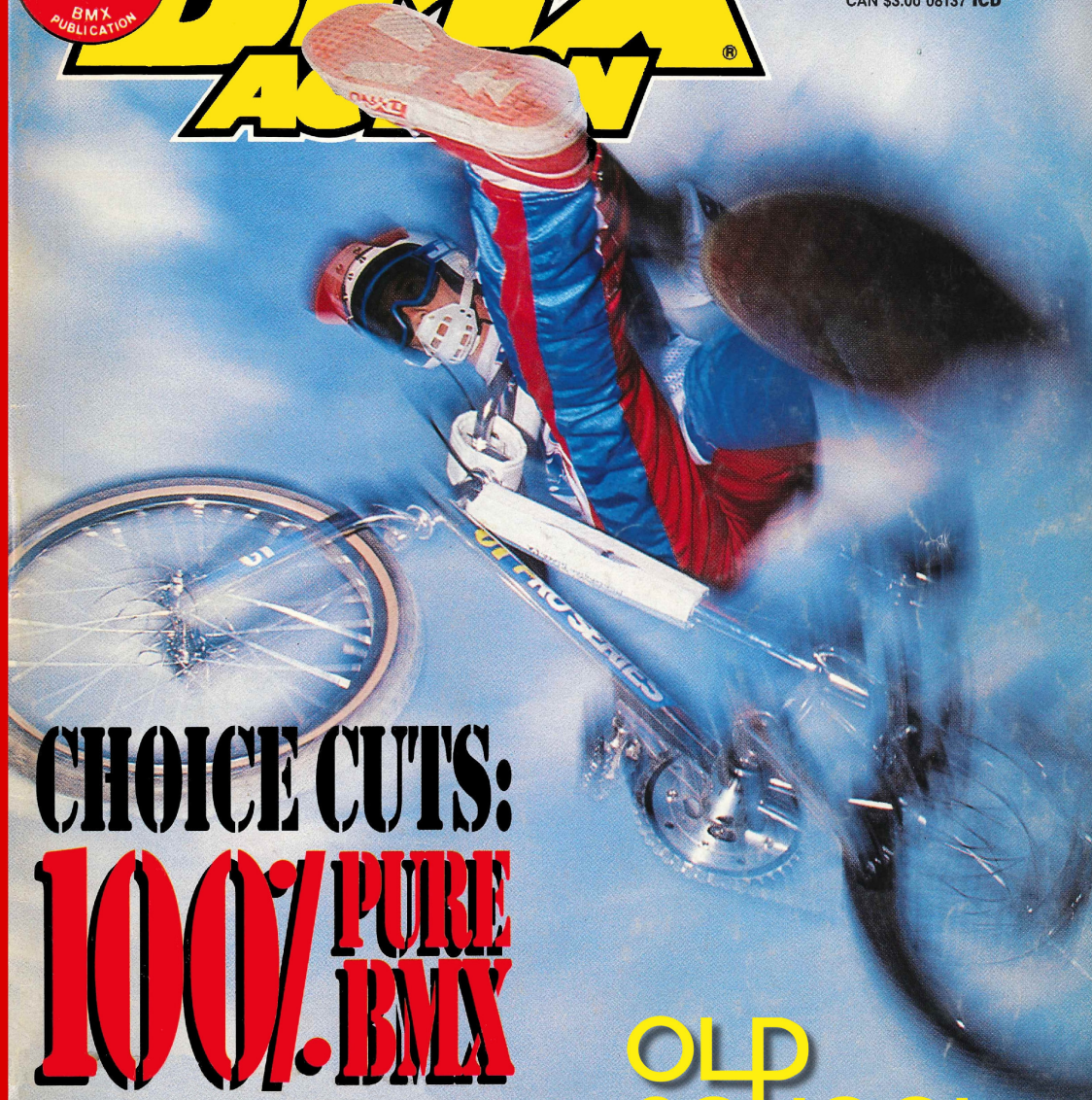




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FEBRUARY 1988
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BMX ACTION

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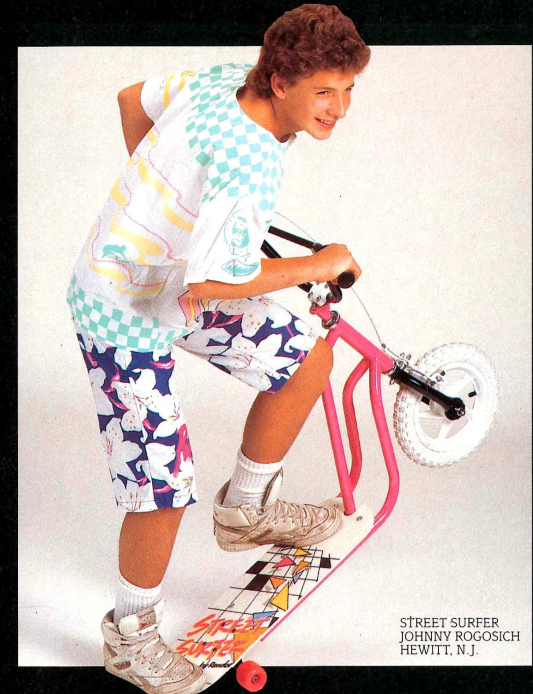
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ON THE COVER: Chris Moeller, catchin' up with R.L. (if you know what we mean). He's also double can-cannin' the GT test bike.

ON THIS PAGE: In his last two months as an am, Mikey King continues to annihilate the competition with reckless abandon. Jus' can't wait to see him dicin' with Pete!

BMX ACTION

FEBRUARY 1988 • VOLUME THIRTEEN • NUMBER TWO

EIGHT

DEAR GORK

You'll find words, syllables, nouns, and adjectives all strewn together.

TWELVE

D.I.R.T.

You'll know the new news you wish you knew.

TWENTY

TESTIN': GT'S PRO SERIES TEAM MODEL

The baddest bike for your bucks.

FIFTY-SIX

RACIN': NBL LEMOORE NATIONAL

Your highlight is getting to read their highlights.

THIRTY

DRAWING CONTEST RESULTS

Da' winnah iz . . . possibly you.

FORTY-FOUR

RACIN': ABA GOLD CUP/WEST—RENO, NEVADA

You won't believe this trip . . .

SIXTY-TWO & SEVENTY-FOUR

HOT SHOTS

Hefty air with plenty to spare.

SIXTY-EIGHT

NBL'S 1987 TOP TEN PROS

Can you count them down with us?

FIFTY-TWO

HOT PRODS

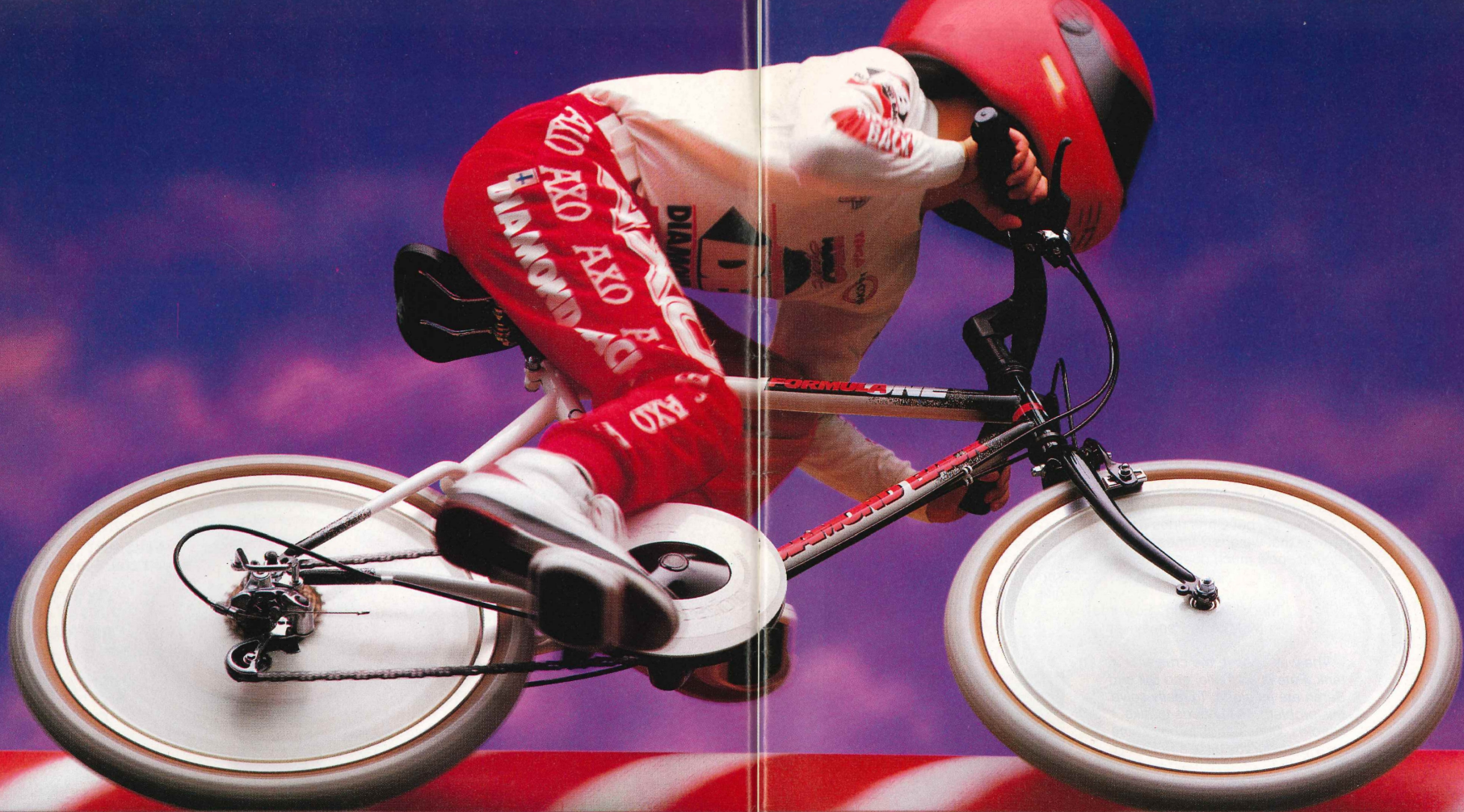
You will see, you may want, you can buy.

EIGHTY-TWO

OUTTAKES

Your last look until next month.

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proportions, and covered the wheels for minimum wind resistance.

SHIFT INTO THE FUTURE WITH BIONIC FORCE.

The first thing you'll notice when you put a foot on the pedal is the torque of the F-1 Biopace Chainring. It's the

same advantage we've been using on serious mountain bikes, to make blasting by your buddies a total breeze.

And, for you racing fanatics, we've even added 6-speed shifting! A simple flick of your finger and you automatically shift into power mode.

So, now that you're up to speed, make tracks to your Diamond Back Dealer and see the F-1 equipped Formula One before your friends do.

No excuses!

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DIAMOND BACK
RATTLE THE COMPETITION



*The Formula One.
Available in red or white.*

Dear Gork



Drawing of the Big G by Kroeger.

For this month, Gork requests that ONLY the following types of people write him: BMX'ers, freestylers, cool ma's and pa's, rad lookin' janes, those who are hot, and hardcore thrashers.

'Send yo' letter to:
BMX ACTION c/o Dear Gork
 3162 Kashiwa Street
 Torrance, CA 90505

Also, Gork asks that the following types of people NOT write him: geeks, tards, angry mothers, preppys, complainin' parents, orgs, roaches, and squids.
 Thank you.

BONES BRIGADE

Dear Gork,
 I am 17 and have raced BMX for four years. During that time, I have bought your mag. It is the best. Several times you have mentioned blokes who have had broken bones or similar injuries but still raced with a cast on—against doctors' orders. Ex: Ricky Gilbert racing within a month after breaking his ankle. I also play rugby and have had injuries such as broken bones and torn ligaments. I have learned that when you have an injury like that,

you should wait 'til it is completely healed to prevent permanent damage.
 It is stupid to paint these blokes as heroes as it might make kids think it is good for them to race with casts and injuries. C'mon! You say no to drugs. Why not say no to stupidity?

Lyle O'Keefe
 Croaford, Australia

True. Good point. Thanks.—Gork

A TON OF HOMEWORK

Dear Gork,
 If Bill weighs twice as much as Sarah, and Pete weighs 3 1/2 times less than Bill, and Sarah weighs 422 pounds, but Chris rides a cruiser that weighs 3 times as much as Pete, how much does the cruiser weigh?

Mark "Mandarin" Edwards
 McMurray, Pennsylvania

The way I see it, the cruiser is a tank, Pete is anorexic, and Bill and Sarah are fat slobs. To really solve this problem, Pete needs to take steroids, Chris needs to buy some alloy parts for his bike, and Buffalo Bill and Slimy Sarah need to turn off the TV, get up off the sofa, and start riding Chris' cruiser thirty or forty miles a day. Am I right?—Gork

THE NEW KAKOURIS

Dear Gork,
 This is a letter to all the 18 & Over Experts who I raced against last year. **Tenette**—too bad your season had to end the way it did. Good luck in the future. **Corbitt**—congrats this year. You are one of the best. **The Boss boyz (Cecil and Darwin)**—you guys proved yourselves. **Travis McGhee**—always had a great gate. You're one of the fastest. **King**—not much I can say about you 'cept that you make me ill (just kidding). You are THE smoothest and fastest. Good luck in pro. **Jamson**—tough year, but I know you can get your psych back. **Bill Au**—all I can say is

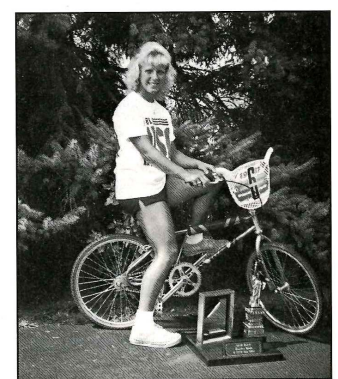
that your head is getting more and more red every time I see you.
 To the rest of the 18 over X's, good luck and thanks for the comp. And watch out because I'll be back next year!

Ron "Sky" Walker
 Sarasota, Florida

SEE JANE. SEE JANE GET A SPONSOR

Dear Gork,
 Hi! My name is Jennifer Wardle. I am NBL National #3 in the 15-year-old girls class. The most incredible thing happened to me at the '87 Grands in Louisville. I was offered a **FACTORY RIDE** by Titan. I was soooooo thrilled!!!!
 Could you please print this. I'd like to give the other girl riders some encouragement and let them know that "someone" notices us girls. Thanks!

Jennifer Wardle
 Belle Vernon, Pennsylvania



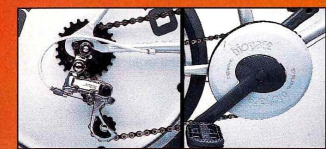
New factory Titan rider and bodacious betty, Jennifer Wardle.

*Awwww. For a second there I thought you were going to tell me about getting harrassed by the cops in Louisville . . .
 But seriously, congrats on the spo'ship. I mean it.—Gork*

continued on page 79

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There's a new bike in town. A whole new way to tear up the streets. Or build a reputation.



It's called an F-1. And if you're not on one soon, you may never catch those who are.
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 But don't get taken for a ride. Real F-1 machines come



equipped with the Shimano Index System (SIS). With the F-1's 6-speed SIS, you just click the Shimano thumb shifter. That quick you're launched into the next gear. Pro road racers and off-road racers use

SIS to leave their competition in the dust. That's how great SIS is. Then there's Shimano's exclusive Biopace Chainring. It makes pedaling easier and saves your energy. Biopace also gives you a real performance advantage. So you can use more of your natural power to demolish hills. And fly flat-out.
 And to make sure you stay below the speed of

light, F-1 bikes have Shimano's exclusive Hub Roller Brake. It gives you positive, smooth braking control. But don't stop now. You could regret it.
 Instead, get down to your bicycle dealer and ask about F-1 bikes with Shimano components. Then get an F-1 before your friends do. It'll blow them away.



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1988 NATIONAL RACE SCHEDULES

And we're off! Possibly the greatest year in BMX since who-knows-when. Expect to see more teams, in more places, with more race coverage than the last two years. Yup. This'n is gonna be HOT!

ABA

date	location
January 16 & 17	Time Bluff, Arkansas
February 13 & 14	Chandler, Arizona
March 12 & 13	Vancouver, Washington
March 26 & 27	Pasadena, Texas [Gilley's]
April 16 & 17	Bakersfield, California
May 7 & 8	Somewhere, Someplace [TBA]
May 21 & 22	Nor. Cal. [Sacramento maybe?]
June 18 & 19	Somewhere on the East Coast
July 2 & 3	Dallas/Ft. Worth, Texas
July 16 & 17	Rockford, Illinois
August 6 & 7	So. Cal. [Location TBA]
October 28 & 29	Florida [Pompano maybe?]
November 26 & 27	GRANDS—Oklahoma City, Oklahoma

NBL

date	location
* December 28 & 29	Columbus, Ohio
January 30 & 31	Miami, Florida
February 13 & 14	Montgomery, Alabama
* March 26 & 27	Memphis, Tennessee
April 1, 2 & 3	Sarasota/Orlando, Florida
April 9 & 10	Peachtree, Georgia
May 14 & 15	Texas [Location TBA]

- May 28 & 29 Woodward, Pennsylvania
- June 18 & 19 WORLD CUP—Irvine, California
- June 25 & 26 South Park, Pennsylvania
- July 1 & 2 Akron, Ohio
- July 9 & 10 Waterford Oaks, Michigan
- July 16 & 17 Indiana [Location TBA]
- August 6 & 7 Trumbul, Connecticut
- September 3 & 4 GRANDS—[Location TBA]
- * = NBL Pro Series

PRO SERIES RACES:

The ABA has fewer nationals than last year [13, plus the Grands] and has made ALL of 'em a pro series. Which essentially means everyone will be at all of them—except for maybe the three which are scheduled the same day as NBL's.

The NBL has 18 nationals plus the Grands. But only seven of those are Pro Series races, which the pro AND team wins will count towards NBL No. 1 titles. The NBL says if pros and teams are chasin' titles, they'll need to hit at least 5 of those Pro Series plus go to the Grands... compared to the ABA, where you need to get in 10.

SUMMER TOURS:

The ABA is planning another summer of magazine-tours. Nothing has been confirmed yet. And of course, the NBL has their summer tour dialed in between South Park and Indiana.

So... as that great philosopher Charlie Gnarly once said, "Hath bike, will race. Hath a tour, will chase. Hath an endo-mumph, will land on face." [Charlie never was much good in rhymes.]

NEW SPROUTS

write him at: 1557 W. 218th Street, Torrance, CA 90501.

Eddy King and his roommate, Bill Parisen, are starting up their own biz—

selling BMX apparel trackside and through mail-order. It's called "Factory Pitstop," and they'll be carrying the complete AXO clothing line and Zeronine. Eddy says they also hope to deal the Haro/Motives stuff, possibly Vision, and probably Club Homeboy. Look for their killer looking booth at the next national you go to or drop 'em a line at: P.O. Box 415, Bonita, CA 92002.

LONGEST JUMP
(Using a 2 foot tall, 6 feet long ramp, and a 100 foot long runway.)
BRIAN LOPES—30 feet, 3 1/2 inches.

HIGHEST AERIAL
(Using the 8 foot transition of the Socco quarter pipe.)
BRIAN BLYTHER—10 feet, 2 inches.

HIGHEST BUNNYHOP
MAX HUTH—40 1/4 inches.
(Highest that day, but not high enough.
Woody Ison still holds record at 42 inches.)

CONSECUTIVE BOOMERANGS
(Rules: can touch bike with feet every 360 degrees, but can't touch feet on ground.
CHRIS DAY—9 1/2 rotations.

RECORD BREAKING FUN FEST

The Guinness Book of Records TV. crew filmed tons of freestylers and racers goin' for broke.

The following are the ones that made it:

Just Married

BMX legends Rob Fehd and Rod Beckering just got hitched. NO! We don't mean it that way... Fehd put the ring on his long-time swoop, Melanie. And Beckering is now tied down with Michelle—the girl who got him out of BMX.

Word has it that another living legend, Perry Kramer, who's still working at SE, recently got engaged. And although it's not official, rumors abound that Kevin Hull will be tied down pretty soon by his semi-new girlfriend, Toni.

And for all of you who've spied the back of Dave Cullinan's pants, don't take it TOO OOOO seriously. The "Just Married" remark only means that he and Vanessa Gonzales (sister of fast 13 X, John Gonzales) are super serious. Dave's not THAT stupid (just kidding, Vanessa)...

PICK-UP DEPT.

It's starting to happen. Tons of riders are starting to get calls from manufacturers. Titan was the first to make a move, picking up an East Coast team—Donni Hier, Skip Knight, Kerry Zinsar, Jon Albritton, Scott Davis, and the bodaciously quick blonde, Jennifer Wardle.

Then there's Elf... who recruited Colour Control 13X Mike Miller. C.C. can now boast about giving another full-factory rider his or her start. Speaking of Elf, Skyway is definitely going to pick up an amateur before the Grands, and Elf's Brandon Allen and Mike Ellis are on top of their list.

As far as the pros go, Richard Fleming and Todd Blaser seem to be the two that everyone's looking at. Fleming is off Titan and being looked at by Hutch. Meanwhile, Rich'll be riding for Bike Alley 'til something happens. Blaser is talking with General and Diamond Back, but so far, a lot of looking is going on and no grabbing.

Our very top-secret inside source tells us that GT's been chasing after In Hee Lee. So



Steve Dillard, BMXA's first-round draft choice is "this close" to being picked up by a major factory team.

far, he's CW loyal. Hutch has hired E. Carter's dad to be their team manager—and NO, Eric won't be going back to Hutch. Despite having some interesting dinner conversations, Mr. Carter will no doubt pick up a hot team.

Steve Dillard still remains BMXA's first-round draft choice.

CAR LOT
The King Bros. visited the Toyota dealership the other day. They bargained, debated, and haggled with the man wearing a plaid jacket. Eddy drove out in a Toyota Four Runner (for a second car—he still kept his Porsche 944), while Mikey traded in his '87 Supra for a brand new '87 Supra—black and bad to 'da bone!

Other BMX-related car purchases are Jeff Donnell buying a new Nissan Xtra-cab, Kevin Hull getting a brand new Mazda pickup, and our very own Gork tradin' in the Bat Van for an '85 Toyota Supra (a Doug Davis replica).

Topping all bicycle related purchases, Eddie Fiola got rid of his monster 4x4 and bought a red drop-nose Porsche. The right-hand drive CRX is now his "second car." While talkin' about Fiola, he should be dialing in a sponsorship with Air-Uni any day now to help out on car payments.

DIAPER TIME

Greg Hill and wife Nancy, have a new mouth to feed (and to keep quiet... in the middle of the night). This time it was a girl—Christina Hill. Greg's stoked—one boy (4-year-old Greg Jr.), and now one girl. When BMX ACTION asked how many more, Greg rolled his eyes and groaned...

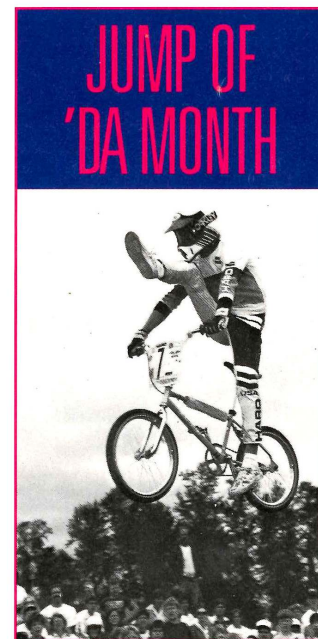


Photo by Joe Lo Giudice/Dominion Photography

NAME: Todd Pestotnik.
AGE: 15.
TURF: Redding, California.
SPONSOR: None—but looking.
JUMP: Candy bar.
FAVORITE CEREAL: Trix.



Dave Voelker. He didn't go high enough.

Photo by Heave Emig.



GT Pro Team Model

Get Back to What Counts, GT and Winning Races.

You don't care to put on a show. You choose to compete. And competition to you, is to do the very best you can, not to prove anything to anyone but yourself.

That's racing, it doesn't matter how much flash or how much talk, when the gate drops — it comes down to what you can do.

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C.P.S.C. Equipment included but not shown.
Paid set/number plate not included.
RIDE SAFE — always wear a helmet and proper safety equipment. © 1987 GT

Dirt

"IT WAS A TRIP, MAN."

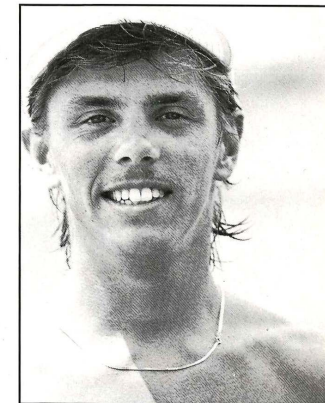
—Travis Chipres

Mongoose pro and Mickey Mouse fan club member, Travis Chipres, paid a visit to England the week before Lemoore. He had a jolly ol' time, racing at Darby and Sheffield, the last two races in a traditional English BMX series. Trav says it was "mostly for promotional purposes" and that he "spent more time running around the track being chased by 80 to 100 kids" than he did racing.

Other highlights were staying at Andy Ruffell's house and getting to ride a lot with top English pro Craig Scofield—who are both on Robinson now. Chip got a 2nd and a 3rd. Geth Shooter won once again—he hasn't lost a race within the last year or so.

Also "trippin' out" are Eric Carter and Charlie Townsend. They went to the land of Bruce Thompson—New Zealand. The occasion was the North Island Championships, in which

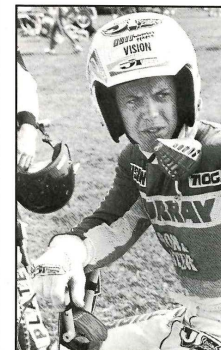
Carter beat Charlie in the main. Oz and Windy just hopped off the plane from Europe, too. They ventured around England and France for 10 days. Windy shot some freestylers while there—look for it in an upcoming issue of FREESTYLIN'.



Trav, affected by jet lag, could only get a second and a third while in England. He still had fun, though—constantly being chased by mini-blokes.

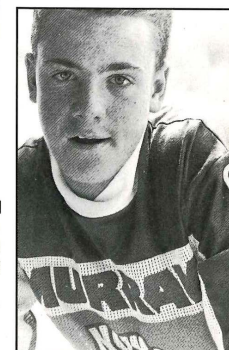
TOTALLY GNARLY LAST MINUTE NEWS:

MURRAY DROPS TEAM!

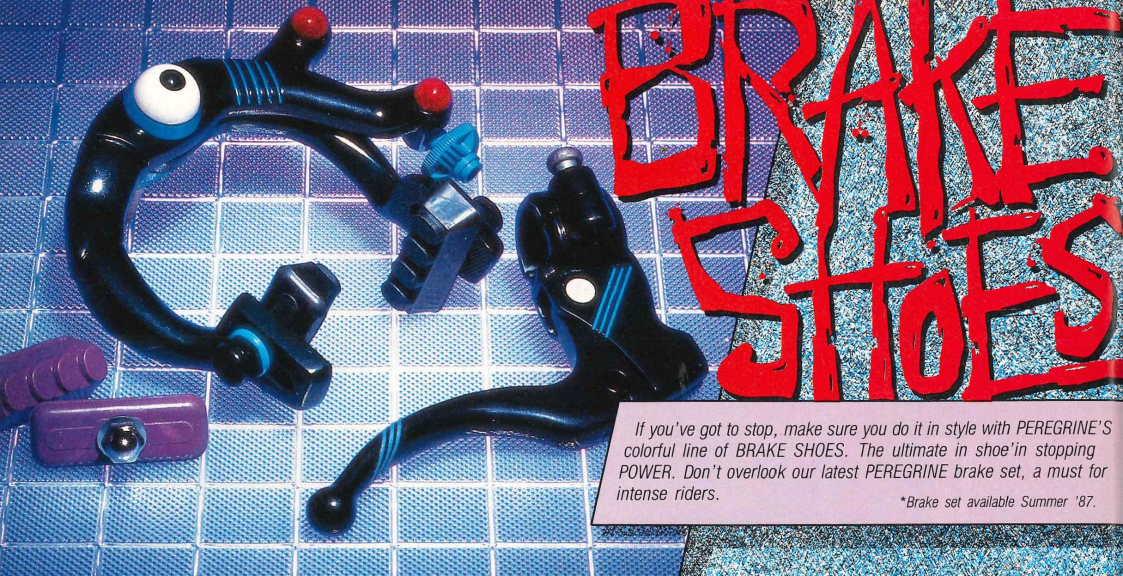


Todd Corbitt—the new pro is talking to everyone.

Murray has dropped both their freestyle AND racing teams for next year. What this means for BMX fans is that Shelby James and Todd Corbitt are open for the taking. T.C. told us he hopes to move to So. Cal. with a new ride. He also said that Shelby's phone has been ringing off the hook with offers. We should know by next issue who'll pick up THEEE fastest 13-year-old in BMX. ■



Shelby James—the quickest 13-year-old alive is getting offers from everyone.



PEREGRINE BRAKE SHOES

If you've got to stop, make sure you do it in style with PEREGRINE'S colorful line of BRAKE SHOES. The ultimate in shoe'in stopping POWER. Don't overlook our latest PEREGRINE brake set, a must for intense riders.

*Brake set available Summer '87.

PEREGRINE  PEREGRINE  PEREGRINE 

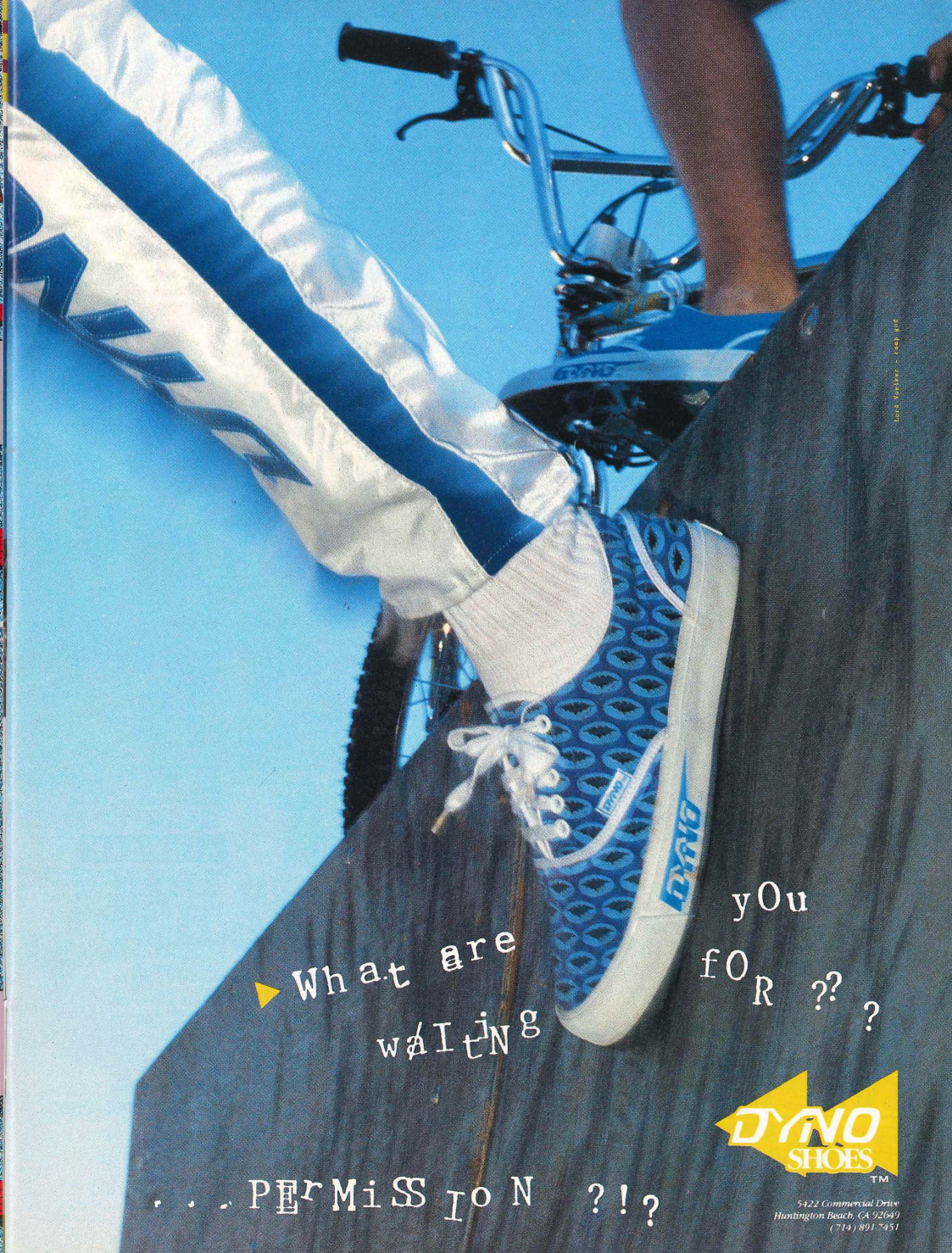


PEREGRINE CRANK SET

What's the prime criteria for a high-tuned crank set? It performs when you take it for a spin. So we offer 175mm, 180mm or 185mm lengths, along with freeball or sealed bearing bottom brackets. Tune into our COMPACT DISC and experience high-tech performance.

Note: Cro-moly arms, spindles, discs & BB's are sold separately for that mix'in-and-a-match'in.

PEREGRINE  PEREGRINE  PEREGRINE 



► What are you waiting for ?? ?

... PERMISSION ?!?



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We've got your choices in a variety of sizes and, when colors aren't listed, just ask us for the colors you want. Color substitutions are sometimes necessary so list 3 in order of preference. Any order over \$100 gets a free surprise t-shirt!

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TEES
\$11.95**



Vision Street Wear White Sweatshirt \$26
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Pull-on Vision Logo Black Pants \$33
Vision Street Wear Watch \$30
Vision Skater Watch \$30
Suede Hi-Top Shoes:
Black/Black, Grey/Black,
Red/White, Turquoise/Black \$39.95
Canvas Hi-Top Shoes:
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White/White, Red/Black,
Turquoise/White \$29.95
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Black Beret \$12.00

POWELL & PERALTA

Cross Bones Sweatshirt \$27
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Rat Bones Jacket: Black, Red \$36

Skull Shorts: \$32
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Maltese Cross Pants: Blue, Red \$40
Skull Pants: \$40
Skull Cap \$10
Maltese Cross Beret \$12
Skull Canvas Hi-Top Shoes \$32



Shorts: Black, Grey, Army Green \$30
Pants: Black, Grey, Army Green \$40
Beret: Assorted Prints & Solids \$10

SKATE RAGS

Padded Skate Shorts \$40
Drawstring Skull Shorts \$21
Drawstring Groholski Design Shorts \$21
Skull Pants \$25
Shirt with Collar Skull Patches \$29
Skull Jacket \$40
Skull Watch \$30



Tracker Star Sweatshirt \$23
Painters Cap \$9
Tracker Star Keychain \$4
Tracker Man Keychain \$4
Tracker Star Watch \$30
Tracker Man Watch \$30



Double Logo Cap \$10
Skateboards Logo Watch \$30



Canvas & Leather Hi-Tops:
White/Grey, Black/Aqua,
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Grey/White Pinstripe, Black/White
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Navy \$24.95

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Canvas & Suede Hi-Tops w/ Lace Savers:
All Black or Red/Black Print w/ Black
Suede \$29.95
Canvas Hi-Tops:
Black & White Print \$19.95

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Vision Street Wear \$12
Vision Skater \$8
Powell R.I.P. \$18.50
Powell Dragon \$12
Santa Cruz Indy \$13
Santa Cruz \$13
Slimeballs \$15
OJII Elite \$13
Hosoi Rocket \$13
Speed Wheels \$13
Tracker Star \$9
Tracker Man \$9



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THE NEW DOUBLER WILL STOP YOU IN YOUR TRACKS.

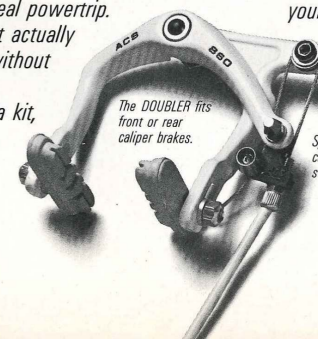
The new DOUBLER is a real powertrip. A patented pulley design that actually doubles your braking force without increasing cable tension.

The DOUBLER comes as a kit, that's easy enough for your sister to install.

And it's available for both front and rear caliper brakes. So, make it down to

your local bike shop on the double. And check out the hottest thing in braking.

For a limited time we'll send you the newest ACS decal FREE. But you must send a stamped, self-addressed envelope to: ACS Dept. MX, P.O. Box 2597, City of Industry, CA 91746.



Special braided cable for super strength.

ACS

Freestyle for the committed.

'88 GT

PRO SERIES TEAM MODEL

WORDS: GORK
PICTURES: WINDY

WAY IMPROVED

It was another late night, after deadline session. Everything was done but the bike test. He stumbled into his house tired but not able to sleep—shouldn't have drank that fifth Mountain Dew. He turned on the TV, to cure his insomnia—a re-run of Mr. Ed was on. A horse is a horse of course of course kept repeating in his mind until he was in a daze . . .

WONDER WHAT IT'D BE LIKE IF A BIKE COULD TALK?

"Hah! I can, stupid . . ."

WHO SAID THAT? WHAT?! NAAAA, IT COULDN'T'VE BEEN . . .

"Go ahead, don't believe it. Think what you want, but I'm a new '88 GT Pro Series Team Model and one of my many special features is the power to speak my mind when I feel like it."

WHOA. I'M DREAMIN' . . .

"Yeah, you are. But still, I'm a bike and I'm speakin' to you."

BMX
ACTION
OFFICIAL
test



Chris "Mad Dog" Moeller used to live on 20th Street in Huntington Beach. This driveway jump is on the 19th Street alley. Aggroness was learned on the way to school.

You have to write a GT test tomorrow, don'tcha? Well . . . let's talk." OKAY . . . ABOUT WHAT?

"Boy, are all editors as dumb as you?" HEY . . . THIS IS MY DREAM. IF YOU'RE GOING TO INSULT ME,

THEN I'M JUST GOING TO WAKE UP. "Okay, okay. Chill out—I was only joking. First, we should discuss the new changes to my so-called perfect physique." PERFECT, EH? YOU SOUND PRETTY CONCEITED.

"Well, hey . . . I did take Gary Ellis to the winning circle more than a few times last year. And GT did dominate racing last year by getting number one team in NBL. We are pretty studly." THINK YOU'RE HOT, HUH? "Boiling, pal. I'm soooo hot you have



BMX ACTION has concluded that the best testing grounds are the place where a bike gets used the most. Riding back and forth to school, the store, or to a friend's house . . . and the GT Pro Series Team Model escaped unscathed. On the street or track, you can't get a better bike for the bucks, bud.



The town of Lake Elsinore's pride and joy—Robert Swick.

to wear oven mits when you ride me." HA, HA. YOU'RE A REAL COMEDIAN, TOO. WHAT'S SO "PERFECT" ABOUT YOU?

"Well . . . for starters, I am practically the same exact bike that every older GT team member rides. So when you buy me or my brothers, you're getting the same exact vehicle the factory boys have."

THAT'S COOL. WHAT ABOUT CHANGES? ADDITIONS?

"Like I said in the beginning, I'm the '88 model. I have a few new features that my forefathers don't have. For one, my body is a Pro XL frame—extra long. That means I'm an inch longer in the front triangle and don't need a layback seat post. Us '88's have straight posts." ANYTHING ELSE?

"Be patient!"

HEY. THIS IS MY DREAM AND I GOTTA WAKE UP AT SEVEN AND GO TO WORK TO WRITE THE TEST, SO MAKE IT QUICK.

"Okay. Another cool change to us Pro Series Team Models are 180mm GT Power Series cranks with a 43 tooth

sprock. Another thing most kids will dig on is the DK extra-long stem—it rules." IT RULES, HUH?

"Just like me." YA THINK SO, HUH? WHAT ABOUT HANDLING AND STUFF LIKE THAT?

"Dude . . . wake up and smell the aroma. I stink with full-on race geometry. Having an XL frame means I can speed jump with ease. And my 73 degree head angle—one degree steeper than last year, I might note—means I can dice and slice through any berm without a snow-plow effect. Precise and perfect is how Sheepdog describes me."

HMMMMMMMM . . . KNOW WHAT? YOU'RE PROBABLY RIGHT.

"Of course I'm right. I'm a GT and everything they do is right-on." BESIDES BEING A BIT CONCEITED, YOU DID HOLD UP GREAT UNDER OUR STRESSFUL TESTING. MAD DOG COULD ONLY BASH AND BEND YOUR SEAT BUT HE DOES THAT TO EVERYBODY'S SEAT, SO IT'S NOT EVEN WORTH MENTIONING. AND THEN BARRY NILSON

GARY ELLIS AND HIS PERSONAL MACHINE



SPONSOR: GT
CO-SPONSORS: Dyno & A'ME

STATS:
HEIGHT: 6'3"
WEIGHT: 195 pounds

PERSONAL GEAR:

Dyno helmet
Dyno 3-snap visor
Haro mouthguard
Dyno pants
Hallman gloves or
Dyno cotton mitts
GT jersey
Dyno pants
A'ME goggles

VEHICLE:

GT Pro XL frame
(with double thick rear dropouts)
GT Pro forks
GT pad set by Dyno
GT Pro handlebars (put forward)
A'ME Round grips
Dyno number plate
ESP extra-long stem
GT Epoch headset
Tioga Comp III tires
(2.125 in front, 1.75 in back)
GT sealed high-flange hubs
Ukai shiny-sided rims
Dia-Compe 901 rear brake
Dia-Compe Tech-5 lever
GT Power Series cranks
GT 43T chainwheel
SR sealed bottom bracket
SR Beartrap pedals
Izumi chain
GT seat post clamp
GT layback post
GT seat

MAINTENANCE:

GREASE: Phil Wood
LUBRICANT: Tri-Flo
DIALED IN BY: Gary himself
PARTS FROM: Hackenbushes/
Puyallup, Washington

RACED YOUR TYPE IN RENO AND GOT FOURTH IN 17 OPEN—NOT BAD FOR JUST HOPPING ON IT. YOUR BRAKES WORK GREAT FOR SKIDDING CONTESTS. YOU LOOK

TOTALLY SHARP. YOUR WHEELS ARE POSSIBLY THE BEST—LOW-FLANGE, SEALED BEARING GT HUBS.

"Awwwww, you're makin' me blush."

C'MON. YOU KNOW YOU'RE BAD.
"Who's bad? . . ."
YOU ARE. ■

S P E C S

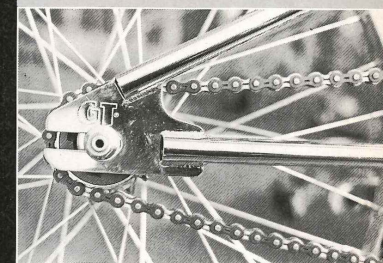
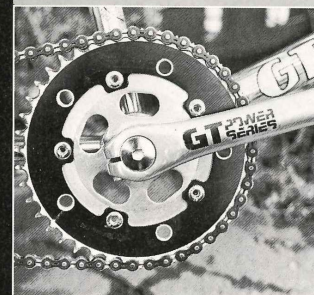
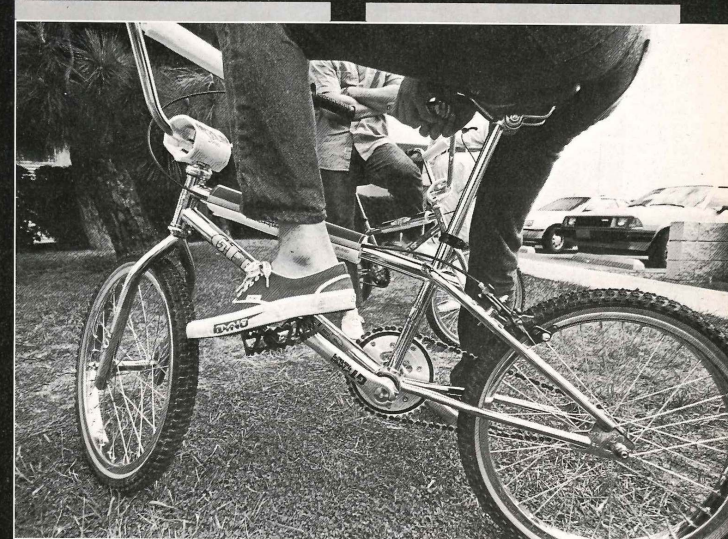
COMPLETE BIKE PRICE: \$550.00.
FINISHES AVAILABLE: Chrome, black, or blue.
COMPLETE BIKE WEIGHT: 25 pounds, 4 ounces.
FRAME WEIGHT: 4 pounds, 7 ounces.
FORK WEIGHT: 1 pound, 15 ounces.
BAR WIDTH: 28 inches.
BAR RISE: 8 1/2 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
SEAT TUBE ANGLE: 71.5 degrees.
HEAD TUBE ANGLE: 73 degrees.
BOTTOM BRACKET HEIGHT: 11 1/4 inches.
WHEELBASE: 36 1/16 inches to 37 1/4 inches.
REAR END LENGTH: 14 1/4 inches to 15 1/4 inches.

COMPONENTS

FRAME: GT Pro XL.
FORK: GT Pro.
HANDLEBAR: GT Pro.
HANDLEBAR STEM: DK—XL, aluminum head, chrome-moly shaft.
GRIPS: A'ME Rounds.
HEADSET: GT Epoch, aluminum top, chrome-moly cups.
RIMS: Ukai, shiny-sided.
HUBS: GT, sealed bearing, low flange, polished aluminum body (or painted), with hollow aluminum axle.
TIRES: Tioga Comp III, 20 x 1.75 front and rear.
BRAKES: Dia-Compe 901s.
BRAKE LEVERS: Dia-Compe Tech 5.
BRAKE PADS: Dia-Compe.
BRAKE CABLE: Dia-Compe.
CRANKS: GT Power Series, 180mm.
BOTTOM BRACKET: SR, sealed bearing.
PEDALS: SR Beartrap, sealed bearing.
FRONT SPROCKET: GT power disc and 43 tooth chainwheel, brought together as one by use of five chainwheel bolts.
REAR SPROCKET: SunTour, 16 tooth.
SEAT: GT/Viscount.
SEAT POST: GT, straight, chrome-moly.
SEAT POST CLAMP: GT, aluminum and drilled out.
EXTRAS: GT/Dyno pad set.

PERFORMANCE EVALUATION

PURPOSE: Pure race with street attributes.
AGE RANGE: 15 and up. Maybe large 14-year-olds, but it's a big bike . . .
QUALITY OF WELDING: Excellent. Made in America.
QUALITY OF COMPONENTRY: Excellent. With the changes they made you can't get much better.
GEOMETRY: Way improved. It's comfortable. Everything was in the right place—within reach. Like a space shuttle capsule.
HANDLING: Great. Built for speed. Totally stable. Quick in turns but not disturbingly sharp.
MISCELLANEOUS COMMENTS: "This bike is really awesome." . . . "Power wheeled nicely." . . . "Tracked accurately." . . . "The ONLY bog on it was that we couldn't lower the DK stem all the way down. And we never found out why we couldn't. It might've been just on our bike. Look into it." . . . "Pretty



neato." . . . "When you thought, it moved. Not before you thought or after you thought. Real responsive." . . . "Pedal traction is a big thing right now. The stock SR cages are fine and they don't rip your leg in half, but I'd put Urchins on." . . . "Awesome tires! Comp IIIs are the ultimate." . . . "I've tested a lot of bikes and this and the Robinson are the best ones I've ridden. The GT would be faster in long, sweeping turns and on a wide open track. The Robinson is best for tight turns and short tracks." . . . "The '88 GT gets my nomination for 1988 Bike of the Year." **TEST AREAS:** Balboa curbs, Hill's Hills in Moreno Valley, Orange "Y" track, and the Reno Gold Cup. **TEST INPUT:** Chris "P." Moeller, Greg Hill, Gary Ellis, Robert Swick, Barry Nilson, Scott Fuhrer, McGoo, Gork, Spike, Lew, Rich Long, Butchie, Debbie, Kelly, and Clive Noctchaw.

MANUFACTURER:
GT BMX
15552 Container Lane
Huntington Beach, CA 92649
(714) 895-5592 ■



ON THE NEW STREET SCENE BY SKYWAY

Kevin Jones and Eddie Roman are making the scene in 1988 on the hot new Street Scene by Skyway. 'Cause these dudes know what's happen- ing in freestyle.

We've made the Scene tough enough to handle your kind of action, with the highest quality components from Skyway, Dia-Compe, Suntour, and

Viscount. Skyway's serious about quality, action and performance, because we know you are. And with Skyway's patented Spinnmaster II, and our O.E. wheels, you're sure to be up to some awesome tricks.

Check out the new Street Scene in black with red trim, and blue with yellow trim. The price is sure to fit your style.



4451 Caterpillar Road, Redding, California 96003

Specifications subject to change without notice.
C.P.S.C. equipment included but not shown.
RIDE SAFE - always wear a helmet and proper safety equipment.

COMPLETE BIKES
All bicycles must be assembled by a qualified bicycle mechanic.

GT-DYNO

PRO FS TOUR TEAM, CH, WH, BK, BL, DAYGLO PK. 445.00

PRO COMPE TEAM, CH, BK, BL. 429.95

PRO FS TOUR W/SUPERLACE WHEELS, CH, WH, BK, BL. 439.95

DAYGLO PK. 347.49

PRO COMPE W/SUPERLACE WHEELS, CH, WH, BK, BL. 318.95

PRO FS TOUR W/MAGS, CH, WH, BK, BL, DAYGLO PK. 327.49

PRO COMPE W/MAGS, CH, WH, BK, BL. 288.95

PRO PERFORMER, CH, WH, BK, BL, DAYGLO PK. 288.95

D-TOUR, CH, WH, BK, BL, LV, CRANBERRY. 188.95

PERFORMER, CH, WH, BK, BL, CRANBERRY. 198.95

COMPE, CH, WH, BK, BL, CRANBERRY. 144.95

'88 HARO

TEAM MASTER W/HP-48S & HARO CRANKS. 499.95

TURO/MINT/CH. 379.95

TEAM SPORT W/HP-48S & HARO CRANKS, BK/BK/CH. 489.95

MASTER W/MAGS, BK/BL/CP, BK/CORAL/CP. 369.95

TURO/MINT/CH. 369.95

SPORT W/MAGS, BK/BL/CP, BK/BK/CP. 359.95

BK/CORAL/CH. 379.95

MASTER W/48S, BK/BK/CH. 364.95

SPORT W/48S, BK/BL/CH. 264.95

FSX W/MAGS, BK/BL, BK/CORAL, YL/GY. 229.95

WT W/48S, BK/BL, BK/CORAL, TURO/MINT. 78.95

F-16, BK/BL. 349.95

DART (F-1 EQUIPPED 6SP ROAD RACER), WH, BK. 349.95

GENERAL

OSBORN PRO (EL Cid) W/48S, CH, WH/CH. 449.95

OSBORN PRO (EL Cid) W/48S, CH, WH/CH. 264.95

HUSTLER PRO R/L W/48S, BK, RD. 219.95

HUSTLER PRO R/L W/MAGS, BL, AQ. 229.95

'88 REDLINE "OFTEN COPIED NEVER DUPLICATED"

RL20-PRO TEAM, WH, BK, BL, RD, MANGO, KIW/484.95

RL20-II, CH, WH, BK, BL, RD, MANGO, WH, BK. 359.95

RL20B, CH, BK, BL, RD, MANGO, KIW. 247.95

RL20AR, CH, BK, BL, RD, MANGO, KIW. 234.95

KUWABARA

BRAYO TEAM ISSUE, BLACK SPATTER (WILD). 439.95

BRAYO PRO, BK/YL. 298.95

MAGICIAN PRO W/48S OR MAGS, GY/PK, RD/WH, BL/WH, YL/BK. 224.95

MAGICIAN EX, GY/PK, RD/WH, BL/WH, YL/BK. 178.95

FRAME AND FORK SETS

'87 GT PRO FREESTYLE TOUR, CH, WH, BK, BL, DAYGLO PK. 128.88

GT DYNO PRO COMPE, CH, WH, BK, BL, DAYGLO PK. 124.88

GENERAL OSBORN PRO, CH, WH/CH, RD/CH, RD/CH. 154.95

REDLINE RL20-II, CH, WH/CH, BK/CH, RD/CH. 169.95

HUTCH TRICKSTAR II, CH, WH, BK, BL, RD. 149.95

FREESTYLE EQUIPMENT & VIDEOS

GT FORKSTANDERS, 1" OR 1-1/8", CH, WH, BK, BL, LV. 13.95

GT FRAMESTEER II, CH, WH, BK, BL, LV, PK, GN. 12.95

GT FRAME EXTENDER, CH, WH, BK, BL, LV, PK, GN. 10.75

DYNO TRK FLIPZ, 1" OR 1-1/8" WH, BL, LV, GN. 9.85

ODYSSEY FORKSTANDERS, SL, WH, BK, BL, LV, PK. 8.95

ODYSSEY FRAMESTANDERS, LV, WH, BK, BL, LV, PK. 7.45

GT STEEL TUBE RIDE AXLE PEGS, 24T OR 26T. 6.49

DYNO ALLOY TUBE RIDE AXLE PEGS, 24T OR 26T, SL, WH, BK, BL, GY, LV, PK. 8.95

SKYWAY AXLE EXTENDERS, 24T OR 26T, SL, WH, BL, LV, PK, GN, OR. 7.49

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LEGAL ACTION ROTOR. 9.95

ODYSSEY GYRO, CH, WH, BK, BL, RD, GY, LV, PK. 13.45

GYRO REPLACEMENT CABLES, UPPER OR LOWER, WH, BK, BL, RD, YL, LV, PK, GN. 3.95

SKYWAY SPIN MASTER II. 19.95

ACS VI ROTOR. 15.47

B.F.D. BUFFBOARD W/TICKER. 3.95

GRIP TAPE, CLEAR, WH, BK, BL, RD, GY, YL, TO, LV, HOT PK, GN, OR. 1.25

POSTERS, GT OR DYNO 2 SIDED POSTERS. 7.00

VIDEOS-GT DEMO, GTV, BMX-PLUS "101 F/S TRICKS" W/PHOTO BOOK, "RAD TV. THE SEQUEL", BMX-RATED "THE RENO SHOW", AFA, VISION AND POWELL (VHS ONLY) 24.85

HANDLEBARS

REDLINE FORKLIFTER F/S, CH, WH, BK, BL, RD, MANGO, KIW. 29.85

GT F/S TOUR, CH, WH, BK, BL, LV, GN, DAYGLO PK. 20.95

GT SUPER STYLISH, CH, WH, BK, BL, LV, GN, DAYGLO PK. 21.49

HARO TWO-TONE F/S, CH/WH, CH/BK, CH/BL, CH/RD. 21.49

GENERAL OSBORN PRO F/S, CH. 18.95

HEADSETS

GT EPOCH/PEAK, SL, CH, WH, BK, BL, LV. 8.95

TIOGA MX 2 QUICK ADJUST, CH, WH, BK, BL, LV, PK, GN. 9.95

TIOGA BEARTRAP II, CH, WH, BK, BL, LV, PK, GN. 6.45

TIOGA BEARTRAP II F/S, CH, WH, BK, BL, LV, PK, GN. 7.45

STEMS-MOD'S

GT F/S, SL, WH, BK, BL, LV, GN. 16.45

HARO F/S, CH, WH, BK, BL, RD, GN. 21.85

DK F/S, HIGH POLISH SL, WH, BK. 24.50

ACR ROTOR 48, SL, WH, BK, BL. 12.95

ACS ROTOR 55 SLANT, SL, WH. 14.95

ODYSSEY 6 BOLT F/S STEM, SL, WH, BK, BL, LV, PK. 12.45

REDLINE 6 BOLT F/S STEM, CH, BK, BL, RD, MANGO, KIW. 23.95

HUTCH TRICK, CH, WH, BK, BL, RD, LV, PK. 21.95

GT MOD. 8.85

CRANKS & BOTTOM BRACKETS
(ORDER 24T FOR 1 PC, 26T FOR 3 PC.)

SUGINO CRMO 1 PC, 175, 180MM, CH, WH. 11.90

SUGINO GT 3 PC, ALLOY, 170, 175MM, SL, WH, BK, BL. 34.85

SUGINO CT 3 PC, CRMO 175MM, CH. 59.95

SUGINO FT (REDLINE 48) W/58 RB, 180MM, CH, WH. 97.00

REDLINE 40 FLIGHT, 170, 175, 180, 185MM, CH, WH. 128.95

REDLINE TECHMATIC 58 BB FOR FLIGHTS, SL. 42.95

FLIGHT CHAINWHEEL, 43T, 44T, SILVER. 17.95

PEREGRINE TUBULAR W/58 RB, 175, 180MM, CH, WH. 89.95

PEREGRINE TUBULAR W/58 RB, 175, 180MM, CH, WH. 89.95

PEREGRINE SIGNATURE CHAINWHEEL, 44T, WH, BK. 10.45

GT POWER SERIES, 175, 180MM, SL. 128.45

HAR, 175, 180MM, SL. 139.95

TIOGA STD B.B. 24T OR 26T. 5.95

TIOGA SEALED MECH. 24T OR 26T. 14.95

TIOGA SEALED B.B. 24T OR 26T. 17.45

ODI BEARING CAPS, WH, BK, BL, RD, GY, LV, PK. 2.49

SPROCKETS & DISCS

TECH PICTURE DISCS, 43T, YING YANG, NEW WAVE, SWITCH, TACHOMETER. 1.85

TIOGA CD CHAINRING CR-1, 43T, 44T, SL, WH, BK, BL, GY, LV, PK, GN. 10.45

TIOGA CD CHAINWHEEL CDC-1, 43T, 44T, SL, WH, BK, BL, GY, LV, PK, GN. 10.95

TIOGA NUT AND BOLT SET, CH, WH, BK, BL, LV, PK, GN. 2.90

TIOGA CD SPIDER CDS-1, SL, WH, BK, BL, GY, LV, PK. 9.85

CHAINS & FREEWHEELS

IZUMI, 1/2-1/8, CH, BK, BL, RD, LV, PK, GN, OR, RAINBOW 5.45

DID TORQUE, NICKEL, 1/2-1/8, CH. 6.95

CYCLOR RIVOLI CHAIN RIVOT EXTRACTOR. 4.95

SUNTOUR EZ OFF FREEWHEEL-15T-16T-17T-18T, 1/8" OR 3/32" CH, BK. 6.45

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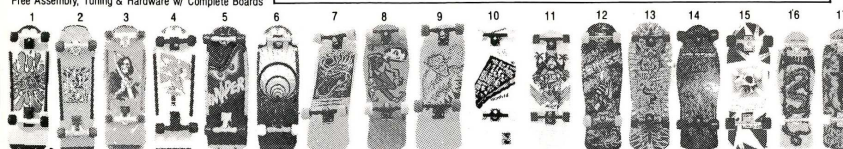
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Boulder, Colorado

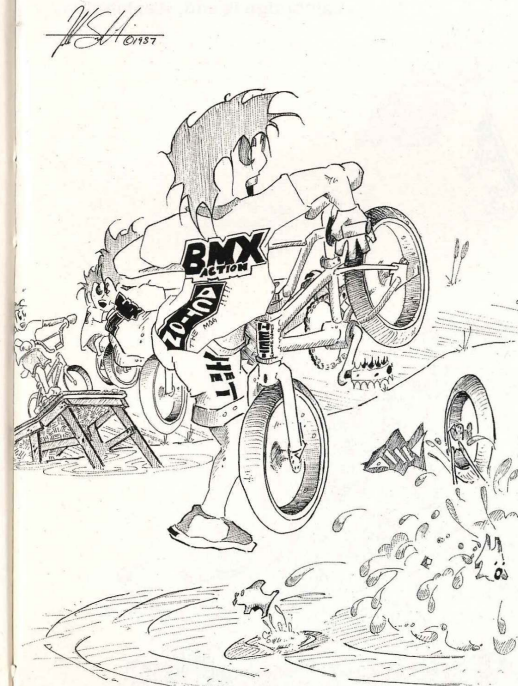
We were going to write a long intro explaining how we came about with the results you see here. We were also going to go on and on about what types of drawings we got; how the majority were freestyle, with a surprisingly large amount of scooter and skate sketches. Munch shots were also abundant. Then we thought how we should mention all the drawings that came from foreign countries—like Germany, Australia, France, and Belgium. Nawwww. And we could write a whole page on how we eliminated the estimated 12,000 drawings down to the 150 semi-finalists to the 32 grand finalists. But nawwww...

This is our intro. What you see on the following pages is a wide variety of art. The winners. The honorable mentions. The industry choices. You may not agree with the results—we barely agreed on 'em ourselves. Art is personal taste. And it was harder than ever this year deciding on who should win. So instead, we just made more categories. We do expect there to be something here that you'll dig. So enjoy.

A special thanks goes out to everyone who entered and a big ol' handshake goes out to the winners. Keep on doodling!

A.K. -87-

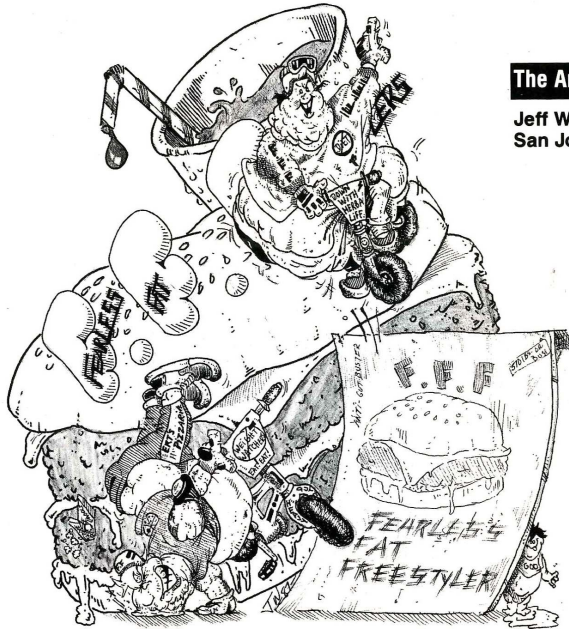
2ND Place
Tom Schneider
Bainbridge Island, Washington



3RD Place
Kim Baker
Ithaca, New York

DRAWING CONTEST

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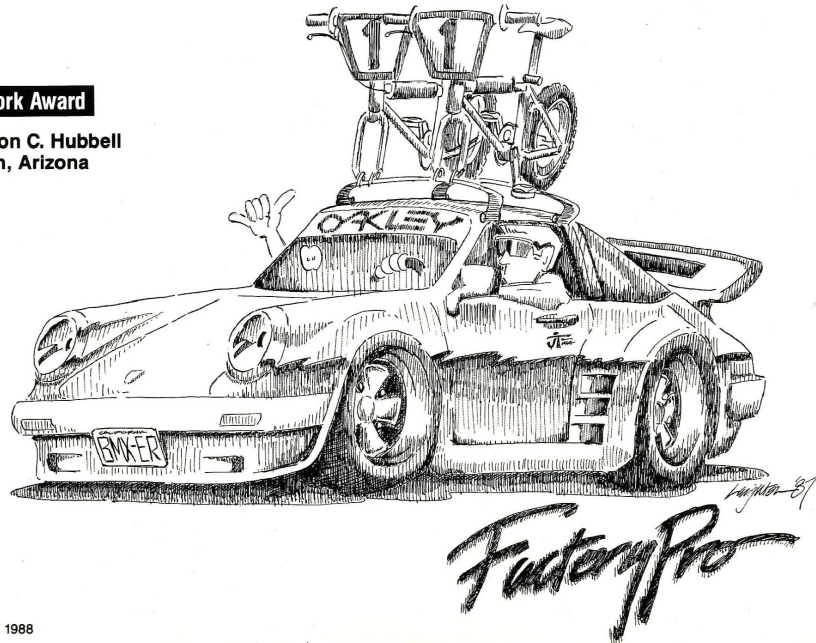


The Art Dept. Award

Jeff Wind
San Jose, California

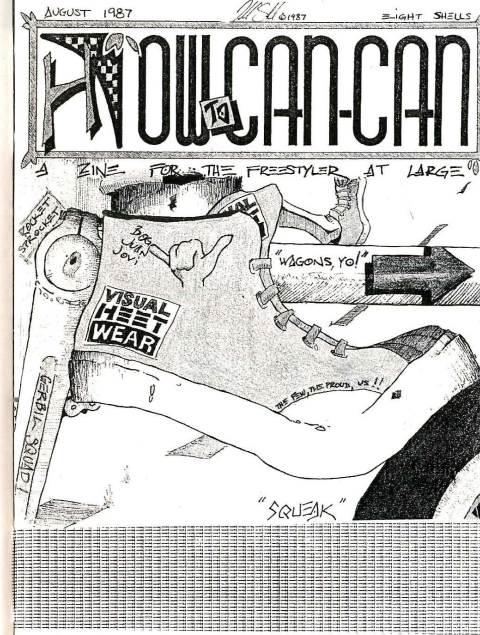
The Advertising Dept. Award

Todd Schneider
Bainbridge Island, Washington



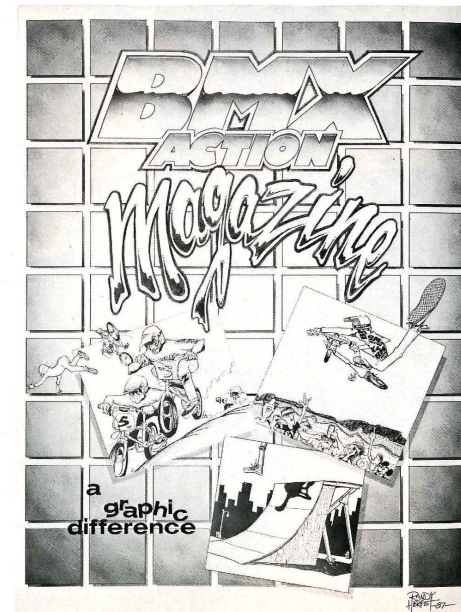
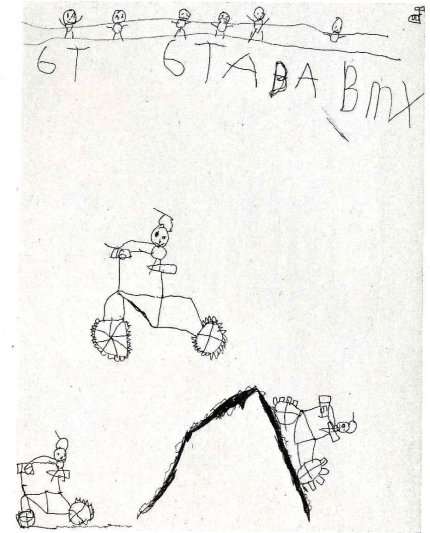
The Gork Award

Leighton C. Hubbell
Tuscon, Arizona



The "Other Mag" Award

Garner White (Age 7)
Mill Valley, California



The "Girls in the Front Office" Award

Randy Hergot
Chaska, Minnesota

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cranks, a unique rear Hub Roller Brake and aero front calipers. It's also equipped with low profile Haro G-Force tires, sleek disc wheel covers, a padded racing saddle with quick release seatpin, a streamlined trimoly frame and tough chromoly fork. It's the shape of things to come but you can experience it now at authorized Haro dealers worldwide.



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NEW CATEGORY:

T.H.E I.N.D.U.S.T.R.Y D.I.V.I.S.I.O.N

It was Cory "Root Girl" Metzler's idea. She's BMXA's new Advertising Root. She's pretty hip, too—since she helped her brother start Rockville BMX.

Anyway, her idea was to invite a whole buncha top-execs and staff artists from local bicycle companies. They would then judge and pick their three favorites. We titled it "The Industry Division."

Present and accounted for were artsy BMX big wigs like the man who started it all—Bob Haro. Austin Steele and Cold Hatfield from GT's art dept. showed. And Bob Morales, who is stepping down from running the AFA to concentrate more on drawing and designing stuff for Auburn and Hutch took time out from a busy schedule to judge. Just a few of many panelists.

The benefits of doing this are that the industry gets a peek at what the readers of BMX ACTION are like. It also worked out good for the manufacturers to pick out possible connections in future art projects. Bob Haro was really impressed with Kroeger's stuff.

The following are the first, second, and third place winners. They receive tons of free prizes and gifts from Odyssey. Congrats, guys. ■

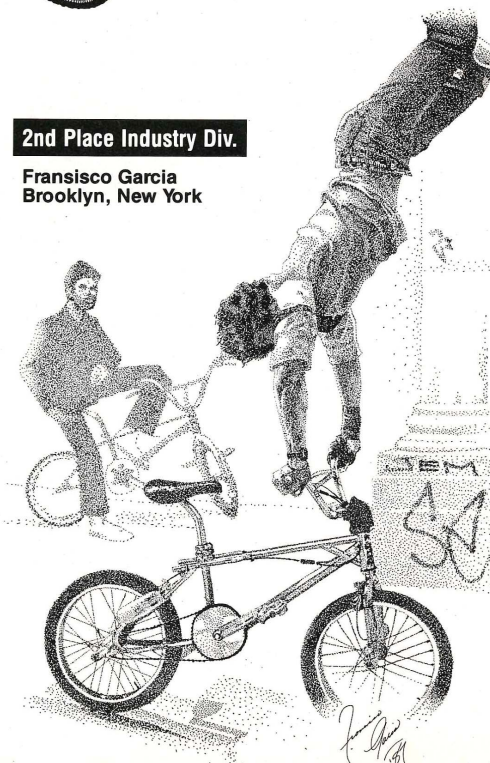
1st Place Industry Div.

Jonathan Battas
Westminster, Colorado



2nd Place Industry Div.

Francisco Garcia
Brooklyn, New York



3rd Place Industry Div.

John Kopke
Phoenix, Arizona

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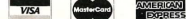
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JACK SMITH



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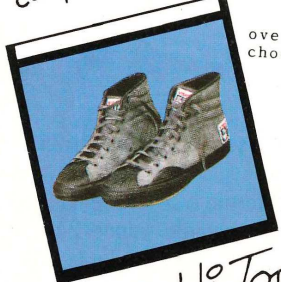
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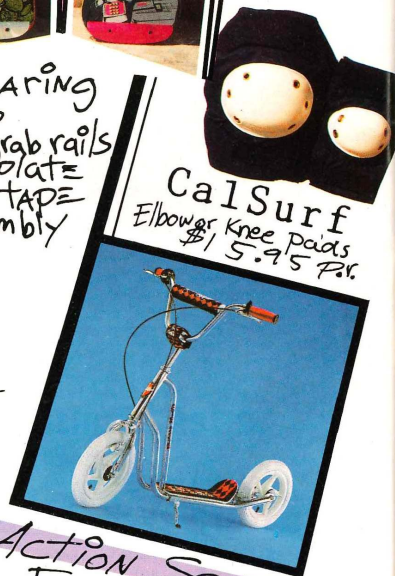


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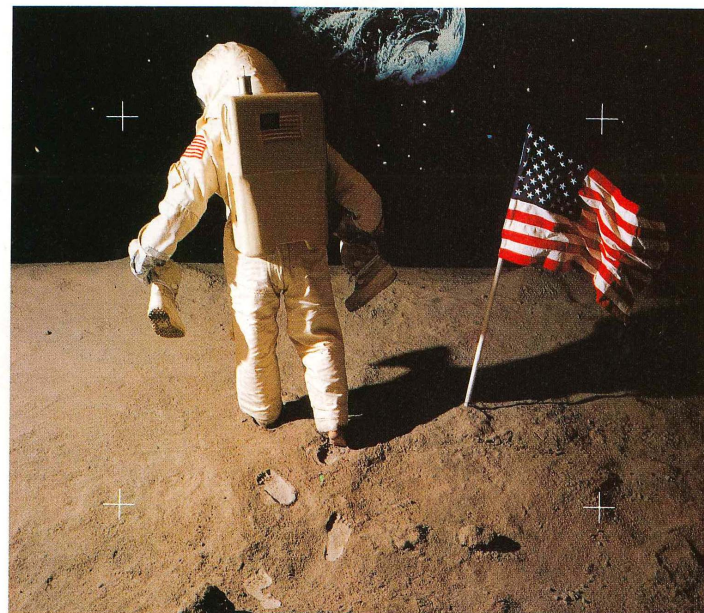
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Billy Griggs
RedLine Factory Rider

400C

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RL-20B

FRI.

The Reno road trip had been planned two months in advance. But you know how plans are—they never go as planned.

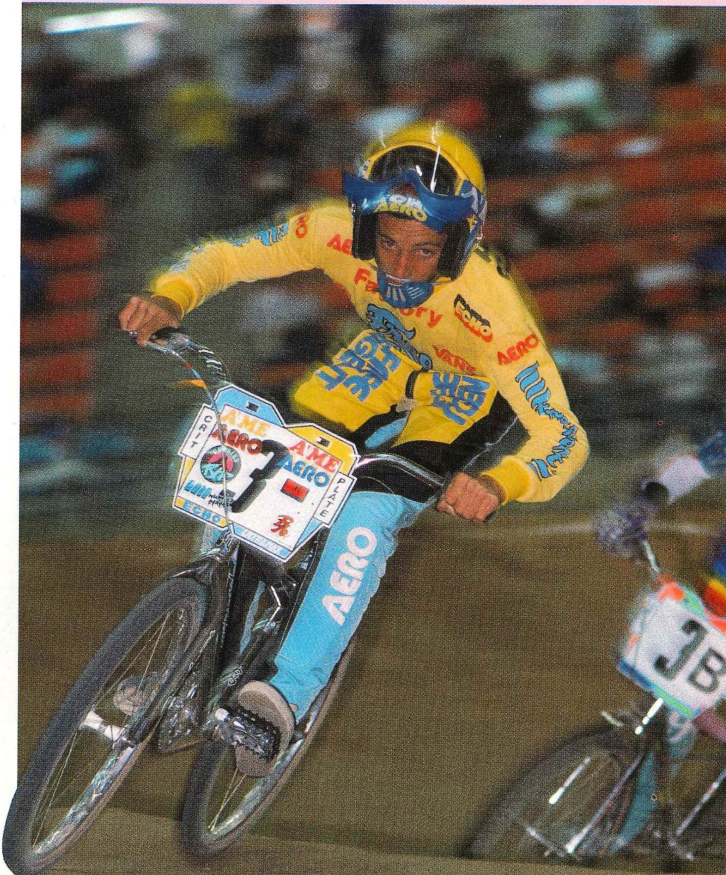
When Friday morning rolled around, Gork pulled up at Mad Dog's house fifteen minutes late—his trademark tardiness. The three other guys besides Mad Dog who were joining in on this venture were still asleep on the floor of the living room. You know how lateness goes—once late, always late.

Finally everyone was ready and the van was loaded with bikes and gear. Gork waited impatiently in the driver's seat, revving the engine as a hint to get going. Mad Dog called shotgun for the first fifty miles. The other three guys squished together shoulder to shoulder in the back seat. Scott Fuhrer and Barry Nilson, both S&M riders, are easy going and had no complaints. Cult hero and BMX comedian Paul Green, on the other hand, started bustin' out with his Blues Brothers imitation—"We've got a full tank of gas, it's 8:00 a.m., it's pitch black out, and we've got dark glasses on. Hit it."

So the adventure began. At a P.C.S. (preferred cruising speed) of 70, they caught up to a silver car with an "I heart BMX" bumper sticker and a custom license plate that read "Reardon." The father at the wheel was in a hurry to get to Reno—anxious to hit the slot machines, they figured.

Highway 395 had its good and bad points. It wound through the mountains and had nice scenery but was only two lanes wide with not much passing room. Somewhere between L.A. and Reno, the radical road trippers following the Reardons came to an abrupt halt for road construction. The flag lady with the stop sign was an Olivia Newton John wanna-be. During the wait to go, Gork dared Paul to plaster the car in front of them with BMXA stickers. It was an easy task—stuff that makes Paul legendary for being a

Free Agent's Galen Starlin—undoubtedly the fastest 14-year-old. Him and Kenny May are battling it out for ABA No.1 Am.



clown. Next, they dared "Fuhrer-mizer" to run up and give the Reardon car the latest issue of BMX ACTION. He was chicken, so Paul was sent on the mission. But handing it to them, he made the mistake of telling them it was Gork driving the van. The black-haired kid hopped out with pen and paper and proceeded to get autographs. Right then, the blonde flag lady wearing leg warmers told the cars to go. Lil' Reardon was almost left in the middle of nowhere.

The rest of the way up was a typical BMX road trip. When all radio stations were static, the guys sang show tunes. The Brady Bunch—"Here's a story, of

ABA Superbowl & Gold Cup

a man named Brady . . .", The Dukes of Hazzard—"Just good ol' boys, not doin' no harm . . .", etc.

With only a half 'n hour to go, the white Chevy Astro van pulled in to an

A&W—their favorite place to stop since the Oregon road trip where Danny Millwee ripped off a mug and Gork got busted for borrowing the spiff orange tray mats.

Back on the road, our heroes immediately passed a yellow Mustang full of glam chicks. They were thrashers too—equipped with piddly suction-cup dart guns. They caught up and attacked the Astro van—something they soon regretted. The chicks were outnumbered freeway fighting five BMX'ers armed with hamburgers and shakes. Paul strafed them with fries as Barry bombarded their back bumper with a root beer float.

On Saturday morning, Dave Cullinan was showing the pros how to correctly take the 3-dub-in-a-row pro section . . . until a whoop-dee-doo jumped out in front of him—automatic 70 degree head tube angle! He still raced the weekend with a buckled frame and fully flew.



the **RENO** adventure

A GT rider.



Pulling up at the Reno Fairgrounds, the five guys exited the van and simultaneously stretched. They made it. Alive. In one piece. Their moms would be glad.

Inside the brand new Arena was a rad track and lotsa racers. The weekend schedule was a Friday night pre-race and last-chance Superbowl qualifier. Saturday was the Superbowl Final and Sunday was the Gold Cup Final/West. The track was awesome—mostly due to having a gigantic facility to work with.

Possibly the funnest part of Friday night's pre-race was a jumping expo behind staging. Some escapees from the sano'tarium found a mound of spare dirt and built a jump, which was quickly surrounded by tons of spectators and hit by a coupla dozen radsters. Once High Tech's D. Hanson implanted his face in the ground the crowd dispersed and got back to racin'.

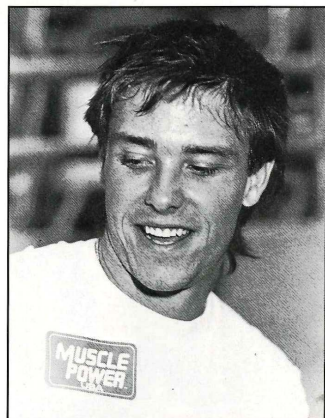
For a pre-race, it was packed with nearly 140 motos, which explained why it got over at midnight. Later that night, crammed into the hotel room, it was time to flip to see who got a bed and who got the comfortable floor. Gork used his power of paying for the room

to automatically get a bed. Mad Dog used his ability to con others to grab a mattress. Paul was left sleeping on the dining room table and reenacted the final scene from the Walton's—"G'night John-boy, G'night Mary Ellen, etc."

SAT.

The morning started off like it usually does when you have five BMX crazies crammed into a single hotel room. First comes the arguments as to who gets use of the shower first. The loser, well aware that there won't be any dry towels by the time it's his turn, starts playing practical jokes on the show-eree. Pillow fights soon follow and within fifteen minutes the room is left in one smoldering pile of rubbish for the maid to clean up.

The day's racing was HOT. Gork decided to save his energy and money for Sunday, and wandered aimlessly through the pits all day. Eddy King was premiering his Factory Pitstop booth and was selling tons of Illegal Motives AXO shirts. Doug Davis was there too. Depending on how double D did, it could be a turning point in his career—whether he will continue racing or go



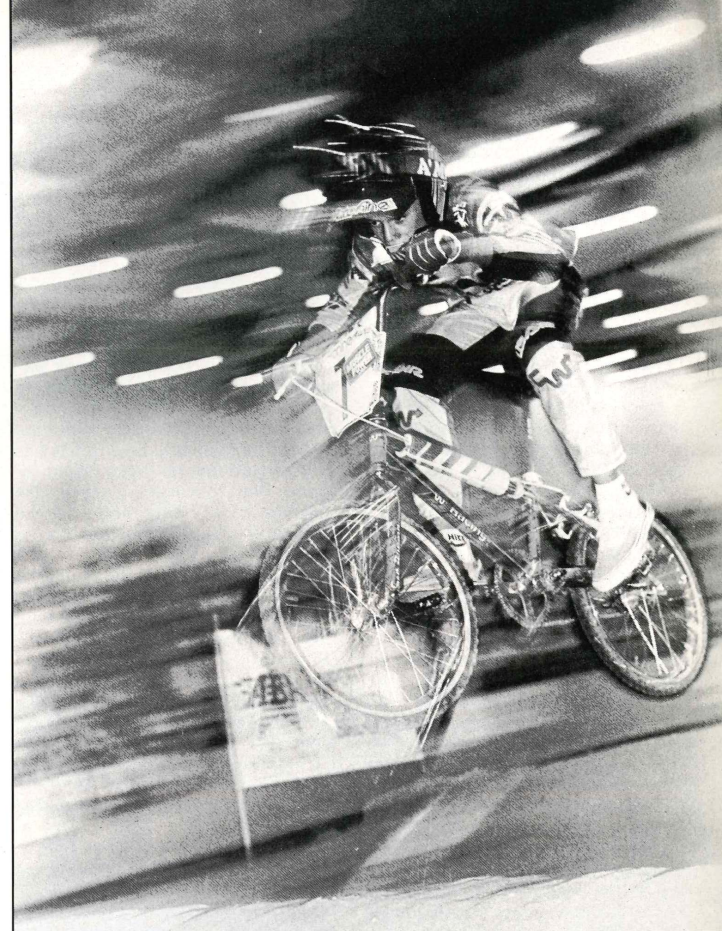
Richard Fleming gets the Reno award for "Most Improved Pro." He kicked bootie on Saturday!

b-balling. Ronnie Anderson also showed up, wearing a White Bear uniform. Through a little research it was discovered that White Bear is a new frame manufacturer. They're VERY anti-drug "Say No" type folks. They've cleaned up Ronnie a lot.

On the track, the AA pros conquered the triple whoop pro section while the A pros were getting conquered by it. Off the track and in the pits, a few racers got a taste of the BMX magician—some guy (or guys) who were making bikes disappear. Yup, theft was abundant! On the average one bike an hour. The rumored amount of bikes ripped was either 38 or 52. A parental posse was rounded up . . . or was that a vigilante squad?

Saturday's racing ended with some real excitin' dicin'. Our Reno Tour-ists, Fuhrer and Moeller, carted two first place jackpot plaques back to the hotel.

Shane Wimberly—he and Eric Rupe sported the Dexter-look because of the arena's lighting conditions. It helps if you can see the track—it did for Wimberly.



Modesto's pride and joy, Justin Green. He's been racing forever and still has the psych. He and John Gonzalez had some great battles in Reno.

With big plans ahead for a night of Circus Circus buffets and Reno street-stylin', they parked the van in the Holiday Inn parking lot. Hopping out, Barry popped the important question—"Should we take the bikes up with us?" In unison they all replied, "NAW" and walked away.

An hour and a half later, that "NAW" became famous last words. Freshly showered and properly clothed for street stylin' they found the van short a few bikes. They also found the passenger side window shattered and scattered throughout the interior. Not quite funny at the time but laughable later on was that the only bikes not taken were Mad Dog's camo-mobile

and the unrideable GT test bike (since the Dog had stolen the pedals and seat off it).

Standing there in a daze, the troop was suddenly seriously bummed. Gork went and called the cops while Detective Barry reenacted the crime. Scott scanned the scene for clues while Paul wept. In the meantime, M.D. yanked his bike out of the ruins and started riding.

By the time Gork got back from the phone, a fuzz-mobile pulled up with the Paul Green machine in the trunk. The cop received a sincere "I love you" from Paul and a very rude "Where are OUR bikes?" from the other three victims.

Evidently, the hotel security spotted the two thieves riding away and carrying along a bike. He immediately called it in and a chase began. One of the jerks got scared enough to dump Paul's bike. But being on bikes, they were still able to ditch porky.

That pretty much deteriorated the night's plan of thrashin' the town. You know how plans are—they never go as planned.

SUN.

Now mostly bikeless, the five guys got out of bed a little slower, a little more quiet, and a little groggier since Barry's hellacious snoring kept some of 'em awake half the night.

Once at the track with borrowed bikes to race, the fun began again and the thoughts of killing two punk kids disappeared.

Instead, they took their reserved seats in the bleachers near the finish line and began heckling, joking, yelling, screaming, laughing, teasing, flogging, thrashing, and other "ing" words we can't think of right now.

Hot racing action was performed by the Elf ams—Brandon Allen and Mike Ellis. Rick Palmer was scouting for Skyway and kept a sharp eye on both of those guys. Glenn Pavlovsky even raced, equipped with JT shoulder pads and a taped up thumb. He looked REALLY good for recovering so fast from his Louisville accident.

A-pro Darren Butterfield was on the gas—he's been riding hills with Harry Leary and Spanky Campbell and it definitely was showing. Richard Fleming was exceptionally quick—mega psych of a new girlfriend and getting off of Titan. Ronnie Anderson was back to his old riding self but with a newer, cleaner attitude.

In amateur, Mikey King decided to race. He'd sat out Saturday since he hadn't qualified for the Superbowl—claimed he was saving his energy. Once again, the young King showed his trademark above-average, super-smooth, flawless style that is becoming more amazing every race. More proof and more warnings for the long awaited turn to pro.

Mid afternoon, a kid was apprehended red-handed in the pits. The fathers had been watching him walk around for a half 'n hour and when he laid five fingers on a lone bike, he was immediately busted. His greasy hands showed the signs of bikes he'd torn down. The best part of the bust was a glass windowed interrogating room where the kid was held. There wasn't

one square foot of window that didn't have a squished racer's face staring at the bicycle stealing scum. At least 38 people wondered if Nevada had the death penalty.

A major highlight of the day's racing was a mini jumping exhibition (NOT A CONTEST) before the semis. Being for fun, it enabled the ten to fifteen jumpers to try double/synchro'd stuff. Mad Dog and Fuzzy blew minds with side-by-side 360's. Then the Dog and Hanson did dual double can-cans. Next came Brian Hernandez and Fuzzy with synchro'd no-handers. It was HOT!

The major wreck of the week was when Pete Loncarevich bailed coming out of the first turn. He endo-mumphed right on his shoulder and had to be helped off the track. Later on, it was determined that he broke his collarbone. With four weeks 'til the ABA grands, it definitely made people wonder who'll get the number one pro title.

For the best race of the night, pro cruiser lined up on the gate. New pro cruiser guy, Travis Chipres, got out front with Sheepdog at his side and E. Rupe on their tails. Trav held it through the pro section and Rupe gained momentum. Sheepdog sorta sketched and Rupe took over the second spot . . . still gaining. The two got side by side, shoulder to shoulder on the third straight. Eric powered down and Travis started feeling the effects of his

Big John Gonzales. He's quick on cruisers and twentys, his sister is goin' out with Cullinan, and Free Agent is proud of 'im.



European venture. The veteran 'Goose guy took his teammate over the doubles and they cruised in one/two across the line. A Mongoose domination—something you're likely to see more often.

The last main went down and Ronnie hugged little kids at the finish line. Still no one understands him. People left and the lights were turned off while the featured floggers of this story repacked the van and de-claimed riding in the windowless passenger seat.

Finally, it was time for our fearless and fun five to get home in record breaking time. Some had school the next morning. Some had work. Some bums had neither. The Mongoose guys, cruising in the "Rad" mobile, requested that they convoy with the BMXA mobile in case they broke down like they did coming up to Reno. Permission was granted and Paul Green was sentenced to the passenger seat.

With the creative use of a 2-ply Hefy Glad bag and 30 Mongoose stickers, the wind-flow was slightly contained. The two vehicles then headed south.

The trip home was going by fast. After a quick road-side pit stop, the van interior was taking shape; Barry now half-asleep in the passenger seat, Scotty scrunched on the floor between smelly feet, and Mad Dog hogged most of the back seat from the cult-hero. Suddenly, with no warning . . . Bambi's worst nightmare became reality. Yup—a suicidal deer ran in front of the van and Gork had nowhere to go but head-to-radiator.

After a few creative words, the van came to a stop. The radiator was smushed. The grill disintegrated. The headlights dangling by a wire. The windshield splattered with a certain color. It finally became clear that someone didn't want these guys to have a fun trip. Or so it seemed.

Back on the road with the Mongoose truck packed to the hilt with gear bags, trophies, and guys, they proceeded to merrily cruise home. The Astro van, left on the roadside dead, would be taken care of later. In the meantime, seven racers with a radio full of static could be heard singing:

"Just sit right back and you'll hear a tale.

A tale of a fateful trip.

It started from these tropic shores, aboard this tiny ship. The mate was a mighty sailin' man, the skipper brave and sure.

Five passengers that sailed that day for a three day tour.

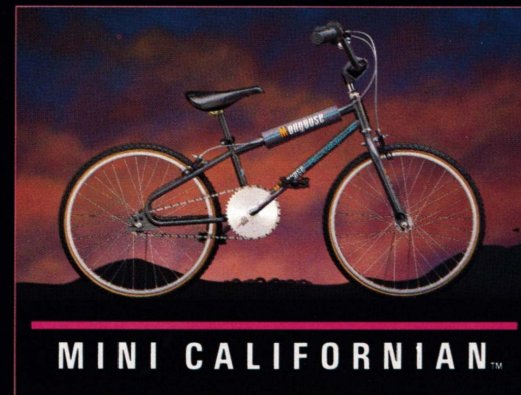
A three day tour." ■



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Step-up with ZERO back-side. The number one injury spot.

If you're an am, go to the right and take the two doubles. If you're a pro, follow Ronnie Anderson through the triple-whoop section.

Pros jumped the table in the middle of the turn and landed on the back of the berm, which immediately shot them back onto the regular racer's course.

There were only two smooth lines through the moguls. Most opted for the right hand route—desperate 2nd placers went to the left.

Fun jump/turn combo—lean to the right, land low and swoop the guy in front of you.

ABA GOLD CUP RESULTS

AA-PRO
Ronnie Anderson
Todd Blaser
Shawn Texas
Kevin Hull
Richard Fleming
Travis Chipres
Hans Nissen
Eric Rupe
A-PRO
Derek Butterfield
Fred Johnson
Sean Hildreth
Greg Straney
Dennis O'Brien
George Goodall
Tony Miranda
Darren Bonilla
PRO AWARD
Shawn Texas
Billy Griggs
Shawn O'Gorman
Todd Blaser
Travis Chipres
Derek Butterfield
Hans Nissen
Rick Palmer
PRO CRUISER
Eric Rupe
Travis Chipres
Kevin Hull
John Phillips
Bruce DeJong
17/OVER OPEN
Mike King
Danny Millwee
Shane Wimberly
16 OPEN
Damien Bernal
Darren Belnap
Steve Friel
15 OPEN
John Bartlett
Joe Tippit
Tony Dagglardo
14 OPEN
Jeremy Deay
Jason King
Brian Hernandez

13 OPEN
Bobby Renschler
Jacoby Kingston
Zachary Piner
12 OPEN
Gary Gines
David Mathis
Matt Hardcastle
11 OPEN
In Hee Lee
Jeff Quintana
Jeff Nickel
10 OPEN
Patrick Barnes
Isreal Taylor
Doug Shaw
9 OPEN
Reid Anderson
Neil Carroll
Cliff Ball
8 OPEN
Jon Albritton
Shon Schoer
Alex Dugan
7 OPEN
Brian Cooper
Scott Davis
6/UNDER OPEN
Justin McTygus
Christopher Makinson
17/OVER EXPERT
Mike King
Dave Cullinan
Chris Moeller
16 EXPERT
Kenny May
Brian Reust
Mike Ellis
15 EXPERT
Brandon Allen
Dave Beeson
Lyle Shiffert
14 EXPERT
Galen Starlin
Jason Shegas
Todd Steen

13 EXPERT
Bobby Renschler
John Gonzales
Matt Lovegrove
12 EXPERT
Vince Percell
Chris Ray
Charlie Davidson
11 EXPERT
In Hee Lee
Ricki Ellenfield
Jeff Quintana
10 EXPERT
Jason Palmer
Brad Fennell
Tony Wallace
9 EXPERT
Reid Anderson
Andy Contesa
Kris Park
8 EXPERT
Jon Albritton
Shon Schoer
Bugs Hunter
7 EXPERT
Brian Cooper
Chris Thrustrom
Nigel Van Trotha
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Steven Caldwell
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Eligh Noal
Jason Berkenbile
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Gonz Villanueva
Lloyd Brown
Leannard Carr
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Kristopher Hanon
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Willie Lortie
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Jeff Pank
13/14 NOVICE
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Jerome Rosa
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10-12 NOVICE
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Tory Sorrielli
Jason Berkenbile
6-9 NOVICE
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Ricky Molder
Shawn Wood
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Nathan Gass
Chris Giubicelli
Dustin Jenks
4/1/OVER CRUISER
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Robert Beyer
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Mark Browning
Mike Redman
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Toby Cobb
Zack Seacrest
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Bobby Gleyre
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Jimmy Pitts
Kris Gordon
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Jay Dee Finney
Galen Starlin
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Greg Romero
Bobby Reinschler
David Carreon
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Charlie Davidson
Chris Ray
Gary Gines

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Mary Keating
Kim Ross
Shelley English
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Trish Mulligan
Amy Cannata
Tammy Daughtery
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Mapuana Naki
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Cindy Davis
Cindi Ainsworth
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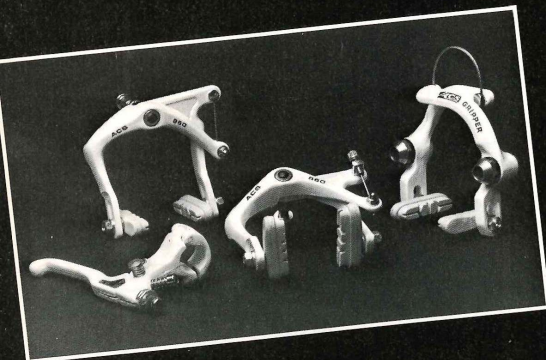


HOLY SOLES, BAT MAN!

Here's the latest shoe design from Dyno—Killer Bats. Sizes are between 3 and 12, including half sizes. The canvas is qual, the stitching is straight, and the soles are made of a double rubber compound that grips best on ground or pedals.

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ACS calls all of the brakes in this photo their "Tangent Series." From left to right, you can check out the 1) Tangent lever, which is hinged for easy removal and installation, and also features the famous brake-lock mechanism. 2) ACS 860 brakes (front and rear), which have rugged arms for strength and flex, and an 8mm chrome-moly pivot bolt which won't flex on ya like some do. The brake spring also sports a teflon piece on the tips where metal normally rubs metal. This makes for mass smoothness and good snap. 3) And finally, we have the Gripper, which mounts on any cantilever brake-ons, similar to Dia-Compe 990s. It comes with the same ACS brake shoe made of their top-secret rubber compound.

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Those are just a few of many racers who have turned to AXO when it comes to leg protection. You may want a pair because they're worn by the above guys. Or because they're good looking. But you'll need to convince your parents they're worth the \$99.00 to \$109.00 price tag. Tell 'em that AXO pants breathe easier, protect better, wash cleaner, are lightweight and super water resistant. They'll fall for it.

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The Zeronine factory was swamped with orders, sales, mail, and calls. There was too much stuff to do. The current staff couldn't handle it all.

So they hired Joe H. Ashbury.

Joe's a hippy. He has hair down to the middle of his back, he wears bell bottoms, a bandana, and John Lennon glasses. And he drives a beat-up VW bus with curtains in the windows and the license plate reads "Luv Van." Since Rodney Bingenhiemer says the sixties are coming back, Joe not only took up Zeronine's slack, but he achieved legendary status around the factory.

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SHROOOOOOOOMS

Alright. You've probably seen or heard about ODI's monstrous signature grip series. Twelve different pros' signatures were put on the 'shroom grips and only 5,000 of each signature grip were made. Cooler yet are that three of these twelve have since retired.

All of this means that Mushroom grips are used by the top pros in BMX and freestyle and that their Signature grips are rare and VERY valuable. A sure collector's item, for sure.

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HANDLE YOUR JIVE

First off, let's get things straight—Jive Handles have nothing to do with Club Homeboy. Both are cool, though. Jive Handles are made by Neal Enterprises, who used to make replica Haro plates and hard plastic lamo-grips.

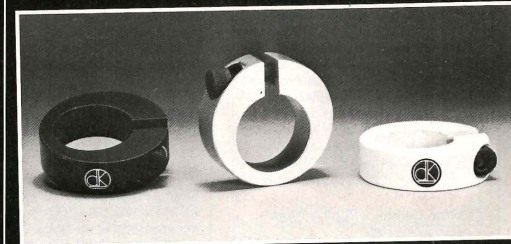
But as you may have found out already, owner Ken Neal came up with what may possibly be "the hottest rubber compound." It's the perfect softness, is wide

and thin, and everyone who holds onto them now swears by Jive. The hard plastic end tip extends their life, also. And you even get a free sticker in the package!

BMXA highly recommends you try some on your bars . . . and see if you can handle the jive.

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Joseph Slocum (804) 237-1288
Reston-Lake Fairfax BMX
Gage Haskins (703) 643-2501
Richmond-Richmond BMX
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Staunton-Staunton BMX
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Wisconsin State Comm. -
Lee Erdmann (414) 361-2460

N

B

L

Lemoore, CA.

ALL PHOTOS BY SPIKE

THE AVERAGE PERSON'S HIGHLIGHTS:

□ Everyone got to hang out in the thriving metropolis of Lemoore, which is a cotton-town located below Fresno. It was about a four hour drive from L.A.

□ Everyone would get to see Richie Anderson decked out in his old Patterson threads—the last time he wore it was the World Cup in '83, where he won. Little does anyone know the special powers that a Patterson uniform holds . . .

□ Everyone also got to check out a very unfair first straightaway. Immediately after the first jump, it began turning toward the left, meaning lanes five through eight had to take two cranks to keep up with every single crank of the inside guys. Everyone knew the situation, so one of the hardest parts of getting outside lanes was fighting the head games—trying not to outpsych yourself by thinking, "I got lane eight. No matter what I do I can't beat the guy in lane two."

□ Everyone witnessed great performances by Danny Millwee, Lonnie Tatton, Steve Dillard, Brandon Allen, Billy Griggs, Todd Blaser, and Rob Lynch (?!).

SPIKE'S HIGHLIGHTS:

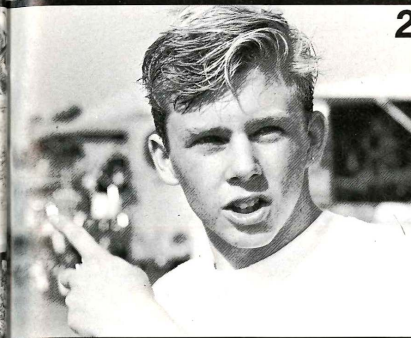
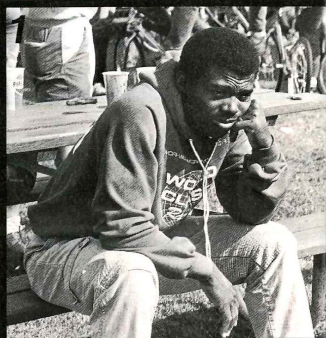
□ I saw T.C. race pro.

□ I picked cotton on the way up.

□ In the mains I saw four wrecks in a row in the same corner.

□ I shot seven rolls of film.

□ I found out the difference between regular nationals and Pro Series nationals. Some guys only go to race



1 This is what Tommy Brackens did on Saturday. During practice Friday, he wiped out and stabbed a muscle in his leg with his handlebars, so he sat out one day. Sunday, he was still hurtin'. But he'll be back! Guaranteed.

2 Jason Shegas. Chicks dig him.

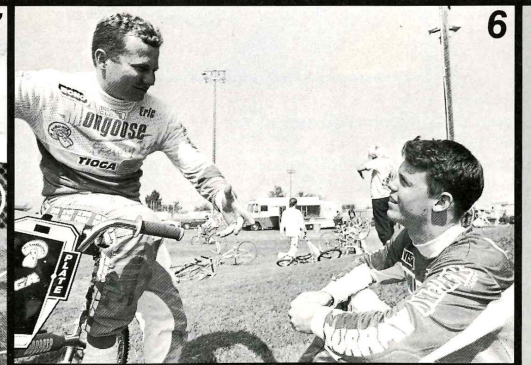
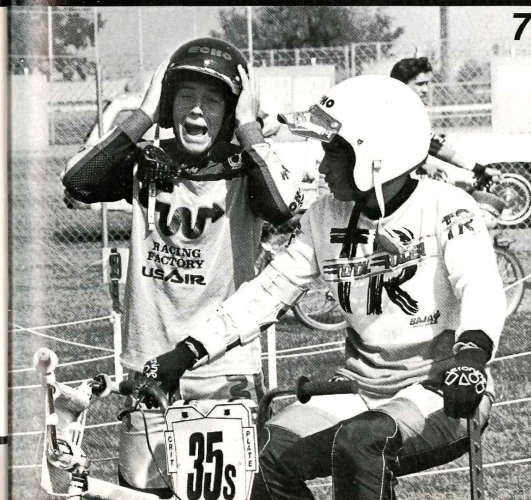
3 Here's big Chuck, doin' what he likes to do best. Notice Jarrett Justice (#58) in hot pursuit.

4 Feet up and roostin'—Brandon Allen. This photo shows the talent that's giving him an unreputable reputation. That's Joe Tippit trailin'.

5 The Robinson racer you didn't hear much about in December's GT/Robinson Tour story—Kris "Gordo" Gordon. He's a 15 year old farmboy from Lancaster, California and goes hella fast on both cruiser and twenty.

6 It's an E-Team club meeting. T.C. and E. Rupe are life members. To qualify you must be total straight-edge. No drinking, no drugs, and no . . .

7 The pressure of holding seven number one titles is finally showing in Eric Carter.



Lemoore, CA.



8



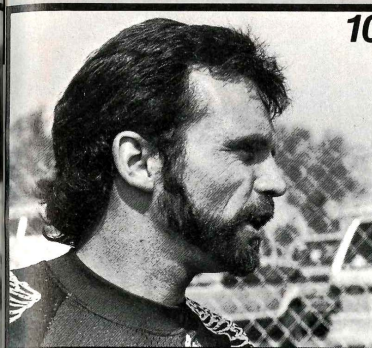
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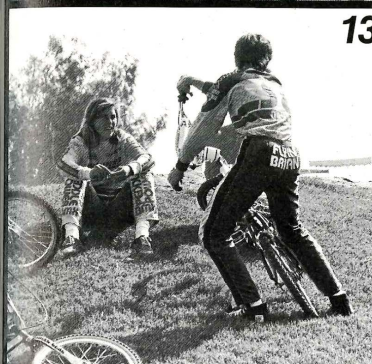
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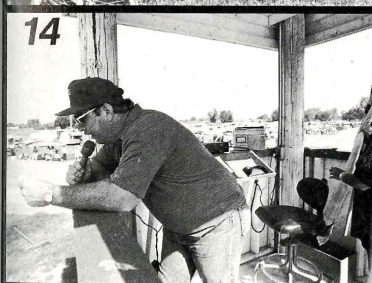
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13



14

8 Here's a different side of Mad Dog you rarely see—the racer. And with him is Jofa-chewing Brandon Allen—a hottie who is coming on like gangbusters. The Dog surprised quite a few with a weekend of good finishes while Brandon shredded, ripped, and destroyed his comp.

9 Total Racer rider, Louis Casiano, won 25-35 cruiser both days. Why? Either because Lemoore was his ex-hometown track . . . or he's gettin' QUICK!

10 Hero to all middle-age couch potatoes—Scot Birdtrap, Briertap, Bryhop, Breeflopp (or whatever his last name is). He made a good showing on his cruiser.

11 Danny Millwee was FLYIN' in Lemoore! It was possibly the best we've ever seen him. Could it be . . .

12 . . . because he was on the new Auburn? Yup—they're out and they're dialed looking. Expect to see a complete test and evaluation in the next issue of 'ACTION.

13 Brian Lopes tryin' to impress Leigh Donovan with tales of how he won the Guinness Book of Records' jumping contest.

14 Denny Henderson. He announces.

NBL LEMOORE NATIONAL/SUNDAY

A-PRO

Richie Anderson
Charles Townsend
Todd Blaser
Billy Griggs
Greg Hill
E. Rupe
Jarrett Justice
Richard Fleming

B-PRO

Todd Corbitt
David Bathes
Fred Johnson
Derek Butterfield
Jim McCarty
Sean Hildreth
Jeff Kazlin
Darin Foreman

PRO AWARD

Todd Blaser
Richie Anderson
Jarrett Justice
Charles Townsend
Billy Griggs
E. Rupe
Derek Butterfield
Rick Palmer

16/OVER OPEN

Danny Millwee
Lorrie Taton
Steve Dillard
14/15 OPEN
Joe Tippit
Brett Stamats
Eddie Dutchover
12/13 OPEN
Chad Henderson
Jason Deems
Ryan Wheeler

10/11 OPEN

D.J. Gregg
Mike Champlin
Jason Eichhorst
8/O OPEN
Jon Albritton
Steven Edgecomb
Steven Swick
7/UNDER OPEN
Brian Cooper
Scott Davis
Nigel VanTrotha

17 EXPERT

Danny Millwee
Danny Gibson
Chris Moeller

16 EXPERT

Mike Ellis
Steve Dillard
Damien Bernal
15 EXPERT
Brandon Allen
Joe Tippit
Kris Gordon
14 EXPERT
Jason Shegas
Todd Steen
Russell Ainsworth

13 EXPERT

Justin Green
Danny Nelson
John Gonzalez
12 EXPERT
Mike Luna
Stephen Post
Chris Ray

11 EXPERT

Jason Donnell
Pete Gonsalves
Travis Younger
10 EXPERT
Jason Palmer
Justin Kurtz
Jeremy Chaussee

9 EXPERT

Nick Brungardt
Joey Moag
Jonas Cole
8 EXPERT
Steven Swick
Jon Albritton
Shan Schoer

7 EXPERT

Brian Cooper
Nigel VanTrotha
Scott Davis
6/UNDER EXPERT
Larry Irving
Joey Palmer
B.J. Tittlemier

18/OVER NOVICE

Luis Casiano
Robert Jacquet
Al Milla
15 NOVICE
Danny Poderazy
Jeff Hodgins
Josh Dunlop

14 NOVICE

Chad Hubbard
Mike Kennedy
Brian Biederer
13 NOVICE
Jacob Liles
Philip Giodano
Troy Shackleton
12 NOVICE
Frank Mecono
Gar Gladders
Chad Diekmann

11 NOVICE

Neil Watkins
Lance Hubbard
Justin Miller
10 NOVICE
William McGee
Kevin Weins
Todd Clinton

9 NOVICE

Lance Austin
Philip Bridges
Michael Friel
7/8 NOVICE
Ben Harrold
Jonathan Silva
Shane Beck

6 NOVICE

Doug Allen Wilson
Steven Edgecomb
Jonas Cole
5/UNDER NOVICE
Ryan Lee Bowman
Cory Henderson
Nathan Gass

41/OVER CRUISER

Jim Anderson
J.R. Labandeira
Vaughn Vandera
35-40 CRUISER
Adrian Schroeder
Jonnie Diaz
Darrell Fehlauser

25-34 CRUISER

Shelby Lamb
Alison Eichorst
Jana Brautigam
18-24 CRUISER
Mike Savage
Jerry Goona
John Stivers
17 CRUISER
Eric Carter
Dave Cullinan
Danny Gibson

16 CRUISER

Kenny May
Mike Ellis
Mike Crahan
15 CRUISER
Brandon Allen
Kris Gordon
Shan Hatfield

14 CRUISER

Jason Shegas
Todd Steen
Joe Minney
13 CRUISER
Justin Green
Danny Nelson
Jason Deems

12 CRUISER

Chris Ray
Stephen Post
Chase Benniga
11/UNDER CRUISER
Jason Donnell
Anthony Reyes
Travis Younger

15/OVER GIRLS

Dianna Bowling
Leigh Donovan
Julie Lindsay
13/14 GIRLS
Tiffany Keilner
Aymee Hernandez
Chrissy Piper

11/12 GIRLS

Michelle Gibson
Katie McConnell
Tawni Thomas
10 GIRLS
Cindy Ainsworth
Kimberly Bozart
Katrina Santacruz

9 GIRLS

Danielle Odiome
Amy Newton
Marisa Redburn
8/UNDER GIRLS
Shelby Lamb
Alison Eichorst
Jana Brautigam
FACTORY TEAM TROPHY
CW (both days)
BIKE SHOP TEAM TROPHY
Bicycle Center (both days)

for money and pro points. Those guys weren't here.

- ☐ The drinking water in the area smells like rotten eggs.
- ☐ Mad Dog cut through a berm and fell while in front.
- ☐ I slept a lot while Gork drove a lot.

MIKE ELLIS' HIGHLIGHTS:

- ☐ I got a perfect in class.
- ☐ I won cruiser on Saturday.
- ☐ I saw two of my best comp (May and Bernal) get into it after the finish line.

TODD CORBITT'S HIGHLIGHTS:

- ☐ I won B-pro both days.

- ☐ Gotta stay at Pavlovsky's.

- ☐ It was cool. I spent \$413 to get there and I won \$560, so I came out ahead.
- ☐ I won a Pro Open moto—first day, first moto. Had the inside line—you know how it is.

- ☐ I got to see that part of California—it's as flat as Florida!

- ☐ Glenn and I got pulled over on the way up there, but the cop was cool and let us off.

- ☐ I got to stop in Hermosa Beach and buy some "Creepers."

ERIC CARTER'S HIGHLIGHTS:

- ☐ Dicin' with Millwee in Sunday's

main. "I probably could've passed him in the second turn—or tried—but it wouldn't have helped me that much. Nobody had perfects and it wasn't a big national."

☐ Ridin' around Saturday night for an hour or so, getting chased by Mexicans in a low-rider. "They went, 'Haaay, man . . . 'like to steal your bike.' So I said, 'Okay. You can have it if you catch me' and took off. I'm willing to get chased by any car. If you get trapped in, just make a quick 180 and by the time they've turned around, you're GONE!"

- ☐ Best race was the first cruiser moto,

with Dave Cullinan. "I came on the inside of the last turn. Dave thinks I cut the track. I asked a lot of people and got mixed feelings. But I went on the inside and you know how you can rub a curb with your front tire on the top and your back tire is just cuttin' the groove. I did that on the inside embankment. Dave got scared, swerved out, and I passed him. It was rad!"

GORK'S HIGHLIGHTS:

- ☐ I got to do a lot of driving. Four hours up Saturday morning while Spike slept. Four hours back to So. Cal Saturday evening while Spike slept more.

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ERIC RUPE'S HIGHLIGHTS:

- ☐ I was finally able to race on a track with jumps—where you actually come off the ground.
- ☐ I made the main on the first day, after falling in the first moto and getting eighth. After falling I figured I blew it, but came back with a first and second.
- ☐ I got a fourth in the main on Saturday—from lane eight. It was quite an accomplishment since the first straight was so unfair.
- ☐ I got bogus lanes in every main. After I drew two lane sevens, I knew wasn't supposed to win.
- ☐ The race was small but the competition was intense.
- ☐ Since there was a small moto count, the biggest highlight of all would have to be getting home before dark. ■



The logo for BMX ACTION, featuring the word "BMX" in a large, bold, italicized sans-serif font, with "ACTION" in a smaller, similar font below it. The letters are black with a white outline.

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Jordano JX 1/2" for pc, 9/16" (for pc)		\$19.95
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NMS Graphic - 2000 Bearstap - blk. w/lt.		12.95
Vectra XC II Type Pedals - all colors		69.95
Huach-Pon, Freestyle Sealed - chrome		
STEMS <td data-kind="ghost"></td> <td></td>		
Del-Pro, Mini, XL - all colors, chrome		\$21.95
Hatch F/S Stem - white, ch. blk.		24.95
Hatch Pro - chrome		23.75
ACS Rotor 5 Stem - white, ch. blk.		14.95
ACS Rotor 5 Stem - white, ch. blk.		16.95
ACS Rotor 5 Stem - white, ch. blk.		18.95
ACS Rotor 5 Stem - white, ch. blk.		14.95
Haro Group 1 Stem - white, ch. blk.		19.95
Gr Freestyle w/mt-bike - all colors, lg. w/rd. blk.		36.95
Gr Freestyle w/mt-bike - all colors, lg. w/rd. blk.		
Dyno SR Spin Tech Rotor 5 Stem - white, blk.		
CHAINS AND FRESH <td data-kind="ghost"></td> <td></td>		
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GT Chain w/ drilled links, 1/2 -		24.95
June 2-tone 1/2 X 1/8		23.75
Hoga Gray Chain 1/2 X 1/8		14.95
Soda Sport 1/2 X 1/8		16.95
Summit 16, 17, 18, 19		14.95
Summit 16, 17, 18, 19		14.95
Summit 16, 17, 18, 19		14.95
ACS Freecoaster Kit - B		
CHAINMATHS <td data-kind="ghost"></td> <td></td>		
Redline - 10" flyrigs		\$29.95
Tuff Nuff Universal		
Tiger Compact Drive		
Tiger Laser Drive		
Tiger Laser Drive		
and Both Set		

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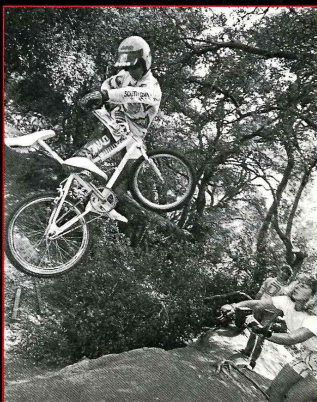
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HOT Shots



The black and white photo by Spike is of Windy taking a photo of Barry Nilson. The color shot is the photo that Windy took of Barry Nilson. Barry Nilson is very photogenic.



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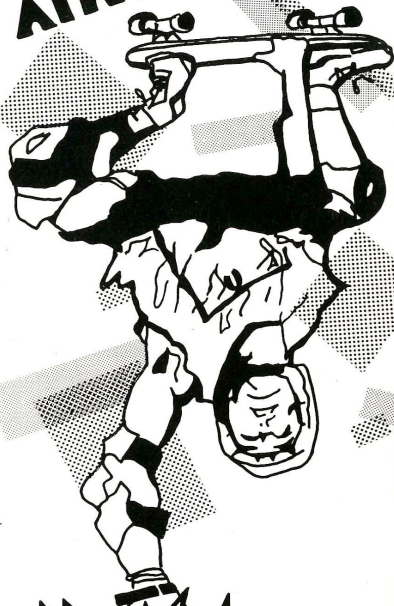


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☐ 3: Neon blue, Black, Black ☐ 4: White, White, Blue ☐ 5: Neon yellow, Royal blue, Red ☐ 6: Black, Grey, Grey ☐ 7: Light blue, Navy blue, White
☐ 8: Neon pink, Black, Black ☐ 9: Neon green, Royal blue, White
☐ 10: White w/Black skulls, Black, Black ☐ 11: Pink w/Black skulls, Black, Black ☐ 12: Black w/Aqua skulls, Black, Black
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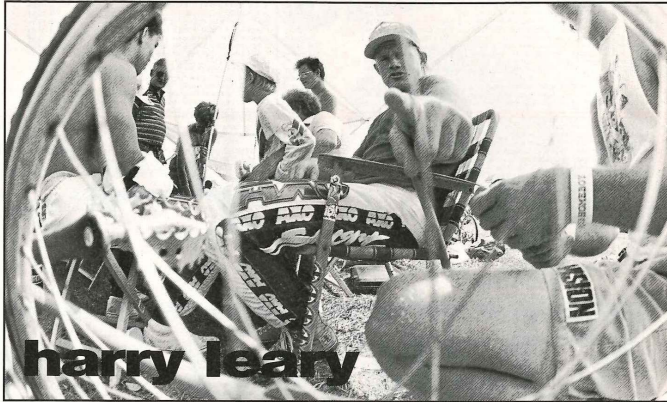
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NBL'S 1987 TOP TEN PROS

their past, present, and future predictions.

It was over before it was over. Pete Loncarevich had another NBL No. 1 title wrapped up so good that everyone knew who'd get it two months before the Grands even happened. The other titles, though, were still up for grabs. Some choked last month in Louisville. Some were amazing—especially Gary Ellis.

On the following 5 pages, you can find out who couldn't catch Pete in NBL points. And who BMX ACTION thinks will be hot and cold next year.



harry leary

10

harry leary.
age: twenty eight.
sponsor: diamond back.
home turf: west covina, california.
best NBL a-pro result in '87: third place/raleigh, north carolina.

his performance wasn't too bad. but then it wasn't too good. BMXA knows for a fact that harry has the power and style to beat any one of these ten but seems to be lacking motivation. the big h has started training harder and claims to have new motivation. possibly because everyone expects him to retire. he's been a pro for over ten years now, so the hunger is on and off. last year it was off. this year . . . ?

NBL past: '83-4 '84-4 '85-8 '86-(missed grands) '87-10 prediction: '88-down/retiring from NBL?

9

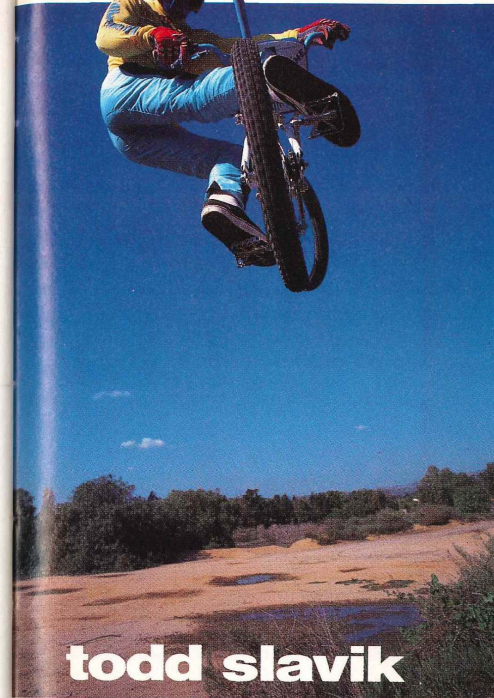
travis chipres.
age: twenty one.
sponsor: mongoose.
home turf: van nuys, california.
best NBL a-pro result in '87: fourth place at the grands/louisville, kentucky.

trav blew it at a couple of pro series. he's half and half about this year's performance—slightly bummed that he went down one spot. BMXA thinks he could've done better. it was only his second year of pro. he's won a few and he's snapped on the best of them, so it seems like he now knows what it takes. you can easily tell that chipres is getting over the "staging area fright"—something charlie needs to learn. his day is coming.

NBL past: '83- '84- '85- '86-8 '87-9 prediction: '88-up.



travis chipres



todd slavik

8

todd slavik.
age: twenty one.
sponsor: free agent and team crip.
home turf: watauga, texas.
best NBL a-pro result in '87: fifth at the grands/louisville, kentucky.

slavik's slowed down a lot compared to his first pro year where he looked super strong, dominated a couple races, and was considered a threat. the reason for his slackness is mostly blamed on injuries. todd disappeared in the '87 season and it'll be the first to admit, "i'm lucky to get number eight." at the grands both knees were giving him trouble. immediately after it was over, he went in and had surgery on the left one. the doctor took out two chunks of loose cartilage the size of pinto beans, so at this moment he's taking three months off to recoup and promises to be back 97 percent better. maybe a big time sponsorship and high-did contract would change his psych. we'll just have to heal and see.

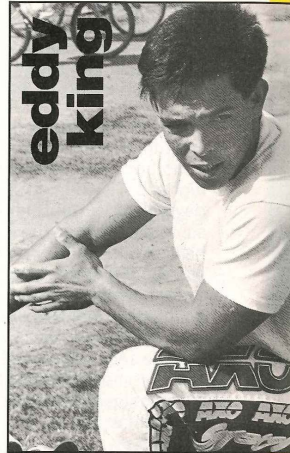
NBL past: '83- '84- '85- '86-9 '87-8 prediction: '88-down.

7

eddy king.
age: twenty three.
sponsor: diamond back.
home turf: bonita, california.
best NBL a-pro result in '87: second place at the worlds/orlando, florida.

things should change for eddy soon. brother mikey turning pro will naturally make him go faster. also being boosted as d.b.'s top pro should help him in the motivation and hunger dept. eddy has the talent. he just needs some extra drive.

NBL past: '83- '84-6 '85-6 '86-(missed grands) '87-7 prediction: '88-steady.



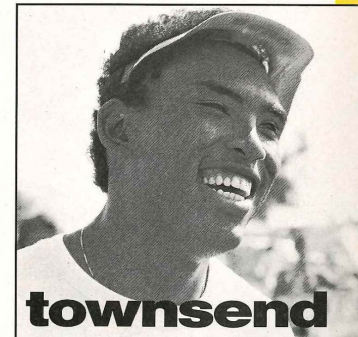
eddy king

6

charles townsend.
age: twenty.
sponsor: cw.
home turf: san jose, california.
best NBL a-pro result in '87: first place/memphis, tennessee.

BMXA's rookie of the year—charles townsend. he's the hardest working pro on the circuit, next to g. hill. he's working his butt off—running bleachers, doin' starts, riding hills, joggin' a couple miles a day, and liftin' weights. for the first year as a pro he didn't do too shabby. but everyone, including chuck himself, knows he could've done better. his one small problem is choking at big races. call it an inability to handle the pressure. and when he chokes bad, he gets down on himself way too hard. chuck just needs to get his head dialed. then he'll be unstoppable.

NBL past: '83- '84- '85- '86-6 '87-6 prediction: '88-up.



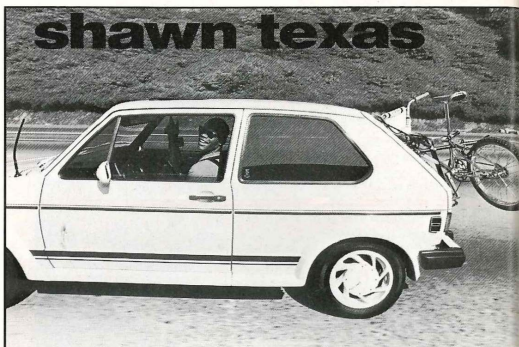
townsend

NBL'S 1987 TOP TEN PROS

shawn texas.
age: twenty three.
sponsor: eagle snacks.
home turf: san diego, california.
best NBL result in '87: first both days/akron, ohio.

5

shawn texas



texas did two things wrong, which actually aren't wrong, 'cept for it didn't work. he trained too hard and wanted it too bad. with some mental control, shawn could be higher up. it's hard to see him being number one someday with his current attitude and style. a devout christian, s.t. told us, "when the lord wants me to be number one, he'll let me. humility before honor." texas has two other stand-out features—he's very outspoken and very consistent. keeping a regular top-five standing, he feels he got number four this year and will probably protest greg hill's points. at times, shawn got a little out of control. this year he seemed to be a bit more controversial than ever with his "move over five lanes before the first jump" racing technique. what he needs next year is self control and the right psych.

NBL past: '83- '84-13 '85-5 '86-4 '87-5 prediction: '88-steady.

greg hill

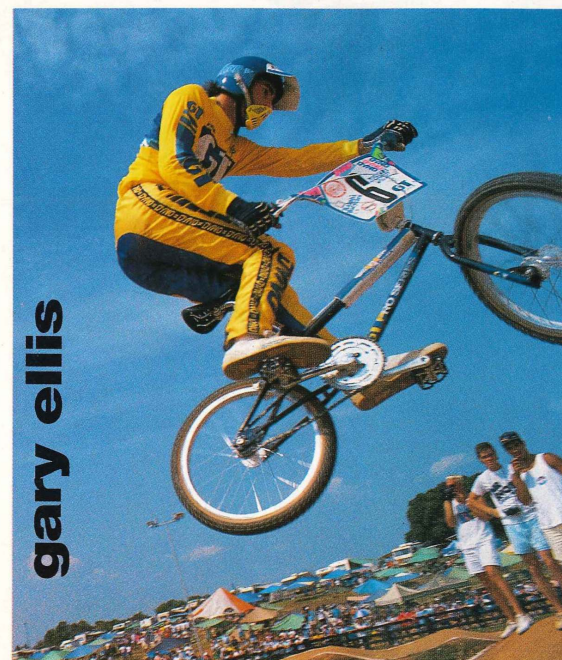


4

greg hill.
age: twenty four.
sponsor: robinson.
home turf: moreno valley, california.
best NBL a-pro result in '87: second place at the world cup/irvine, california.

greg got hurt too much during the '87 season. he described the year as being "like a roller coaster." if he hadn't gotten hurt, he might've caught pete. might've, meaning probably. hill was on the gas only twenty points behind peter when he dislocated his shoulder in texas. then came a contusion on his leg from new york, keeping him out for two months. next came a sprained ankle in august. but every time he was healthy he jammed. greg trains harder than most anyone. if he can stay healthy and in one piece, BMXA predicts him to be the the guy to overthrow pete in '88.

NBL past: '83-3 '84-2 '85-1 '86-3 '87-4 prediction: '88-up.



gary ellis

3

gary ellis.
age: twenty one.
sponsor: gt.
home turf: seattle, washington.
best NBL a-pro result in '87: first place at the worlds/orlando, florida.

ellis is pretty amazing. at times, really amazing. opposite of townsend, he handles massive pressure the best. he likes to win the big ones—for example, the worlds and the grands. no one quite knows what is keeping him from getting a number one title. maybe consistency or lack of psych at the little races. possibly because of his quiet trackside manner, he's never been considered to be a total threat. but after his killer performance in '87, he now is. watch for some surprises from gary.

NBL past: '83- '84-9 '85- '86-6 '87-3 prediction: '88-up.

eric rupe



2

eric rupe.
age: twenty three.
sponsor: mongoose.
home turf: spring valley, california.
best NBL a-pro result in '87: first both days/raleigh, north carolina.

north carolina was a turnover for eric rupe. up 'til that moment he was questioning his ability. n.c. was the third race in the NBL pro series and he got first both days plus a first in cruiser. most people think that rupe's mainstay is cruisers, but with lots of consistent twenty-inch finishes in '87, he can be a threat in either. a main reason e. did so good this year could be lack of injuries—a key point in being and staying consistent. another reason could be an improved attitude he took on after raleigh—always looking on the positive side of things. bad attitudes are something that hold a lot of people back. without one, BMXA predicts the mongoose vet will once again be up there in the top three for '88.

NBL past: '83-1 '84-1 '85-2 '86-5 '87-2 prediction: '88-steady.

pete loncarevich



1 pete loncarevich.
age: twenty one.
sponsor: haro.
home turf: el toro, california.
best NBL a-pro result in '87: first place at the world cup/irvine, california.

pete had a really consistent season. always in the main. almost always placing between first and third.

pete's been riding his bike more lately—not working with weights near as much as he used to. for the last two years he's been the guy to beat. BMXA would like to think he's getting lazy at the top, but only time will tell. the fact remains that number two tries harder.

NBL past: '83- '84-3 '85-2 '86-1 '87-1 prediction: '88-down. ■

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HOT Shots

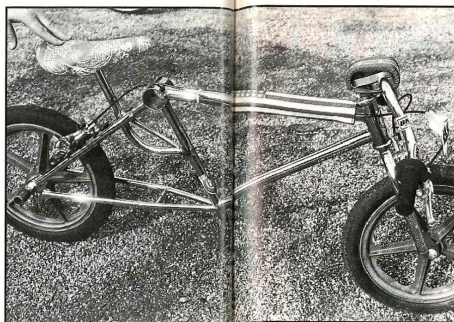
At the Reno Gold Cup, Skyway's Rick Palmer raced with spoke wheels and looked 95 percent faster—at one time, pulling off a killer swoop on Shawn Texas in the last turn. Much to everybody's surprise, Skyway's new race bikes will NOT come with Tuff Wheels. Here, Rick shows what Tuffs are for.



TO MAKE A G.P.V.



EXAMPLE BIKE NO. 147: Almost a year ago at the first GPV Grands on G.M.R., Rich Sigur wanted more weight than the 10 pounds in his bottom bracket, so with a little bit of clear shipping tape and a boulder . . .



EXAMPLE BIKE NO. 735: Sal Echel's upside down cruiser. Paisley seat cover and Bruce Springsteen pads show what a trend set-

ter Sal is. GPVA rules state that 16 inch wheels CAN NOT be used on courses with speeds of over 50 mph.



EXAMPLE BIKE NO. 923: Landshark's unit—total high-tech trickiness. Upside down Red Line 800p. Alloy bike rack for seating accommodations. Screen door springs for steering dampeners. DUAL cantilever brakes for dime-stopping. Radial laced front wheel. And massive weight. All this means mega-fast!



EXAMPLE BIKE NO. 294: San Jose's motorcycle madman, Matt McClurg, used the heaviest stuff he could get his hands on—a '63 Schwinn Stingray and lead Lester mags. Also note the speedometer, metal rear section and steering dampener.

EXPLANATION: Since BMXA first premiered downhill racing to the public in the July '86 issue, the unknown masses have sent in letters asking how they can set up their own GPV. So, in preparation for the 1988 GPVA race season, we're pleased to give you a few hints and examples of how the experts made theirs.

INSTRUCTIONS: Start with a regular 20-inch bike—it's the norm. Some people run 24-inchers, but most say that the twentys are ideal since they keep you lower to the ground.

HUBS: Smoothness and rolling resistance is a must when it comes to your wheels. Everybody should know that Campy hubs are the VERY best. Others swear by sealed bearing hubs—GT's work great.

WHEELS: Twenty inch wheels, front

and back, are ideal. The 16 inch front/20 inch rear combo DOES NOT work. Downhill expert, "Landshark," is experimenting with a 1 3/8 rim in the back, which goes to prove how far the imagination can go. Sixteen inch wheels are practically banned and are slower, anyways.

TIRES: When thinking of tires, you need to consider two things—traction and rolling resistance. At high speeds in a straight line you'd like to have a center bead. You WON'T want to use knobby tires, like Comp-III's. Knobular tires are lame for downhill because they'll wash out in every turn and cause bodily raspberries. The favorite tire in GPVing right now has got to be Tioga's Comp Pool—the baldy.

FRAME AND FORK: You get two choices here—have the frame in it's

regular position or turn it upside down. By being upside down, you may want to consider a 24-inch cruiser frame because of the longer wheelbase. By flipping it upside down, the fork rake is also slower and more stable at high speeds.

SEAT: You'll want a lower center of gravity—something to lay you closer to the top-tube of the frame. Many things have been used—ten-speed book racks, lowered banana seats, duct-taped seats with lay-back posts, or maybe nothing at all 'cept for a thick frame pad. Almost anything goes.

HANDLEBARS: The veterans have found that a mini-bar, usually made of aluminum, works best. The cheap-skates usually just clamp their bars upside down. BUT! Keep in mind that if the bars are TOO LOW, massive

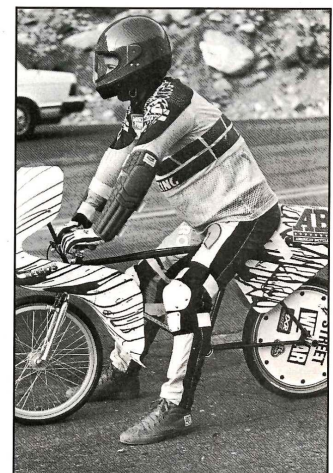
speed wobbles may occur. If you're going to go the upside down route, BMXA suggests to use a freestyle handlebar and clamp the stem to the cross-bar.

FARINGS: Wind resistance is essential on downhill courses with long straightaways. On roads with a lot of turns, good handling is more important. Depending on how much you want to spend, types of farings can range from number plates to sheets of plastic to motorcycle pieces. Once again, let your brain go crazy and see how wild you can get with the materials you can get your hands on.

WEIGHT: According to the brand new official GPVA rule book, bike and rider can not exceed 250 pounds. And the bike alone can't weigh over 50 lbs. How they're going to enforce it is still

unknown, but . . . decide for yourself whether weights work or not. Ask your physics teacher if you have to. On frames being used regularly, you can attach dumbbells through the bottom bracket.

SPECIAL MODS: Steering dampeners are not necessary but can come in handy. What they do is hold the forks straight ahead to eliminate immediate wash-out over bumps. Getting a dampener can range from buying one from a motorcycle shop for \$30 to \$50



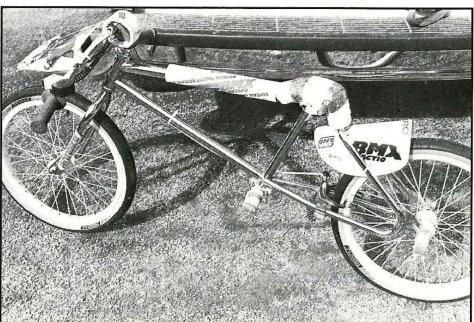
EXAMPLE BIKE NO. 264: Danny Millwee rode an ABA-sponsored GPV at last year's Palm Springs GPV race. After you look at this pic and read this issue's Reno Adventure, you can get a good idea of what the Astro van looked like . . .

HINTS AND HOW-TOS.

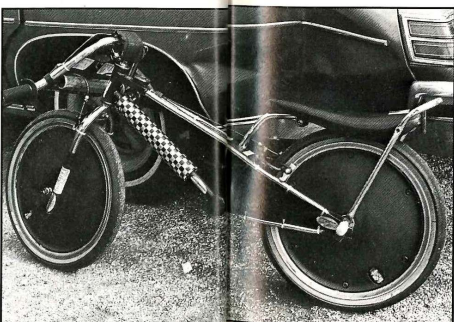
"I seriously think the funnest part of GPV racing is rigging up a bike. At least, for me it is."

—Gork
November 10, 1987

DEFINITION: A GPV (Gravity Powered Vehicle) is a new form of race bike. It's used for going fast down paved roads, preferably with lots of turns. Good handling and killer brakes are mandatory. Weight distribution is vital. Special modifications are left up to the imagination.



EXAMPLE BIKE NO. 386: When it comes time to downhill, our very own Gork converts his Mongoose Pro Class 24 race bike into the "BMXA Mobile." Turn the frame and cruiser bars upside down, slap on some 20-inch forks and wheels, add some pegs, pads, and a three-way air-raid siren, and he's set.



EXAMPLE BIKE NO. 757: San Diego has a lot of hills . . . and resident Richard Ewing knows where all the good ones are. When

he goes, he rides this beauty. An ancient R & R frame (who remembers those?) has the perfectly low top-tube.



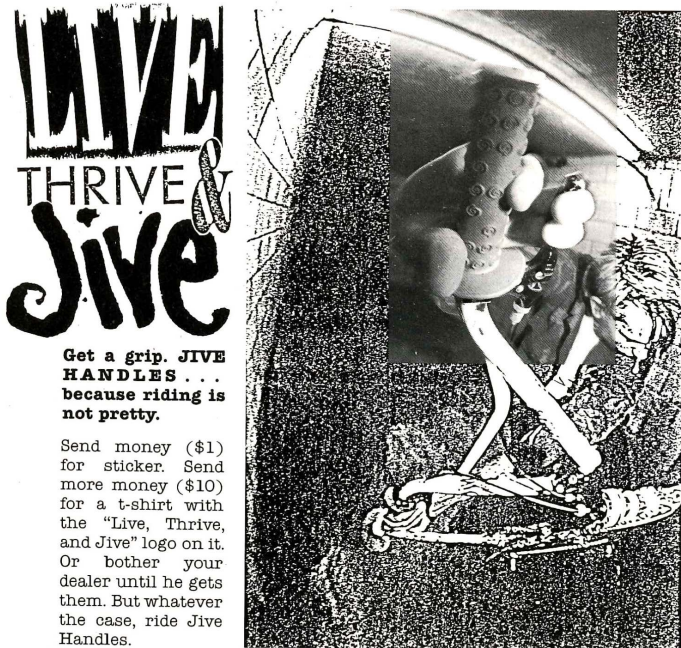
EXAMPLE BIKE NO. 439: Here's Jeff Bottema's first attempt at a downhill. Special features are the twin-seat set-up and a front moped tire.

to stealing one off your parents screen door. The latter is used most often.

Bicycle horns, police sirens, speedometers, and sticker panels on the side can all be added for looks, sounds, and smell.

SUMMARY: That about covers building up a GPV. Now all you need is a hill. We've heard of some guys in Florida putting bikes together just for the fun of it. And then there's a large guy in New York who uses his to ride down parking garages.

Wherever you decide to go down, make sure you abide by the law. Try using roads that have no cars on 'em. Don't downhill during rush hour. Use blocked roads when possible. Ride safely—not insanely. And don't be afraid to use your brakes! ■



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Dear Gork

continued from page 8

GRAMPS

Dear Gork,

My Grandpa is interested in BMX racing. I was wondering, does either the ABA or the NBL have a 65 and over wheelchair class?

Scott Imrich
Danbury, Connecticut

P.S. While you're at it, could you also check with the AFA? Gramps can do wheelies, infinity rolls, and a mean bar ride (with his feet on the push grips)...

Sounds like the ol' coot is pretty hip—the ABA, NBL, and AFA all say they'll hold comps for anything if they can get a class of four or more.

This sorta reminds me of when I go shopping. Did you know that with the right cart, you can do quickspins, backwards wheelies, and gut levers? Try it sometime.—Gork

HOT DOG

Dear Gork,

In almost every issue of BMX ACTION, Mad Dog tweaks the seat, cranks, and forks on the bike you test. I would like to know, what seat, forks, and cranks does he use on his personal bike?

Don McKenzie II
Massapequa, New York

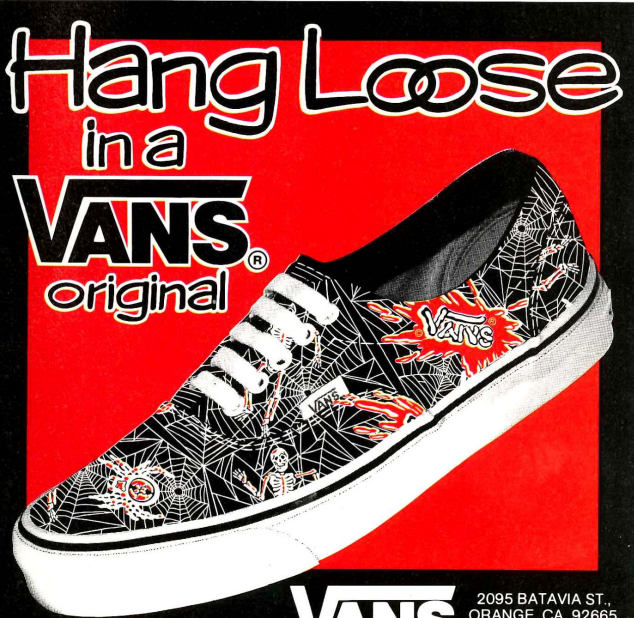
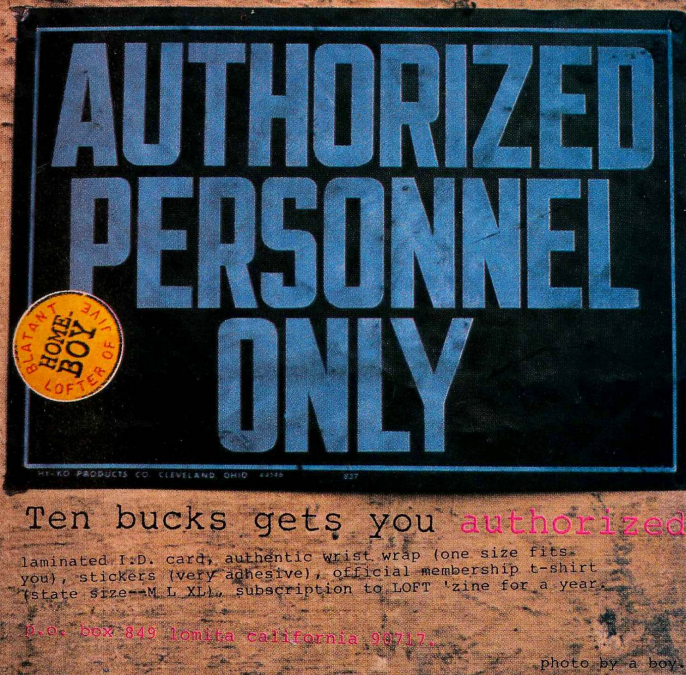
Dear Gork,

My name is Ryan Phillips. I am 12 years old and get straight A's in school. I'm also a big fan of Mad Dog's. I want to be just like him and thrash bikes for BMX ACTION.

I think BMX ACTION needs a 12-year-old test basher. I have good credentials—I've wasted a bottom bracket set, broke 4 pedals, twanked one pair of cranks, tweaked a 43 tooth GT sprocket, broke one carton of eggs, and gone through 56 rolls of toilet paper. Oh yeah... I also tinkered a GT laid back seat post.

Now that you have read my resume, do you think I sound like a Mad Pup?

continued on page 80



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Dear Gork

continued from page 79

I don't want any money—just a job to thrash bikes with my idol.

Ryan Phillips
El Toro, California

Hmmmm, sounds like the Dog is building up quite a reputation. Don—he uses whatever parts he can get his hands on . . . for free. His new S & M forks seem to be holding up good—they're thicker than most. M.D. switches cranks every once in awhile—Flights, Profiles, or GT Power Series. Seats—sometimes he goes through them as many as three times a week. There's not a seat around that can withstand his hard butt landings.

And Ryan, let me explain somethin' to you and all the readers out there. The job of a test rider isn't to tweak the heck out of a bike. Our first duty is to evaluate the bike in handling and geometry. To be a test rider, you have to know a lot about frame technology and you've got to be adaptable to all types of bikes. You have to be at the point where you can tell whether parts are going to hold up or not by just looking at 'em. Lastly, you have to be a good jumper and make for rad photos. Sure, it may look fun flogging a bike, but when you get right down to it, there's a job being done.

To let you in on a secret, we are sorta in the process of looking for extra test riders to ride with Mad Dog, but we need photos to see their jumping style. Got any shots, Ryan?—Gork

Q.O.T.M.

Dear Gork,

If Donald's a duck and Mickey's a mouse, what's Goofy?

Ralph Miccio
West Hurley, New York

Not the most original Q, but I liked the movie "Stand By Me," too. Goofy is definitely a dog. So is Pluto.

—Gork ■



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Outtakes

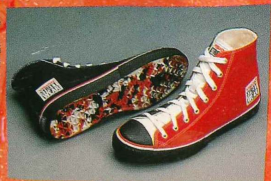
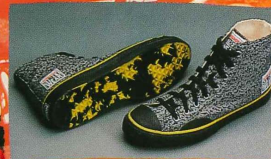
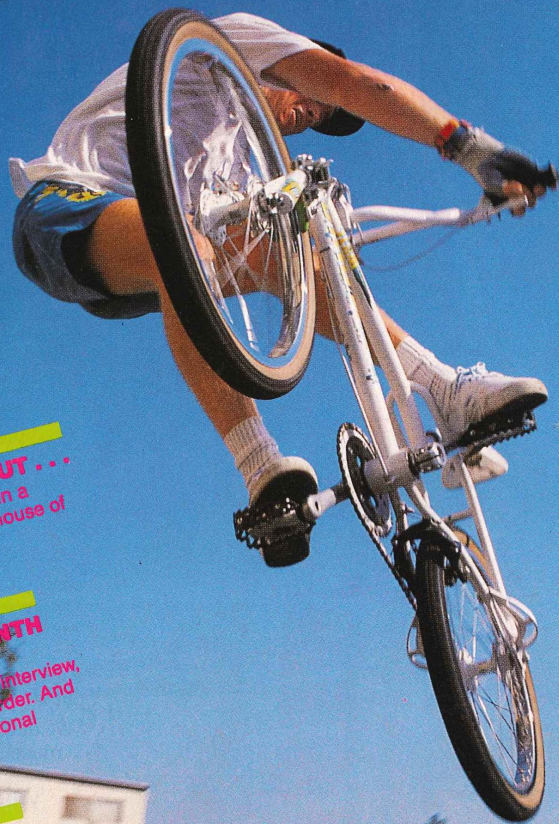
RIGHT HERE, CHECK OUT . . .
Dave Voelker, putting himself in a peculiar position behind the house of G.S. & L.

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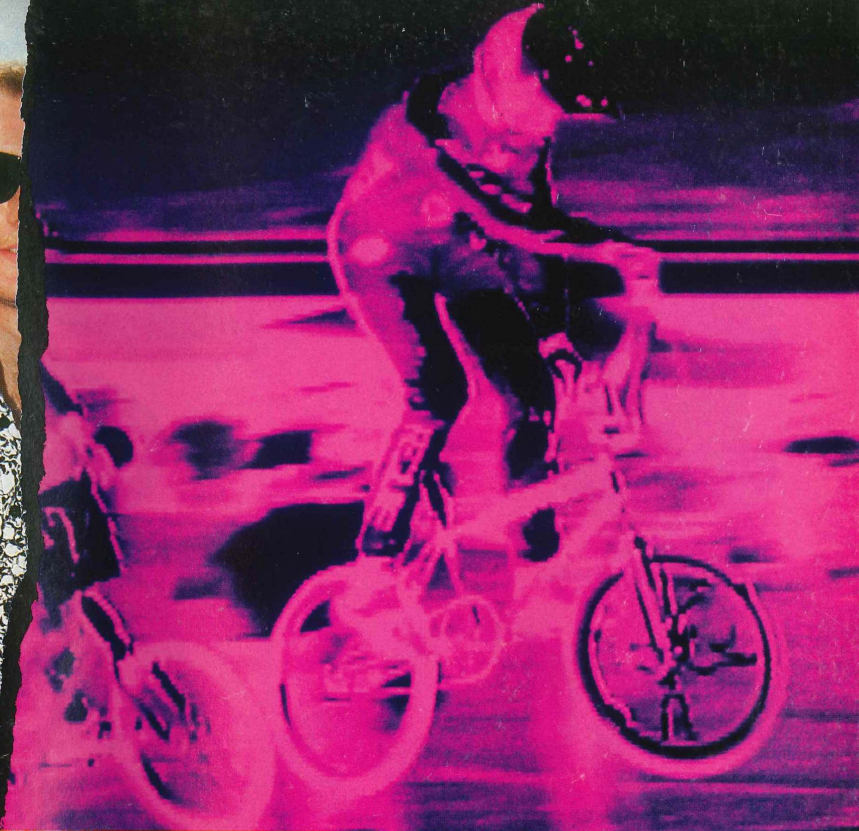
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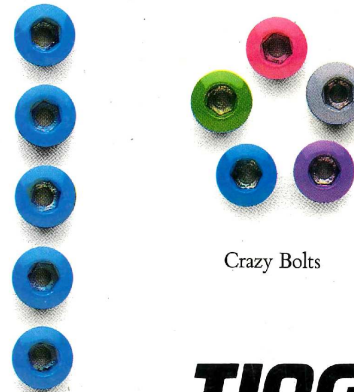
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