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GO
THE RIDER'S MAGAZINE



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THE RIDER'S MANUAL

REGULAR FEATURES:

8 Up Front. Like a fortune cookie, without the cookie.

10 Incoming. Mike Daily still peels unused stamps off envelopes addressed to this letters column.

14 Section 8. News, views, and videotapes.

62 Stop. When in Rome . . .

BACK TO BASICS

SPECIAL FEATURES:

20 13th Annual ABA/GT Grandnationals. The race where there's more pressure, more excitement, and more action than all the other nationals put together.

32 The A to Z of BMX. Alphabetically outlining the fundamentals, this guide covers racing, vert, street, flatland, and thrashin'. Read it. Know it. Live it.

54 1991 NORA CUP. You have a job to do; pick the Number One Racer, Bike, and Team for 1991. Your paycheck for completing this task? How does a chance at winning seven top of the line hardcore BMX frame and fork sets sound to you? We thought so . . .

BOX: Brian Blyther locks a look-down into place on the yellowest bike we've seen in months. Wilkerson's ramp.

Photo by Spike.



COVER: The final A-Pro main of the ABA Grands with Slammin' Sam Arellano and Bionic Barry McManus rounding the track at a rather brisk pace.

Photo by Spike.

THIS PAGE: Flatland deacon Mark Eaton. Ask him to show you his thumbs if you ever meet him face to face. You won't be disappointed . . .

Photo by Spike.

GO (ISSN 1048 8758) is published monthly by Wizard Publications, Inc., 3882 Del Amo Blvd., #603, Torrance, California 90503. Second class postage paid at Torrance, California and additional mailing offices. POSTMASTER: Send address changes to GO, P.O. Box 468, Mt. Morris, IL 61054. Subscriptions may be obtained by sending \$17.50 for one year (Canadian and foreign subscriptions add \$10.00 per year) to GO, P.O. Box 468, Mt. Morris, IL 61054. Please allow 4-6 weeks for the first issue. Subscription questions call: 1-800-435-0715 outside IL. Copyright ©1991 by Wizard Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or part without the express written permission of the publisher.

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Publisher and **Presidential** duties are taken care of by **Bob Osborn**. Osborn founded Wizard Publications in 1976 and has overseen its growth every step of the way, munching an apple the whole time.

Windy Osborn-Moynahan is one of the two active **Vice Presidents**. She also spends time on **Subscription Projects** and **Distribution**, in case you were wondering. Were you?

The other **Vice President's** name is **Valerie Adam**. She is about 30 and doesn't swear, ever. Paying close attention to detail and worrying about not paying enough attention to detail are two things Val is known for. A third is **Advertising Sales**, which she specializes in. Val is truly an honest advantage.

Mark Lewman's mom, Pat, bought him his first subscription to Wizard Publication's Bicycle Motocross Action when he was in the sixth grade. Ten years later that magazine has a new title—GO—and so does Lew: **Editor-in-Chief**. His mother still subscribes.

Mike Daily, the **Assistant Editor** who doubles as a **Production Assistant**, is notorious for the following behavior: Talking in his sleep, bad driving, demanding answers to rhetorical questions/placing himself in hypothetical situations, and listening to synthesized music through "top quality" stereo equipment.

Chris Moeller will examine the everyday situation and make you laugh after you've heard his version of it. Moeller is GO's **Staff Writer** and is an expert at using a fax machine—a skill he no doubt picked up as a result of his habitual tardiness. Sharp wit and strong tea are this cynic's advantages over the average fool.

A small handful of **Contributors** provide GO with everything from photos to artwork to hard copy—whenever it's needed, that is. The current list of regulars includes:

Gary Ketchen, computer graphics consultant

Dian Harlan, Torrance, California

Scott Towne, Kalamazoo, Michigan

Shar-Veen, Bethesda, Maryland

Craig "Gork" Barrette, Chandler, Arizona

If you ever come across a character with two scratched-up knees, wearing a baseball hat and singing rap lyrics as he balances a large black camera bag on one shoulder and a blue cloth napsack on the other shoulder—odds are it is **Spike Jonze**, **Photo Editor**.

Anything loud, crude, relatively unsafe, or intricately crafted are qualities GO's **Art Director Jeff Tremaine** can appreciate. This might include NBA playoff games, Ted Nugent songs, Francis Bacon paintings, or Mike Daily's impersonation of Ian MacKaye.

Dee Dee Mills is in charge of several responsibilities at GO: **Accounting**, **Ad Coordination**, and purchasing bagels every Friday morning are among the tasks she performs so diligently.

Newsstand Sales are in the capable hooves of Mr. Ed—as in **Ed Demirjian**, esq. Ed is a retired air traffic controller who can still work magic with a set of binoculars.

Hal Jaffe is the party guy around here. Always a ladies man and captain of the Buddy Team, the Big H, as he's referred to by insiders, is the genius with the master plan; the **Financial Consultant**. Hal claims his wild lifestyle and dead-on-the-money addition and subtraction skills are a direct result of being hit by lightning as a child.

GO's coverage and distribution is international. Newsstand and bicycle dealer inquiries should be directed to Wizard Publications, Inc., Circulation Dept., 3882 Del Amo Blvd., #603, Torrance, CA 90503. (310) 771-1234. **CONTRIBUTIONS**—GO welcomes story, art and photo contributions. GO will consider, but assumes no responsibility for, unsolicited proposals, manuscripts, photographs, or illustrations. In addition, GO is not responsible for loss or damage to such materials. All submitted materials to be returned must be accompanied by self-addressed stamped envelopes. Wizard Publications, Inc. retains reprint rights, and contributors retain all other rights for resale, republishing, or other use. Submission of such contributions, including advertisements, etc. to GO is the contributor's/advertiser's warranty that the material is in no way an infringement upon the rights of others and that it is released for publication without additional approval. Send all contributions to GO, Editorial Dept., 3882 Del Amo Blvd., #603, Torrance, CA 90503.

STUNT MEN

TEAM
GT

DAVE VOELKER BRIAN BLYTHER CRAIG CAMBELL JESS DYRENFORTH

• Not pictured: Robert Castillo, Dino Deluca, Joe Johnson

Photos: Montgomery





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COOL THINGS HAPPEN TO COOL PEOPLE.

"God, check out *that* dude. What a stupid pair of pants."

"Yeah, I heard he was kicked out of school because he beat up so-and-so."

"I don't know, man. I'd love to give you a ride, but I just can't. The car's full."

"Hey kid, *NICE* bike..."

"Jamie, steal me a candy bar while you're in there, will you?"

"If we can't ride his track, we'll come back here some night and wreck the jumps."

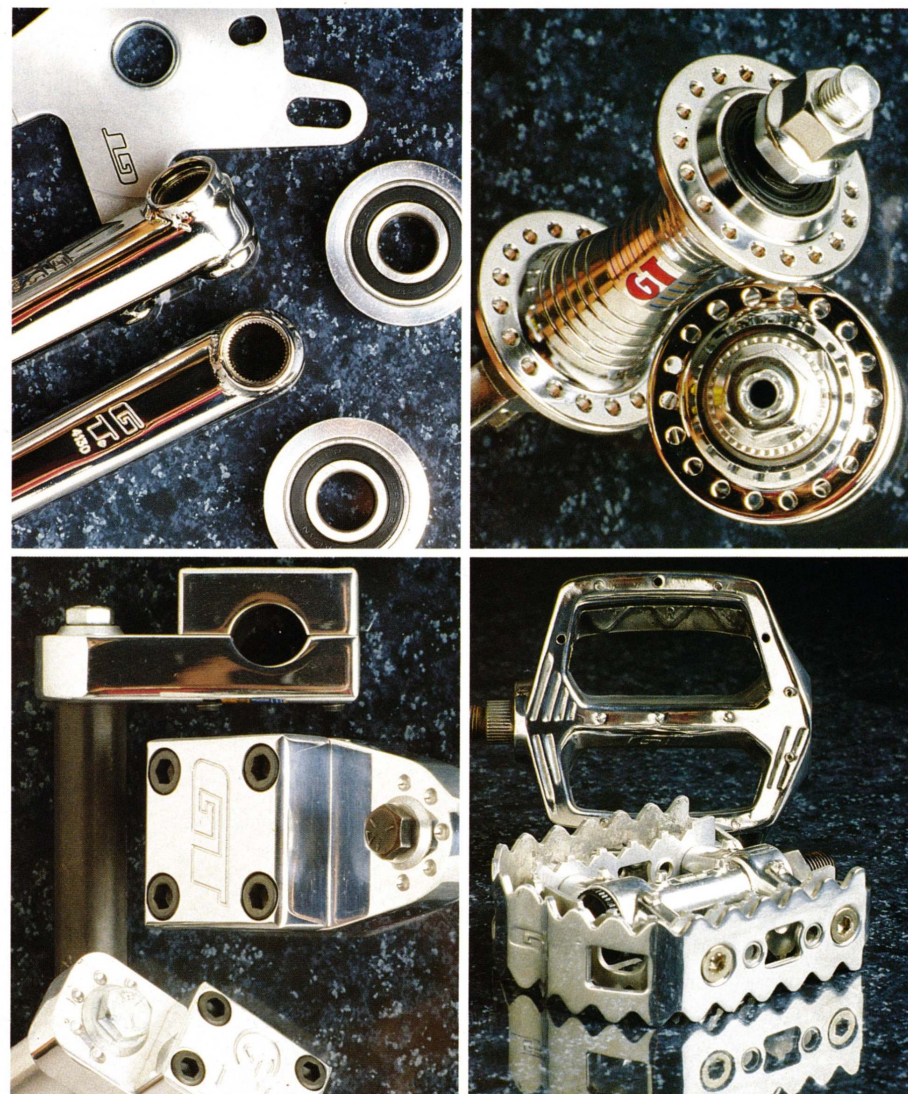
"...and so I sold him my old wheels for \$75 because he didn't know they only cost \$60, brand new."

"I can't help build the ramp—I have to do some stuff for my mom. Maybe some other time."

"No, you can't have any, beggar. Get your own."

"I wouldn't hang around with him if I were you—he's a dork."

AND LAME THINGS HAPPEN TO LAME PEOPLE.



THE POWER SERIES COLLECTION



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inCOMING

The mailman stopped dead in his tracks, frozen to the steady growling behind him. The vibrations were hitting him square in the tailbone so he knew he was about to be dealing with a three-foot-high customer with sharp teeth and bad breath. He turned around in slow motion (elapsed time—2 minutes, 14 seconds) to see a business-sized envelope locked in the dog's slobbery jaws. It was addressed to: **INCOMING, 3882 Del Amo Blvd. #603, Torrance, CA 90503.** "Here doggie. Niiice doggie..."

A GOLDEN NUGGET OF WISDOM

Dear GO,
You ride. You think. You have been directed to look inside yourself for the meaning of life, for your soul.
You may find nothing there.
Because the soul is not inherent. The soul is something man accumulates in the course of living and riding.

I ride,
Dan Barnes
Upper Lake, California
P.S. Please feature more chickens.

FACTORY FRAYED GYRO CABLES

YO GO,
With all of the recent advances in bicycle technology, I've decided to market some of my own. For example, a headset that loosens every time you look at it, a pre-kinked chain made of 37% master links, bearings equipped with sand already installed in them, and my signature rims with only 7 spokes missing from each and prepunctured tubes. If you can't find these products at your local bike shop, use your head and you might be able to make them yourself.

Mark Losey
Ft. Lauderdale, Florida

Mark, you did it again you guy you. That's super funny.—Daily

HE'S...ALIVE?

Announcement:
I would like to thank S&M products for immortalizing my name and reputation on their new long frame and fork set.
Thanks guys,
John
Rose Hills, California

No...couldn't be.—Daily

TRACK FLAK

Dear GO,

In my neighborhood, my friend Matt Ryan started the BMX Rage about 6 years ago. Then about 3 years ago everybody started skating, and then last year biking came back. Matt made this track that was very small with 3 jumps and 2 berms. Now the people from across the street are trying to get us to take it down or they'll call the police. They already ruined it once, then we built it back up. What should we do?

Thomas Williams
Shelton, Connecticut

I ran into the same problems back when I had my own vacant lot BMX track. The best thing you can do is keep the noise down, keep the area clean, and maybe the people will chill on your team's scene. If that fails, think about working out a "deal" with them (scheduled riding hours, rules, regulations, etc.). Show them this issue of GO to let them know how serious you guys are about BMX. If THAT fails, find another spot.—Daily

SUCK IN THAT GUT

Hello Spuds,

I am constantly being reminded about the fact that freestylers in the military are a rarity. Chalk up another one. I am residing on the naval station here in Long Beach. There are a slew of cool riding spots here on base. When ships need minor repairs on their hulls they are taken to a drydock, where the water is drained out so the hull technicians can work on it. But at the present time there are no ships in these drydocks. So it is like a huge, 10 story deep practice area for those who ride. Alas, I am but alone. I am looking for some homies to ride with in the So Cal area. I can sympathize with Dustin on the U.S.S. Kinkaid (DD-969). Thanks.

OSSN Angel Sandoval
Public Affairs Office (Code 005)
Naval Station Long Beach
Long Beach, CA 90822-5000

TIDY BOWL MAN

Dear GO,

No offense guys, but each month when the new GO arrives, I always take a seat in our bathroom and read it cover to cover. It really keeps me going.

Lee Harding
Baltimore, Maryland

DAD, IT'S LIKE THIS

Dear GO,

I've got a problem. My dad thinks it's ridiculous to spend \$270 on a '90 Slammer II. I've tried everything! Even telling him that in 1991 I won't be able to get it. He says maybe I can get something a little less expensive next spring when I can use it. What do I do to convince him that I should get it as soon as possible?

Sean Dolan
Camillus, New York

One way would be to find yourself a job, save up most of the money yourself, and ask Pop to spring for the rest. Mr. Dolan? Sean?—Daily

BOOT CAMP

GO,

Next time you have a backyard track issue I'd like you to drop by mine in Temecula. The only tracks you publish are those of Carter, Griggs, and the S&M house, but they're small potatoes. Although I haven't had any big name riders down there, the Twin Palm Locals and I give it big ratings. Here is me, air, my truck, and a small part of my track.

Come on down,
Scott Holdredge
Riverside, California
Track info:
15965 Rancho Viejo
Riverside, CA 92506
(714) 780-0481
or contact Mike Carver
(714) 351-1784



Scott Holdredge "booting" air at his track in Temecula, CA. Photo by ?

THE TOKESTER LIVES

Dear GO,

Hi, Mike Tokumoto here. I was in that Visage "Face of the Future" ad back in '88. Just keepin' in touch.

Kinders,
Mike Tokumoto
Redondo Beach, California

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Sam Arellano doesn't have time to bad-mouth the competition – he's too busy kickin' their butt. Three IBMXF world titles prove it. On the subject of the 1991 Expert Comp, however, Sam has plenty to talk about. "This new Mongoose is the best entry-level racer I've ever ridden." When you've been in BMX as long as Sam has, that's saying a lot.

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Slammin' Sam Arellano – 3-time IBMXF World Champion

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SECTION 8



FRONTLINE

Winter has slowed bike activity down to practically nil, but nevertheless, here's what the jungle drums had to say this month...

FREESTYLE FRONT

Starting with the biggest news of the month (year) and moving onwards, let's talk **2-Hip**. For 1991 it looks as though **Haro** is going to be sponsoring the **KOV** and **MTS** series, with the promise of 3 "dual event" contests happening. Not only that, but Mr. 2-Hip himself was called upon by some folks from **Brazil** recently to help organize what could very well be the biggest Freestyle occurrence, ever. **Nike**, **Coke**, and **Swatch** of Brazil all kicked down some with some dough and are eager to put on an event. **February 17th** and **18th** is the date, and check this; **\$8,000 Pro** purse in **Flat**, **Street**, and **Vert**, **PER** class. That's **\$24,000** in prize money alone. The **Brazil** people also want to fly in around **20 American Pros** and various members of the press (us) for the contest,



Welcome back, Cotter. Jeff jumps ramp-to-ramp with a loop de loop thrown in for good measure.

which will no doubt be covered in here if/when it happens. "Dude, I think it might happen for sure," says their stateside connection, **Wilkinson**. ... Just as you had probably guessed, **Step Designs** has gotten so popular lately that the boys have gone and gotten official about the whole deal. They now have a **PO Box**, and in fact their full address goes something like this; **PO Box 244, Bridgewater, CT 06752**. ... **Jeff Cotter** has been reported doing ramp-to-ramp back flips in circus shows. You will recall Jeff left on tour with the circus a while back and has been training with his mentor and the inventor of the ramp-to-ramp back flip, **Jose "D Cat" Yanez**. ... On the subject of back flips, **Carl Marquardt** flowed with the funds and

by **Mexican police**, where his skateboard is confiscated and he was yelled at. Apparently they thought he was someone else. Some days you're better off staying home, huh Chris? ... After two years in the designing stage, **Bob Haro's** mega-dollar homestead is reportedly complete and he is moved in. "It's the most **Miami Vice** building I have ever been in," says **Kevin Martin**, who claims to have been inside it. ... The other Haro, as in **Ron**, along with **Big Daddy Bill Hawkins**, are now fronting a **San Diego-based GT** special promotions task force which will handle the **GT** and **Dyno** freestyle teams, not to mention setting up countless fair shows. ... Oh, and check this one out. **GT** was contacted by the **US Department of Defense** and

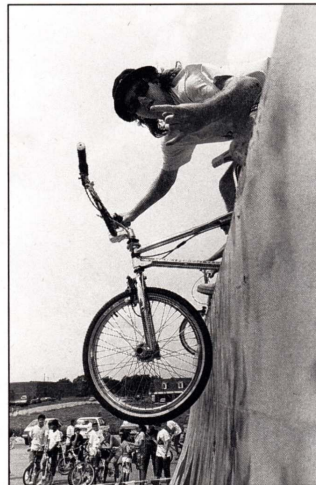
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Matt Hoffman's payment for pulling the first flair. This is the one and only check to be handed out for such a feat, so don't anybody get any wise ideas and ask Carl for a second chance.

came through with one hundred clams for **Matt Hoffman** pulling a flair while in **England** a couple months back. Check the check. ... A couple of dudes from **Hamp-ton, Massachusetts** wanted you all to know that a new bike company called **Urban Cycles** will be out soon. Really. ... Here's a prime example of sketchy for you. Picture this. **Mad Dog** and the **POW's** drive two hours down to **San Diego** to hook up with the **Dirt Brothers** for a session at **Mission Trails**. Upon arrival, **Mad Dog** discovers that he's forgotten to bring his own bike to this little get together. **Pete Augustin** suggests a jaunt over to the **Tijuana Skatepark**, because the **Dog** did bring a skateboard and the rest of the gang can attack the park on bikes. Everyone agrees and heads out. Just after crossing the international border, **Mad Dog** is stopped

they requested a number of freestyle bikes to ship over to the troops in **Saudi Arabia** to keep our boys occupied when things get boring. **GT** happily complied. ... **Kevin Martin** is undermining a new concept in product distribution. **Shaft Distributing** will be handling dealer sales for several smaller companies who would otherwise have a difficult time being sold through the major distributors to the shops. What this means is if all goes well, you'll find it way easier (and cheaper) to get the true hardcore underground dopest of the dope goods available. Small company owners and shops alike can inquire; **Shaft Distributing 1402 Hygeia Ave, Leucadia, CA 92024**. ... "Who's that guy in our ad, and why does it look like he's wearing a tarantula on his head?" — **GT's Richard Long** on **Craig Campbell**...

Lastly, but not leastly, this is a warning. **Frank Scura** is back after a long vacation from bikes. He's currently working as a Team Manager type for **Vision** and is as much of a nut as he ever was. Just thought you needed to know. ...



The overlord of independent companies? Kevin Martin sure hopes Shaft will succeed.

BMX FRONT

As is with tradition, the **ABA Grands** brought about a number of pick-ups and drops. Hot potato **Shea Pierce** is off **GT**, and that's one of the most talked about subjects these days. **Frank Delgado** is off **Robinson** as well. ... Industry buzz indicates that the **Free Agent Team** is undergoing some changes. For one, the **Houseman Brothers** will not be **Factory** sponsored next year. ... **San Diego's Tony Delgado** is now receiving **Factory Haro** status when it comes to free equipment. ... **Shawn Bone** retiring from **BMX**? "He's wanted to for a long time. I heard he might be out of it this year," says ex-Ohio resident **Todd Lyons**. ... After a dazzling performance at the **ABA Grands**, the phone in the household of the **Contes** residence (home of **Andy**) has been ringing off the hook. Who he'll sign with is still up in the air, but reportedly they've had some good offers from practically every company in the sport. **Trivia bonus**: **Andy's** pop is a **Factory test driver for Chevrolet**. ... **Lawan Cunningham** moving to **California** to join the growing number of **Pros** in **Westminster**. Yes, there's a ratty couch with **Lawan's** name on it at the **POW** household. ... **DD Leone** is **NOT**, we repeat, **NOT** off **Kastan** as we reported last month. At the time we went to press last month **DD** was reportedly off, but quickly patched things up with his sponsor and showed up at the **Grands** decked out in **Factory Kastan**



A great place to put stickers—the prototype Tension Disc.

gear as per usual. Also as per usual, **DD** inflicted some serious damage to the **Pro** class Friday night. ... **Mongoose** is working on a secret new project which **Sam Arellano** is testing for them. The **Tension Disc** is a revolutionary new wheel which incorporates an aluminum rim with a **Kevlar** side panel. Result; no spokes, maximum strength, and the same weight as a regular alloy wheel. So far there's only one in existence, and it's on **Sam Arellano's** bike. "I couldn't have won the **Grands** without a back wheel on my bike," says **Sam** regarding the wheel's performance. When it's finally out, this little high tech goodie may run in the neighborhood of **\$350**. ... **Brian Lopes** sighted throwing down some serious moves on the dance floor of a nightclub immediately following the **ABA Grands**. Did he really take on—and diss—four guys at once? ... **Eric Carter** still hasn't gone in for knee surgery, despite a problem with cartilage or ligaments or something. At the **Grands**, **Eric** told us he hadn't gone in for surgery yet but was planning on doing it soon. "It hurts worse when I'm sitting on my seat with my legs bent inwards than it does to stand up and pedal full speed." ... **Motorcycles** motorcycles motorcycles. A long-time favorite side hobby of many a **Pro**, it seems as though a few names associated with **BMX** are now turning up and racing at a track in **Carlsbad**. **Mike King**, **Tommy Brackens**, **Eric Carter**, **Eric Rupe**, **The Donnell brothers**, **Bob Morales**, and current motocross hotshoe **Lee Medlin** are all throttling competitively. ... Other motor-related news—ex-**VDC** rider **Jeremy McGrath** is now a **Factory Honda 125 Pro** rider. Cool. ... The **ABA** looks to be plan-

ning a summer tour next year in conjunction with their summer series of nationals. From the sounds of it, several factory teams will participate in two and three week long intervals. ... **Rainer Matthews** just linked up with an **MCS** Factory ride. Check him out at select **ABA** and **NBL** nationals. ... After sweeping the **ABA Grands**, **GT** is stoked. **Dave Milham** (who's staying Amateur, by the way) won #1 Amateur, **Justin Green** got #1 Cruiser, **Gary Ellis** retained his #1 Pro title, and the **GT Team** finished #1 Team for the year. You can't do much better than that. ... The **ABA** has added two new classes next year—**18 Expert** and **19 & Over Expert**. Hopefully this will lighten the load of pressure one faces as a **17 & Over Expert** rider. ... **Washington's Peninsula** indoor (and outdoor, for that matter) track is said to be one of the strongest in the nation as of this winter by the **ABA**.



Washington's indoor racing scene is one of the strongest in the country. Note these wildly enthused Peninsula BMX fans in action.

Local races are pulling 300 riders on a regular basis. ... and here's one last bit for you to dwell on until next month. Is **Mike Miranda** really making a comeback in **BMX**? That's what they're saying in the ghetto. ...

Dogbites

As you pull up to the track for the first time, you are nervous, anxious, and you probably feel a little out of place. As you move through the pit area, parents tell you to walk your bike and then stare at you and shake their heads. On both sides of you are packs of riders sitting on their bikes telling speed jumping jokes. For some reason, everyone stops talking when you walk past. By this time, you have made it to the starting hill only to be yelled at for being in 12 and Under. You find a place to sit and ask yourself what 12 and Under is. After fighting for position behind the gate, you eventually make it around the track, and are assaulted at the finish line by a man muttering things about stem pads, number plates, and new grips. The man at the

finish line mumbles a few things into his walky talky, and you are sent to the sign-up trailer to get "set up".

Your first time at a BMX track can quickly turn into much more than expected. Most people just want to check things out and ride a little, or maybe even race. But for the majority of riders, that first time can end up being filled with weird vibes and confusion. Just like school or work, there are cliques at the track and meeting people and fitting in can be a hard thing. The last thing anybody wants to hear is a story teller, so be careful. In time, the people that matter will like you because of you, not because of who you know or what you've done. I've seen a lot of kids lie in order to impress people, and only end up getting a reputation as a bun head. Remember, you don't want packs of riders telling jokes about you in the pits. Be yourself and don't act like you know everything, unless you do I suppose.

You might not realize it at first, but some parents have been sitting in the same exact place at the track two or three nights

a week for nearly ten years. And when they see you do something evil like riding your bike through the pits or parking your car in the imaginary "fire lane", they nearly spit up their coffee in disbelief. These are usually the same uptight parental types who bug out over an untucked jersey or a racer who (gasp!) gets rad over a jump. I've been hassled by plenty of parents and, more times than not, they get out of BMX in a year or so anyway. On the other hand, you will find a lot of parents that are friendly and helpful.

You will meet a wide range of riders at the track, from girls to Pros, little kids to old men cruiser riders. The local Pro is a good source of entertainment, and probably one of the coolest guys around. If you have a question, this is your man. As far as other beginners go, there are more than you think. Sometimes it helps to get into it with someone who is about at your level and can advance with you—that way you both get stoked on the same things. Riding with really good guys can also be helpful. Don't be afraid to get on the gate with the experts.

How serious you get into BMX is up to you, but the first step is the local track. Through the track you will learn about the sport, you will meet a lot of involved people, and you will have a good time. The track will become a place to practice, race, get rides to nationals, buy and sell parts, drink coffee, and even meet girls, although I'm not making any promises. By talking to other people, you will find out about practice tracks, other race tracks, etc. I think it's easy to take a local track for granted, and you should watch that. Right now it could be snowing where you are and a local track would probably make you happy.

Just remember that when you do show up at the track for the first time, expect things to be a little awkward. But, with a little time, and some patience, you will become a local. Also, wait until you get to the track to put your helmet on. You could suffer some long term bagging if you were spotted on your bike wearing a helmet and goggles while in the back of the truck, going down the freeway.

—Mad Dog

Uncovered

When we decided to run the photo of Sam Arellano and Barry McManus, the 1st and 2nd place finishers in the A-Pro class at the ABA Grands, we also decided not to tell either one about it. But we still needed to do something for UNCOVERED, so we got quotes from them on each other by telling them there was a

"Hottest A-Pros" article being run in a future issue. Sam and Barry are probably still waiting for that one to come out. Don't hold your breath, boys.

SAM ARELLANO is 19, has raced for 12 years, and lives in Hawthorne, California. He rides for Mongoose.

ON BARRY MCMANUS: "I can respect his intensity. I like his seriousness before each race. He gets really good starts—when he's not jumping the gate. He tries to psyche you out, or at least, he tries to psyche ME out all weekend long, or at

least that's what it seems like. He's not that strong down the straights but his first four cranks out of the gate are really good. And I've seen him speed jump brick walls, practically. He's real good at that, pedaling over stuff. He's definitely hard to beat when he's got his head screwed on straight."

BARRY MCMANUS is 19, has raced for 6 years, and lives in Ft. Wayne, Indiana. Barry rides for Bionic Racing.

ON SAM ARELLANO: "Sam and I usually don't get along at all. We had a lot of

problems in Amateur. I don't think he liked the way I rode, who I was, or where I was from—he didn't like getting beat by me. At the Grands we got along pretty good. I guess what it boiled down to was that we both knew that we were fast and were going to do well. Neither one of us complained about each other at the Grands. Ed Zell. I won the first main and got second behind Sam in the other two mains at the Grands, so I'd say we were pretty close in speed that weekend. Sam's a good guy and I think he'll do really well as a Pro."



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TOP 8 VIDEO COUNTDOWN

| Dorkin' 4 | Dope Ammo | RealTV | Club Homeless Part II | Slow Ride | Ride Like A Man |
|---|---|---|---|---|---|
| The fourth dimension of Plywood Hoods dementia features the blood-curdling groundwork of Kevin Jones, Mark "Lungmustard" Eaton, Chase Goulin, and John Stapleton in hard-hitting Hoods tradition. Ramp antics this time were taken care of by Dave Mirra and Jay "I'm not afraid to die" Mirra. Directed by Lungner and The K, the production level surpasses that of the previous three vids with editing trickery that will make you wonder how many cameramen these guys actually had on the sets. If you're serious about flatland, this critter is a must. | Coaster brakes, high bars, rotors, low seats, and the kind of flatland riding that carries onward the Chris Day "flow and connect whatever you can on the spot" style makes up the meat of Dope Ammo, but that's not all. Aside from the inventive ground scrapping of Greg Higgins, Lell Vain, Roll from Vegas, and producer Ellis Watson, there's reckless street abandon by "Gonz" and Lungmustard, an interview with Perry Mervar, and comedy pieces throughout ("Skate Freak", "Kevin's Ulcer"), and a hilarious intermission titled "The Hustler". Crude, lewd, and sometimes obnoxious... but subliminally brilliant. Good graphics. | Warped. That's the best way to describe Chad Johnston's first freestyle video effort, and it's a doozy. Team Scrounge abandons—Greg Higgins, Roll, Rick, and Chad himself—not to mention the raging exploits of San Francisco's Pete Brandt and Eric Emerson. The exclusive flatland presented in this fast moving video is fast, precise, and cindered with danger. An animated rider cartoon ("Billy The Biker") concludes the insanity, making for a fitting and original caper. Killer effects. Supposedly the second one is almost done, complete with a brand new animated piece. We can hardly wait. | The CHL boys have slapped together another spectacle of sight, sound, and mindslaughter with their follow-up video. Ruben Castillo, Eben Krackau, Dave Patrick, and James Shepherd throw down hard on choice mini-ramp structures, warehouse ramps, dirt jumps, open parking lots, and street. Excellent cuts from Indy and Palm Springs zero in on Rick Moliterno, Dennis McCoy, and Pete Augustin. Raw. | Not EVEN what the title implies... Slow Ride is packed with the startling action one would expect from guys like Michael Dominguez, Brad Blanchard, Vic Murphy, Ronnie Farmer, Pete Augustin, Jon Byers, Mark Kirunchyk, Mike Kranich, Danny Schow, and Chris Day. Perry Mervar supplies all the flatland that is needed, as well as lightning quick Hosier moves on a basketball court. Ramps, street, ditch, dirt, miniature golf course riding—it's all here. Great interviews. Produced by R.L. Osborn and Scot Breithaupt. | Appropriately titled, this latest cinematic tour-de-force from E. Roman and R. Wilkerson acts as a 440 volt charge that delivers an hour and forty minutes of well-filmed and well-edited motivation. To describe the number of tricks, riders, spots, and humorous quotes would take years. If you own a bike but haven't seen this video, your life isn't complete. |
| Public Enemy, Jimi Hendrix, Suicidal Tendencies, Led Zepplin, Jane's Addiction... to name a few. | Thrash, metal, rap, Morrissey, and live footage of Fugazi. Bonus: Interview with Ian MacKaye. | Bad Brains, The Twilight Zone, Metallica, Ministry, and more. | Obliterating. | Tender Fury, T.S.O.L., Milk, and others. | Local San Diego bands + Ed Roman's punk rock debut. |
| \$18 + \$2 shipping | \$15 ppd. | \$18 ppd. | \$17.50 + \$4.25 shipping | \$24.95 + \$3.95 shipping | \$27.99 + \$3 shipping |
| Dorkin' 4 601 E. Hillcrest Rd. York, PA 17403 also available from Trend | Ellis Watson 8819 E. Cortez St. Scottsdale, AZ 85260-6809 | Chad Johnston 3707 Barbara Avenue Bakersfield, CA 93309 | Trend Bike Source P.O. Box 201778 Austin, TX 78720-1778 | Bully 3020 Northwest 25th Ave. Pompano Beach, FL 33069 | 2-HIP P.O. Box 4065 Leucadia, CA 92024 |

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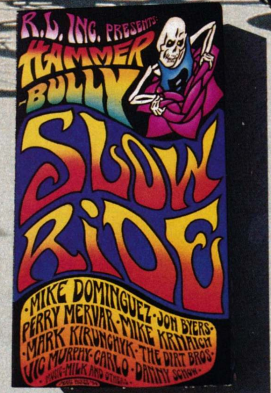
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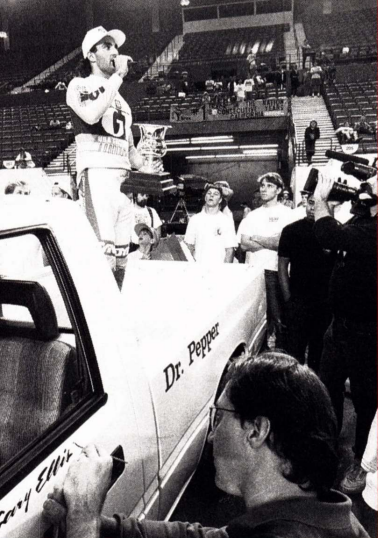
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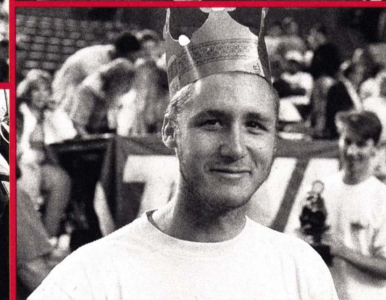
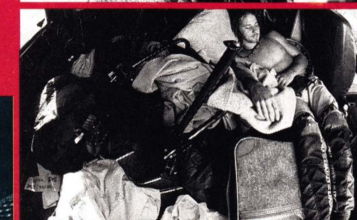
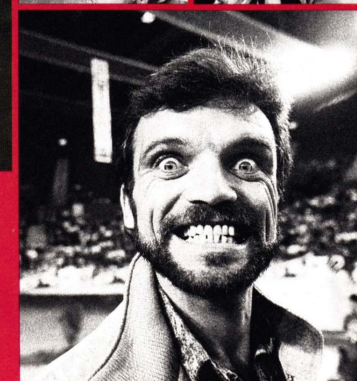
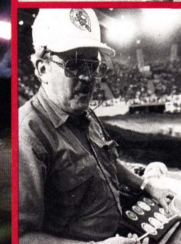


Nicknamed the Amtrack (because he trains so hard?), Charles Townsend kept his head together and his body in the top three places consistently. The result was a win in the most important main of the year.

words: lew

photos: spike

GT PRESENTS THE 13TH ANNUAL ABA GRANDS OKLAHOMA CITY, OKLAHOMA



1) Victory is a taste Gary Ellis knows well. Check the guy lettering the door of the complimentary truck which goes to the Number One Pro.
2) Pressure or boredom? Marty Christman and Danny Nelson await their turn in the semis.
3) Squeakee and the band rocked out with some killer BMX tunes, much to the delight of... no, wait a sec. Wrong race. That's Billy Griggs sportin' the axe he won in the Pro Supercup Friday night.

4) The machine and his man. Dave Milham was escorted onto the infield by Big E, his team manager and personal bodyguard. Milham was then crowned ABA National Number One Amateur.
5) Chaos. This photo of John Purse was taken about 30 seconds after the last Pro main crossed the line.
6) Every Dog has its day.

7) Dave Clymer, kicking back in his hotel room.
8) A walking historian of BMX, Scot Breithaupt. He was inducted into the Hall of Fame and also did TV commentary at the Grands.
9) The eye of the hurricane at all times during the Grands - ABA Kingpin Clayton John.
10) #1 Cruiser plate owner Justin Green.



Massive.

That is the first word that comes to mind if I were asked to describe the ABA Grand-nationals. It contains all the elements of a regular national, times ten—making it the best race of the year. More entries, more motos, more hype, more factory riders, larger trophies, louder crowds, longer lines at the snack bar. Going into this year's Grands, the ABA has 12 previous Grand-nationals under their belt and knows what it takes to put on a race of this status. The four day, 440 moto event drew riders from 39 states and 4 different countries. So like I said, massive is a fairly accurate description.

DAY ONE was on Thanksgiving, which was reserved for practice and the traditional banquet dinner inducting new members in the BMX Hall of Fame. This year's elected Hall of Famers? Jeff Bottema, Greg Hill, and Scot Breithaupt—who somehow delivered a condensed history of 20 years worth of BMX into a 45-minute acceptance speech. It was talked about all weekend long. Most riders spent Thursday getting used to the track and psyching up for what was to come.

DAY TWO, for your information, was the first day of competition, called the Race of Champions. To ride in this thing you had to have qualified by earning a state top 10 number. The best of the best local riders from all across the country is what you ended up with by the time the mains rolled around. A lot of guys rode in this because they knew it would mean extra practice.

All you really had to do was take one look at the green painted berms (simulated grass), the brand new embroidered gas station attendant style shirts the ABA officials were wearing, or hear the urgent tone as the announcers hyped things up to know that the Grands are something in a class by themselves. The crowd ate it up. Imagine being on the gate and hearing them calling your sponsors, your nickname, years racing, heros, number, and finally your real name, followed by thunderous applause. This is what it was like for every gate during the mains. "The ABA is going off and everybody is taking this really seriously. It's so cool," said James Prichard in a rare talkative moment.

After the Race of Champions was over, a special grand finale called the East vs. West Challenge—combined with a blowout set of races called the Pro Supercup—went down for a couple of hours Friday evening. If you got first or second at a Gold Cup Qualifier race held earlier in the year, you were able to race the East/West Challenge. These Am races were held inbetween the Supercup heats to keep the action broken up a bit, give the Pros some time to breathe, and eat some fresh fruit or listen to the theme from ROCKY before their next race.

Somewhere in the middle of all these Cups, Challenges, and Champions racing, an event occurred which got the crowd at one of the loudest decibel levels all weekend long. No, not the Teenage Mutant Ninja Turtle celebrity appearance (although that was sandwiched in there too, somewhere). The King of Dirt semi-finals. Earlier in the day the qualifiers for the KOD were held and the field was narrowed down to 14. This cut needed to be narrowed to the top four, so the KOD semis, if you will, were



Kenny May led the Pro Cruiser main until the first turn, where a crash put him on his back and onto a stretcher. Hans Nissen, last year's ABA National Number One Pro

held during the East vs. West mains. Each KOD entrant got a few practice hits and three judged attempts at the infield launch pad, which sent riders ten feet high over an easy 15-foot gap, using the backside of the last berm as a landing ramp. During this short break from the racing, the crowd went berserk, particularly when Mad Dog came charging out onto the infield for his first run equipped with a visorless flame paint job helmet. To add to the melodrama, Mad Dog had also taped smoke bombs to the top of the helmet and set them off just before he made his first qualifying jump attempt. See photo for results on that one . . . the crowd dug it. By the end of the night Moeller's antics had earned him a front-page interview with the local newspaper (written by celebrated Oklahoma columnist Harold Drago) and a free trip to Hawaii for winning the KOD finals. Shaka. Mad Dog also instigated a 14-man tribute to Greg Hill after the KOD finals—all jumping contest entrants rode in formation and did bun-buzzing replicas of Greg Hill's signature move, the tuck jump. It was borderline performance art, folks.

The racing started back up again, and as they progressed it was easy to see where the conflicts would erupt and which spots on the track would be crucial throughout the weekend. The first step jump wasn't as difficult as last year, and most people were jumping from the small lip up to the table top. Select riders like Robbie Morales or Steve Veltman were seen pulling up and speed jumping the whole thing without breaking stride. Coming out of the first turn, a big downhill tabletopish jump sent a lot of guys—especially those hugging the outside line—into the wall in front of the most packed section of the grandstands. Not only painful, but also embarrassing. The only other place on the track which really had a lot of attention focused on it was the last turn.

Its potential for controversy was tested in the last main of the night on Friday—the Pro Supercup. On the gate was Billy Griggs, Steve Veltman, Charles Townsend, Pete Loncarevich, Eric Carter, Gary Ellis, and John Purse. Ellis pulled the holeshot

Cruiser rider went across the line for the win, but even flat on his back, Mayday had enough points to secure the plate.

but something went wrong in the first turn and Gary took out himself and Charles Townsend. John Purse inherited the lead but had Eric Carter and Billy Griggs applying pressure. In the third turn Carter made his move and snaked by Purse—by this time the crowd is on their feet and going wild—and it looked like Eric had it until the last corner where Purse dove in over his head, slid out, and took Eric with him. Billy Griggs takes a spill in the wreckage, Veltman and Loncarevich slip by on the outside, and Eric and John go into a letter-perfect scharades routine for the word "anger." Outcome? Purse lectured for dirty riding, Carter DQ'ed for the weekend for unsportsmanlike conduct. The Turn Official's decision was that Purse had already started to crash before he slammed into Carter and was already out of control, although if he would have stayed upright he would have definitely t-boned Eric and been DQ'ed. In true "Wrestle-mania" style, the crowd decides that a booing crusade is mandatory whenever Purse is on the gate for the rest of the weekend.

SATURDAY. First and second motos are all they have scheduled today, which is still plenty. That's 880 races. The points battle for the Number One Amateur plate is between about 10 different riders, as is the case in Number One Cruiser and Number One Girl. Most are predicting the Am title to go to someone from the 17 & Over Expert class, since four of them are in contention. Out of 122 17 Experts, they'll be narrowed down to 8 by the end of the day on Sunday.

The electricity in the air is present in the Pro motos too. Everybody is waiting to get an indication of who will be in the mains tomorrow. Griggs is looking dangerously casual as he does his trademark backpedaling on the gate waiting for the lights, then holeshots. Over the triples he playfully throws in a tabletop, clearing all three jumps. He doesn't seem nervous about being the only person in the building with even the slightest chance of edging out Gary Ellis for the Pro title.

Sam Arellano has turned Pro for the occasion and has the good fortune most rookies are blessed with—getting great starts,

good lanes, and clean wins in the motos. He's up against 70 A-Pros. Speaking of Joe Tippert, a prominent member/permanent fixture of the SE team and the A-Pro class, I discovered that he's raced in every single ABA Grands, ever. Pretty cool. He was looking good on Saturday too.

Other names worth mentioning for smoothness and speed include Texan Cody Smart, who blazed all weekend long only to get his hopes dashed in the semis. DD Leone and Hans Nissen were both still glowing from yesterday's Race of Champions performances (DD doubled and Hans picked off a second in Open, first in AA). On the whole, the Pros were taking races down to the wire and fighting for positions all the way to the finish line. It made for a good show and helped build things up for the final day.

SUNDAY. Do or die day. The third motos, eighths, quarters, semis, and mains. Plenty of chances for glory to be gained or lost. In the quarters, for instance, nail biting was happening on a regular basis. The first cliffhanger of the day happened in a 14 Expert quarter, when DJ Gregg made a killer move in the last turn, passing the guy needed to make his main. Five minutes later 16 Experts were on the gate with Marty Christman, Justin Green, and Danny Nelson almost guaranteed to take three of the four qualifying spots. Almost. Trouble and Marty shook hands over the first jump and Marty went down. Even worse, his visor came off. Christman mounted his bike and tore off in pursuit of the rest of the class like a runaway bowling ball. Picking off a couple of positions on his way around the track, Marty had one more spot to make up in order to qualify going into the last turn. He dove in low, hoping to make a five-bike-length swoop but instead slammed hard, his tires giving way. Before he could get up, the entire audience was on their feet giving last year's ABA National Number One Amateur a standing ovation for his efforts to hold onto his title.

Some of the most difficult racing of the weekend happened in the 17 Expert quarters. They were taking three out of each quarter to the semis, and the competition was ferocious. Here's a rundown:

In the first set, Kiyomi Waller, Todd Steen, Danny Gibson, and Eddie Cerone are all favored to do well, but remember there's only three spots and eight of them on the gate. Kiyomi gets an exceptionally poor start and slips his pedals down the first straightaway to make matters worse. Hopes slide down the drain in the third turn for Kiyomi as he collides with another rider and aces himself from the Number One plate race.

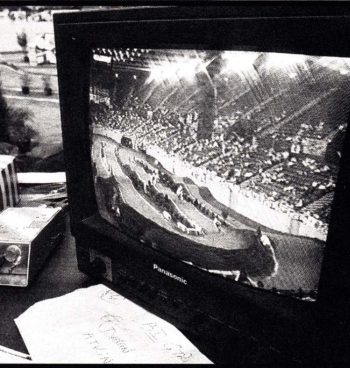
The second round is a 17 Expert's nightmare as well. Cullinan, Milham, Kareem Richardson, Abbadessa, and Prichard. I talk with Milham beforehand and ask him his plans. "I'm gonna win it. I've got to." The track is most definitely not a Milham track—too tight and no straights you can open it up on. Dave has chosen an easy gear for the track: 44-14. In the quarter Cullinan holeshots and leads Prichard and Milham around the track. Richardson and Abbadessa waltz to the ground in the second turn, cancelling one another out of the mains.

Third rack of 17 Ex quarters has Bryan Reust going wire-to-wire; Shan Hatfield



Rocky Mountain Harley's Brian Taylor milked this one for all it was worth. He tweaks these back so far, his head nearly clips the back wheel. KOD Finals.

How did the Number 1 and 2 seated Pros treat this race? Griggs (top) was throwing down tabletops wherever he pleased, and Ellis (middle) was no slouch himself when it came to showboating.



The only show that stands a chance as being cooler than The Simpsons, the Grands were televised to over 21 million people throughout the month of December.



Two pages worth of intensity. When it came down to the 17 Expert main, the starting gate contained the baddest of the bad. This is Cullinan, Milham, and Reust dicing for the lead, the win, and the title. Who would you bet on to win?

exploding into the wall in front of the grandstands and giving Supercrosser Ray Luscombe second place. One race later Brian Foster has done what Reust did—wire-to-wire, and Todd Steen suffered the same fate as Hatfield—self-destruction. Robbie Morales pulls a greasy swoope around the outside in the last turn which puts him into the semis, edging out Scott Breverman. Must have been all that hand lotion Robbie was stealing from the hotel that allowed him to slide by so smoothly.

A couple of hours later the same gentlemen are up on the starting hill saying their prayers. The first 17 Expert semi features Foster, Reust, and Prichard as favorites. That is, until Foster and Prichard collide, sending Brian's helmet off his head and twisting Prichard's bike into a non-functional position. Count those two out. The next semi is the hard one—Cullinan, Luscombe, Cerone, Morales, Milham, and a super fast French guy named Leveque. The French connection was ripping all day and it was no fluke that he ended up in the hardest semi all weekend. In fact, he probably would have made the main had he not

slid out in the second turn. This left Milham, Cullinan, Morales, and Quickline's Chris Sanchez make up one-half of the 17 Expert main. After these guys crossed the line you could see them all letting out sighs of relief and giving each other high-fives. The pressure was off . . . for a while, at least.

The mains started and it was announced that every single rider in contention for the National Number One plate had transferred except for Kiyomi Waller. From the sidelines, Kiyomi had this expression on his face:





Looking fast and stylish, Brian Foster definitely had it tuned in for this race. Note Dave Milham playing catch-up in this moto.

To kick the mains off, the Pros ran first. In AA main #1, Veltman crashed in the first straight all by himself and Townsend locked onto the lead with Gary and Greg Hill right behind him. The GT gang danced on the sidelines.

The next few mains that ran were Open classes—a glimpse of what was to come in Expert. In 12 Open, Andy Contes jammed and copped style off every jump. "That kid will be full factory before the weekend is over," is what Gork had to say about Andy. Of course Andy comes from Gork's home track of Chandler, so that might've been a biased opinion, but in this case we'd have to agree. Even 11-12 Open standouts like Shea Pierce, Reid Anderson, and Rich Houseman were looking slow in comparison to Andy. Too-Tall Tony Lopez, a 12-year-old Texas kid who could pass for 16, was also raging.

In 13 Open Alexis Vergara won it with at least 8 bike lengths between him and the second place finisher. That's rubbing it in.

14 Open featured a cleanup crew of Bo Olsen, DJ Gregg, and Jason Donnell all next to each other . . . until the gate dropped and Bo shot out front, winning solidly.

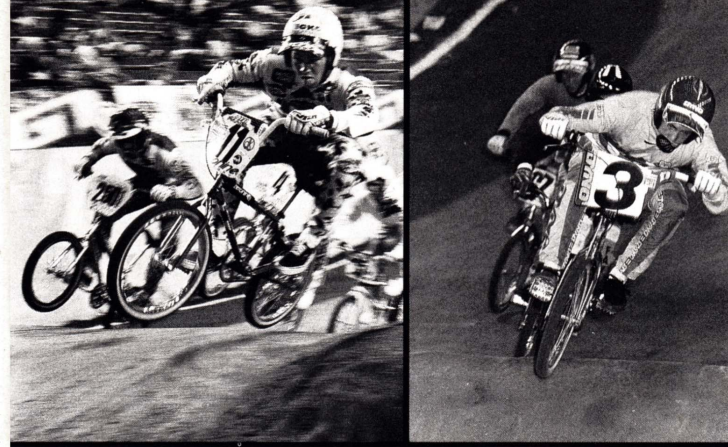
In 17 & Over Open, Reust led until coming out of the third turn, when Cullinan hit the gas and passed him. Brian Foster finished third and Milham ended up way in the back of the pack. Dave Cullinan suddenly became the odds-on favorite going into the 17 Expert main, which is where the Number One Am would be decided.

In 15 & Over Girls, the first National Number One plate was handed out for the weekend. Christy Homa led her class all the way until the last turn, and just 30 feet away from a National title, Tammy Daugherty railed past Christy and nets herself the win—and the plate. Too stoked for words describes her reaction.

Main two, A-Pro class, Sam Arellano holeshots from lane 8 and Mad Dog chokes hard right from the start. Barry McManus follows Sam in for second, and Lyons takes a third. A Sam/Barry rivalry is brewing just in time for the third main.

In the second main for AA-Pro, Kenny May and Billy Griggs were sharing a holeshot until the second turn, where Griggs got taken over the berm. While Kenny was busy with Bill, Pete Loncarevich stole the lead with Townsend on him and looking for another win. Pete held Charles and Veltman off until they crossed the line. The tension was mounting for the final race of the day.

The rest of the mains were all about plates. For a few riders, it came down to one position making or breaking a year's work. In 13 Cruiser, Alexis Vergara is a shining example of pressure taking its toll. He needed a win and was way out in the lead when he crashed all by himself, giving the win to Shawn Bone. In 15 Cruiser Mike Luna knew that he needed a win, and did just that. Percy Owens was right there in the last turn trying his darndest to stop it from happening, but slid out and Mike coasted across the line in front. He was the points leader until Justin Green and Mike Risely got in the gate for 16 Cruiser. Either one of them could take the plate if they won the class. To his mom's delight, Justin won. The two biggies—Am and Pro plates—were the last to be decided, although the Pro plate



(left) Matt Hadan showed up ready to do business, but ended up doing himself in.

(right) Justin Green had a terrible time on the way home trying to fit his two first place trophies (16 Cruiser and Expert) into the overhead storage bins on board the airplane. To complicate matters, toting along the National Number One Cruiser Cup didn't help much.

wasn't exactly a secret going into the last main.

During the 10 and Under classes, Spike predicts that one of our every six crashes results in a blown shoe. We study the races to see if this phenomenon is indeed true. The points race begins to take shape by the time the 13-year-olds are on the gate. Anthony Reyes needs a win to take over the lead, and does it. He's in command for three races until the 14 Experts are on the gate. Bo Olsen or Jason Donnell both need to win to take the lead away from Reyes. Bo holeshots and keeps the lead until the very last 10 feet of the track, where Chris Eudaley comes out of nowhere and snatches victory from Olsen.

Mike Luna is the next person to own the coveted points lead. He does so by winning 15 Expert wire-to-wire. For about five minutes Mike is sitting in a position few BMX riders make it to. Justin Green doubles at nearly every national, and the pressure of the ABA Grands is not likely to deter him from taking a second National title home in one weekend. The Green Machine pulls

way out in front and takes the Am points lead across the line with him.

The peak moment of pressure . . . not just for the weekend, but for the whole year, came down to the 17 & Over Expert main. Three out of the eight riders sitting in the gate had a chance at winning. Whoever wins the main out of Reust, Cullinan, and Milham also wins the plate. They announce the numbers and names while the riders balance in the gate and the crowd builds up to a fever pitch. The lights blink and Cullinan and Milham are out front by the first jump, waging a private battle amongst themselves while the other six riders follow. Cullinan is slightly in front of Milham but loses ground in the third straight. Reust is back in the fourth spot. Going into the second to the last turn, Milham has stolen the lead but Cullinan is coming on strong. Reust has managed to slip into third and has his sights set on Cullinan.

The last turn is where anything could've happened—Milham could've slid out, Cullinan could've taken him out won it, Cullinan and Milham could've gone down

together and let Reust win the title. But what could've happened didn't. Milham made it through cleanly and held off Cullinan (who was only two bike-lengths behind him down the last straight) for the win. The crowd went wild as they brought out Dave and a good portion of the GT posse to claim the trophy, while last year's Number One Am, a bandaged and battered Marty Christman, limped out and handed over to Dave, "The Plate". A career highlight for Milham and a weekend highlight for 98% of the people in the stadium.

The final two races of the day were the Pros. Like they had been doing all weekend, Sam Arellano and Barry McManus rode like they were possessed. Neither wanted to let up going into the turns, and traded the lead back and forth a couple of times before Sam latched onto it and held it. This netted him \$1250 to flash around later that night in a local disco—which he used to his advantage.

The last AA-Pro main only had seven riders on the gate because Kenny May had finally over-exerted himself in Pro Cruiser, and was too broken to ride in the final race. He watched from the sidelines as the lights popped and chaos broke loose. Pete flipped the gate in lane seven and Griggs cut over HARD from lane eight. This sent Veltman into Ellis and both of them into the first jump. Billy led the race all the way out of the first turn, which is where they called a re-start.

Several minutes and flaring tempers later, they were lined back up in the gate. Ironically, this is the same thing that happened last year, although Ellis bent his bars this year in the crash and had to ride David Milham's bike in the last race of the season.

The re-start went a little cleaner, but Greg Hill fell victim to the first straight this time and Griggs held onto the lead again. Because his chances of winning the plate and the race were blown, there wasn't much pressure on Griggs. Or at least, that's what you'd assume as you watched him sky over the doubles and click style. Veltman slowly reels in Billy and in the second to last turn, on the verge of passing him, crashes. John Purse takes over second place but has Loncarevich coming on strong. Pete dives through the last turn in one of the best moves of the weekend, coming out ahead of Purse. Loncarevich slowly moves over and Purse tries to outpower him down the last straight. The outcome is Pete taking second in the final main (and second overall), and John Purse connecting at full speed with the announcer's tower.

Like a pot finally boiling over after being on a burner all day, the crowd broke the stands and rushed the infield. I witnessed small children leaping out of their seats and running for banners faster than any AA-Pro gate start could ever be. Gary Ellis is mobbed by the GT posse, John Purse requires medical attention, and there are officials chasing kids chasing banners all over the track. People are screaming, yelling, and laughing. Gary Ellis stomps out onto the infield after he catches his breath and takes a stand in the back of his second pick-up truck, giving thanks over the PA to his sponsor, parents, and friends while the same guy who painted GARY ELLIS on the door of the truck last year repeats his job.

It was a good year.



Pete Loncarevich must've been one happy camper standing in line at the payout window. A first in Open, second in AA, Justin with a rather large paycheck.



Skyrockets in flight made for an afternoon delight. Chris Moeller combines props with skill and wows the stadium with a stretched no-handed flaming air, ten feet above ground zero.



Word is that after the Grands, Andy "The Greek" Contes was the most sought-after rider in the United States. His effortless double in 12 Expert and 12 Open no doubt had something to do with that. Is that rival Shea Pierce watching from the front row in the stands?

NOVEMBER 24-25, 1990 1990 ABA GRANDNATIONALS OKLAHOMA CITY, OKLAHOMA

5 & UNDER OPEN
BRANDON RAUSCH
6 OPEN
BRANDON KINTZLER
7 OPEN
NICK THOMPSON
8 OPEN
STEVE TITZMAN
9 OPEN
ABRAHAM AGUILAR
10 OPEN
DAVID HESTER
11 OPEN
MIKE BRANZEL
12 OPEN
ANDY CONTES
13 OPEN
ALEXIS VERGARA
14 OPEN
BO OLSON
15 OPEN
MIKE LUNA
16 OPEN
JOHN GONZALES
17 & OVER OPEN
DAVE CULLINAN
5 & UNDER GIRLS
NICOLE CARBERRA
KENDRA WINDHAM
MAGEN LONG
6 GIRLS
KRISTAL VICKERS
LISA ROHM
RACHEL ELROD
7 GIRLS
JAMIE LILLY
MARLEAH STAFF
KRISTAL TIPPETTS
8 GIRLS
MOKI FERNANDEZ
MIRANDA STARK
AMY MORRISON
9 GIRLS
MARLA BRADY
HOLLEN STONE
JILL KINTNER
10 GIRLS
ERIKKA WELTER
ANGIE SIMS
ANITA AGABAYANI

11 GIRLS
SHEILA SONGCUAN
RONNIE RING
DONI-LEE MCCULLOUGH
12 GIRLS
STEPHANIE ANDERSON
SHERI NOWAK
ROBIN GLEYRE
13 GIRLS
TARA LILANES
HEATHER ORKFRITZ
KIM BOZART
14 GIRLS
MAPUANA NAKI
MICHELLE CAIRNS
EMILY MOORE
15 & OVER GIRLS
TAMMY DAUGHTERY
CHRISTY HOMA
JENNIE ZEUNER
9 & UNDER CRUISER
BENNETT STAFF
GEORGE ANDERWES
DAVID LANGFORD
10 CRUISER
LARRY CAMBRA
DAVID HESTER
JEREMY HASKINS
11 CRUISER
JAMIE HIXSON
JOSH LUOPA
6 GIRLS
ARON NELSON
12 CRUISER
REID ANDERSON
JESSE STARK
CHRIS ACACCIA
13 CRUISER
SHAWN BONE
JASON PALMER
PAT GUMABON
14 CRUISER
BO OLSON
CORKY GAINSFORD
IN HEE LEE
15 CRUISER
MIKE LUNA
JOHN RAMA
PERCY OWENS
16 CRUISER
JUSTIN GREEN
DANNY NELSON
MARTY CHRISTMAN

17-20 CRUISER
TODD STEEN
JAMES PRICHARD
LEVEQUE
21-25 CRUISER
KYTOMI WALLER
LONNY LIERLY
PAUL PARK
26-30 CRUISER
NEIL DUGEN
MARK BROWNING
MIKE LONG
31-37 CRUISER
TONY MORRIS
ROB LYNCH
SHAWN BONE
NICK COX
38-44 CRUISER
BILL DUMAS
PAT MCELROY
EVERETT ROSECRANS
45 & OVER CRUISER
MIKE MOONEYHAM
BILL PAXTON
JOHN MAURER
12 & UNDER GIRLS CRUISER
STEPHANIE ANDERSON
SHEILA SONGCUAN
ERIKKA WELTER
13 & OVER GIRLS CRUISER
CINDY DAVIS
MELANIE CLINE
CHRISTY HOMA
5 & UNDER EXPERT
BRANDON RAUCH
DAREN HEATON
REDD SPIEGELMAN
8 EXPERT
BRANDON KINTZLER
BLAIR BRUNDAGE
SHANE HARRIS
7 EXPERT
SHAWN ZORIO
NICK THOMPSON
JASON REAM
9 EXPERT
STEVEN RIBEIRA
NICK MARKHAM
ADAM WINTER
9 EXPERT
DUSTIN RANDOLPH
CHAD HERNANDEZ
DUSTIN LINDBERG

10 EXPERT
JEREMY HASKINS
JUSTIN EVOBODA
MICHAEL LENNOX
11 EXPERT
TYLER SHAW
JAMIE HIXSON
JOSH LUOPA
12 EXPERT
ANDY CONTES
RICH HOUSEMAN
RHEEN AGABAYANI
13 EXPERT
ANTHONY REYES
SHAWN BONE
ALEXIS VERGARA
14 EXPERT
CHRIS EUDALEY
BO OLSON
IN HEE LEE
15 EXPERT
MIKE LUNA
ZACK ROEBUCK
FRANK DELGADO
16 EXPERT
JUSTIN GREEN
GREG ROMERO
MIKE HAUTP
17 & OVER EXPERT
DAVID MILHAM
DAVE CULLILIAN
BRYAN REUST
A PRO
SAM ARELLANO
BARRY MCMAHON
TODD LYONS
ROSS MCMAHON
CHRIS MCCELLER
ALAN FOSTER
NEAL ALLEN
CLAY GOLDSMID
AA PRO
CHARLES TOWNSEND
PETE LONCAREVICH
BILLY GRIGGS
JOHN PURSE
GARY ELLIS
GREG HILL
STEVE VELTMAN
KENNY MAY

PRO CRUISER
HANS NISSEN
TODD SLAVIK
ERIC RUPE
CRAIG GAYDOS
BRIAN TAYLOR
DARRELL YOUNG
D. D. LEONE
KENNY MAY
PRO OPEN
PETE LONCAREVICH
STEVE VELTMAN
BILLY GRIGGS
GREG HILL
GARY ELLIS
MATT HADAN
D. D. LEONE
CHARLES TOWNSEND
TEAM RESULTS
BIKE SHOP
D & M RACING
WESTERN STATES RACING
COLOUR CONTROL
FACTORY
G. T.
L&S
VISION/FREE AGENT
FINAL 1990 TEAM STANDINGS
after
GRANDNATIONALS
BIKE SHOP
COLOUR CONTROL
DOCS
BICYCLE CENTER USA
D&M RACING
PEDALPOWER
FACTORY
G. T.
VISION/FREE AGENT
ROBINSON
L&S PRODUCTS
REDLINE

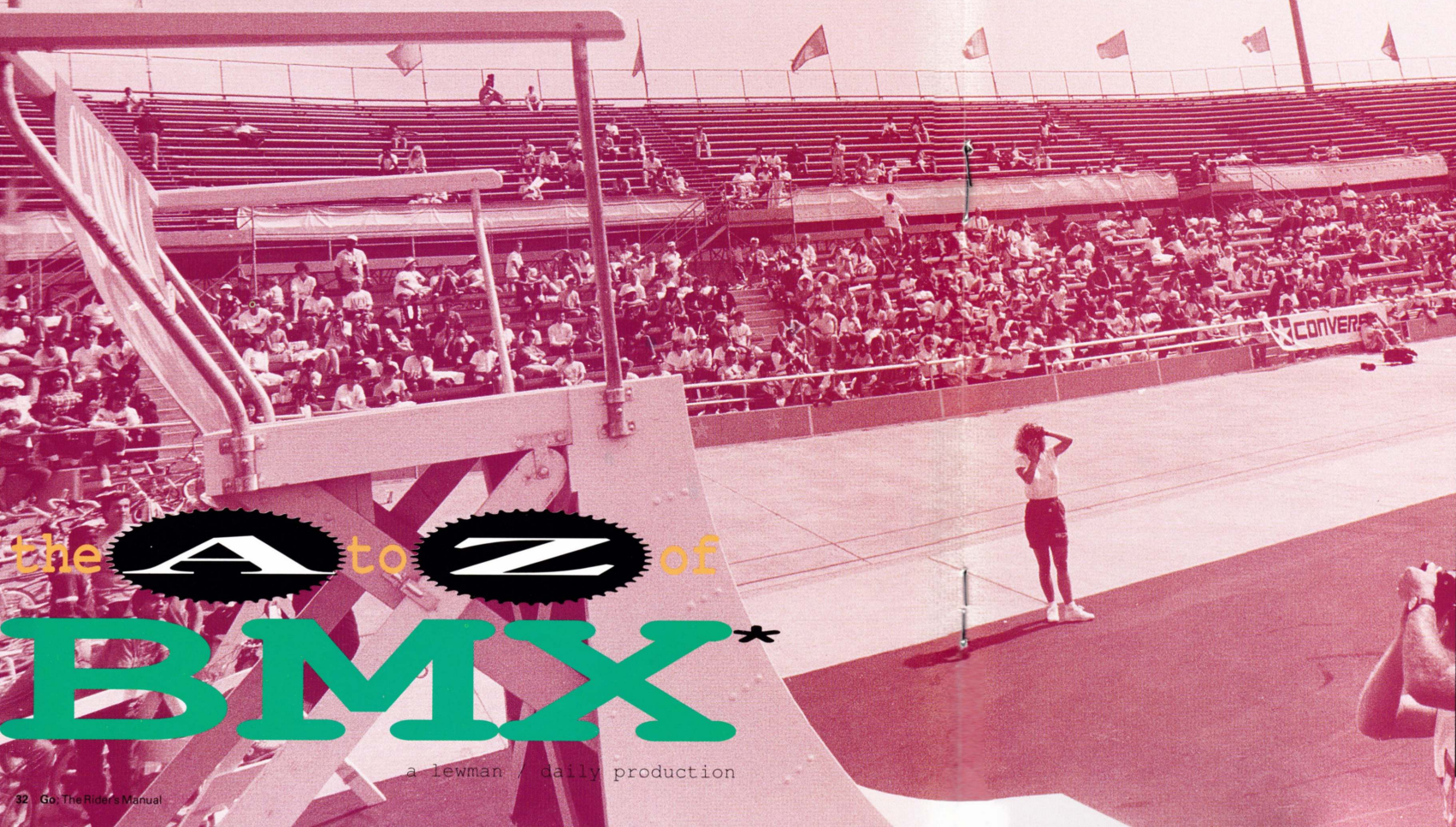
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These 26 terms, A through Z, are the fundamentals of riding as of 1991. These are the basics, a rough outline of the big picture, if you will. There really is no end to the knowledge one can acquire through experience, no limits as to "how good" of a rider you can become. Ask any 10 or 15 year veteran what their secret is, and they'll tell you it's all about bike control. This issue of GO is in your hands right now because you have an intense interest in 20" bicycle riding. You might not yet be able to do the latest trick moves on your bike. You might not have the trickiest bike sitting in your garage. But you do have time, and you do have desire. The only thing that will ever hold you back is you. Your friends will help you. Your local bike shop will guide you. And without ever saying a word, your bike will teach you what riding is all about.

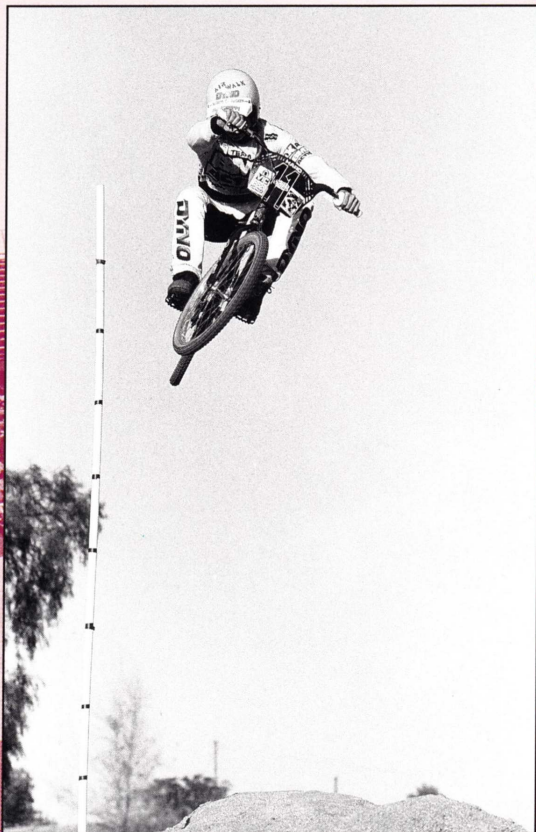
"At one point in time, anything and everything done on a 20" bicycle fell into the category of "BMX". This included wheelies, racing, sandlot thrashing, downhill coasting excursions, trail riding, and Sturpee runs to the 7-11. They had a name for it, but not much else. BMX back then was the purest form of whatever type of riding you do now. Through evolution came a few changes, and by the time you read this, 20 years will have passed since the first hints of a sport came to be.

Josh White (spread) and Brian Hernandez (inset) with their own definitions of air.



the **A** to **Z** of **BMX***

a lewman / daily production



Air.

Probably one of the most sought-after commodities in bicycle history. The word originates from the early '80's skatepark term "aerial", but has since become a standard with the dirt crowd as well. Off ramps or over jumps, air is the goal, and just like with the foxy mommas—the more you have, the cooler you look.

ex;
"Fred just did an air over Skinny Lester's afro."
"Fred's airs are new and improved."
"Catching air is second nature to Fred—I swear that boy is half-bird."



BMX.

The initials stand for Bicycle Moto Cross. Actually, you can call it "racing" and you won't look like a fool. If you want to be official about it, BMX racing usually happens on a dirt track, roughly 1,000 feet long. On this track you might find a

variety of obstacles such as banked turns (called berms), jumps, doubles (see D), signs indicating "garage sale ahead", tabletops (see T), and downhill or uphill sections. The object is to get around the track as fast as possible, preferably in front

of the seven other individuals you are pitted against in competition. By the way—just kidding about those garage sale signs. Racing was the first of several organized forms of riding which evolved from BMX.

ex;

"He was beyond hardcore—racing BMX and watching soap operas were all he did."

"My bike is made for BMX because it's chrome."

"BMX is more fun than making sandwiches on a windy day."

Mike King and Billy Griggs both make a living at BMX.



Classifications.

The transition of skill levels goes a little something like this:
 Pedestrian (no bike)
 Beginner (sketchy)
 Novice (grasping the concept of riding)
 Intermediate (getting pretty good)
 Expert (very good)
 Open (anyone except Professionals may enter)
 Pro (capable of earning money)

In most forms of competition, there are specific age groups as well as skill levels. At a BMX race, for instance, you will find divisions from Novice, Intermediate, Expert, lower-level Pro (called Superclass in the NBL, A Pro in the ABA), all the way to upper-level Pro (called Pro in the NBL, AA Pro in the ABA). In racing, to advance to the next skill level you must attain a certain number of wins. With Freestyle it's a bit different—you enter at the skill level you think most suits your riding. At 2-Hip contests (half-pipe and street events), there are two levels with open age groups—Amateur (sometimes called Good) and Pro (sometimes called Great).

ex.
 "Bill raced 14 Intermediate until he was ready to turn Expert."
 "Jan's son, Howard, is a really famous Pro."
 "17 & Over Novice is my favorite class to watch."



Equipment.

To get the job done, you need the right tools. This means a bike that will last you at least a year or two before it needs replacing. There are dozens of manufacturers out there, and most have a line of bikes designed to suit the needs of all sizes of riders. Prices range from \$150 for entry-level



Bob Kohl and Ron Wilkerson take double airs to a new limit. Lookback over 540. (inset) Double jump.



soots to somewhere in the neighborhood of \$600 for top-of-the-line models. This is for stoked bikes, which means ready to roll off the showroom floor, complete. If a brand new bike is out of the question, there are always alternatives. Upgrading your bike can be as inexpensive or expensive as you want to it be, depending on how tricky you want to get. Also, keeping your bike in top working order will make it ride better and last longer. Periodically check the axle nuts, stem

bolts, headset, bottom bracket, and chain to see that they are tight. Replace tires and grips when they become worn out. Dialed-in brakes are also a must... make sure the cables are well-lubricated and un-kinked, and the brake shoes are aligned on the rim properly.

Here are five relatively inexpensive items you can upgrade your current bike with if it isn't equipped with quality merchandise:



Double.

This one has a double meaning, har har. On a BMX track, a set of two jumps spaced close enough together to launch from one to the other, clearing the distance inbetween, is called a double jump, or for those in the know, doubles. Reeveeeeal insiders will simply abbreviate the word down to "dubs." Three jumps in a row are cleverly called triples, and four jumps in a row are—you guessed it—quads.

The other race-oriented definition for double means winning two classes in one day. For instance, if Marty Christman wins 16 Cruiser and 16 Expert (which he frequently does), this is called a double. About the best you can possibly do at a BMX race is triple—win three classes in one day. Once in a blue moon somebody will pull a quadruple.

There's also a "doubles" in Freestyle—two guys on the same ramp at the same time. Depending on ramp width, this is usually pretty scary to do and pretty exciting to watch. Speaking of watch—on the Swatch Impact tour in 1988, they had a routine worked out where three bikers and five skaters rode a half-pipe at the same time... in the dark.

ex:
 "I hit that set of doubles and in the air, my stem came out of the forks. It was insane."
 "After doubling in 6 Expert and 6 Open, Cole Jr. traded both his trophies for a case of unbreakable combs."
 "When Hoffman and Swoope do their double airs to that MC Hammer song, it sends chills through my small intestine."

FOR BMX

* Number plate. If you plan on racing, you'll need a number plate with a white front panel displaying your assigned number. For the first race, most people use paper plates and draw their numbers on with a black marker.

* Pad set. Crossbar (handlebars), stem, and frame pads are mandatory for racing, and a good idea for street thrashing as well.

* Pedals. As long as you're not wearing cowboy boots, your



Nocturnal parking lot flatland session.



Flatland.

Timing, balance, coordination, and a good feel for the bike are characteristics you will develop as you get better at ground tricks. This type of riding consists of several different styles, and within each style there are a limitless number of tricks.

These different styles include;

- * Combinations, where several tricks are strung together into one maneuver.
- * Balance moves, which are the most basic form of flatland riding. Tricks usually involve the bike remaining in one position.
- * Rolling tricks. See R.
- * Hopping tricks. As the name leads one to believe, these tricks involve hopping or bouncing to keep balanced. Most hopping tricks are pretty basic.
- * Power moves. Generally, these involve supporting your body with your arms. Rolling handstands, for instance, are definitely a power move. While re-

latively uncomplicated, these tricks are usually considered advanced-level because of their difficulty.

* Scuffing or squeaking moves. The front and rear tires are propelled by a foot; scuffing, also known as "scratching", refers to controlled forward tire/foot sole contact, and squeaking involves using a combination of kicking the front tire backwards and feathering (lightly applying) the brakes for balance, which sometimes makes squeaking noises.

The more tricks from each of these styles you master, the stronger of a rider you will become. You will soon find it

easier to learn tricks, invent your own, and begin developing a riding style unique to you. It just so happens that we here have a few copies of FREESTYLE II; The Book—a how-to manual featuring dozens of flatland, street, and ramp tricks. It was published in 1987, but many of the tricks in it are still considered the foundation of today's flatland scene. Interested parties can make checks or money orders payable to Wizard Publications for \$8.00 and we'll send you a copy. Send your name, address, and the dough to THE BOOK, 3882 Del Amo Blvd. #603, Torrance, California 90503. Quantities are limited.

pedals should provide plenty of traction in the air and on the ground. If they don't, look into buying a new set. Be sure to get the right size—one-piece cranks take 1/2" threads, three-piece cranks take 9/16" threads.

* New grips. Choose a pair you like the feel of. New grips usually take a couple of riding sessions to break in and get soft.

* Tires. Lightweight knobby tires provide traction and improve performance on dirt. Although some riders prefer a

wider tire in the front, 20" x 1.75 is a good size for both front and rear tires.

FOR FREESTYLE

* Cable detangler. A spinning device (brand names include ACS Rotor and Odyssey Gyro) frees up the rear brake cable and allows 360 degree handlebar rotation. Basically, you can spin the bars and still use the rear brakes with this gadget on your ride.

* Potts mod. A version of the above, only for the front brake.

It's called a Potts mod because a guy named Steve Potts invented it. The stem bolt is hollow and the front brake cable runs through it, loops around down on the fork leg, and attaches to the front caliper brake on the bottom. You can buy a stem with the Potts mod or save some money and just buy the stem bolt.

* Front brakes. Make sure they're set up to adapt a Potts mod, with the cable barrel attached underneath the caliper arm.

* Street tires. Just the opposite of racing tires—you want to get a set with no knobs for a smooth ride. Again, 20" x 1.75 is a good size for both wheels.

* Axle pegs. Two pair equals four pegs, enough for both wheels. Be sure and get the right size—24 TPI (threads per inch) for mag wheels and any hub made in America. 26 TPI for most 48 spoke wheels and coaster brake hubs. Be cautious when tightening aluminum pegs—they tend to strip out easily.

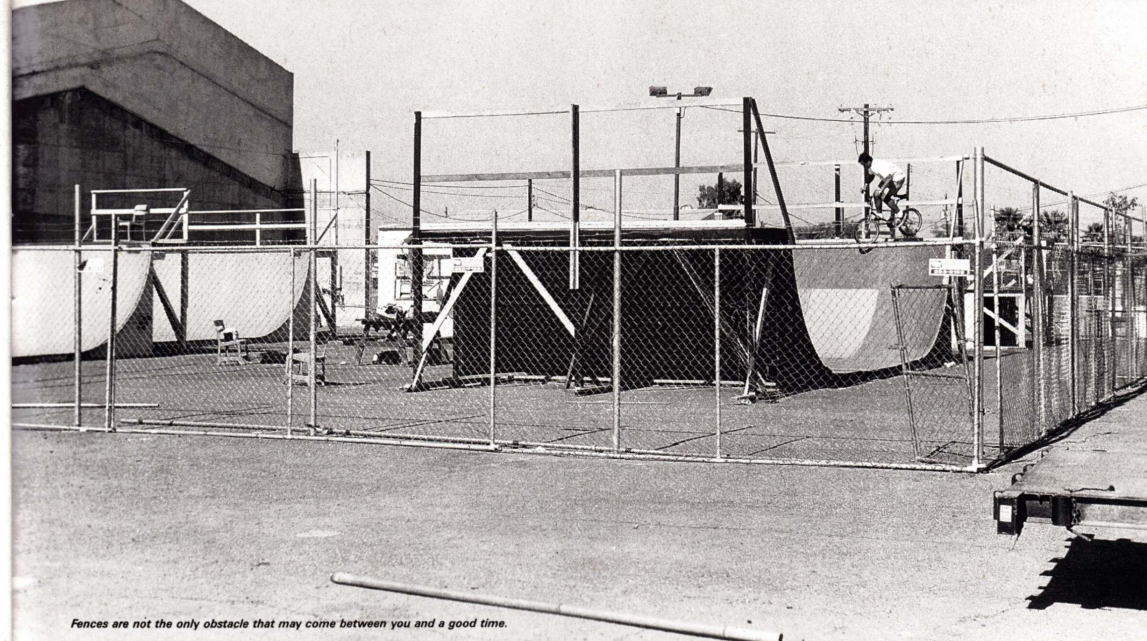


The well protected rider knows that there is no such thing as "too much" safety gear.

Gear.

What you wear when you ride depends on what you're doing. Injuries can result from a lack of safety precautions and common sense. Professionals know their limits—Evel Knievel said it himself. The investment in a good helmet, shin guards, knee pads, gloves, leathers, jersey, shoulder pads, and mouthguard may save you endless amounts of pain in the long run. There's nothing worse than owning the stuff and not using it, either. No one can make you wear it except you.

Of course, if you plan on attending any organized events like a race or a freestyle contest, you will find that you must meet certain requirements. Helmet with mouthguard, long pants, and long sleeves are mandatory for racing these days. There are different rules concerning freestyle contests depending on the event promoter. Most of the time you'll need a set of knee and elbow pads and a lightweight (skateboard-style) helmet for flatland, a full face helmet for ramps. Places like ramp parks or skateparks usually have rules regarding safety gear as well—call ahead and check.



Fences are not the only obstacle that may come between you and a good time.



Holeshot.

This is a racing term. A holeshot is a clean lead from the starting gate to the first turn. The most important part

of the race is the start, and if you get a good gate start and holeshot down the first straightaway, chances are you will win the race. Here's how:

Rolling up into the starting gate knowing two things.

1). That you're going to win this race.

2). Your line from the gate to the first jump to the first turn.

Balance in your lane with your most comfortable pedal forward. Your crank arms should be a little bit offset, with

your forward foot higher than your rear foot. Your legs should be bent and your upper body should be leaning over the front end of the bike, your head directly above your handlebars. Watch the lights (kind of like a traffic light, positioned on the side of the track). Some guys start slowly creeping up to the front of the bike when the light sequence begins. The instant the green light goes on, the gate will drop. At this instant you unload and spring

forward with all your might. Thrust your hips into the bars, pull up as hard as you can on the grips, and crank down with all you've got with your forward foot to begin torquing. Your first five cranks out of the gate are the most important ones. Give it 120% effort and let the other guys back off before you do. Focus on going through that first turn in first place, and do it.



Illegal.

Sad to say it, but in many places bike riding is frowned upon by property owners and city governments. The reasons being, they don't want you to mess up their property, or hurt yourself on their property, or any volatile combination of the two.

Finding a safe place to get crazy on your bike has always been a challenge. There are public BMX tracks and ramp parks throughout North America, where you can ride to your heart's content when these facilities are open, but sometimes (often) the need arises to do your own thing. Here are some pointers;

* There are zoning laws and neighbors you should check with before you spring for the wood on a backyard ramp. Make sure everything is cool and you have permits and permission before you pound that first nail in. Oh yeah—make

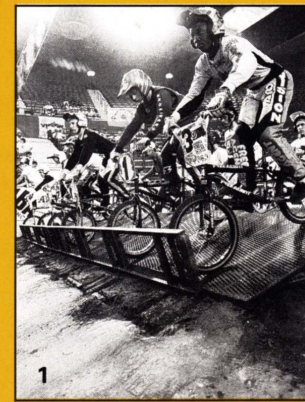
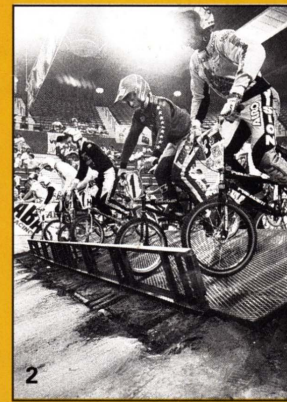
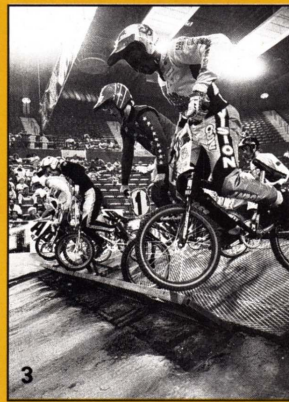
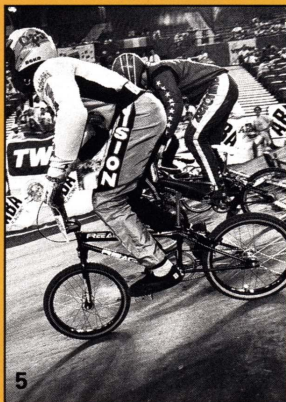
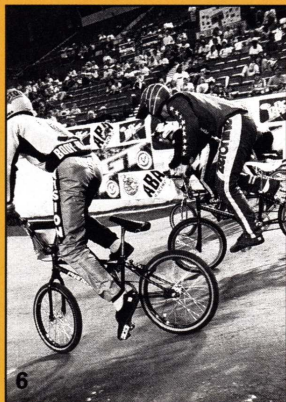
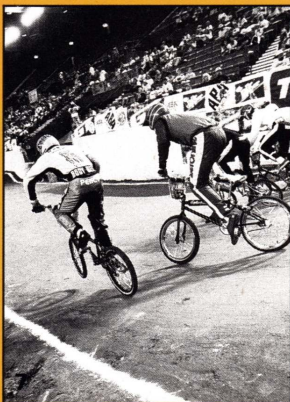
sure you run it by your mom and dad too.

* Seemingly vacant lots suddenly become the center of conflict if the owner of said property happens to discover a practice track has been built there. Get permission or face the consequences of being yelled at and having the track torn down if the owner finds out before you had a chance to tell him. Sometimes it's worth just going for it and digging in, though. Keeping your spot free of litter, junk, and bad habits will prolong its longevity.

* Permission slips/release waivers and safety gear should

be mandatory items for all if you own a ramp or a backyard track.

* Know what you're getting into, because property damage can be costly. Wall ride marks on buildings, grind marks on benches, and other signs of bike damage can be blamed on you if you happen to be the person they catch in the act. There's no need to leave a twenty dollar bill taped to the wall you just rode on, but there's also no need to deface someone's property. Responsibility is a two-way street.





Jumping.

Before there was Freestyle, there was dirt jumping. Any showing off to be done at the races or in the woods at the thrashing grounds was done in the air. Height, distance, and style all count. Jumping is probably one of the simplest and most enjoyable forms of entertainment and expression you will experience on your bike. Savor the flavor of your air time, boys. There's nothing like it in the world.



Kids.

There's a kid named Marvin Nelson who races—and loves—BMX. He's 58 years old. There was a guy named Eric Evans

who could do no-footed airs three feet out of a ramp. He was around 8 at the time. The top Pros usually make the decision to turn Pro in their late teens and continue riding competitively well into their late twenties. Age is seldom a restriction over a determined mind.

ex;

"Crazy kids these days. Did you see that boy riding on the wall over there? I'll tell you, Edith, these kids are crazy..."



The young and restless.



Mark Kirumchik executing a nosedrop.



Lip tricks.

A series of tricks so named because they are done using the coping and decks of a ramp. The name comes from skateboarding, and the tricks range from basic to nearly impossible. Pretty much anything you do on a ramp that doesn't involve doing an air is a lip trick. Double peg grinds along the coping, disasters (landing

at 180 degrees with the rear tire on the deck, sprocket on coping, and front wheel below coping and then hopping in), manuals (landing on the deck on just the rear wheel and gliding around to re-entry—without the front wheel ever touching the platform), and the nosedrop (landing front wheel up on the deck, stalling, and then hopping back in) are all forms of lip tricks.

ex;

"His style was extreme. He worked the lip of the ramp like a surgeon."

"Lip tricks combined with airs and a strong background in comedy made Moe a well-rounded ramp rider."



Mini-ramps.

Just what the name implies, a mini-ramp is a scaled-down version of a half pipe without the steepness or height of one. The don't reach vertical like your average half. Popular with beginning ramp riders and experts alike, mini-ramps are easier to handle on a bike, easier and cheaper to build, and perfect for the learning of lip tricks and "the pump" (bending of knees for momentum as the rider works both sides without pedalling) before moving on to bigger transitions.

ex;

"Henry's new mini ramp is bitchin'—it's got coping, big platforms, masonite—it's just bitchin'. Let's go ride it. Get your pads."



Mini-ramp contest.



National events.

Large-scale sanctioned events, called "nationals", take place across the U.S. in all realms of 20" bicycle riding—BMX racing, flatland freestyle, ramp riding, and street. Riders travel far and wide to test their skills on a national level, and as sanctioning body members they are entitled to rack up as many points as possible for a good year-end ranking—AFTER the finals, which in each sport is usually the most exciting event of the year.

ex;

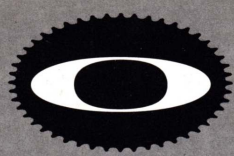
"The Grands this year were intense. Harvey finished second for the day and first for the year. He did really well at all of this year's nationals."

"Going to a national flatland contest opens your eyes SO MUCH as to what tricks are hot and which riders are ruling. I'm so glad we came."

"Riding for his new sponsor—Gonzo's Take-out Chicken—'Shasta' rolled into the ramp with confidence and brute determination, and won 17 & Over Novice Ramps at the 2-Hip Finals."



Overview of a national track layout.



Organizations.

Associations that tabulate points for their members, provide insurance at their events (in most cases), and schedule national competitions are known as the Organizing Bodies. Without them, BMX and freestyle would not be recognized as sports. Support those who support the sport, we always say...

ABA (American Bicycle Association): 6501 W. Frye, Chandler, AZ 85244. (602) 961-1842

NBL (National Bicycle League): 211 Bradenton Avenue, Suite 100, P.O. Box 729, Dublin, OH 43017. (614) 766-1625

NBL FREESTYLE DIVISION: Same as above.

2-Hip: P.O. Box 4065, Leucadia, CA 92024. (619) 466-7206

RIDE: 8607 Tuscany Ave. #101, Playa Del Rey, CA 90293.

OSFA (STYLIN): P.O. Box 233, Osage Beach, MO 65065. (314) 348-1158

OFA (Outlaw Freestyle Association): 4521 Warner Road, Cleveland, OH 44105

ERA (Eastern Ramp Association): 90 Grassy Plain Road, Riverside, RI 02915



Quality.

Optimum function follows a quality-made bike. Things to look for in a good frame and fork? Try to go with a 100% 4130 grade chrome moly steel frame and fork set. Hell-arc is the accepted method of welding—always check for cracks in the weld areas when purchasing brand new or used equipment. Even a hairline crack will cause you problems somewhere down the line. Make sure the welds are even and clean. Chrome plating is

the most durable finish and is relatively easy to keep looking new. If you opt for a painted chassis, go with a powder coated or similar finish. A good frame and fork is the heart of every bike, so take your time, save your money, and do it right. A quick jaunt down to your local bike shop will have you scooping out a bevy of complete bikes and frame and fork sets (if you're into building your own from the tires up). Ask questions to the right people whenever possible—prominent racers, thrashers, freestylers, bike shop owners, etc.—regarding choice equipment.

ex;

"I know my bike is quality because it is 100 percent 4130 chrome moly—says so right here on the frame."

fun it is to "practice".

ex;

"He's always complaining that he isn't any good, but he never even *rides*, let alone practices. What a cheesser."

"Like my grandfather's brother always said, 'Practice makes perfect'."



Practice.

Everyone knows what practice is, and what it can do for a rider's skills. If you're into BMX, a quick call to your local track operator (numbers available through the organizations) can set you up with needed information about their practice sessions. Most guys just practice with their

friends at the local hot spot—for flatlanders it might be a well-lit parking lot, for ramp riders it could be so-and-so's ramp, for street riders it could be an empty drainage ditch. Many guys ride all of these things and more, developing their overall skills. One of the best things about riding is how



Rolling Tricks

The progression to rolling tricks was made in 1987 and opened up a whole new style of flatlanding. The style is charac-

terized by maneuvers that are glided or coasted forward, usually without using the brakes. Axle pegs are pretty much essential for the doing of rolling tricks, but there are some primitive versions of the rolling trick—like wheelies and framestands, for instance.

ex;

"After I learned some rolling tricks, I started combining them with my other tricks to make longer routines."



Street.

Everyone has their own definition of what "street" riding means... wall riding, riding banks, ditches, benches, ledges, handrails, multi-sided wooden jumps, curbs, trees, shopping

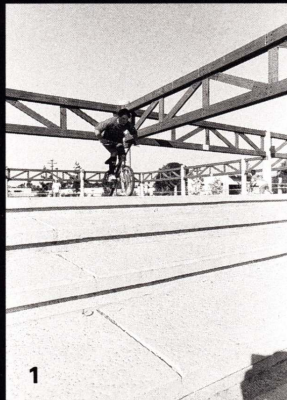
carts, etc. Sometimes street riding is referred to as "soul" riding—freely meandering (at speed if you will) and rolling on/over whatever strikes your fancy. Competitions are held for street riders and the entrants are allotted a set amount of time (called a "run") to do whatever they can on the provided obstacles.

ex;

"Whenever we get bored of riding street around here, we just go to a different town and find all brand new stuff to ride."



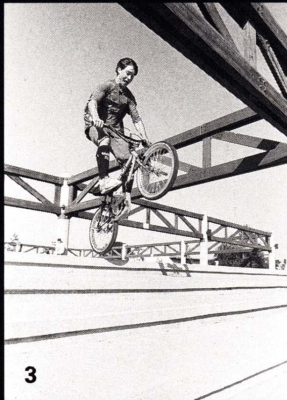
Craig LePage drops a landspeeder down low.



1



2



3



4



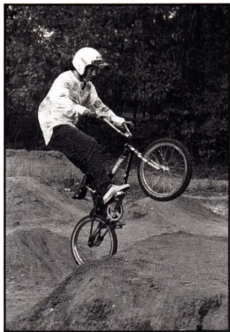
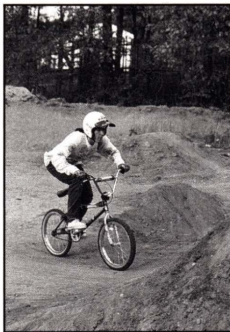
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6



7



One of Brooklyn's notorious Poole Brothers laying it flat.

Tabletop.

Known as a "pancake" in Australia, a tabletop is a jump where the rider lays the bike flat on its side in the air and boldly crosses up the bars. Ramp riders prefer to call tabletops "inverts", but don't be fooled—what they're really talking about is a tweaked tabletop. Grace, form, and style...experience rather

than extravagance...are key elements in laying it flat. The more air (height), the better. To level out a "fattie" of your own, approach the jump at a slight angle and as you climb into the air, lay the bike over by crossing up the bars and by pushing your inside hand down and straightening your bottom arm. Try to stay over

the top of your sideways bike. Sometimes it is helpful to "lift" the bike with your bottom foot. To get out of it, pull your inside hand back up, uncross the bars, and land. Sometimes the word is used to denote a type of dirt jump that has an angled take-off and backside with a flat top, hence the term "tabletop".

ex;

"Hey Bob. What's this tabletop finished with? Formica?" "Go down the track, hit the tabletop jump, catch air, do a tabletop, and land going down the backside of it. Simple."

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| DK | | 69.95 |

ex;

Dumb Guy: "Man, I can't race. I'm unsponsored..." Wise Guy: "I'm unsponsored and I'm good. How can I get noticed? I can start practicing harder, maybe lift weights, learn to be a better sport, get a haircut, wear neon..."

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| ACS Boa | | 14.50 |

BRAKE LEVERS & SHOES

| | | |
|-----------------------|----|-----------|
| ACS Tangent | \$ | 11.95 pr. |
| ACS 7 Levers | | 11.95 pr. |
| Dia Compe Tech 77 | | 12.50 pr. |
| Tech 77 Race Lever | | 7.95 ea. |
| Odyssey Pitbull Lever | | 5.50 ea. |
| Tuff F/S Pads | | 4.50 |
| Kool Stop Vans | | 4.95 |
| Odyssey Cables | | 1.95 |
| Gyro Cables | | 2.95 |
| ACS Doubler | | 7.95 |
| FS 883 Pads | | 4.50 pr. |
| AD 990 Pads | | 4.50 pr. |

FORKS & H.S.

| | | |
|------------------|----|-------|
| GT Fork | \$ | 39.95 |
| Dyno Fork | | 39.95 |
| Haro Fork (1988) | | 49.95 |
| SE Landing Gear | | 42.95 |
| Tioga MX-2 | | 4.50 |
| Tioga Beartrap | | 6.50 |
| Odyssey Dynatron | | 6.95 |



SEAT POST & CLAMPS

| | | |
|----------------------|----|-------|
| GT Straight | \$ | 6.50 |
| GT Laid Back | | 6.50 |
| Dyno Drain Pipe | | 7.50 |
| Odyssey Laid Back | | 6.50 |
| Fusion Laid Back | | 6.50 |
| Bully Laid Back | | 9.95 |
| Robinson Laid Back | | 7.50 |
| Free Agent Straight | | 8.50 |
| Revcore Straight | | 14.95 |
| Revcore Flagpole | | 22.95 |
| DK Seat Clamp | | 6.95 |
| Perigrine Seat Clamp | | 4.95 |
| GT 2 Bolt | | 6.95 |
| Fusion Twin Tork | | 6.95 |

CRANKS

| | | |
|-----------------------|----|--------|
| GT 1 pc. Power Series | \$ | 13.95 |
| Tioga Task Force | | 13.95 |
| Redline Flight | | 134.95 |
| GT Power Series | | 119.95 |
| GT Chr/Moly 3 pc. | | 144.95 |
| Profile 3 pc. | | 139.95 |
| Boss 3 pc. | | 169.95 |
| Fusion 3 pc. | | 99.95 |
| Sugino B.B. | | 5.95 |
| Dynatron B.B. | | 6.50 |
| RL Telematic B.B. | | 39.95 |

CHAINS & CHAINWHEELS

| | | |
|--------------------------|----|-------|
| KMC Chain | \$ | 4.95 |
| Izumi Chain | | 6.95 |
| Sedici Chain | | 8.95 |
| Pro Neck C/W 1 pc. | | 7.95 |
| Pro Neck C/W 3 pc.(Univ) | | 7.95 |
| Red Line C/W | | 17.95 |
| Perigrine CD | | 9.95 |
| Tioga CD | | 10.95 |
| Odyssey CD | | 10.95 |
| Bully CD | | 15.95 |
| C/W Bolt Set | | 2.95 |
| 16th Free Wheel | | 5.95 |
| Free Wheel | | 5.95 |
| Removing Tool | | 5.95 |
| Have Pocket Sprocket | | 19.95 |
| Kore Thrash Guard | | 39.95 |

STANDING PLATFORMS

| | | |
|-------------------|----|-------|
| Odyssey Bullets | \$ | 6.95 |
| Perigrine Pegs | | 6.95 |
| GT Tube Rides | | 8.95 |
| Fusion Steel Pegs | | 8.95 |
| Bully Pegs | | 9.95 |
| GT Fork Stands | | 12.95 |

TIRES

| | | |
|----------------------|--|-------|
| Haro Multi SFC. 1.75 | | 5.50 |
| Haro Ariel 1.75 | | 5.50 |
| Haro Flatland 1.75 | | 5.50 |
| Haro H.P. 2.00 | | 9.95 |
| Haro Hole Shot | | 9.95 |
| GT | | 7.50 |
| Odyssey De Feet | | 7.50 |
| Odyssey Renegade | | 7.95 |
| Comp 3's | | 7.95 |
| Comp 8 | | 7.95 |
| Comp V Sew Up | | 29.95 |
| Comp ST | | 7.95 |
| Comp Ramp | | 7.95 |
| Comp Pool | | 8.95 |
| Perigrine H.P. | | 10.95 |
| RL Edge | | 11.50 |
| Std. Tubes | | 1.95 |
| Odyssey Faucet | | |
| Valve Caps | | 1.95 |

PEDALS

| | | |
|-----------------|----|-------|
| Victor 747 | \$ | 8.95 |
| Odyssey VPX | | 14.95 |
| GT Standard | | 24.95 |
| GT Sealed | | 44.95 |
| SR Standard | | 29.95 |
| Perigrine Power | | 44.95 |
| Hutch Pro | | 59.95 |
| Revcore | | 79.95 |
| Revcore cages | | 14.95 |
| DK Cages | | 14.95 |

CLOTHING

| | | |
|---------------------|----|-------|
| Vision Suede Shoes | \$ | 34.95 |
| Vision Canvas | | 29.95 |
| Dyno Shoes | | 12.95 |
| Dyno High Top | | 12.95 |
| GT Jersey | | 19.95 |
| GT Dyno Pants | | 44.95 |
| Haro Jersey | | 9.95 |
| Haro Pants | | 39.95 |
| Fusion Jersey | | 22.95 |
| Haro Cotton Glove | | 4.95 |
| Haro Neoprene | | 16.95 |
| Half Finger | | 9.95 |
| Full Finger | | 19.95 |
| Dyno Cotton Glove | | 4.95 |
| Zeroline Wrist Wrap | | 19.95 |
| T-Shirts | | 9.95 |
| Flite Pads | | 9.95 |
| Vision Mondo Pants | | 29.95 |

SAFETY EQUIPMENT

| | | |
|-------------------|----|-------|
| Echo F/F | \$ | 59.95 |
| Echo F/F | | 69.95 |
| Dyno O/F | | 59.95 |
| Dyno F/F | | 59.95 |
| Rector Elbow Pad | | 26.95 |
| Reactor Knee Pad | | 26.95 |
| Hammer Shin Pad | | 24.95 |
| Hammer 2-2 or 3-2 | | 27.95 |
| Hammer Knee Pad | | 24.95 |
| Hammer Elbow Pad | | 24.95 |
| Hammer Dog Bowls | | 29.95 |
| Dyno Shin Pad | | 19.95 |
| Dyno Knee Pad | | 13.95 |
| Dyno Elbow Pad | | 13.95 |

FRAME & FORK SET

| | | |
|-----------------|----|--------|
| Dyno Pro Compe | \$ | 134.95 |
| Dyno Slammer | | 154.95 |
| GT Pro | | 139.95 |
| GT Pro F/S Tour | | 154.95 |
| GT Aggressor | | 169.95 |
| Boss Pro | | 159.95 |
| Revcore | | 159.95 |
| Free Agent | | 139.95 |
| Auburn CR-20 | | 188.95 |
| Cycle Craft | | 159.95 |
| Bully F/S | | 159.95 |
| Bully II | | 134.95 |
| PK Ripper | | 169.95 |
| SE Quad | | 174.95 |
| MCS | | 179.95 |
| BADD | | 159.95 |
| S & M | | 169.95 |

SEATS

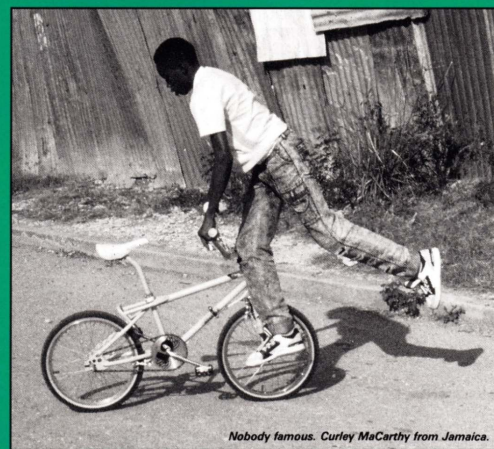
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|----------------|----|-------|
| GT Freestyle | \$ | 5.95 |
| GT Race | | 5.95 |
| Uni Turbo | | 22.95 |
| Fusion | | 10.95 |
| Vetta Gel Seat | | 18.95 |

Prices Subject To Change

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| ORDERS: | East of Mississippi | West of Mississippi |
|----------------|---------------------|---------------------|
| Up to \$49.95 | \$3.25 | \$4.25 |
| \$50.00 & up | \$4.25 | \$5.25 |
| C.O.D. Add | \$3.75 | \$3.75 |
| Complete Bikes | \$11.00 | \$11.00 |

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Nobody famous. Curley McCarthy from Jamaica.



Vertical.

Vertical riding is one of the more exhilarating things to do on a bike. Ramps such as quarter-pipes and half-pipes are the most common forms of vertical. Riders are able to project themselves over the vert and into the air before turning and re-entering the transition (the bend of the ramp). Safety gear is not only highly recommended, it is a must. Vert can hurt, but many falls on ramps can be absorbed with knee pads and elbow guards. Vert surfaces can also be found in empty pools, full pipes, and some banks and ditches. Wall riding—actually riding both wheels on the side of a wall—can also be considered vertical riding, if you really want to get technical.

ex;

"Riding vertical when the sun is setting makes me feel like I'm in a Cassius photo."
"The testing grounds of a young brave was the buffalo fields. For the BMX'er, it is vertical."



Winning.

Crossing the finish line in first place with a triumphant fist in the air, pulling off a crisp and clean (no touches, or "dabs") flatland run, amazing everyone including yourself by pulling off a 900 air (2½ revolutions) as your last trick... all of these things constitute winning in the competitive sense. Awards may range from a trophy to a plaque to maybe even a football helmet affixed with elbow macaroni and a plastic Hunchback doll. Sometimes a kiss from a voluptuous trophy girl awaits the winner; sometimes just a frugal handshake from a middle-aged man in dire need of a shave and shower. You can't win 'em all.

ex;

"If you can't stand losing, then you don't deserve to win."
"There's nothing to winning, really. That is, if you happen to be blessed with a keen eye, an agile mind, and no scruples whatsoever." —Alfred Hitchcock



Staying low wins races, getting style wins applause. Earning either makes you feel cool as heck.



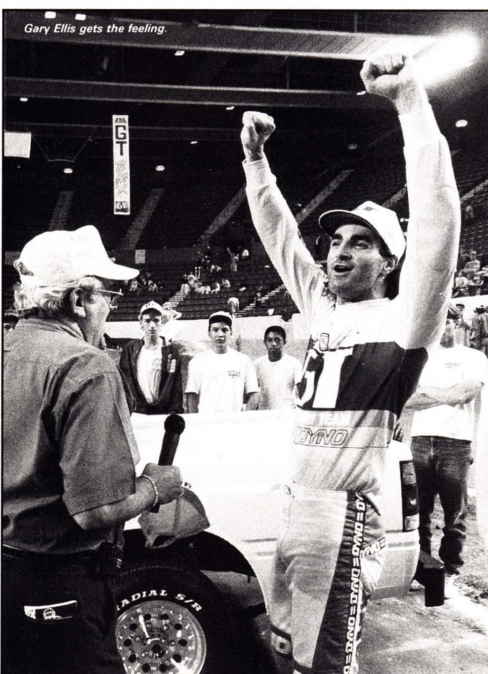
X-up.

Turning the handlebars 180 degrees or further in the air is your basic X-up, sometimes referred to as a "helicopter". The configuration of one's arms during a X-up is like an "X", which explains the name. Whether it is done over a ramp or during a race, the X-up is a real crowd pleaser. Helpful hints for doing X-ups? Lean back, let your legs bow out slightly, straighten your out-

side arm across your chest as you cross up the bars, and get enough air so you can uncross the bars successfully before landing. Practice crossing up more and more each time until full "X" status is reached.

ex;

"Right in the middle of the 14 Expert main, Xavier did a full X-up over the doubles. The crowd was ecstatic."



Gary Ellis gets the feeling.



... or should we say why?

You needn't ask why if you've ever felt the thrill of sailing over a big set of doubles or of blasting a big air out of a half pipe or of carving across a wall or maybe busted a string of whiplashes down a big hill... or if you were ever handed a gleaming trophy for your day's efforts or asked to join the best bike shop team in town or... get the picture? How are these things possible? See P.



'Zines.

An abbreviation of the word "magazine", 'zines are just that—abbreviated magazines; xeroxed mini-mags (sometimes called "rags") that are privately published by riders and include stories, photos, drawings, riding tips, directions to hot riding spots, and other such underground tidbits of information. 'Zines are an excellent way to meet riders

ex;

"I put together my own 'zine with some old photos I had laying around and passed copies of it around at the last contest. Now I hear from so many new people through the mail and get all these new photos from them for new issues."
"The 'zine guy gangled around the contest area looking for newsworthy items to put in his rag."

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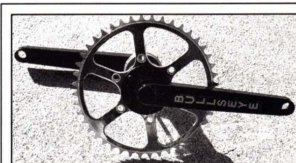
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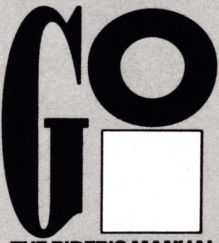


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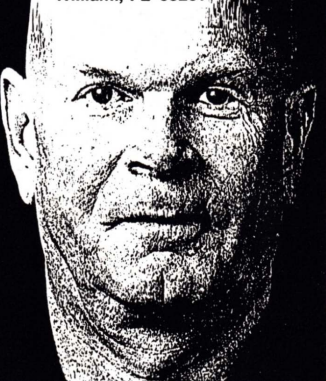
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|---------------------------------|----------|
| 91 GT Vertigo ch.bk,ul,slv | \$219.91 |
| 91 GT Performer ch.bk | 229.91 |
| 91 GT Aggressor ch.bk | 349.95 |
| 91 GT Aggressor Team ch.bk | 457.91 |
| 91 GT Jr. Interceptor ch.bk | 192.91 |
| 91 GT Mach 1 ch.bk, neon yel.bk | 239.91 |
| 91GT Pro Series ch.bk | 327.91 |
| 91GT Pro Series Team ch.bk | 139.91 |
| 91 Dymo YR ch.bk,ul,slv | 172.91 |
| 91 Dymo Deter ch.bk,ul,slv | 209.91 |
| 91 Dymo Slammer ch.bk | 327.91 |
| 91 Dymo Slammer Team ch.bk | 474.91 |

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| | |
|--|--------|
| 91 Bully 1 bld,ul,slv | 369.91 |
| 91 Bully 1 bld,ul,slv | 359.91 |
| 90 Haro Psycho bld,ul | 144.40 |
| 91 Haro Edge bld,ul,slv | 219.91 |
| 91 Haro Air Master red | 419.91 |
| 91 Haro Ground Master sp | 329.91 |
| 91 Haro Sport platinum,fire | 289.91 |
| 90 Haro Sport | 279.90 |
| 91 Haro Group 1C neon yel.bk | 187.91 |
| 91 Haro Group 1B neon tab.bk | 228.91 |
| 91 Haro Group 1A neon fide | 359.91 |
| 91 Redline 420 red,yel.bk | 186.91 |
| 91 Redline 520 bld,ul,slv | 207.91 |
| 91 Redline 620 neon yel, neon grn, wh | 217.91 |
| 91 Redline 720 yel,bk,red,bk,ul,slv | 289.91 |
| 91 Redline 120 mini ch | 247.91 |
| 91 Free Agent Pro XL, Jr. Mini ch.bk | 352.50 |
| 91 Free Agent Tawana models | CALL |
| 91 Robinson Bikes all models | Lowest |
| 91 Wilkinson | Lowest |
| Kastan mini jr,pro,street(1 blade add\$75) | 377.95 |

STEMS

| | |
|--------------------------------|---------|
| GT Power Series F/S Stem ul | \$34.50 |
| GT New Style F/S stem | 19.95 |
| GT Power Series jr,pro,XL,XLXL | 21.50 |
| ACS Rotor 45 ul | 12.99 |
| ACS Rotor 55 ul | 14.99 |
| ACS Rotor Mod Bolt | 6.95 |
| Haro Pro XL ul,slv | 27.50 |
| Haro Pro XL ul,slv | 22.50 |
| Haro Fusion ul | 27.50 |
| DK mini,pro,XL,XLXL | 21.50 |
| DK F/S ul | 23.50 |
| DK bld set,fr or bms | 23.50 |
| TNT mini,pro | 23.50 |
| TNT fr | 29.95 |
| Onone F/S stem ul,slv | 12.50 |
| Bully Stem ul,slv | 25.50 |
| Wilkinson Stem | 29.95 |

WHEELS

| | |
|------------------------------------|---------|
| Toll Wheel II bld,ul,slv | \$46.50 |
| Peregine HP 48 | 68.95 |
| Peregine Super Pro | 132.50 |
| Peregine Super wrench | 2.95 |
| Peregine Axle (w/locking add \$10) | 2.75 |
| Wilkinson 48's Clash,Rot,Pro | CALL |
| RL Edge F/W (Freezer add \$15) | 68.88 |
| GT or Skyway OE Mag,bk,wh | 47.50 |
| Suntour Freeheel | 38.88 |
| Bully or Haro/Fusion Wheels | Scall |

GRIPS

| | |
|---------------------------------------|--------|
| Ame Rounds or Tri's ul,slv,red,ul,slv | \$2.75 |
| Ame GT's ul,slv | 4.75 |
| ODI Signature grips all colors | 4.75 |
| Jive Handles bld,ul,slv,red,ul,slv | 6.75 |
| DK Jives bld,ul,slv | 4.75 |
| Haro Kravon bld,ul,slv | 7.75 |

AXLE PEGS

| | |
|------------------------|--------|
| GT Steel Ball | \$9.95 |
| GT Spoke Ball | 6.50 |
| Pulse pegs/Bike Nitric | 24.50 |
| Homeless 40's chrome | 7.50 |
| Haro | 9.50 |
| Odyssey Hollow Bullets | 9.50 |
| Orzone | 6.95 |

TOOLS

| | |
|-------------------|--------|
| Y-Wrench | \$4.50 |
| Spoke Wrench | 2.95 |
| Freeheel Remover | 7.95 |
| Crack Arm Remover | 7.50 |
| Cable Cutter | 12.95 |
| Tri-Flo 3-on | 2.95 |
| Ted Kit | 19.95 |

BRAKES-LEVERS

| | |
|--------------------------------------|---------|
| Odyssey Pinball ch,wh,bk,ul,slv | \$14.95 |
| Odyssey RX-3 levers ul,slv,wh | 10.50 |
| Odyssey RX-5 levers ul,slv,wh | 11.95 |
| Odyssey Pinball lever bld | 8.50 |
| Odyssey Slic Cable ul,slv,red,ul,slv | 1.50 |
| Odyssey Trias Pads ul,slv | 2.75 |
| Dia-Compe 883 (ch add \$1) | 14.50 |
| Dia-Compe 990 ul,slv,wh | 15.00 |
| Dia-Compe Building ul,slv,wh | 12.50 |
| Dia-Compe 901 ul | 19.95 |
| Dia-Compe 77 ul,slv,wh | 12.50 |
| Dia-Compe 77 ul,slv,wh | 12.50 |
| Dia-Compe Tech 6 ul,slv | 11.50 |
| Dia-Compe 4-pad set ul,slv | 8.50 |
| Coppy Tech 7 levers bld | 13.95 |
| ACS BOA bld | 12.50 |
| ACS BOA Levers bld | 10.99 |
| ACS Tangent 800 ul,slv | 8.88 |
| ACS Tangent Pads ul,slv,wh | 2.50 |
| ACS Double | 6.49 |
| Skyway full pads (pair)ul,slv | 2.75 |
| Skyway F/S pads (pair)ul,slv | 3.99 |
| Kool Stop Pads ul,slv | 2.50 |
| Mathausner pad(pair) | 7.00 |
| GT Speed Pads/reg or 990/bld | 3.99 |

PLATES

| | |
|-----------------------------|--------|
| Dyno | \$8.95 |
| Crat Plate | 12.95 |
| Hutch Pro pedal ul | 12.95 |
| Revcore Pedal ul | 79.99 |
| Odyssey VPX ul,slv | 11.95 |
| All Chrome chain | 8.95 |
| KMC or Odyssey chain ul,slv | 9.95 |
| Soil sport chain | 8.95 |

H-SETS & BOTTOM BRACKETS

| | |
|----------------------------------|---------|
| Redline Technic Sealed | \$39.95 |
| Ultramax sealed BB for 401 | 29.95 |
| Sealed Tech BB for 1-pc | 14.75 |
| Sealed BB for 1-pc | 22.50 |
| Copli BB (add \$35 for titanium) | 66.50 |
| Odyssey Dynatron H set or BB | 9.95 |
| Troga Beatrap H (add \$4 F/S) | 5.95 |
| Troga Sealed H set | 17.50 |
| VST H set or BB | 4.95 |

TIRES

| | |
|---------------------------|--------|
| Haro Multi F/S ul,slv | \$6.25 |
| Haro Ramp or Slick ul,slv | 6.25 |
| Haro Holstern 1.9 BMX | 8.50 |
| Dia-Compe 77 ul,slv | 12.50 |
| Odyssey Barefoot ul,slv | 6.95 |
| Odyssey Renegade bld | 7.95 |
| GT F/S or BMX tire ul,slv | 6.99 |
| Shinguard II | 28.88 |
| Shinguard III | 23.95 |
| Kneeguards I | 32.50 |
| Kneeguards II | 28.88 |
| Dog Bowls w/plastic caps | 32.50 |
| Hammer Muck Turflecton | 39.50 |
| Hammer Tack Bag | 11.25 |
| Hammer Elbow Guard | 24.88 |
| Hammer Short shorts bld | 21.95 |
| Hammer Video | 17.50 |

FRAME & FORKS

| | |
|-----------------------------------|----------|
| GT Pro F/S Tour ch.bk,ul | \$139.95 |
| GT Aggressor ch.bk,ul | 139.95 |
| GT Pro Series ch | 139.95 |
| Dyno Pro Compe ch.bk,ul | 139.95 |
| Dyno Neutron ch,wh,ul | 159.95 |
| GT Dyno Forks | 39.95 |
| Haro Master air or ground | Call |
| Haro Sport bld | 169.95 |
| Haro Pro Line mini jr,pro,ul | 159.95 |
| Haro F/S Forks ch | 49.95 |
| Wilkinson Rint ch.bk | 199.95 |
| Wilkinson Fork | 7.50 |
| Bully 1 bld,ul,wh | 159.95 |
| Bully 1 bld,ul,red,ul,slv | 149.95 |
| SEK Pinger pul,wh,ul,slv | 187.50 |
| SE Quadrate pul,wh,ul,slv | 187.50 |
| SE Landing Gear ch.bk | 49.95 |
| Titan Tite CrMo all colors | 199.95 |
| Revcore jr,pro,XL,XLXL | 199.95 |
| Free Agent all sizes ch.bk,ul | 147.50 |
| Kastan KEX (Uni Blade \$50 extra) | 192.50 |
| Kastan Pro Line Pro XL | 159.50 |
| S&M Mad Dog 20 bld,red,ul,slv | 175.00 |
| Auburn CR-20 bld,red | 175.00 |
| Auburn Works Link | 79.95 |
| TNT all sizes ch | 152.50 |
| MCS Cyclocross,Budd & co | 27.50 |
| Elit jr,pro XL | 157.50 |
| Bruckens | \$159.95 |

HANDLEBARS

| | |
|--------------------------|----------|
| Fred Z's ch.bk | \$36.50 |
| Ron C's ch | 36.95 |
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| Dyno F/S Bars ch,wh,ul | 21.50 |
| MCS Cyclocross,Budd & co | 27.50 |
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| Sea Chat,Arayor or GT rims. Choice of 20" or 24" in 1.181, 38L-1.5 or 1.753 cross-4 spokes,radial,carve any layer you want. | \$77.75 |
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| Hoshi Bladed Spokes | add 40 |
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| Peregine 3-pc (sealed add \$10) | 77.50 |
| Redline Flight 401 172,175,180mm | 135.50 |
| Profile 3-pc 175,180mm,sealed | 127.50 |

ROTORS

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| ACS rotor | \$8.95 |
| ACS Pro Rotor | 32.50 |
| Shimano Sanyo | 12.88 |
| Caps Print,ul,slv,wh | 3.00 |
| Dyno Spintech wh,ul | 19.95 |

FREESTYLE ACCESSORIES

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| Pro Neck wheels 39T-45T | 5.95 |
| Haro chainwhisk | 7.50 |
| Haro GT or Odyssey CD | 12.50 |
| Kastan 401 Adapter disc | 24.50 |
| Freeheel 16t,17t,18t | 3.00 |
| 5-pc bld set ul,slv | 3.00 |
| Bully CD | 17.50 |

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| Hammer Elbow Guard | 24.88 |
| Hammer Short shorts bld | 21.95 |
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| Haro Tech gloves bld,ul | 27.50 |
| Haro Neutron gloves finger or less bld,ul | 35.90 |
| Dirt Search Leather Gloves bld,ul | 16.95 |
| Dyno Cotton Glove bld,ul,wh | 4.95 |
| Dyno Elbow or Knee Pads bld,ul | 18.95 |
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| Dyno Shin Guards w/zipper bld | 21.95 |
| Mouthguards hard ul,wh,ul,slv | 8.75 |
| Haro Gear Bag | 34.50 |
| Haro Flight Bag bld | 39.95 |
| Haro Elbow Guards bld,ul,wh | 9.95 |
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| Selle Turbo leather seat bld | 29.95 |
| DK seat clamp jr,pro mini | 42.50 |
| Revcore straight post ch | 14.50 |
| Revcore Flarepole ch | 22.50 |
| TNT Clamp ul,slv | 9.95 |

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| Haro Tech gloves bld,ul | 27.50 |
| Haro Neutron gloves finger or less bld,ul | 35.90 |
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| Dyno Elbow or Knee Pads bld,ul | 18.95 |
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| Profile 3-pc 175,180mm,sealed | 127.50 |

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| Caps Print,ul,slv,wh | 3.00 |
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| Dyno Spintech wh,ul | 19.95 |

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| Pro Neck wheels 39T-45T | 5.95 |
| Haro chainwhisk | 7.50 |
| Haro GT or Odyssey CD | 12.50 |
| Kastan 401 Adapter disc | 24.50 |
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NORA

1991

CUP



It's that time of the year again, boys and girls. Yes, NORA (Number One Racer Award) election time has arrived and it's up to you to decide which rider, team, and bike is most deserving of this highly coveted polished silver cup. Basically, the annual ceremony of NORA Cup voting is an election by the readers for the riders. It is a poll that takes the popular opinion of GO readers about who and what (team, bike) they think is flat out ruling BMX. Historically, NORA singles out THE undisputed heavies of the sport as seen through the eyes of the pedalling public—the people who truly know what's up... YOU guys out there. Vote now and become eligible for our insane prize drawing: Seven (7) frame and fork sets will be given away to seven (7) lucky voters in a random blindfolded drawing of all ballots

received by the deadline. Oh yeah.

Here's the deal. The following two pages feature the faces of 20 recognized BMX racers and listing of the popular teams and bikes. You may vote for anyone and any team and bike that you want to—these lists are only to get the wheels in your head turning. Fill out the official ballot on this page, drop it in the mail, and you are *in* there. Making BMX history was never any easier. Rules and guidelines are as follows:

- 1) Vote for whomever you feel deserves the titles of Number One Racer, Number One Team, and Number One Bike. Print neatly in ink, or type.
- 2) You are free to vote as many times as you like, but only official ballots cut out from the magazine will be accepted. Don't even think about slipping us any Xeroxed

mickeys. You may include up to five ballots per envelope.

3) After filling out the ballot completely and legibly, fire that baby off to: GO Magazine 1991 Nora Cup, 3882 Del Amo Blvd. #603, Torrance, CA 90503.

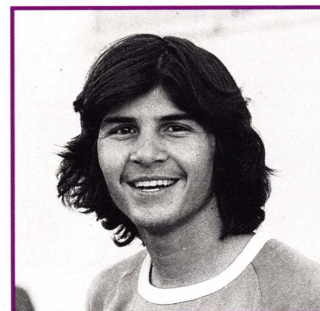
4) All votes must be postmarked by April 1, 1991. Seven entries will be drawn at random from all votes received by our deadline, and the winners will be notified by phone or mail. NORA results will be announced soon after.

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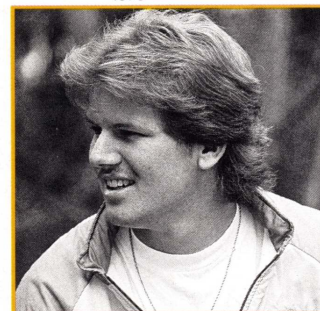
Redline
Powerlite
Bully
Mongoose

GT
Kastan
Free Agent

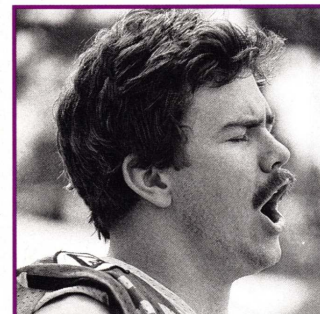
HALL OF FAME NORA RACERS



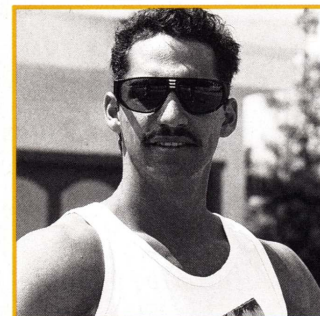
Bobby Encinas
1979



Brent Patterson
1981



Mike Miranda
1986



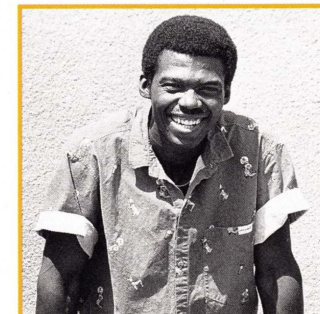
Pete Loncarevich
1988



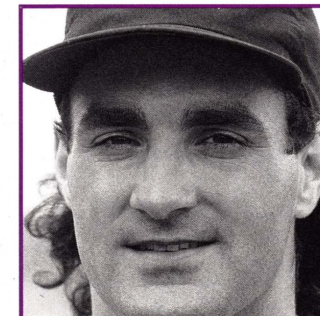
Stu Thomsen
1980, 1982



Greg Hill
1983, 1984, 1985, 1989



Tommy Brackens
1987



Gary Ellis
1980

NORA TEAMS

GT (1987, 1988, 1990)
Mongoose (1980, 1989)
Diamond Back
(1983, 1984, 1985, 1986)
Red Line (1981, 1982)
Shimano (1979)

NORA BICYCLES

GT (1983, 1987, 1988, 1990)
Robinson (1989)
Hutch (1984, 1985, 1986)

OFFICIAL

NORA

1991

CUP

BALLOT*

No. 1 RACER: _____

No. 1 TEAM: _____

No. 1 BIKE: _____

DEADLINE: APRIL 1, 1991

* And entry blank for frame and fork drawing.

Your Name _____

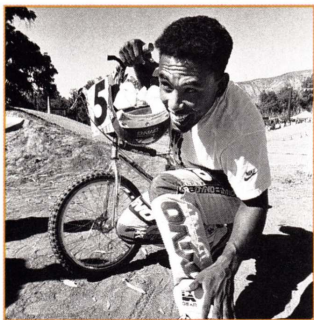
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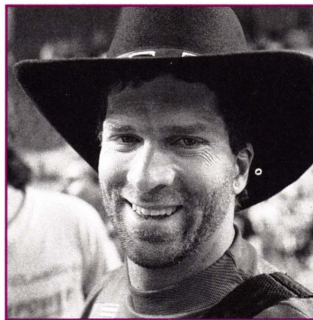
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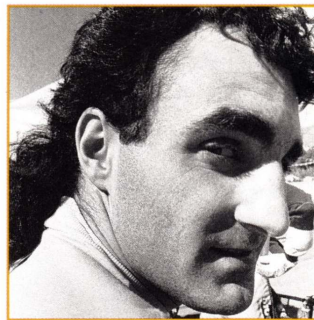
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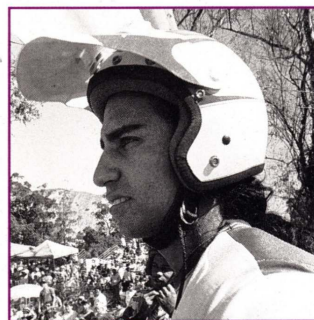
CHARLIE TOWNSEND



GREG HILL



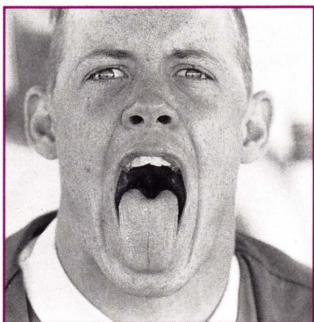
GARY ELLIS



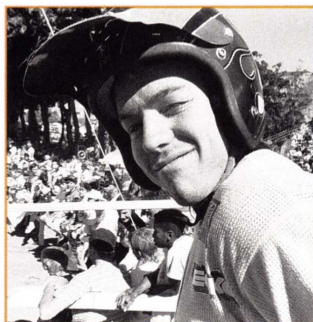
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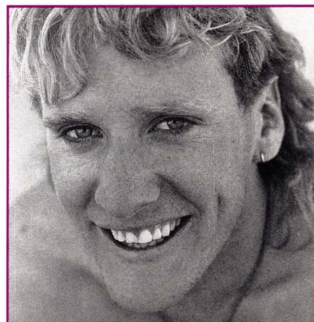
MIKE KING



TODD CORBITT



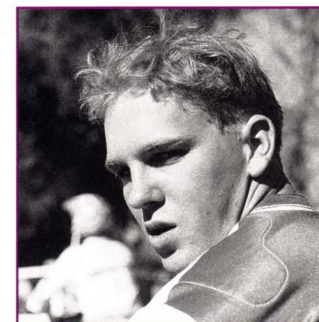
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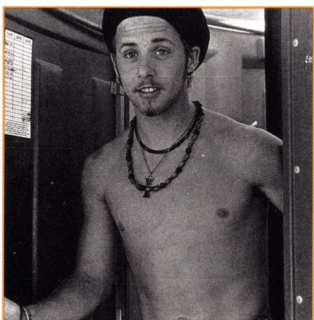
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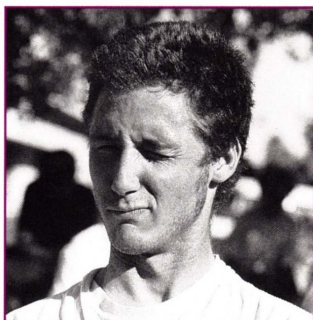
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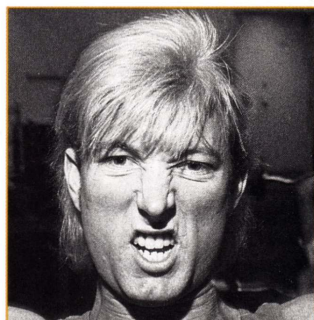
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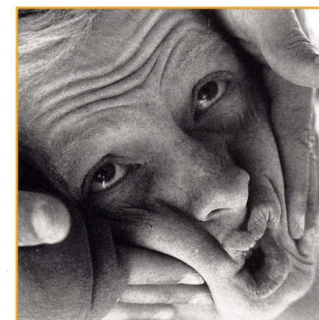
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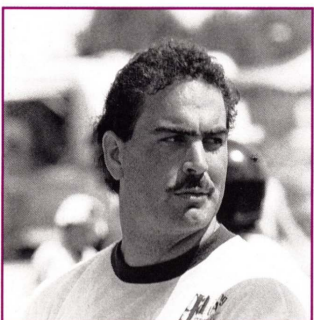
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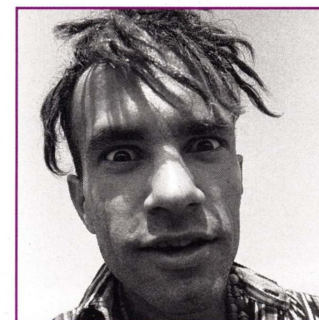
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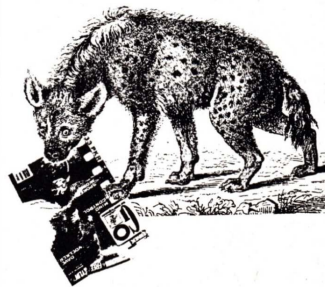
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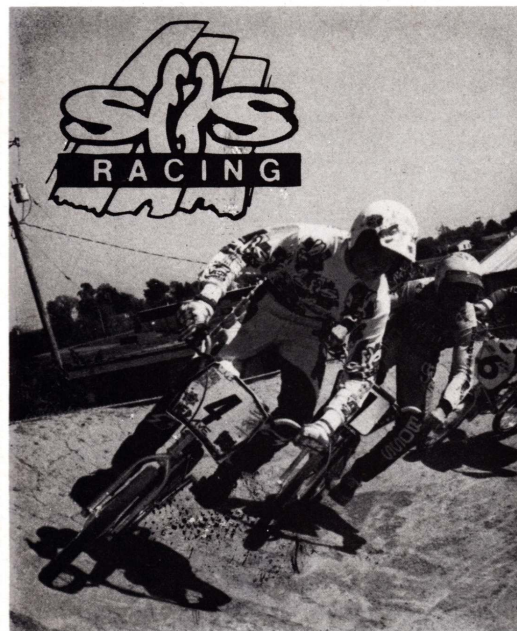
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| SEDISPORT 3/32 Black | 8.50 |
| SEDISPORT 3/32 Silver or Gold | 11.50 |

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| FOR 20" AND 24" WITH THESE HUBS! | 180.50 |
| TNT | 175.50 |
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| All 20" Tubes | 3.50 |
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| All COMP III Tires 20" | 10.00 |
| All COMP III Tires 24" | 12.00 |
| All PANARACER Tires | 11.00 |
| COMP V | 25.00 |
| PANARACER Sew Ups | 20.00 |

BRAKE ASSYS

| | |
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| DIA-COMP MINI'S | 9.50 |
| DIA-COMP 901 | 15.50 |
| PIT BULL | 18.50 |
| SKYWAY Brake Shoes | 4.50 |
| MATHAUSER | 10.50 |
| MATHAUSER FINNED | 10.50 |
| DIA COMP SLICK CABLES | 2.50 |
| ACS BRAKE SHOES | 3.50 |
| "NEW" TECH 77 LEVERS | 7.50 |

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| SELLA TURBO LEATHER | 32.50 |
| SELLA PERFORATED | 36.50 |
| VISCONTI AERO | 6.00 |
| UNI SEATS ALL SIZES | 19.50 |
| KASHIMAX AERO | 10.50 |
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| NEW GT POWER SERIES | 12.00 |
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| FUSION DOUBLE CLAMP | 10.00 |
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| REVCORE 14" & 16" | 16.50 |
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| GT CLAMPS | 5.00 |
| TNT SEAT POST CLAMP | 10.50 |

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| | |
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| HOT NEW GT "TEAM ISSUE" | 7.00 |
| JIVE | 9.50 |
| E-Z JIVE | 7.50 |
| AME ROUND TRI, MINI | 4.50 |
| AME FINI WHILE THEY LAST | 5.50 |
| ODI TECH 7 | 7.50 |

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| | |
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| NEW TROY LEE DYNO'S | 89.00 |
| ECHO OPEN FACE Single Color | 65.00 |
| ECHO FULL FACE Single Color | 75.00 |
| FREE S-SNAP ECHO VISOR WITH PURCHASE | 75.00 |
| QUICK RELEASE BLK. BL. WHITE, RD. | 5.00 |
| DYNO OPEN FACE | 60.00 |
| DYNO FULL FACE | 65.00 |
| HELMET BAG WITH FELT LINING | 11.00 |

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| | |
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| ZERONINE GEO VISOR | 8.00 |
| ECHO ADJUSTABLE | 14.00 |
| HARD MOUTH GUARD ALL COLORS | 11.50 |
| JOFA MOUTHGUARDS | 5.00 |
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| RACE FACES | 12.00 |
| TROY LEE DRILL ON | 14.50 |
| TROY LEE STICKY COLORS SET | 36.50 |
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| ZERONINE WITH LOGO | 35.00 |
| RED, BLU, BLK, WHT | 35.00 |
| JIVE JERSEYS | 22.00 |
| JIVE SWEAT PANTS | 25.00 |

LEATHERS

| | |
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| ZERONINE, S & S | 90.00 |
| RD, WHT, BLUE | CALL |
| CUSTOM LEATHERS | CALL |
| AXO, BOSS, CW, REVCORE | 85.00 |
| DYNO LEATHERS | 65.00 |

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| COTTON | 8.50 |
| ZERONINE STICKY FINGERS | 8.50 |
| PACIFIC PALM | 7.50 |
| LEATHER | 22.50 |
| ZERONINE WRIST WRAPS | 22.50 |
| PACIFIC PALM | 22.50 |
| AXO | 28.50 |
| JT FLEXON | 28.50 |

TEE SHIRTS

| | |
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| STUSSY PANTS | 39.00 |
| LIFE'S A BEACH PANTS | 35.00 |
| CLUB HOMEBOY SWEATSHIRT | 19.00 |
| ALL VISION TEES | 10.50 |
| JIVE TEE | 12.50 |
| "NEW" CHUCK BROWN BMXA | 11.50 |
| CLUB HOMEBOY | 11.50 |
| LIFE'S A BEACH | 11.50 |
| STUSSY, ALL STYLES | 14.00 |
| JIVE HANDLES | 11.50 |

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| | |
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| NEW FRED Z PLATE | 16.00 |
| JIVE | 16.00 |
| LIL LOFTER (MINI JIVE) | 16.00 |
| CRIT MICOR, MINI AND PRO | 11.00 |
| INTERCHANGEABLES | 3.00 |
| ZERONINE SOFT LANDING PANEL | 16.00 |
| UNDERGROUND | 11.50 |
| JAMMER PLATES | 11.50 |
| DYNO PLATES | 10.50 |

SHOES

| | |
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| DYNO SHOES | 25.00 |
| VANS TEAM COLORS | 30.00 |
| VISION STREET WEAR LOW TOPS | 30.00 |
| CHILDREN'S VANS | 25.00 |

PADS

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| TEAM PADS STARTING AT | 9.00 |
| AUBURN PADS | 12.50 |
| ZERONINE GEO | 12.50 |
| FREE AGENT (RD, BL, BLK, WH) | 12.50 |
| BOSS PADS (YL, BLK, BL, WH) | 12.50 |
| NEW TROY LEE DYNO'S | 9.50 |
| FLUTE PADS (RD, BL, BLK, WH) | 9.50 |
| CRIT PADS (BLK, RD, WH, RD) | 12.50 |
| CYCLECRAFT PADS | 12.50 |
| RENTHAL CROSSBAR PAD (RD, BL) | 5.50 |

ACCESSORIES

| | |
|------------------------------|-------|
| HP BAGS - VISION, VANS, ECHO | 11.50 |
| BRETT'S CLUB HOMEBOY, VISION | 13.00 |
| UNI WHEEL COVERS | 25.00 |

TOOLS

| | |
|---------------------------|-------|
| Y WRENCH | 5.50 |
| ROUND SPOKE WRENCH | 2.00 |
| RATCHET SPOKE WRENCH | 12.50 |
| SUGINO CRANK ARM REMOVER | 6.00 |
| SUNTOUR FREEWHEEL REMOVER | 7.00 |





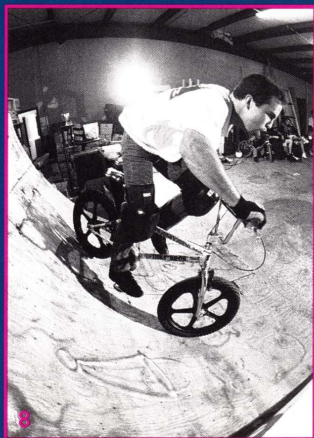
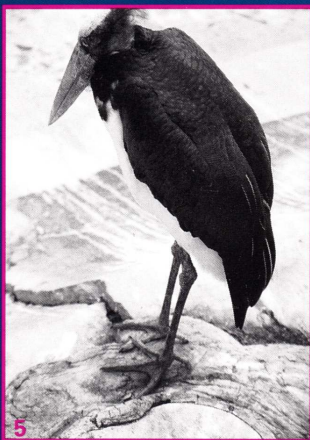
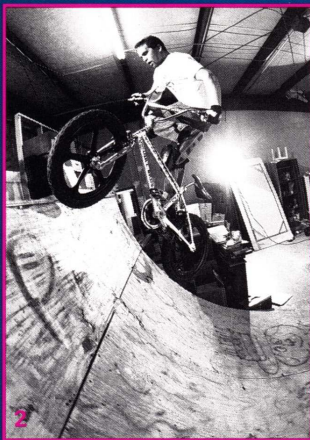
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DAVE

VOELKER



This month's STOP is yet another showcase for weird footplant variations. You'll recall one Mark Kirunchyk and his unsightly "transplant" (October '90). Now we have Eddie Roman upping the stakes with a mighty ugly lip trick of his own—the backside flapjack. *Niiiiice*...

STOP

THE

King and his Court

G A R Y E L L I S A A P R O

1991 PRO SERIES TEAM

1991 PRO SERIES

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the winners' circle

Tioga's winning circle of friends just keeps getting bigger and bigger, as Comp III remains the Number One choice of victorious BMX riders the world over. In fact, the World Champion Vans BMX Team relies exclusively on Comp III rubber to stay on the leading edge of the BMX pack. According to a recent survey, 13-of-the-14 fastest names in BMX are taking the checkered flag on Tioga Comp IIIs- making it the winningest tread on the BMX circuit. So get on the inside track. Join the growing ranks of world class BMX title-holders on Tioga and stay in the Winners' Circle!



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