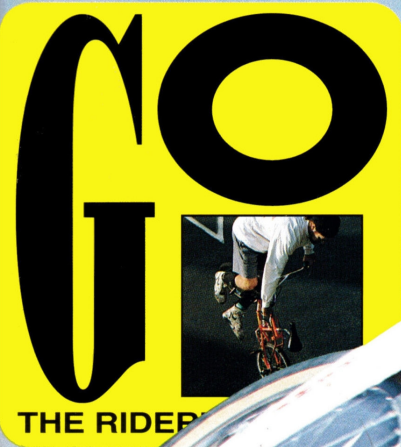


BMX ACTION



**CORROSION
OF CONFORMITY**

MARCH 1992

**bmX
bonanza**

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Equip your ride with the best. Fusion. By Haro. State of the Art componentry like Pro KneeSaver bars. The *only* choice when it comes to freestyle.

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Send two dollars for a 1991 catalog.

cheese

6 vocal point.

Heavy vibes...

8 incoming.

Reader Mail.

10 section 8.

As per usual, the absolute hottest in riding news, rumors, the latest product developments, and more. Featured band: Corrosion of Conformity.

26 directions.

HOW TO DO TOBOGGINS.

Pete Augustin, at your disposal.

43 bio;

KEITH DULY.

A Fuzzy Hall lookalike? Well, the bloke at least rides like him.

45 bio;

DAN SIRKIN.

Ohio's anti-drug flatland crusader.

58 inspection.

A handful of good goods for your bike and body.

62 stop.

What a lunatic.

extra cheese

18 official test:

ROBINSON PRO XL TEAM.

The Rider's Manual puts Robinson's most prime BMXer to the full race test. FREE: Jumping outrage by the Gonz.

32 aba grands

The largest livin', mackinest, most intense BMX race of the year, bar none. Extensive coverage.

46 road trip pt. 1

STREET KITCHEN COMP.

2B's offering to an NBL contest at Four Wheels Out skatepark in Chicago, Illinois.

46 road trip pt. 2

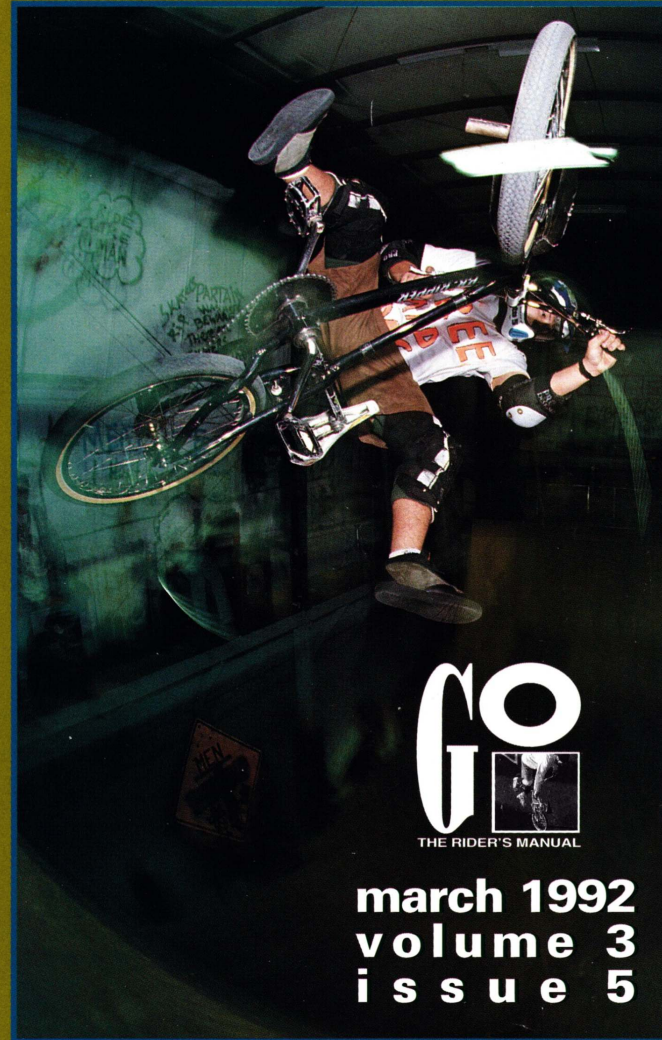
2ND ANNUAL MT. ROSE JAM.

Ells Watson jumps out of the fire to York, Pennsylvania, Home of the Plywood Hoods.

46 road trip pt. 3

RAMPAGE K.O.S.

That's Kong of the Skatepark. Sean Murphy brings home the bacon.



GO
THE RIDER'S MANUAL

march 1992
volume 3
issue 5

cover:

Bunnyhop champion Brian Lopes hawkin' out. Photo by "George" McDonald.

INSET: Corrosion of Conformity. Photographer: Mark Leialoha.

boxer:

Chase Gouin can-canning a pegade cow maneuver Smith thingamajigger. Photo: Ellsworth Watson.

table of contents:

Steve Swoope in one fell swoop at Hoffman's House of Pancakes. McDonald photography.

warning:

Wear full safety gear (helmet, pads, gloves, etc.) when attempting any of the maneuvers pictured or described in **GO**, and always stay within your

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THEY'LL NEVER KNOW WHAT HIT 'EM.

1992 GT BMX. There is nothing faster, nothing quicker, and nothing better. If you feel the need

to dominate the competition, then GT is your ticket. 1992 GT BMX, take the competition by storm.



VOCAL POINT

REDEMPTION VALUE

"Just remember—don't burn any of your bridges!"—a saying I have heard often enough throughout my life...so often, in fact, that it's stamped in my head like the redemption value on a can of Coke. When I first heard it I couldn't relate. Soon enough, though, I got the point of backstabbing (pun intended).

Much like a sickness, backstabbing happens to everybody, and it's not a good thing. Whether it's done to you by a "good" friend, a riding "buddy," a girl "friend," or a business partner, it can happen. How we react to it really affects our lives, depending upon the situation. Many times I have felt like I have gotten an axe in the spinal column from someone close, for no apparent reason.

When it comes to riding, this makes me mad, frustrated, pissed, bitter, and crazy (pick your favorite). Yet I keep it inside and continue on. Why? Because I realize that once I'm out there riding it doesn't matter. I know there will be better times. If I let it get to me, it will. If you struck out at everyone who seemed to wrong you, you'd lead your life with your fists clenched in the air.

Don't waste your time with petty comebacks or anger-fueled moves. Let it slide and realize you're a better person. Don't be a baby. Remember: no matter what these people did to you, they were once your friend and hopefully still can be.

Shut up. Ride.

—Pete Kearney

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RIDERS READY, PEDALS READY, GO, GO, GO!!!

DOUBLE-BOLT SEATPOST CLAMP

New lightweight clamp is designed exclusively for MONGOOSE frames. Don't equip your MONGOOSE with anything else—it won't fit.

SOLUTION PRO FRAME & FORK

100% 4130 chromoly construction. Double-ovalized 1-1/2" downtube. 3/4" loop rear stays. 73-degree head angle. 71-degree seat angle. 20-1/2" top tube. 15-1/2" chainstays. 11-3/4" BB height. Professional racing hardware from the word GO.

MONGOOSE BMX PEDALS

MONGOOSE BMX pedals are reliable, light and functional—not space-shuttle complicated.

New BMX pedal features polished forged alloy bodies with 6061 aluminum cages, hardened chromoly spindles and sealed needle or standard rebuildable ball bearings. Platform pedals have adjustable ball bearings, extra-thick chromoly spindles, and forged alloy bodies with integrated traction spikes. Two sizes: 1/2" and 3/4".

MONGOOSE CHAINSAW SPROCKETS

Chrome-plated 26mm O/S sprockets fit all MONGOOSE frames. 16" straight and laidback designs.

MONGOOSE CHAINSAW sprockets fit all three-piece cranks. Forged 2024 heat-treated alloy construction. 42-48 tooth sizes. 3/32" and 1/8" compatible. Brilliant polished finish.

MONGOOSE PADSET

3-piece padset lowers the risk of damage to vital organs during dangerous spills aboard MONGOOSE bikes.

MONGOOSE GRIPS

Soft, sticky Krayton rubber. Wacky raised prehistoric MONGOOSE animal surface. Nylon bar end plugs. Four neon colors plus black.

MONGOOSE SEATPOSTS

Chrome-plated 26mm O/S seatposts fit all MONGOOSE frames. 16" straight and laidback designs.

MONGOOSE
is having a **BMX Bonanza!**

Take a look at this month's wacky deals...

GOOSE BUMP KNOBBIES

Comp-III's have been around longer than Turbo's bald spot...get rid of 'em and move up to MONGOOSE knobbies. New 2.10" Goose bump features MONGOOSE's exclusive lateral knob design, chisel side lugs, and gummy rubber compound for massive traction at radical lean angles.

1.80" MONGOOSE knobby has smooth, uni-directional center knobs for faster acceleration and textured side lugs for improved turning response. Black skinwalls reduce side flexing and increase durability.

PRO CLASS RACING WHEELS

The lightest, strongest wheels in BMX. Araya RB-17 chrome-plated super-hard alloy rims. 32-spoke low-flange forged alloy hubs with solid heat-treated chromoly axles and over-sized sealed bearings. Stainless 14-gauge spokes. If Fuzzy Hall, Chris Moeller, and the rest of the S&M team use 'em, what more proof do you need?

PRO CLASS HANDLEBARS

28.5" wide, 9" tall Pro Class handlebars. Two styles: BMX and freestyle. TIG-welded, 100% 4130 chromoly construction. Chrome plated. Extra thick bottom tube won't slip or crush in stem.

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I'm sold on MONGOOSE BMX accessories! Please send me your 1992 catalog and sticker pack. Enclosed is three dollars.

I saw your catalog in the November '91 issue of "BMX Plus!"—I want your poster and sticker pack instead. Enclosed please find five dollars.

NAME _____

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inCOMING

INCOMING, 3870 Del Amo Blvd. Suite 504, Torrance, CA 90503. Address a letter to that address, but pronto, and you'll be eligible for a big surprise.

IN ORBIT OVER N-ORBIT

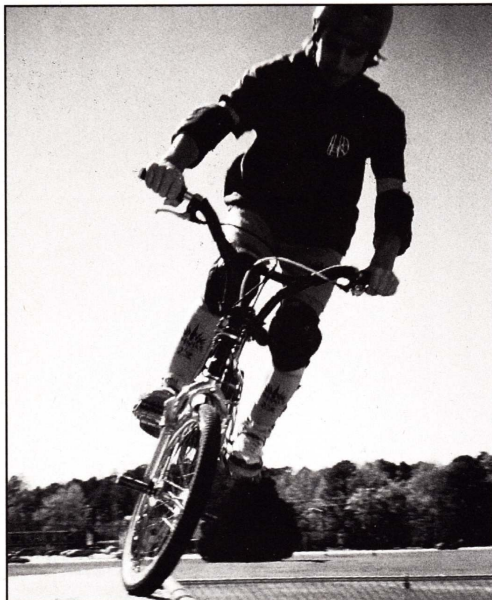
Dear GO,

It is now Saturday night and this last week was so hellacious it ranked right up there with eighth grade shop (those little wood projects that never turned out like the picture). And to top the whole week off I found out that the freestyle team N-Orbit from Indianapolis was to perform at half-time at the Pacers-Supersonics game on Friday night. No way to get tickets and no way to get there.

But this evening, at dusk, I turned to a trusted friend: my bike. Outside it was 42 degrees with a wind chill of 34. But I went out for a long ride anyway—one where when you come in your ears hurt, your fingers are numb and red, and your whole body tingles. It was great!

A large thank you goes out to Team N-Orbit for promoting freestyle and showing people that a b-ball court can be used for more than one thing. And an especially large thank you goes out to freestyle and everyone involved in it. It really puts life into perspective and helps you through the hard times.

Emily Barnett
1517 E. 43rd St.
Anderson, IN 46013
P.S. Your mag is great and I look forward to pulling it out of the mailbox and caressing every blessed page. And if anyone is alive and riding in Evansville, IN; please write me a quick note at the address above.



Denton Meadows hates when you call him "The Kid," so don't. Nosepick. Havelok, North Carolina. Photo by Leigh R.

HUH?

Dear GO,

I want to know how come Redline hasn't changed the style of their cranks? I mean, in '85 I was riding until I quit to skate and now I'm back racing in 14 Novice. And they're still the same. At least the arms are—and they look stupid. Please answer me why because it's bugging me hard.

Nick Adams
Whittier, California

Nick. In our opinion, Redline Flight Cranks are one of the most brilliantly designed pieces of technology to ever hit BMX. McRib even runs 'em. Why change such a good thing? Don't let it bug you so hard. Incidentally, Redline just started making Flights for mountain bikes. —Daily

NEXT TO SHAKESPEARE

GO,

Just wanted to drop a line to an old friend. I was afraid you guys had fallen off the face of the earth. I haven't been able to find a copy of you anywhere. I finally rediscovered you in my university's bookstore of all places—right next to Shakespeare, Plato, and Stephen King (actually closer to King). I was equally entranced to find a short article on my hometown's BMX track in Rockford, Illinois. I remember riding there when I was like 12 or something. My most vivid memory is of my cousin hitting a turn way too fast, flying into space, and returning to earth for a broken arm. Anyway, thanks a lot for the coverage.

Andrew Falconer
Rochester, NY

EIGHT ISN'T ENOUGH

Dear GO,

I'd really like it if there were more than 8 people in my 16 Expert class at the State Championships.

Vic Huff
Cleveland, Ohio

LOCK IT UP OR LOSE IT

GO,

I must be the most stupid rider ever. I have, or should I say HAD, a GT Aggressor worth around 500 dollars.

Three weeks ago it was stolen from the front of a building at the local college. It wasn't locked. I don't even own a lock. Very dumb. Lucky for me, my friend Dave spotted it a week or so later and I got it back. Ironically enough, whoever ripped it off locked it up outside their dorm. I had to call the cops so they could cut the lock off.

After that you'd think I'd buy a lock. Nope. Common sense must not be one of my stronger traits. Well, tonight I went into a building on the campus to make a phone call and even brought my bike into the building with me. Still, it wasn't locked up and sure enough, it was stolen again. I felt like an idiot.

The moral of the story is: if you have one expensive bike, or even a cheap bike, lock it up whenever and wherever you leave it, because thieves will steal from anywhere. I learned the hard way.

TAG
Big Rapids, Michigan

W**KSHOP

Dear KSH,

My name is Joe. I like the pictures and pieces you write in your magazine. In October I got a magazine with a section called "Workshop." I followed all directions and now I have awesome brakes. I told my friend; he tried and...success. So on behalf of me and my fellow friends, we think you should have more of that section. Keep up the good work.

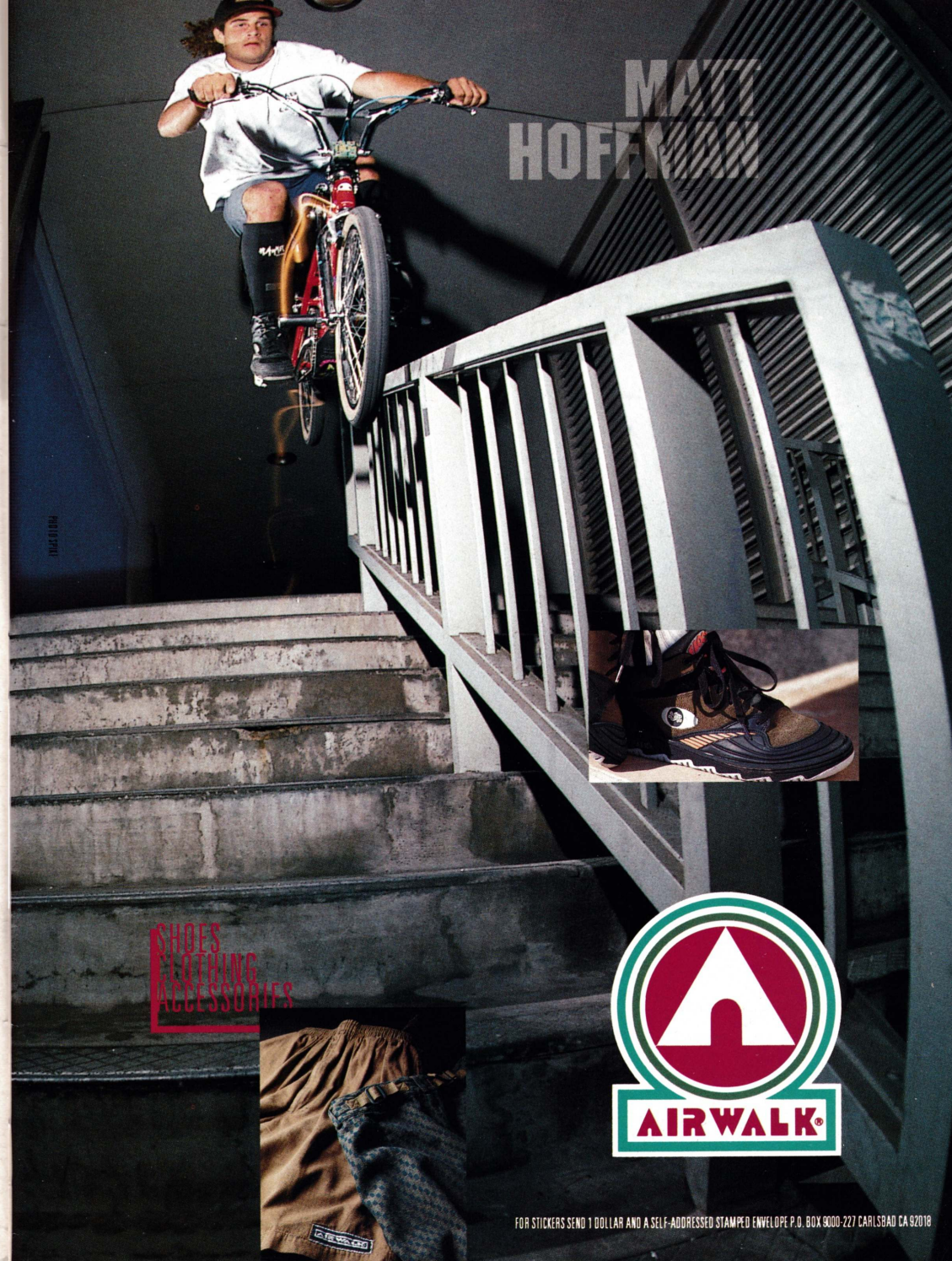
Joe Cocapietro
Buena Park, California

STICK AND MOVE

GO,

I would just like to tell all the freestylers who read this not to quit because whether you flatland, ride ramps, or street ride...if you stay with it it will pay off.

Zach Stewart
Cheney, Washington



SECTION 8

THE RIDER'S DIGEST

YOU depend on *The Rider's Manual* to come through with the most piping hot news available today when it comes 'round to BMX and Freestyle. WE don't disappoint. Read for yourself...



Vic ditches So. Cal?

8 **Dirt Bro Vic Murphy** stationed in Georgia and working construction for three months. Of course he brought his bike.

8 The **Golden Gate Park** freestyle jam scene up in San Francisco is being revived by Mutt (510-827-5558) and Andrew (510-937-5671). Every third Sunday of each month is the game plan. Flatland, street, cool music, and crowds galore can be expected, as well as cameo appearances by Nor Cal heavy-hitters like **Pete Brandt**. Call now...operators are standing by.

8 The Denver Destroyer himself, **Ray Luscombe** (19 & Over X) has left from **Supercross** to **Boss USA**...with Supercross-owner **Bill Ryan**'s blessings.

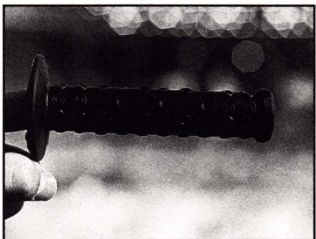
8 **Kiyomi Waller**—The Hauler—has officially turned Pro for 1992, and may just be heading up the new **Fusion** team (a division of the **Haro** team force) that has been materializing.

8 Is **Pete Kearney** really going to be hosting *Saturday Night Live*? That's not what we heard. But Sh-pete did graduate from Loyola Marymount after a four-year program of advertising/marketing studies. Is his **RIDE Association** hankering to sanction some '92 events? That's what we heard.

8 Why should you get excited about yet another new t-shirt company? Well, **Drab Designs** from Pickerington, Ohio are turning out some pretty swift tee products according to the samples we were so kindly flowed. Thick shirts with eye-popping inking schemes. Good artwork. Watch for 'em.

8 Fans, **E Teamers** and otherwise, of **Todd "T.C." Corbitt** should direct all letters to Teece's brand new address: P.O. Box 7214-377, Huntington Beach, CA 92647. Corbitt's claim: "I answer every letter."

8 We snuck a peek at a pair of the new **Tentacles** grips from the nice people over there at **Jive Handles**. Seems they have the ol' "Swirling Zagnut" swirlies on the outer portion of the gripping area, and new octopus-like suction cups on the inside. Pretty sweet.

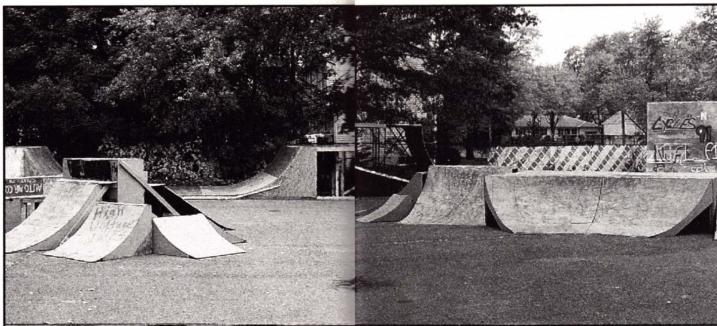


Jive brother. Spy shot o' the new Tentacles.

8 The amazing **Ramp-Ateria BMX and Freestyle Bike Park** set-up behind **T.C. Cycles** in South Plainfield, New Jersey is open all winter long, they want you to know. "Come down and shred!" their flyer states, with the post-script of "Not when it's snowing." The park might just be the location of one of the upcoming **NBL/Soul Kitchen** comps. By the way, the **NJFL** is now boasting 127 active members. Call: (908) 756-1449.

8 There were rumors a-flying about **Redline** dropping their factory team like a bad habit so Redline could concentrate more on supporting the local track scenes, but the rumors have proved invalid. Redline will be retaining their neon factory cats for '92, and word has it that **Robert Lee Zahnow** may be racing A Pro. Pro and Team Cap'n **Mike King** will be extending his efforts as the overall team coordinator, replacing **Rick Palmer**. Redline is also assembling an extensive co-factory program which riders must qualify for through their local bike shops. There may be up to one hundred positions open. Ay caramba.

8 **Homestead Bicycles**, originator of the wily **Basilisk** frame and fork, have announced that they've picked up 17 Intermediate **Neal Skadden** of Auburn, California.



Nirvana. Ramp-Ateria is on it.

8 Holland will be playing host to a number of sizeable comps and races this year, in accordance with correspondence received from **Bart de Jong**. A half pipe contest will be happening on April 11/12 in Eindhoven. A BIG BMX race and freestyle event is going down in Slagharen on June 12/13/14, which will be drawing eight American BMX Pros (seven racers and one **Matt Hoffman**?) invitees. Write to Bart for details, or to obtain a treasured copy of his rag **FAT Magazine**: P.O. Box 68, 5735ZH Aarle-Rixtel, Holland. Trivia: Did you know that one single issue of **GO** costs EIGHT (8) U.S. dollars in Holland?

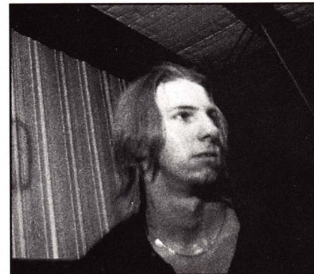
8 **Chase Gouin** has migrated once again—this time to the much-warmer region of Austin, Texas for the winter months. He'll be back in York, Pennsylvania come spring, but for now he's sewing shinguards and doing other odds and ends for **Trend**. And of course riding harder than ever.

8 The infamous **Pros of Westminster** have announced that they have two-count 'em, TWO—t-shirts on the market right now, both beautifully screened by **UGP** in Florida. But what's this about the probability of POW can holders made out of neoprene coming out soon, like those **Rad Cups** that **Rad Pads** came out with years ago? Have they been hanging out with **Jeff "The Kos" Kosmala** too long? Or just **Scot Breithaupt**?

8 Seventeen-year-old World Champion rider **Dylan Clayton** and A Pro/Superclass flash **Jamie Staff**, both sponsored by **Titan** and hailing from England, are staying at **Robbie Morales'** house for three months. Former BIO-guy **Paul Roberts** is also in the States for awhile, staying with **Darrin Mitchell**. In January, U.K. S&M rider **Dean Iddiols** will be flowing overseas to do it up U.S.A. style. Ooh crikey.

8 The 1992 **Haro**-sponsored **Master of Flatland, "Sport of the Street" Series** is definitely a go. In June, **Albe's Bikes and Boards** will be kicking the series off in Detroit, Michigan. **Columbus Skatepark** in (duh) Columbus, Ohio is hosting the second comp-in-line in July. **Public Square** in Cleveland, Ohio is the site for the August all-day contest. Prizes furnished by **Haro**, **A'ME**, **Hammer**, **Bell**, and more. Watch for flyers at **Frankford BMX** and **Albe's**, as well as ads appearing in April for future developments.

8 Apparently, **ATI** is interested in making a **Pistol** grip, named after **Pete Loncarevich**. If everything goes through, **ATI** wants to package the Pistol grip in mock **Vans** shoe boxes. Cool idea. Are the **POW's** now negotiating with **ATI** to design a pair of authorized **POW** grips? Could be.

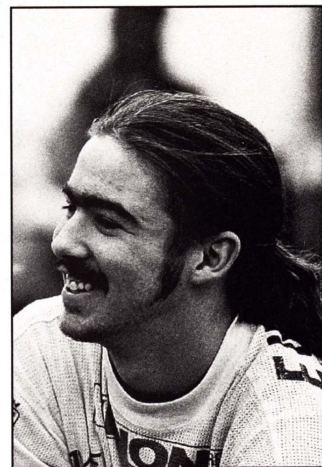


Jive mother **Billabob Nitschke**. Murphy photo.

8 Retraction Action: In our coverage of the **NBL Grandnationals**, it was erroneously reported that **Bill Nitschke** earned second place in the jumping contest. Not true—**Albe's** rider **Taj Mihelich** scored second, with **Billy** actually taking third. Our condolences.



What's **Dave Cullinan** smiling about?



Chris Eudaley. Free Agent's solo Am?

8 In light of **Free Agent** streamlining their factory squadron to only one Pro (**Kenny May**?) and one Am (**Chris Eudaley**?), **Percy Owens** is on a mission for sponsorship. The ol' rumor mill suggests that Percy is trying to offer his superbly-sonic services to **Haro**.

8 MX (Mountaincross) master **Dave Cullinan** talking to **Iron Horse** for '92 support of his mountain biking and BMX racing deeds? His contract with **Robinson** has come to the end of its rope. We've also caught wind of Cully's "meetings" with **Haro Bikes**. **Supercrosser** James Prichard and **Free Agent** Marty Christman have both announced they will be blazing mountainous trails this year. As neither of their current sponsors make or intend to make all-terrain/bicycles, they will also be seeking new rides.

Dogbites

DISCLAIMER NOTICE: The views expressed herein by Chris "Mad Dog" Moeller are entirely his own and do not necessarily reflect those of **GO: The Rider's Manual**. **GO** is open to any and all rebuttals submitted by persons in the ABA and any of our readers, and will print a fair mix of response in a future issue. Thank you.

My ABA Grandnational weekend started out with a bang. Before I even hit the track on Thursday, I was arrested. I was promptly handcuffed, questioned, and taken downtown for processing. The charge, you ask? Trespassing. Trespassing at an event I was officially invited to by the American Bicycle Association. Here's the story.

Not more than two hours after our arrival at the Myriad Convention Center, ABA officials were threatening to confiscate the t-shirts we had brought to sell. This was a result of the whole t-shirt controversy started a few weeks earlier at the ABA Coal Canyon national. I guess the ABA wanted to come down as quickly as possible on everyone trying to sell t-shirts. The

POW's were told to pack their stuff up, and a few people who were selling my stuff were warned.

Understandably, the ABA gets mad when just anybody shows up at the races and sells product without an official seller's permit, which is sold by the ABA on a race-to-race basis. At the Grands for instance, a vendor's license was far more expensive than it is for a normal national...making it an especially touchy situation. Also keep in mind that any aggressive t-shirt sales such as the POW's must take a decent-sized cut on the ABA's own t-shirt sales. And some official race vendors get upset by unauthorized t-shirt sales—even more so when business is bad, as was the case in Oklahoma City. Now here's my argument.

First of all, a t-shirt costs at least six dollars before a group of guys like the POW's gets their hands on it. They take that shirt to the races and sell it for ten dollars, thereby making four dollars. Ten dollars is a great price for a t-shirt and the kids are stoked. Now keep in mind that a weekend's entry fees for POW AA Pro Dave Clymer can be as high as \$300. When it's all said and done, Dave would have to sell at least 75 shirts just to turn around and hand the ABA all the profit.

Secondly, most bike shops would agree that t-shirt sales aren't that

instrumental when it comes to staying in business. Bike shops sell bikes. Bike shops make about four dollars on every shirt they sell, and by contrast they make about \$55 on every frame and fork they sell.

On Friday I attended the ABA Hall of Fame dinner. The speaker for the event was Gene Roden, a guy who has been involved in BMX since the very beginning. Gene kept stressing that BMX was invented by kids and kept alive by kids, and that adults like himself were lucky to be involved. Gene presented a little slide show that focused on the good ol' days of BMX. One particular shot was of a guy coming off the gate no-footed on a mono-shocked bike, and just behind him I thought I could see Scot Breithaupt (The Father of BMX) holding up t-shirts for sale. Strange. The whole scene was pretty ironic considering Gene was speaking on behalf of the ABA (a bunch of lucky adults).

I spent the rest of the weekend in the Convention Center watching the races with my sweatshirt hood up because I'd get arrested again if I were caught inside the building. Unfortunately, I couldn't race...but then again I saved a few hundred dollars on entry fees. I sold outside the track at night, rode Matt Hoffman's ramp, and ended up having a great time.

When I got home, I talked to all the S&M dealers that were at the races and most of them thought the arrest was pretty silly. Contrary to what the ABA had me believing, they were not upset. In fact, our stuff ended up selling better after all the hype.

In conclusion, I would like to say that the ABA needs to take a good look at what they're doing. For starters, they're making money off newspaper advertisements, vending space, sponsorship deals, a whole line of products including t-shirts that they sell at the races, entry fees, six-dollar Pro Super Cup/King of Dirt admission tickets, memberships, newspaper subscriptions, ten-dollar Thanksgiving dinners, etc. And when a few renegade riders try attending as many ABA races as they can by selling a few t-shirts, the Association wants a cut (only to satisfy the other vendors, of course). The message is this: try making it the way the very pioneers of this sport, or at least Cru Jones, did and go directly to jail.

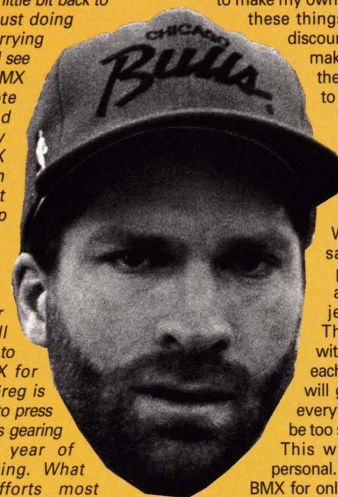
Well, I for one will watch how much money I spend on the American Bicycle Association, and how much money I spend on the SPORT OF BMX, because there is definitely a difference.

Sorry Gene, but I think the good ol' days of BMX are long gone...at least when the ABA is in town.

—Mad Dog

Where there's a HILL...

"Companies have to realize that they have to give a little bit back to BMX, instead of just doing programs and worrying about their profits. I see a lot of people in BMX who just promote their product, and not BMX. They might make a BMX bike, and then mountain bikes get big and they'll jump into mountain bikes...they just sketch all over the place and that's why BMX never grows." Greg Hill has been dedicated to the sport of BMX for eighteen years (Greg is 28), and as we go to press with this issue he is gearing up for his last year of professional racing. What makes Hill's efforts most remarkable is the fact that he has opened discussions with big-time corporate sponsors in addition to inter-industry BMX companies to support his unique new program (his deal with Iron Horse apparently fell through). If Greg can pull it off, the sport of BMX could profit immeasurably...



everything. I want to put together a support package of all the products that I use, so if he wants, say, a pair of Hutch bars and he wants a Tech uniform, or if he wants a Greg Hill frame because I'm going to make my own frame, then he can order these things from our company at discounted prices—not for us to make money, but just to get the products out there and to promote everything."

"At the races, what I plan on doing is to pick five novice riders, ages eight on up to fifteen, each day from the moto sheets. We'll call them over and say, 'You're going to be part of our team today,' and we'll give them each a jersey and bag of stuff. Then they can hang out with us all day and root for each other. A lot of times a kid will go to a race and just see everybody from afar and he'll be too scared to walk up to them. This will be a little bit more personal. The average kid stays in BMX for only six months. I think. Our program will give kids encouragement to stay into BMX."

HOW DID YOU COME UP WITH THE IDEA?

Greg: "I came up with this idea because I went to the Grands and had some meetings with some people, and there just wasn't a lot of BMX companies willing to do much in BMX as far as giving back money to support the riders. I figured the only way I was going to get the job done was to get outside-of-the-sport corporate sponsors to support our program—we had to take it a step further, you know?"

"I know if you go to a big corporate sponsor and tell them you want money for BMX, they're not going to give it to you. But I know there's a big need for kids out there nowadays to learn about not being gang-bangers and going around causing problems, and to teach them to stay away from drugs. So I tried to put this program together and present this thing in a way that I know would appeal to the kids."

WHAT WILL YOUR MAIN FOCUS BE THIS YEAR?

Greg: "I'm probably going to be concentrating about 70% of my efforts on my racing, because on top of all this I'm going to be training really hard and my goal is to win races. I want to be able to take in ten kids a weekend, and I'll be going to about fifteen ABA races. And we'll be doing special clinics also."

"After we get the co-sponsors all lined up and get our program dialed in, we're going to present it to track operators and try and get ten or fifteen interested in it the first year. We want to do the best clinics we can."

WHAT'S THE SCOOP ON WHAT YOU PLAN ON DOING TEAM AND TOUR-WISE FOR '92?

Greg: "Basically Phil Bonfield and I are forming a company called GP U.S.A., which stands for Greg and Phil, and we're going to have corporate sponsors. We have a meeting with Nestles next week to support our program, and they're really interested in our ideas. Our program is going to consist of doing clinics to teaching kids about BMX, to the 'Say No to Drugs' educational program. We're not doing your standard clinic where it goes on for two hours, they teach you how to ride, and they're gone. We're going to try and teach the kids a little more than that."

"Each kid will get a jersey and products. So far, all of my co-sponsors for BMX are GP U.S.A., Kovachi Wheels, Odyssey components, Tech uniforms, Redline is going to supply me with cranks, Rad Accessories is going to give me pads, Hutch, and Bicycle City in Tennessee. When we do a clinic I would like to give each kid a little goodie bag that will have parts and stickers from all the companies that co-sponsor me."

"We're going to put together a package deal the kids can send in for; kind of a support package. It's a lot different than if they send in for like a Free Agent support package, where you can get Free Agent

uncovered

future of BMX or are they just extravagant specialty bikes designed more for shock value?
Brian: "I don't know, to tell you the truth. BMX is so weird—it's stayed the same for so long and people never really try new stuff, and when they do no one likes it and no one goes along with it. But this bike is pretty good. I like it. It might look weird and people might think it's ugly, but it is pretty light. I think I can feel a difference in the lightness of the bike."

How much lighter is the Hawk frame and fork than a standard chrome-moly set-up?

Brian: "I think the frame and fork is about a pound lighter than a regular bike. My whole bike right now weighs like 22 pounds, 5 ounces. My other bike weighed right around 25 pounds. But that's not just the frame—I did a few other little things to lighten my bike up. But yeah, I can feel the lightness. It makes a difference."

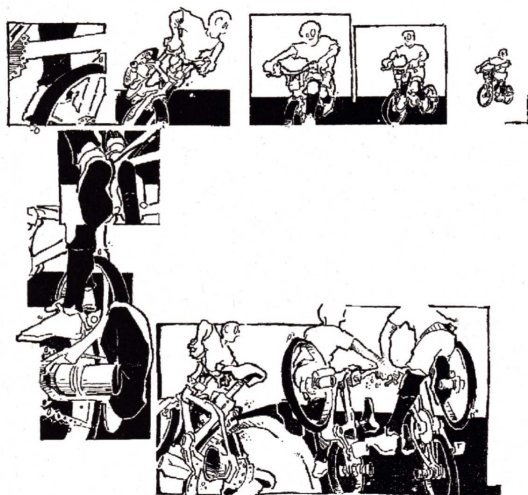
What will be your motivation for '92?

Brian: "Just tryin' to get that number one. Hopefully if I can hit all the races this year, I'm going to try and get that number one plate. I wanted to go for it this year, but I missed out on quite a few nationals. Hopefully things will go my way this year."



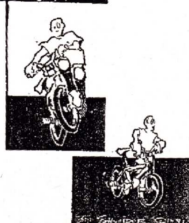
Twenty-year-old Brian Lopes of Mission Viejo, California has been coming on **STRONG** lately in the AA Pro ranks. Not having a major ride last year kind of put a damper on his points standings, but with his new factory sponsor of Hawk Racing (his co-sponsors include Vans, Odyssey, Ecco, MRC, Bob's Krazy Brush, and JT), Lopes looks to be a prime contender for the Pro plate in 1992. We asked him about the bizarrish all-aluminum Hawk F-20 frame and fork and his psyche for the new year of BMX racing.

Do you think frames like the Hawk F-20 frame and fork are the



artistic statement

Todd Schneider provides some flatland disruptiveness, pen and ink style. McRib quite liked this.



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COMP TALK

Hal Brindley is making quite a name for himself on the East Coast. Aside from heading up 1/2 of 2B Homecooked (he's partners with Steve Buddendeck), Hal has been running his Soul and Street Kitchen contests in conjunction with the NBL. Here he gives his stance on the holding of one's own independent comps...

Dear Riders:

My whole purpose in establishing independent contests is just to get a whole bunch of riders together from all over the place to ride. One of the best ways is to call it a contest. Instead of trying to get people to travel great distances just to ride for awhile, we call it a contest and get people from NJ, FL, AL, NY, VA, MI, WI, and RI to go out of their ways to ride together.

Cool. Objective #1 is accomplished. The second objective is to get them to ride. Most cool places where I try to set up a comp want to know what kind of insurance I have. This is where a sanction comes in. Believe me—I'm a poor guy and there's no possible way I could afford to insure an event where kids are trying to throw themselves into the air as high as they can on little bikes. That is how an insurance company will look at it, and when you think about it, it doesn't sound like a very winning proposition for them.

Large organizations like the NBL, because they must insure many events, can break down the cost of insuring each rider to a relatively small amount. Hence the beginning of entry fees. Oh no, you're thinking: entry fees. Here comes the first big block against rider participation. We're all poor—I know. I've almost never made it to a contest with enough money to enter. I wish there was something I could do about it, and maybe there is (I'll get to that later), but that's life.

If you can handle the little bit of insurance cost that most cool riding places require, you've got a fun time, right? Nope. We've all heard this: "I paid such and such for a two-



Superman Mike K. Photo: Leigh.

minute run!" Here's where trophies come into the picture. I've always hated trophies but apparently a lot of people don't. When you get to the heart of it, people just want something to show for their effort; a souvenir of a good time. So the NBL gives trophies. Trophies are not free. Up go the entry fees. The way I got around this for my contests is by making a trip to our local thriftstore. Twenty bucks out of my pocket for a pile of old kitchenware was all it took. I absorbed that cost myself so the entry fees weren't jacked up. Besides, I have fun trying to put stickers on pepper shakers and eggbeaters.

"I paid such and such for a trophy?" is another quote I hear too often. So I throw in a shirt. Out of my pocket. Will this stop people from complaining? I doubt it. There will always be someone who wants more out of everything, but I keep trying.

I do not make money on my contests. I gave away over two hundred dollars worth of goods in Chicago just because I want to support the riders who support my comps. And no, I didn't get a cent out of the entry fees. Why do I do it? I'm an idiot. If it weren't for the cool people who buy stuff from me, it could never happen. I live very cheaply. Every cent I get from 2B goes right back into the company. I know it sounds cheesy, but I do my part. Even if I was rich I'd still scrounge because that's the only way you'll really experience life and appreciate it.

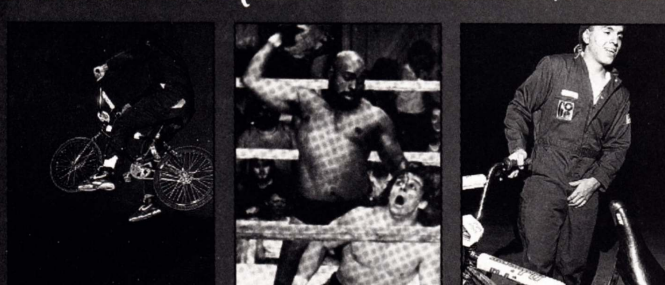
I guess our Lansdowne contest was the ideal situation. A whole bunch of riders showed up. We all got together and rode; paid ten bucks to enter, got a shirt, got a trophy, and had some fun. It was an illegal contest—that was how we avoided insurance and everything after step #1. This can't happen every time, but hopefully this is the future.

You don't have to compete. Just go and ride and have fun...if you can get away with it. Oh yeah—and buy a shirt.

—Hal Brindley

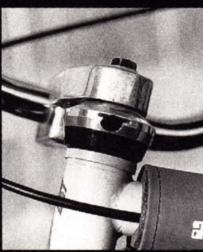
RANDOM DISRUPTIVE SEQUENCE

Is it Gonz or Gonadulation? Unstoppable force Mark Gonzales meets up with the GT seat on the Robinson test bike...no-footed to pain. Photos: Brad.



PROTO CALL WITH T.C.

E Team smileyface Todd Corbitt of Auburn recently exposed **GO** to a few of the goodies he's got going on his '92 Auburn Works Link racer. First and foremost, 3/4 of a pound has been eliminated from the front end thanks to the use of True Temper tubing (see Robinson test in this issue for more info on T.T.). His complete bike, including pads, plate, and the ponytail band he usually keeps on his handlebars, weighs in at 22 pounds even. At press time, it's still up in the air whether or not Auburn will use True Temper on their production Auburns. T.C. assured us that his protobike has the same geometry as a box-stock Auburn. The other little tidbit we were wondering about was the hot-looking sealed head set/head set lock he was running, but T.C. let us keep on wonderin'.



NEW "PRICE IS RIGHT" FREESTYLE GYRO



Next time you're doing some spring cleaning out in your garage and you come across some dingy old shinguards, DON'T CHUCK 'EM! The tip of much rage these days among freestylers is to cut out the section of the shingpad that has a velcro closure attached and latch it around your Gyro. The mod effectively curtails unnecessary clothing roughness, nasty leg lacerations from Gyro contact, and it also helps keep the cable ends in place. The price is right, too—total cost is \$0.00.



C.O.C. is Woody Weatherman, Paul Swisher, Reed Mullin, Karl Agell, and Pepper Keenan. Photo: D. Clinch

CORROSION OF CONFORMITY
with Bullet Lavolta and Prong
Live at The Whiskey (11/21/91)

By Greg Barbera

I'm not one for superstitions but on November 21st I had that feeling. The moon was full and the air was thin with just a bit of a nip to it. Jeff "RibMick" Tremaine and I met before the show for a little one-on-one hoops game. He won, as has been the case for years.

As Jeff and I drove to the show it occurred to me that we had seen Corrosion of Conformity way back in 1985 in Washington, D.C., with the Circle Jerks. Both of us have been through a lot of changes since then and we aren't doing things all that differently now. I met Jeff riding BMX and now he works for a BMX magazine. And in these past years C.O.C. has been through plenty of changes and aren't doing things much different today than when they began it all.

After a six-year layoff and some line-up changes, C.O.C. re-emerges with their brand of hardcore/metal...letting everyone know their ideologies haven't faded but gained strength. The Raleigh, N.C. boys have managed to get some new members to join the Woody Weatherman/Reed Mullin team to carry on their politically eye-opening lyrics and metal crunch. C.O.C. was one of the first bands to mix the political stance of punk with the power of metal, and are debatably the first "crossover" band.

On their new album *Blind*, C.O.C. keeps the punches rolling with the militant instrumental "These Shrouded Temples... to the revolutionary "Vote with a Bullet." Bits of Sabbath can be heard in "Mine are the Eyes of God" as well as the Metallica-ish "Dance of the Dead." Reed Mullin, drummer/founding member of C.O.C., says, "We're oblivious to crass labelizations. Musically, *Blind* is 1972 mixed with 1982 played in 1992." The new album proves that Corrosion of Conformity is not only back in the saddle, but that they never left it.

The opening band, Bullet Lavolta from Boston, Jeff and I missed due to my jumpers cresting over Jeff's head and my quest for victory. Rumor had it Bullet Lavolta was good. Entering The Whiskey, we were greeted by the NYC thrash blast of Prong. Prong brought their bone-crushing sound all the way from the East Coast and whirled the crowd into an upheaval. "L.A.'s the place..." the singer chanted. "L.A.'s the place but we beg to differ." Cool intro to their celebrated song "Beg to Differ." I just hope they don't drop the line in every city. These guys are a tight band with growling vocals and chugging guitars that don't let up. The band has two albums out: *Force Fed* and the more recent *Beg to Differ*, and they're worth checking out.

C.O.C. came on with new frontman Karl Agell slinging his long hair and belting out sound and fury. The double-strength guitars prevailed with the co-op of Mullin and Swisher. They played some old favorites like "Mad World" inbetween blitzkriegs off the new album such as "Dance of the Dead," "Buried," and "Damned for all Time." Last but not least, the C.O.C. boys paid tribute to their hardcore roots by playing a cover of Black Flag's "Rise Above."

Blind, manages to open the mind as well as the eyes. The band encloses addresses of such organizations as Amnesty International, Greenpeace, and PeTa to offer food for thought.

The Whiskey crowd was thoroughly enjoying the show. Keeping law and order amongst the pit was a very large fellow from the Boo Ya Tribe. Can you say "Big Bouncer=No Trouble?" Some rock stars were there like Vernon Reid of Living Colour, and the bassist and guitarist from Danzig.

It seemed too coincidental that I have seen C.O.C. only twice, both times with Jeff—in two different states, six years apart. Stranger was the guy on rollerblades flying like a downhill skier down one of those steep hills off Sunset Blvd. Granted...I'm not superstitious, but I did have that strange feeling.

INGENIUS fork INVENTION

As a rule, **GO** tries its best to shy away from gimmickry when it comes to BMX and Freestyle product. That's why you'll never see any bikes that fold up into an attache case tested in our magazine. There's a difference between something that was designed to sell and something that was designed as an actual improvement. An innovative rider by the name of Paul Murray from Wilmington, North Carolina has come up with what we feel is an invention with extraordinary potential.

What Paul did was design a pair of forks with allen-bolted clamp areas (much like a handlebar stem) instead of regular fork drop-out tabs. The way it works is simply genius: you take your axle nuts and tighten a pair of Pulse-like pegs onto the cones of the hub. Then you install the wheel with the pegs pre-mounted and cinch down the fork tab clamps...on the pegs, not the axles. Think about this for a second; there's no way to bend your axles or pegs—a common problem with freestylers. Get the picture?

After blueprinting his idea for the new forks on paper, Paul ordered chromed tubing from SE Racing and had a local machine shop make up a prototype pair for him. How much did it cost? About one hundred dollars, U.S. of A. The strength of the forks has impressed Paul, who said, "I haven't had any gripes with the forks at all. In fact, they've been holding up better than most forks I've tried." Is a patent and production work on the horizon? If Paul does go through with the project, he assured us that **GO** will get exclusive testing.



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			Fusion Steel Pegs	8.95	Bully F/S	29.95					
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			ROTORS		Revcore	27.95					
			Odyssey Gyro	\$ 12.95	S & M Slam Bar	29.95					
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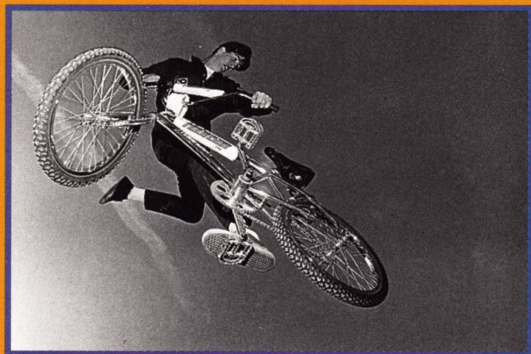
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Clean. The **Robinson Pro XL Team Model** complete race bike—its geometrical grace, its cutting edge componentry, its attention to fine details, its graphic designwork...all of it points to the word clean.

Dirty. That word perfectly describes the official **GO Jumpsuits** that hadn't been washed for quite a few months prior to the testing of Robinson's top of the totem pole full-on racer. Our guess was that guest tester Mark "Gonz" Gonzales, hyperactive street and dirt brother from the Phoenix, Arizona area, would have worn his unwashed **GO Jumpsuit** had it been sopping with radioactive waste. All he cared about was getting coverage. That was A-OK with us. All we cared about was putting the Robinson Pro XL Team Model through the A.W.O.L. apocalyptic paces we, The Rider's Manual, are now known for doing every month.

The new Robinson was **accelerated fast**. It was **cornered hard**. It was **jumped high**. **Beginning of test...**



Text: Daily Photos: Mack Donald



OFFICIAL TEST: ROBINSON PRO XL TEAM

ROBINSON PRO XL TEAM



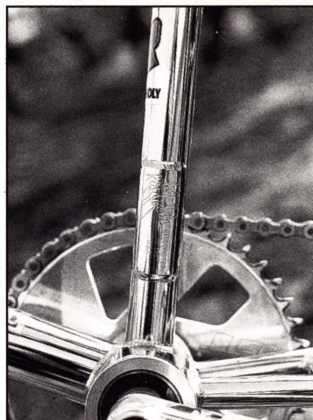
COMPONENTRY

FRAME: Robinson Pro XL, True Temper 4130 chrome-moly
FORK: Robinson Pro, True Temper 4130 chrome-moly
HANDLEBAR: Robinson Pro, 4130 chrome-moly
STEM: GT Pro XL Alloy, high-polished
GRIPS: GT/A'ME BMX with flange and GT Gripsavers
HEADSET: Tioga MX-II BearTrap, black
BRAKE LEVER: Dia-Compe MX 88 Alloy
BRAKE: Odyssey Pitbull
BRAKE PADS: GT SpeedTrap
SPOKES: 14G, UCP
HUBS: GT Pro Series Sealed Bearing, small flange, hollow axles, chrome-plated
RIMS: Sun Metal CR-20, 20 x 1.5, chrome-plated

TIRES: GT MegaBite; 2.0 front, 1.75 rear
CRANK ARMS: GT Power Series, three-piece, 4130 chrome-moly, 180mm, chrome-plated
CHAINWHEEL: GT Power Series, alloy one-piece, high-polished, 44T
BOTTOM BRACKET: Sealed bearing with alloy cups; heat-treated chrome-moly spindle
PEDALS: GT Power Series Double Cage, sealed bearing, alloy cages and body, high-polished
FREEWHEEL: SunTour 1/2" x 3/32", 16T
CHAIN: Sedis Sport 1/2" x 3/32"
SEAT POST: GT, 4130 chrome-moly, straight
SEAT POST CLAMP: GT Pro Series Alloy Double Bolt, high-polished
SADDLE: GT Pro Series BMX with front and rear replaceable bashguards, padded, black rails
PAD SET: Robinson three-piece set

SPECIFICATIONS

COMPLETE BICYCLE PRICE: Approximately \$619.95
AGE RANGE: 13 and up; bike intended for expert and Pro racing
FINISHES AVAILABLE: Show chrome
COMPLETE BICYCLE WEIGHT: 24 1/4 lbs.
TOP TUBE O.D.: 1 1/8"
DOWN TUBE O.D.: 1 3/8"
FORK LEG O.D.: 1 1/8"
FORK RAKE: 1 1/4"
HANDLEBAR RISE: 8 1/2"
HANDLEBAR WIDTH END TO END: 28 1/2"



FOR MORE INFO



CONTACT: Your local Robinson dealer.
MANUFACTURER:
 Robinson
 17800 Gothard St.
 Huntington Beach, CA 92647
STICKER PACK: Send two bucks to above address.



FOR THE HARDCORE RACER IN YOU

The Robinson brand name has been synonymous with fully committed BMX product for eons. Robinson has been able to maintain over the years an impeccably high level of all-race quality that legions of serious riders have been taking to win after win, race after race. The marginal success of Robinson's frames, forks, and bars can be traced back to Robinson's production philosophy since the beginning: to turn out a product that wins over the customer by virtue of its unparalleled design and performance quotient. Robinson's best gimmick is that they've always managed to stick to this schtick.

Let us make one thing clear here right off the bat. Robinson products are designed for the dedicated race type. Although they're not factory-labeled with "For Competition Use Only" decals, Robinson hardware is for the hardcore BMX racer...NOT for the Gonzo-variety street magnate or even the dirt rider down with B.T.A. (Big Time Air). The Robinson Pro XL Team Model was taken to the utter extremes by guster Gonzo and Ryan Vanderveen, who tried their personal bests to tweak and destroy it. Sure, they evaluated its racier features with starts, white-knuckle(head) bermshots and straight accelerations, but they hardly stopped there. They hit up every jump at the secret Costa Mesa testgrounds with unbridled gusto. We couldn't stop them. But more on that later.

FRAME AND FORK WORK

True Temper tubing is an American-made chrome-moly that is extruded in custom-machined mandrels. It is seamless and butted, which means it's thicker on the ends than it is in the middle, and that allows the manufacturer to lose some weight without eliminating strength to the joints. True Temper is a most favorite material for tool makers to use due to its strength and lightness. Obviously it's one of GT's favorites, as they have been using it on their more expensive bikes for 1992.

The '92 Robinson Pro XL frame has the same tried and true geometry as last year's model, but is constructed from True Temper chrome-moly tubing. Cosmetically it's identical, aside from the double-thick drop-outs and updated Robinson graphics. Same head tube angle (73 degrees) that yields responsive steering for tight tracks and precise cornering, even though the head tube angle is relaxed. The seat mast angle (71) has been dropped back a few clicks over the years so the use of a lay back seat post isn't as imperative.

Former Robinson Pro Greg Hill is responsible for Robinson's lengthening of the rear end, which had characteristically been much shorter on past models. Robinson's reasoning was



Vanderveen gleans some bermage on the Robinson Pro XL.

simple—make the rear end as short as possible to eliminate excess chain links and promote a more direct drive train. Greg was having flyaway problems with the front end whilst cranking and speed jumping, so they listened up and made the change. Our testers agreed that with the longer rear end (15 1/4" center to center) the bike felt much more stable and predictable. Milled head tube, oversized top and down tubes, and a welded-on brand name plate on the seat mast round out the chassis package nicely.

The forks, at an outside diameter of 1 1/8", read *race* all the way—even

though they're drilled for a front brake. Welding on the forks we received for the test was fairly consistent, save for a few freak imperfections on the back of the fork crown. Now is as good a time as any to say that the forks did bend under the hellacious high pressure jump landings by one Mark Gonzales. Had we received forks with a completely flawless weld job, they probably *still* would have bent considering what they went through. As stated before, the Robinson Pro XL Team was designed for racing, not mindless thrashfests. But just so you know.



Robinson's only factory rider with a nose ring: Scott Breverman.

THE CHOICE PARTS

As with all of GT's top dog complete bikes, the GT Power Series three-piece chrome-moly cranks (180mm) with sealed bottom bracket steal the componentry show. Zero flex, maximum trickness. Gearing is standard 44-16 by means of the ever-popular GT Power Series chainwheel and Sun Tour freewheel combo. Chain? Sedis Sport. We had no qualms with the cranking department, except for the GT Power Series double cages. The cages were a bit dull for our testers' tastes, and they did bend a little, a problem cureable with the

replacement of sharper pedals cages, or filing the teeth and fixing the bent cages with a crescent wrench. No biggie.

The wheels are prime-o. Grade A Sun Metal CR-20 rims (1.5), chrome, laced to GT Pro Series sealed bearing hubs with hollow axles. Don't worry about the hollowness of the axles—they gave us nary a problem and were worked hard. The GT MegaBite tires bit into the powdery terrain of the Costa Mesa track and didn't give an inch. No flat tires and no flat spots on the rims.

The GT Pro XL stem held the Robinson Pro bars like a vice. The

gnarly knurling unfurled on the clamping area of the bars might have had something to do with this. The Robinson bars were well-liked by the test teamsters—tapered at the bottom like a pair of student-cut Levis and nice and wide (28 1/2"). If anything, our testers would have wanted an XXL or XXXL stem on there to offset the bars a tad. The top tube measured out as 19 1/8", which is right in the ol' ballpark, Frank.

Braking is handled with the team of an Odyssey Pitbull and the new Dia-Compe MX 88 alloy lever that everyone was raving about. Seating arrangements are taken care of by the famed GT Pro Series saddle, padded with removable "bashguards." Robinson slapped a straight post in there, in light of the trend to phase out lay backs. The GT double-bolt seat clamp clamped like a champ. The GT/A/ME grips were somewhat harsh to the bare hand, but with the application of gloves they felt fine. Rugged end caps (GT GripSavers) are always a big +.

TESTER FEEDBACK/BACKTALK

"I'd say this bike would fit from a big 13-year-old on up."

"Speed jump handling is spot-on."

"These tires are ruling. They grab so good."

"I love the bend of these bars. I would probably cut 'em down a little, but that's just because I like narrow bars."

"I'd put on sharper pedal cages for racing."

"It's kind of light in the front end, but it feels good when you get used to it. It feels stable in the air—no surprises."

"The forks are not bending at all during landing. They're staying completely straight. Not really though."

"Can I have these cranks after the test?"

"The seat moved when Gonzola landed on it no-footed, but the seat post didn't bend at all."

"The handlebar pad is too loose on the crossbar and the pad rattles."

"Bars didn't move. That's weird."

"Spike (Jonze) still rides one of these for street, huh?"

"This bike is made for the racer—the hardcore racer who wants to go really, really fast and win."

IN CONCLUSION

There's a price to be paid for quality and reputation. The Robinson Pro XL Team Model will roll off your local Robinson dealer's floor for approximately \$619.95. Add a number plate and it's ready to do battle. It's designed with the serious expert or Pro in mind. Whether you're interested in acquiring a roomful of high-polished trophies or a walletful of greenbacks, this bike won't disappoint. Robinson's rep shines on.

WHO'S THIS GONZ GUY?!

We'd have been blowin' it if we didn't have a bonus sidebar on special guest test fugitive Mark Gonzales, known to the underworld as "Gonz." Complete with the kind of hairstyle (multi-colored braids and dreads) that only a factory sponsor could hate, Gonz flies the flannel in Phoenix, Arizona whether you're talking street, dirt, or small ramps. He gets AIR, and has more variations than the *Coca-Cola Cookbook*. Some insight on this 19-year-old Coca-Cola Cowboy follows...

How many forks do you go through on a regular basis?

"I'd say about three pairs a month."

What are the strongest forks you've come across so far?

"I think old Redline freestyle forks are the best. I'm about to try those new forks from Cyclecraft. They look pretty strong."

Do you pay money for all these forks?

"No. That's the good thing. I use the Mad Dog method of scrounging."

What about this Vanilla Ice t-shirt you're wearing?

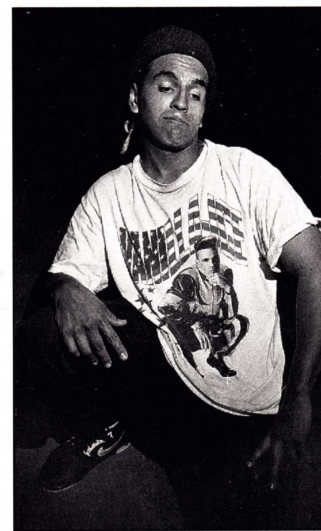
"I just think he's the coolest guy ever, and this just shows my appreciation of him. I saw *Cool as Ice* eleven times."

What is your race background?

"I raced a little bit. I was pretty good, actually."

Why, when you hit any kind of jump, do you go for as much air as humanly possible?

"I guess it's just instinctive. When I grew up riding, that's all we did—just jumped as high as we could. Bunnyhopping is the main part of jumping."



SCOTT BREVERMAN



AGE: 21

LOCAL TRACK: Simi Valley, CA

CLASSES RACED: 19 & Over Expert; 21-27 Cruiser

SPONSOR: Robinson

CO-SPONSORS: GT, Dyno, A/ME, O'Neil

PERSONAL GEAR:

Dyno open face helmet

Troy Lee visor

Robinson jersey by Aussie

Robinson leathers by Dyno

O'Neil leather gloves

Vans low-cut tennies

PERSONAL RIDE:

Robinson Pro XL frame

Robinson Pro forks

Robinson Pro bars

GT XL stem, inverted

EZ Jive grips

GT Epoch headset

Sun Mistral rims, 1.5

Stainless steel spokes, GT SuperLaced

GT Pro Series hubs, sealed

GT MegaBite tires; 2.0 front, 1.75 rear

Odyssey Pitbull brake, chrome

Shimano DR lever

Shimano DR cable

Mathausen brake shoes

Hutch Pro pedals

Profile cranks, 190mm

Sealed bottom bracket

GT Power Series chainwheel, 46T

SunTour freewheel, 16T

Sedis Sport chain

Robinson seat post

GT Pro Series seat post clamp

GT Pro Series saddle

Dyno number plate

Robinson pad set

GO had Robinson's high-end amateur Scott Breverman show up for this test, since he IS one of the hottest Ams in the country right now—hot enough to land on our prestigious Studs (formerly "The Terrible Ten") list last issue. Unfortunately, we didn't get more than half a dozen photos of Breverman before he tragically slipped his pedals approaching a jump and slammed face-first into the take-off...HARD. After that one he packed it in, especially in light of the ABA Grands approaching in less than a week. Ankle tweakage earlier in '91 kept him out of the running for the ABA's Number One Amateur title, but as he told us, he's contemplating turning Pro soon anyways...

Are you on any kind of a special diet?

"I stick to a low fat, low cholesterol diet. I don't eat red meat at all. I eat chicken and fish instead. I also try and cut down on sugar."

What do you do for mental preparation?

"I just try and relax. Whatever I do is just relaxed."

What do you do for fun?

"Snowboarding...that's basically it. And hang out with my girlfriend Vanessa a little bit."

Who do you admire the most in BMX, and why?

"(Long pause) It's a toss up. I admire Pete Loncarevich for coming back and doing as well as he's doing right now. And I admire Gary Ellis because he's so consistent and such a nice guy. He's perfect number one Pro material."

Would you like to turn Pro?

"Yeah, I'd like to, but I have to see what's up with my sponsor next year."

If Robinson let you turn Pro, would you turn right away?

"Right away."

Do you think you could handle it?

"Yeah, if I don't go through the B Pro class too fast. I think I'd do alright. I see other people go through the B Pro class too fast and they get to the A Pro class and they're nothing."

How do you see BMX today as a sport, compared to when you first started racing?

"It seems like there used to be a lot more motos and stuff like that (back then), but the competition's a lot better now. Everyone who has stayed racing and stuck with it is really good. In my class, it seemed like a lot of people who weren't doing that hot in expert turned Pro, and then quit. I feel that I race better now than I used to. Before I quit racing, I don't think there was ever a situation where I didn't make the main. But now, every once in awhile something will happen—I get a stacked semi or a bad gate—and I won't make the main. And that never used to happen."

BLAH-BLAH BLAH-BLAH BLAH-BLAH ACS A'ME AUBURN BIKES

ADVI



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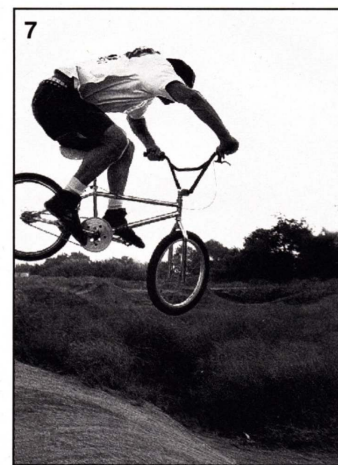
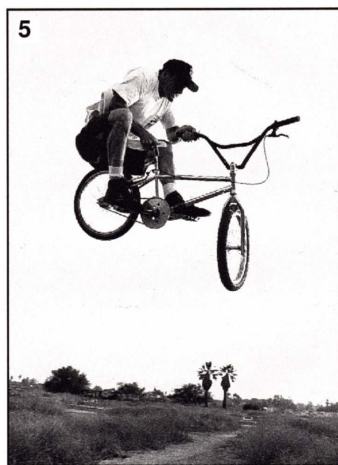
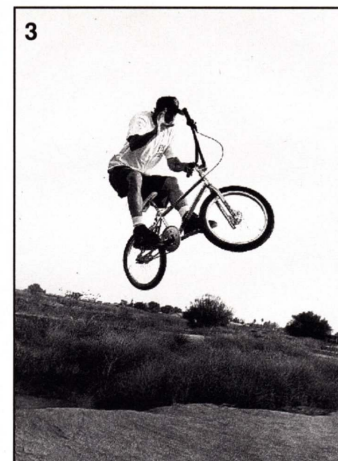
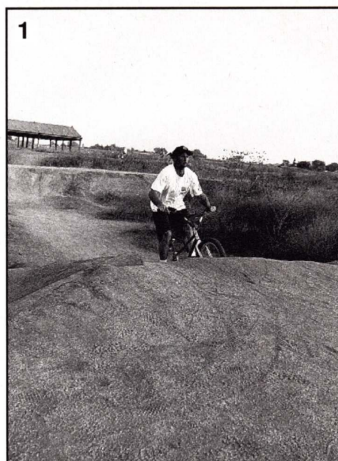
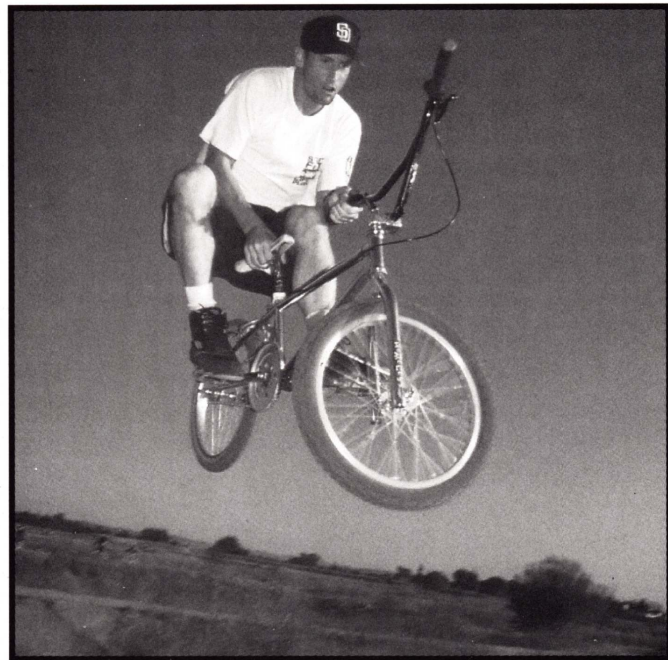
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DiRECTIONS

HOW TO DO TOBOGGINS

INSTRUCTOR: PETE AUGUSTIN PHOTOS: GEE BRAD Mc"D"



The toboggin jump variation uncannily resembles the prehistoric bar endo...at speed and height. Toboggins are more difficult than your average bar endo, but not as hard as they seem according to our Directions man this issue: Pete Augustin. Read his Pro instruction below and meditate on the supplied photo sequence for toboggin knowledge. If you think you've got what it takes, apply safety gear and give her a whirl. You wouldn't want to waste Pete's time, now would you?

LEARNING THE TECHNIQUE

"First of all you should practice doing one-handers. When you get one-handers down—letting the grip go and re-grabbing before you land—start crossing up the bars...a little more each time. When you get these two movements coordinated, you're ready to learn the full toboggin."

"Toboggins look harder than they actually are. It's not like doing a no-hander or a no-footer, but they're harder than doing a regular one-hander."

SPEED NEEDED

"You need as much speed as you would get for any kind of jump. You just need to get high enough so you have enough hang time to put it all together. I get a lot of speed so I can go as high as I can."

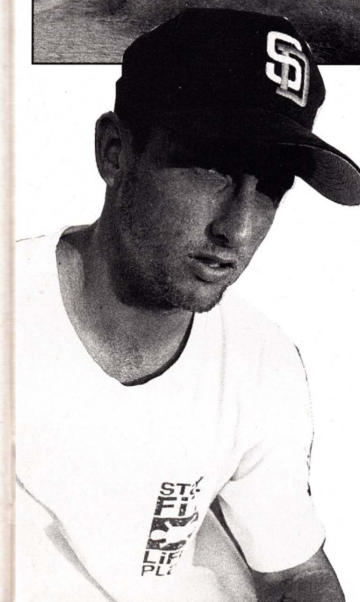
THE TOBOGGIN

"You want to pull up pretty hard on take-off so you catch air. After you're in the air, start shifting your weight back. In one smooth motion, take your hand off and cross the bars up with the other. When you let go of your hand, you're pushing the front end forward so the seat rises, and you just grab it. You want to tuck back and get behind the seat, so the seat's in your gut area instead of your crotch."

"Stay centered over your bike and stall it out—hold the position for as long as you can. Come out of the trick the reverse way you got into it. You'll want to shift your weight forward again as you uncross the bars and get your hand back on."

WHAT HAPPENS IF YOU DON'T GET YOUR HAND BACK ON THE GRIP IN TIME?

"You'll usually slam. I've landed with just my wrist back on the grip, and I've also landed totally laying on my handlebars, but usually you slam."



PETE AUGUSTIN UPDATE:

What have you been up to?

"Hanging out, fishing, riding, working once in awhile. I'm not going to school this semester, so I've been working construction."

Have you been riding more dirt than street?

"Yup. Well, I ride street a lot, but most of the street stuff we do is like jumping. We go downtown every weekend. It's probably pretty even, but it seems like I ride dirt more now."

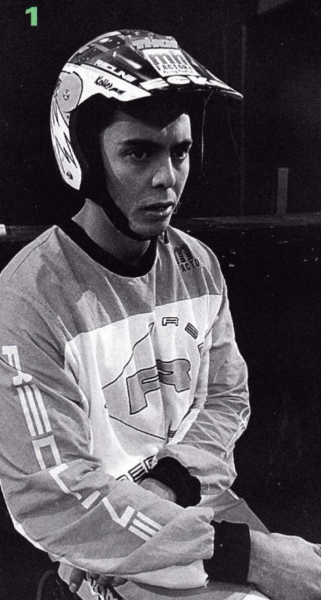
Are you going to be competing this year?

"Yeah, if Matt's gonna have those contests. I'm not gonna enter any 2-Hip contests. They're not worth it. There isn't good enough stuff there, and you have to pay a hundred bucks. Matt will have

dialed-in contests. He'll do it right; bring the sport back. More kids will get into it."

Are you planning on doing any more videos?

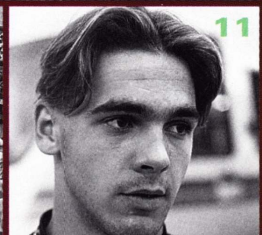
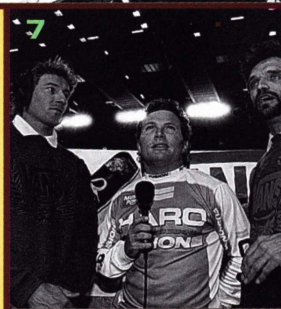
"Yeah. It's just hard because where I live in San Diego is where Eddie (Roman) lives, and Eddie's doing video shoots with a lot of the people who live around here, so if I did a video it would be a lot of the same people doing the same tricks. Plus Vic (Murphy) is gone, Ronnie Farmer's bike got ripped off, and Brad (Blanchard) doesn't ride. He just broke his ankle the other day skating. That's all he does now is skate. Eddie rides but he's busy working on videos. He's doing a Havok video right now I think. It's supposed to be really good."



Captions By Number:
 1) Mike King and the Thousand Yard Stare.
 2) Some days you bite the bear, sometimes the bear bites you. Mike Luna was feeling the bite.
 3) The Mayday in the midst of his Number One Pro Cruiser Award acceptance speech.
 4) Panoramic track shot by McDonalds.
 5) The most coveted cups in bicycle motocross, and we're not whistlin' dixie.
 6) Cocked and loaded—"Pistol" Pete Loncarevich.
 7) The chorus line: Toby "The Coca Cola Cowboy" Henderson, Eric "Old School" Rupe, and Scot "Old Man" Breithaupt, commentating.
 8) The meaning of power, determination, and the American way. Gary Ellis.
 9) Tense moment. Jon Ker. Domino's Maria Brady (Number One Girl). The ABA's Clayton John.
 10) Standing in the waiting room.
 11) If this guy were a land animal, he'd be a cheetah. Christophe Leveque of France.



the
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story by mike daily

photos by brad mcdonald

grands

Cyclecraft's Brian Foster and GT's David Milham do it to it in A Pro fury. Fast guys both.



When I started working here at Wizard Publications two years ago, one of my month-to-month duties entailed typing in the BMX race results (yawn). The only humor I could draw from this task, besides having a hand in the naming of the obligatory "hidden" fidge class and its crazy top three, was in a certain freak phenomenon I soon discovered. This phenomenon was quite simple—it seemed that the lower the age class, the longer the names were. It was nothing to notify *Unsolved Mysteries* about, but it was indeed true. There were never any Bens or Mikes or Joshes or Toms or Nicks amongst the youngin's...it was always Benjamin and Michael and Joshua and Thomas and Nicholas, and more often than not there was an unabbreviated middle name thrown in there for effect. Obviously, the reason for this pattern can be attributed to the proud, pumped-up parents who, with high hopes of golden victory, take pen in hand to sign their little ones up for the races. Maybe they think the longer the name of their kid, the better his/her chances are of topping the competition. If BMX allowed sanctioned wagering, you'd better believe that my money would be on the kid with the most profound-sounding name. I figure that the little buddy probably has a veritable European mechanic-genius father who works on his/her bike betwixt races, and the best electronic games (i.e. incentive) to hurry back to in the stands after each moto. But that's just me, and maybe I just need a vacation...

My very first trip to Oklahoma City, Oklahoma for the 14th installment of the illustrious ABA Grandnationals was definitely a Coast deodorant eye-opener. Dumbfounded by the utter immensity involved with the largest BMX race of the year, I walked around with mini-cassette recorder in hand taking in the sights and sounds: the Myriad Convention Center's stands packed with die-hard BMX families, main sponsor Redline's banners strewn everywhere as well as Dr. Pepper (event co-sponsor) banners and the gigantic Dr. P. can, the pit area stocked with high-tech race bikes, video games, food stands, and bicycle dealers (all bike vendors paid a special fee to sell their wares), and the hassle of BMX people gangling around looking a little bit bored or just a *lot* seasoned-take your pick. Most had been through this BMX thing plenty of times before. I had not.

Thursday, November 28th, was designated for day-time sign-ups and practice and the Thanksgiving Day Dinner/Hall of Fame Ceremony in which Chuck Robinson, the founder of Robinson Racing, Perry Kramer of SE Racing/P.K. Ripper fame, and Tommy Brackens of Brackens Racing Products were inducted. Zounds. Earlier on Thursday, Mad "Rocco" Dog was caught with his pants down reminiscent of one Pee Wee Herman several months ago. Snagged by ABA security in the process of pawing off his new t-shirts inside the Myriad, Chris Moeller gave guff to Sgt. Tin Badge and was ceremoniously cuffed and stuffed (see Dog Bites). Said John Paul Rogers, close friend and witness to the actual ruckus, "He got arrested for saying 'Comedy is not illegal.' It obviously *is* because they cuffed him." The Dog was then barred from the arena for the weekend, which semi-concerned me since he was to hustle up a few sidebars for this article. Luckily, M.D. utilized gumption and got the needed survey info over the phone...not to mention incognito spectating accommodations throughout the four-day event. Yes, Chris.

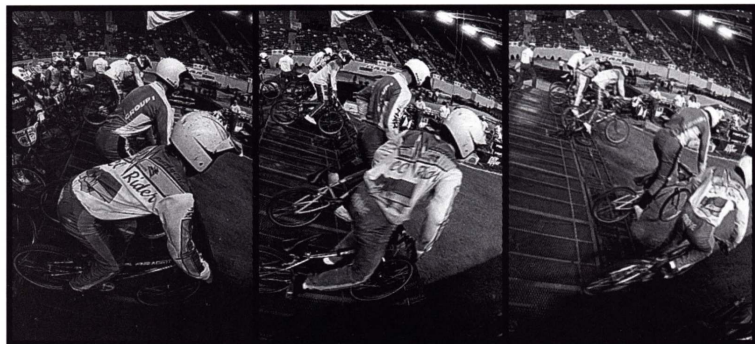
The grandiose Grands track this year drew a mixed response from the riders. Its design man, "Smilin' G" Craig "Gork" Barette, had this to say on his moto-sculpture: "I think this is definitely the smoothest ABA Grands track that we've ever had. When I was in practice (Editor's Note: Gork raced 19 & Over Intermediate on Friday), I heard a few guys saying it was kind of mellow—nothing really that rad. But I know for a fact that everyone's challenged by the first jump. It's pretty rad." Notable quotables from others follow:

"The track is really bumpy and you can never really go full speed. People say it looks like I'm going fast but it doesn't feel like it."—Charles Townsend. "The corners feel really sticky to me."—Brian Foster. "This track is the type of track that I like. It was designed for a rider like me; it's kind of tight and kind of bumpy where a strong rider can't just take off and start pulling."—Todd Lyons.

From the super-modified starting gate (more on that later), the track basically went like such: a nice-sized slope to the tricky first jump (kind of a step-up to doubles) and a small roller into the first HIGH-banked left-hander first berm; two large tabletop jumps in the second straight and then into the second right-handed berm; the third straight featuring a double jump and a special off-camber-type jump directly into the third banked berm (a lefty); leading to the cleverly-named Dr. Pepper "6-Pack" (three sets of small doubles situated like whoop-de-dos) into the non-banked left-handed fourth turn; and then, in order, a tabletop, a step jump, the popular "pimp" berm that could have been called Elbow City,

stand desperately pedalling un-subliminal BMX instructional tapes. The tapes featured herself, Greg Hill, and other top BMXers talking candidly about racing and winning. John Paul was pushing me hard to approach her and get her to sign my styrofoam cup, but I cheated out.

Mister Mike Luna, mounted on his special Grands-edition all-white GT, was sitting on top of the Am and Am Cruiser divisions going into the race. Harboring facial abrasions from a gnarled beef earlier, the Lunatic wasn't



and the final straight with zero-count 'em—zero obstacles. Whew. Gork's philosophy on the steeply-banked bowl-berms was along the lines of non-stop, high-speed, any-line-goes race action. The only problem was the rather high number of riders getting brake-checked, bike-checked, and body-checked over some of them...mostly on the last berm. Oh well.

"It's so high and it drops so slow. I am used to lower gates that drop very fast," commented Holland's Bas de Bever (A Pro) on the Grands' unique starting gate. It was almost tall enough to qualify for a motorcycle motocross gate with its nine or so added inches designed to ward off the borderline gate jumpers. Guys like Billy Griggs and Steve Veltman had to do some massive start technique alterations, particularly since the thing dropped like ketchup out of a fresh bottle of Heinz Variety. Guys were flipping over it left and right, mostly during the initiation period. Guys like Charles Townsend, outfitted with Walkmans blaring inspirational music, picked seats in the stands right next to the starting fence in order to get its timing completely wired.

Friday's major highlights included Hawk Racing's Brian Lopes winning the Pro SuperCup and the Grand Prize of a Terminator 2 pinball machine by William's Electronics, and the King of Dirt II jumping nutfest. Consult handy sidebar for the KOD rundown. All agreed that Dave Clymer's gusto-filled 360 while leading his second Pro moto was S-sweet. In the third moto, Clymer and the legendary Darrell Young treated the crowd to a synchronized rad gallery over a tabletop—they both did tweaked-out turndowns. By the way, Young was totally flying all weekend.

First and second motos were run on Saturday, November 30th. The moto count of approximately 410 made for spills and chills galore in the ensuing 800+ races that day. The more riders you had in your class, the more points you could count on if you made the cut to the mains (two points per rider, plus your points received in accordance with placing). This made the National Number One plate chases close in all categories: Girls, Girls Cruiser, Amateur, Amateur Cruiser, Pro, and Pro Cruiser. First, "The Hack saw" Christy Homa went into the Grands in pole position as far as Girls/Girls Cruiser were concerned. She dissipated her time between wasting her motos and semis in class and cruiser, and the autograph session services she provided for a pit-area

the same nonchalant factory cat he was throughout the year and especially at the Fallnationals.

Pressure seemed to be putting a damper on Luna's racing, given his first moto wipe-out on the next to last straight as he attempted to roll the last step jump. He ended up supermanning off the back of his bike to bun-buzz his rear GT MegaBite, that time. He transferred next moto no problem, but the future 60K-a-year businessman was starting to feel the "number one curse." Nine other top Ams—most threateningly Vision/Free Agent's Chris Eudaley, GT's Anthony Reyes, and Redline's Jason Donnell—were also hot in the running. Still, no one was about to count Luna out of anything OR remove eyeballs from the boy...pressure cooker be damned.

If the Pro plate battle was The Greatest Show on Earth, then "Pistol" Pete Loncarevich of Vans was the Ringmaster. Pistola provoked the majority of crowd applause all weekend, per his underdogger (even though he was going into the Grands in number one), "underground" status and year of absolutely *incredible* Pro performance with eleven big wins under his belt. The presence of two-time Number One Pro Gary Ellis of GT was met with both cheers and booing from the crowd, which Ellis himself could understand. "Obviously there's going to be a rivalry between me and Pete over getting number one," Ellis said, "and obviously there's gonna be people for me and people for him. That's natural. I understand that. It gets me going though—it gets the fire started, so it doesn't bother me."

Apparently the razzing of Gary Ellis wasn't to motos announcer Scott Schnook's liking, and he felt the need to pipe up with a commanding harangue that attempted to admonish the crowd for "disrespecting" Ellis. Schnook's two cent's worth was considered by many a mild outburst, considering his ownership of Bomber plates (one of Gary's co-sponsors) and his emphasis on GT as such a BMX superpower. Race sponsor Redline was not very pleased, to say the least.



Sequence at Left: check the gate in the last shot. Oh mama. Above: Vision/Free Agent's Percy Owens doing battle with Colour Control's Corky Gainsford. Super fly. Below: the Dr. Pepper 6-Pack, in use.



Robinson's Charles Townsend was looking lightning-quick on his new ride, Steve Veltman (Vans) was hanging in there, Wheaties-energized Billy Griggs of Haro got the crazy MX gate down right quick, and the other top ten Pros going into the Grands were going faster than Moosehead beer at a bachelor party of lumberjacks: Brian Lopes (Hawk), Mike King (Redline), Kenny May (Vision/Free Agent), Terry Tenette (Vans), and Dave Clymer (S&M). Insane. All but three of them would transfer to the main event...

Pro Cruiser looked to be a sure win for Kenny May, but Kastan's D.D. Leone was applying pressure with R&C's Darrell Young a not-so-distant third. At any rate, the biggest question in Pro Cruiser centered around May's insistence on wearing that purple Vision hip sack around his waist for every race. Maybe it's filled with first aid items...? If so, Mayday ended up not needing them this weekend.

A mish-mosh of most interesting observations on Saturday: Shan Hatfield, Hutch's A Pro star, was still on that bum wrist of his...Castless Robbie Morales (Auburn), though not in contention for a plate, came to race and looked mighty serious...Dennis McCoy (Mongoose freestyle guy) racing A Pro...two young models were walking around in full Redline gear, and were reportedly squealing for Redline's red hot 18X Robert Lee Zahnow...Bas de Bever looking strong in motos...Terry Tenette and England's Paul Roberts both donning goggles on top of their helmets...17 Expert Jason Richardson of Auburn and his reaction to the S&M crew and S&M's BS-20 Neon advertisement: "You can make fun, but when we go home, I go home to my castle—you go home to your shacks." Oh yeah...and Matt Hoffman's ramps felt really, really good that night. Chaka.

THE KING OF DIRT

By Hal E. Tosis

To spice up festivities between motos during its post-Thanksgiving Pro Spectacular, the ABA again hosted a Kind of Dirt jumping contest high over the unforgiving floor of Oklahoma City's Myriad Convention Center arena. Unlike last year, no K.O.D. qualifiers were held at any ABA Nationals leading up to this event. As a result, only a dozen riders randomly selected by Gork were invited to compete. Although few celebrated dirt jumpers were conspicuous by their absence, the general consensus implied that perhaps there should have been an equal opportunity selection system in effect for the prestigious "King of Dirt" crown.

Redemption for the one-man "ABA King of Dirt Committee" in the rider selection process came in the form of the jump itself. Rising from the tacky brown soil before twelve nervous riders and a thousand screaming spectators was the longest set of doubles ever constructed for an ABA King of Dirt—three-foot-tall with a good lip, and 33 feet from peak to peak. To eliminate any potential danger of casing on re-entry, the landing jump extended like a tabletop well into the chasm between both lips. Riders had to hit it at full-race velocity just to clear it. Lowering the chance of survival even further was a solid cement wall mere yards beyond the landing area. As crazy as it appeared, the ABA's obstacle of destruction showed surprising mercy on most of the riders. Three serious contenders, however—Dennis McCoy, Matt Hoffman, and Dave Clymer—self-destructed early in qualifying and never really got off the ground. One rider didn't make it past the introduction ceremony. After jettisoning his bike at the apex of his first attempt, Todd Lyons landed in a crumpled heap at the bottom of the jump, ending up with severely-torn ligaments and chipped bones in his foot. So much for his big race weekend.

After adding all the scores and counting all the casualties, the judges named five guys for the finals. In descending order, here's how the weekend's high-fliers fared in combat:

FIFTH—Chris Reich: a nac-nac or two, the first 360 of the night, miscellaneous limbless variations.

FOURTH—Dave Voelker: big Greg Hill tucks for height, inspired '70's-style tabletops, defiant no-handers.

THIRD—Ed-J Cerone: best no-footed can can of the night, smooth landings, several indiscernable ninja variations.

SECOND—Jimmy LeVan: high, clicked one-handed nac nac, aborted busdriver to X-up, extra points for wearing plaid pants.

FIRST—Tim "Fuzzy" Hall: nac-nac'd, one-handed tabletop saddle-grabber, two clean 360's, a 720 as close as close gets, and no major bails en route to his third KOD title.

Sunday was hypo-critical for those who hadn't transferred to their eighths, quarters, or semis yet. The biggest DNQ's of the day were with Craig Reynolds (Badd) getting weeded out early. Vision/Free Agent's 15 Expert Chris Eudaley getting shut down in the middle of the pack and not qualifying (count him out of the running for the Am plate), and Rob-O Morales not making it. These Am stars weren't alone. A third moto blown freewheel on Sunday took out Veltman, but he wasn't the only hardluck Pro.

Take Bas de Bever, for instance. After de Bever got a lame gate pop and then crashed in his A Pro semi, he allowed CycleCraft-mounted Lawan Cunningham direct access to the mains. Bas de Bever's official press statement: "I had lane two and I went too early. I hit the gate and was stuck in the back of the pack. I did s**t all weekend though. I was stoked about racing this race, and when I got here, every race I raced did not go the way I wanted it to."

Double A's most action-packed semi had big guns Mayday, Townsend (last year's AA Pro main winner, don't forget), King, Lopes, Hadan, and Clymer in contention for place one, two, three, or four. It was going to be a fierce one. Lopes pulls the holeshot with Hadan, May, and Townsend in tow. In the second turn, King sets up Townsend like a duck pin and swoops him hard, movin' on up. Chuck returns the favor in the last berm by diving in low and causing King to exit stage right. The crowd goes wild, booing Townsend's seemingly dirty manouv as King lifts his arms to the officials. The verdict? Townsend gets disqualified. King doesn't advance anyway, and Clymer, May, Hadan, and Lopes transfer. Huh?

King's comment, after things cooled down a bit: "Well, everyone knows I should have been in that main. I'm in a no-win situation. It's a



hard call. I'm not mad at Chuck for what he did because I think anyone would have made that move. I don't know if you can blame the ABA for making such a stupid turn like that or not. I talked to Dean Hickey and he said that that berm was the last obstacle, and according to the ABA's rule in that situation, if I would have actually cranked out of the turn they would have reversed the call."

Main time. The Pros go first. The start of the first AA Pro main, containing Ellis, May, Lopes, Griggs, Clymer, Hadan, Loncarevich, and Tenette, is marked by Loncarevich's blistering speed down the first straightaway as he holeshots on the rest of the class. Lopes locks into the inside line as Ellis powers around the outside of the first turn. May is in fourth until Terry Tenette divebombs on him and Lopes and slides into third. Griggs jams into fourth in the second turn and it's Pistol, Ellis, Tenette, Griggs, and Lopes doing serious battle. Lopes overtakes Griggs in the last turn and at the finish it's Loncarevich, Ellis, Tenette, Lopes, Griggs, Clymer, Hadan, and May, in that order.

Brandon Meadows not only whupped on his 10 Open class, but won with style as he copped stylish air with cross-ups, no less. Tony Lopez of Robinson had 13 Open right from the start, with Andy Contes right on his tail all the way around. Jason Donnell took 15 Open from behind with the savvy he's acquired in his many years of racing. In 16 Open, Zack Roebuck takes the checkered flag after some heavy duty dicing and a pile-up. Luna ends up with fourth. Former BIO rider Roger Holder proved himself The Man in 17 Open.

Above: Kenny May wasting the Pro Cruiser main...at this point. Never take your eyes off Eric Rupe (#4). At Left: some skateparks aren't even this gnarly. First berm-bowl-turn deale. No visor, no worries. Huh D.D.?



The Girls plate came down to rider points, as each of the girls in close contention—Heather Bruns (10 Girls), Marla Brady (11 Girls), Sheila Songcuan (12 Girls), and Christy Homa (17 & Over)—won her class single-handedly. Domino's Marla Brady became the Number One Girl when her points total edged out The Hacksaw's (Christy Homa) by four points...that's two riders. Marla moved up to 11 Girls this very weekend, and the older class had more riders, which gave her the additional rider points. As Clayton John presented the award to her, Marla was in tears. As far as Number One Girls Cruiser went, Cindy Davis (R&C) was crowned cruiser queenie for the year. At the end of her speech, Cindy announced, "I'm going to Disneyland now." No, she wasn't wearing Air Jordans.

GT's In Hee Lee earned first place in 15 Cruiser and the Number One Amateur Cruiser title, and received the cup from teammate and last year's #1 cruiserboy, Justin Green. Since Justin was taken out of this year's crack at the plate thanks to an injury attained in Norway, he didn't have his bike present and therefore couldn't hand his plate down to In Hee. Lee didn't seem to mind. He was overjoyed.

The new 1992 King of Dirt Champion, Mongoose's Tim "Fuzzy" Hall, offered verbalage before the second AA Pro main lined up in the gate: "Gary will have to beat Pete by three points, so this second round coming up is going to determine it all. If Pete wins the next main, he's got the title pretty much wrapped up. But if Gary stays within two

FAST FOOD SURVEY

By Mad Dog

Going to a national BMX race can be a crazy experience. After countless hours of planning, packing, dialing in, and tricking out, you end up on the side of the road in your friend's '72 Dodge van...out of gas. By the time you get to the race, you're broke, dirty, and sick of pushing heavy American automobiles.

Anybody that's lived through a race weekend knows how hectic it can be. And they would probably agree that what they ate was pretty low on their priority list. Consequently, just like that cheesy '72 Dodge you got to the track in, a lot of riders end up running out of gas. So before you spend your last dime just getting to the next race, let's find out what some top riders fuel up with before they make it through the next race. We caught up with these guys at the ABA Grands:

BRIAN LOPES (Hawk Racing), AA Pro

"I don't usually eat breakfast. Maybe an English muffin if I go out to eat with other people. I don't like eating before I race. I eat after like two or three motos—maybe some Pathway granola bars and some Muscle Power (protein energy drink). I like to get exhausted before I eat."

MATT HADAN (U.S. Boss), AA Pro

"It doesn't really matter to me. I get whatever looks good. Usually for race day breakfast I'll have a cheese omelet and some toast...maybe waffles. This weekend I ate Pop Tarts both days."

ALAN FOSTER (EH), AA Pro

"Food. Cheerios—actually Tasteos (generic brand Cheerios)—or Wheaties. Wheaties are kind of expensive, but they're good. I eat a lot of fruit like bananas and oranges. During the day I eat peanut butter and jelly sandwiches and I drink water."

SAM ARELLANO (Mongoose), AA Pro

"I usually just have a glass of water and some pancakes. Sometimes I have cereal or some fruit. I stay away from eggs and stuff like that on race day because it's hard to digest. I try not to eat anything really big before I race—that's basically my routine."

CHARLES TOWNSEND (Robinson), AA Pro

"An old shoe. No, usually I eat at Denny's. I start off with french toast with no meat (bacon or sausage), then I get a bowl of oatmeal and some wheat toast. I wash it all down with a cup of hot tea. During the day it really depends—I usually forget about eating because I'm so wrapped up with racing. At night I eat pretty well."



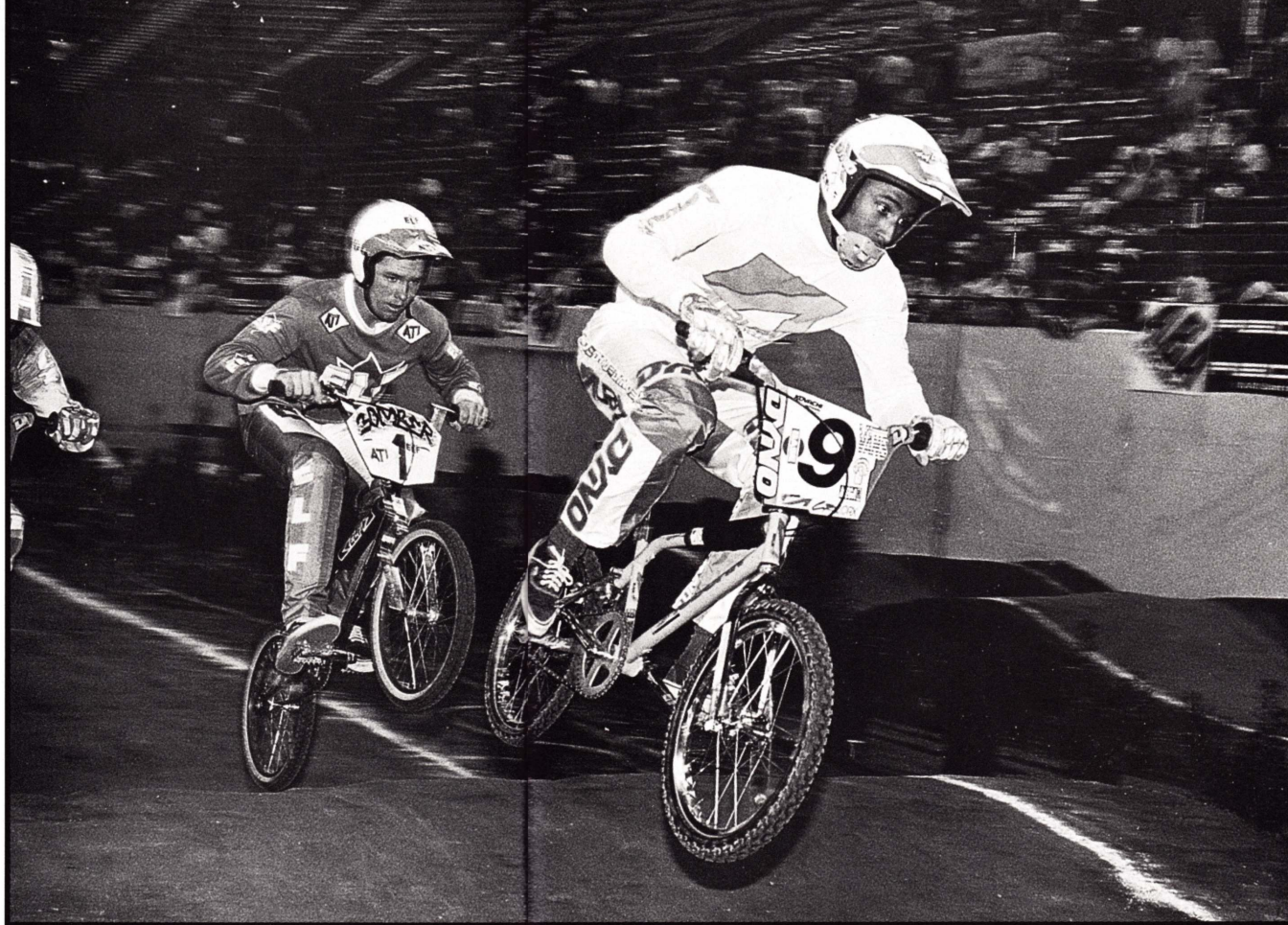
positions behind him, then the third round will be even more important." The second main proved to be the clincher. Here's how it happened...

Pullmeister Loncarevich gets the classic holeshot from the outside lane. Lopes and Tenette are right behind him as Griggs and Ellis are neck and neck behind them. That's when Griggs goes inside in the second turn to improve his position, which sends Ellis into Clymer who is jamming on the outside. After banging elbows with Clymer down the third straight, Ellis drops back and then mysteriously ditch his bike to run out a would-be high-side on Clymer's back wheel. His chances of regaining the Number One Pro plate hit the dirt. As Ellis walks back to retrieve his bike, the crowd applauds his efforts...and Pistol's accomplishment. Vans' Man had the title in the bag, and a man with paintbrush began lettering PETE LONCAREVICH on the '91 Isuzu mini-truck awarded to Pro #1.

The conflict in Pro Cruiser, for that much-coveted plate, involved Kenny May and D.D. Leone. All Kenny had to do was beat D.D. Mayday got the snap with Leone in hot pursuit, but Eric Rupe pulled one of his trademark first-turn swoopers to put an end to that. On the last straight, May sat down and waved triumphantly, indicating that he was number one. That he was, but Rupe snagged him at the line. Brad thought this was hilarious for some reason. D.D. Leone picked off third..

Brandon Rauch of Western States rode impressively in 6 Expert for the win. The 9 Experts had the crowd stoked to thunder—Cool Boys' Matt Reilly winning it convincingly and Powerlite's Adam Winter powering his aluminum bike to the second. Another Brandon, Meadows of S&S fame, took 10 Expert by storm with Chad Hernaez right behind him.

The crowd was looking for Jason Donnell to pull some kind of intricate pass maneuver on Colour Control's Corky Gainsford in 15 Expert, but it never happened. Corky held the Redliner at bay and kept everyone on



OPPOSITE PAGE, TOP LEFT: This little guy came across the line in fourth or fifth, and he still had this expression on his face. Excellent. **LARGE PHOTO ABOVE:** You'd look scared too if Eli's Roger Holder was right behind you in the main. Auburn's Jason Richardson. Holder went on to win. 17 Expert. **SEQUENCE AT LEFT:** It takes a lot to hold off a hard-charging Jason Donnell (Redline), and Corky Gainsford (Colour Control) shows how it's done. Main, 15 Expert. **THIS PAGE, AT RIGHT:** Last year's national cruiser champion Justin Green makes the award presentation to GT-teammate In Hee Lee as Clayton John works the mic. Look close and you might be able to see Bill Grad looming in the background.



FAST FOOD CONT.

TODD CORBITT (Auburn), AA Pro
"What I have for breakfast is commonly known as the International Slam. It's french toast, a waffle, and two eggs (over easy). I stack it all up on top of each other and put butter and syrup on it. I drink hot tea with that. During the races I eat apples, baby food, whole wheat bread, and I drink Muscle Power shakes." **ERIK ABBADESSA (ODI), A Pro**

"(Editor's Note: Erik brings a blender with him to every race.) I take Hot Stuff (bodybuilding powder) to make shakes with, and I bring Hot Stuff steroid replacement packs. That's like a daily vitamin supplement that I take after the shake in the morning. On race days I eat Oat and Granola cereal with no-fat milk. During the day I eat fruit (grapes and bananas) and drink Muscle Power shakes at the track."

MIKE KING (Redline), AA Pro

"It depends. Usually I have a bowl of cereal and some bananas. Maybe Frosted Flakes and some wheat toast or pancakes and orange juice. In the afternoon I have pizza if it's around (Editor's Note: at the Grands it was, in the form of a Little Caesar's pizza stand) or wheat bread. That holds me over until the races are done, then I'm starvin'."

BILLY GRIGGS (Haro), AA Pro

"Well, I eat a good cereal like Wheaties or Corn Flakes. After that I swallow a couple of AA batteries so my neon uniform shines bright. During the day I drink water and Gatorade mixed—60% Gatorade, 40% water. At night I try to eat pasta or whatever I can get for free."



Roebuck and Rana gets the second. That meant that Roebuck, who wasn't even in the top ten going into the Grands, was the rightful heir of the Am title...acing Donnell by only ONE POINT. Hairy. Zack Roebuck also becomes the first bike shop-sponsored racer in ABA history to win the amateur plate. We told you he was BIO.

Elf's Roger Holder and Auburn's Jason Richardson dived it hard in 17 Expert, right down to the bare wire, where Richardson went for the ol' Andy Zirzow thrust your bike forward and body back to gain ground at the line...and ended up on his back, exhausted. Holder, making us red-in-the-face that we didn't include him on our Studs list last issue, won it and then had the sportsmanship to walk back to Richardson and shake his hand on a hardcore, hard-run race.

Blockhead Brian Schmitt, Stud, commanded 18X with his speed and smoothness, and in 19 & Over X, Scott Breverman got revenge on Kiyomi Waller for passing him in cruiser and shredded on him for first.

The A Pro saga ended with French fly guy Christophe Leveque having the lowest main points to take the first. David Milham, despite being DQ'd in one main for "pimping" Erik Abbadessa, received second. By the way, this was Psycho Puppet's last race for GT. Placings after that went Mike Ellis, Todd Slavik, Brian Foster to fifth place. All who wondered what may have happened had Leveque been allowed to race AA Pro as he expected were given a taste in Pro Open, where he took fourth. Lopes won it, with Dave Cullinan and May in second and third spots.

The third and final AA Pro main, even though the title was already officially Pete's, was a doozy. The gate dropped and Pistol took care of biz from start to finish once again. Fans inundated the infield and race banners disappeared into their hungry talons...while the AA's were still racing main number three. Rumor had it that Scot Breithaupt, who flew out to commmentate the race with Toby Henderson and Perry Kramer for television, had to tackle a kid who got too close to obstructing the Pros from finishing. The numero uno teams of the year were GT (factory division) and Nor Cal Domino's Pizza (bike shop). What a crazed day.

The man who earlier that day had said, "No, I don't feel any pressure—I feel like going to get a tattoo today!," was the new Number One Pro of 1991: the Pistol, Pete Loncarevich. Yes sir, there is definitely something to be said for comedy in this day and age of BMX racing, even if Mad Dog's version landed him in the cooler for awhile and cost him a stiff fine. Comedy is *essential*.

As Brad and I hopped in an airport shuttle A.S.A.P., I remembered Brian Lopes saying on Friday: "Pistol HAS to win because if I don't sell my pinball machine, he's got to take it home in the back of his new truck..." Coincidence? Maybe, maybe not. Our shuttle driver introduced himself as Vincent, even though everyone probably calls him Vinnie or Vince. He couldn't fool me. I knew he was after that big tip...



OPPOSITE PAGE: Gary Ellis wades through a sea of sorrow to pick up his fallen GT. Second AA Pro main. THIS PAGE: Redliner Robert Lee Zahnow works the Dr. Pepper 6-Pack as sassy teen models squeal from the stands.

1991 aba grandnationals oklahoma city, oklahoma

sponsored by redline; cosponsored by dr. pepper
november 30, 1991

5 & UNDER OPEN
Jordan Dodson
6 OPEN
Brandon Rauch
7 OPEN
Brian Shanahan
8 OPEN
Briane Wojtowicz
Jonathan Gorman
9 OPEN
Brett Heaton
10 OPEN
Brandon Meadows
11 OPEN
Gary Houseman
12 OPEN
Kevin Royal
13 OPEN
Tony Lopez
14 OPEN
Poussin Florent
15 OPEN
Jason Donnell
16 OPEN
Zack Roebuck
17 OPEN
Roger Holder
18 OPEN
Brian Schmitt
19 & OVER OPEN
Kiyomi Waller
5 & UNDER GIRLS
Anastasia Pike
Cassie Bushnell
Lindsay Morrison
6 GIRLS
Nicole Cabrera
Kendra Windham
Magen Long
7 GIRLS
Krystal Vickers
Lisa Rohm
Rachel Elrod
8 GIRLS
Jamie Lilly
Lisa Chase
Jennifer Haughton

9 GIRLS
Janee Kyrle
Amy Morrison
Jennifer Bartel
10 GIRLS
Heather Bruns
Chris Accacia
Jessica Brodeson
11 GIRLS
Marla Brady
Erika Welter
Anita Agbayani
12 GIRLS
Sheila Songcon
Demi McCullough
Kim Schwartz
13 GIRLS
Monica Kelly
Robin Cleyre
Stephanie Anderson
14 GIRLS
Cindy Davis
Kim Bozart
Melissa Wolfe
15 GIRLS
Michelle Cairns
Tara Llanes
Jessica Robinson
16 GIRLS
Adele Croxon
Kim Dow
Laura Kliese
17 & OVER GIRLS
Christy Homa
Caroline Carey
Aymee Hernandez
9 & UNDER CRUISER
Matt Reilly
Tim Knapp
Dustin Thomas
Lisa Rohm
Rachel Elrod
8 GIRLS
Jamie Lilly
Lisa Chase
Jennifer Haughton

12 CRUISER
Kevin Royal
Ross Milan
Joshua Luopa
13 CRUISER
Tony Lopez
Chris Accacia
Jonathan Gorman
14 CRUISER
Eric Doty
Alexis Vergara
Miles Davis
15 CRUISER
In Hee Lee
Mike Hajek
Scott Naive
16 CRUISER
Percy Owens
Mark Browning
Mike Luna
17-20 CRUISER
Larry Miersch
Joe Tippet
Brian Schmitt
21-25 CRUISER
Kiyomi Waller
Scott Breverman
Mike Darnley
26-30 CRUISER
Dugan Neil
Jerry Jones
Mark Browning
Larry Cambra
Jesse Guymon
Mark McDonald
Rob Lynch
38-44 CRUISER
Bill Dumas
Evert Rosecrans
Terry Shaugnessy
45 & OVER CRUISER
Mike Mooneyham
William Kreipe
Dave Braswell
Ripley Z. Relievement
London Broiled
P. Guinness Zombcast

10 & UNDER GIRLS CRUISER
Heather Bruns
Briane Wojtowicz
Jill Kinner
11-13 GIRLS CRUISER
Monica Kelly
Stephanie Anderson
Mandy Ellingson
14 & OVER GIRLS CRUISER
Cindy Davis
Michelle Cairns
Christy Homa
5 & UNDER EXPERT
Jordan Dodson
Rodney Eulenfeld
Clinton Edmondson
6 EXPERT
Brandon Rauch
Daren Heaton
David Ballard
7 EXPERT
Cody Robinson
Justin Callin
Tyler Varnum
8 EXPERT
Shawn Zetto
Jason Ream
Ronnie Jeanes
9 EXPERT
Adam Winter
David Kelley
10 EXPERT
Brandon Meadows
Abraham Aguilar
11 EXPERT
Gary Houseman
Larry Cambra
Justin Svoboda
12 EXPERT
Kevin Royal
Tyler Shaw
Dust Walters
13 EXPERT
Chris Accacia
Tony Lopez
14 EXPERT
Poussin Florent
Mike Yizaz
Justin Miner

15 EXPERT
Corky Gainsford
Jason Donnell
Kendall Burleson
16 EXPERT
Zack Roebuck
John Rana
Brian Givens
17 EXPERT
Roger Holder
Jason Richardson
Gary DeBacker
18 EXPERT
Brian Schmitt
Jason King
Bubba McIntosh
19 & OVER EXPERT
Kiyomi Waller
Moses Tillman
A PRO
Christophe Leveque
David Milham
Michael Ellis
Brian Foster
Robert Harris
Lawan Cunningham
Erik Abbadessa
AA PRO
Pete Loncarevich
Terry Tenette
Brian Lopes
Gary Ellis
Billy Griggs
David Clymer
Kenny May
Matt Hadan
Brian Lopes
Dave Cullinan
Kenny May
Christophe Leveque
David Milham
Erik Abbadessa
James Pichard
John Parse
PRO CRUISER
Eric Rupe
Kenny May
D.D. Leone
Billy Ae
Todd Slavik
Cecil Johns

1991 FINAL STANDINGS

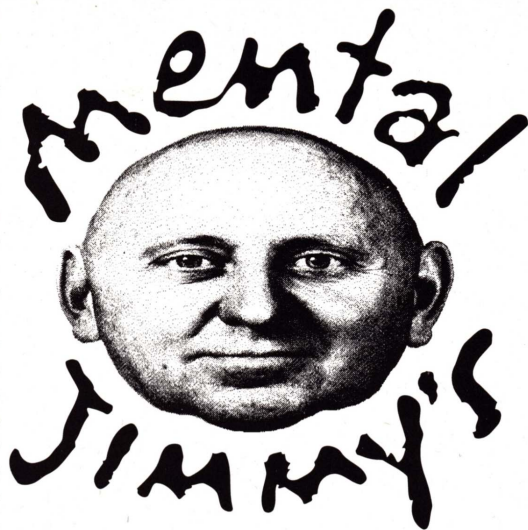
PRO CRUISER	AMATEUR
1. Kenny May	1. Zack Roebuck
2. D.D. Leone	2. Jason Donnell
3. Darrell Young	3. N/A
4. Neal Allen	4. N/A
5. Eric Rupe	5. N/A
6. Erich Alexander	6. N/A
7. Galen Starlin	7. N/A
8. Mahlon Abrams	8. N/A
9. Mike Potter	9. N/A
10. Craig Gaydos	10. N/A

A PRO	BIKE SHOP
51. David Milham	1. Nor Cal Domino's Pizza
52. Ross McMahon	2. S&S Racing
53. Eric Jones	3. Colour Control
54. Tim Hall	4. CFC Racing
55. Christophe Leveque	5. R&C Racing
56. Dean Patch	

FACTORY
57. Lawan Cunningham
58. Erik Abbadessa
59. Bryan Reust
60. Mike Ellis
1. GT
2. Vision/Free Agent
3. Robinson
4. Redline
5. Haro

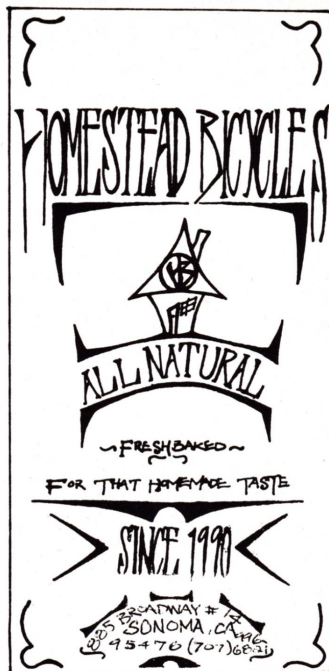
AA PRO
1. Pete Loncarevich
2. Gary Ellis
3. Charles Townsend
4. Brian Lopes
5. Billy Griggs
6. Steve Veltman
7. Mike King
8. Kenny May
9. Terry Tenette
10. David Clymer

If you've never shopped mailorder, it can be a pretty scary experience. Most of them **don't** know a fluted aluminum seatpost from a psychedelic wheel cover. If you **let** them get away with it, they'll ship you anything just to get your money. **The** truth is, most **mailorder** companies are run by kooky old men and shifty **guys** from Kansas who have never ridden a day in their lives. Ask the sales girl the difference between heat-treated and cold-forged and **you** get an answer **like**, "Geez, I don't know. Let me ask **Dick** in the back. he pops wheelies in the parking lot all the time."



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The City of Mayfield: Home of Beaver Cleaver, Eric Carmen, and flatland freestyler Dan Sirkin. If you have been to an AFA, NBL, OFA, or just about any freestyle contest in the past six years, chances are good you've seen this guy ripping.

Dan has been freestyling for about six and a half years. He's from Ohio, lives with his parents, goes to college, works part time, and rides the rest of the time. While mainly riding flatland, Dan also rides street. The past year Dan joined the team force of Haro Bikes, with support from Fusion, A'ME, Hammer, and Bell Helmets.

His bedroom serves as a shrine with his sixty trophies. Towering over the rest is the five-foot-tall award for his NBL National Class Championship for 1990. Dan also won the 1990 NBL Midwestern and OFA Ohio Class Championships.

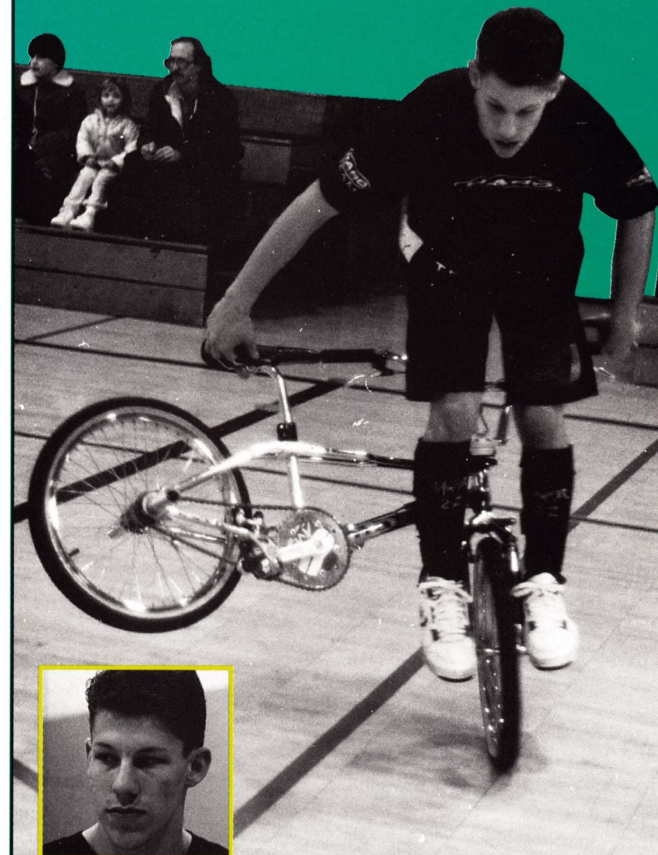
When not competing, Dan puts on freestyle shows at schools and shopping malls. The message of the shows is "Winners Don't Use Drugs." The FBI recently honored Dan with the "Drug Demand Reduction Program Award." He's appeared on five television shows including *PM Magazine*, and has been written up in numerous newspapers.

Favorite tricks of Dan's happen to be switch-footed dump trucks, gliding locomotives, and linking tricks. He never goes anywhere without his tricked out '92 Haro Master, equipped with Super Pro bearings at each grip end. As far as food goes, Dan is always game for Taco Bell's tacos and Domino's pizza.

His plans for '92 are to keep hitting the national contests, to continue doing school shows, and to tour with Team Haro. If you're ever in Northern Ohio and want to ride, look up any of the following: Scott McIntyre, Matt Boenker, Dave Kramer, and Dave Meade...a few of Dan's riding companions.

Above all, Dan Sirkin says, "Ride for fun and help keep free-style alive."

—Cal Sirkin



A larger-than-life Dan Sirkin gets down to nitty gritty SO gritty, it makes Wolfman Jack's voice sound like an opera singer's. Right this very minute, Haro owns this guy.

dan sirkin

Are We Not E-team?

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Halloween day. All I care about is what I'm gonna be tonight, because if I don't figure something out soon, I'm not gonna get any candy. I could dress like the NBL contest director who happens to be driving this rental van. Her name is Ellie Stack and we already have the same haircut. (none) Or I could be a heavy metal Dunkin' Donuts baker like Leigh Ramsdell who is crushed against the seat to my right and is listening to Debbie Gibson. Jimmy Deaton is looking at a girlie magazine that I just picked up at a truck stop in wild, wonderful West Virginia. But once again the big box of bowls, frying pans, and teapots falling over on me reminds me of the real purpose of this journey. Soul Kitchen.

As I travel northerly from Virginia, Steve Buddendeck moves laterally from New York so that the 2 B's may once again unite, scam, scrounge, and annoy people. Oh, and hold a contest. Today's bowling tournament is being held at 4 Wheels Out lanes located in the heart of Chicago, Illinois.

Well, looking back on it now, as I sit in Personal Management class, I'd have to say all in all it was a success. It's Monday now and the teacher just walked in so I'll try and look like I'm taking notes.

Friday night was a success because we got to 4 Wheels Out and it was chock full of riders and skaters. And ramps. It was also cool because it was snowing and the winds outside were blowing 200 MPH. We met Judy the owner, Art (the guy in charge of bike stuff), and Jim the faithful employee. Art was one of my favorites. He not only offered us a place to stay, but actually let us ride after the park closed that night. We were the only three people in the whole, huge place, and Leigh and Jimmy still managed to crash into each other. Duh. Don't tell Judy we rode though—she wouldn't approve. Suddenly we realized...

Hold on. Chad's tapping me on the shoulder. Oh no. I got my test back. A 54? Is this out of 100? Oh no...this is no lie. I got the worst grade in the class! That's what I get for skipping classes to go to contests. Now where was I? Oh yes...

We realized we had to have Ellie's van back half an hour ago so we rode for another hour and promptly returned it. We had our driving privileges revoked by an angry woman and went to sleep in the van. As we dozed off in the

sub-zero weather, Leigh read us a story from the girlie mag, in his heavy southern hick accent. It was a magical night.

We woke up at 6:30 the next morning with frost on our toes and half an inch of ice on the inside of the windows. Must have been all the heavy breathing from the bedtime story.

When we got to the park we decided it would be a nice place to hold a Kitchen so the NBL set up for flat. Many had told me that the announcer was on some type of mind-altering substance or that he was at least annoying. I had no problem with him except for the fact that he stole the sound system later that night. I was having so much fun running around with my new toys (neither of which I could use very well) that I didn't pay attention to much of anything. I attempted to record everything on a mini tape recorder, but the eject button was so sensitive I kept flinging the tape across the floor and then proceeding to put it back in wrong. I'll blame that on my lack of facts. I also proved myself a photographic idiot with my new camera. As I was standing on the platform shooting a few airs, I had my fish-eye lookbacked directly from my camera to the flatbottom. Did this ever happen to Spike?

Well, flat was running. People were doing swirly-spinny chilly willies all over the place. Chad DeGroot got first and last place in 16-17 Expert (he was the only entry) and busted some of the most original moves of the day. The local Hiro took 18 & Over Expert with tough comp from Bryan Huffman, Chris Young, Mark Hilson, Aaron Behnke, and John Jenlasins who placed just like that.

Mark Mazza edged out Brett Clawson in 14-15 Expert by pulling a Gnarly Charlie. I just made that up because I know

nothing about flat. Heck, I just pulled my first hang-5 last night. So that was flat. No wait...I guess there were Pros too. Mike Noonan, new guy to the Pro class with his patented Ragin Cajun (hope you didn't fall for that one either) beat World Champ Chris Poulos. Does that make Mike the new World Champ? I do recall Chris doing a hitchhiker that threw sparks and him ending his run with the old forward flip over the bars that the announcer somehow interpreted as a back flip. That must be how it looked from his world.

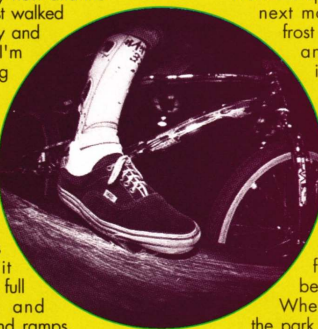
Uh oh. The teacher's calling on me. Hold up...man, did I ever BS that one. He expected me to do homework this weekend? I just missed three classes in a row! There goes my class participation grade.

Ramps? Calm down...I'm getting there. There was a lot of good riding here. Jon Pequet crashed the night before but stayed to watch the Kitchen on Saturday before going to the hospital for a busted ankle. Hardcore. Therefore his class was dominated by Adam Banton (nice tailwhips and a bunch of new variations) and Brandon Trotter.

Everyone yelled "Do it!" and I yelled "DON'T do it!" for Brandon. I had nightmares for weeks after seeing Brandon's last backflip fakie attempt in other Kentucky. He is psycho and now has no neck. He didn't try it. Thank you, Brandon.

Eric Carl rode with the power vested in him by the little Hawaiian Punch man on his shirt. High variations on the side of the ramp, cutting things short until later that night...at which point he pulled one off at five feet out. If at first you don't suck seed, try a grain.

Well, I'm sorry if I buzzed over flat and ramp but that was the NBL's concern. My baby was the Street Kitchen, and believe me—this was no blue baby. In fact, she was so late she didn't pop out until almost one o'clock in the morning. We had a limited time schedule to work with so we decided it was now or never. Jaime Spreitzer was



OPPOSITE PAGE, bottom left: Rob Noll taking to no-handed flight as "Lokus," the most annoying announcer-type, over-exaggerates. THIS PAGE, top right: The Lumberjack Brett Huntzinger twisting up a launch ramp lookdown. Bottom Left: Ministry t-shirt in effect, Jason Childers of Tennessee does up a picture-perfect Neil Armstrong. Last place in Average Joes.

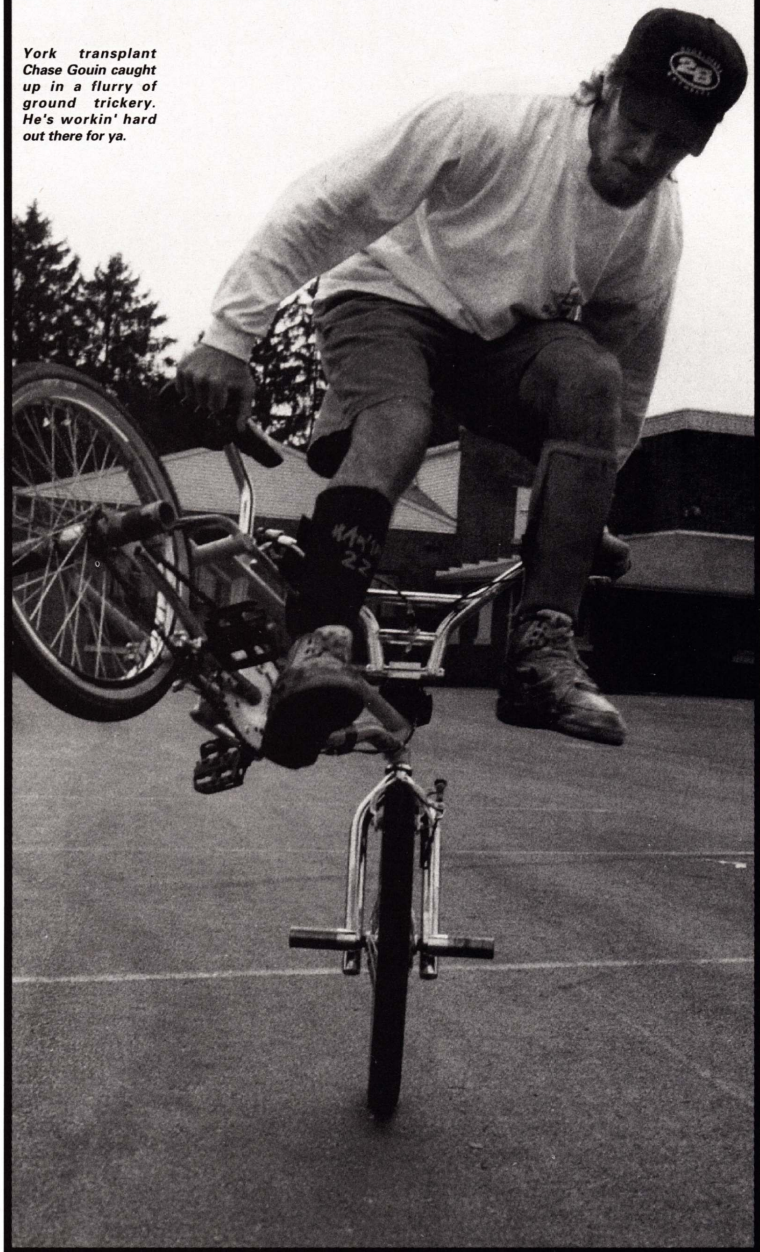
street kitchen

ROAD
TRIP

4WHEELS OUT: CHICAGO, IL
WORDS/PHOTOS: HAL BRINDLEY

NO ADDITIVES OR PRESERVATIVES

York transplant Chase Gouin caught up in a flurry of ground trickery. He's workin' hard out there for ya.



Thursday; October 17, 1991
Like the heat of a thousand suns, it burns on—Phoenix, Arizona. A hot hell hole not fit for human survival. The hottest damn place on earth, basically. My mind was racing a hundred miles a minute trying to figure out a way to evade the scorching 103-degree heat in the middle of October. Day life is basically a fool's paradise, sunbathers excluded. One can only imagine how ecstatic I was when I got hooked up with plane tickets departing from Hades, arriving in Baltimore, Maryland—one hour away from the site of many a Dorkin' video (Mt. Rose) and Lungman's parlor of pleasure.

My girlfriend's mom lives in Maryland so my ride to York was arranged and booked. After a boss seafood dinner and 45 minutes of friendly yet hopeless conversation with my girlfriend's mom's politician of a husband, we safely arrived at Mark Eaton's house. Chase Gouin and Lunger, the warm welcoming committee, were on hand—MTV and all. It was raining pretty hard all day in York and the temperature dropped to approximately 40-degrees that night, to my delight. Chase was bored out of his mind, not being able to engage in his compulsive riding behavior. Eaton was fairly content with the boob tube.

Prior to leaving Arizona, I was muddled in a marathon attempt to finish Bill Nitschke's new video which was to be sold at the York comp. It took me 48 hours and a little sleep to complete it. So, after about an hour of talking to Chase and Marky Mark, sleep was mine for the havin'.

Friday; October 18, 1991

A new day dawned, I was refreshed, and it was sunny. Word. Chase's luck was not good that day though. His new RL Edge tire had a large warp in it. Luckily I had a fat Comp ST that I was going to pawn off at the contest, and I let him use it. Mark, Chase, and I started the trek to Mt. Rose parking lot to ride some flatland.

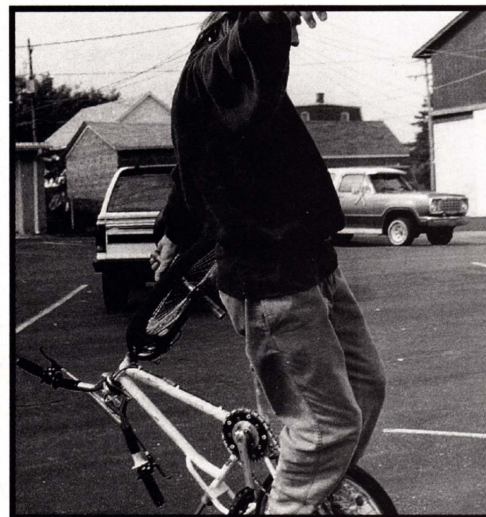
The Canadians were already there, practicing for Saturday's events to come. Basically everyone rode all day with no major problems...the exception being Chase who broke spokes in his back rim on whiplashes. He was sore.

Saturday; October 19, 1991

The day of the jam was in full effect. I woke up to MTV and donuts that Eaton's lady had donated to our cause. There were about 15 guys from all over in Mark's guest/party room. I think everyone unloaded some product at that moment; I know Chase made about \$80 in sales

Kevin Jones. The Baco kids were on hand—Chad DeGroot, Mark Hilson, and Chris Rye, A.K.A. Elfkin. They travelled down with none other than Punk Rocker, Superstar, Rosemary's Baby, Long-haired Bill Nitschke. He was there to unload Pulse product from minute one. Perry's pardner rode, not, that day.

Chad DeGroot was trying some messed up stuff, but really didn't pull much off. He was having a bad day. Geoff Martin, crazy spinning Canadian, was making people ill with his perverted passle o' tricks.



The ever-illusory Kevin Scott Jones.

profits. We loaded up and headed off for the Mt. Rose contest/jam.

Behind us in a suspicious white, rusted, rented van was the Brooklyn, New York posse (about ten of them) who were closely protected by a pitbull (not the brake)...their 24-hour security piece. They probably had semi-automatic weapons as well.

We got to Mt. Rose and to my surprise there weren't that many people there. Missing in action: Sean Leslie, Craig LePage, John Stapleton, Chris Young, Eddie Fiola, and Ron Wilton. Not missing was

The thugs from New York were only temporarily chillin' due to the fact that their rental van had to be back in Brooklyn by 6:00 PM (good luck). They packed up and left at about 2:00 PM, pitbull and all, to Chase's delight. Chase hates dogs, especially on-the-loose, mean-looking, starving pitbulls. It was just O.M.C.R. (One More Chase Row).

Hal Brindley of 2B fame was present, accounted for, and trying hard to unload 2B garb. The feel in the air almost resembled a mini-swap meet. Yours truly also got rid of a few Dope Ammo Jr's, so I didn't feel

left out of the barbering. Chase and Kevin were riding inhumanly hard, unleashing tons of new stuff unseen by the trick-hungry masses. Said Chase, "People are starving for tricks so they come to York." Cameras and video cams followed the stars endlessly, wherever they may have roamed.

Marky Mark Lung finally got things rollin' for the contest. He wanted \$20 per entry but ended up getting only \$5 from various riders. Two-thirds of the riders there didn't enter. Ten participants made up the Second Annual York Jam/Comp. Of course, Bill "Studman" Nitschke (w/out teeth) D.N.E. in order to uphold his rock and roll image. Drob Meyer was not there, by the way.

The judges were chosen, myself being one of them, and the festivities were to begin momentarily. Everyone had two two-minute runs. Geoff Martin was the first rider out. Let's put it this way: he is the fastest spin trick master you're ever likely to witness. When asked how he did, Geoff replied, "I really went off-off my bike, that is." He messed up, but less than everyone else. First place and twenty smackers.

Soothsayer "Tex" Thayer, reigning master of the halfpacker, came in second place. His smooth, flawless style was to his advantage this time. Second and ten bucks. Third and \$5 came to Bacoboy Mark Hilson, fresh off a broken ankle, who produced a clean run...if not sano. Fourth place went to nice guy Chad DeGroot who was bad but I didn't see him pull off one thing all day, including in his run. His reward: fond memories. Chris Rye, The Video Cringer, was awarded fifth after a good run. Eric Cookus from Maryland got sixth. He did bunnyhop cliffhangers. Enough said.

Fifteen-year-old Tom Hagen got seventh place. Shawn Exton from The Great White North got eighth. Mike Noonan received the ninth and Joe

Bellino from New York got tenth.

The contest was over and



Geoff Martin.

everyone had a great amount of fun. A jam/social event conglomeration formed and everyone hung out for the remainder of the day. After riding all day, watching Kev and Chase ride, watching people drool while watching Kev and Chase ride, and witnessing Nitschke get backhanded by a baykeestool, the day's event was pretty much over.

I had a lot to look forward to—a five-hour plane trip, returning to Phoenix, working on my new video Dope Ammo 6651/2: Not Quite Evil (should be done in January), and many sleepless nights. As I got off the plane I realized it had been raining and it seemed like a cold spell was upon us. I was juiced. Glory be—it was only 93 degrees. □



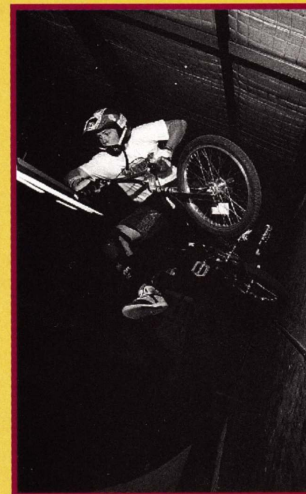
The York, PA Comp/Jam Experience
Story and Photos: Ellis "Bells" Watson

KONG

Street Lord socialite K.R.T. Schmidt, gettin' tricky.



The KOS series held many surprises and much fun for all in 1991. This mini ramp, flatland, and street series received good and bad comments but always did one thing—it gave riders an easy environment to compete in and have fun.

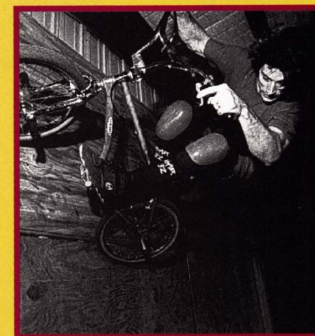


Young and old alike rip it up at Rampage.

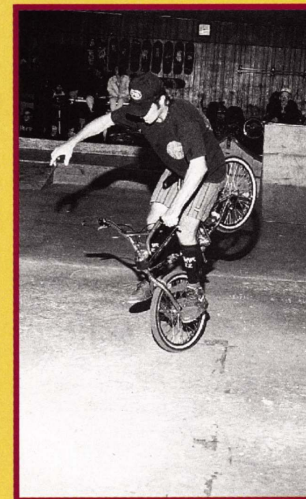
mini-ramp victory along with a second place and year end street title. Another fellow Minnesotan, Trevor Meyer did quick spins and other Woody Itson-inspired flatland gyrations (not really) to a second place in Stud flatland and possibly first for the year, but the totals are not in yet. Something about those Minnesota boys.

Flatland contests at Rampage bring out the studs and their studly tricks. Am mammoths like Tom Haugen and Ryan Clawson ruled the Pud flatland class from high atop their fluted gold anodized seat

posts with gold Elina seats with red lightning bolts. Cool as...I mean, smooth as Ice and always nice, Chase Gouin slayed all suckers in Stud flatland. Chase brought new life into the class, combining snappy footwork and original rolling combos for a well-deserved victory. Then the lights dimmed and the new mini/spine stratostructure was unveiled to everyone's delight. Winning was manhandled by Jay Miron who produced 540's, tailwhips, spine 360's, tailwhip noselicks, and more. Street is Sunday. Saturday is not long enough to rest up for Sunday's festivities, but Doug Pashuta fought off a bone-crushing effort by Jaimy McMinnesota for the win. The 360 bar spinner is definitely a man's trick. I did see Chase Gouin do more than one feeble grind and various other street tricks that prove freestyle is bike riding. Not street, flat, or ramp...but bike riding and nothing more. □



King Rick.



Chase Gouin. Whatever you do, don't call him cliff.



RAMPAGE: DAVENPORT IOWA
WORDS/PHOTOS: SEAN MURPHY

OF THE SKATEPARKS

Of all the places in the country I have been, the last place I would have dreamed of wanting to spend a weekend is Davenport, Iowa. Even so, this was not the case the weekend of November 9th and 10th in the year of 1991. Why, you ask? Actually, riverboat gambling. But running a close second was the Rampage Kong of the Skatepark finals held at the previously mentioned skatepark in the afore-mentioned city.

Now on to more important news. Krt Schmidt is the 1991 Stud Kong of the Skateparks Street Lord (that is the official title). "I would have won it outright but (Bob) Kohl had to go and break his leg for the sympathy win," said K.R.T. He put all threats of an upset on ice by lookdown 360'ing, nose...picking, wheelying, grinding, and noselick tail-whipping to another first and the year-end crown. Oh, he also sliced and diced through the cold Iowa air 720 degrees. As for another victory sweep by Minnesota riders, it just wasn't meant to be. But a bald boy given the name Jaimy McPharland snagged a



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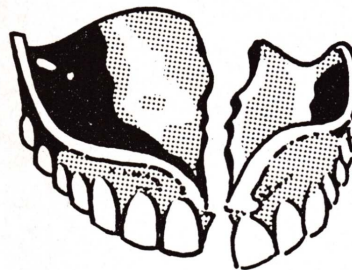
When Pete does sign a two-year contract worth \$64,000.00 (excluding miscellaneous contingencies, a 4.75% royalty on primary and ancillary product designs bearing his name, and an initial \$1000.00 signing bonus), he won't even have to take his stock S&M Holmes apart -- his new sponsor will simply give him a fresh set of stickers. If the championship-winning frame he currently rides ever wears out, we'll gladly give him a new one. What could be easier?

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WHAT WOULD YOU DO?



Had I been able to actually see the blackjack that removed a chunky portion from the back of my scalp, it probably would have resembled a gargoyle with a goatee and a party hat. Instead, my eyes blanketed shut with the kind of dreamy insolence usually reserved for model conventions or Elk Lodge meetings. I hit the concrete in perfect Swedish Fall formation, subconsciously saving myself thousands of farthings in dentist bills. Coming out of the coma, my first thoughts center around me spending some of that money on a pair of those new Brass Monkey Knuckles...

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INSPECTION



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You down with ATI? Brian Lopes, Rich Bartlett and Team Block, Brian Reust, Stu Thomsen, and the POW's (amongst others) are. One trial squeeze of these tacky feelgood grips is all it takes for their magic to take effect. The sensation is unreal on any of ATI's top three grip models: (from L to R) the Iso-Grip, the Pos-A-Trac, and the Newtron. The Iso's feature exactly 760 strategically-placed Iso-Grippers that relieve hand fatigue and do away with sweat. The Pos-A-Trac's have a radar dish-looking tread pattern that provides excellent traction in all climate conditions. All three models have small diameters for better control, but the Newtrons are the thinnest. The surface is covered with dense beads that help cushion your ride while gripping like mad. All soft, all colors. Consult a good bike shop around your house for proof.



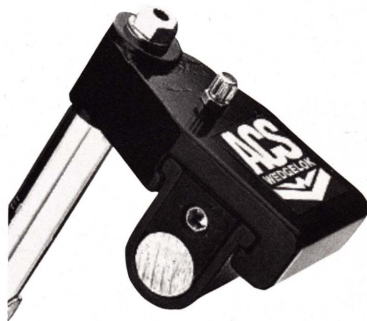
ALBE'S T-SHIRT

The dorsal (backside, boneless) side of the new Albe's tee features a jumbo silk-screening of a dual-headed oddity with the Albe's logo right alongside. The ventral (frontside) plane is anything but plain with its "Where Grey Matters" two-brains-are-better-than-one two-color art. Freaky style, b-ro. Designed by a man who goes simply by Todd!, the 100% cotton (pre-shrunk) t-shirts come in sizes L, XL, and XXL, and white only. A steal at only nine bucks from Albe's Bikes-N-Boards. Check their ad in this issue for ordering instructions.



VANS BLACK ON BLACK COLLECTION

Chuck Norris (we just never stop, do we?) taught us all a valuable lesson in the early eighties with his critically-acclaimed movie *Good Guys Wear Black*. Why, without Chuck, we'd still be sticking to humdrum all-white canvas deck shoes a la Dapper Dan. Enter the bad new "Black on Black" collection from those waffle-soled slicksters over at Vans. Pictured here (from left to right) is the low-cut Blucher design in black canvas and black leather, which go for around \$37 and \$50 respectively. Totally American made and handcrafted from only the finest materials. See, smell, and try on a pair firsthand at an authorized Vans dealer nearest you. And remember...they still do custom orders. Unbelievable (oh).



ACS WEDGELOK STEM

Surely by now you've taken note of the ACS ad advertising this strange bird of a handlebar stem and you've no doubt wiggled out, went into convulsions, bit your tongue off, etc. Calm down a little and we'll do a run-down on the specs of the revolutionary "back to basics" Wedgelok freestyle stem. ACS has taken the wedge concept and applied it to a gooseneck that puts the bite on your bars *by means of a single allen bolt*. Sound too good to be true? Check this out: the single double-threaded bolt on the side of the stem draws two internal handlebar locking devices up inclined wedge planes, which thrusts them tightly against the handlebar and secures them for all manner of thrashing. No more stem tops cluttered with bolts and holes, and a 75% reduction in bolt-stripping potential. Chrome-moly shaft and Potts Mod stem bolt with a forged alloy body. Fully compatible with Rotors and other detanglers. ACS vows to send a sample for gorilla testing soon, but if you can't wait, take a ride down to your local bike shop and inspect for yourself.

PURE POWER

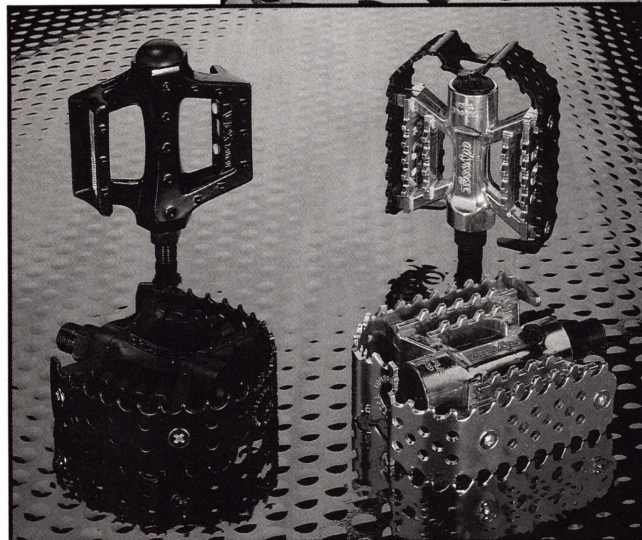
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Series sprocket
GT Pro Series alloy stem
GT Tires & GT Superface
sealed bearing hubs
GT Pro Series double seat post clamp
GT padded BMX saddle with
replaceable bashguards



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Dyno design Freestyle
frame and fork
GT Freestyle tires
GT heat treated crank and
platform pedals
GT Freestyle saddle and
seat post clamp
Alloy stem with Odyssey
Gyro and Dyno Drainpipe
Dio-Compe Bulldog brakes

Detour

Dyno design Freestyle
Frame and Fork
GT six-spoke Mag wheels
and GT Tires
Alloy stem and Odyssey Gyro
Dyna Drainpipe and
GT alloy seat post clamp



Was Mike Luna's one-finger braking technique at the 1991 ABA Grandnationals selected because the middle digit is stronger than the more-conventional index finger, or was Luna subliminally venting his inner rage against the weekend's misfortunes that ultimately kept him from snaking the Number One Amateur plate? We wonder. At least his GT, meticulously pieced together by Mr. Luna in true Eddie Fiola tradition (all white), was looking spiff. Photo: Brad.

STOP

• GT Power Series
Heat Treated CNC Cut
Alloy Sprocket.

• GT Power Series 4130
Chromoly Crankset with Sealed
Bearing Bottom Bracket.

• GT Pro Series
High Polished Alloy Double Bolt
Seatpost Clamp.

• GT Power Series
High Polished CNC Cut
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