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Brad Blanchard  
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contains

**SOUL**



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*Greg Hill*  
15 year BMX veteran  
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NBL National #2 Pro

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The last photos of the  
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End of an era ...



**JOHNNY**  
**813 RINGO**



# KILLER B's



The killer B's have arrived. The new 1990 Haro Group 1Bs that is. Designed and tested by ABA National Number 1 pro Mike King. 4130 CRMO maintubes and fork. Proven Mono-trac frame design. Awesome graphics.

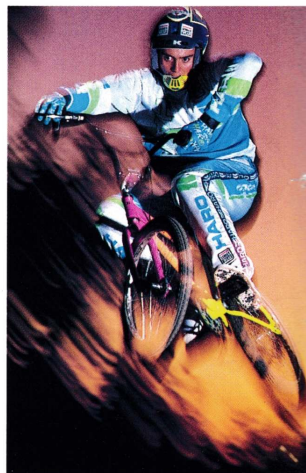
Group 1B's are equipped to fly with lightweight alloy rims, Fusion CRMO cranks, Fusion TwinTorc seatclamp, Haro Unidirectional chainring and more. It all adds up to one killer combo.

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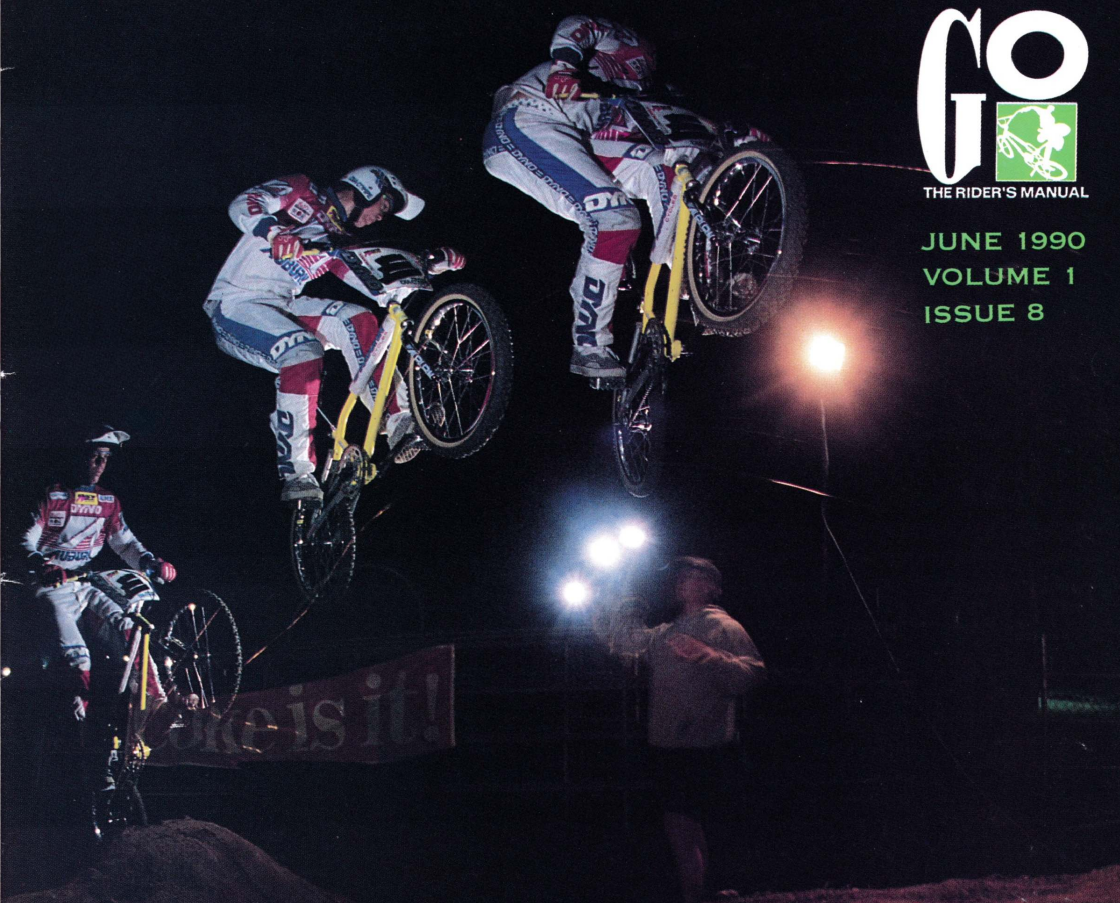
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**GO**  
THE RIDER'S MANUAL

JUNE 1990  
VOLUME 1  
ISSUE 8



LET'S GIVE CREDIT WHERE CREDIT IS DUE. SPIKE JONZE CHARGES HIS OWN BATTERIES. CLEANS HIS EQUIPMENT WHEN NECESSARY, AND OF COURSE—SHOTS THE SHOTS. A GUY AND A HALF. SOME OF HIS PHOTOS THIS MONTH INCLUDE:

COVER IS DIVIDED INTO TWO SHOTS. ONE IS OF DIRT BROTHER #1, BRAD BLANCHARD, COPPING ABOUT FIVE FEET OF AERIAL OUT OF PETE AUGUSTIN'S PALISADES DITCH. THE OTHER HALF OF THE COVER COMES FROM MORENO VALLEY. PULL TRACK, TO BE MORE SPECIFIC. GREG HILL LAUNCHES CLEAN OVER SPIKE.

BOX CONTAINS MR. NICE GUY HIMSELF, PERRY MERVAR, PUTTING THE "BACKWARDS" IN A BACKWARDS LAWNMOWER.

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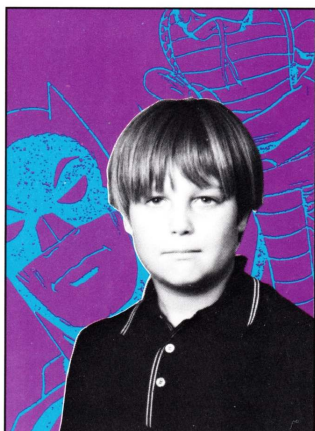
# UPFRONT

*"I couldn't believe it. We were cruising around looking for a place to ride, and came upon this empty field. Well, almost empty. There was a kid out there, maybe 12, all by himself. There were already some existing trails, but no jumps or anything like that, just a flat path through the field. We rode over to see what the kid was doing. He had a shovel about two-inches wide. He was building a berm, all by himself, out in the middle of this field. He told us he was making a track, so he could ride there. The kid was totally clueless as to who any of the Pros were, what kind of bikes were good, that BMX magazines existed, anything. He just knew he wanted to ride there. I think that's a good sign. Maybe riding is on its way back..."*

—excerpt from a phone conversation with Chris Moeller, 3-7-90.

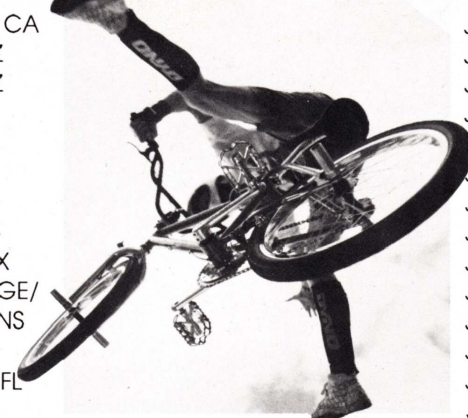
From top Pro to total unknown, there is a common bond between everyone, regardless of where you live, who you are, what kind of riding you do, or how you go about doing it.

Desire—it is the energy that turns wheels.



—Lew

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MAY 23	PHOENIX, AZ
MAY 24	PHOENIX, AZ
MAY 25	EL PASO, TX
MAY 26	DALLAS, TX
MAY 27	DALLAS, TX
MAY 28	AUSTIN, TX
MAY 29	AUSTIN, TX
MAY 30	HOUSTON, TX
MAY 31	BATON ROUGE/ NEW ORLEANS
JUNE 1	MOBILE, AL
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JUNE 3	ORLANDO, FL
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JUNE 5	JACKSON- VILLE, FL
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JUNE 9	WORFOLK/ VA BCH
JUNE 10	MARYLAND
JUNE 12	NORTHEAST
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JUNE 15	WOODWARD
JUNE 16	PITTSBURGH, PA
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JUNE 20	CINCINNATI
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# inCOMING

You've viewed the scene in practically every war movie—a bunch of guys will be storming the beach at Normandy or somewhere, all of a sudden there's this long whistling shriek, one of the soldiers screams "INCOMING!", and all of his buddies hit the deck.

Well, none of us have ever stormed a beach *anywhere*, and we never scream "INCOMING!" around here when the mail comes, but we do read every letter and the more we get, the more we print. Send them to: **INCOMING, 3882 DEL AMO BLVD. #603, TORRANCE, CALIFORNIA 90503.**

## SHAPED UP, SHIPPED OUT

GO,  
Let me start off by saying your new style RIPS! Recently I have joined the Navy. I put my bike away for retirement. But when I went home I found 4 issues of GO waiting for me. They got me totally motivated. I brought my bike with me to the ship, and I'm riding once again. It just GOes to show you can still ride under any conditions. Thanks for showing me the light. If there's anyone in San Diego who likes to thrash, please get ahold of me. I need a local to show me around.

Sincerely,  
Steve Collicott  
U.S.S. New Orleans 32nd  
San Diego, CA

PS. DRUGS SUCK!

Glad to hear that GO is "Government Approved", Steve.

—Lew

## RASLER

Dear GO,  
I broke my arm wrestling with my dad and now it's stopped my riding even though it was already stopped because of grades.

I have an '89 Hutch Windstyler that only has 15 miles on it (because of grounda-tion). And I was wondering if I could sell it or even trade it without losing a penny?

Rocky Heuer  
New Virginia, Iowa

PS. Why did you change your name so many times?

Speaking of names... if your name is Rocky, maybe you should have boxed your dad.

—Lew

## BAY CITY ROLLER

My life:

Stu, Bob, Fiola, Greg, Oz, Buff, Dizz, Wilkerson, Scura, R.L., Johnson, Street Talk, Haro, GT, JMC, Mongoose, GHP, T.O.L., Tuff Wheels, Scott Freeman, 360 rock walk, curb endo, AME, MX-1000, can-can, BMX ACTION, Woody, PK, Ripper, White, A.J., Homeboy #58778, Vans, checkered pads, BMXA, Trick Team, Gyro, Airwalk, Dyno, Bob Leliefeld, Oakley 3s, Plywood Hoods, Hernandez, Pipeline, AFA, ACS, chrome-moly, 2-Hip, my girlfriend Sherri, Flite cranks, Diamond Back, Nora Cup, MKS Graphite 2000, Kuwahara, Rad (The Movie), Vertsearch, S.E., Araya, Bell, Z-Rims, Del Mar, Velcro, Dirt Skirts, Dominguez, Pro Class wheels, Hutch, McCoy, Torker, Flite seat cover T-O-P-L-BK-B-R-GR... \$5.49, GO, D.C. K.O.V. Round Five, Redline, ODI Mushroom, JT Racing U.S.A., Skyway Recreation, and Powerlite. Better known as BMX and Freestyle.

Todd Brennan  
Bay City, MI

## JUST SAY GO

Dear GO,

This is just a reminder to all those people who think they can do drugs and still be normal. I know this kid who used to ride every day and every night. It was his entire life and then some. He was totally against drugs and regularly made fun of people who did them. Well, one day he was with some kids who were doing drugs and they talked him into trying them. Now he does them a lot and doesn't ride much at all. He won't admit to any of his friends that he does them. One thing that led to the demise of a really good freestyler is the people he now hangs around with and his punk rock girlfriend. All his friends are beginning to hate him and it doesn't seem to affect him. If this is not proof enough that drugs screw you up, what is? I just want to say to my friend, "Clean up, bud, and get busting again!" I say keep riding and everything will work out. Just remember that DRUGS SUCK!

Concerned,  
The "69" Posse  
North Olmsted, Ohio

If someone offers you drugs or you are being high-pressured into trying them, remember the advice used by the Robot on Lost In Space during all confrontations: "Warning, warning..."

—Lew

## DRIVING FURY

Dear GO,

I think, then I lust. The feeling grows. I begin to grow primal. I reach for my machine. Electricity passes between my hands and the grips upon contact. I breathe as if for the first time. The dam breaks, I reach for the doorknob... Freedom. I explode out of the door—a mass of raw nerves, taut muscle, and cold steel. I am a gleaming weapon, ready to ride. Born free, again. Time takes a back seat to reality. My day is a second, a year, in one. My existence is a series of jumps, grinds, plants, and driving fury. People fear me on my steed... A knight of the street.

Andrew Brock  
Galesburg, IL

PS. I will never chill out...

Andrew, have you ever considered applying for a job at Marvel Comics?

—Daily

## PROTECTED GO,

Just a bit confused here... I read your PRO CHOICE article about safety and pads and equipment and helmets and what not. Thought it was pretty good.

THEN, I see the following ad: Brian Blyther with no knee pads, no elbow pads, no helmet, no gloves, no grip ends, AND in shorts—doing much more than just "rolling in". Huh?

Just an observation,  
Mondo  
Winnebago, Illinois

Here's a point you may have missed. In the article, we stressed that although Pros are not immortal, they are more experienced than your average rider. And they have also made the choice as to deciding when and where to suit up. The responsibility lies solely on the rider. Had Brian crashed (which he didn't, by the way)... he would have been the one dealing with the skinned knees, elbows, or whatever. Pro Choice was written in hopes of making non-Professional riders consider the consequences of riding-related injuries, and realize that good judgement is as important as good equipment.

—Lew

## SOULED OUT

Dear GO,

What did Peter Brady do with all the free goods he got when he saved the little girl from the falling shelf in the toy store?

Ray Schlechtweg  
King of Prussia,  
Pennsylvania

The best thing he got was that trampoline. He also received some sort of hero award from the newspaper, and soon thereafter became stuck-up. In essence, Peter "sold out" for coverage and fame, thus losing the soul edge he once held on life. Don't let this happen to you.

—Lew (with input from Veen)

**GET JAZZ**

**VERTICAL**

*The look that moves you*

**Vertical.®** A new mountain bike from **Jazz.®** A Tange double-butted Chromoly frameset, loaded with Shimano Exage LX, featuring the new rapid fire shifting system. Cut through the plain and ordinary with neon style that screams. Before you buy your wheels, get to your Jazz dealer. Because before you hit the ground, you gotta get vertical.

What's your angle? Fill this out and mail it. We'll tell you who your Jazz dealer is and send you a free catalog on Vertical and the other hot bikes from Jazz.

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# SECTION 8



## FRONTLINE

### FREESTYLE FRONT

Welcome to this month's Freestyle Front, or what we here at **GO** refer to as simply "The Front". You know by now to expect news, and plenty of it. The first item of significance, our "headline story" if you will, is **Ron Wilkerson**. To be more specific, Ron Wilkerson's head. The long hair which once covered it has now been removed. Perhaps the **April '90 Stop** had quite an impact on him... **Craig Campbell** and **Jess Dyrenforth** depart for **Hawaii** to do demos at an **NSA** street contest. **NSA** stands for National Skateboarding Association... A fellow rider from **Florida** is taking on a project which has been contemplated by many but accomplished by none. His goal? To compile a list—no, make that a *directory*—of riders and spots all across the country. To make this work, **Mike McDonald** (that's his name) needs everybody's support. If you live near a hotbed for freestyle, send your name, address, phone number, and if possible, general directions to parks or well known nearby riding spots. A brief description would also be nice, but isn't mandatory. The directory will be available to anyone interested for a nominal fee—Mike's not doing this for profit, so it'll only cost what he puts into it. Got all that?

Write or call **Mike McDonald, 284 S.W. 3rd Street, Boca Raton, Florida 33432 (407) 392-2019**... **Kevin Jones** and **Matt Hoffman** demo in **France** for the annual blowout **Bicross** race. Look for coverage next issue here... Speaking of **Peterbilt** semi trucks, **Matt Hoffman** (Handle: **CONDOR**) now owns one. He and **Steve Swoope** (Handle: **Bull**) have been using the "Big Rig" to tow Matt's portable half-pipe across the country to do shows. How devoted to trucking is Matt? He was recently spotted wearing a t-shirt reading "American by Birth, Trucker by Choice."



**Matt Hoffman** (Handle: **CONDOR**), in command of his cab.

Hard core... Wheel problems? Listen up. **Stylin'**, everybody's favorite mail order outlet in **Missouri**, has re-invented the wheel. There are four different models available, with prices ranging from \$159.95 to \$239.95. What's so special about these wheels? 71 or 95 spokes of sheer strength. Contact them at **(314) 348-5189**... **Rick Moliterno** has a sticker running the length of his down tube which simply states "I love my wife". We told you so... If you're from **Canada** (heck, even if you're not from Canada), take heed. On **May 19** in **Lethbridge, Alberta**, a sanction called **Canada Freestyle** will be holding a contest. Flatland, ramps, and street with prizes and trophies being awarded to in-

termediate, expert, and Pro classes. Your participation is requested. Contact **Wayne Burton** at **(403) 553-2190** or write to him. **Box 117, Fort Macleod, Alberta, Canada T0L 0Z0**... **Bully** is introducing a second frame, this one without the bashguard. Prototypes are in the hands of the **Dirt Brothers** and **Perry Mervar**. Watch for a product update in our new product update column next month... We're all guilty. You. Us. **Joe Johnson**. Everybody. At one point or another we've all worn the red moustache signifying only one thing—you've been gulping down that de-

licious fruity nectar known as **Hawaiian Punch** (with 10% real fruit juice). Now they (H.P.) sponsor a team. And get this—the team is co-sponsored by **Pepsi**. Don't ask us. Anyways, **Hiro Tsuchida**, **Paul Osicka**, **Jeff Mugnaini**, and **Mark Murphy** did 70 shows last year around the **Chicago** area and are at it again. Now. For show info or if you just want to ride with them, call **(708) 863-6584**. They will be stoked, and so will you... **Wilkerson Airlines** is setting up a clinic tour to rage across the USA this summer. If you attended any of Ron's acclaimed **2-Hip** clinics last year, you will recall being taught a thing or two by Pros like **Dave Nourie**, **Brian Blyther**, and **Ron**. Maybe you were even lucky enough to

see **Scobey**. This year Ron's got **Kevin Jones** and **Bob Kohl** to keep things interesting. Contact **Wilkerson Airlines** at **(619) 944-5712**... The **AFA** is currently "in limbo" and rumors are flying about its fate. We've tried calling them to get word on what's going on, but their phone has been disconnected... **2-Hip**, after problems attaining sponsors for their series, is going to do it anyways. **Wilkerson** tells us to expect a blowout contest with a full half-pipe and a mini-ramp this summer, and another huge one in the fall. The fall contest will be a **Meet the Street** event held in **New York City** at **Mullaly Rink**. Remember those guys? This is gonna be good, so start saving up... **Central States Freestyle** is still highly active and has flatland and ramp classes at every one of their events. If you live around **Missouri**, then this is your ticket. Call **(913) 831-1843** for a schedule... In the **Northwestern** hemisphere of the U.S., **Greasy Dave Lucas** is a name well known. He puts on contests and has a strong following throughout **Oregon** and **Washington**. His latest venture is to hold a major event in **Northern California**. Flat, street, and half-pipe. Things are still being finalized but we'll let you know what's definite when we know... A trio out of **Pennsylvania** known as the **Gotham City Daredevils** (*Daredevils?*) will be doing shows in **Las Vegas** at the **Dunes Hotel**. From March through September, see the team on stage riding **GT Aggressors** in a show called "High Voltage". **John Swarr**, **Warren Marchese**, and **Mike Cutillo** are the riders, although word on the street has it that **Lungmustard** may be performing as well... The **Eastern Ramp Association** is planning a large scale ramp contest on **May 27th**. East Coasters can contact **Greg Sousa** at **(401) 433-1204** for more specifics... **Trend Bike Source** has picked up a kid from **Texas** named **Lee Sultmeier**. It is undetermined what exactly Lee does, but **Gregg "Shaft" Hansen** remarked that Lee is famous for his "choice bails"...



Last month we blew it by running this extremely rad shot of **Jon Byers** in the **2-Hip KOV** finals article, because it's not **Jon Byers**, it's **Eben Krakau**. Sorry guys—it's those dang full-face helmets.

**Gothic Laundry**, clothing emporium of the esoteric **Swami**, is offering for sale or barter three (3) premier t-shirt designs to get the company rolling. If you think The **Swami** has stickers printed up already, you are correct. Write to him at **Suite 515, P.O. Box 5118 Fremont, California 94537**... **Brake Tape** is a new item being introduced by the makers of the coveted **Rip Grip** traction pads used in skateboarding. What it does is attach to your brake levers and provides extra traction, comfort, and style—things we all want the most of out of life. Find them at a bike shop near you... And THAT is everything you needed to know this month about freestyle.



**Gork**, with bangs intact. Incidentally, that camera he's holding is there for a reason—check out how decent the **ABA** paper has been getting lately.

### BMX FRONT

In the past, I've depended on some pretty bad analogies to start **BMX FRONT**. Comparisons to ski mountains, mustard, wheat bread—it's all been done before. This month is different. This month we simply bring you news... **Redline** has picked up 16 Expert **Robert Lee Zahnow** and 6 Expert **Shawn Zorio**, aka "Wild Thing". The new additions join **Billy Griggs** on the **Factory Squad**, and rumor has it that **Redline** is looking for a 13 or 14 year old to complete their team effort... **Gork** trims the front of his hair after comments from the **ABA** owners about it appearing too "shaggy". He's looking very clean-cut these days... "I've been seen on the stage at the **Troubador** on more than one Monday night" claims **VSW Team Manager Mike Miranda**. Seems that Mike was once the rhythm guitarist for the original lineup of the early-80's era punk band, **White Flag**... **F.O. Works**, innovators of the famed **Urchins** pedal cages, has been sold to **MCS**... **Tony Sheets** got his brand new video camera stolen at the **NBL Memphis National**. This is good, though, because **Tony** harnessed the pent-up aggression from within and went on to win Sunday's **ALL PRO** class to make up for the camera that he hadn't even made one payment on yet... You may have heard that **Maryland's Brian Foster** was riding for **Coca Cola**. Well, he's not. He is riding for **TNT/Goodtimes** though... **Eric Carter** raced in **San Diego** with an **MRC** jersey (**Mike Redman Concepts**) as did **Jeff Donnell** and **Charlie Davidson**. Look for **Redman Concepts** to be providing a new mail order service soon... Freshly-turned Pro

**Mike Ellis** won both days in single A at the **San Diego So Cal Nationals**. This guy has been going so fast lately that it would practically be a crime to not give him mention somewhere in here... That big **Mon-goose** tour you heard about has been shortened. **McGoo** tells us that even though the tour is only two weeks in length, they will be doing 500 clinics. Sure... **Fuzzy** just bought **Brian Lopes'** speaker, I mean truck, and has been building a rad new jumping spot in **Salt Lake City, Utah**. **Fuzzy** also just completed a layout for a jumping area to be built into skatepark kind of thing in **Utah**, to be built soon... **Brian Lopes** is now driving a brand new **Honda** that has been lowered and all that. Someone let all the air out of **Brian's** tires while he was in **San Diego** for the race. Uncool... The **Crazy One** (**Ronnie Anderson**) is now living in **Nor Cal** again, and for some weird reason, has reclassified to **A Pro**. According to **Ronnie**, he did it so he can triple a little easier. What's going on?... Who won that **Vans Survival Series** race in **Orlando, Florida**? you're probably wondering. Well, it was **Richard Bartlett**, who by the way rides for **Free Agent**... The **B.A.S.E.** guys from **New York** are now sponsored by **UGP** (**Underground Products**). A new t-shirt has already been made with both logos included, so get one... **Bill Madden** called with good tidings about his skim board company, **Madden Aqua Planks**. **Bill** says he will be offering a sticker contingency at certain upcoming nationals, with **M.A.P.** sticker-wearing winners scoring skim boards. Contact **Bill** for more information... Last month the rumor was that **Stu Thomsen** would make a comeback. And just weeks later, at the **ABA Chandler** race, **Stompin' Stu** did race.



**Stu Thomsen** making a comeback?

In case you've never seen it, this guy's final straight is awesome. Oh, **Toby Henderson** still hasn't showed up... **Andy Patterson** and **Donny Atherton** were both racing in **San Diego**, as was **Frank Post** who is now an amateur. **Andy** had some killer battles with **Darrel Young** in Pro Cruiser. Doesn't really sound right for 1990, does it?... **S & M** will be on the road this summer, hitting mostly East Coast races from June through August beginning with the **ABA Knoxville** race. If you would like to book a clinic, or a jumping demo, or just ask questions, get a



In a rare moment of serenity, **Kevin Jones** ponders all the travelling he'll be doing with **Wilkerson Airlines**—demos in **Paris** with **Matt Hoffman**, then across America with **Bob Kohl** and **Ron Wilkerson** on tour.



hold of Chris at (714) 960-8783 or write to P.O. Box 145, Huntington Beach, CA 92648. . . Also on tour this summer will be **Big E** in the giant new **GT** rig. Just look for the banana yellow 40-foot trailer. This thing is BAD. Check it out at the next race you make it to. Dates and locations on that tour still haven't been finalized yet. While on the massive tour, you might note that the **GT** team will be wearing **Vision** shoes, as will the **Robinson** guys. . . **Rick Palmer** has been seen at just about every recent ABA national, but not with his bike. Maybe he's been riding with Ronnie Anderson lately. . . **Trend Bike Source** is starting a National BMX team to be co-sponsored by **Haro**. Interested riders can



Ronnie Anderson now rides for Cool Boys Designs and has been reclassified as a single A Pro by the ABA. Never a dull moment.

contact Matt "Sock Puppet" Harlan at: P.O. Box 201778 Austin, Texas 78720-1778. . . Mike Miranda had to go out of town for a couple of days, and needed some place safe to store his prized **Harley-Davidson Sportster**. Todd Corbitt's garage



Born to be wild, Todd Corbitt takes Mike Miranda's Harley out for a little joy ride.

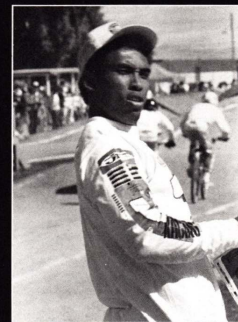
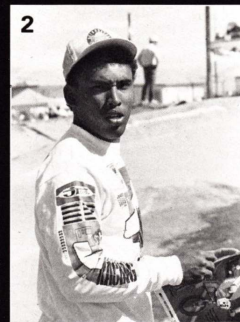
seemed to be a safe place, but Mike was concerned that Todd would take it out cruising while he was gone. Todd assured him that this wouldn't happen, that it would remain parked until Miranda re-



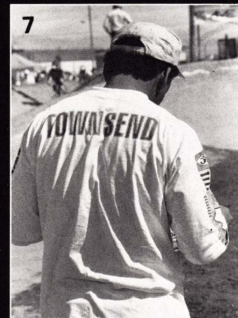
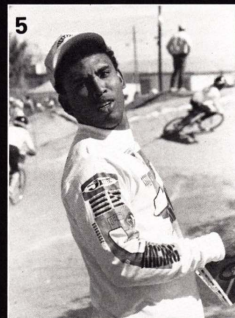
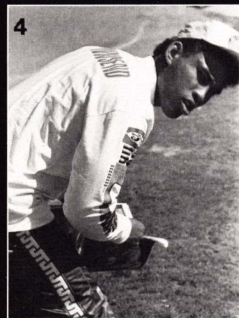
If things go as planned, the S & M team will be doing clinics at tracks on the East Coast this summer and tangling with all obstacles which may cross their path. Dave Clymer demonstrates.

turned. Being the fish that he is, Mike actually gave T.C. the keys to the Harley "in case of some kind of emergency". Nice going Mike. . . And just when you thought it would never end, the **BMX FRONT** has ground to a halt once more. Remember, if you have news, want to talk, or just want to get your hands on some free stickers, come to me—**MAD DOG**—at the next race you see me at. Until then, hasta la vista, Baby.

## RANDOM DISRUPTIVE SEQUENCE



Charles Townsend shakes it up trackside and uses swivel-hipped ingenuity to try and avoid Spike's roving lens. Note the new custom JT Racing threads he's trying to keep us from seeing.



# Uncovered

Greg Hill. The guy has been racing for 15 years. To his credit he holds more number one titles than anyone. He's traveled the world. The money he's earned racing has brought him cars, boats, houses, fabulous prizes. He currently resides in Moreno Valley, California. How does one of the all-time greatest BMX Pros spend his days? Watching Teenage Mutant Ninja Turtles. Seriously.

"My son Greg is in Kindergarten, so he doesn't have to be in school until about noon. So we start the day off with a little Teenage Mutant Ninja Turtles cartoon action every morning. I'm up about 6:30 or 7:00 every day to make sure I don't miss anything. And just to get up. Raphael, April, Splinter, Leonardo. . . I don't know the names of all the characters, but we watch it every day. The Ninja Turtles and the Police Academy cartoons. And we gotta have The Simpsons on Sunday nights. That's our main show."

### FAVORITE EPISODE?

"I liked the first one, when it was Christmas. That was excellent. I'm pretty much into Bart, He's hot."

### FULL COLOR TV?

"Yeah."

### BIG SCREEN?

"Uhm, I think it's an 18-inch."

### REMOTE?

"You bet. We got two remotes, and we also got the Nintendo goin' some mornings too—we're talkin' Ninja Turtles and Mario."

### VCR?

"Check. It's like six years old, though. We plug in Ninja Turtles tapes into that thing too (followed by uncontrollable laughter, disbelief, general chaos). . . Yeah, we've got everything. Cereal, cookies, toys, the whole deal."

### WHAT ABOUT BIG WHEELS, YARD TOYS?

"He's got a GHP mini bike. I put in a garage door opener last week."

### HOW FAST?

"It took me 3 1/2 hours. Pretty good. We've got dry wall up in the garage now—you can barely see the walls. I put up all these 4' x 4' pictures. My wife doesn't really want me to hang a picture of me racing over the fireplace or anything, so



it's all out in the garage. It's pretty cool. It's like my little shop, my den. It was a pretty messed place, but now I like goin' out there and hangin' out.

### WHAT ABOUT A SATELLITE DISH?

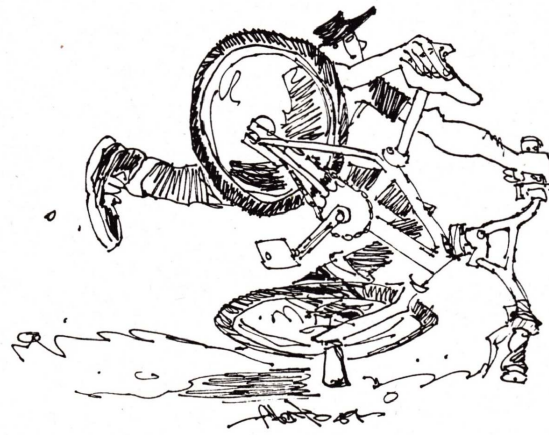
"No. We don't really watch that much TV, to be honest. In the morning we watch cartoons, but in the afternoons? Nothing. The TV never even goes on. I'll usually read a book here and there. Nancy's working now, so she gets up and goes to work early, and is home by 4:30. It's all scheduled out."

### WHAT ELSE DO YOU DO WITH GREG JR.?

"Practice Kung Fu on him. He beats me up. He got in the Vision ad, by the way. We're all just hanging out in my garage. I like the way things are going—I got two lifestyles. I hang with the guys and train by day, I hang with family and chill by night. It works out good."

## READER ART

Lever-scraping flatland from the scratching pen of Colorado's Alberto Kroger.



To get your artwork printed in GO, send all scribbles, stick men, and portfolios to GO, c/o: **McRIB's ART-FOR-PROFIT STUDIOS, 3882 Del Amo Blvd. #603, Torrance, California 90503.** Include an envelope with return postage if you want

your materials sent back. Be sure to include your name, address, and phone number because if we publish your work, you're going to be getting a free subscription to GO.

## THINK ABOUT IT

Enough garbage is produced by Americans each day to fill the New Orleans Superdome twice over. Over 600 pounds of paper alone is consumed by each American every year.\*



## DO SOMETHING ABOUT IT

Use cloth rags instead of paper towels. Choose long-lasting products over "disposable" convenient ones. Don't waste paper at school/work/home. Recycle aluminum cans and glass products. For further information write to:

**GREENPEACE 1436 U Street, NW, Washington D.C. 20002 (202) 462-1177**

\*Source: State of the Union newsletter



# DOG BITES

Checking my post office box is one of my favorite things to do each day. Every time I check it, there is some new treasure inside. A few days ago, I received a 'zine that I had never seen before. The whole theme of the thing was a soul riding kind of attitude. There was a team soul sticker and a team soul t-shirt. Stapled to the 'zine was a letter to me. The letter called me the first true "soul" rider among other things to that effect. What an ego boost this package was turning out to be. After I was done bathing in my soulness, I got to the next piece of mail, which was a large envelope. Inside the envelope was a contract from A'ME sunglasses. Cool. In case you didn't know, if I'm wearing those glasses in a picture, I will get paid according to how big the picture is. I always carry the glasses around in my car in case I have to do a photo session, just like all the Pros do. So, I was stoked; Not only was I the first true "soul" rider, but I was also part of the new A'ME contingency program.

A few days before I left for the King Of Dirt contest in Texas, I had to do my laundry. After I threw all of my clothes into my bag, I realized that I forgot to toss any of my Life's A Beach pants in. They would be pretty bummed if I didn't wear their pants when I rode, considering that they

sponsor me and all, I wouldn't want to be lame and lose one of my coolest sponsors. Eventually, I got to Texas and entered the contest.

Everybody was wearing leathers and I was wearing my pants. Some kid came up to me and said, "Man, you're so cool. Everybody wears their sponsor's leathers and you just wear pants. That's so soul."

"Yeah, that's how it is, man. Forget



leathers—they're gay," I replied. I guess I'm different. I like to shake up the establishment a little. It's just the "true soul" in me that keeps me from wearing big, bulky, fashion leathers.

There was a point in time when I just couldn't seem to get anything going in BMX. I couldn't get sponsors, I couldn't make any money riding, and I was starting to become a bum. I would work for a month, race and ride a lot with that

money, and then work again; it was a never-ending cycle. I started to get sick of trying to make anything out of bike riding. So, I just quit thinking about making money and I just got good at "getting by" enough so that I had time to ride. I don't know when it happened, but someone made me into a "soul" rider soon after this. Lucky for me I became a soul rider, because I started getting in magazines and all that stuff. Soon I got some sponsors and people knew me.

Being a soul rider really has some great advantages. When you get lazy and don't make any money, you can just tease the people who do make money and call them capitalists. When you make a buck or two, or just get some free stuff, you can justify it as a way to ride more and work less. If you don't feel like riding your bike for awhile and you quit getting "coverage" as they say, you can tell the world that they ride for all the wrong reasons. And if anybody ever questions your soul status, just reply, "Hey, I'm just trying to get by."

If you have any questions about becoming a soul rider, you can get ahold of the "true soul rider", me, through one of my sponsors. Now quit reading and go ride (classic "soul" line). Ride for fun (another "soul slogan"). You should definitely get a working understanding of these types of phrases. They can get you out of most situations regarding your direction in life. Ride to live, live to ride. That says it all.

—Mad Dog

Photos: Spike

# THE ULTIMATE BMX DREAM SWEEPSTAKES!

Sponsored by **NORDIC STYLE**

## THE GRAND PRIZE IS ALL THREE!!

(Yes! You get all three prizes!!!)

### THE ULTIMATE TRIP... ANYWHERE IN THE WORLD!

Just imagine... YOU AND 3 OF YOUR BEST FRIENDS will jump on a jet plane and take off wherever YOU want to go for the time of your life! Hawaii, Australia, Europe... You name it! Anywhere in the world! Plus you also get...

### \$10,000 ALL-OUT SHOPPING SPREE!

Yes! We'll also put TEN THOUSAND DOLLARS in your hands and turn you loose at all your favorite stores! With that kind of cash you can buy or build the ultimate BMX bike, (and EVERYTHING else you've always wanted). Plus you also get...

### YOUR VERY OWN DREAM CAR!

Yes! Simply tell us ANY CAR, TRUCK or MOTORCYCLE you want in any color you want! We'll deliver it to your home on a Saturday morning and put the keys in your hands! Imagine... A Trip, \$10,000 Cash, AND the Car of your choice. You WIN ALL THREE!!!

## HERE'S HOW TO ENTER:

### SIMPLY CALL OUR SPECIAL EXPRESS-ENTRY LINE

# 1-900-990-8642

(Enter two times and double your chances of winning!)  
Limit two calls per person. Call twenty-four hours a day.  
Call lasts less than one and a half minutes. Children get parents dollars and ninety-five cents per minute. Children get parents permission before calling. Free secondary entry available!

### FAST ENTRY BONDS: THE FIRST 250 PEOPLE WHO ENTER GET \$50.00 CASH! So enter NOW and be an INSTANT WINNER!

## WIN \$50 CASH INSTANTLY!

Every entrant will receive a FREE catalogue of clothing and accessories from NORDIC STYLE. The bold new look for the 90's.

### PLUS... YOU GET \$50 FOR EACH FRIEND YOU GET TO ENTER!

Yes, it's true! Simply get the most people to enter and you'll WIN \$50 for each person you got to enter! It's easy! Here's all you do. When you enter the Sweepstakes we'll give you your own Personal I.D. Number. Then simply get as many people you know to enter too. When they enter, they'll give us your personal I.D. Number! (That's how we know how many friends you got to enter!) That's all there is to it! No catches. Nothing else to do. So start getting your friends to enter NOW! Each entry can win you another \$50!

### 5 FIRST PRIZES!

WIN \$1000 CASH! What you do with it is totally up to you!

### 10 SECOND PRIZES!

WIN \$500 CASH! What you do with it is totally up to you!

### 1001 THIRD PRIZES!

WIN the CD or Cassette of your choice! You name it, You got it!

ABBREVIATED RULES

- No Purchase necessary. open to U.S. residents 13 years or older, children under 18 must receive parent's permission before making a phone call.
- To Enter: call the 900# shown above/there will be a \$2.95 per minute charge to your phone bill to enter Your Dream Come True Sweepstakes or you may enter by mailing a three by five inch card with your name, address, telephone number and age to: Your Dream Come True Sweepstakes, P.O. Box 1494, Young America, Minnesota 55354-1494. Your call or mail in entries must be received by November 30, 1990. only two calls or mail-in entries per individual or telephone number. Upon telephone entry, you will be issued an identification number which must be saved to identify your entry. If you have entered through the mail, your telephone number will serve as your personal identification number.
- To Win: A Random selection from all phone and mail-in entries received the following prizes will be awarded through random selection: One (1) Grand Prize of a trip for four anywhere in the world for seven (7) days, consisting of a round trip coach airfare, deluxe hotel double occupancy accommodations, and meals to a maximum value of \$15,000; \$10,000 cash; and any new automobile with a sticker price of \$40,000 or less; Five (5) first prizes of a \$1,000 cash; ten (10) second prizes of \$500 cash; and 1001 Third prizes of a new CD or Cassette of your choice (maximum value \$18).
- Fast Entry Bonus: The first 150 callers and the first 100 mail-in entries will each receive a \$50 cash bonus.
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- Winners list and official rules: To receive a copy of the Official Rules or a list of all major prize winners send a self-addressed, stamped envelope to: Your Dream Come True Sweepstakes, P.O. Box 2168, Young America, Minnesota 55359-2168. (WIN and V-T residents need not include return postage).

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# ON

AND ON IT GOES...

## Peter Murphy

DEEP: THE TOUR

Saturday March 10, 1990

Horror swelled in my chest when I finally pinpointed my exact location on the beat-up map of Southern California. I was lost, *alone*... in COMPTON! White with terror, I hurriedly locked the doors and drove onward at speed. The decibel level of the new Peter Murphy tape, "Deep", was dramatically lowered in a grave attempt to concentrate. I had no choice.

*Ahead in the distance, my eyes fell on what appeared to be a ghostly apparition staring at me hauntingly and pointing West. I rubbed my tired eyes but the mirage of the man remained. I soon was close enough to make out the pale figure's angular face and protruding ribs—was that Peter Murphy? He was offering to me directions it seemed. Whew... time for some more "Up Time".*

I made it home safely but not very soundly. You see, the earlier part of the evening was occupied by taking in Peter Murphy's third and final night of Los Angeles performances, at the Wilmet Theatre. Auditory circuitry was pretty much blown.

"Deep" is Peter Murphy's third solo album, currently residing at the top of the alternative record charts. The ex-Bauhaus frontman has recorded yet another fine work of precise "pop" intensity, charged with emotional soul-searching lyrical images. Murphy's vocals echo, storm, and thunder on all ten tracks.



A mystical mood was conveyed via much smoke and colored lighting at the beginning of the show. As if from the heavens, bright lights suddenly revealed Murphy, his unnaturally-bent pose in imitation of the "Deep" cover. Enamored fans shrieked and The Hundred Men, Murphy's talented band, fired into "The Line Between The Devil's Teeth". Lyrics like "... A white light blazing deep, Through the wasteland searching we, Soaring

*birds now hunt the brow, As I thirsty gripped with hunger now...*" set an urgent tone, and Murphy sang with absolutely zero abandon.

Tracks from the "Deep" album were done in hard-hitting succession, with Murphy shedding gothic shirts to blaze under the hot lights bare-chested. "Shy" and "Crystal Wrists" raged with a fast-moving fervor, and he intermittently slowed down the pace with the brooding lament of "Marlene Dietrich's Favorite Poem" and later the contemplative "A Strange Kind Of Love". The first single from "Deep", "Cuts You Up", was done brilliantly.

Choice material from Murphy's previous number one album, "Love Hysteria", was covered—including "All Night Long", "Blind Sublime", "Funtime", and "Time Has Got Nothing To Do With It". The audience was also entreated to "A Kick In The Eye" from the Bauhaus era. Mecca.

Peter Murphy gave a powerful performance that left a theatre full of people totally energized and inspired. Deeply inspired. And you thought Bela Lugosi was dead...

—Daily



## I'm On My Way

## HOW TO GET CHICKS

Five smooth lines to lay on potential girlfriends. By Mike Luna.

- 1). "I could get any girl in this place, and I'm pickin' you."
- 2). "It's too *hot* in here... let's go outside." (note—only works indoors)
- 3). "Is that your natural hair color?"
- 4). "I've got Star Wars on video cassette."
- 5). "Hey, don't you go to Bridgepoint High School? Are you sure?"







photo: spike

**B**illy Redding was like the BMX Kingpin of York, Pennsylvania back around 1979-'81. His garage and backyard toolshed held a wealth of bike parts and equipment—old frames he'd repaint and fix up, wheels, tires, ten-speed seats, handlebars, Oakley grips, motorcycle helmets...you name it, Billy had it. And if he didn't have it, he could make it.

Billy had somewhat of a penchant for trouble, but jumping and working on his "custom" bikes absorbed most of his time and energy. High-top, steel-toed work boots did their best to absorb the torturous force of his motocross-influenced

illustration: greg higgins



riding. When Billy jumped, he *jumped*.

I distinctly recall the sharp jangling of Billy's chain wallet every time he landed and pedalled. He wasn't very safe—that Billy Redding—but boy, was he *Soul*.

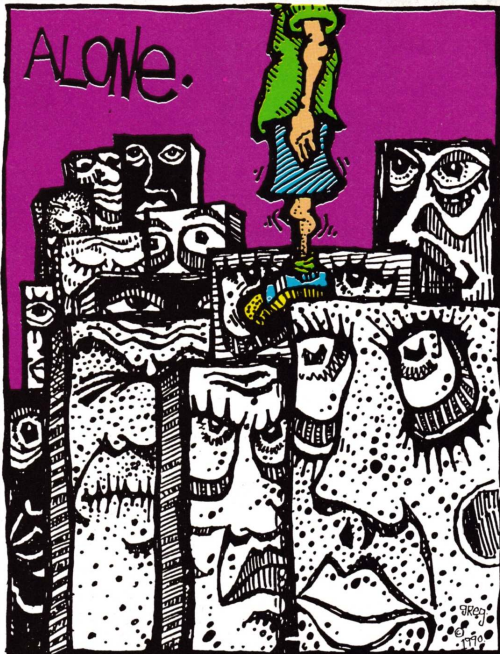
Welcome to the

*Soul*

article . . . .

—Mike Daily





3,471,000

He rode erratically down the winding bike path, unbalanced and unsure whether his next pedal would send him teetering over sideways or propel him further. The only thing that remained steady was his speed, and that combined with the sensation of the ground moving beneath him, the fear of skinning a knee or breaking a hip, running over a child on a big wheel, or plowing headlong into a sign post—the whole situation was vaguely familiar. This was the threshold where exhilaration leaned forward and shook hands with terror. He couldn't compare it to anything he'd done in the last few years. It was challenging, it provided satisfaction...he didn't understand exactly why, but he knew that he loved the feeling.

Besides, the fresh air would do him some good. Or at least that's what his wife kept telling him. He suspected she was just tired of having him sit around the house watching ESPN every Sunday, and her encouraging words were actually nagging in disguise. At first he had protested, but when he came home from work one day and discovered the new moun-

tain bike parked in the garage next to the lawnmower—he realized there was no getting around it.

This was the fifth weekend in a row he had gone out on his Sunday ride. He didn't feel half bad. His weak point was negotiating the drop-offs where the sidewalk became a six-inch curb, but put him on an inactive street and he could get down to business. He doubted he would ever advance to the stage where he could take both hands off and continue pedalling—a stunt he had mastered as a child. But he was content.

From behind he heard the approach of shrill voices. Daring not turn his head for fear of crashing, he instead diverted his attention toward riding in as straight a line as he could. A 12-year-old flashed by on his right, followed by an older rider, perhaps 16. He managed to stay in control, and uttered a sigh of relief under his breath. Just then he heard a young voice from behind call out "Stay in your lane, Pop." He looked down and saw that he was indeed weaving side to side. A juvenile arm brushed up against his, then clipped his grip end, sending a cold chill down his spine. It wasn't enough to route him careening out of control, but it was enough to make him realize how vulnerable he really was. The kid hadn't so much as missed a pedal.

A few minutes later he stopped at a 7-11 to catch his breath and get something to drink. The same boys were sitting on their bikes out front, slurping Slurpees and discussing something that provoked laughter. "Hey, there's that guy," the 12-year-old said, pointing at him. He suddenly felt his face redden with embarrassment.

"Hey guy," asked the oldest one of the bunch, the spoon/straw hanging out of his mouth. "You know what soul is?"

He thought it strange that they would be asking him such a question, but at least it was one he knew the answer to.

"Certainly. That's the capital of South Korea," he stated, pulled open the door, and walked inside. He would never know just how right he was.

—Lew

## THE KNOW MEN

The lady in the Journey shirt just stands transfixed, staring at the young men and not knowing what to make of any of them. She puts one pudgy hand on her ill-fitting designer jeans, the other on her tightly-permed hair and ponders something. What are these young zealots doing? What is the purpose of their physical exertion?

In her life, she has always tried to avoid "uphill battles", and yet these children were purposely engaging in one. The reason is not apparent to her. Her three-quarter sleeve t-shirt is enough evidence that she has not done anything "hip" since 1978, so her feeling of confusion turns into frustration and worry. Has she missed out on the start of a new trend? She tries to pick up on the lingo, but they are silent.

The "Know Men" (as she began to think of them as, for they seemed to know something that she with her vast experience could never know) keep risking their necks, either by hurling themselves in the air or by abusing the apex of the structure with a battery of maneuvers.



On tour. S.F., CA.

Still, they are getting nowhere. The process seems futile to her, although it is evidently of vast importance to these pioneers. They seem to be linked somehow, and they seem to be laughing at her. Not opening their mouths, not smirking in the slightest, yet wholeheartedly laughing at her inability to truly comprehend their actions.

Unable to bear the humiliation, she decides to leave. In a matter of days the incident will be entirely erased from her mind. But the Know Men will still be laughing.

—The Swami

photo: spike



Connection. Torrance, California.

photo: spike



No hander. Moreno Valley, California.





photo: spike

Tabletop. Riverside, California.

# FOCUS

Much has been written and said on the subject of positive thinking, goal-setting, success, mind over matter, and even your mind over easy, frying on drugs. Basically, the thoughts, positive or negative, we choose to hold in our minds either make or break us. Think about it.

Outer conditions have little power over the individual who has the positive mental attitude (P.M.A.). Your brake slipped? The ramp is lame? Your bike is a piece of junk? Excuses will get you nowhere... faster than you can imagine.

Reducing fear is the best way to add to your P.M.A. One outer condition that DOES pack power is the wearing of safety gear. Fear disperses quickly when safety gear is applied, which helps free the mind to accept the learning of a difficult trick or a new racing technique.

A crash is not the sign of a loser. Each crash is like a different teacher. Take mental notes and you'll never have to repeat the same grade twice. Contrary



illustration: greg higgins

to a commonly-held opinion, the best riders in the world do beef and have beefed scores of times to get where they are today... and to stay there.

Push yourself to advance and the ensuing improvement will do wonders for your motivation. Don't just sit back and marvel at your "insurmountable" mental block, or worse yet - struggle to knock it down with brute force. Relax. Challenge the fear you've created for yourself and rise above it. The expansion of mind you will gain is your reward.

It's been said, "Whether you think you can or think you can't, you're right." Think you can, and you will.

-Daily

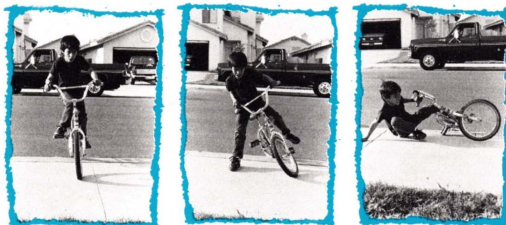
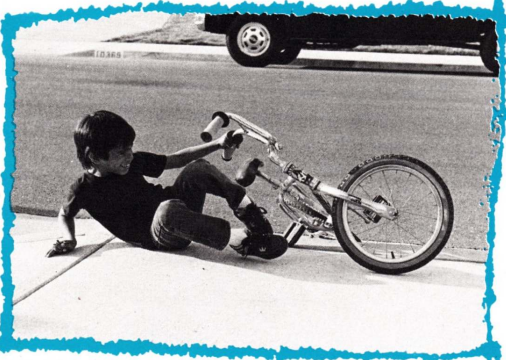


photo: spike



Child vs. curb. Anywhere, USA.



photo: gork

Wall ride. Orlando, Florida.





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## GO TO YOUR ROOM

Whatever you're doing you can usually have fun doing it. Corny, huh? But like I remember when I was a kid... I'd do something bad at the dinner table and my mom would send me to my room as a punishment. The whole situation was supposed to make me feel guilty but instead I would end up having fun just playing with my toys and pretending.

It's like doing anything. You're supposed to go through certain steps in a certain way, but you can always find a better way of doing it. When you're a kid, you spontaneously have fun. Pretending and creating isn't as easy when you become older, especially when there are so many other things fabricating confusion. It's the same basic deal - we already know but don't always remember. I'm just saying that it doesn't matter what you got, it's how you use it. Remember?

-Spike



photo: spike



illustration: greg biggins

## CROSSTOWN TRAFFIC

I was driving to work today. There was a kid on a bicycle. His intentions were obvious, so I watched him. He jumped from a driveway curb onto the sidewalk. In front of me a car had stopped. Just before the kid's second jump I had to look away. When I looked back he had landed. I really wanted to see that jump.

-Heffy

## HYPOTHETICAL SITUATION

SOMEWHERE...there lies a microscopic grain of rubber that wore away from your grips. Let's say it is perfectly round. Just for argument's sake, if you could shrink yourself to the same scale as the spherical rubber granule, would you stand on top of it and then try to make it roll by running on it, circus bear style? You probably think that would be pretty cool, eh?

-Not Tom









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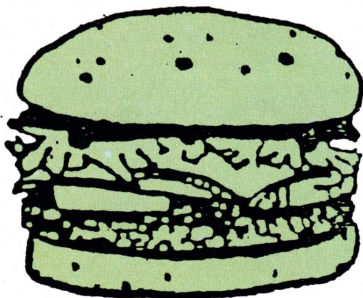
# CHRIS DAY

Photo: Mousie

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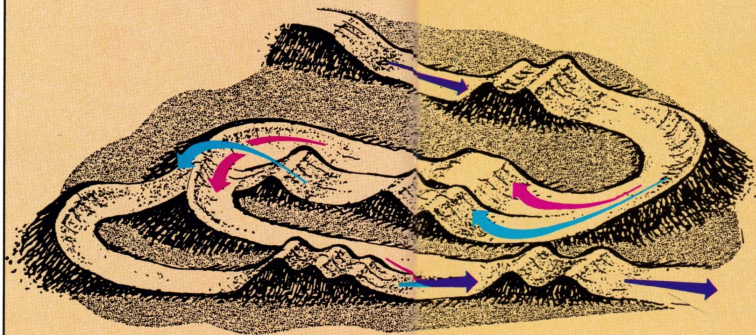
# FAST FOOD



ABA Silver Dollar Nationals

Reno, Nevada  
words by Chris Moeller

## TROUBLE ZONE: (Track Close-up)



■ = PRO   ■ = AM


Illustration by Jeff Tremaine

This paragraph exists because before this issue, the term **FAST FOOD** had not been applied toward race coverage. But now it has, and in fact, you are consuming Fast Food right this very second. With your eyes. Whenever there is a race or event that is worthy of some coverage, but doesn't fit our regular events schedule, look for it filed under Fast Food. No drive-thru's, no little packs of ketchup to stomp on, and you don't have to worry about getting enough napkins. But we *are* proud to announce that free refills are available by simply re-reading the story.

**W**hen riders showed up at the track for this year's opening ABA national in Reno, Nevada, the first thing they noticed was the roped-off section behind the second corner. Actually, the first thing they noticed was probably an old indian with a full head dress, but the Pro section ranked a close second. And like some fierce Southwestern Brahma bull ready to maim a cowboy, this Pro section sat untouched well into Friday's practice. Yeah right.

Because of his backyard track knowledge, the ABA called on Billy Griggs to design the Pro section. What Billy did was this . . .

After the first turn, the Pros went a little to the left of where the amateurs went, creating a new straightaway for the Pros. A set of doubles about three feet high and 15 feet long were placed in the middle of the new straight. These jumps weren't too difficult for anybody to clear, but the lip was really funky and you couldn't roll them fast due to the harsh pit inbetween them. If you stayed low enough over the first set and then got a few pedals in, you could jump the next double which was really big. Really, really big. The lip for this jump was at least 4 feet tall and like Pete Rose's arm, it was shaped to throw you high and far. The landing was the backside of the Amateurs' second berm. Pretty rad. The length was about 20-25 feet. What made it hard was the double right before it. And if you couldn't jump it, then you fell down into the middle and came to a dead stop. People would easily jump right over your head. If you tried to clear it and slammed into the face of the berm, you were hurting bad. Once you landed, you went into a left-handed 180 turn that was soft and one-lined. With little speed you had to hit a set of triples that were incredibly steep—you couldn't even *think* about rolling them smoothly. The best plan was to jump all three if you could. Most people jumped two and rolled the third one on their back wheel. The wall around the arena touched the side of the triples, and if someone got off a little they could easily slam into it, as some did. After the triples the Pros went back onto the normal track.

The Pro section was rad. Races were won and lost in the air, people were landed on, and people were jumped over. Forks bent and bars broke. A lot of people got scared and some Pros complained, but someone is always complaining. The difficulty of the obstacles let a few less powerful yet more skilled riders have a chance to be out front more. Huge packs of people piled into the stands next to the triples and cameras flashed over the doubles. The whole scene was totally similar to a Supercross race. The excitement and interest in watching BMX was back in Reno which was cool. Adding a Pro section to the track did a lot to help make Reno a great race. It put the Pro back into the Pro class and kept the crowd awake. Hopefully the ABA will have more Pro sections in the future. It will be well worth the hassle. And that's no bull. 



In search of silver dollars. Pros Lonscarevich, Townsend, Ellis, and Griggs preparing to deal with the Pro section.

Photo: Dian Giberson

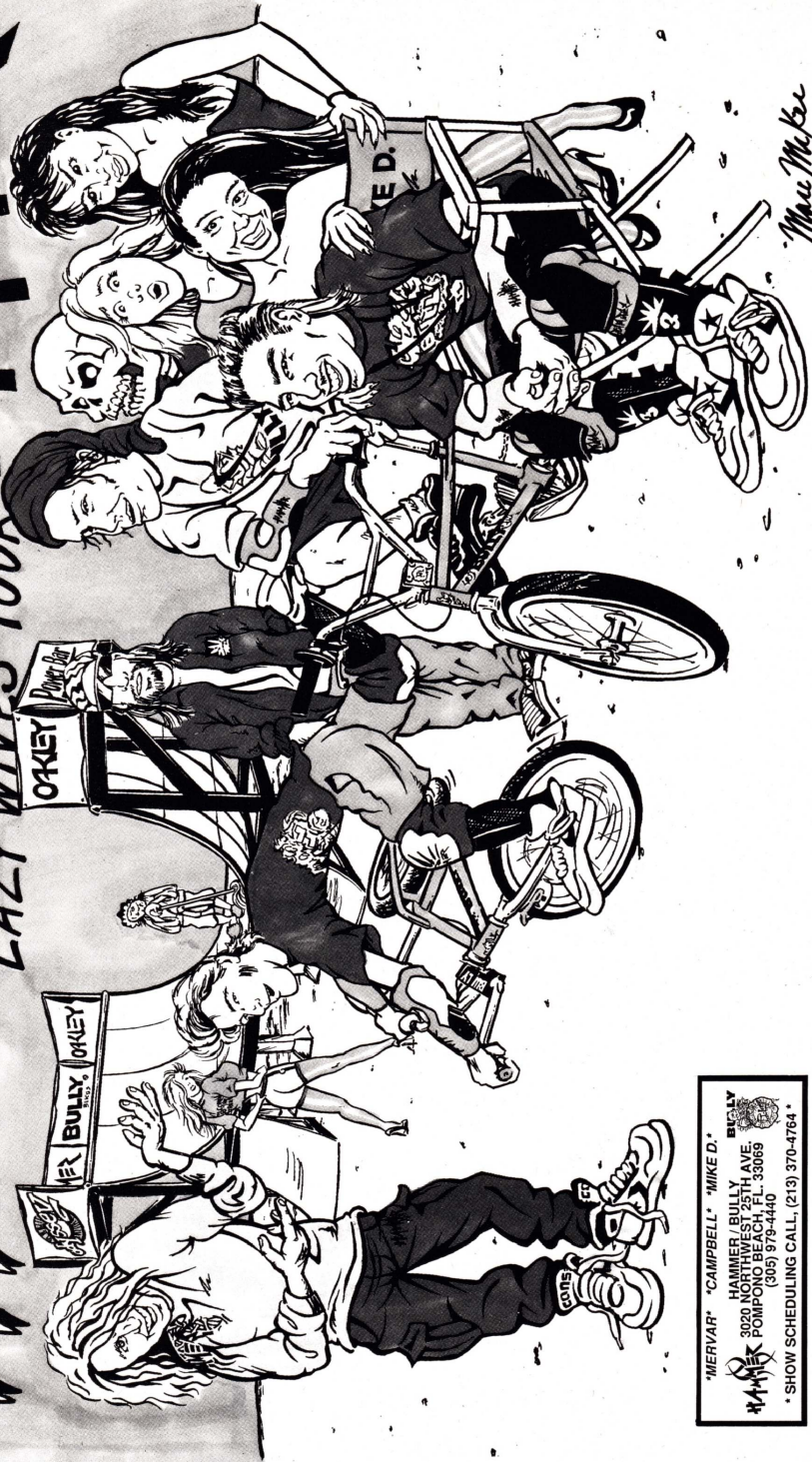






# the 1990 BULLY-SLAMMER

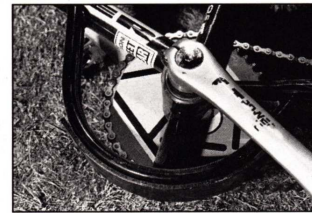
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# INVENTORY

## DINO'S DYNO SLAMMER



Señor Dino De-Luca steppin' into the P.M. If this were an artsy, poetically romantic caption (the kind that go great with a hot cup of cappuccino), and if the photo was full color, the sky might be described as ... "breezy, bronze-lumed ether". But it's not.

Correct spelling of "cappuccino", which coincidentally rhymes with "Dino", by Vern.



**FRAME:** Dyno Slammer, 4130 chrome-moly.

**FORK:** GT, 4130 chrome-moly.

**BARS:** GT Pro, 4130 chrome-moly.

**STEM:** GT Pro.

**WHEELS:** GT Superlace; GT hubs, 16T freewheel, Sun rims—"The strongest I ever had."

**CRANKS:** GT Pro Series, 180 mm.

**PEDALS:** Shimano DREX-T, mountain bike type. "They're the best. Those are fresh. I just put 'em on yesterday."

**CHAIN:** Yes.

**CHAINWHEEL:** Power Disc, 44T. "That sprocket was so ugly I put stickers on it. It's one of Josh's (White) from a long time ago."

**CALIPERS:** ACS Boa on the front ("Killer.") and an Odyssey Pit Bull on the back.

**LEVERS:** Dia-Compe Tech-7.

**CABLES:** Odyssey slic-cable for the front and Gyro cables for the Gyro.

**BRAKE SHOES:** Skyway on back, Dia-Compe on front.

**SEAT:** GT saddle.

**SEAT POST:** Robinson.

**SEAT CLAMP:** GT Power Series clamp.

**HEADSET:** GT.

**BOTTOM BRACKET:** GT steel cups.

**GRIPS:** A'ME, mountain bike type.

**PEGS:** GT Tube Rides, steel.

**PADS:** GT stem pad to protect knees.

**EXTRA MODIFICATIONS:** Sprocket-side peg extended with seat post insert and peg section. Jive Handles bar-end plugs. A'ME grip on right side of bars for no-handers—"That's where I tuck my knee."

**PERSONAL GEAR:** Dyno helmet, knee pads, elbow pads, shinguards.

Pacific Palms gloves.

**HOW DOES YOUR BIKE HANDLE?**

"It's longer than the Pro Compe. It's a lot more stable. It's a great all-around bike for flatland, street, and ramps. The Dyno Slammer has double thick drop-outs, too, so you know it's strong. (To his dog) Gizmo! Dang it man! Get down."

**SO WHY DO YOU HAVE YOUR BARS SO FAR FORWARD?**

"Actually I pulled 'em back some. Dude, have you ridden Matt Hoffman's bike? Hoffman's are WAY up there. Same with Gary's (Pollak). I don't know. It just feels comfortable. The Dyno Pro Compe is shorter so I compensated by having the bars further up. I moved 'em back because this bike is longer than my Pro Compe. I just got this bike."



Dino DeLuca. Sometimes you kick. Sometimes you get kicked.



THE RIDER'S MANUAL



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Tioga Roll Ons	\$8.50
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Haro	\$7.50
Dyno	\$7.50

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# Attention to detail.

## GT for 1990.

**AGGRESSOR** — 1990 Aggressor frame and fork, 1990 GT Pro Freestyle handlebars, Power Series cranks - GT HP-1 tires - GT Pro XL stem with brake-thru bolt.



**PRO FREESTYLE TOUR** — 1990 GT Pro Freestyle Tour frame and fork - Super-lace alloy wheels - New GT Pro Series seat-post clamp.



**PERFORMER** — GT Performer frame and fork - GT Performer mags with sealed mechanism bearings - GT laidback seatpost - New GT platform pedals.



**VERTIGO** — 1990 Vertigo frame and fork - GT alloy Tube Rides - Dia-Compe Bulldog brakes - Odyssey Gyro.



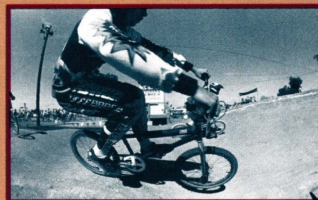
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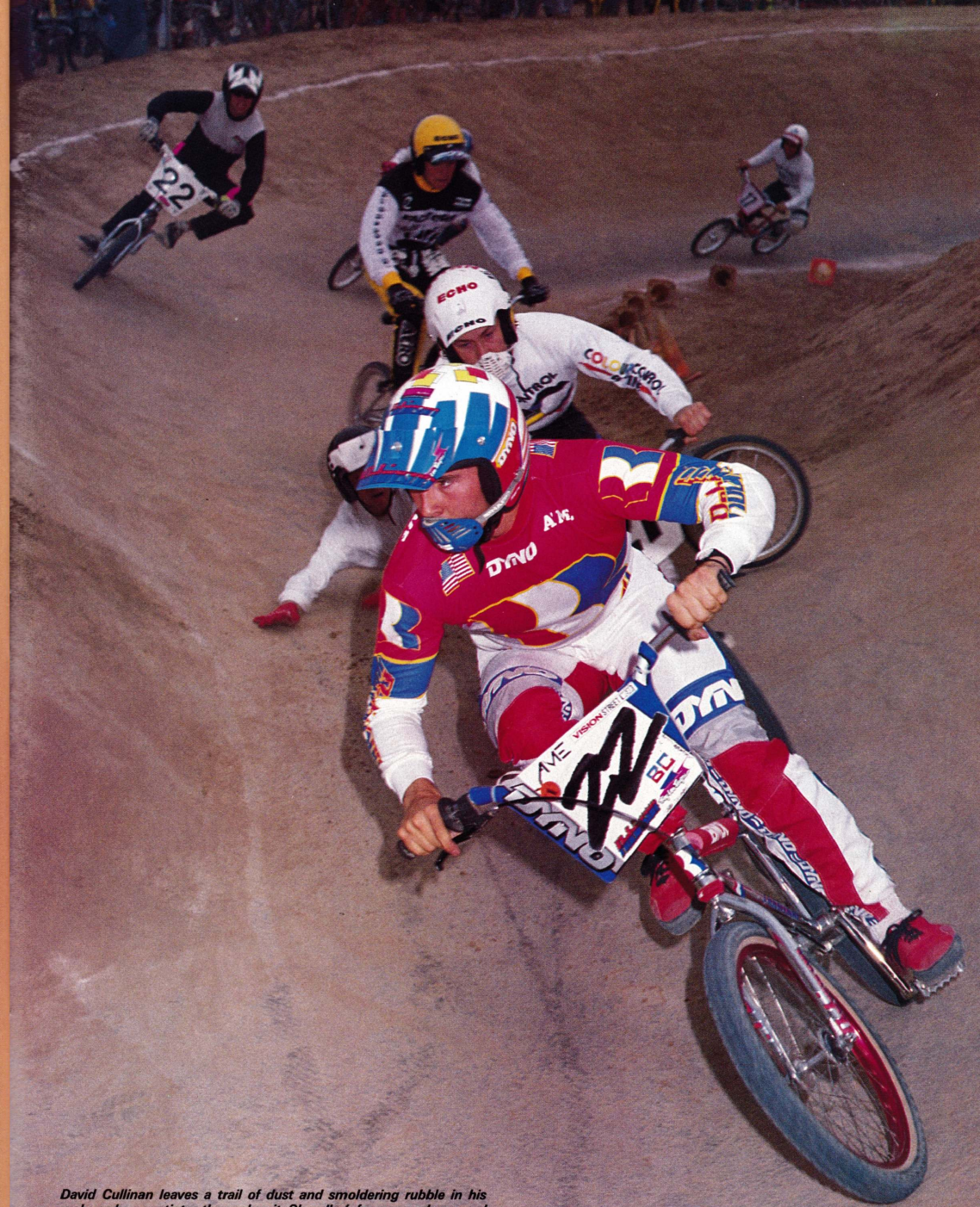
# RACING



# ARIZONA

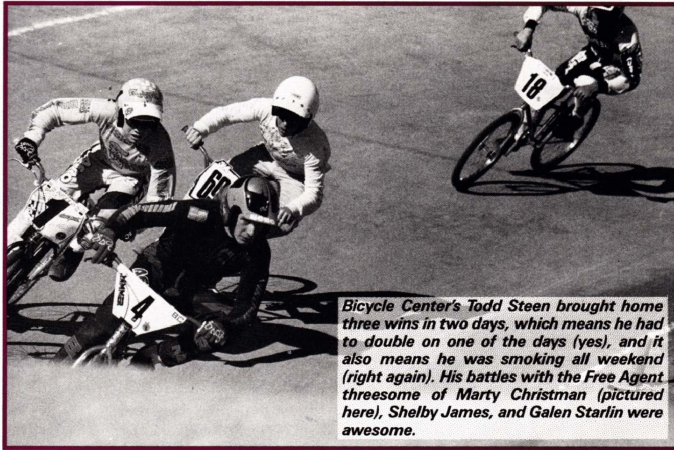
ABA WINTERNATIONALS CHANDLER, ARIZONA

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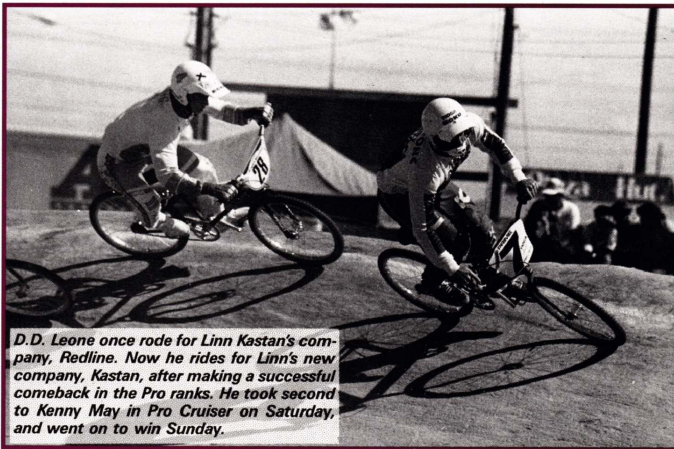


David Cullinan leaves a trail of dust and smoldering rubble in his wake as he negotiates the snake pit, Chandler's famous underground S-turn.

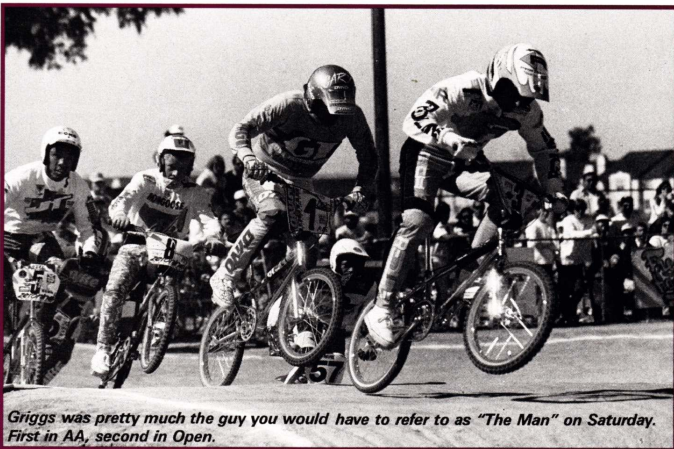




Bicycle Center's Todd Steen brought home three wins in two days, which means he had to double on one of the days (yes), and it also means he was smoking all weekend (right again). His battles with the Free Agent threesome of Marty Christman (pictured here), Shelby James, and Galen Starlin were awesome.



D.D. Leone once rode for Linn Kastan's company, Redline. Now he rides for Linn's new company, Kastan, after making a successful comeback in the Pro ranks. He took second to Kenny May in Pro Cruiser on Saturday, and went on to win Sunday.



Griggs was pretty much the guy you would have to refer to as "The Man" on Saturday. First in AA, second in Open.

A few things about Arizona: NO grass, NO lawns, just rocks. As a substitute for the green stuff, most suburban families have rocks in their front yards, along with a cactus. The bigger your cactus, the badder you are. The best lawn I saw all weekend was the infield at Chandler, but since Chandler is one of the most groomed and efficiently-run BMX tracks in all of North America, perhaps it's not all that surprising.

The Winternationals is a tradition that stems back from 13 years ago. The actual track location has been switched occasionally, but they've always been in Arizona. Except for the one held in Azusa. But man, that's just a technicality. Today's Chandler track, as I've been told, is an exact reproduction of the original Chandler track which was plowed after the USBA went under. Did you even know there was an original Chandler track? You do now.

If you were a spectator, you would have arrived at Chandler Saturday morning and been confronted with 247 motos worth of time to kill before the quarters or semis started. If you had spectated at the Winternationals the year before as well, you might have thought to yourself "Color me stupid, but it seems like there were more people here last year..." There was draw from an NBL War of the Stars in Orlando, Florida the same weekend, so most of your East Coast NBL riders and their families chose the route of migrating senior citizens. Although it's highly doubtful, there is a chance that if you were spectating, you might've even asked the guy sitting next you in the bleachers who did the custom airbrushing on the Winternationals banner stretched over the starting gate. Although the guy next to you in the stands would have no clue as to who Bud Johnson is, that's the guy who painted it.

If you were an announcer, you would have thrown around clichés like they were going out of style. "Gettin' together like ticks on a hound",

"On him like a cheap suit", and "Goin' for all the tuna in the sea", were a few of the more abused phrases over the two-day period. You probably used those terms to describe riders like Bicycle Center's Todd Steen as he did battle with Robert Zanhov in 15/16 Open and 16 Expert, for instance. Steen was ruling all weekend, scoring a double on Saturday and winning Open on Sunday, with Galen Starlin spoiling things in class. Robert Zanhov took home more second place trophies than he probably wanted, but right after Chandler Robert was picked up by Red Line. Watch the new-ride psych affect his speed at the next race.

If you were Kenny May, which you're probably not, you doubled on Saturday. Winning A-Pro was no problem at all, and in fact, you let loose with a long "Yeeaaaah!" as you jumped the banzai jump down into the curved and treacherous "snake pit", leading the last A-Pro main. The next day in your first moto as an AA-Pro, you tangled with Alex Plug (Arizona homeboy/Colour Control Pro who was flying), then proceeded to exchange words and physical blows right in front of the grandstand. You're promptly ejected for the day, but Alex goes unpunished. Here's what you had to say regarding the incident:

"We were coming out of the first corner and I was in third and Alex was in fourth and he pulled up next to me. I slipped my pedal coming off the drop-off. Then going into the second corner, just before the doubles he shoved me off the track and I missed the doubles. I was still in third, beating him into the third turn, and he came up on the inside and deliberately took me over the berm. THEN, he pushed me before I had even said anything to him, so I slapped him in the helmet and go 'What are you doin' dude? That ain't racing'. And I get DQ'ed for the day. I tell you, it's politics. They (the ABA) don't want me to get #1 this year."

Gary Ellis and Steve Veltman also exchanged elbows, then words, and displayed aggression. This hap-



Sam Arellano and D.D. Leone get Kenny May's side of the story after the incident in the third turn with Alex Plug.



A common sight—a fast yet unidentified Colour Control rider out front.

pened during motos throughout the day on Saturday and climaxed just after the AA-Pro mains. Billy Griggs felt comfortable enough to win class and take second to Lopes in Open, but Sunday the Veltman/Ellis rivalry was the talk of the track and both guys were trying their hardest to smoke one another. Steve wasn't to be beaten in motos and definitely not in the mains. He doubled and displayed superior techniques for rolling the step jump on the third straight. Gary was right behind him all day. Intensity levels were high.

If you were racing in Chandler, you risked getting your bike stolen. A small cartel of thieves were prowling the pits like sharks looking for an easy kill, something to score. After two days of this nonsense, racers (and parents) finally reached what you could call a boiling point. Sunday afternoon justice was served when the thieves were spotted in action. A 100-man posse formed and a chase ensued across a nearby field and into a neighborhood. Bikes were recovered and the cops were called in to sort out the mess.

If you won in Cruiser class on Saturday, the odds are extremely good that you won on Sunday as well. Check the results and compare. On an interesting note, BMX legends from days past, Frank Post (the Wildman) and R.C. Alderman (Z-Rim Bender) were racing cruisers in Arizona. Mike King, BMX legend from days present, made a rare cruiser appearance as well.

If you're 17 and race in the Expert class, then Dave Cullinan, Pamell Haley, David Milham, and Brian Ruest are all your worst nightmares. Especially Brian Ruest. These guys rail around the track just a notch slower than the Pro class, but swapping positions and dicing like they were racing for cash. The reason you're especially threatened by Brian Ruest is because he is White Bear's ace-in-the-hole when it comes time for the 17 Expert mains. He doubled on Sunday, by the way. Again.

If you're from Arizona, there's a good possibility that you're a Holly

Dunn fan. He's only lost once all weekend—in 15 & Over Girls on Sunday—so you probably were pretty shocked for her.

If you're someone who makes leathers or pants, you might want to contact Eric Phillipart. Although he is full factory White Bear, rumor has it that his legs are so big (muscle, mind you) that he can't wear racing pants.

If you're sponsored by Diamond Back, then your name is Matt Hadan. And Saturday you didn't make the mains, so to make up for it you won your A-Pro semi on Sunday, then went out again and won A-Pro. Good work.

If you were a medic, you treated a fair number of victims that the track claimed throughout the weekend. The pit tent/treatment area you had was totally dialed, and every time a kid would crash your crew would sprint over to the wreck site and make sure everybody was okay. It's possible that you got to know Steve Veltman, Kenny May, and Mike King on a first name basis Saturday, because these fellows were going for it and going down a lot. With \$5,000 up for grabs, it's no wonder the Pro classes were riding more edged than usual.

If you were at the ABA Grands last November, you saw Gary Ellis win the Chevy S-10 pickup. At Chandler he displayed the updated version of said truck—lowered, tinted windows, rims, stereo—basically given the Pro treatment. It wasn't uncommon to see small crowds gather near the vehicle and objectively discuss its features.

If you weren't at Chandler but are reading this story, then the above paragraphs will give a glimpse of insight as to what goes on during a 48-hour period at any given BMX National. Who you are has a lot to do with what you notice. And what you notice gets locked into your memory banks and filed under "E for enjoyment".

Now file this story under F, for finished. ☑

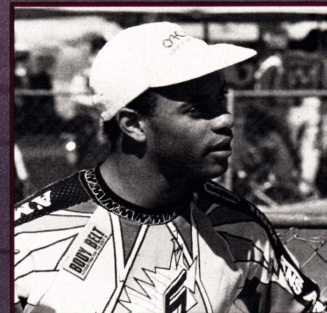


Ellis and King stay low and style over the Banzai.



Colour Control riders were out in force, and they were not to be taken lightly. John Rana proves why as he leads GT's Mike Luna.





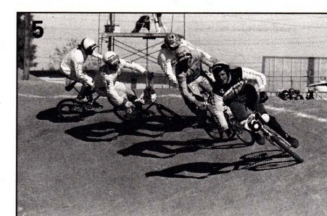
*Veltman. It's hard to say which is growing faster—his reputation or his bank account. Both are doing well these days.*





## DEFENDING YOUR LEAD— SECOND TURN.

*Eric Phillipart uses the perfect line—slightly inside going into the turn, and then riding the berm up high on the outside, blocking Kenny May. Note how leaned he is in the final frames of the sequence.*



## DEFENDING THE LEAD— THIRD TURN.

*A small tabletop jump coming out of the third corner is used to help accelerate Todd Corbitt in this AA-Pro moto. T.C. bunnyhops the distance of the tabletop, skims across the surface, then tucks back on the landing side. His pedals are already set as he dives down the backside of the jump, using the slope like it's a starting gate for extra torque.*

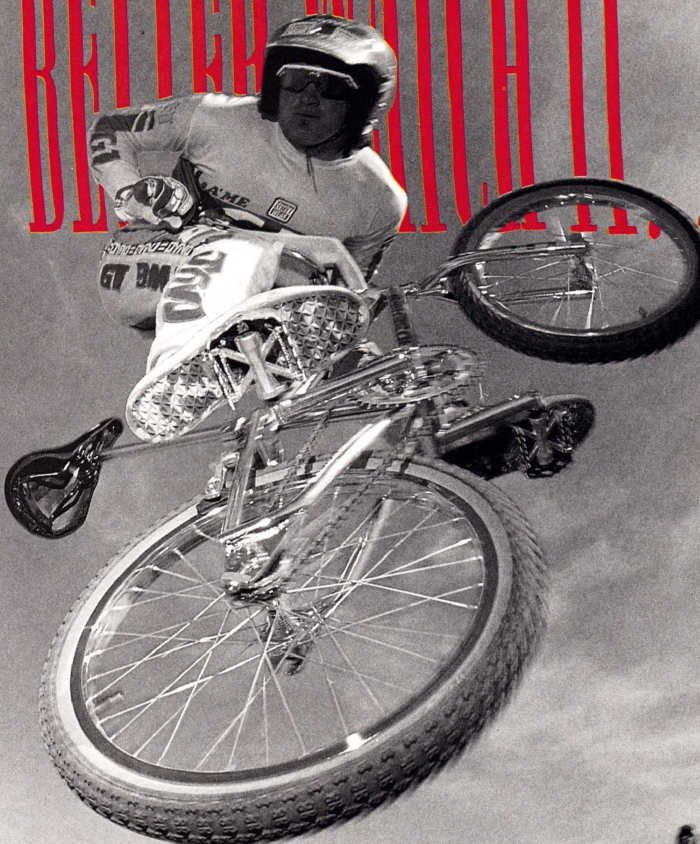


## DEFENDING THE LEAD—SNAKE PIT.

*Sam Arellano knows that the fellow behind him is going to try coming in from underneath as they enter the final S-turn. Sitting down, the seat gives Sam a more stable center of balance—should the second place rider try and muscle his way past. Sam takes his inside foot off the pedal to provide balance and to block the other rider, but avoids dragging his foot so it doesn't get run over.*



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in his hands.  
the bees  
swarmed around  
the hive.  
he swung,  
felt it hit  
the hive,  
then he  
ran away.



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FEBRUARY 17, 1990  
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Charles Townsend  
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**A-PRO**

Kenny May  
Clay Goldsמיד  
Pat Briggs  
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Tim Hall  
Rutz Markus

**PRO OPEN**

Brian Lopes  
Billy Griggs  
Greg Hill  
Gary Ellis  
Todd Blaser  
Charles Townsend  
Todd Corbitt  
Tim Hall

**PRO CRUISER**

Kenny May  
D.D. Leone  
Mike King  
Alex Pflug  
Ronnie Anderson  
Eric Phillipart  
Dean Rana

**17 & OVER OPEN**

Stephen Kinsey  
Eric Phillipart  
Dean Rana  
Stephen Kinsey  
17 & OVER OPEN  
Dave Cullinan  
Sam Arellano  
David Milham

**15/16 OPEN**

Todd Steen  
Robert Zahnow  
John Gonzales  
13/14 OPEN  
John Rana  
Nick Liberatore  
Frank Delgado

**11/12 OPEN**

Kris Park  
Rhen Agbayani  
Rich Houseman  
9/10 OPEN  
Gary Houseman  
Greg Norris  
Kevin Talley  
7/8 OPEN  
Dustin Lindberg  
Justin Grise

**6 & UNDER OPEN**

Abraham Aguilar  
Averil Smart  
Shawn Zorio  
Peter Engel  
17/OVER EXPERT  
David Milham  
Dave Cullinan  
Willie Nelson

**16 EXPERT**

Todd Steen  
Robert Zahnow  
Shelby James  
15 EXPERT  
Mike Haupt  
Jason Richardson  
Justin Green

**14 EXPERT**

Mike Luna  
John Rana  
Bryan Latimer  
13 EXPERT  
Bo Olson  
Chris Eudaley  
Shawn Emerson

**12 EXPERT**

Anthony Reyes  
Alexis Vergara  
Jason Palmer  
11 EXPERT  
Shea Pierce  
Nick Brungardt  
Jonathan Barnes

**10 EXPERT**

Kevin Haynie  
Josh Luopa  
Mike Branzel  
9 EXPERT  
Larry Cambra  
Jeremy Haskins  
Brandon Richter

**8 EXPERT**

Abraham Aguilar  
David Langford  
Dustin Lindberg  
7 EXPERT  
Brett Heaton  
Steven Ribeira

**6 EXPERT**

Averil Smart  
Shawn Zorio  
Gabe Moreno  
5 & UNDER EXPERT  
Brandon Kintzler  
Greg Hill  
Gary Ellis

**17/OVER INTERMEDIATE**

Brad Pasquale  
Matt Eggmann  
Monny Lucascio  
16 INTERMEDIATE  
Todd Corbitt  
Jeff Rohm

**15 INTERMEDIATE**

Christopher Hatcher  
Jeff Powell  
Ahren Bomba  
14 INTERMEDIATE  
Bert Boyce  
Josh Liechty  
Derek Bunch

**13 INTERMEDIATE**

Jimmy Robinson  
Davis Taylor  
Arik Way  
12 INTERMEDIATE  
Chad Downen  
Michael Herschkowitz  
Bryan Letterly

**11 INTERMEDIATE**

Broc Hendershott  
Brandon Sisemore  
Grant Gann  
10 INTERMEDIATE  
James Cutlip  
Cole Barnett

**9 INTERMEDIATE**

Giovanni Mioni  
Tony Shockley  
Beau Hodge  
Terry Lievens  
8 INTERMEDIATE  
Bradford Courtney  
Bubba Armstrong  
Jimmy Sloan

**7 INTERMEDIATE**

Ricky Fuentes  
T.J. Jablonski  
Matt Crockett  
6 INTERMEDIATE  
Tyler Varnum  
Christopher Rea  
Jeffery Webster

**5/UNDER INTERMEDIATE**

Kyle Eggleston  
Seth White  
Justin Siebert  
17/OVER NOVICE  
Jeff Boyer  
Gabriel Seri

**16 NOVICE**

Robert Klein  
Mike St. John  
Dannny Cranston  
15 NOVICE  
Matt Tomlinson  
Brian Oldham  
Wade Ellingson

**12 NOVICE**

Cindy Haynie  
Raymond Potter  
Zach Canizales  
11 NOVICE  
Mike Alexander  
Joe Shouse  
Kari Armstrong

**10 NOVICE**

Justin Ross  
Jason Sterling  
Travis Ferger  
9 NOVICE  
Jason Brown  
Robert Moreno

**7 NOVICE**

Richie Campbell  
Duane Curtis  
Clinton Languemi  
Devin Willette  
5/UNDER NOVICE  
Robert Courtney

**45/OVER CRUISER**

Bill Paxton  
Al Franke  
Marvin Nelson  
38-44 CRUISER  
Bill Dumas  
Bart Hatcher

**31-37 CRUISER**

Michael Rosa  
Jim Cramer  
Pat McElroy  
26-30 CRUISER  
Dugan Neil  
Bob Censabaugh

**21-25 CRUISER**

Kiyomi Waller  
Eric Sweets  
Matt Eggmann  
17-20 CRUISER  
Shan Hatfield  
Parnell Haley

**16 CRUISER**

Marty Christman  
Todd Steen  
Shelby James  
15 CRUISER  
Justin Green  
Danny Nelson

**14 CRUISER**

Mike Luna  
John Rana  
Jason Schultze  
13 CRUISER  
Chris Eudaley  
In Hee Lee

**12 CRUISER**

Shawn Emerson  
Tim Hall  
Alexis Vergara  
Andy Contes  
Jeremy Gowens  
11 CRUISER  
Shea Pierce

**10 CRUISER**

Mike Miranda  
Jesse Stark  
Josh Luopa  
Kevin Talley  
Levi Robinson  
9/UNDER CRUISER  
Nigel Von Trotha

**8/UNDER CRUISER**

Jeremy Haskins  
Dustin Randolph  
13/OVER GIRLS CRUISE  
Holly Dunn  
Christy Homa

**13 GIRLS**

Emily Davis  
Emily Moore  
Michelle Gibson  
12 GIRLS  
Kim Bozart  
Stephanie Anderson

**11 GIRLS**

Kari Armstrong  
Daphne Howard  
Jennifer Phillips  
Laurie Judd  
10 GIRLS  
Sheila Songcuan

**9 GIRLS**

Doni-Lee McCullough  
Elizabeth Poehls  
Erika Welter  
Anita Agbayani  
Tracy Sarver

**8 GIRLS**

Hollen Stone  
Christina Schultz  
Annake Youdan  
7 GIRLS  
Amanda Hawbaker  
Jamie Lilly

**6 GIRLS**

Amy Morris  
Krystal Tippetts  
Sophie Tagliamonte  
Lisa Cleere  
5/UNDER GIRLS  
Kendra Windham

**4 GIRLS**

Natalie Newbury  
Jessica Scott  
26-30 CRUISER  
Dugan Neil  
Bob Censabaugh  
21-25 CRUISER

**16 CRUISER**

Marty Christman  
Todd Steen  
Shelby James  
15 CRUISER  
Justin Green  
Danny Nelson

**14 CRUISER**

Mike Luna  
John Rana  
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Jesse Stark  
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Dusty Walters  
Greg Norris  
J.R. Mijares  
7/8 OPEN  
Jimmy Sloan  
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**6 & UNDER OPEN**

Averil Smart  
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Bryan Reust  
David Milham

**16 EXPERT**

Galen Starlin  
Todd Steen  
Robert Zahnow  
15 EXPERT  
Justin Green  
Mike Haupt

**14 EXPERT**

Jason Richardson  
Mike Luna  
Nick Liberatore  
John Rana  
13 EXPERT  
Chris Eudaley

**12 EXPERT**

Bo Olson  
D.J. Gregg  
Jason Palmer  
Alexis Vergara  
J.D. Maestas  
11 EXPERT

**10 EXPERT**

Rich Houseman  
Jonathan Barnes  
Shane Welter  
10 EXPERT  
Josh Luopa  
Dusty Walters

**9 EXPERT**

Levi Robinson  
Larry Cambra  
Trevor Wilson  
Nigel Von Trotha  
8 EXPERT  
Dustin Lindberg

**7 EXPERT**

Caleb Tucker  
Chris Tagliamonte  
Brett Heaton  
Adam Winter  
Jamie Straub  
6 EXPERT

**5 & UNDER EXPERT**

Shawn Zorio  
Gabe Moreno  
Chad Thompson  
Brandon Kintzler  
Blair Brundige  
Joshua Cook

**17/OVER INTERMEDIATE**

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Joe Huntoon  
Monny Lucascio  
16 INTERMEDIATE  
Jason Davis  
Brian Kizer

**11 INTERMEDIATE**

Brandon Sisemore  
Sean Lechman  
Josh Wagner  
10 INTERMEDIATE  
Eric Baca  
Ryan Rittenhouse

**9 INTERMEDIATE**

Jerry Patino  
Tony Shockley  
Terry Lievens  
Nick Awtry  
8 INTERMEDIATE  
Scott Harlatt

**7 INTERMEDIATE**

Duane Curtis  
Tyler Varnum  
Steven Lee  
Jeff Webster  
5/UNDER INTERMEDIATE  
Justin Siebert

**4 EXPERT**

Dannny Cranston  
Mike St. John  
Brian Millett  
15 NOVICE  
Wade Ellingson  
Sean Mustilli

**14 NOVICE**

Wesley Copeland  
Alec Moreno  
Dave Braid  
Jon Ganley  
13 NOVICE  
Robert Wood

**12 NOVICE**

Tony Mustacchia  
Rick Johnson  
Phil Malget  
Raymond Potter  
Zach Canizales  
11 NOVICE

**10 NOVICE**

Brian Youdan  
Josh Ryan  
Travis Ferger  
Rocky Camp  
9 NOVICE  
Roberto Moreno

**8 NOVICE**

Jeremy Poehls  
Richie Campbell  
Erikka Welter  
5/UNDER NOVICE  
Reed Spiegelman  
Bryan Martignoni

**45/OVER CRUISER**

Bill Paxton  
Al Franke  
Marvin Nelson  
38-44 CRUISER  
Bill Dumas  
Bart Hatcher

**31-37 CRUISER**

Michael Rose  
Randy Wilbur  
Jim Cramer  
26-30 CRUISER  
Dugan Neil  
Mike Long

**21-25 CRUISER**

Kiyomi Waller  
Eric Sweets  
Matt Eggmann  
31-37 CRUISER  
Tom Bakofsky  
Bart Hatcher

**15 CRUISER**

Justin Green  
Kenneth Crouse  
Percy Owens  
14 CRUISER  
Mike Luna  
Jason Giffoglionne

**13 CRUISER**

Brian Givens  
Chris Eudaley  
In Hee Lee  
Brad Beedy  
12 CRUISER  
Alexis Vergara

**11 CRUISER**

Jason Palmer  
Reid Anderson  
Shea Pierce  
Nick Brungardt  
Jesse Stark  
10 CRUISER

**9 CRUISER**

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Mike Branzel  
Larry Cambra  
Nigel Von Trotha  
Dustin Randolph  
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**12/UNDER GIRLS CRUISER**

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Christy Homa  
Cindy Davis  
Stephanie Anderson  
Kim Bozart  
Erika Welter

**15/OVER GIRLS**

Christy Homa  
Holly Dunn  
Kim Ross  
14 GIRLS  
Tammy Daugherty  
Shannon Conley

**13 GIRLS**

Teri Nelson  
Cindy Davis  
Jessica Robinson  
Michelle Gibson  
12 GIRLS  
Kim Bozart

**11 GIRLS**

Jolene Larrabee  
Melissa Wolfe  
Daphne Howard  
Lynsey McDade  
Jennifer Phillips  
10 GIRLS

**9 GIRLS**

Sheila Songcuan  
Doni-Lee McCullough  
Lauren Vyborry  
8 GIRLS  
Hollen Stone  
Heather Bruna

**7 GIRLS**

Christina Schultze  
Amy Morrison  
Amanda Hawbaker  
Jamie Lilly  
6 GIRLS  
Krystal Tippetts

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4. Pedalpower  
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FACTORY  
1. White Bear  
2. GT

The 1990 RL 390 is quick, responsive, and yet brutally strong. Everything about it is competitive — including the price. But there's no doubt about it — Redline's genuine BMX heritage is in every detail.







The Enchanted Tree and Jon Byers: Twisted form, extended limbs, somewhat dry, and strong roots. By the time you read this, the Enchanted Ramp will be but a fond memory.

**I**t all started for me back in January of '88. I got sick of having to fight the cold of the Northeast so I decided to move to California for a year. I didn't know where I was going to live and I didn't have much cash—but I had to do it.

My buddy from Massachusetts, Joe Johnson, called me and I told him about my idea. He said he was thinking about it too. He had just been at the '87 2-Hip Finals (Enchanted Ramp) and said that Ron (Wilko) was looking to rent out the ramp house. I said, "Let's do it!" We agreed to leave on February 1, 1988.

Johnson, T.J. Fallon, Rocky, and I were planning to drive out. I didn't really even know Ron that well, but the thought of living at the famous Enchanted House was more than enough "drive". Well, three days before we were ready to leave for Southern California, Joey called and told me that he wasn't riding for Haro anymore and he wouldn't have any money to live. Great, Johnson! I thought that was it. I didn't even think that Ron would be into renting the house to someone he didn't even know. No way.

That same night Ron called me and asked me if I was still coming. I felt really important—Ron Wilkerson had just called me to ask if I was still coming! I was stoked. I said, "You bet!" I also asked him if he needed to hire anyone at 2-Hip. He said no.

Rock and I got plane tickets and flew out. Hadji moved into the Enchanted house a month later. When we arrived Ron hadn't gotten his new place yet, so we lived with Ron and Stacy for a couple of days. It was rough at first—no cash, no friends, no transportation, no jobs. Soon we got jobs and friends started showing up, one by one. People would show up with furniture they'd stolen from hotels and stuff. It was cool at the time.

About two months into our adventure these two English guys showed up: Lee Reynolds and his buddy Howard. They were on vacation so they had CASH. We let them stay for a month. They were cool and we had a lot of fun.

Once word got out that Wilkerson was out of the ramp house, the calls started trickling in . . . "How much for a room for one month?" . . . "Come on Kev, this is your buddy talkin' here. Let me stay . . ." Being the sucker that I am, I let them barge on in. Holes started showing up in the walls, gnarly stains on the carpet—you name it; The place was a mess.

The only thing that made it all seem worthwhile was the ramp. The riding there was unreal.

# ENCHANTMENT

*Narrated by Kevin Martin*



Every rad Pro and Expert you can think of has ridden the Enchanted Ramp. I've seen every injury imaginable from broken bones to stitches to lost teeth. Sometimes ambulances and cops would just cruise by to see if we were O.K. The other day Matt Hoffman was riding and an ambulance parked in the driveway to watch (and wait). Matt started crashing on purpose and they started flashing the lights and yelling out on their P.A. to see if he needed any help. It was funny.


I also became a ramp rider while I lived at the Enchanted House. I've sessioned with everyone and I've picked up tips from all of them.

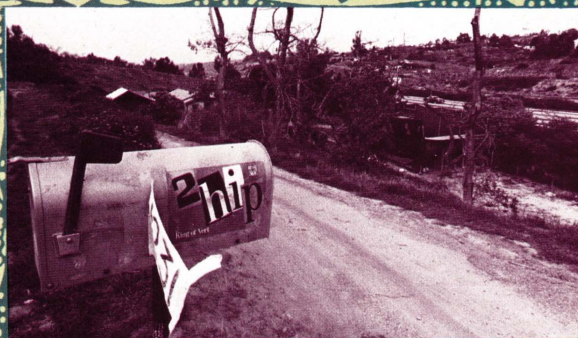
Some events at the Enchanted House were crazy. Our house hosted several weekend "get togethers". On Halloween '89 we lit the ramp up, got the Haro P.A., and spread the word about our "party". We expected about 75 people. We got 500! I waited for the cops to break it up but they never showed. The party lasted for four hours. I spent the next morning picking up cans. Then there was the time Ron, Lee, and I tried to burn a small pile of garbage. Four fire engines later, the trash was gone and a few trees were blackened.

The best event by far was when I came home late one night. No one was around and I walked farther into the house. All of the sudden I saw a flash from the hallway and heard a LOUD bang! I wondered why someone was lighting firecrackers in the house. Then Jon Byers walked around the corner with Rocky's .45 caliber pistol in his hand. I looked over my shoulder and noticed a bullet hole in the window. After I calmed down I found out he thought I was a prowler and took a shot!

Well, the house is sold. I am moving in a couple of weeks. I can't believe there will be no more Enchanted Ramp. There has been so many good times and rad tricks. I'm glad I had the opportunity to be a part of Enchanted history. Maybe Ron will buy another house with a funky tree in the backyard and build a ramp under it. Maybe it'll be called the Joshua Tree Ramp or something. I don't know.

Now Rocky, Ed L., and I are getting a house in Leucadia that's closer to the beach. This time, though, I'm getting an unlisted number so everyone in the world can't call me for a place to stay on their vacation. We've had guests from just about every state and about ten countries! Most who stayed were cool, but some just didn't understand how to survive without their parents. My phone was abused badly. Looking back, I wish I would have installed a pay phone. I'd be so rich right now.

I look at it this way: If I ever travel the world, I know I'll have places to stay. 



#### Enchanted Houseguests

Johnson (Joe)\*

Hadji

Bill Hangos

Mark Cherneski

Matt Sullivan\*

Randy Orchen

Ox

Dennis Langlais

Tim Kosa

Folkert Kosten

Paul Wisniewski

Joe Grutolla

Krys Dauchy

Matt Hoffman\*

Rick Moliterno

Scott Ewing

Lee Reynolds\*

Howard Elkin

Jason Hassel

Andy Brown

Mike Canning

Jason Ellis

James Hudson

Jess Dyrenforth

Craig Campbell

Gary Forsythe

Ed Lenander

Lars from Denmark

Berndt Schnieder

Jeff Larson

Claire Stolkes

Craig LePaige

Jason Paivia

Dave Vasa

Dan LaBelle

Chad Johnston

Rick (Team Scrounge guy)

Scott Freeman

Wayne Maniglia

Rich Hansen

Rick Newman

Rob Thring

Mike Karaly

Rick Krespa

Kevin Martin's mom

The SRDK chicks

Spike Jonze\*

Bob Kohl

Jon Byers

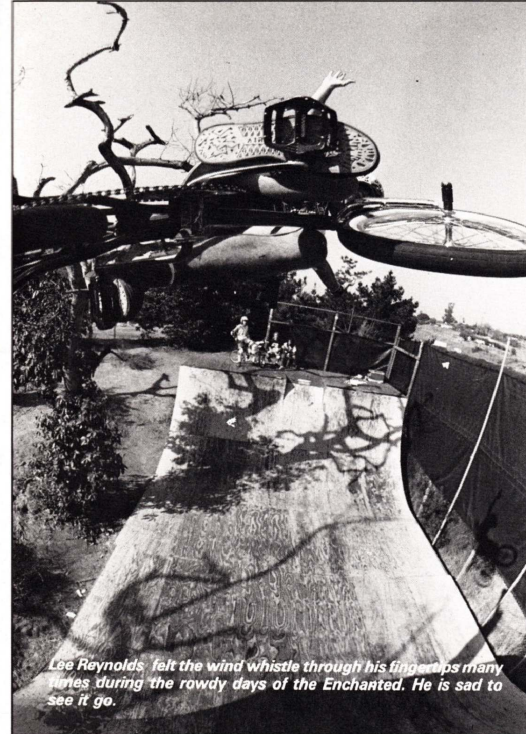
Brian Dahl

Chris Potts

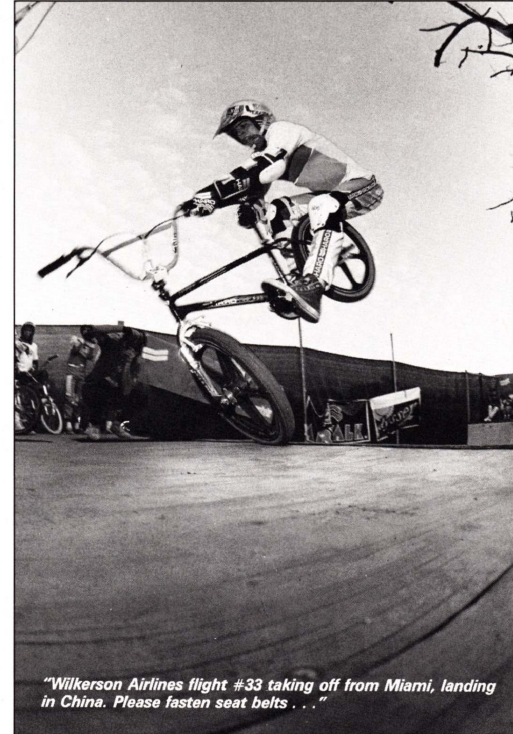
Brian Blyther

Mark Noble

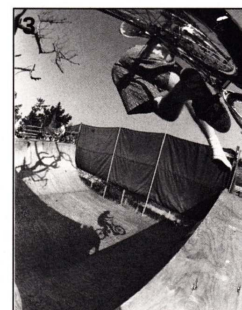
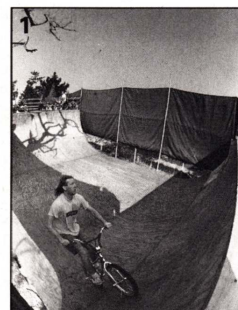
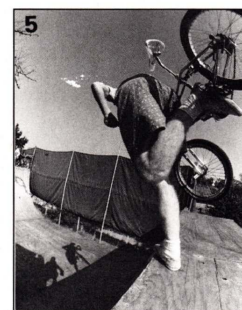
\* and many nameless ladies of Southern California.



Lee Reynolds felt the wind whistle through his fingers many times during the rowdy days of the Enchanted. He is sad to see it go.



"Wilkerson Airlines flight #33 taking off from Miami, landing in China. Please fasten seat belts..."



"What a plant!", exclaimed Johnson (Joe) when Kevin Martin did this bio can-can fly-out/drop-in.











# FAST FOOD



words/photos: Gork

## ABA Lone Star Nationals San Antonio, Texas

One of the first things I had hoped to do when I got my job at the ABA was to talk 'em into putting on a REAL King of Dirt series.

Well, "It's not really racing", "BMX is thriving so much that we should focus directly on racing", and other excuses began sprouting up. The thought of a fully organized and insured day-long jumping contest at one of many thrashing grounds looked grim . . .

. . . until GT knocked on our door and signed the dotted line for sponsorship of six nationals, under one condition. They didn't want to just hang banners that would be ripped down by the semis. They wanted a couple of special side attractions that would set GT-sponsored nationals apart from all others.

Gee . . . paper airplane toss? Pie eating contest? Rich Long dunking booth? What could we do?

Everything done at the ABA is a collaborative brain storming around a big oak table in Clayton John's office. What we came up with was a "Power Series Mystery Moto", where a siren would go off when certain randomly chosen motos lined up on the gate, with the winner of that moto receiving a custom GT Power Series Pilot jersey and getting his or her name entered in a raffle for a complete GT/Power Series kit.

The second big extravaganza would be the official ABA King of Dirt jumping contest, presented by GT. Details consist of:

- ☐ A specially-built infield jump just for the ABA K.O.D.
- ☐ Sunday morning practice and eliminations with a Sunday afternoon jump-off and five knowledgeable judges.
- ☐ A mere \$10 entry fee.
- ☐ Names of top three finishers from all K.O.D.'s will go into a lottery for an all-expense paid trip to the Grands.
- ☐ Top ten finishers in the series will be invited to compete in the ABA/GT King of Dirt finals, held during Friday night's Yamaha Supercup (before the Grands).
- ☐ Overall top ten will be decided by tak-



Mad Dog delivers the extra "Umph!" needed to send his bike (and the spectators) gyrating out of control. Tailwhip attempt to victory at the first official ABA/GT King of Dirt.

ing the best four of the six K.O.D.'s.

☐ Big, grand prize for the K.O.D. final is still being decided.

The first of these K.O.D. events happened in San Antonio, in conjunction with the Lone Star Nationals. A massive infield jump was made by tractor-pull driver/ABA track builder Dean Hickey. The take-off was good, but made better by hometown local Marty Christman, who dropped by after school on Thursday.

When the GT van 'n trailer rolled in with siren blaring, we hung the GT King of Dirt banner over the take-off and covered it with the 20' x 20' ABA banner (to build up curiosity). Sunday morning we had seven entries and a missing 20'

x 20' ABA banner (reward has been posted for its return).

With less than 10 signups, there was only practice—no eliminations. Getting used to the immense jump was no problem, even for 11-year-old Shea Pierce, who was doing some stylish size 4½ one-footers.

The judges were in their places: Billy Griggs, Ryan Sheehan, Marty Christman, John Salami, and Scott Snook. The scoring system was basic—each rider would get three attempts. They would be judged on all jumps, but their lowest score would be taken off (i.e. - Only their best two count). Judging was scored on the 1 to 10 scale for completed jumps. Bails could only be rated from 1 to 5.

GT's male version of Rootgirl, Big E (The Human Siren), announced.

Because he is so dwarfed by his cruiser, Shea Pierce looks EXTRA stylish, pulling off his patented leaned over cross-ups and one-footers. Eddie Cerone, riding for Ralph's new Hustler team, is the self-proclaimed King of don't-don'ts (nacc's, whatever). He tweaks. Bulkmaster Richard Bartlett has that hulking style no matter what he's doing—tabled one-footers, Hannas, or even muscling out a 720! The Butcher seemed like he only spun 540 degrees and slammed his head, bike, and body the other 180. Surprisingly he got up quickly, visorless and stoked. The crowd went wild.

Erik Abadessa, who was lofting big time earlier in the day, admitted to taking it easy with plans of pulling a double like he had the day before. His definition consisted of stretched-to-the-limit can-cans and cowboyish X-up one-handers. The two Auburn factory riders who entered were obviously in it for fun and show. MC Robbie Morales went for big air with elbows high, his signature jump. T.C., only in it for AME contingencies, couldn't quite perfect the speed heli's of his old Murray days, and tossed in a jammin' salmon in spite of the crowd's boo's and hisses. Upon landing, he gestured to the crowd his disbelief. Come next jump, the boo's began even before he neared take-off, throwing him off and into a fun-filled fit of rage. Every rodeo's gotta have a clown.

It was then Mad Dog's turn to prove his jumping reputation which many felt had faded. Chris did a clean 360 for the warm-up, an absolutely perfect bar spinner (dubbed the "bus driver" since he practices it while cruisin' his VW bus), and the most extended no-hander ever witnessed by the free world. Bartlett admitted to being amazed. Topping his third try and ending the contest, Mad Dog pulled out all the stops with a killer attempt of a tail whip air. Unsuccessful and way off, but rad.

The results were: Chris Moeller 1st, Rich Bartlett 2nd, Eddie Cerone 3rd, Shea Pierce 4th, Erik Abadessa 5th, Robbie Morales 6th, and much to everyone's amazement . . . Todd Corbitt 7th.

Mad Dog was given his prize—a GT Pro Series frame and fork, which was immediately auctioned off. Bartlett accepted his pair of GT-hubbed wheels with tires—something he needed BADLY. Cerone got a pair of GT Pro Bars for his efforts.

Bartlett and Moeller confessed later that they knew they would take first and second, and made a pact that Rich would get the wheels and the Dog would cop the frameset . . . whatever the outcome. They also plotted out what jumps they were going to do and were very pleased that the whole thing came off as planned.

What a scam.



Three birds with one stone. No, make that a full set of triples with one launch. Griggs is your man.



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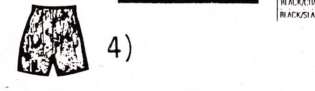
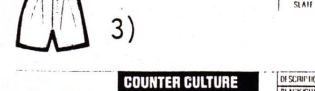
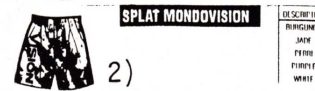
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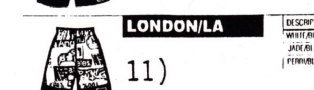
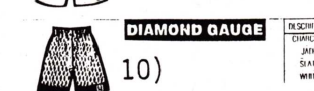
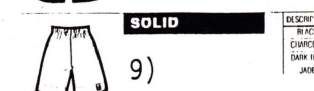
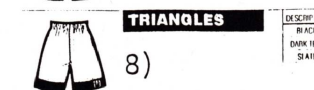
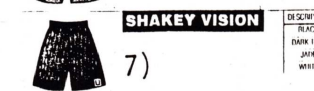
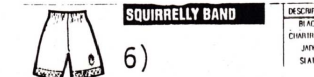
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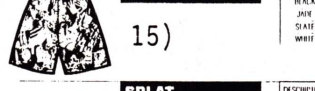
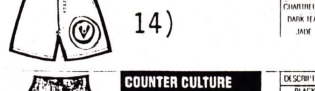
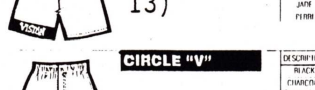
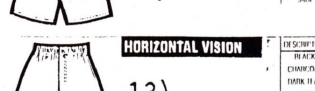
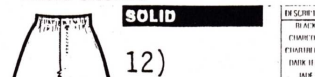
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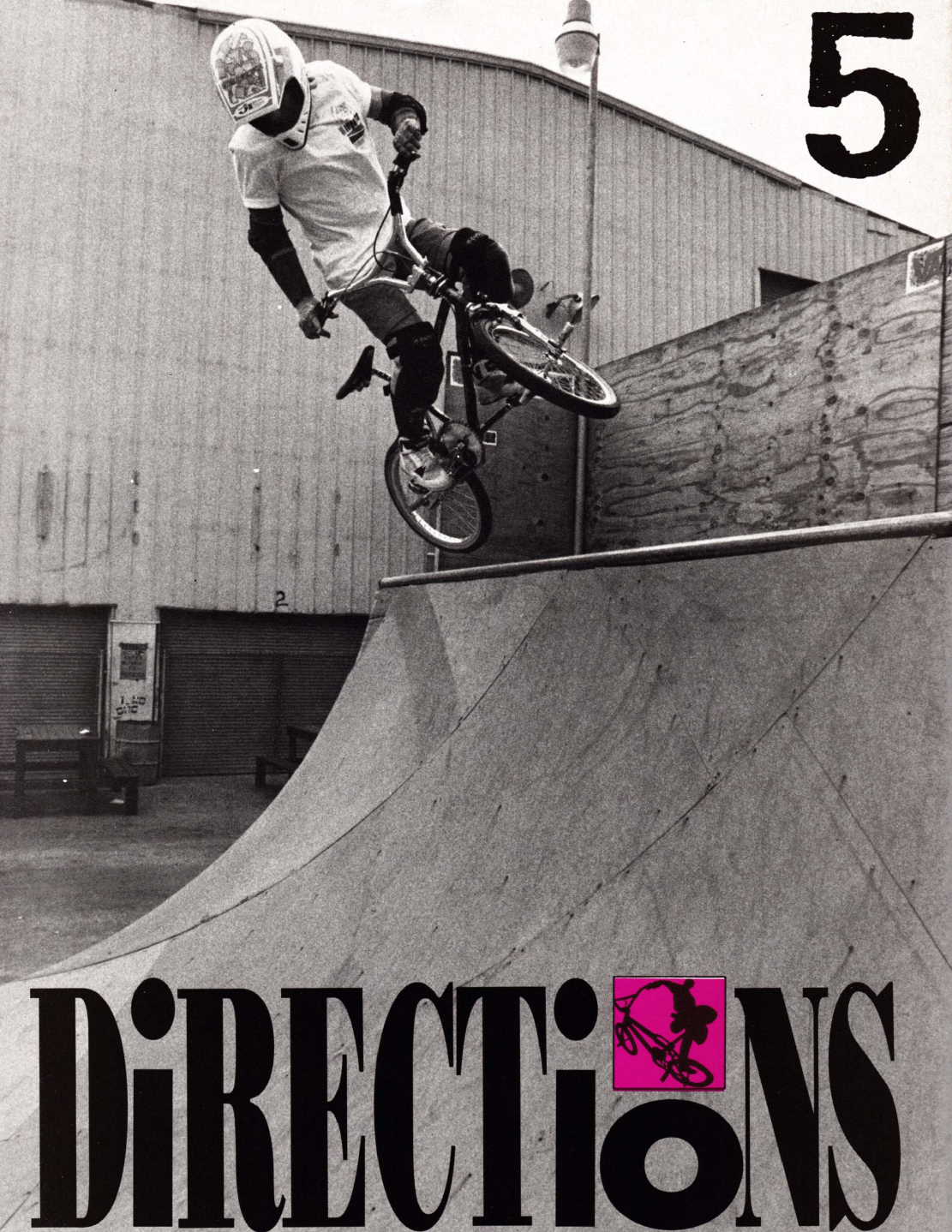
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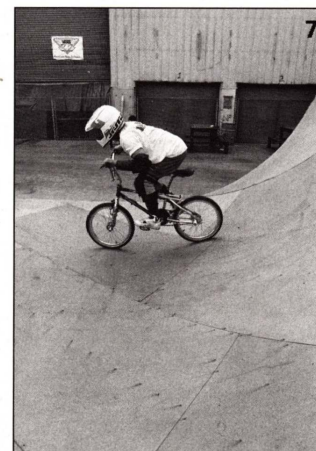
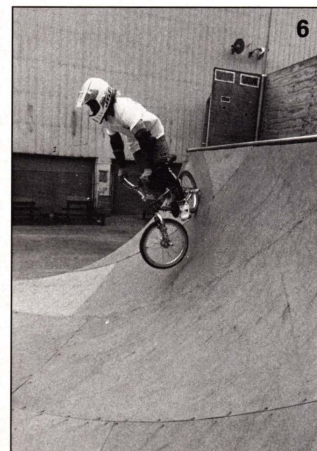
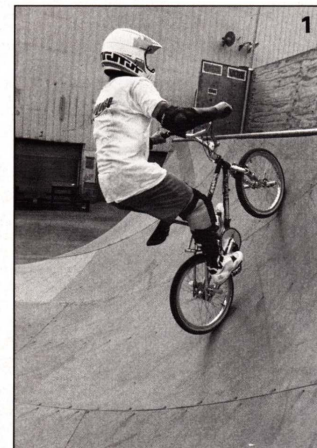




# DIRECTIONS



5



## Fufanu

Rider: Dennis McCoy

Writer: Daily

Picture Taker: Spike



**Fufanu** (pronounced "foo • fa • noo"). Sounds like a really rich, refreshing dessert-drink served in a tall glass with whipped cream, a little toy umbrella, and a cherry on top. Welp, it's also the socially-acknowledged title for a new lip-smacking ramp trick. Get it? A LIP-SMACKING RAMP TRICK?

If you were to take your mom's best scissors from her drawer and carefully cut out each picture of Dennis McCoy in the sequence here, and then mount them *in order* on successive index cards . . . you would have yourself a very handy flip-type movie book\* you could carry with you (\*optional). You would also be able to better grasp the alley-oop action that facilitates the pulling of these fufanu things. Anyways, here's the deal:

Strap on a helmet and elbow pads. Go up the participating transition (of the mini-ramp/ditch/bank with a curb on top/whatever) with moderate speed and at an angle. As you can see, Dennis goes to the left for this trick. Pull up and as you begin to catch air, allow the back end of the bike to travel laterally in the direction you set up your carve. This is your basic alley-oop action/reaction.

Lock up the back brake in the air and land the rear tire on the edge, much like an abubaca but at a slight angle so you can prepare for the 180° re-entry. A fufanu is like the missing link between tail taps and abubacas. Many riders run lower air pressure for a more stable stall. Do what you have to do. Practice watching your back wheel so you have complete control over where it makes contact.

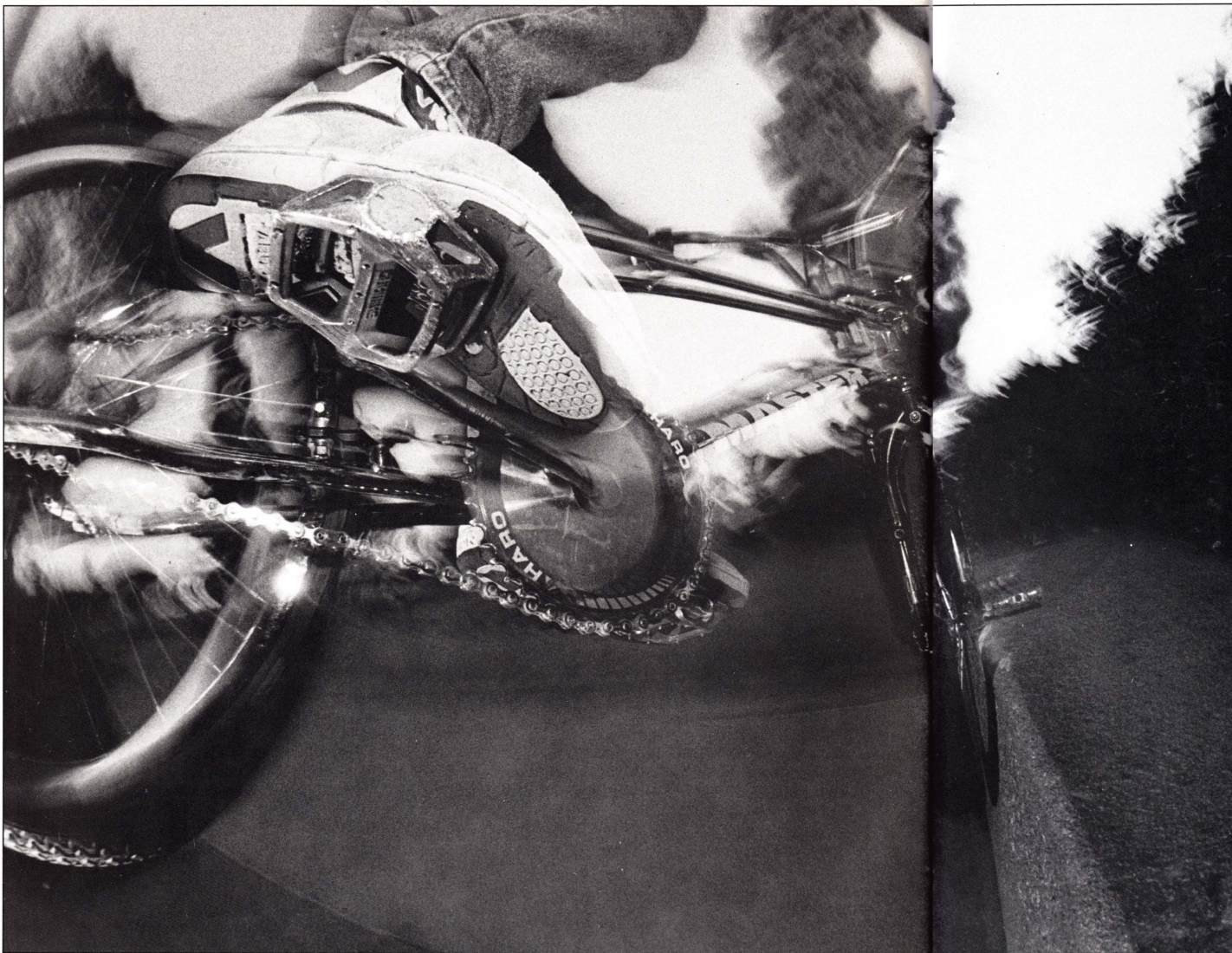
In one quick motion, pull the bars straight back into your body which will unweight the back end. The object is to twist around in the air and land riding forward. Crossing up the bars will give you more leverage to successfully complete the 180° turn. Try to touch both wheels down at the same time so you don't loop back or endo. Remember that helmet and those elbow pads?

Now that you know what a fufanu is, don't let that stop you from whipping up that drink you thought of. Head into your kitchen (after putting mom's scissors back) armed with a pad and pencil. See what you can come up with and send all recipes to:

**Fufanu Refreshment c/o GO, 3882 Del Amo Blvd. #603, Torrance, CA 90503.**

The winner will get a prize and the recipe printed in a future issue. Now go wipe your mouth and ride.





# DiRECTIONS

## Nose Wheelie

Rider: Rick Moliterno  
Writer: Lew  
Shooter: Spike

Assume nothing. Whether or not this trick is actually easier or harder than it looks is up to you. But the sooner you realize you need to have nose wheelies dialed before you go about trying this elevated version, the better. Front brakes are also incredibly important.

Nose wheelies on nice, level, mother earth go as follows. First you roll forward, speed medium. Maybe slower, maybe faster, it's all just a variable. Bend your knees and arms, then proceed to hunch forward over your bars. With most of your weight up front, your rear wheel will (say the previous four words fast) unweight easily. Now, here is where the golden touch comes in.

You squeeze the front brake firmly like it was the President's hand, and you'll probably tear your bottom lip off when you hit the ground. A *gentle* feathering of the front caliper brake is all you need to coax the back tire off the ground a few inches.

Keep your weight over the front end, but not too far forward. Use your arms to push the bars away/pull the bars in toward you. Since you are riding hunched over, your butt is going to be back over the seat. Shift your weight by moving your hips closer to the front end or moving your butt back over the seat. The push/pull action of your arms, the shifting of your hips, and the finger on the front brake lever are the key elements.

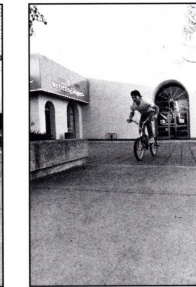
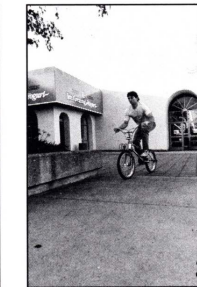
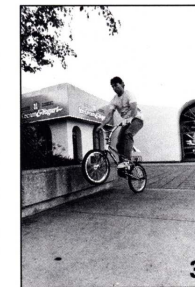
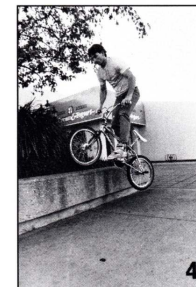
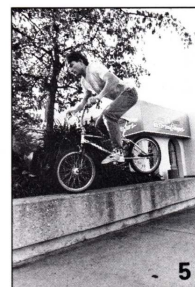
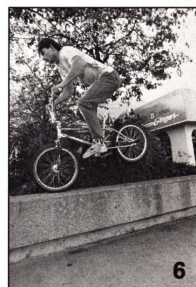
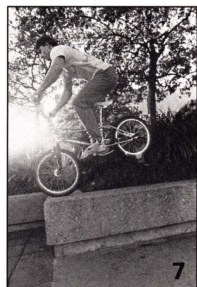
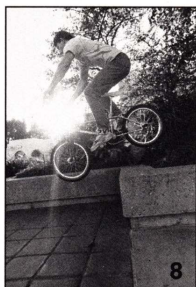
For the elevated version, find a bench

or ledge. It's better to locate a long bench and practice there, even if you can't do long nose wheelies.

Approach the bench at a 30 degree angle. Bunnyhop up onto the top and set your front wheel down first. Finger on brake lever, hips shifting, body hunching, arms bending, you are like an expert puppeteer controlling a marionette. Nose wheelie down the bench as far you can or think you can, whichever comes first.

Exiting the way Rick does in the photos is tricky. If you're the creative, artsy type, you probably already looked at the sequence and figured there are several "alternative" ways to end this trick. You could nose wheelie with your rear end hanging out over the side of the bench (stylish) and pull a sidewinder off. You could slow your nose wheelie down to an endo, then simply nosepick off. You could arrange to have Madge from the Palmolive commercials triumphantly announce, "You're soaking in it!" the first time you pull a real clean one. It's up to you.

Or you can choose the "flirt with death" method Rick uses. Keep your nose wheelie rolling at a constant speed. As you near the end of the bench, let your front wheel roll straight off. Don't push down on the bars. Don't squeeze the front brake lever. You want to land with both wheels at the same time, so lean back and force the rear wheel down. All of a sudden, you're done. End of trick.





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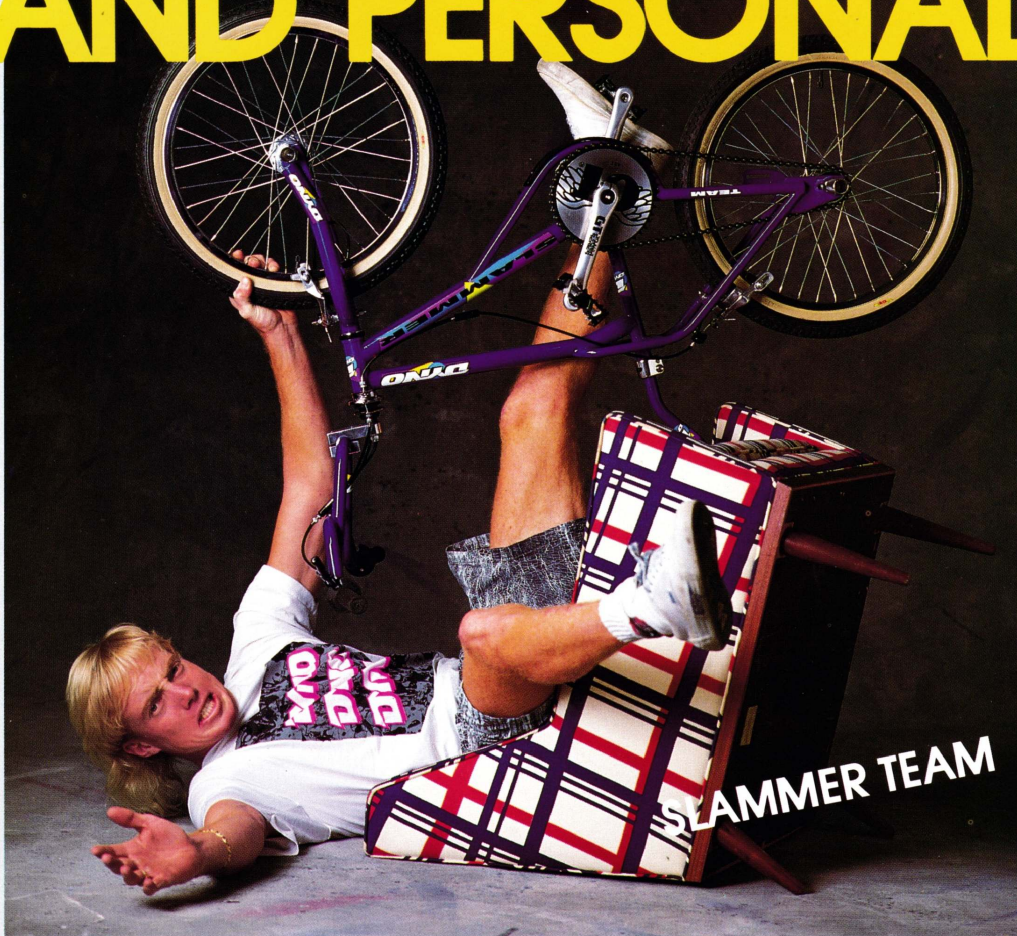
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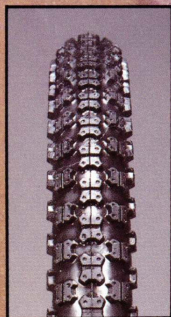


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