped up and spun the bike around into a regular pedal picker without getting down. At least, that's what we think he did. We'd never seen anything like it before and had to ask Rick Moliterno to analyze it. All we knew was that Tulk did a trick that was so hard to figure out, we couldn't even tell what we'd seen.

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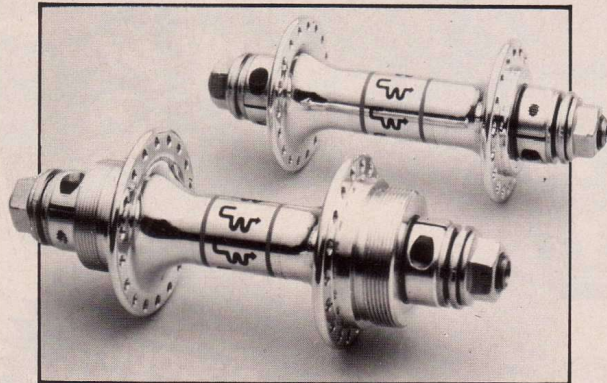
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RUBEN CASTILLO

Are scooters just a fad? Well, we don't think they are, but some people have been wondering about it, just the same. In the meantime, while the rest of the country is trying to figure out the answer to that question, the AFA has chosen to act. They've decided that scooters and freestyle were made for each other.

The AFA introduced scooter competition to its riders in Oregon two months ago, at the last AFA Masters contest. Four riders entered the scooter ranks then. Fifteen entered this time. There's no telling what will happen at the next contest.

In the meantime, Ruben Castillo has clearly emerged as the hottest rider in the scooter wars. A native of Austin, Texas, Ruben rolled onto the floor in this contest and rode his scooter the way scooters have never been ridden before. Decades, infinity rolls, boomerangs and bar rides are only a few of the tricks he can do...and he does them well.

Ruben rips in the bicycle freestyle ranks, too. He turned in a third-place performance on his bike in the 14-15 Flatland class in Austin, in addition to winning the 15 & Under Expert class in the scooter ranks. He's a guy to watch. □

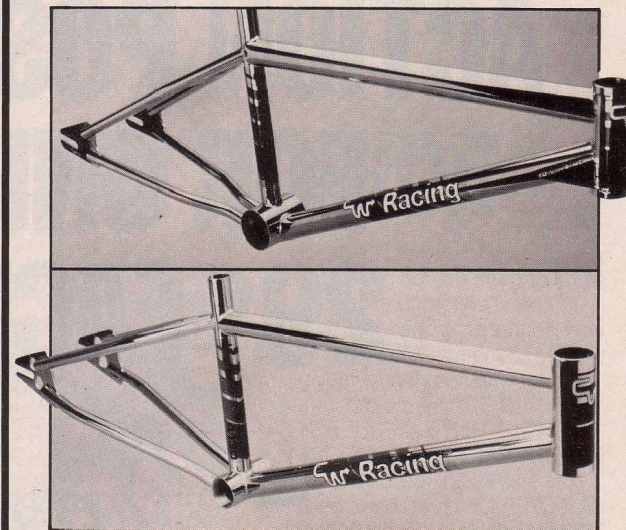
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Austin, Texas

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PRO FLATLAND	SCORE	WINNINGS
1. Dennis McCoy/Haro	930	\$350
2. R.L. Osborn/General	907	225
3. Woody Ison/Diamond Back	887	125
4. Rick Allison/Mongoose	887	75
5. Dave Nourie/Haro	873	50
6. Rich Sigur/Haro (tie)	870	
7. Eddie Flota/GT (tie)	870	
8. Mauricio Meyer/Skyway	853	
9. Robert Petersen/Skyway (tie)	850	
9. Chris Lashua/Mongoose (tie)	850	
11. Fred Blood/General	843	
PRO RAMP		
1. Mike Dominguez/Diamond Back	950	\$350
2. Brian Blyther/Haro	930	225
3. Todd Anderson/General	923	125
4. Dennis McCoy/Haro	917	75
5. Eddie Flota/GT	897	50
6. Rich Sigur/Haro	880	
19 & OVER EXPERT FLATLAND		
1. Rick Molterno	917	
2. Kevin Jones	910	
3. Dino DeLuca	890	
4. Kevin Lau	883	
5. Pete Kearney	880	
19 & OVER EXPERT RAMP		
1. Dave Vosker	910	
2. Dino DeLuca	897	
3. Monte Hill	897	
4. Mary Schlessinger	890	
5. Rick Molterno	877	
16-18 EXPERT FLATLAND		
1. Reynaldo Santillan	920	
2. Brett Hernandez	896	
3. Gary Polak	893	
4. Manuel Olvera (tie)	890	
4. Mike Loveridge (tie)	890	
4. James Johnson (tie)	890	
4. Karl Rothe (tie)	890	
4. Mark McKee (tie)	890	
4. Jeff Cotter (tie)	890	
16-18 EXPERT RAMP		
1. Gary Polak	913	
2. Steve Swoop	910	
3. Chris Rothrock	907	
4. Tim Rogers	893	
5. Robert Smart (tie)	887	
5. Chris Potts (tie)	887	
5. T.J. Fallon (tie)	887	
14-15 EXPERT FLATLAND		
1. Scott Freeman	907	
2. Park Carter	903	
3. Ruben Castillo	900/903	
4. Trevor Hernandez	900/883	
5. Chris Romeo	900/877	
14-15 EXPERT RAMP		
1. Matt Hoffman	940	
2. Beau Cobb	893	
3. Joel Alamo	883	
4. Bill Swoope (tie)	853	
4. Danny Lupold (tie)	853	
4. Thad Miller (tie)	853	
13 & UNDER EXPERT FLATLAND		
1. Carl Anglin	893	
2. Philip Flock	913	
3. Greg Macomber	910	
4. Eric Evans	900	
5. Eddie Montalongo	877	
13 & UNDER EXPERT RAMP		
1. Ryan Lee Dunnman	880	
2. Eric Evans	877	
3. Eben Krackau	873	
4. Greg Macomber	843	
5. Zane Frier	820	
16 & UNDER EXPERT SCOOTER		
1. James McGraw	877	
2. Tommy Phillips	873	
3. Tommy Taylor	867	
4. Steve Emig (tie)	860	
4. Derek Orise (tie)	860	
15 & UNDER EXPERT SCOOTER		
1. Ruben Skazas	857/860	
2. Bill Freeman	857/853	
3. Chris Kinney (tie)	847	
3. Mike Griffith (tie)	847	
5. Roy Wilson	830	
OVERALL CHAMPIONS		
PRO: Dennis McCoy/Haro	\$350	
19 & OVER: Rick Molterno		
16-18: Gary Polak		
14-15: Matt Hoffman		
13 & UNDER: Eric Evans		

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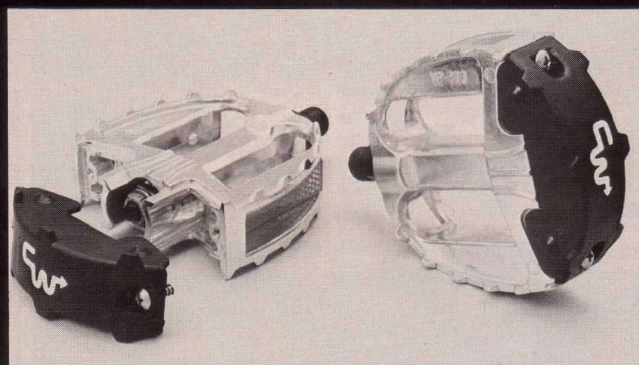
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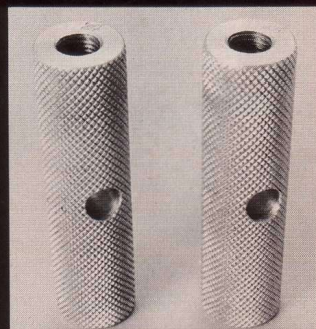
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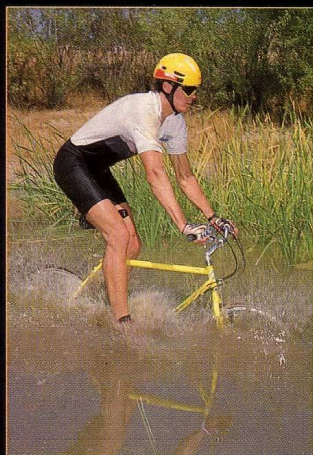
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MEET THE COACH

Mountain Bike Action isn't afraid to bring the intense suspense of off-road cycling into your lap. And we don't bring you this developing sport by looking in from the outside. No, MBA lives and breathes the entire sport of mountain biking. We've shared the exact cycling dilemmas you have. In which direction is mountain biking taking us? MBA keeps you informed on the growth of the sport. Who's the latest super sensation? MBA knows, and we'll bring you the inside scoop on how they do it. Want to know the best components with which to update your bike? MBA gives true out-in-the-field evaluations to help you select the right ones. Excessive leg cramping on long hills? MBA has the scoop on overcoming any cycling-related ailments. Mountain Bike Action is designed by people who share the same interests you do—we want to become the fittest athletes possible, while enjoying every minute of it.

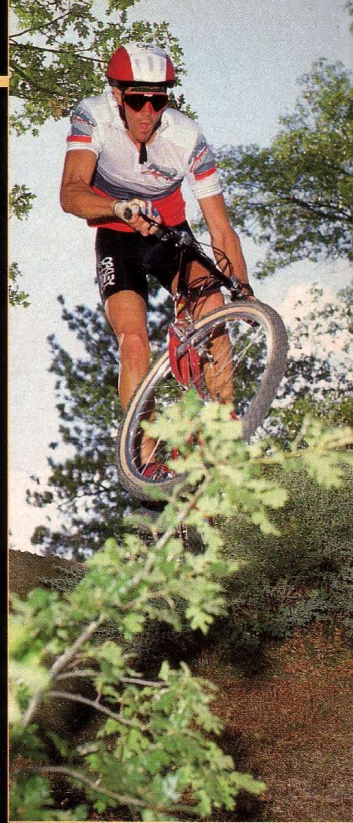
COVERING ALL THE SHADES

Hey, wait a minute! What if I'm interested in exploring the beauty of nature's scenic playgrounds? Mountain Bike Action brings the entire spectrum of the sport to your door. We'll tell you what it takes to visit unique travel spots around the world.

But you've only been cycling for a short time? MBA tells the beginning rider how to prepare and what to expect. Every issue has easy-to-follow how-to's that teach the active follower how to improve as fast as possible. Even Joe Murray had to start from the bottom.

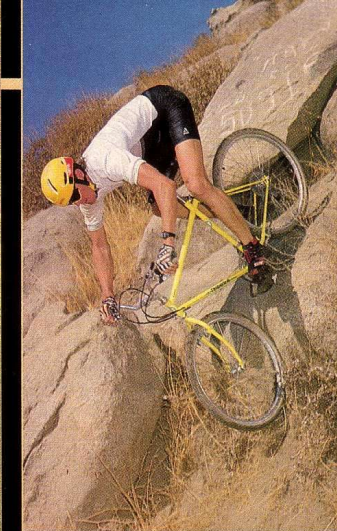
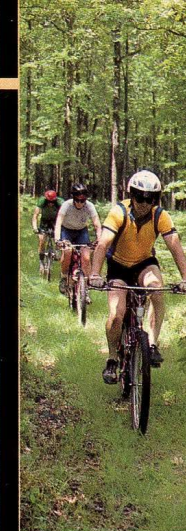
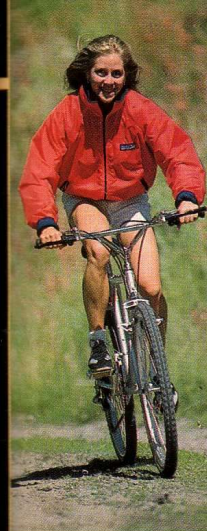
OUR PERSONAL BEST

Who's the new NORBA Champion? Mountain Bike Action was there to bring you the trials and tribulations of the event. What's been slowing down Joe Murray? Who is the new teenage sensation who's taking on the experienced riders? Is his name really John Tomac? Did Cindy Whitehead actually beat Jacquie Phelan? MBA readers know the answers, because we don't just cover a race, we dissect it. How the champ won, in his own words. The losers tell what could have been. Close-up looks at the best in the sport and the machines they ride. Race coverage that benefits the readers.



HOW MUCH DO I NEED?

Okay, I'm convinced, but those mountain bikes look awfully expensive. No need to worry. Mountain Bike Action's in-depth bike evaluations benefit you, the off-road enthusiast. We take our test bikes and ride them on the streets and trails. MBA will tell you what a bike does, where and when. Our testing procedures cover the whole scope of the bike. Which group of potential buyers it's aimed at, how the components work, reliability and actual performance. MBA gives you the personality of the bike so you'll know exactly what it's like to own one. All that's left is to go buy one.



PUTTING IN THE SQUARE PEGS

Mountain Bike Action doesn't stop there. Fiddling with your personal scout and trying to improve its performance enhances the enjoyment of off-road cycling. Which components are best? MBA evaluates products by testing them in real off-road conditions. The MBA reader knows which brake stops and which derailleur shifts. Does Biopace work? Are the new index shifting systems all they're cracked up to be? Which tire will give you the best performance? What's the proper way to set up your bike? Mountain Bike Action will bring you the answers so you don't have to find out by trial and error.

BRINGING THE WOMEN'S WORLD

Each issue of Mountain Bike Action features a special section aimed directly at the female cyclist. Recent surveys have shown that a large percentage of all mountain bikes sold are to women. MBA brings you the tips every female cyclist needs to know. How to get started. Which components are designed especially for a female cyclist. Are wide saddles and Mixte frames

beneficial? How difficult should your first ride be? MBA knows how important female participation is and brings it to you every issue.

DO YOU WANT MORE?

Every action-packed issue of MBA is filled to the brim with radical photos that show the true spirit of off-road cycling. Remember that picture of a trials rider sprawled out on a log crossing? It was in MBA. What does Ned Overend do in his spare time? MBA portrays the stars so everyone can get an inside look at what makes them tick. Should you shave your legs? Olympic Cycling team member Jeff Spencer tells the ins and outs of training. What do you look for the first time you shop for a new bicycle? MBA helps you make the difficult decisions.

GIVING IT 100 PERCENT

No doubt about it, mountain biking is here to stay. Off-road bike sales have skyrocketed, and there's no sign of slowing down. What makes these durable-looking bicycles so attractive? They're tough. They maneuver around and over whatever lies in your path. Load on the camp-

ing gear and escape the pressures of everyday living. Mountain bikes are the ultimate go anywhere, do anything vehicles.

Mountain bikes make more sense than ever to the fitness-conscious consumer. Discovering the benefits of an anaerobic workout in nature's true beauty is what Mountain Bike Action is all about. Each and every issue of MBA is jam-packed with material to benefit every mountain bike lover—whether it's Joe Murray or Joe Average. That's because MBA is made by those directly involved with the sport—from the beginner to the top-notch national pro. MBA will give you advice that can make the difference between an enjoyable or agonizing ride. If there's something you need to know about mountain biking, MBA will tell you, because we've already been there. The next issue of MBA could have the advice you need to help you on the way to becoming your fittest. Don't miss out on the future of this ultimate sport. Order your subscription to the world's largest all-terrain bicycle magazine—Mountain Bike Action!

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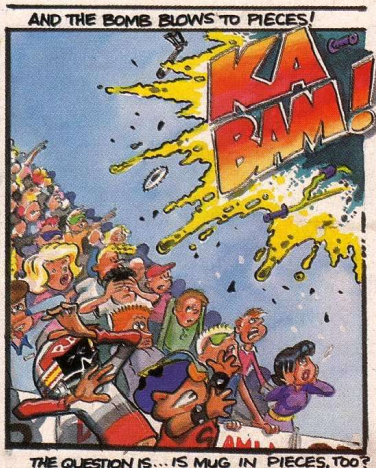
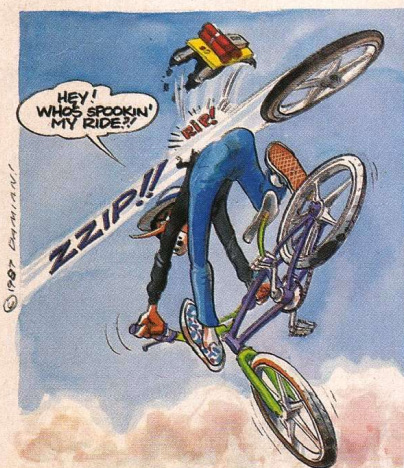
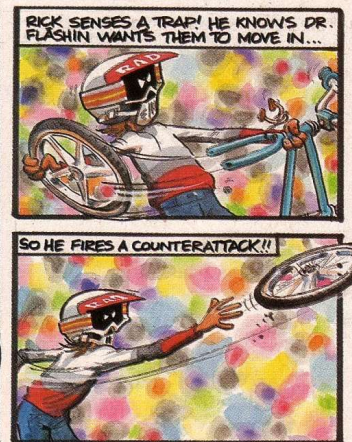
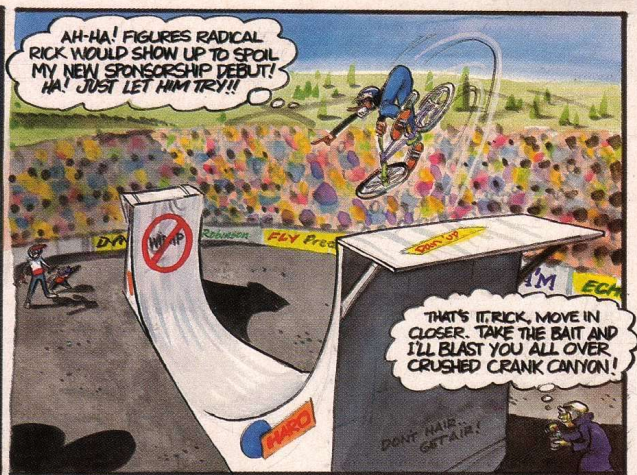
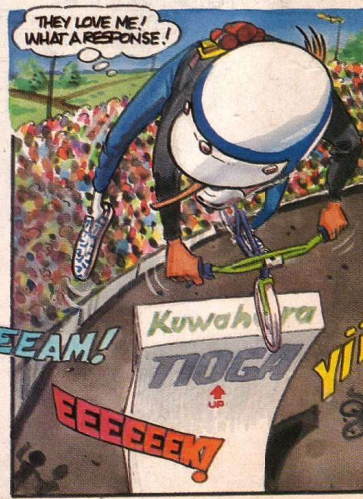
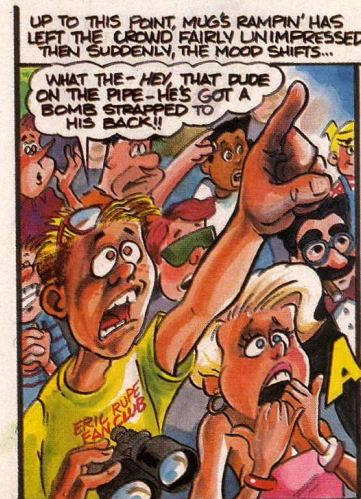
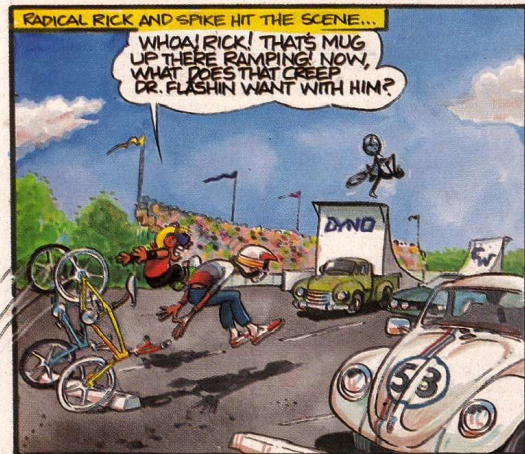
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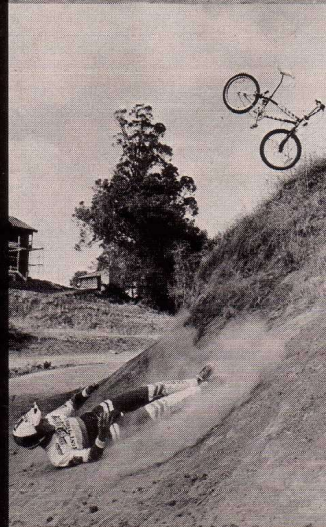
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THE QUESTION IS... IS MUG IN PIECES, TOO? FIND OUT THE WHOLE STORY, NEXT ISSUE!

PARTING SHOT



Have you ever wondered what would happen if you got going at full speed and had to eject the instant you hit the jump? Well, if you're Dave Cullinan, the results might look like this.

Photos by John Ker

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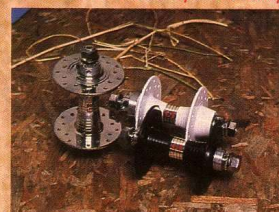
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