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**BMX PLUS!**

# **BMX PLUS!**

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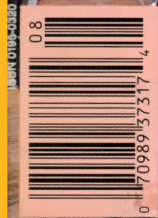
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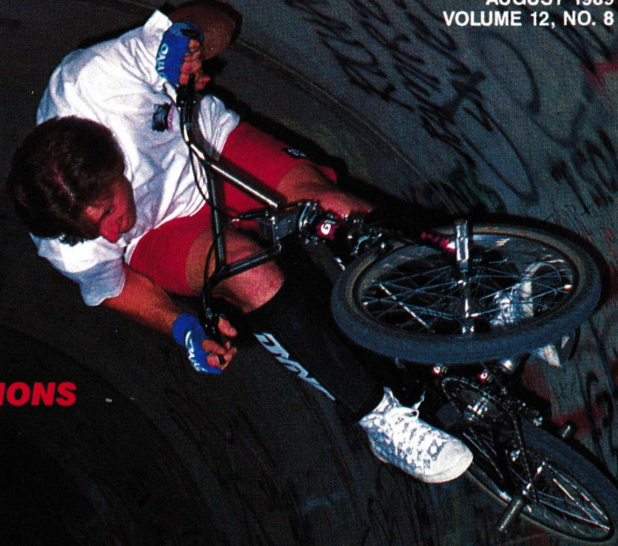
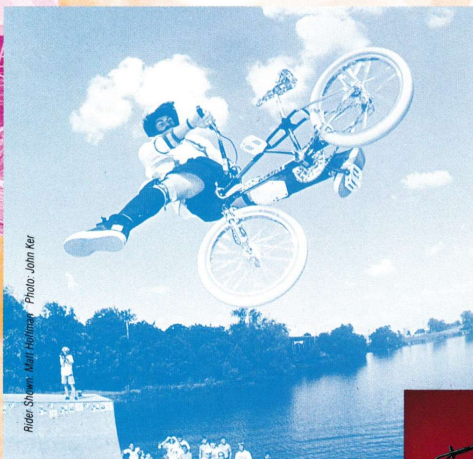
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New-style (ahem!) bike box

ON THE COVER—Mike Ellis, Mike King, Billy Griggs, Matt Hadan, Travis Chipres and Eric Carter showed up for a guest appearance in our six-bike shootout. Both photos by Chris "The Beaver" Huttner. Design by DeWest. Color seps by Valley Film.

ON THIS PAGE—Pennsylvanian Kevin Jones made the most of his short visit to California and carved all over this stormdrain pipe. Photo by Tony Donaldson.

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Tires

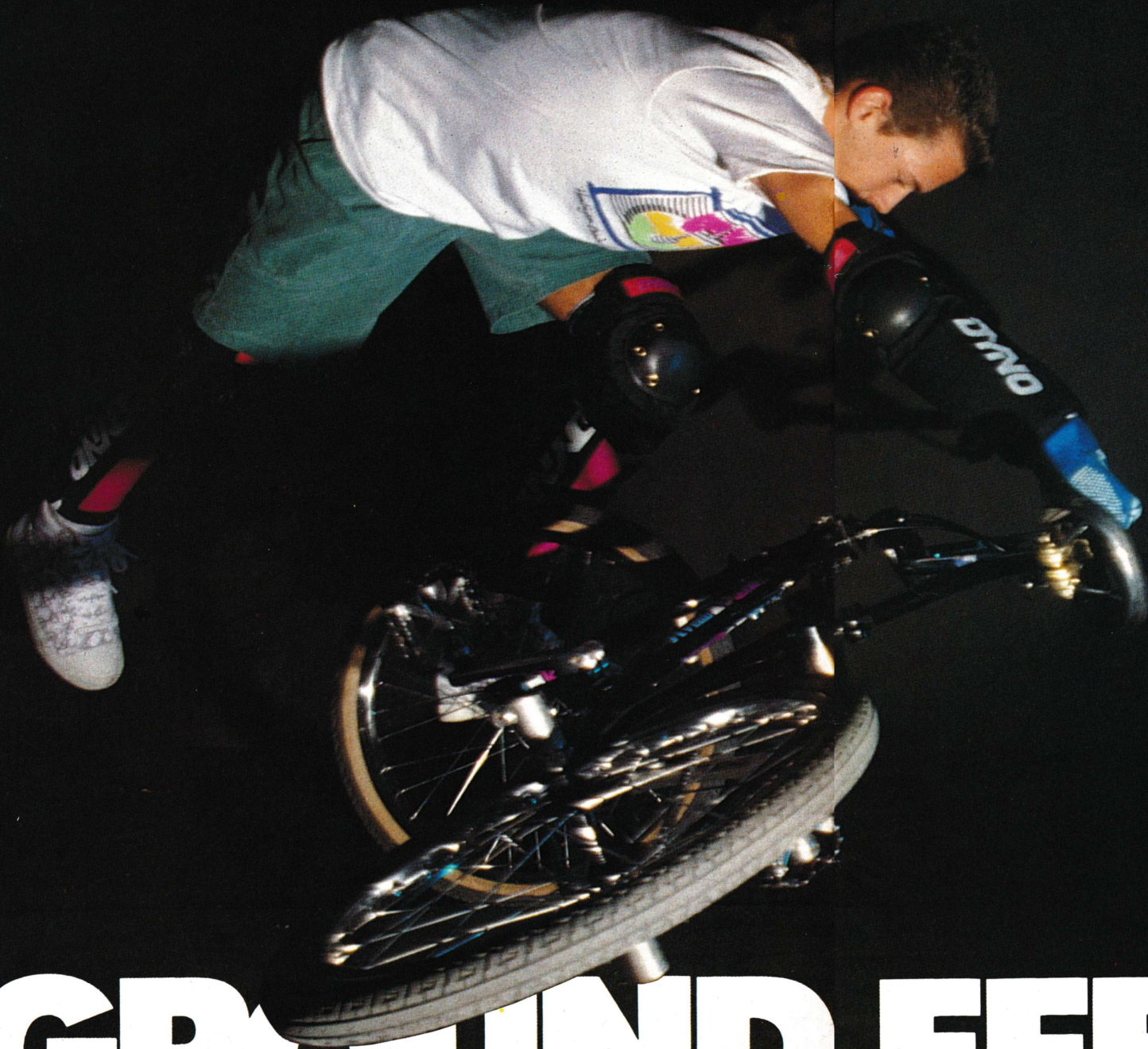


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Not even the force of gravity can slow down Jason Geoffrey when he's aboard the GT Pro Freestyle Tour Team Model. With its GT Superlace hubs, Sun alloy rims, and bevy of bolt-on appendages, GT's Team Model is the most advanced flatlander ever to hit the blacktop. Power Series forged alloy cranks and an American-made 4130 chromoly frameset make Jason's favorite freestyler equally effective in the air.

If every move on your current bike seems like a fight with the laws of nature, get off the ground and on to a new GT — you'll be pleased with the effect.

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# GROUND EFFECTS.

Ride Smart — Always wear a helmet and full safety gear. Send three dollars for a sticker pack and catalog; six dollars for all this and a poster.

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# INSIDE SCOOP

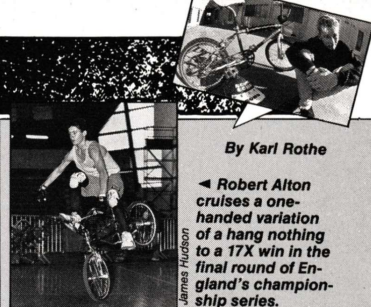


Our own Tony Donaldson experiences a leisurely wheelie aboard Hutch's latest creation.

**HUTCH'S WHEELIE MACHINE**  
 When Richard Hutchins and Dan Hanenbrink put their minds together to come up with something "different" for '89, they ended up creating this wild wheelie bike. It's so new they don't even have a name for it. It features a wheelie bar that's connected to its frame on one end and a skateboard truck on the other. It's made so that you can jump on it and pop a wheelie, rest on the wheelie bars for balance and cruise around in that position, leaning from side to side to turn. Could this be the missing link between BMX bikes and drag-racing motorcycles? For info on this \$250 sensation, write Hutchins Performance Products, 10601 Brentlinger, Louisville, KY 40291.

**PISTOL PETE ON VANS**  
 After a few months of negotiating with Haro to renew his contract for '89, Pete Loncarevich finally decided to jump ship altogether and anchor himself with Vans. Promo man Everett Rosecrans recently filled us in on the news and further commented, "It's a non-pressure situation. We'll send him to all the races and he'll return the favor by racing with Vans colors and promoting us as much as possible." It'll be interesting to see what the future has in store for the new Vans-powered pistol man.

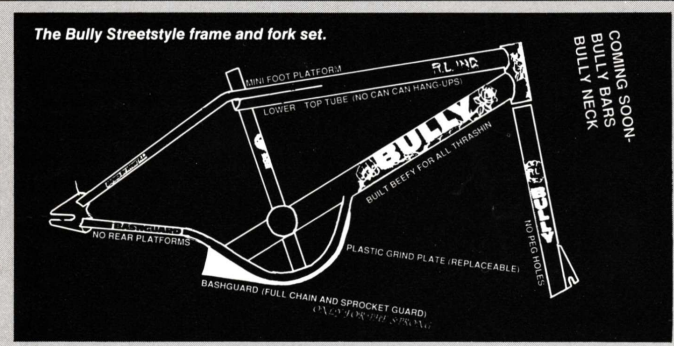
**FREESTYLE'S WAR OF THE STARS**  
 Robin Payne, promotion manager of the North Coast Freestyle Team, has put together a freestyle contest with the largest purse ever—\$20,000. Both amateur and professional riders will be battling for the bucks at the Dome Center in Rochester, New York, on July 15-16 in flatland and ramp categories. More than 500 freestylers are expected to enter, due to the prize incentive. To get the complete lowdown on the event, call or write Robin Payne at P.O. Box 25016, Farmington, NY 14425; (315) 986-3798.



Robert Alton cruises a one-handed variation of a hang nothing to a 17X win in the final round of England's championship series.

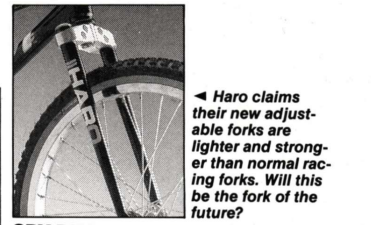
**ENGLISH FREESTYLE**  
 Freestylers in England ended their European Championship Series on March 27, following two days of practice and one day of qualifying. Our live wire, James Hudson, reported that organization was good and riding standards were very high, especially in the younger age classes. Here are the winners:

FLATLAND	RAMPS	OVERALL
Je'rome Julard	13 EXPERT	Je'rome Julard
Mark Atkins	14 EXPERT	Mark Atkins
Lee G. Clark	15 EXPERT	Simon Bennett
Oliver Mathews	16 EXPERT	Oliver Mathews
Robert Alton	17 AND OVER EXPERT	Brian Willis
John Yull	PRO	Karl Denton
Jose Delgado	MASTERS	Michael Canning
		Jason Davies



**THE BULLY BIKE DEVELOPS**  
 R.L. Osborn sent us these plans of his new Bully bike hot off the drawing board. The chassis features all-chromoly construction, a "Bashguard" to protect its chain and sprocket, a replaceable plastic grind plate and a few other modifications to make it as street as possible. He says he's already received and personally tested some prototypes and has come up with pleasing

results. Of course, we'll give you our own evaluation through a complete test in an upcoming issue. The official Bully team has grown to a total of four riders, including Mike Dominguez, Chris Rothrock, Ron McCoy and R.L. himself. The Bully is supposed to be in full production by later this summer. For ordering info write MCS (distributor), 3020 N.W. 25th Ave., Pompano Beach, FL



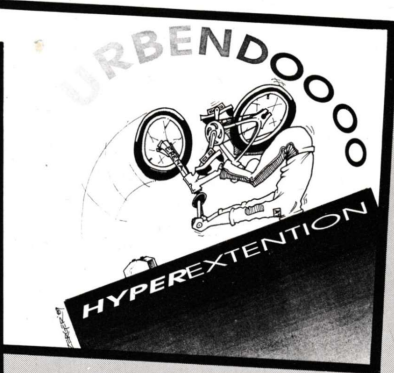
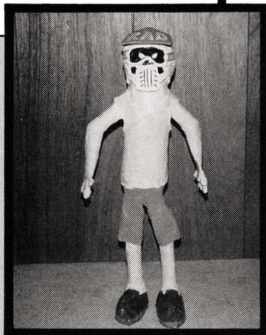
Haro claims their new adjustable forks are lighter and stronger than normal racing forks. Will this be the fork of the future?

**SPY PHOTO DEPT.**  
 Check it out! This is a spec shot of Haro's secret new racing forks. They are claimed to be lighter and stronger than the conventional forks of today. Also, the blades are interchangeable and can be adjusted for a custom rake angle. Mikey King is currently testing out a pair, but when or if they'll go into production is still in the air as of yet.

**★ ODYSSEY / BMX PLUS! ★**  
**WINNATHON**  
 Listen up, folks! For the next 12 months Odyssey and BMX Plus! are giving you the chance to win some cool products. All you have to do is answer the question that'll appear in the "Showcase" section of the magazine each month! Just throw your words of wisdom on a postcard and mail it to us by the deadline shown. It's that easy. Good luck! ★

BMX PLUS! Racer of the Year Terry Tenette and his prize—a new Honda NX125 motorbike. Both were built for speed.

Art by  
Noah Cowgill & Todd Zerger



**READER ART & SCULPTURE OF THE MONTH**

We have two pieces of coolness this month. One is a drawing of a curb end gone sour by none other than megaveteran reader artist **Todd Zerger** of Davis, California, and the other is a papier mache' sculpture of Radical Rick by **Noah Cowgill** of Centerville, Montana. As usual, we had a whole load of great entries, but we somehow did manage to narrow the batch down to these two.

Since we couldn't decide on one over the other, Todd and Noah will share August's \$25 award. If you have an artistic talent like Todd and Noah, don't hesitate to exercise it! It could mean winning our "Reader Art" contest next month, which includes instant fame and money. Send anything with artistic properties to Reader Art, *BMX Plus!*, 10600 Sepulveda Blvd., Mission Hills, CA 91345.



Pipeline—R.I.P.

Bill Batchelor

**THE PIPELINE CRUNCH**

Yup, unfortunately the infamous **Pipeline skatepark** has been bulldozed for good. All that's left now besides tons of rubble (literally) are memories of the many contests and photo sessions held there. But wait, don't bum-out completely.

One of these days skateparks may see a comeback and vertical concrete sessions could again be plentiful. On the other hand, the **halfpipe craze** that's going on now is so hot, maybe skateparks won't be missed. Who knows?

**"2-HIP" CLINICS**

**Ron Wilkerson** is going all out this summer with "2-Hip" projects. His latest creation is a series of clinics he'll be doing along with his brother **Sean Wilkerson** and teammates **Brian Blyther** and **Dave Nourie**. The one-on-one rider instruction period will last for two hours and all the participants will be

treated to a show by Ron and the gang afterwards; street obstacles will be abused and so will the 16-foot-wide quarterpipe they're going to bring along. "Brian and I are going to do some rad doubles stuff!" says Ron. The event will cost around \$30 and riders should sign up early since there will be

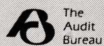
(continued on page 78)



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## AAW, MOM

Dear *BMX Plus!*,

My mom never lets me do tricks. I tell her all the time that I'll be careful, but she always says no. I'm going to keep telling her that I'll be careful and not to worry about me.

**Sarah Lennon**  
Macedon, NY

*Moms always worry about their kids. It's all part of being a mom. Maybe she'll understand more if you'll agree to wear lots of safety gear. Gloves, elbow and knee protection and a helmet tend to set moms at ease; they're a good idea, anyway.*

## OUCH!

Dear *BMX Plus!*,

That picture of Nathan doing a face-plant in the May issue was great! You should have a whole section like that in an upcoming issue.

**Todd the Quick**  
Colowie, NY

PS. How bad was he hurt?

*Nate's fine. He's an experienced rider and knew how to fall in that situation without winding up in the hospital. A whole section, huh? Do you want to ride for us, Todd? If you want to check out great biffs from all forms of wheeled sports, check out CRASH & BURN magazine at your local newsstand. They portray crashing as a hilarious art form.*

## RAD TUNES

Dear *BMX Plus!*,

I have the movie *RAD* on videocassette. I like a lot of the songs in the movie, so naturally I would like to have the soundtrack. I was wondering if you could tell me where I can get a tape of the songs? Thanks!

**Matt Wiggins**  
Bend, OR

*Isn't that music HOT? "Music That You Can Dance To" by Sparks and "Send Me An Angel" by Real Life are still getting airplay at radio stations here in L.A. If you want the album, be-bop down to your favorite record store and look through the "Soundtrack" section. The cassette cover looks just like the videocassette cover.*

## FRENCH CONNECTIONS

Dear *BMX Plus!*,

I can't often read your mag, but I think it's the coolest ever! However, you don't seem to know that we freestyle over here in France, too. So could you talk about us sometime? Hope you guys will write back to me and let us know new tricks, happenings and all that.

**Lionel Mandonnet**  
Asnieres, France



**Marc Soldat, French dirt-stylist extraordinaire, sent in this photo of himself pulling off a no-footed candybar. Not any too shabby!**

Dear *BMX Plus!*,

I'm a French freestyler and dirt-styler, too, and I am sending this letter and photos with the hope one (or maybe two, or three?) photos and my letter would be printed. It's my second dream; the first one is to ride with Eddie Fiola at the Pipeline! In Lyon, where I live, I've got only one friend who likes dirt as much as I do. The track where this action takes place has been destroyed by contractors! Too bad! If anybody would like to be my pen-friend, write me at:

**Marc Soldat**  
90 Rue Racine  
69700 Villeurbanne  
France

*Lionel, Marc, your wishes are our command.*

## THE ARMY NOW

Dear *BMX Plus!*,

I'm writing this letter to let you know how cool your mag is. Right now I'm in

Army basic training. I get out in five more weeks. My mom sends me my mags so I can stay in touch with the BMX world. Your mag really helps keep me motivated.

**Pvt. Harold Wilson**

Ft. Benning, GA

PS. I can't wait to get out of here and start racing again.

*Your country and your magazine are proud of you. Keep the faith, Private!*

## GOING HOME

Dear *BMX Plus!*,

I was a hard-core racer a few years ago, but the guys where I used to live got me into skating. Now, even though I can place well in contests, I still miss the feeling of race day. With this thought in mind, I'm going to start racing again. Even though I will get harassed, I will help people realize that bikes are cool again.

**Ex-Thrasher**

Martinsville, IN

*Just what exactly do you mean AGAIN?*

## ARE YOU A POSER?

Dear *BMX Plus!*,

I'd like to know if a beginner is a "poser," and I am also losing my patience because I can only do simple tricks like tailwhips, pinky squeaks, kind-of-hang fives, fire hydrants and elephant glides. I'd also like to add that if your town is banning skateboarding or freestyle, remember that you dug your own grave. Lie in it or change the way you respect other people. Then things just might change for the better.

**A Concerned Freestyler**

North Olmsted, OH

*A beginner has two roads to travel and he usually decides that before he gets the bike. If he chooses to ride a bike because his friends will think he's cool, he's a poser. If he rides because HE wants to ride, regardless of the amount of freestyle knowledge he presently possesses, he's not a poser. Your attitudes do not reflect those of a poser. □*

*Hey! Stamps only cost a quarter. You probably have access to paper, an envelope and a writing utensil. At this point in your life you must have something to say to the world. "Mailbag" can be your platform (the place where you can voice whatever you want to say). Don't procrastinate! If you write in by midnight last week, we'll send you a free set of Ginsu Knives and a pony about this big. Just write to: *BMX Plus!*, Mailbag, P.O. Box 9502, Mission Hills, CA 91345-9502.*





**A**nyone who says most BMX races are won at the starting gate has never stood by the finish line. If they did, a large number of GT riders would show up to prove them wrong. Thanks in no small part to the quality and superiority of GT's legendary racing equipment, Team GT has won more individual and team titles than any other manufacturer in BMX history — and that's the bottom line.

So, while other riders stay busy practicing their starts, GT winners practice something much harder — humility.



Team GT — The 1988 NBL Manufacturer's Team Champions (l to r) In Hee Lee, Reid Anderson, Mike Ellis, Mike Luna, Dave Milham, and Gary Ellis

# THE BOTTOM LINE IS THE FINISH LINE.

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# ASK THE BMXperts

## GEARED UP TO RACE

Dear **BMXperts**,  
I race, I'm 14 and I weigh about 110 pounds. I use a 43T GT sprocket and it rides good, but I race on a long track. Do you think I should change to a 44/16 or stay with the 43/16?

**Alan Cope**  
Miami, FL  
GT's Lumberjack offers this advice: "Put a 44T sprocket on and try it in practice. See if it feels better than your 43. If it does, stay with it. Otherwise, go back to the 43."—Gary Ellis/GT

## LIVING ON THE EDGE

Dear **BMXperts**,  
Will ACS RL Edge HP tires fit on any rim of the right size? Or do you have to buy RL Edge rims?

**Todd Larson**  
Billings, MT  
We asked the main man at ACS and here are his comments: "The RL Edge tires will fit any standard 20-inch BMX rim. Lots of kids use them on different brands with no problems. They actually stay put really well due to the heavy urea used in the rim bead."—Chuck Stephens/ACS

## SECRET CODES

Dear **BMXperts**,  
I'm just curious—what does the secret code stand for in the Radical Rick episodes (you know, the writing on the sides)?

**Mark Stible**  
Brentwood, OH  
We asked the man behind the "King of Wheeled Radness" your question: "Rad-speak" can be deciphered by astute and watchful devotees. It's a special language, shared by Radical Rick's fans, full of positive messages and inside jokes."—Damian!

## HOW

Dear **BMXperts**,  
I would like to know how to join in races and how much it will cost me.  
**Ryan Pope**  
Harrisburg, NC  
A blazin' Red Line pro recommended the following: "Go to your local bike shop and ask where the nearest track is, then go and check it out. You can usually get a temporary membership at the track that will let you race for up to 30 days. Temporary memberships are about

\$10. A sanction's monthly newspaper, a membership card and number and loads of cool benefits are included for a full membership—around \$25. Standard entry fees range from \$5-\$7."—Billy Griggs/Red Line

If your bike shop isn't much help contact either the ABA, P.O. Box 718, Chandler, AZ 85224, (602) 961-1903, or the NBL, 555 Metro Pl. N., Ste. 524, Dublin, OH 43017, (614) 766-1625.

## IRON OXIDE

Dear **BMXperts**,  
Once upon a time there was a kid who bought a GT Pro Series Team Model. While overlooking it one fine day, he noticed holes drilled at the ends of the forks and top tube just where it's edged off. In the holes was . . . rust! ARRGGGGH! So this kid wrote a desperate letter to (drumroll, please) the **BMXperts**. Now what this kid wants to know is if it can be prevented from spreading before his precious bike is doomed into a pile of iron oxide. Can he get it dialed, so he doesn't have to spend bigger bucks on another frame? By the way, that kid is me!  
**Wes Beauregard**  
Uniontown, OH



Red Line's Billy Griggs and other stars are racing to answer your questions.

We consulted three people in GT's hierarchy and combined their answers for this question: "Try cleaning off the rust with Naval Jelly (available at most auto stores), then spray WD-40 in the holes (with the little red hose). If you must wash your bike, warm, soapy water is fine. A car wash is bad news since water can work its way inside the frame tubes, where it can form rust. Don't leave your bike out in the rain or use it for lake jumping. There's really nothing to worry about if you're careful from now on. By the time your bike manages to rust enough to fatigue the metal, your kids will be riding it with grey hair!"—Gary Turner/Root Girl Slim/McGoo—GT

## SEAL OF APPROVAL

Dear **BMXperts**,  
I have a set of Cosmo-light one-piece cranks. I was wondering if anybody made sealed bearings that would fit them and my Mongoose Californian, and where they would sell them.  
**Scotty Morgan**  
Greensboro, NC  
"Most sealed bearings will fit your cranks and your bike. Just make sure you know the thread size of your cranks before you buy a bottom bracket set. Your bike shop can help you if you aren't sure, and they probably have an assortment of bearing sets to choose from. Mail order is the other choice if local bike shops don't have what you want."—Dr. Rad

How are you going to know the answer to the question that's been scorching inside your cranium unless you ask it? Send in your questions and we'll have your favorite BMX personalities answer them. Yeah, well, we can't get answers to them all, but we will answer the best. Write: Ask the **BMXperts**, P.O. Box 9502, Mission Hills, CA 91345-9502. □

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# TRICK STUFF

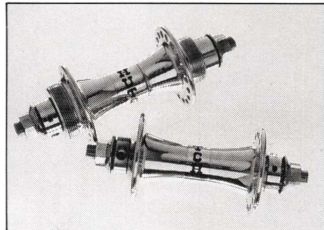
**110% PERCENT BMX**

By: Tim Lillethorup

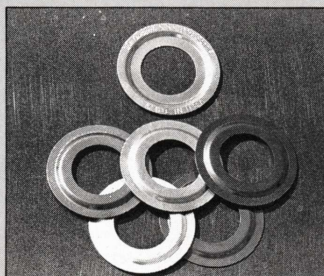
**110% BMX**  
Tim Lillethorup has written a book about BMX racing and all its aspects. He covers a brief history of BMX, bike maintenance, training, racing and success stories—all in about 25 pages. Its original price was \$10; now it's down to \$7 and available through Crescendo Publishing, Dept. BMXP, P.O. Box 3073, Omaha, NE 68102.



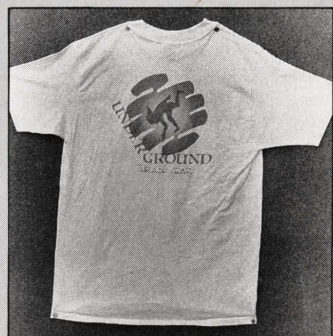
**VISION HIP PACK**  
Yeah, we know they've been around for quite a while now, but not like this! It's the new Caution Hip Pack from Vision and features Vision's new "Shredder II" logo. They're great for carrying car keys, skate keys, spare change, wallets, military secrets and small domestic rodents. If this photo was printed by Ted Turner, you'd see that it's actually bold yellow and black. Suggested retail is \$14. If you can't find 'em at a local bike or skate shop, try Vision, Dept. BMXP, 1395-S. Lyon St., Santa Ana, CA 92705.



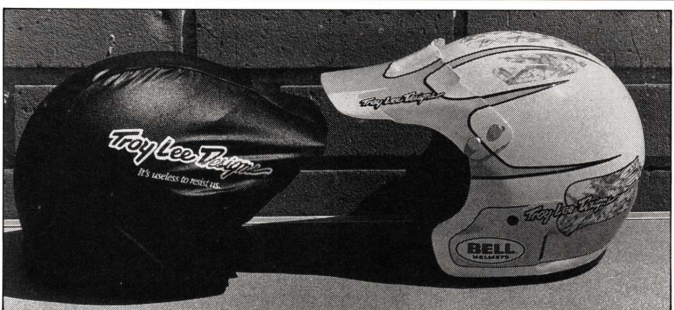
**HUTCHINS HUBS**  
Hutchins Performance Products introduces their "new" 36-hole aluminum hubs. They're American-made and feature heat-treated hollow chromoly axles, sealed bearings, bearing locks and a flip-flop rear hub (which can allow quick gearing changes by just turning the wheel around). Retail price will be under \$100. Write for more scoop to Hutchins Performance Products, 10601 Brentling Ln., Louisville, KY 40291; (502) 239-0636.



**DIRT SKIRT**  
What the heck is a Dirt Skirt? Well, it's not a dress badly in need of a wash. It's a little piece of 5052 aluminum, designed by mad scientist Brian Scura, to keep dirt and crud out of your headset bearings. They're available in silver, blue, red and gold. This handy-dandy product won't starve the national economy. They're a mere buck-and-a-half from your local bike shop. For more info (or to send fan mail), write to Brian Scura, 13566 Yockey St., Dept. BMXP, Garden Grove, CA 92644; (714) 891-4114.



**UNDERGROUND T-SHIRTS**  
These shirts are billed as "T-shirts for the very active." They come in four different, colorful designs: "Thrasher Dive," BMX, Freestyle and Skateboarding. Sizes are small through extra-large. The price? \$11.95 plus \$1.50 shipping (that's \$13.45). We lucky California residents also have to add six percent sales tax. They're available from Underground, P.O. Box 7923, Dept. BMXP, Redlands, CA 92375-1123.



**TROY LEE STICKERS**  
Troy Lee is cutting back his business to only 500 custom-designed helmets per year, but for those of you who want that "Troy Lee" custom look without paying the big bucks, Troy offers "Sticky Colors" helmet stickers in day-glo colors. For \$32 you get a helmet cover, graphics, billet screws, a visor and Troy's Hi-Performance adhesive stickers. Color combos available are blue and pink, yellow and blue, and blue and green. We've got one here at the office and our test force digs it. Troy Lee Designs, 1985 Aviation Dr., Dept. BMXP, Corona, CA 91720; (714) 371-5219.

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HEY, YOU, COME OVER HERE & MEET...

Team 'Goose: Shelby James (left), Sam Arellano (top), Travis Chipres (center), Eric Rupe (right).

# TEAM MONGOOSE

An inside look at the 'Goose gang!

By Tony Donaldson

□ **mongoose** (mon'goos) *n.* [East Indian name] 1. An Indian mammal, quick-eyed and agile, having a long, thick tail and feeding on snakes, rats, etc. 2. A factory team consisting of Eric Rupe, Travis Chipres, Sam Arellano and Shelby James.

Since this is *BMX Plus!*, not *Mammals Weekly*, let's check out definition two.

Mongoose is a part of Service Cycle Bicycle Co. Mongoose bicycles and frames have been around since before the beginning of this decade. The Mongoose factory team has been around for about that long, also. The four guys who are presently on the team were hand-picked by Dave Custadero, Mongoose's team manager.

Dave is the guy who makes things happen for the team. His duties include booking travel and hotel arrangements, dialing in entry fees and making sure the guys have all the equipment they need. He takes care of everything so that the team can concentrate on racing and promoting.

Ability is one thing Dave looks for, but the second thing that's just as important, if not more important, is how well they get along with the kids at the track. Mongoose riders must be the type who will be more than happy to talk to or answer questions from anybody, even after

losing an important moto.

Bike design at Mongoose is the duty of former BMX star Kevin Jackson. He takes some input from the riders, some from Dave and some of his own, and creates and designs the entire Mongoose BMX line.

## RACERS

Eric Rupe has been racing since he was 11. He turned pro at the tender age of 14. Now, at 26, he's 'Goose's veteran pro. Eric lives in Spring Valley, California, with his wife Kathryn and his three sons (oldest to youngest), Eric Matthew, John David and Kevin Phyllip. He told us he and his wife have "no plans whatsoever" to add any more. Eric's non-BMX activities include training (weights, chasing his kids around the house), roller blades, motorcycling, four-wheeling in the desert, basketball, golf and women (his wife, okay?).

Does this guy keep himself busy or what? When we asked if there was anything that he particularly wanted the world to know about him, he replied, "Yes. The most important thing for me is that people see a difference. The difference is that I'm a Christian."

Dave described Travis Chipres as the "Pied Piper of BMX." Travis is a really friendly guy who's always ready to talk to kids, or anyone else, for that matter.

Trav rides his bike from about 9 a.m. 'til dark. When not riding around or doing starts at the Bicycle Center (his bike shop sponsor), he'll occasionally take time out for a game of volleyball. He joined 'Goose a couple of months after he turned AA Pro (early 1986) and is a regular in the Pro and Pro Cruiser mains. You might say he's always ready to go riding. He likes to ride with anyone and everyone. Trav seems to have no trouble getting along with people. "Except D.D. Leone. We aren't getting along too well lately," he claims, alluding to a few on-track disputes they've been having.

Sam Arellano is the oldest amateur on the team. Last year he captured the FIAC 17 & Over World Championship title and was national number nine in his class in the NBL. He's somewhat renowned for his sleeping habits.

"I don't sleep as much as everybody thinks," he explains. "Everybody calls me after I get home from school. I usually take a nap from 2:00 'til around 4:30."

How many hours do you sleep at night? "About eight."

This Lawndale, California, high school senior has it too rough. His first school class is surfing, then he goes home briefly, then to school for guitar lessons, then English and government. With such a hectic day, no wonder he naps.

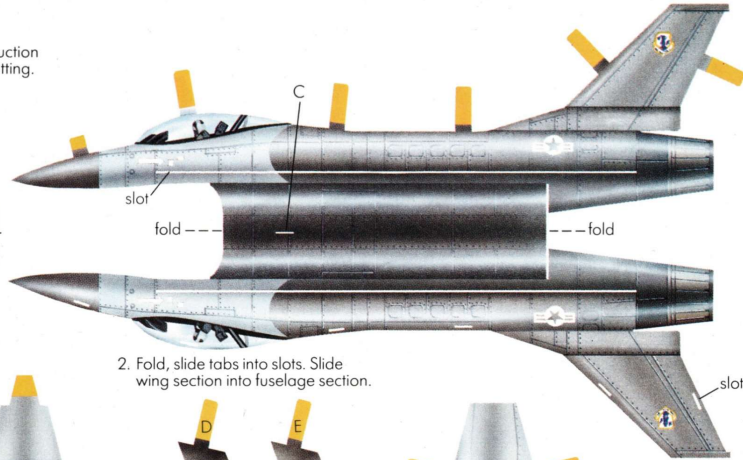
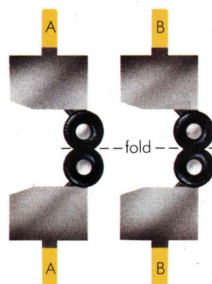
Fifteen-year-old Shelby James is the only member of the team not living in California. Shelb's a resident of the other coast, residing in Florida. He's been racing for ten years—World Champion in his class for four, World Champion in Cruiser for three and has been on Mongoose for the past two. The full-circle opposite of Travis, Shelby only rides his bike "once in a while," mostly when he races. This high school freshman plays varsity basketball and plans to play pro ball later. Basketball certainly doesn't get in the way of his racing, seeing how he spends most of his racing time out in front.

When not racing or playing basketball, Shelby hangs out with friends, listens to rap music or thinks about his next race. He also has a girlfriend, Shannon, a 20-year-old North Carolinian who makes it to most of the races. He met her at a race and they've been dating for close to a year now. If he could have anything he said printed, it would be "Hi, Shannon!"

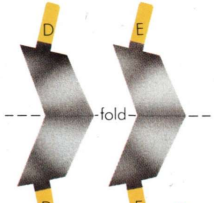
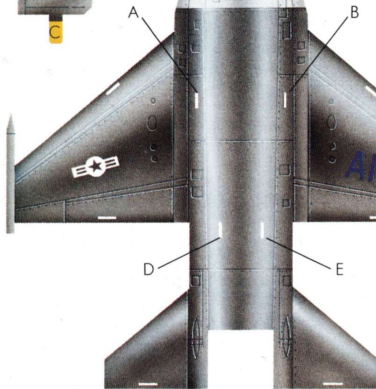
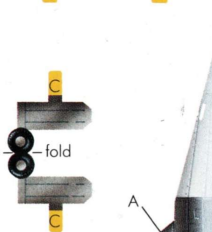
## WRITE ON

These guys are not only amiable in person, but Dave gets fan mail all the time for the guys. He forwards 'em so each and every letter gets sent to whom it is intended. They all enjoy it. They're a friendly bunch, so the next time you see one of 'em, don't be afraid—walk right up and say, "Hi!" □

1. Glue page to heavy construction paper and let dry before cutting.



2. Fold, slide tabs into slots. Slide wing section into fuselage section.



3. Insert lettered tabs into matching lettered slots.



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Ta-da! The project streetstyle bike in completed form. ▶



□ Daily streetstyle adventures can have some harsh effects on your bike unless you deliberately protect it from foreseeable damage. By modifying your bike to adapt directly to street riding, it'll be able to handle more abuse from hardcore sessions. To elaborate on this matter, we talked to a few streetstyle experts to see what they do to make their own bikes last. Then, with the info we collected, we built up a streetstyle machine that should definitely satisfy the needs of the average rogue.

## ESSENTIAL ADDITIVES

We started off our weapon with a full-chromoly, freestyle frame and fork set. Since freestyle bikes are made to handle a lot more punishment than race bikes, the popular vote was to go with a freestyle chassis. Next, we added a chromoly laid-back seatpost and chromoly handlebars; we didn't cut any corners on strength. We then threw in a 1-1/4-inch flex fighter to hold the extra-long stem in place and two quick-release

*Staffhollic Karl Rothe built up and bashed the project streetstyle. Here he takes it through a foot-planted exercise. Exit—stage reverse.*

seat clamps to keep the seatpost from going anywhere. To make it mobile, we included a pair of genuine Tuff Wheels which we dressed in a coaster brake, 20" x 2.125" street tires and thorn-proof tubes. Chromoly one-piece cranks were then added to turn a solid power-disc and bolt-on sprocket. Finally, we topped the whole pup off with front and rear axle pegs.

## THE CREATION

The bike we came up with is a lot of fun and we've already taken it through a few sessions. It's a well-rounded ride that can handle almost any aspect of streetstyle. You can convert your current ride into a street weapon, too, if you make the proper modifications. It does not take much, but it certainly can produce a more functional ride. It did for us! □

## THE TOP-TEN LIST FOR CONVERSIONS

- 1. Full chromoly frame and fork set. Reason: Strength.
- 2. Stem flex fighter. Reason: To keep stem from bending, breaking, etc.
- 3. Two seat clamps. Reason: To reduce the flex that tends to crack that part of the frame.
- 4. No detangler, yet regular Pott's mod. Reason: Less maintenance with the option of being able to rotate bars 360 degrees.
- 5. Tuff Wheels or 48-spoked wheels. Reason: Wheels that can take a lot of punishment and will last.
- 6. 20" x 2.125" tires. Reason: To absorb more shock for smoother riding.
- 7. Thorn-proof tubes or Mr. Tuffy tire liner. Reason: To prevent flats by pinching tubes from hang-ups and the like.
- 8. Coaster brake. Reason: More trick options where solid braking is needed. Also, backpedaling is not required when rolling backwards (e.g., from a fakie wallride).
- 9. Solid power disc. Reason: For handling the abuse of various sprocket tricks.
- 10. Front and rear axle pegs. Reason: Grinds and other lip trick variations. •







# PIPE DREAMS & CEMENT SCENES

◀ Danny Hubbard preferred a "nuclear" scene on this day and made himself comfortable with a rolling handstand.

Brett Hernandez and all his brothers showed up for this night session, but since Brett is the only rider, all his bros just hung out and watched with mixed reactions. ▶

An empty pool is an invitation for you and your bike to dive in and take a swim. Chris Potts lays it flat in Vista, California. ◀

Struttin' their stuff for her majesty Queen Mary (the oversized canoe in the background) are Jeff Cotter and Danny Hubbard. Their subliminal message is that riding zones are where you find them. ▼

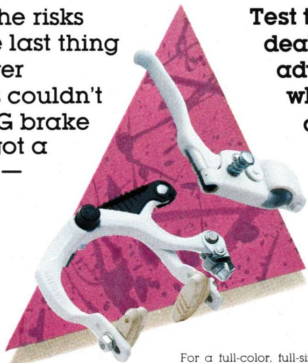


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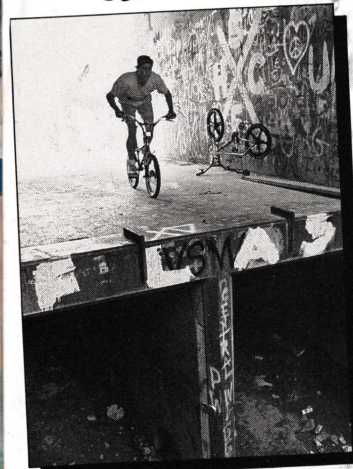
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PIPE  
DREAMS  
&  
CEMENT  
SCENES



Brian Blyther isn't much for having obstacles hold him back—obviously.

Photos by Bill Batchelor.



PIPE  
DREAMS  
&  
CEMENT  
SCENES



**Upper left:** When being a couch potato gets to be too much for Derek Oriee, he relaxes by doing this: Candybar abubaca underneath a major L.A. street.

**Above:** Ron Camero slaps a fakie bank ride only to land and increase his next challenge.

◀ A local Lakewood, California, shredder takes a moment to imitate Hugo Gonzales. Wedges like this one have endless possibilities.

**Lower left:** Chris Potts has discovered a whole mess of empty swimming pools near his stomping grounds. So, if you're ever in his vicinity, look him up and he just might let you in on his carving fun.

**Below:** Chris Potts introduced Brian Blyther to this dry swimming pool and Brian introduced the pool to this super chicken. Boy, the way some things work out . . .



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FAST =

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HUTCH  
PERFORMANCE

PIPE  
DREAMS  
&  
CEMENT  
SCENES



The time is ten o'clock—Brian Blyther style. □  
Photo by Bill Batchelor



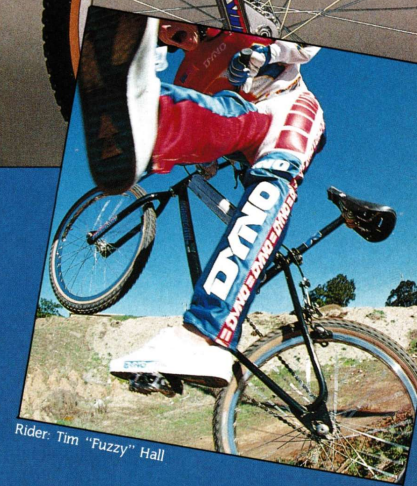
Kevin Jones gyrates a pipe that is a host to many adventure-seekers like himself. It's called a storm drain and one just may be residing in your neighborhood. ▶

# Limited seats still available.



If you want a hot dog, sit by the snack bar. If you want to win races, climb aboard this — the all-new Robinson Pro Team Model. *BMX Action* magazine's Number One Bike\* is the fastest racer ever to hit the dirt — and two-time NBL Number One Pro Greg Hill can prove it.

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Rider: Tim "Fuzzy" Hall

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\*As voted in the 1989 NORA Cup reader's poll

UNDER \$250 SUPER SIX-BIKE . . .



# SHOOTOUT!

□ Those of you who are in the market for a low-end BMX bike have definitely come to the right place. Our mission this month was to take the top BMX bikes under \$250 and shoot them out head-to-head to expose what's available in the low-bucks BMX scene.

We rounded up six brand-name bikes and tested them over a two-day period at the Simi Valley BMX Track in Simi Valley, California. Factory riders Eric Carter, Travis Chipres, Matt Hadan, Billy Griggs, Mikey King and Mike Ellis attacked the bikes on the first day and the *Plus!* test force (a.k.a. the thrash committee) finished the bikes off on the second day. We've broken down the shoot-out into individual tests on each bike so that you can compare each ride easily. What you'll find are our specific evaluations on various subjects which were heavily influenced by the opinions of all the riders who took part in the examinations.

Now, let's face facts. If you're looking for a bike to suit your needs, we can't choose it for you and neither can anyone else. Only you know what will function for you. We've simply provided a service with this shootout for you to be able to make a confident BMX purchase. Clear enough? Good. It's all up to you now. Start shooting.



GT vs. HARO vs. RED LINE vs. DIAMOND BACK vs. MONGOOSE vs. SCHWINN





## DIAMOND BACK ASSAULT



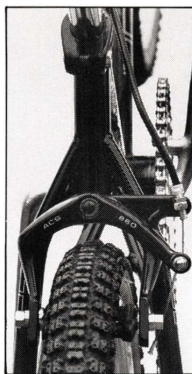
• **APPEARANCE AND DESIGN:** The hardcore-looking paint job and graphics give it a race-ready look. The frame has killer angles—really functional. The wishbone design adds to its appeal. The bars have an excellent design, too. The brake caliper and lever are cool and so are the tires.

**ACCELERATION:** It's right in the mid-

dle of the scale for pickup. It feels good, but it actually isn't all that quick. The long cranks are deceptive.

**SPEED JUMPING:** Fast and easy describe it best. The front end is nice and hard to pull up, so it swoops jumps with no sweat.

**JUMPING (air and style):** It's an agile jumper, no doubt about it. It can take



◀ The ACS brakes did a good job of slowing down the Assault and the wishbone frame design made for cool looks and one tough brake mount.

variations of all kinds. It feels natural; there's almost nothing to get used to or compensate for.

**OVERALL HANDLING:** It rides and feels great. The frame design is comfortable, the brakes are sweet and the tires stick well on most every surface.

**OVERALL IMPRESSION:** We think this bike is the best for an overall rider. It doesn't lean toward any specific element of BMX, but it covers all the bases and keeps coming back for more.

**WEIGHT:** 25 pounds.  
**PRICE:** \$220. •

## RED LINE 400D



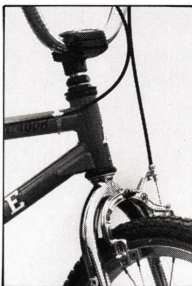
• **APPEARANCE AND DESIGN:** It looks beefy, like a really solid bike. The geometry is the classic formula that has been proven over the years. The legendary fork design stands out, and front and rear quick-release brakes are way cool. It looks like an expensive ride.

**ACCELERATION:** It's hard to wind out the gear, so it's fast on straights. Out of

the gate, it's hard to get jamming because it's difficult to power a bike that feels so small.

**SPEED JUMPING:** It would be better if the stem had a longer reach. That would compensate for the mellow head tube angle and make it more controllable.

**JUMPING (air and style):** It's an excellent jumper—no problems at all. Since it



◀ The mega-tough 400d was equipped with a head tube gusset legendary to Red Line framesets; however, it was also equipped with a short-reach stem that may never see legend status.

feels small, it's easy to throw around in the air.

**OVERALL HANDLING:** The combination of the head tube angle, the rake on the forks and the placement of the fork's dropouts makes it hard to pilot through berms. It's not all that quick and so it has to be forced to hold a line when cornering. It's like a solid ride overall, though. It's not a small bike; it just feels that way. An extra-long stem could cure that problem.

**OVERALL IMPRESSION:** We feel that this bike is the best jumper and we'd aim it toward a rider who rides hard and puts a lot of harsh demands on a scoot.

**WEIGHT:** 25-1/2 pounds.  
**PRICE:** \$230. •

# CAN/AM FREESTYLE 1989 TOUR



From Moose Jaw to Miami and Sepulveda to Saskatchewan — the GT and DYNO Factory Teams are spanning North America on the wildest stunt bike extravaganza ever! Freestyle fanatics around the continent will shriek in amazement at the freakish flatland and aerial atrocities of Joe Johnson, Dave Voelker, Kevin Jones, Dino DeLuca, Gary Pollak, Brett Hernandez, and more! Special T-shirts and team posters will be available at every show, and free stickers will be thrown by the thousands. A GT/DYNO freestyle show is an experience you don't want to miss, so call your nearest dealer for information and details today!

GT Bicycles, Inc.  
17800 Gothard St.  
Huntington Beach, CA 92647



Other shops in Canada and the U.S. are hosting GT/DYNO freestyle shows — call your nearest dealer for more details!

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Bowling Bicycle/Pasadena, TX	(713) 472-6651
Bike Haus/Hot Springs, AR	(501) 525-4500
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Calumet City Schwinn/Calumet City, IL	(312) 891-2600
Cycle Works/Alpharetta, GA	(404) 993-2626
Centerpoint Bikes/Birmingham, AL	(205) 853-9652
Eddy's Cycle/Stow, OH	(216) 363-2747
Frankford BMX/Girard, OH	(216) 545-0392
Henry's Bicycle Shop/Wilmington, DE	(302) 654-0361
Kelly's Bicycle Shop/Sepulveda, CA	(818) 891-9288
La Mirada Bike Shop/La Mirada, CA	(213) 946-3394
Lou's Bicycles/Seminole, FL	(813) 398-2453
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Schererville Schwinn/Schererville, IN	(219) 322-2122
The Bicycle Shop/Pleasant Valley, NY	(914) 635-3161
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\*Riders present at each show will vary. Call your dealer for details.

Send three dollars for a GT catalog and sticker pack.

'89 GT/DYNO SUMMER TOUR AUG. 6th

'89 HARO SUMMER TOUR JULY 29th

These are mail order prices only.

All bicycles should be assembled by an authorized dealer.

# Rockville

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FREESTYLE BMX MOUNTAIN BIKES SKATEBOARDS

FREESTYLE BMX MOUNTAIN BIKES SKATEBOARDS

SHOOTOUT!



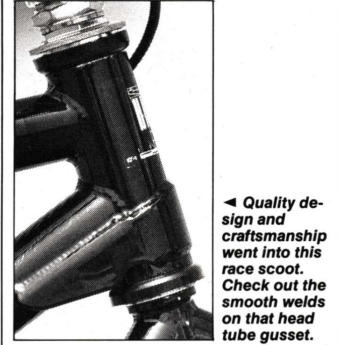
• **APPEARANCE AND DESIGN:** The angled top tube and the wishbone frame design make it look super modern. It's the most race-looking frame. The front end sits unusually high and is a bit awkward, even with the stem all the way down.

• **ACCELERATION:** It's really fast. It feels almost as fast as an expensive

bike. It's great out of the gate and way fast on straights.

• **SPEED JUMPING:** It has a light front end, but once you get used to it, power and control are there.

• **JUMPING (air and style):** It feels like it's going to loop out, but it doesn't. It holds its balance well in the air; it just psyches you out. Also, there's plenty of



◀ **Quality design and craftsmanship went into this race scooter. Check out the smooth welds on that head tube gusset.**

leg room over the top tube to stretch variations.

• **OVERALL HANDLING:** The high, light front end takes some getting used to. It feels strange at first, especially when speed jumping. It's an amazingly fast bike in both the low-end and high-end modes.

• **OVERALL IMPRESSION:** We consider this bike the best for a rider who strictly races. It has all the ingredients for speed and, with some adapting, handling, too.

• **WEIGHT:** 26 pounds.

• **PRICE:** \$210. •



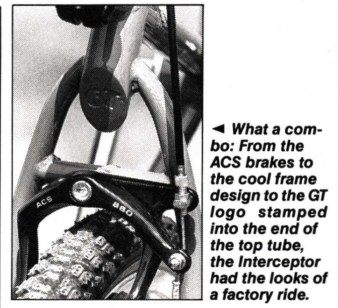
• **APPEARANCE AND DESIGN:** Its appearance is the closest to a factory bike. It seems like a sponsored rider would own it. The graphics are bright; they fully stand out. The GT logo embedded into the rear of the top tube and the fork droppouts is a stylish plus.

• **ACCELERATION:** Its low-end torque is a bit dull, but it feels better as the

gear winds out. It snaps out of the gate fine; it's just a little delayed on power after the first few pedals to just before you're jumping.

• **SPEED JUMPING:** The front end likes to wheelie on command, which makes for great maneuvering over jumps. It doesn't pull any surprises.

• **JUMPING (air and style):** It's fully dis-



◀ **What a combo: From the ACS brakes to the cool frame design to the GT logo stamped into the end of the top tube, the Interceptor had the looks of a factory ride.**

ciplined in the air. It's a little harder to throw around because of its larger size, but it executes variations well despite this.

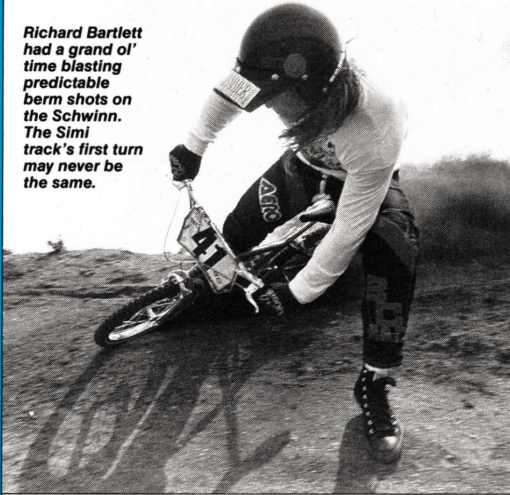
• **OVERALL HANDLING:** It turns a tad slow because of its mild head tube angle, but it's easy to ride overall because the geometry is pretty basic.

• **OVERALL IMPRESSION:** We feel this bike is the most professional because of its large setup and factory looks. It's definitely an attention-getter. It can be set up to adapt to most any level rider—from beginner to advanced. Its range is very flexible.

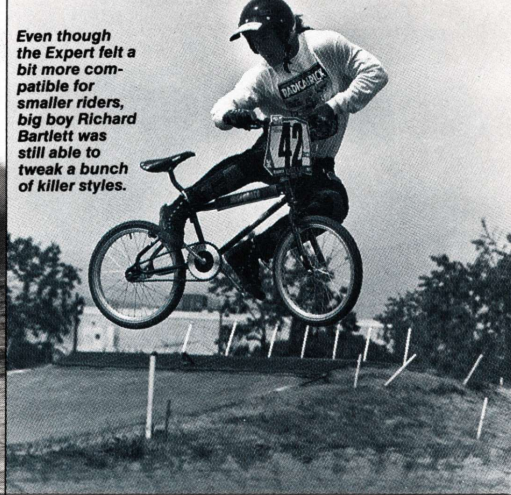
• **WEIGHT:** 25-1/2 pounds.

• **PRICE:** \$230. •

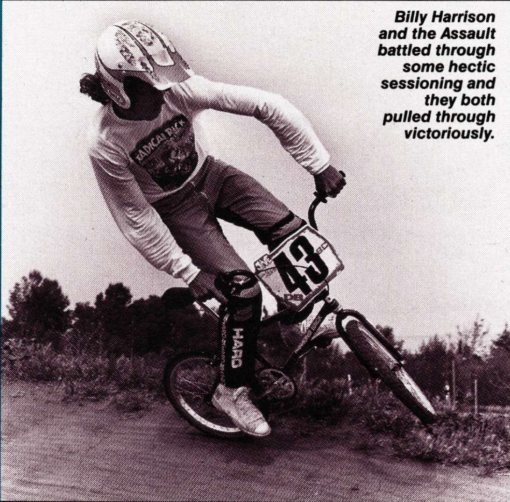
Richard Bartlett had a grand ol' time blasting predictable berm shots on the Schwinn. The Simi track's first turn may never be the same.



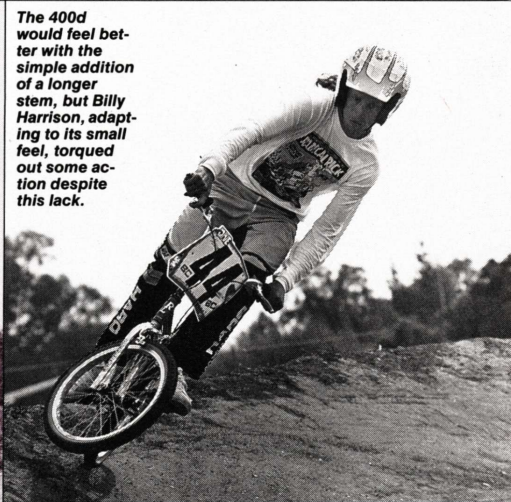
Even though the Expert felt a bit more compatible for smaller riders, big boy Richard Bartlett was still able to tweak a bunch of killer styles.



Billy Harrison and the Assault battled through some hectic sessioning and they both pulled through victoriously.



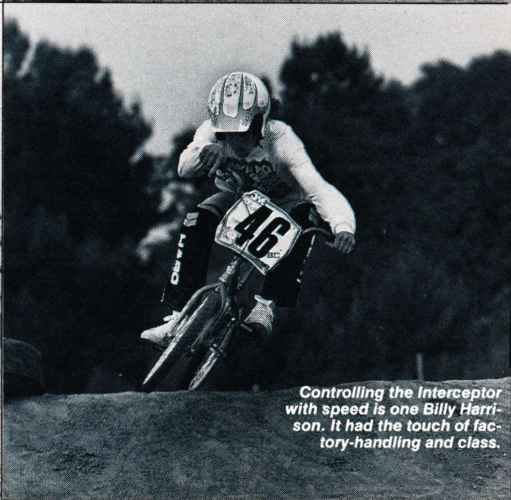
The 400d would feel better with the simple addition of a longer stem, but Billy Harrison, adapting to its small feel, torqued out some action despite this lack.



Billy Harrison throws some style into the Group 1C's session. It handled the track exactly the way Billy directed it to.



Controlling the Interceptor with speed is one Billy Harrison. It had the touch of factory-handling and class.



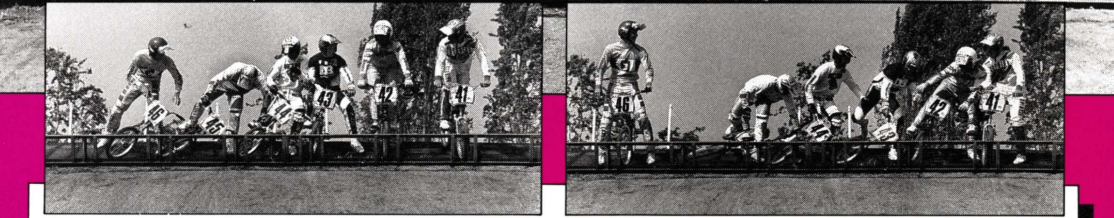
# RACE PROVEN



At Diamond Back we design bikes for the racer in you. Everything that goes into our race bikes has come out of winning National after National. The Assault, Silver Streak and Reactor have proven they can take the rough and tough world of national caliber BMX racing. Walk into your local DB dealer, and race out.

Matt "The Master" Hadan  
The winningest amateur in 1989  
on a Reactor.

**DIAMOND BACK**  
RATTLE THE COMPETITION



"Riders ready! Pedals ready! Wait, hold everything. Mike Ellis, will you please keep your dominos to yourself?" ☐

FRAME AND FORK	SCHWINN SX-1000	MONGOOSE EXPERT	DIAMOND BACK ASSAULT	RED LINE 4000	HARO GROUP 1C	GT INTERCEPTOR
Type	Racing, 20", age range 10 and over	Racing, 20", age range 10 and over	Racing, 20", age range 10 and over	Racing, 20", age range 10 and over	Racing, 20", age range 10 and over	Racing, 20", age range 10 and over
Frame design	Single 1-1/4" O.D. top tube, single 1-3/8" O.D. down tube.	Single 1-1/8" O.D. top tube, single 1-1/8" O.D. down tube, wishbone rear triangle design	Single 1" O.D. top tube, 1-1/4" O.D. down tube, wishbone rear triangle design	Single 1-1/4" O.D. top tube, single 1-1/4" O.D. down tube	Single 1-1/4" O.D. top tube, single 1-3/8" O.D. down tube, wishbone rear triangle design	Single 1-1/4" O.D. top tube, single 1-3/8" O.D. down tube
Frame construction	High-tensile steel.	Tri-moly (front triangle chromoly, rear triangle high-tensile steel)	Tri-moly (front triangle chromoly, rear triangle high-tensile steel)	Tri-moly (front triangle chromoly, rear triangle high-tensile steel)	High-tensile steel except for chromoly seat tube	Tri-moly (front triangle chromoly, rear triangle high-tensile steel)
Fork construct./design	Tubular high-tensile steel, 1" O.D., leading axle design.	Tubular chromoly, 1-1/8" O.D., centered axle design.	Tubular tapered chromoly, 1" O.D., leading axle design.	Tubular chromoly, 1" O.D., leading axle design	Tapered tubular high-tensile steel, 1-1/8" O.D. to 1" O.D., leading axle design	Tubular chromoly, 1" O.D., leading axle design.
Wheelbase	34-1/2" to 35-1/2"	35" to 36"	35" to 36-1/4"	35-1/2" to 36-1/2"	35" to 36"	36" to 37"
Bottom bracket height	11" (center to ground)	11" (center to ground)	11" (center to ground)	11-1/2" (center to ground)	11" (center to ground)	11-1/2" (center to ground)
Chainstay length	15-1/2" (center of bottom bracket to midpoint of rear dropouts)	15-1/2" (center of bottom bracket to midpoint of rear dropouts)	14-1/2" (center of bottom bracket to midpoint of rear dropouts)	15-1/2" (center of bottom bracket to midpoint of rear dropouts)	14-1/2" (center of bottom bracket to midpoint of rear dropouts)	15" (center of bottom bracket to midpoint of rear dropouts)
Steering head angle	74°	75°	75°	73°	73°	73°
Seat tube angle	70°	73°	70°	69°	71°	70°
<b>WHEELS</b>						
Rims	Femco, alloy, 36-spoke	Mongoose Pro Class, alloy, 36-spoke.	Sumo, alloy, 36-spoke, silver	Alloy, 36-spoke	Sumo, alloy, 36-spoke	Femco, alloy, 36-spoke
Hubs	Femco, steel, low-flange	Joy Tech, steel, low-flange	KK, steel	Steel, low-flange	Chang Shin, 20" x 1.75", front and rear	Steel, low-flange
Tires	Schwinn Predator, 20" x 2.125", front and rear.	Cheng Shin, 20" x 1.75", front and rear	Diamond Back, 20" x 1.95", front and rear	Cheng Shin, 20" x 1.75", front and rear	Cheng Shin, 20" x 1.75", front and rear	Chang Shin, 20" x 1.75", front and rear
Freehub	Lida, 16T, black	Sunfour, 16T	Shimano, 16T	Sunfour, 16T	Sunfour, 16T	Sunfour, 16T
<b>DRIVE TRAIN</b>						
Pedals	Victor VP-303	HTI-A26, replaceable plastic ends	Victor, beartrap type	Victor VP-300	Victor VP-767	Victor VP-673
Cranks	One-piece steel, 165mm	One-piece steel, 165mm	One-piece chromoly, 180mm	One-piece chromoly, 175mm	Anlun, steel, 175mm	One-piece high-tensile steel, 175mm
Front sprocket	Steel, 44T	Tracer alloy compact disc, 43T	Steel Lun Chi chainring, 43T, steel spider	Alloy chainring, 44T, steel spider	Haro Uni-directional alloy sprocket, 43T, steel spider	Alloy chainring, 43T, alloy power disc
Bottom bracket	Steel, caged bearings	Chin Haur, steel, caged bearings	Steel, caged bearings	Steel, caged bearings	Anlun, steel, caged bearings	Steel, caged bearings
Chain	KMC, 1/2" x 1/8"	KMC, 1/2" x 1/8"	KMC, 1/2" x 1/8"	KMC, 1/2" x 1/8"	KMC, 1/2" x 1/8"	KMC, 1/2" x 1/8"
<b>STEERING</b>						
Grips	Schwinn YO!	Mongoose Pro Class, Krypton rubber.	Diamond Back, Krypton rubber	A'ME Tri-type	CoUnion, A'ME Tri-type	GT/A'ME, low-flange
Handlebars	Schwinn, high-tensile steel, 27" width by 9" rise	Mongoose, high-tensile steel, 27" width by 8-3/4" rise	Diamond Back, high-tensile steel, 27" width by 8-1/2" rise	Red Line, high-tensile steel, 28" width by 8" rise	Haro STD, high-tensile steel, 28-1/2" width by 9-1/2" rise	GT, high-tensile steel, 28-1/2" width by 9-1/2" rise
Stem	Hain Lung MX-550, alloy clamp, chromoly shaft	Polytech, alloy clamp, chromoly shaft	Polygon, alloy clamp, chromoly shaft	Alloy clamp, chromoly shaft	Haro Group I, alloy clamp, chromoly shaft	GT, alloy clamp, chromoly shaft.
Headset	Steel, caged bearings	Chin Haur, steel, caged bearings.	Steel, caged bearings	Steel, caged bearings	YST, steel, caged bearings	Steel, caged bearings
<b>SEATING</b>						
Seat	Velo Gripper	Mongoose VL-275	Viscount	Red Line	Viscount Group I	GT
Seatpost	Straight, high-tensile steel	Snake-post style, high-tensile steel	Diamond Back, straight, high-tensile steel	Straight, steel	Anlun, straight, high-tensile steel	GT, straight (for production bikes), high-tensile steel.
Seatpost clamp	Steel	Lee Chi, alloy	Diamond Back, alloy	Peregrine, alloy	Anlun, alloy	GT, alloy
<b>BRAKES</b>						
Callipers	Chang Star 890A in front, Chang Star MX-1000 type in rear.	Lee Chi 901-type in front, Lee Chi 1001-type in rear.	ACS 860, rear only	Chang Star MX-1000 type, front and rear	Odyssey 1999, rear only	ACS 860, rear only
Lever	Chang Star Tech-4 type	Lee Chi	ACS Tangent, hinged clamp	Chang Star	Odyssey RX-2	Die-Compe Tech 6
WEIGHT	26 lbs.	24-3/4 lbs	25 lbs.	25-1/2 lbs.	26 lbs.	25-1/2 lbs.
<b>ACCESSORIES</b>						
	C.P.S.C. equipment	Three-piece pad set	Donuts	C.P.S.C. equipment	C.P.S.C. equipment	C.P.S.C. equipment
PRICE	\$190	\$210	\$220	\$230	\$210	\$230
<b>COUNTRY OF ORIGIN</b>						
	Taiwan	Taiwan	Taiwan	Taiwan	Taiwan	Taiwan
<b>COUNTRY OF ORIGIN</b>						
	Schwinn Bicycle Co. 217 Jefferson Chicago, IL 60606	Schwinn Bicycle Co. 23879 Madison St. Torrance, CA 90505	Western States Imports 4030 Via Pescador Camarillo, CA 93010	Satellite Bike Supply 7620 S. 192nd St. Kent, WA 98032	Haro Cycles 6060 Corte del Cedro Carlsbad, CA 92009	GT Bicycles 17800 Gothard Ave. Huntington Beach, CA 92648

# How to catch a native.

If you want to catch one of these natives, you'd better be wearing Vans.



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# MEET THE STREET

## The street scene gets judged!

By Karl Rothe

□ Questions concerning the true identity of streetstyle have come up a lot in recent months and they basically all grind down to the same main question: Is streetstyle bound to be a nationally organized sport? That may be the direction it's taking with Ron Wilkerson's "Meet the Street" series, but while it's still somewhat in limbo, all anyone can do is generate predictions on where it will go.

Sport or not, organized or unorganized, we here at *BMX Plus!* focus mainly on streetstyle as being an ideal outlet for riders to enjoy a pressure-free atmosphere. It's a style of riding where people don't have to look perfect, ride perfect or be too serious. It breaks the monotony for riders who take the regular aspects of freestyle for being real sports—flatland or ramps. So far it seems to be doing very well for most riders' sanity.

### ACTUAL FACTUALS

The first Swatch-sponsored 2-Hip street fest was a one-day event. It was held in conjunction with a ten-speed roadrace in downtown La Jolla, California. Qualifying started at high noon and



the finals started around 6:00 p.m. There were two classes: "good" and "great." Eddie Roman and Kevin Martin built almost all of the portable street ramps—about eight altogether. There was also a portable wall propped up against a street light, a bench for serious grinding and, yes, even a Cadillac Seville parked in the middle of the riding area to use and abuse. A total of about 45 riders entered the jam, but only nine made the cut to the "good" class and only eight made it to the "great" class. "Everybody was rad, not only the guys who made it to the finals," Wilkerson commented. Riders flocked from all over to participate in the contest, including England's Jess Dyrenforth and Craig Campbell, Pennsylvania's Gary Pollak, Kevin Jones and Mark Eaton, and New York's Joe Gruttola, along with regular resident California sessioners. Fortunately, injuries were few with only Dave Voelker and George Smoot sustaining harsh-enough wounds to be forced out of further jamming.

### THE FINALS

Many riders were smokin' hot in the final runs of the day, but there wasn't much stress floating around over who was going to dominate—despite the \$1500 purse up for grabs for the "great" dudes. Everyone had a pair of two-minute runs to attack the artificial terrain to the best of their abilities. There were many highlights throughout the eve-

ning, including some downright chaotic moments. Car smashing, wallride manipulation, lip-trick insanity, peg and sprocket grinds and major launch-ramp lofting were performed by nearly every rider. The sessioning lasted late into the evening, which left the local law enforcers a bit unhappy. When Wilkerson himself finally turned in the last run of the day, a spectator stretched out the contest a bit more by taping a \$20 bill to the street light above the wall. Yup, you guessed it, the finale of the contest was an intentionally provoked high wallride session for a cash prize. Mike Krnaich ended up with the winning attempt by blasting straight up the wall, snatching the dough and crashing back to earth. It was insane! Both the crowd and the other riders lost control. Mike was mobbed by frenzied fans.

*Eddie "The Caveman" Roman's moves were far from primitive at the "2-Hip" jam. Wall-walk action by the aggro one. ▶*

All in all, it was a fun contest. In fact, everyone had such a good time that most people left before the results were even announced. It didn't seem like anyone even cared who won. Now that's weird. It goes to show you—sometimes you just have to say, "Why stress?"



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**STREET**



Spoke Jeans hung up his camera equipment for a bit to session with the boys. Here the soul rider successfully lofts a channel crossing.



Kevin Jones is doing pretty darn good these days: a full freestyle sponsorship, original tricks only a privileged few have ever seen and true natural ability that sets him apart from the rest. Ahhh, that's the life!

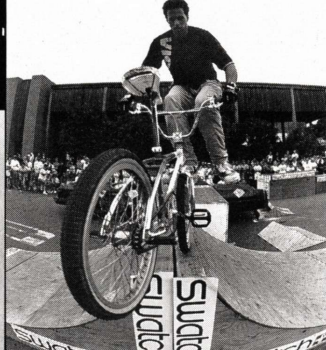
Of course, Martin Aparijo would never plant an abubaca on a regular parked car, but for this contest the Caddy was fair game.



# STREET



Mark "Lungmuck" Eaton is one brave cat. He came all the way out from Pennsylvania to ride and risk it all.



Even flatland man Woody Itson didn't hold back this day. Tallwhip drop-in . . . just because.



Aggression was pumping through Chris Day's veins during each of his runs. Living with Pete Augustin must be wearing off.

There was a killer assortment of ramps to attack. Dino DeLuca found this one to be quite abusable. ▶



Crazy Kevin Martin blared his voice all-day-long to keep the contest flowin' and in semi-control. A job well-done.

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Team Master	409.95
Haro 1989 Race Bike	
Group 2	149.95
Group 1C	164.95
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Team Signature	479.95
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Street Scene	188.95
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Peregrine Pro	
W/Mags	169.95
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GT Pro	21.95
GT Performer	21.95
Hutch Pro	21.95
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Haro F/S	23.95
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Odyssey	8.95
Shot Gun III	8.95
GT	5.95

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Odyssey Laid Back	6.50
Tech Seat Clamp	3.95
GT Seat Clamp	3.95
DK Seat Clamp	6.95
Tioga Q.R.	10.95

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Dia Compe Bulldog	\$ 12.95
Dia Compe FS-850	12.95
Dia Compe FS-883	18.95
Odyssey Pit Bull	15.95
Odyssey 2000	11.50
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Odyssey 2001	14.95
Dia Compe AD-990	14.95
Dia Compe AD-992	21.95
ACS Tangent	8.95
Peregrine Jaws	14.95

**PEDALS**

Hutch Hi Caliber	\$ 11.95
MKS Graphite X	11.95
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Odyssey Pedals	14.95

**ROTORs**

Odyssey Gyro	\$ 12.95
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Skyway Spinmaster II	18.95
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Gyro Replacement	
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AME Tri	2.50
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Hammer Knee Pad	24.95
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Dyno Shin Pad	24.95
Dyno Knee Pad	19.95
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Prices Subject To Change

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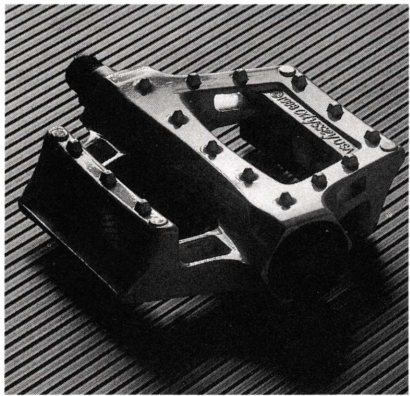
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STREET

NorCal's Mike Kraich peaked higher on the wall than anyone else. This is the same guy who invented handrail slides on a bike. Maybe that's what he uses that homemade sprocket guard for. ▶



RESULTS: GREAT CLASS SCORE WINNINGS

1. Craig Campbell	86.18	\$500
2. Eddie Roman	83.37	325
3. Todd Anderson	83.25	200
4. Craig Grasso	81.50	150
5. Vic Murphy	79.87	100
6. Danny Schow	79.31	75
7. Chris Day	78.38	75
8. Ron Wilkerson	74.87	75

RESULTS: GOOD CLASS SCORE

1. Jess Dymenforth	77.75
2. Gary Pollak	75.50
3. Mark Eaton	75.44
4. Mike Kraich	75.31
5. Danny Hubbard	75.25
6. Kevin Jones	74.50
7. Joe Gruttola	73.88
8. Mike Kiranryk	73.56

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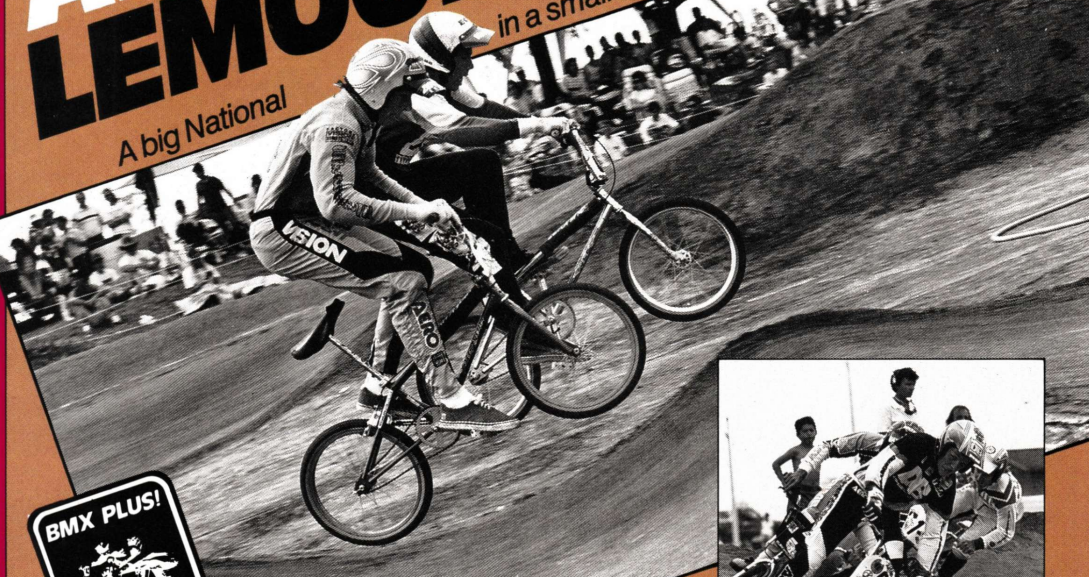
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# ABA LEMOORE

A big National

in a small California town Story & photos by Tony Donaldson



Kenny May and James Prichard were trading leads all weekend long.



Matt Hadan, followed by Dave Cullinan and Eric Carter, corners his way into winning the 17 & Over Open class Sunday. ▶

□ Where is Lemoore, California (geographically speaking, that is)? We had to ask that question ourselves and ended up consulting good ol' Mr. Atlas (the map book, not Charles Atlas—geeze!). Lemoore is a small town just a tad south of dead-center California. That means it's about 3-1/2 hours north of Los Angeles. Population: 13,650. All the hotels (of which there are few) were booked months in advance; the next closest towns are Visalia and Fresno. Visalia's hotels were booked up quickly, too, leaving many people traveling to Fresno (some 40 minutes away) to try to find a place. The people who had it easiest were those who brought motor homes or camped out in the grass lot next to the track.

When we arrived, Friday night's practice was underway. Charles Townsend said the track was smooth, rad and really fast. He was running a 45-tooth sprocket and was on his way to his car to change it to a 46. As a matter of fact,

a lot of people commented on how fast the track was.

The typical U-inside-a-U was the basic layout of the track, with two speed jumps and a stretched-step jump in the long first straight, a sweeping first turn, a speed jump and a set of doubles right before the tight, slick second turn. The short third straightaway had one jump before the third and final turn, and the short sprint to the finish line was interrupted by a small set of doubles.

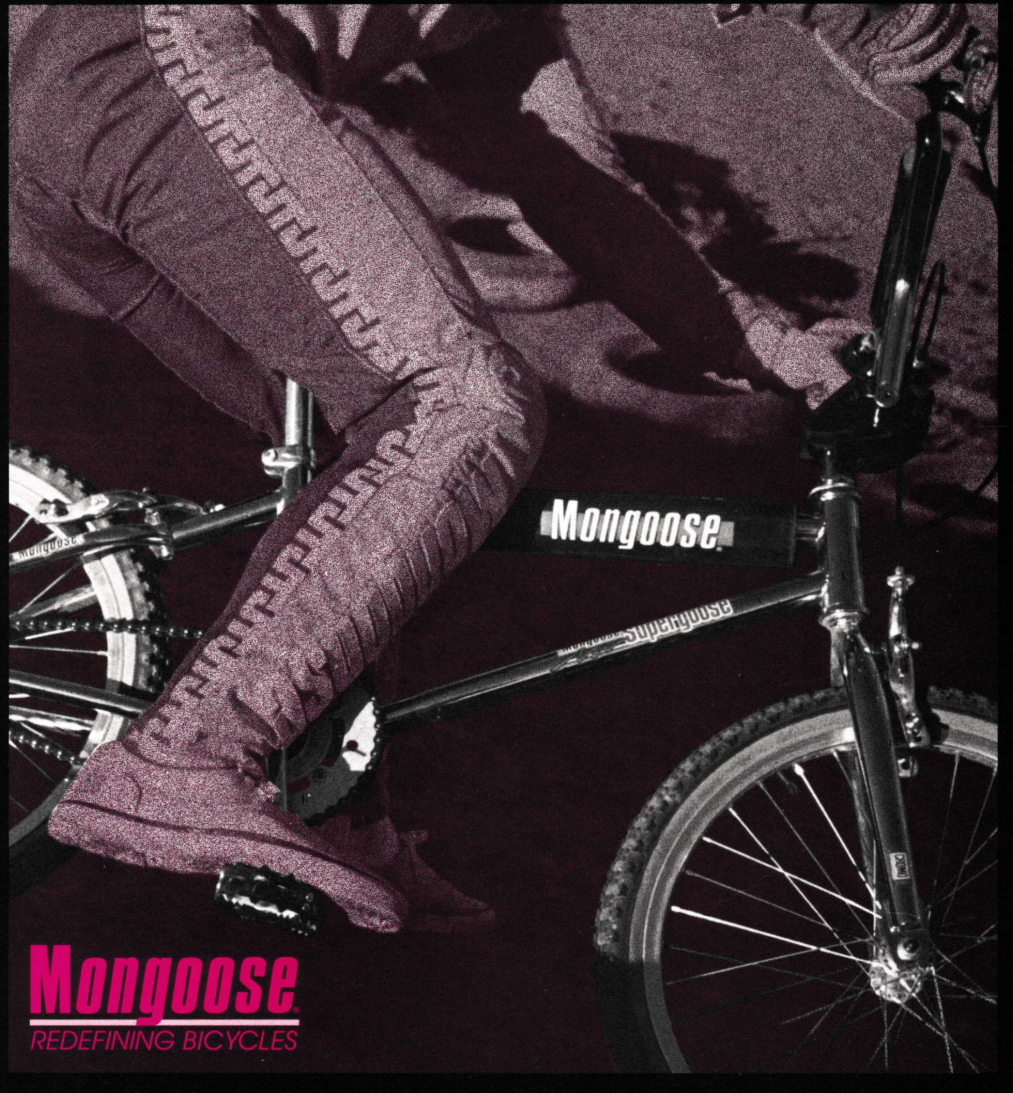
The track was bordered by a colorful display of tents and all sorts of unusual happenings were about to be unfolded. Some of the Revcore riders were scooting around the pits in recumbent bikes (the kind with three wheels that you have to lie down in to pedal). Mr. Donnell, Jeff Donnell's dad, was play-fighting with Dave Cullinan, which drew a crowd of laughing onlookers as Dave kept losing and his new shades were nearly destroyed. Dave Milham was recovering from chicken pox and was

proudly displaying the remains of this dreaded affliction. He grossed several out with his mention of the scabs falling off when he showered—*yecch!*

Poor Doug Seazell. He's the owner of Simi Bike Works and he showed up at Lemoore with his son and a pal of his. Unfortunately, the two brand-new, custom mini-moto machines (worth around \$1500) that he brought along for them to race didn't complete the ride north. Doug thought they were secured, but an observant motorist pulled him over and told him that he'd lost some equipment. After returning to the underpass where the bikes had made their escape, Doug found out that a truck driver had picked them up and had decided not to return them. If he's reading this, I'm sure Doug would like to have them back, no questions asked.

Todd Corbitt huffed and puffed and blew enough of his comp away to take top five in the AA Pro class both days. ▶





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# LEMOORE

Friday night after practice a few people discovered the cruise strip in Visalia. Some of those same people didn't get enough sleep before the races on Saturday.

## HEAT OF THE HEATS

Clear blue, smog-free rural skies provided plenty of sunshine and heat. Saturday's biggest-class-of-the-day award went to the 17X class. The first round of motos made it obvious who was going to be hot for the weekend. Eric Carter blasted a holeshot in 17 & Over Open and fired around the track until the second turn, where he discovered how tricky and slippery the rock-hard berm was. Surf punk Sam Arellano then took charge and made the main. Galen Starlin was back in full force and showed no sign of his bout with Guillain-Barre, proving it as he smoked his comp in his first cruiser moto.

## PRO ACTION

More than one or two of the pros looked hot. Terry Tenette, Charles Townsend, Mikey King, Todd Corbitt and Gary Ellis were the hottest competitors. Mikey hadn't been racing with the same desire since his injury—he had fire in his eyes all weekend.

Out of 239 motos, the last three were the AA Pro class. At the end of the third

round of motos, in the second group of pros, something unusual happened. All of the pros went down one by one—all the pros, that is, except Todd Blaser. Todd didn't need the process of elimination to win. He was looking good at this point, too.

In the third round of the A Pro main, Brian Lopes was in the lead but flew off the backside of the second berm because he was high-sided. After the incident, someone said Brian might as well have had a target painted on his back due to the other rider's bad sportsmanship. Lopes and his assailant nearly exchanged fists after the moto was over (it didn't look like it was initiated by Brian), but were stopped by an ABA official. The whole ordeal resulted in Lopes getting second, being disqualified from the next day's race and Sam Arellano winning a buck off of teammate Eric Rupe for a bet. Eric later said, "Yeah, Sam finally won something!"

Charles Townsend was on! Consistency and going plain ol' quick paid off for him. Todd Corbitt was doing really well, too, but when it came right down to it, Charles had the consistent top placings to win the AA Pro class.

That night even more people discovered the cruise strip and took advantage of it, and a few more didn't quite get eight hours of sleep.

## HARLEY DAY

In addition to the smell of fertilizer permeating the air from nearby farms, another feature of Lemoore seemed to



Nick Liberatore (2) finished his number most of the weekend.



▲ Steve Veltman, the man who took the 17 Expert class by the horns, also had the slippery second turn wired. Sitting down into turns may not seem like the hot ticket, but it sure was here.



be the large gangs of bikers everywhere one looked. They were riding around on their Harley-Davidsons in groups of 10-20 and were impossible to miss on the freeways.

The beginning of Sunday's 243 motos started at 9 a.m. In the first round of 17X motos, Kenny May got the holeshot and led the pack to the last turn where James Prichard passed him up, and he ended up losing by half a wheel. It was the start of a bad day for Kenny.

The wrath of the second turn took its toll on a lot of the Novice classes. It swallowed a few riders almost every moto. Even the top experts and pros slid out—or over. Its glassy-smooth surface was black from tire marks and seemed to have an insatiable appetite.

On Saturday, Terry Tenette moved into the top spot on the Yamaha Leader Board with 74 points. He has already won one motorcycle (from our "Racer of the Year" election) and if he gets more he "may open up his own motorcycle business."

Other miscellaneous items of interest included Percy Owens racing with a ten-

▲ What in the world is THAT?!? These little three-wheeled scooters were pretty popular for goofing around in the pits. "Speedo" was using it for more serious pursuits.



# LEMOORE



Darn these overcrowded parking lots! One tough thing about Nationals is finding a place to put your bike between motos. Then there's figuring which one's yours right before motos start . . .

Terry Tenette made five out of the six Pro Class mains and won Pro Open and Pro Cruiser Sunday. Charles Townsend (2) just plain smoked the AA Pro class both days. □▶



Photo by [unreadable]

SATURDAY		16 CRUISER		9 & UNDER CRUISER 9 GIRLS		7. Tobey Cobb/EP Racing	
1. Charles Townsend/Diamond Back	\$640	Eric Jones	\$500	Veronica Ring	\$65	8. Todd Corbitt/Auburn-Dyno	\$50
2. Todd Slavik/Ga Racing	\$360	Ty Godleski	\$300	Katie Simpson	\$50	17 & OVER EXPERT	
3. Mike King/Haro	\$210	David Duarte	\$200	Steve Veltman		Jeremy Daley	
4. Gary Ellis/GT	\$180	15 CRUISER		Dave Cullinan		Jason Jacobs	
5. Todd Corbitt/Auburn-Dyno	\$145	Shelby James		Parnell Haley		Shawn Dimos	
6. Todd Blaser/Robinson	\$110	Diana Bowling		Tracy Cawver		11-12 OPEN	
7. Terry Tenette/Vans	\$90	Justin Green		Christy Homa		In Hee Lee	
8. Shawn Texas	\$80	Dwayne Stoumbaugh		Christina McDonald		15 EXPERT	
A PRO		14 CRUISER		14 GIRLS		7 GIRLS	
1. David Latimer/Eagle Attack	\$680	Charlie Davidson	\$500	Charlie Davidson	\$500	Tanya Moore	\$500
2. Brian Lopes	\$290	Mike Haupt	\$300	Kim Ross	\$300	Heather Burns	\$300
3. Shane Wimberly/AXO	\$225	Percy Owens	\$200	Fumiko Cummins	\$200	Kristy Sheehan	\$200
4. Danny Millwee/Vans	\$195	13 CRUISER		13 GIRLS		Todd Steen	\$200
5. Scott Matual/Pete's	\$155	John Newbury	\$180	Mapuana Naki	\$180	Justin Green	\$200
6. Stan Ruple/Profile	\$115	Jason Giffoglione	\$150	Teri Nelson	\$150	15 OPEN	
7. Dave Lucas	\$100	Nick Liberatore	\$100	Amy Gannata	\$100	Chris Acaccia	\$100
8. Alan Foster/Wheel Power	\$80	12 CRUISER		12 GIRLS		Shon Schoer	\$100
PRO OPEN		11 CRUISER		11 GIRLS		Buggy Hunter	\$100
1. Billy Griggs/Red Line	\$420	Sean Jones	\$300	Lori Barclay	\$300	9-10 OPEN	
2. Mike King/Haro	\$240	Alexis Vergara	\$200	Kim Bozart	\$200	14 OPEN	
3. Brian Lopes	\$145	Mikey Hanner	\$150	Charco Tallant	\$150	Dustin Lindberg	\$100
4. Glenn Pavlovsky	\$120	10 CRUISER		10 GIRLS		Larry Cambra	\$100
5. Todd Blaser/Robinson	\$95	Nick Brungardt	\$80	Laurie Judd	\$80	Gary Houseman	\$100
6. Greg Hill/Robinson	\$70	Shea Pierce	\$70	Daphna Howard	\$70	6 & UNDER OPEN	
7. Terry Tenette/Vans	\$90	Jesse Stark	\$50	Alma Marie Haskins	\$50	13 EXPERT	
8. Mahlon Abrams/Zeroline	\$50	FACTORY TEAM TROPHY		1. Boss	\$500	31-40 CRUISER	
PRO CRUISER		2. Revcore	\$300	2. Revcore	\$300	11 EXPERT	
1. Kevin Hull	\$180	3. Vision/Free Agent	\$200	3. Vision/Free Agent	\$200	Bill Dumas	\$100
2. Cecil Johns/Boss	\$120	SHOP TEAM TROPHY		1. Moby Dick	\$250	Bob Hayes	\$100
3. Todd Corbitt/Auburn-Dyno	\$90	1. Moby Dick	\$250	2. DM Racing	\$150	11 EXPERT	
4. Ron Pettit/Vans	\$70	2. DM Racing	\$150	3. Tru Colour/Titan	\$100	Sean Jones	\$100
5. Terry Tenette/Vans	\$60	SUNDAY		AA PRO		Alexis Vergara	\$100
6. Eric Ruple/Mongoose	\$50	1. Charles Townsend/Diamond Back	\$870	1. Charles Townsend/Diamond Back	\$870	Mike Champion	\$100
7. Todd Slavik/Ga Racing	\$40	2. Cecil Johns/Boss	\$500	2. Cecil Johns/Boss	\$500	10 EXPERT	
8. Ron Anderson/Vans		3. Billy Griggs/Red Line	\$300	3. Billy Griggs/Red Line	\$300	Shaun Pierce	\$100
17 & OVER EXPERT		4. Todd Corbitt/Auburn-Dyno	\$250	4. Todd Corbitt/Auburn-Dyno	\$250	Nick Brungardt	\$100
Eric Carter		5. Gary Ellis/GT	\$200	5. Gary Ellis/GT	\$200	Imants Vinerts	\$100
Matt Hadan		6. Glenn Pavlovsky	\$150	6. Glenn Pavlovsky	\$150	17-21 CRUISER	
Dave Cullinan		7. Mike King/Haro	\$130	7. Mike King/Haro	\$130	Aron Nelson	\$100
16 EXPERT		8. Travis Chipes/Mongoose	\$100	8. Travis Chipes/Mongoose	\$100	Josh Luopa	\$100
Dave Milham		A PRO		PRO OPEN		Mitch Pyle	\$100
D.J. Finney		1. Sean Riblett/Profile	\$770	1. Sean Riblett/Profile	\$770	Larry Cambra	\$100
Brandon Allen		2. Alex Pflug	\$440	2. Alex Pflug	\$440	Nigel Von Trotha	\$100
15 EXPERT		3. Billy Harrison/Peddlower	\$265	3. Billy Harrison/Peddlower	\$265	Dustin Randolph	\$100
Dustin Lindberg		4. Eric Bartholus/Auburn-Dyno	\$225	4. Eric Bartholus/Auburn-Dyno	\$225	15 CRUISER	
Shelby James		5. Ron Pettit/Vans	\$171	5. Ron Pettit/Vans	\$171	Shawn Dimos	\$100
Todd Steen		6. Dave Latimer/Eagle Attack	\$130	6. Dave Latimer/Eagle Attack	\$130	Justin Grise	\$100
Robert Zahnow		7. Dawson Griffin/White Bear	\$110	7. Dawson Griffin/White Bear	\$110	Todd Steen	\$100
14 EXPERT		8. Jeff Donnell/Hutch	\$90	8. Jeff Donnell/Hutch	\$90	Dugan Niel	\$100
Mike Riley		PRO CRUISER		NOVICE CLASSWINNERS		16 CRUISER	
Robyn Balocchi		1. Terry Tenette/Vans	\$545	1. Terry Tenette/Vans	\$545	Dave Duarte	\$100
Mike Haupt		2. Billy Griggs/Red Line	\$315	2. Billy Griggs/Red Line	\$315	Ty Godleski	\$100
13 EXPERT		3. Glenn Pavlovsky	\$185	3. Glenn Pavlovsky	\$185	Ryan Shuba	\$100
Mike Luna		4. Charles Townsend/Diamond Back	\$155	4. Charles Townsend/Diamond Back	\$155	16 EXPERT	
Nick Liberatore		5. Sean Riblett/Profile	\$125	5. Sean Riblett/Profile	\$125	7 GIRLS	
Jason Donnell		6. Shawn Texas	\$90	6. Shawn Texas	\$90	Heather Bruns	\$100
12 EXPERT		7. Todd Blaser/Robinson	\$80	7. Todd Blaser/Robinson	\$80	Tanya Moore	\$100
Mike Hajek		8. Mike King/Haro	\$65	8. Mike King/Haro	\$65	Nike Taban	\$100
Steve Veltman		FACTORY TEAM TROPHY		NOVICE CLASSWINNERS		6 & UNDER GIRLS	
Chris Eudaley		1. Terry Tenette/Vans	\$435	1. Terry Tenette/Vans	\$435	Danielle Madden	\$100
Ryan Crupi		2. Mahlon Abrams/Zeroline	\$250	2. Mahlon Abrams/Zeroline	\$250	Eric Royley	\$100
11 EXPERT		3. Cecil Johns/Boss	\$150	3. Cecil Johns/Boss	\$150	Laurie Judd	\$100
Robyn Balocchi		4. Eric Ruple/Mongoose	\$125	4. Eric Ruple/Mongoose	\$125	Daphne Howard	\$100
Shea Pierce		5. Todd Slavik/Ga Racing	\$100	5. Todd Slavik/Ga Racing	\$100	Robin Gleybe	\$100
Jesse Stark		6. Ron Anderson/Vans	\$75	6. Ron Anderson/Vans	\$75	9 GIRLS	
						Katie Simpson	\$100
						Veronica Ring	\$100
						Shannon Narog	\$100
						16 CRUISER	
						Duane Davie	\$100
						17 & OVER: Robert Bull	\$100
						18: Mike Ching	\$100
						19: Kalema Golden	\$100
						20: Doug Hunter	\$100
						21: Tim Batchelder	\$100
						22: Carlos Silva	\$100
						23: Ryan Kleefisch	\$100
						24: Devin Piwicane	\$100
						25: Shawn Giffoglione	\$100
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THE FOURTH ANNUAL  
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# FREESTYLER OF THE YEAR

Wilkerson wins again



Ron and his daughter, Tiffany. Hey, Ron, how long will it be before Tiff has a bike and a helmet? ▼

□ Ron Wilkerson is the "top dog" with the popular freestyle world for the second time in a row, easily defeating all the rest of the entrants. This man has a wife (Stacy), a daughter (Tiffany), two houses, credit for inventing some of freestyle's raddest maneuvers and the vertical freestyle empire known as the 2-Hip King Of Vert Series. Ron created the K.O.V. contests and now promotes and runs it from his new house with the aid of pal Kevin Martin. He spent the last year making the K.O.V. series even better and still found the time to tour for Haro and compete in the AFA Masters Series ramp contests. He crashed hard and suffered a head injury at the AFA Finals last fall, so he took a little time off, recovered and is back in full force now.

To top his year off, Ron has won our coveted Freestyler of the Year election —again! He's now proud owner of a hot new Honda NX125 dual-purpose motor-

cycle. It'll be good for those long trips between his two houses (about a quarter-mile each way).

When we announced this contest, we told you that the "Freestyler of the Year" wasn't the only one who would be getting a rad prize. Some of you, our faithful readers, get some prizes, too. The winners of our cool freestyle bike giveaway are (insert drum roll here):

- GT Pro Freestyle Tour . . . . . Jeremy Peterson Johnson City, TN
- Dyno Pro Compe . . . . . Jarrett Schultz Orangevale, CA
- Mongoose Decade Pro . . . . . Justin Stalek St. Marys, WV
- Kuwahara Bravo Team . . . . . Ben Allen Gettysburg, PA
- Revcore Locomotive . . . . . Sean Skaggs Ocean Springs, MS
- Diamond Back Hot Streak . . . . . Jimmy Kelleher Gordon, TX

A special thanks to the bike companies for supplying prizes, to Honda for supplying the motorcycle and to all the readers who sent in votes! □

### OFFICIAL RESULTS 1989 FREESTYLER OF THE YEAR ELECTION

Rider	Percentage of vote
1. Ron Wilkerson/Haro	15.08
2. Eddie Fiola	8.31
3. Martin Aparijo	8.26
4. Dennis McCoy/V.I.P	7.45
5. Dino DeLuca/Dyno	7.14
6. R.L. Osborn	5.83
7. Rick Moliterno/Haro	5.55
8. Matt Hoffman/V.I.P	5.53
9. Josh White	5.03
10. Woody Itson/Vision	4.84

### THE SECOND TEN

11th: Brian Blyther/Haro; 12th: Joe Johnson/GT; 13th: Kevin Jones/GT; 14th: Rick Allison; 15th: Mike Dominguez; 16th: Dave Voelker/Dyno; 17th: Todd Anderson; 18th: Gary Pollak/GT; 19th: Dennis Langlais; 20th: Chris Lashua

### MISCELLANEOUS LONG SHOTS

Radical Rick, Mikey King, Craig Grasso, Huey Duck, Eddie Van Halen, Elvis Costello, Jerry Davidson and (is it true?) Joe Isuzu.

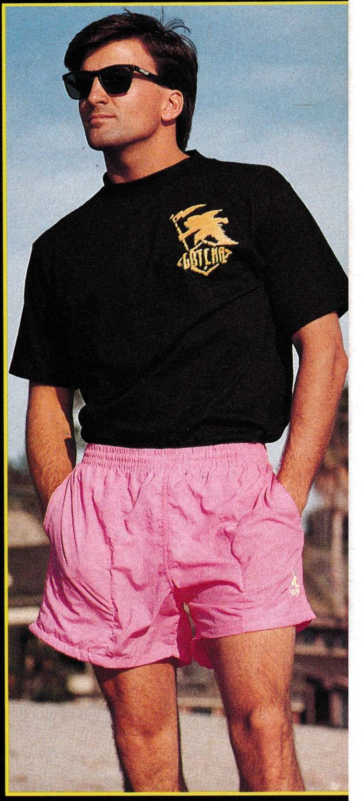
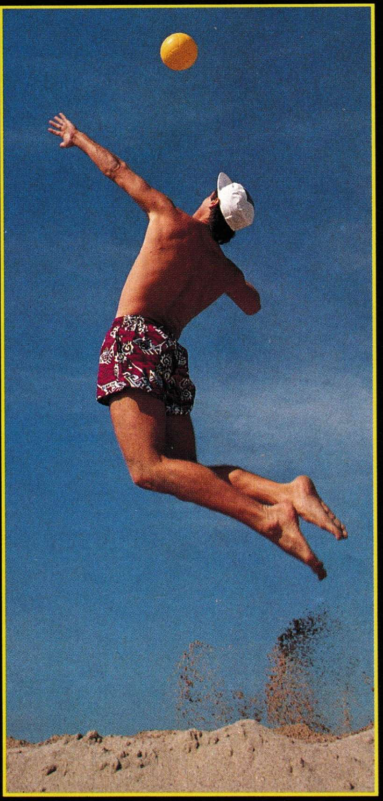
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a lifestyle

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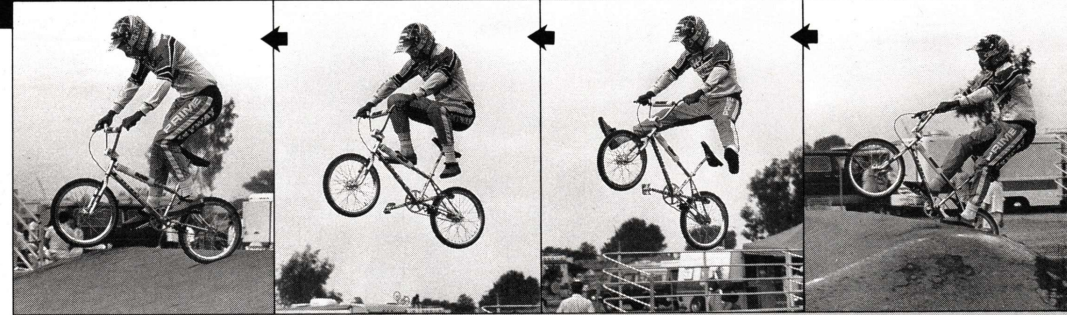
**Summer/Fall '89**

THERE ARE NO LIMITS ON . . .  
**PROGRESSION**

New tricks for open minds!



□ Any form of riding, including dirt, street, flatland, ramps, etc., has no limits—or at least they haven't been discovered yet. Every time someone has said "There aren't any more tricks to learn," he has been proven dead wrong. Riding will always keep moving forward and you can move with it if you so choose. Is it time you made progress? If you believe it is and you believe you can, we believe you will.

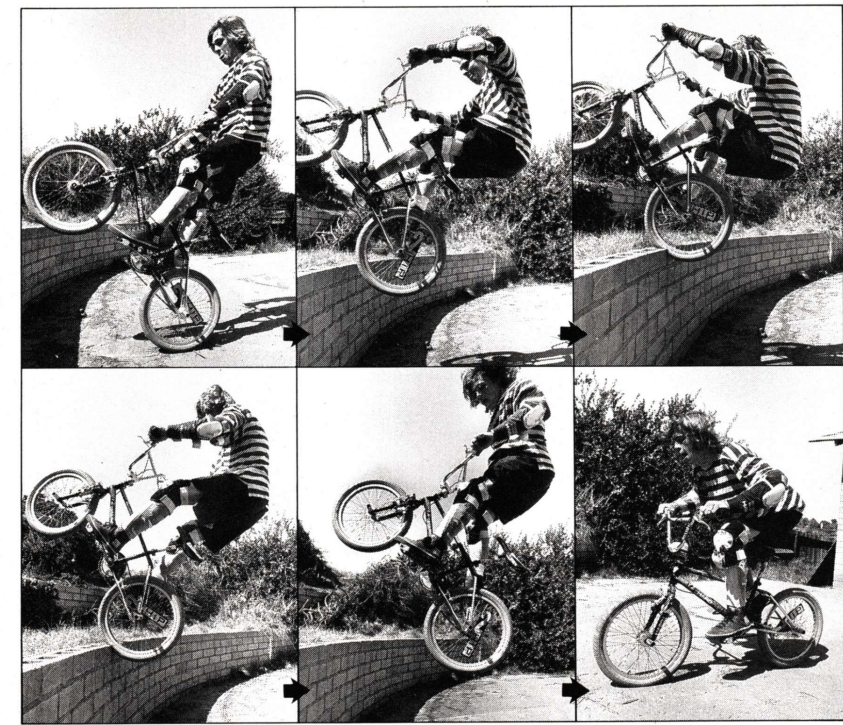


**DIRT: NO-FOOTER**  
 By Dave Cullinan

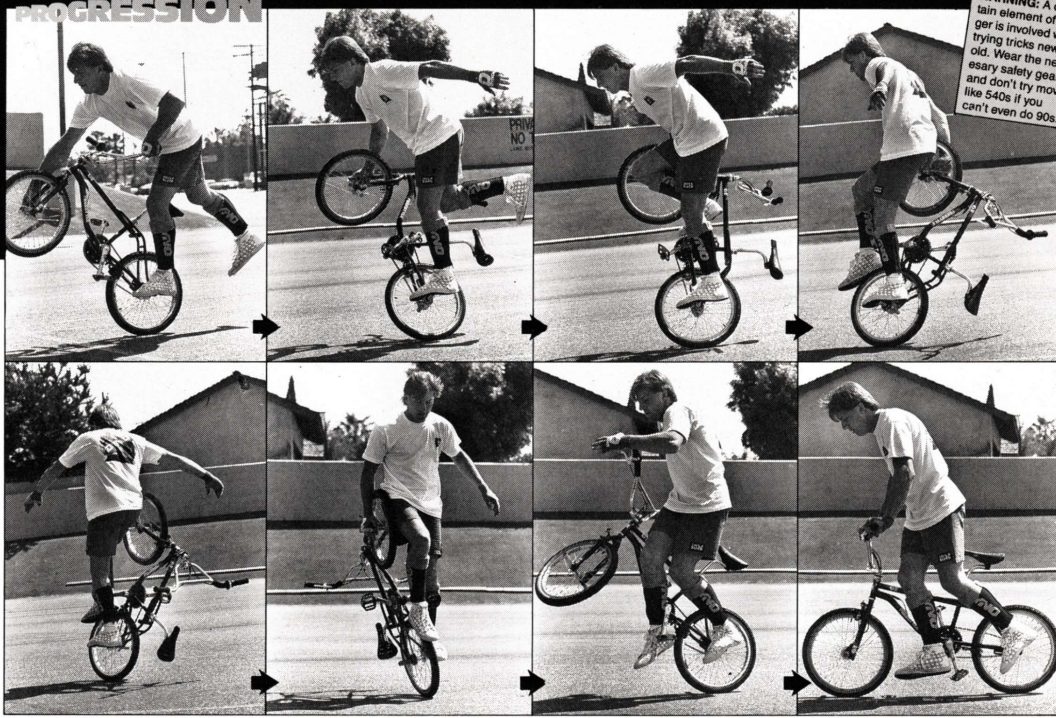
• To start, find a jump where you can blast regular airs. Approach the jump at a speed that will give you plenty of hang-time. As you sail off the lip, keep your body centered over your bike and hit your rear hand brakes. That will freeze your pedals and drop your front wheel so you don't loop out. Next, with wheels and pedals level, scoot your feet off of the pedals sideways just before you peak and hold that position until after you've peaked. To ride out, put your feet back on the pedals, come in for a normal landing, releasing your brakes as you touch back to earth. Concentrate on getting your feet back to the pedals before landing, 'cause if your feet don't make the pedals, you're gonna be hurtin'. •

**STREETSTYLE: ABUBACA**

By Ron Wilkerson



• First, find a solid object that's within your bunnyhopping range for this move. Ride towards the object and boost a bunnyhop with your weight back and your front wheel peaked high. Then hit your rear brakes hard (either hand brakes or a coaster brake) and plant only your rear wheel on the object—preferably its edge. After you've successfully stalled for a moment, compress your body into your bike and boost off the object backwards to land in a roll-back, or do a 180-degree turn in midair and ride out forward. •



WARNING: A certain element of danger is involved when trying tricks new or old. Wear the necessary safety gear and don't try moves like 540s if you can't even do 90s.

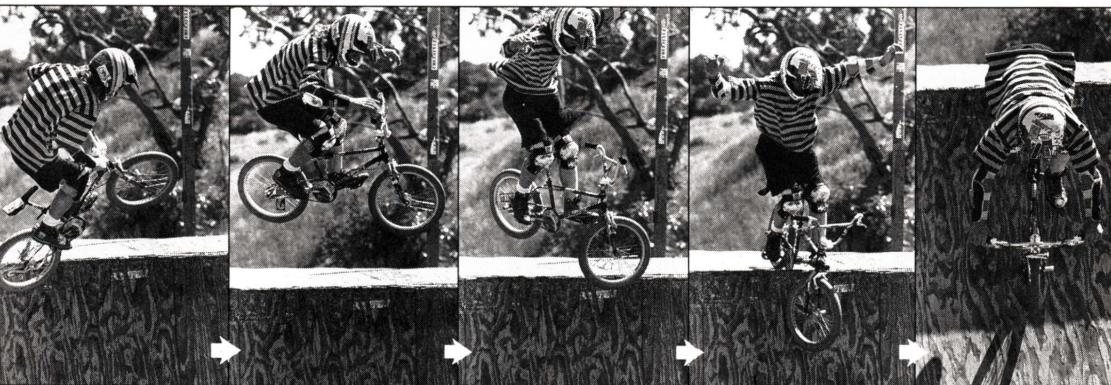
**FLATLAND: DUMP TRUCK**

By Kevin Jones

• Begin by coasting a fairly quick peg wheelie standing on your rear left peg with your left foot, your bars backward and your left pedal down. When you feel you've got your balance dialed, slowly pull your bike toward you with your right

hand (that's holding onto your forks). Slightly cross up your bars and tilt your bike to the right as you scoot yourself around its left side and drop it behind you. Then immediately put your right foot on your rear tire and start shuffling

a stick-b. Wheelie around in that position for as long as you can. To pull out, slow down your shuffling to almost a complete stop, grab your rear hand brakes and untwist your bars as you let your front wheel drop to the ground. •



**RAMP: PEANUT BUTTER (aka: no-handed disaster)**

By Ron Wilkerson

• Have regular disasters dialed before you attempt this variation. Ride up the ramp with enough speed to do about a three-foot air. Then blast off the ramp

and twist for your disaster. Just before you hit peak altitude, remove both hands and land on the deck with your sprocket right behind the coping, like

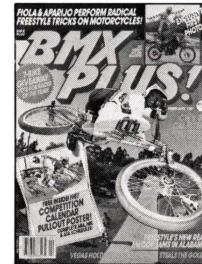
you would normally. Stall for a moment to regain your balance, grab back onto your bars and boost forward to roll back into the ramp. • □

**BMX PLUS! BACK ISSUES**

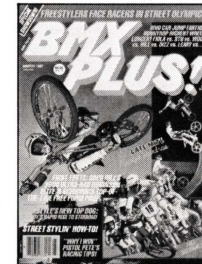
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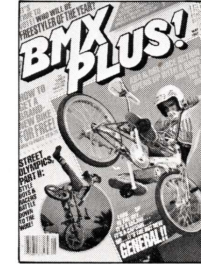
□ **JANUARY '87**  
Diamond Back Hot Streak, Free Agent Racer, Ground vs. air, hot new amateurs, Aparajo interview, AFA Long Island event



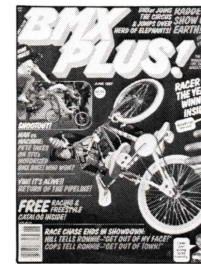
□ **FEBRUARY '87**  
CW California Flyer, Cycle-Craft XL Racer, ABA Gold Cup, AFA Masters/Alabama, Building the ultimate halfpipe, Ramp how-to's



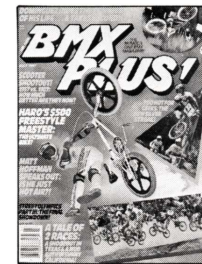
□ **MARCH '87**  
Schwinn Free Form Pro, Robinson Elite, ABA Fall Nationals, King of Vert contest, Street style how-to, Dennis McCoy interview, Race tips



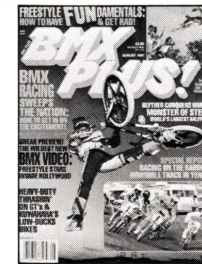
□ **MAY '87**  
General Osborn Pro, Mongoose Californian, GT Tour, Street Olympics, NBL Ohio, ABA San Bernardino



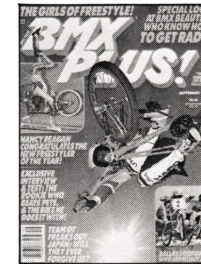
□ **JUNE '87**  
Mongoose Decade Pro, Schwinn Quarter Dash, Racer of the Year, ABA Scottsdale, AFA Masters/Florida



□ **JULY '87**  
Haro Team Master, Diamond Back Silver Streak, AFA Masters/Oregon, Street Olympics, Hoffman interview



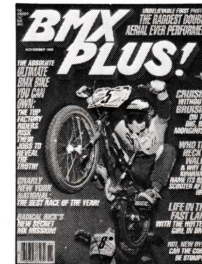
□ **AUGUST '87**  
Kuwahara Magician Pro, GT Mach One, NBL California, King of Vert/Houston, Freestyle Fundamentals



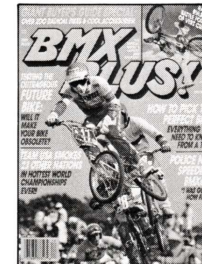
□ **SEPTEMBER '87**  
GT Pro Performer, CW Pro Motion XL, ABA/Dallas, Ft. Worth, AFA/Austin, Townsend interview, Freestyle girls



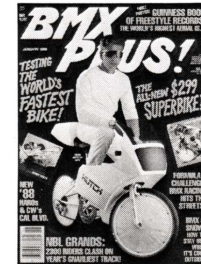
□ **OCTOBER '87**  
Boss Pro Team, Mongoose Pro Mini-scoot, Haro FSX, NBL World Cup, AFA/Converse Veldrome, GT Asian



□ **NOVEMBER '87**  
Dyno Pro/Compe Team, Kuwahara Waldo Scooter, Mongoose Pro Cruiser, NBL/ New York, Dr. Air



□ **DECEMBER '87**  
Buyer's Guide, Future Bike, IBMXF World Champs, King of Vert/Colorado, The perfect bike, Speed traps



□ **JANUARY '88**  
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TAKING A LOOK AT . . .



The machine and its pilot, Greg Hill. The rear tire is different than he normally uses for several reasons. First, it is a rare Cycle Snakebelly, which is no longer in production. Second, it's his favorite tire. Third, it was free!

## GREG HILL'S BIKE

The businessman's machine!

You can own Greg Hill's bike, or one exactly like it. Hill's bike isn't a custom-built, one-of-a-kind machine. All of the parts found on his Robinson Pro XL can be bought at any bike shop, assuming they stock the parts.

### THE BIKE

Greg had been riding an older-model Robinson because the new Robinson Pro was a bit too short for his personal taste. He's now riding the new, longer Robinson Pro XL frame with the '89 design. As we write this, there are only four in existence. Greg has two of them and the other two are at the factory being used to set up the jigs that will make them available to the public. They should be on sale by the time you read this.

A GT Epoch headset keeps his Robinson forks on the ball, a GT stem holds his new-style Robinson handlebars (they have an eight-inch rise instead of the more standard nine-inch rise and are more swept-back) and A'ME Tri grips do their duty and keep dirt out of his bars at the same time. He stretches his grips out before putting them on, squirts a little WD-40 inside, then stretches them way out across his bars. This makes them thinner and more comfortable, especially when he races sans gloves. Because of its extra length, he runs a Dia-Compe AXC mountain bike super-long brake lever. The lever is attached by a Dia-Compe brake cable to a Dia-Compe MX-1000 caliper.

Greg's wheels are basically always the same, with the exception of the rims. He runs whatever rims the factory is putting on their production bikes at the time. Otherwise, he runs regular spokes laced into GT hubs, Comp III tires and regular tubes.

Seating comfort is provided by a Robinson seat and seatpost and an alloy GT seatpost clamp. Although he currently uses 185mm Boss cranks, Greg will soon be switching to the yet unveiled three-piece Robinson 185mm chromoly cranks and bottom bracket set. SR pedals with razor-sharp Urchin cages provide him with a non-slip means to move his cranks; a 45- or 46-tooth Sugino sprocket and chromoly Tioga spider pull his chain which rotates a 16-tooth Sun-Tour freewheel. All that makes his wheels spin, which moves him strategically around tracks, often to victory.

The only other things on Greg's bike are a set of Robinson pads and a Dyno number plate.

### MAINTENANCE

Greg does most of the work on his bike at his home in Moreno Valley, California. If he needs a special part or tool, he'll sometimes visit Bike Alley or Stuart's Bike Shop (his local dialing-in centers).

If you're at a National and you see Greg's bike, check it out. There's nothing out of the ordinary on it, with the exception of Greg himself. □

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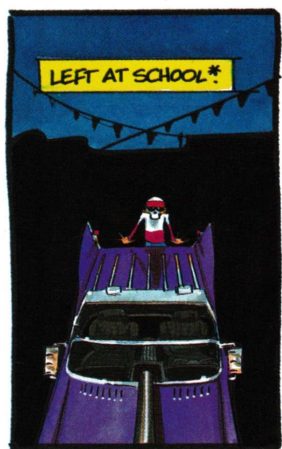
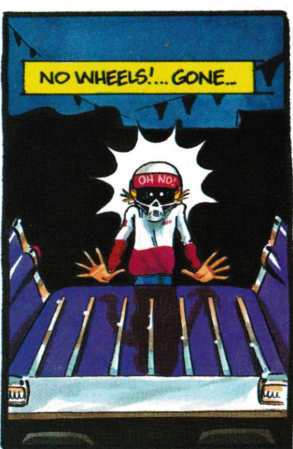
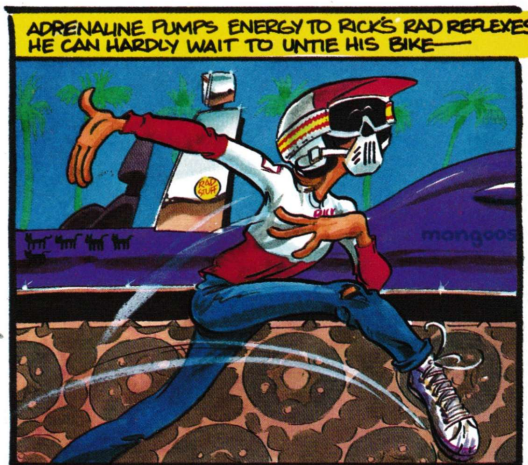
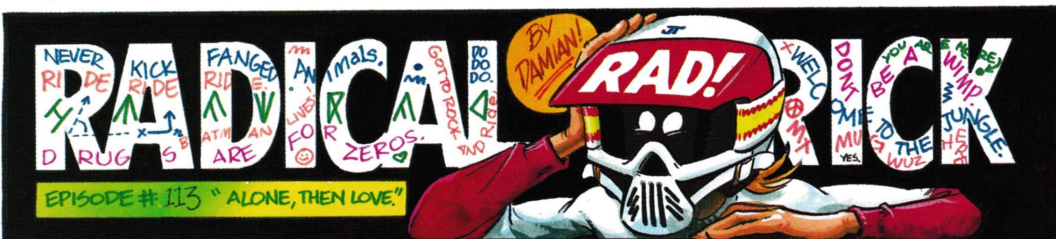
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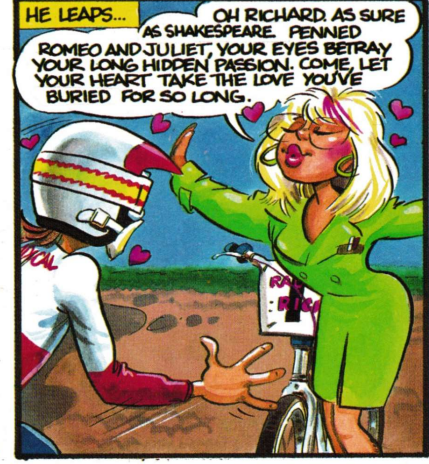
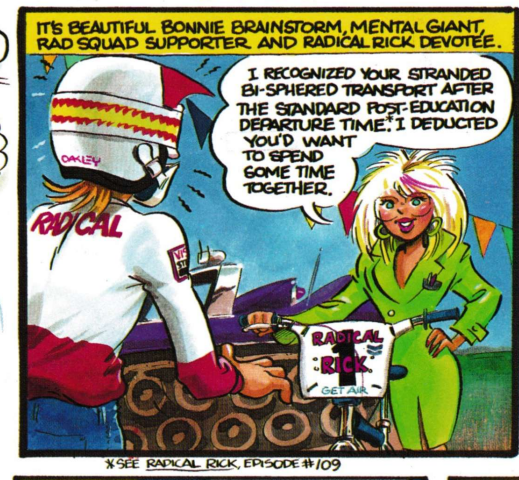
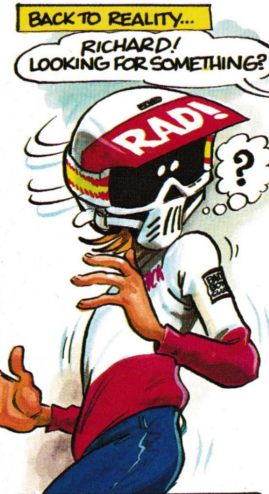
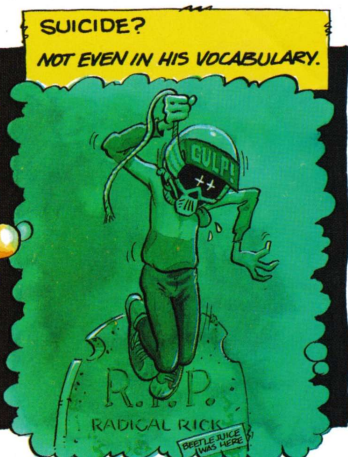
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**JACKSONVILLE, FLORIDA**

□ The Jacksonville track was different from most tracks in one really big way. Instead of having regular dirt berms, it had concrete ones. You know the folks who built it were absolutely certain it

was gonna stay there a while. Quite a few of the racers who went there expressed a strong dislike for the berms. The racing action was hot, though. Steve Veltman dominated the 18 Expert & Open classes and Shelby James was unstoppable in his home state, winning the 15 Expert class. Gary Ellis won Sunday's A Pro as well as placing in the top four in A Pro and Pro Cruiser, winning yet another "not-so-big" weekend. □



Todd Blaser (5) and Gary Ellis bangin' bars. Blaser took A Pro honors Saturday and Ellis took it Sunday in Jacksonville.

NBL JACKSONVILLE Jacksonville, Florida			
<b>DAY ONE</b>		<b>EXPERT CLASS</b>	
<b>A PRO</b>		17: Mike Ellis	
1. T. Blaser/Robinson	\$408	18: David Milham	\$230
2. Greg Hill/Robinson	\$255	15: Shelby James	\$110
3. Ron Anderson/Vans	\$153	14: Jeff Richman	\$75
4. Gary Ellis/GT	\$102	13: Mark Sterious	\$75
5. Rick Palmer/Skyway	\$102	12: John Badessa	\$50
6. Todd Corbitt/Auburn-Dyno	\$102	9-11: Shawn Bone	\$50
7. Billy Griggs/Red Line	\$102	12: In Lee Lee	\$50
8. C. Townsend/Diamond Back	\$102	11: Shawn Bone	\$50
<b>B PRO</b>		<b>GIRLS CLASS</b>	
1. Ross McMahon	\$320	16 & OVER: Jennifer Wardle	\$130.00
2. Jim Wahl	\$200	18 & OVER: Steve Veltman	\$123.75
3. E. Bartholomew/Aub-Dyno	\$120	17: Raynor Mathews	\$82.50
4. Chris Moeller/S & M	\$80	14: Clay Fontener	\$82.50
5. Clay Fontener	\$80	5: E. Bartholomew	\$32.50
6. Doug Schroeder	\$80	12: Michelle Cairns	\$32.50
7. John Stivers	\$80	11: Monica Kelly	\$32.50
8. Alan Foster	\$80	10: Mindy Watson	\$32.50
<b>PRO AWARD</b>		<b>OPEN CLASS</b>	
1. T. Corbitt/Aub-Dyno	\$150.00	8: Shevonna McKenzie	\$32.50
2. Gary Ellis/GT	\$93.75	6-7: Sarah Rios	\$32.50
3. Greg Hill/Robinson	\$56.25	<b>FACTORY TEAM</b>	
4. T. Blaser/Robinson	\$56.25	Boss	\$800
5. Rick Palmer/Skyway	\$37.50	<b>BIKE SHOP TEAM</b>	
6. Todd Corbitt/Red Line	\$37.50	Coastal	\$425
7. Donald Simpkins	\$37.50	<b>TEAM NBL</b>	
8. Jarrett Justice	\$37.50	FWB Racing	\$250
<b>CRUISER CLASS</b>		<b>DAY TWO</b>	
42 & OVER: Raymond Gagnon	\$800	<b>A PRO</b>	
15: Jessica Towles	\$800	1. Gary Ellis/GT	\$900
14: Marie McGivray	\$800	2. Greg Hill/Robinson	\$825
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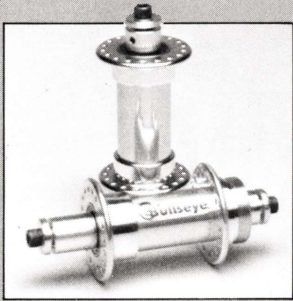
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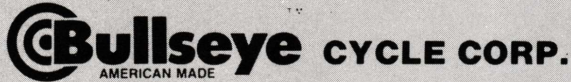
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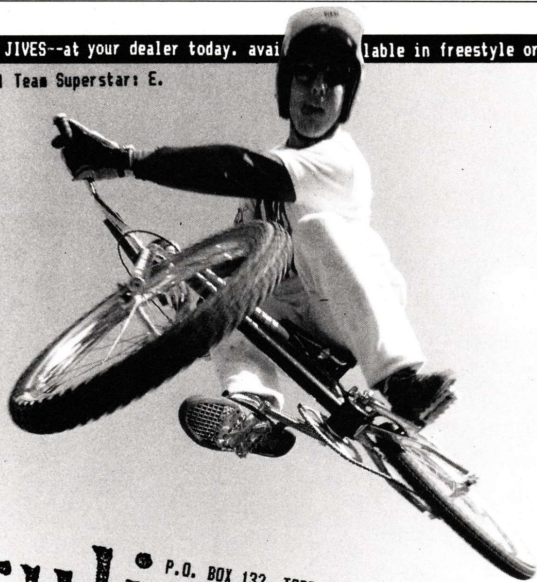


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## INSIDE SCOOP (continued from page 8)

a limited amount of entries. For more info about the clinics as they approach, call the bike shops or "2-Hip" directly, at (619) 753-7697. Here's a complete list of the dates and other info:

DATE	SHOP	CITY/STATE	TEL. NO.
July 17	Bob's Bikes	Portland, OR	503/254-2663
July 20	Aurora Action Sports	Aurora, CO	303/841-0187
July 26	Albe's Freestyle Supply	Warren, MI	313/264-1151
July 30	Sundance Cycle	Bloomington, IL	312/980-3136
July 31	Tom Lantz Bike Center	Indianapolis, IN	317/899-1130
Aug. 4	Westwood Cycle	Westwood, NJ	201/664-1688
Aug. 9	Trend Bike Source	Austin, TX	512/338-4466

### HARO SUMMER TOUR Rick Moliterno, Lee Reynolds, Dave Nourie and Brian Blyther will be on the road for Haro this summer. Here's their tour schedule for the month of July:

DATE	SHOP	CITY/STATE	TEL. NO.
July 1	Lincolnwood Schwinn	Lincolnwood, IL	312/679-0903
July 2	Paramount II Schwinn	Midlothian, IL	312/389-2837
July 3	Sundance Cycles	Bloomington, IL	312/980-3136
July 4	M + M Family Cycles	Mundelein, IL	312/566-2453
July 5	Breaking Away	Toledo, OH	419/381-7012
July 6	Tim's Cyclery	Olmsted, OH	216/235-2455
July 7	Precision Bikes	Niagara Falls, NY	716/293-4926
July 9	Westwood Cycle	Westwood, NJ	201/664-1688
July 10	Cranford Bike	Cranford, NJ	201/272-0184
July 11	Rotations	S. Hampton, NY	516/283-2890
July 15	Route 5 BMX	S. Windsor, CT	203/289-3401
July 18	Pro Cycles	Melrose, MA	617/662-2813
July 18	Yesteryear Cyclery Inc.	New Bedford, MA	617/993-2525
July 22	Rainbow Cycles	Auburn, ME	207/784-7576
July 23	Downunder Sports	N. Conway, NH	603/356-9927
July 26	Bike World	Howell, NJ	201/431-5610
July 28	Action Wheels	Wendonah, NJ	609/468-5115
July 29	Rockville BMX	Rockville, MD	301/424-3177
July 30	Wooden Wheels	Newark, DE	302/368-2453
July 31	Henry's Bicycle Shop	Wilmington, DE	302/654-0361

### GT/DYNO SUMMER TOUR Dino DeLuca, Gary Pollak and Kevin Jones will hit the following tour stops for GT/Dyno in the month of July:

DATE	SHOP	CITY/STATE	TEL. NO.
July 1	Owensboro Schwinn	Owensboro, KY	502/684-2775
July 2	Paramount Schwinn II	Midlothian, IL	312/389-2837
July 3	Calumet City Schwinn	Calumet City, IL	213/891-2600
July 4	Schereville Schwinn	Schereville, IN	219/322-2122
July 5	Tom Lantz Bicycle Center	Indianapolis, IN	317/899-1130
July 7	Vern's Bike and Sport	Plainwell, MI	616/685-6626
July 9	Albe's Freestyle Supply	Warren, MI	313/264-1151
July 10	Breaking Away	Toledo, OH	419/381-7012
July 11	Eddy's Cyclery	Stow, OH	216/688-5510
July 12	Tim's Cyclery	Olmsted Twp., OH	216/235-2455
July 13	Frankfort BMX	Firard, OH	216/545-0392
July 14	Snitger's Schwinn	Beaver, PA	412/774-5905
July 19	The Bicycle Shop	Pleasant Vly., NY	914/635-3161
July 20	Route 5 BMX	S. Windsor, CT	203/289-3401
July 21	Action Wheels	Bethlehem, PA	215/868-3039
July 22	Henry's Bicycle Shop	Wilmington, DE	302/654-0361
July 23	Wooden Wheels	Newark, DE	302/368-2453
July 25	B&R Cyclery	Keyser, WV	304/758-5650
July 26	Agee's Bicycle Co.	Richmond, VA	804/794-6754
July 29	Western Auto	Selma, NC	919/965-2612

\*\*August tour dates and Peregrine and General tour dates were not finalized at press time, but keep your eyes peeled—we'll let you know as soon as we do. □

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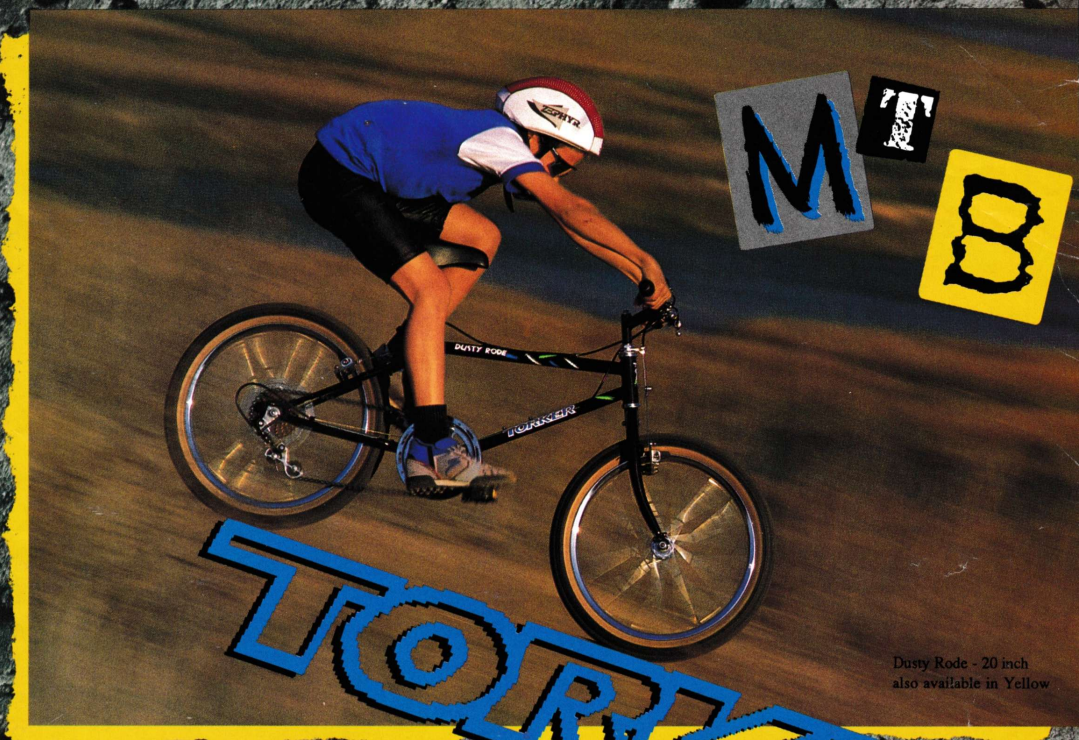
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4

5

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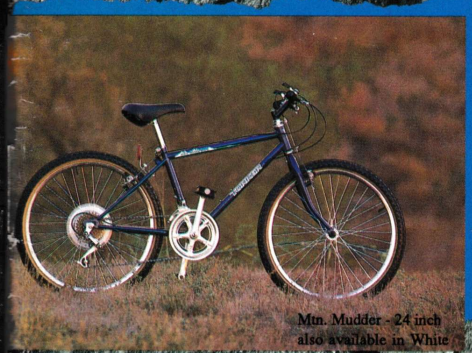


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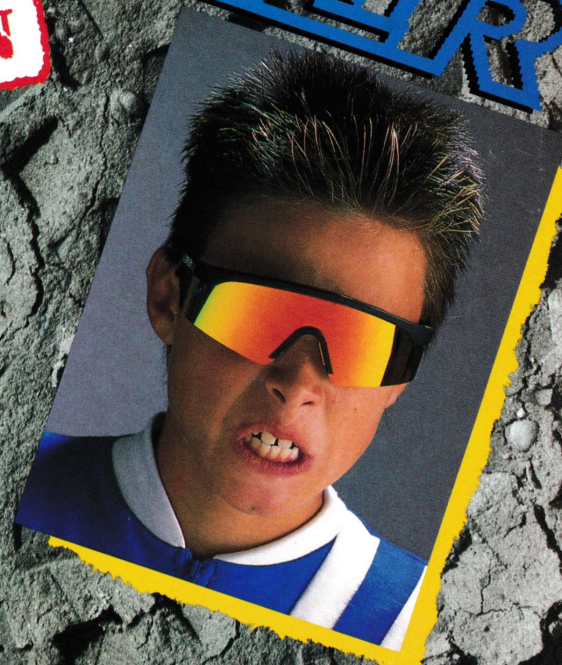
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