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MAY 1985
VOLUME TEN
NUMBER FIVE

BMX ACTION



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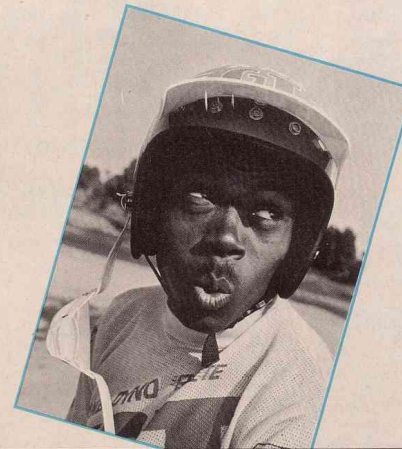
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COVER: Harry Leary, on the gas at Pico Rivera.
Photo by Gibey.



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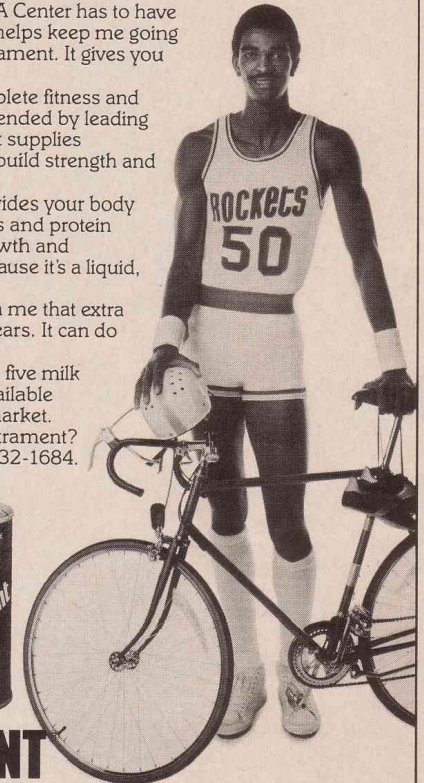
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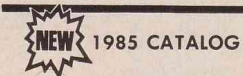
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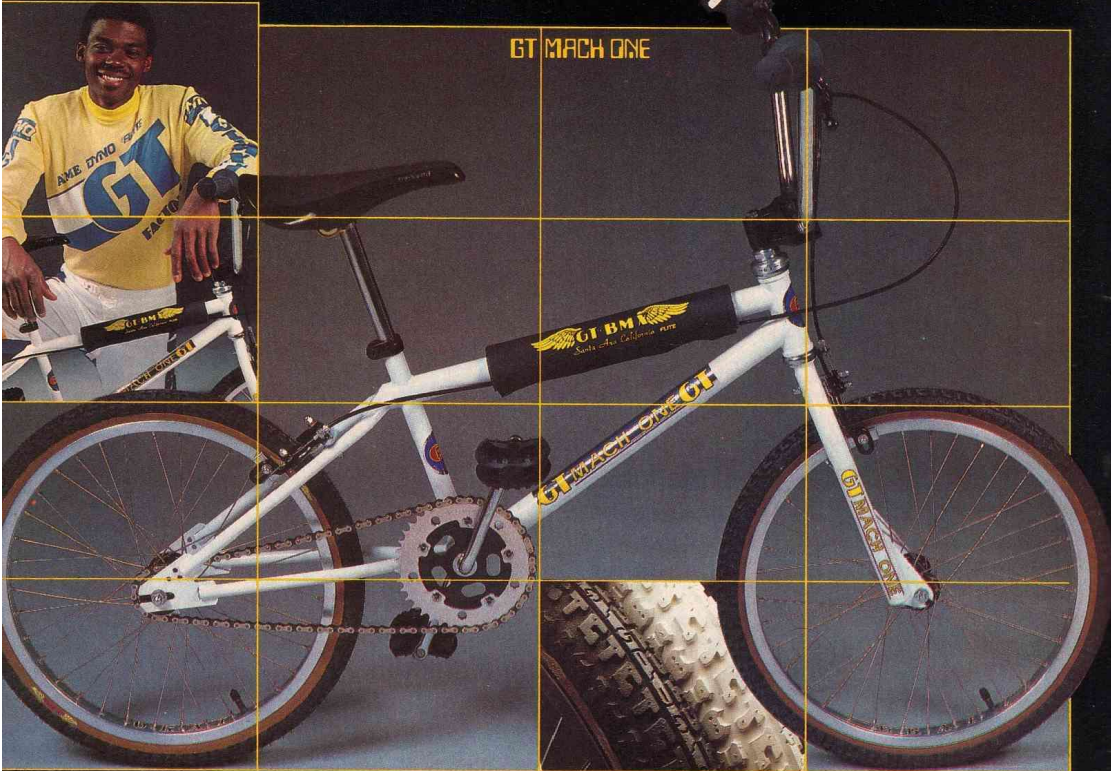
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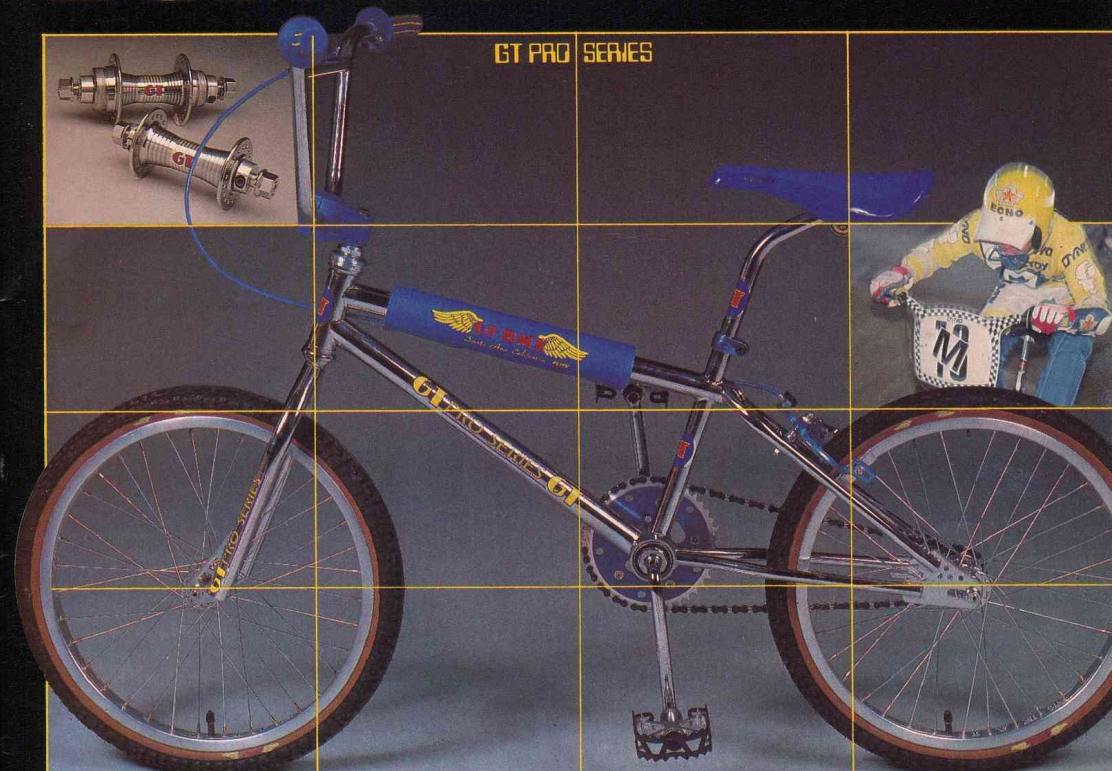
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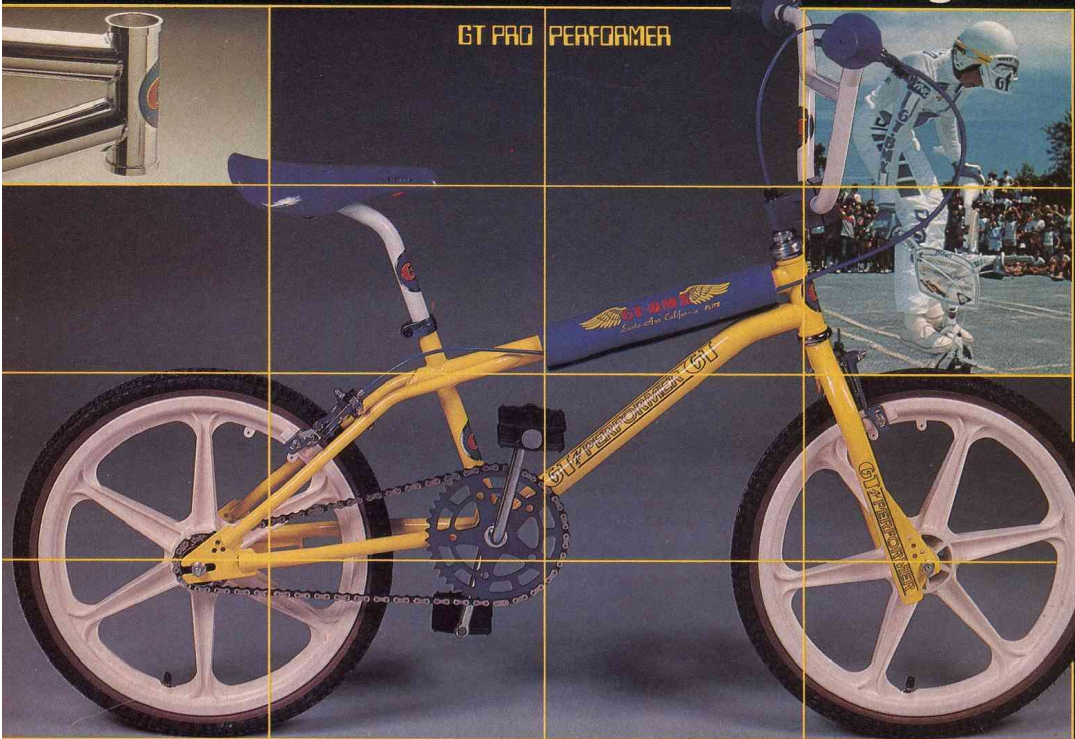
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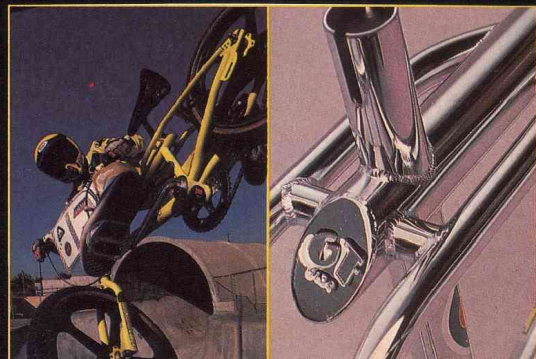
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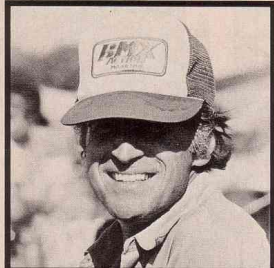


THE REAL NUMBER ONE

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DEAR WIZ



Hi, all you readers of the Mighty BMXA. (Incidentally, did you know that there are over 700,000 of you guys out there? And every single one of you with excellent taste.)

Anyway, we may be missing a good bet with DEAR WIZ. It occurred to me a few weeks ago that you guys probably have some pretty interesting questions about

the stars of BMX and freestyle. It further occurred to me that I can probably get some pretty interesting answers. So, you wanna do it?

Just call me the Rona Barrett of BMX ACTION. But address your questions to:

BMX ACTION - DEAR WIZ
P.O. Box 5279
Torrance, CA 90510

COUNTRY

Dear Wiz,

Hey, Oz, I hear you like country music. Well, I have this neighbor named Moe Bandy, and he likes country too. Sometimes I'll be sitting outside reading my BMXA and enjoying the fresh air and I'll hear him jammin' down on the steel guitar.

But I hate country music. How about if we switch houses? Then you can listen to as much country as you want, and I'll be where the REALLY good tunes are.

Bryce Johnson
Adkins, Texas

WHAT? WHAT? You don't like

country? How can that be? You ever heard Ernest Tubb singing "Walkin' the Floor Over You" or Hank Williams doin' "Your Cheatin' Heart"? Sorta brings a tear to your eye. Or have you heard the new one that Willie Nelson and Ray Charles just released called "Seven Spanish Angels"? If THAT don't get you, NUTHIN' will.

You REALLY live next door to Moe Bandy? And you don't like country? That'd be like me having to live next door to Johnny Rotten . . . - Oz

ME AND YOU AND LINUS

Dear Wiz,

My life is ruined! Today I was

forced to retire my Team Red Line shirt due to excess air conditioning (holes). I'm so depressed. I just needed to tell someone who knows how much these things mean to us BMX'ers.

Eric Lee
Austin, Texas

Aw, man, this is the worst! I have this blue sweatshirt with BICYCLE MOTOCROSS ACTION on the back. We did it for an article on silk-screening in the August 1978 issue of the mag, way back before it be-

continued on page 75

HEAVY-DUTY LIGHTWEIGHT. THE NEW GRAFIGHT 2000.

If you're looking for a pedal that's as tough as you are, but one that won't weigh you down (about 400g a pair), then check out the new Grafight 2000 from MKS. Its ultra-lightweight design has all the top features, including a Cr-Mo spindle and removable cage. Made from a hi-tech, space-age resin that won't rust, corrode or bend, Grafight 2000's are tough performers: whether you're street ridin', freestylin', or blastin' the competition. Plus, they'll go real easy on your cash.

So when you're ready for a pedal from the 21st century, check 'em out at your local bike shop!



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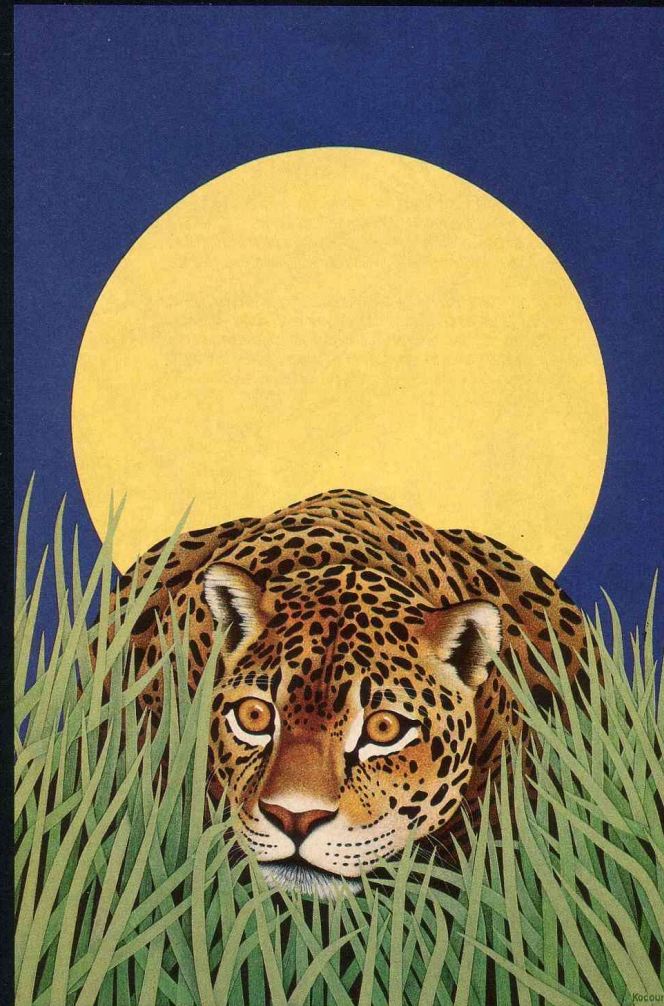


Illustration: Jaguar



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REDLINE

Celebrating the '85's

Before 1985, BMX was blah. Sure, you'd see a little color here and there, but nothin' really spectacular. Red Line's new models change that forever.

Radical new paint treatments and power-charged graphics punch the '85 Red Lines into fast-forward with some of the hottest componentry & technology ever to grace a BMX or Freestyle machine.

Like the most exotic sports cars, they're high-performance statements of pure style.

Since photos can never do 'em justice, you'll have to visit your local Factory Authorized Dealer to experience the new Red Lines up close & personal. Come celebrate the most exciting development in bicycling since the invention of the wheel. The '85 Red Lines.

*These are only factory-suggested retail prices, not necessarily for specific set-up shown. Prices on West coast delivery and do not include tax, freight, and dealer prep. East coast prices approximate 10% higher. C.P.S.C. equipment included, not shown. All prices, specifications and components subject to change without notice.



SANO-TATION DEPT.

BY STEVE GIBERSON

Howdy folks, how ya doin'? Sano-Tation's been missin' in action (no pun intended) the last couple months, so let's get down to biz and check out some new goodies. Oh yeah, if you have any hot tips that you want to pass along, or if there's a product you'd like run through the mill to see how it holds up, jot down the vital stats and send 'em off to:

BMX ACTION
c/o Sano-Tation Dept.
P.O. Box 5279
Torrance, California
90510

YOU WON'T BELIEVE IT! IT'S THE DALE MOD!

A couple days ago, Dale Cooper, who works down at Riverside Schwinn (over in Riverside, California), called and said he wanted to bring down his new invention for a quick preview. We yawned,

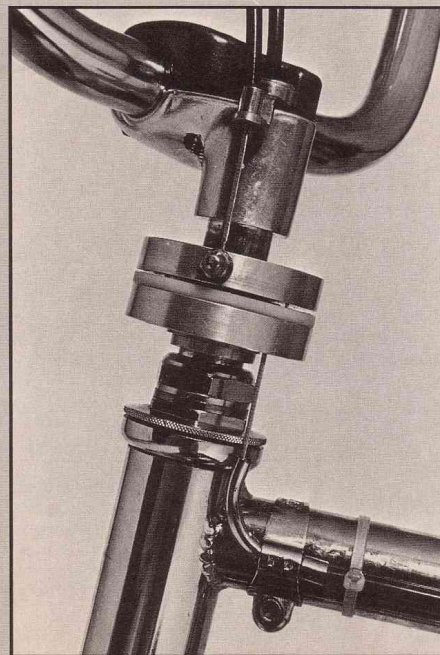
scratched our heads, and finally told him to come on down.

When he showed up with a Potts Mod that's built for REAR calipers, our jaws immediately dropped into our laps. Think of it! Put the Dale Mod (which is the name everyone around here has tagged onto it) together with a Potts Mod for your front caliper, and it's possible to spin the bars around FOREVER without kinking the cables. This is the best news for hard-core freestylers since the invention of the quarter-pipe!

So how does this deal work? A two-piece aluminum pivot is the heart of the whole thing. The top piece has a tube that runs down through the inside of the bottom piece, and the whole thing is held together with a snap ring. That means the two pieces are connected, but can easily turn independently of each other.

Now the other interesting thing is that there are two sections of brake cable. The first one runs from the brake lever to the top half of the aluminum pivot, and the second one starts at the lower half and runs to the caliper.

Now check out the photo. See how the anchor



All right, all you freestyle fanatics. Your prayers for something similar to a Potts Mod for the rear caliper have been answered! Get ready for (drumroll, please) the new Dale Mod - the creation of Dale Cooper. ACS is working right this moment to get them into production, and they should be plentiful by the time you read this.

attached to the stem's wedge bolt catches the end of the upper cable housing? And how there's another anchor on the top tube for the lower cable housing? That's so the whole aluminum pivot can move up and down to activate the rear caliper AND still pivot for days on end.

Braking performance is every bit as good as normal.

The only drawback to the system is that you have to run the stem about an inch higher than normal so that the aluminum pieces can slide up and down the stem shaft. No real biggie.

Right now Dale is working with ACS on gettin' these guys into production, and they'll have a complete kit available by the time you read this. The kit will come complete with an ACS stem, a Potts Mod bolt for your front caliper, and all the goodies necessary to set up the Dale Mod. Right now it looks like the whole package will go for right around 40 frogskins. Bitchen!

HERE COMES DA WHAT?

The other day Timmy Judge cruised by our offices before the Pico Rivera national to say howdy hi and see if we wanted to catch a little of his aer-

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SANO-TATION DEPT.

ialometry for a Hot Shot. Of course we're not gonna turn down an offer like that, so he pulled his bike out of his flight bag (he'd just flown in from Florida) and proceeded to put it together.

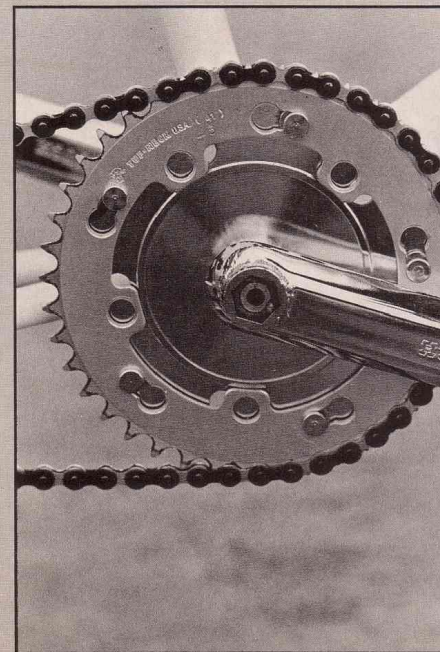
Being the impeccably sharp-eyed dudes that we are, we immediately spotted a very unusual chainwheel setup on his scooter. Closer inspection revealed a set of studs, bolted onto the spider in place of regular chainwheel bolts, and the chainwheel had been modified so that it could be slipped on and locked into place. That meant he could install and remove the chainwheel without tools. Amazing!

This deal is called Da Studd, and it comes from B.G. Racing. What's B.G. Racing? Well, if you said Bill Green, you know what you're talkin' about. Bill Green's a totally cool semi-old fart who races 35 & Over Cruiser (he's good, too — like NBL National No. 1 in that class in '83 and '84), and he also operates the hot Boystown track in Florida. Bill ran Da Studd all last year, testing and perfecting it before unleashing it on an unsuspecting world.

Timmy told us all he does now when he changes

a chainwheel is loosen up the back axle, take the chain off the front sprocket, hold a pedal between his legs to keep the cranks from spinning, rotate the gear backwards 'til it gets to the big holes, pop the chainwheel off, slap on a new one, spin it forward, put the chain back on, and tighten up the back wheel. Then he flips the bike over and takes a couple of easy pedals to completely seat the gear onto the studs. It takes about a minute. Compare that to how long it takes you to change a front gear that has five bolts. We're talkin' very definite time savings in the pits. That means you have more time to hang out at the snack bar and scope the pit tootsies and other such important stuff.

At first we were a little concerned that the studs wouldn't hold the chainwheel firmly in place and that it would pop off when you pedalled backwards. But after watching Timmy pull a gear off and on, and trying it ourselves, we can say there's plenty of friction to keep the chainwheel from sliding backwards when it's not supposed to. Timmy's done a whole bunch of testing himself, including pulling the wheel back extra far so that the chain was ex-



Da Studd. This setup is dialed — front gear changes have never been so easy.

cruciatingly tight, and then spinning his cranks backwards as fast as he could to see if that would unseat the sprocket. It didn't.

Da Studd is adaptable to any power disc, spider, or three-piece pedal arm. The whole set goes for around \$14.50.

The chainwheels are available in 41 through 45 tooth sizes, and they go for about \$11.50 each.

Purty slick idea, Bill.

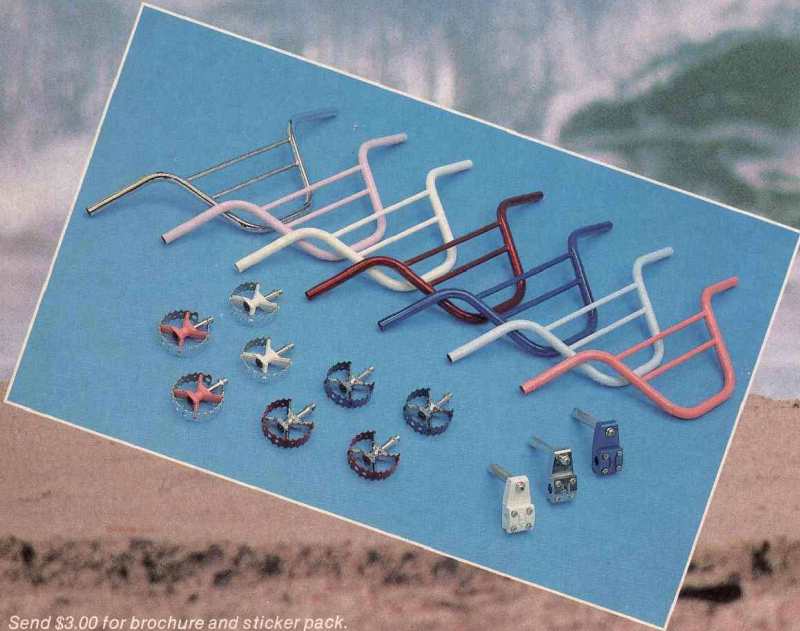
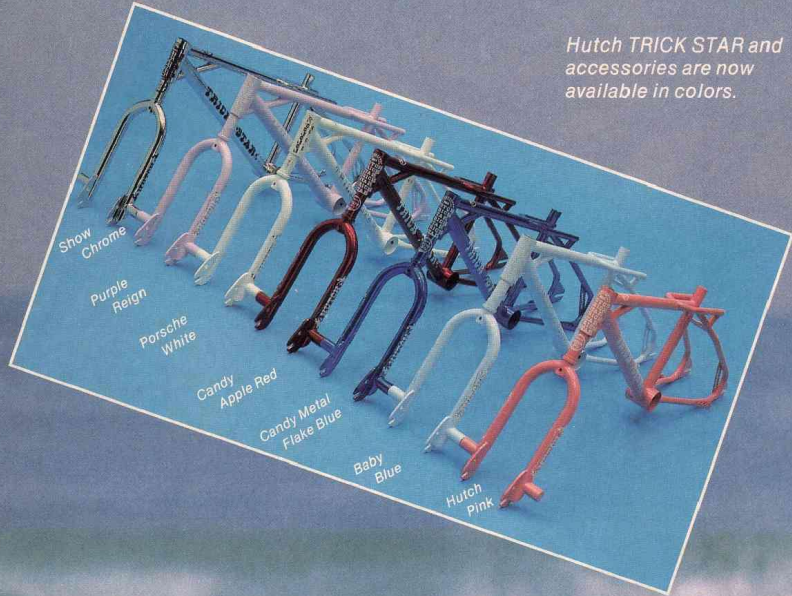
HOT TIP TERRITORY

This one's totally simple, but we'll bet there're a whole bunch of folks out there who haven't ever used it. When the tips of your Allen wrenches start wearing down, it won't be long before they start messing up the bolts. To cure this all you have to do is break out your hacksaw and trim off the worn part of the wrench. File or grind down the end to clean it up, and voila! Fresh Allen wrench. Eddie Jones from Blue Point, New York, supplied that one.

If you're the kind of rider who hates things like dust, crud, mud, and rust on your bike, even inside, stick a 10-speed handlebar end plug up inside the bottom of the fork stem. It won't keep ALL the foreign substances out, but it'll slow down the flow. It looks sano, too. That one came from Jamie "Dude" Lirette in Toronto, Canada. ■

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THE

JUDGE

SERIES



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The new Tim Judge Series will really knock your gavel! It's frame and fork set in white and candy apple red and blue set in guilty in first degree rad! Judge's heavy duty tubing has proved without a doubt to be able to withstand everything that wild and daring Tim Judge can put it through.

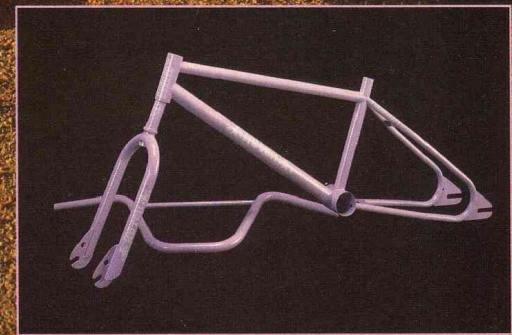
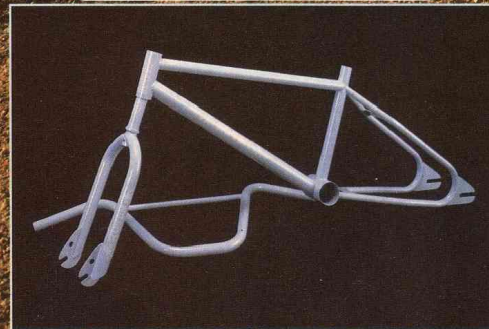
Tim Judge has been judging Hutch products for years, putting Hutch products to the test and proving their advantages. When you shop for a new Hutch product, you can be confident that you're getting the highest quality and the best value available. Hutch has built its reputation on quality and excellence.



HOLLYWOOD

All the critics are raving over Mike Miranda's Hollywood Series! With Hutch's tradition of highest quality strength and lightness, the Hollywood Pro

frame and fork set in pink, silver and light blue will get top ratings from real BMX fans. Mike is sure to get an Oscar for this one!



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(301) 242-6944

ABA 1985 NATIONAL SCHEDULE



SILVERDOLLAR NATIONALS
JANUARY 6
Reno, Nevada

CAJUN NATIONALS
JANUARY 13
Shreveport, Louisiana

SUPERNATIONALS
JANUARY 27
Pico Rivera, California (LA)

WINTERNATIONALS
FEBRUARY 10
Phoenix, Arizona

DIXIELAND NATIONALS
FEBRUARY 24
Raleigh, North Carolina

GILLEY'S NATIONALS
MARCH 17
Pasadena, Texas

U.S. NATIONALS
MARCH 31
Bakersfield, California

LONESTAR NATIONALS
APRIL 14
Austin, Texas

LAND OF LINCOLN NATIONALS
APRIL 28
Springfield, Illinois

COWTOWN NATIONALS
MAY 5
Ft. Worth, Texas

MAY 12
Stockton, California

MAY 26
Woodward, Pennsylvania

JUNE 2
New York State

JUNE 9
Millersville, Maryland

JUNE 16
Charlotte, North Carolina

JUNE 30
Detroit, Michigan

JULY 4
Elkhart, Indiana

JULY 7
Janesville, Wisconsin

JULY 14
Iowa

JULY 21
Colorado Springs, Colorado

JULY 28
Salt Lake City, Utah

AUGUST 4
Boise, Idaho

AUGUST 11
Maple Plains, Minnesota

AUGUST 18
Seattle, Washington

AUGUST 25
Portland, Oregon

**U.S. GOLD CUP
CHAMPIONSHIPS**
SEPTEMBER 22
Fort Worth, Texas

SEPTEMBER 29
Summerville, South Carolina

NOVEMBER 3
Southern California

**SUPERBOWL FINALS
RACE OF CHAMPIONS**
NOVEMBER 28-29
Tulsa, Oklahoma

GRANDNATIONALS
NOV. 30-DEC. 1
Tulsa, Oklahoma

* Supercross Events
** Summer Tour

ARE YOU FAST ENOUGH TO EARN YOUR WINGS?



Introducing the new Oakley O/Wing grip.

The wing provides better lateral traction and a quick reference for re-gripping if your hand comes off in the heat of battle.

The O/Wing is engineered with many other Oakley features, such as our exclusive new tread pattern, our neoprene/lycra flange[®] and Unobtainium[®] 49.

If you're fast enough to need all the gripping power of our new O/Wing and Factory Pilot Gloves, you're fast enough to fly with the pros.

You've earned your wings.

OAKLEY
When you do it for the money.

Suggested retail price of O/Wing, BMX Grip: \$5.95. Factory Pilot Gloves: \$30. Send \$12 for Factory Pilot Hat to: Oakley, 3 Whigley Dr., Irvine, CA 92714. USA O/Wing, the wing itself, Unobtainium and the neoprene/lycra flange are registered trademarks of Oakley, Inc.

JUST IN TIME FOR THE SPRING THAW, WE SNAGGED ALL THE LATEST AND TOTALLY COSMO FACTORY GOODIES WE COULD GET OUR PAWS ON FOR YOUR PERUSAL, THEN HERDED 'EM INTO THE BMXA PHOTO STUDIO FOR PHOTOING, AND AFTER THAT IT WAS OFF TO THE PLUSH, SPACIOUS, AND WONDERFULLY SPIFFY BMXA EDITORIAL OFFICES FOR CLOSE EXAMINATION, TESTING, AND WORD PROCESSING. MANY LATE NIGHTS LATER, IT ALL CAME TOGETHER IN THE...

SPRING Equipment Roundup

Complete Bikes



HUTCH PRO RAIDER

Hutch quality with an econo-qual price tag. The Pro Raider has a chrome-moly frame and fork, and is liberally sprinkled with qual componentry like a Tioga headset and bottom bracket set, Araya 7X rims, Suzue hubs, SR stem, and Takagi cranks. It also has front and rear calipers, Hutch Force Connection quick-change spider, and Shimano DX type pedals with a chrome-moly shaft. The frame is the same geometry as Hutch's Expert Racer, so this bike is aimed at the 11-13 age range. HUTCH HI-PERFORMANCE.



KUWAHARA PANTERA

Incredibly econo-qual, the Pantera has a 100 percent chrome-moly frame that has a 1 1/4 inch oval down tube, some beefy 3/4 inch chain stays, and pretty dialed lookin' welds. The componentry includes Ukai aluminum rims, Sunshine large-flange hubs, platform pedals, Comp III type knobs, four-bolt stem, CW type bars, and a rear caliper brake. KUWAHARA.



SCHWINN STREETWISE

Streetwise? It sure is. It's got a 4130 chrome-moly frame with Bi-Oval construction (where the top and down tubes flare from

round to oval at the steering head tube) and fat 3/4 inch chain stays. Dia-Compe MX calipers grace both ends, and the bike also has an SR stem, steel rims that have lightening holes punched in 'em, ovalized fork legs, lay-back seat post, Sugino one-piece forged crank and aluminum spider, and plastic platform pedals. This pup was born Streetwise. SCHWINN BICYCLE COMPANY.



DIAMOND BACK SUPER VIPER

You can check out the February '85 issue of Mighty BMXA for a complete test of this scoot, but in the meantime, take a gander at the three main tube chrome-moly frame, chrome-moly fork, Sugino stem, heat-treated one-piece crank, lay-back seat post, Comp III type knobs, Sumo aluminum rims, front and rear Dia-Compe stoppers, and the slick new grey, black, and chrome color scheme. This moto-mobile is intended for dudes and dudettes age 8 to 12. Suggested retail is \$179.95. DIAMOND BACK.



HUTCH PRO RACER

This is one sano ride. Let's see, there are the totally chrome-moly Hutch Pro Racer frame, fork, and bars (we're talkin' hot handling here, gang), and in addition to the classy chassis, there are mega doses of top-drawer components like a Dia-Compe MX caliper that



DIAMOND BACK FORMULA 1

You say that you're a mid-sized critster who just ain't big enough for a Diamond Back Turbo? Well, that's exactly where DB's Formula 1 comes in. Let's just say that this is an early-teen Turbo. Yeah, it's got all the rad stuff like totally race-proven chrome-moly frame, fork, and bars; 20 X 1.50 Araya 7N rims; 20 X 1.75 front and 20 X 1.50 rear Tioga Comp III tires; Sugino CT three-piece forged chrome-moly cranks; shoe grabbin' SunTour XC-II pedals; and Oakley B-1B grips. Suggested retail for the Formula 1 used to be \$350.00, but DB has rolled the price back to \$239.95! Rad! DIAMOND BACK.



GT PRO SERIES

Yep, this is GT's totally choice top o' the line race scoot. If

SPRING
Equipment Roundup

you want all the fine print details, you can flip some pages and check out the complete test in this issue. We'll get you droolin' right now by tellin' you that it's got all the qual stuff you'd expect — like a chrome-moly GT Pro Series frame, fork, and bars; a new GT stem that's got some gigungus clamps; GT sealed-bearing hubs with hollow chrome-moly axes; SR Speed Trap pedals; GT tires; Ukai aluminum rims; Dia-Compe MX caliper; and . . . well, you get the idea. This thing is decked out. GT BMX.



GT MACH ONE

The econo-king of GT's line, the Mach One has been updated this year with GT knobs front and rear, Ukai aluminum rims (that replace the Ambrosios that came on it last year), larger platform pedals, the addition of a front stopper, a new GT stem, an SR Cosmo-Lite heat-treated crank, and a zoot GT Epoch headset that has a dyno-cosmotic self-tightening feature. The frame and fork are chrome-moly, and the complete bike tips the scales at 24 pounds, 5 ounces. Not shabby at all for a bike that costs around one Andrew Jackson more than two Ben Franklins. GT BMX.



SCHWINN NIGHTHAWK

New to Schwinn's lineup, the Nighthawk has a spiff black

chrome (or regular chrome) finish, Ukai aluminum rims and SR low-flange hubs, a chrome-moly frame with Bi-Oval construction, ovalized fork legs, an SR stem, front and rear Dia-Compe MX calipers with Tech 4 levers, and a Sugino one-piece forged crank with an aluminum spider. SCHWINN BICYCLE COMPANY.



SCHWINN BLACK SHADOW

This is the bike that replaced the Sting, which means it's got a tough act to follow — but it's doin' it with grace and aplomb. It's got Schwinn's ultimate method of construction, Tri-Oval, where the top and down tubes flare from round to oval at the steering head tube, and the seat tube does the same at the bottom bracket shell. The tubes are also butted where they flare so that there's extra material where the stresses are greatest. Other good-guy equipment includes the tapered fork legs, the Araya 7L aluminum rims, the Sugino OPC Pipe cranks, SunTour aluminum and chrome-moly stem, slick black chrome finish, and a price tag that's in the neighborhood of a mere \$259.95. Amazing! SCHWINN BICYCLE COMPANY.



RED LINE 800P

Qual, qual, qual. This dude is fresh out of the R & D department after getting its '85 specs dialed in. For example, check out the sano new two-tone paint jobs. The forks and the rear triangle are show-chromed, while the front triangle is painted! Hot lookin', huh? You can have your choice of colors, too — either white, Kodak yellow, or turquoise. Triple-butted tubing for the top and down tubes is one of the nice surprises on the slick Red Line PL-20 frame. And check out the hot tapered legs on the fork. A burly Red Line Forklifter handlebar (this dude is trick!) and a Forklifter stem will steer you in the right direction. Can't forget the Dia-Compe MX 901 caliper and Tech 4 lever, Suzue small-flange sealed-bearing hubs, Ukai aluminum rims, or Sugino "The Pipe" cranks, can we? RED LINE ENGINEERING.



MONGOOSE EXPERT

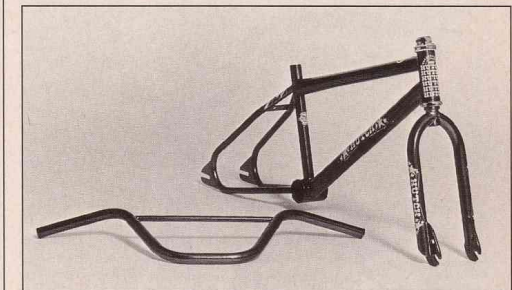
For street rippin' or gettin' in on the action at your local track, the Mongoose Expert might be the hot ticket for ya. It's got a hell-arc welded frame with a chrome-moly front triangle, an aluminum and chrome-moly stem, Mongoose Pro Class calipers front and rear, heat-treated one-piece 175mm cranks, quick-change spider and chainwheel, platform pedals, and aluminum Mongoose Pro Class rims that have been artfully pierced (and lightened!) with extra holes between the spokes. That's cool because these holes reduce the rotating weight of the rims without sacrificing strength. Back to the components, there's also a SunTour 16 tooth freewheel, Comp III style knobs, and a Mongoose saddle. Take your pick of red, blue, or black components with a chrome frame, fork, and bars. BMX PRODUCTS.



RED LINE 500B

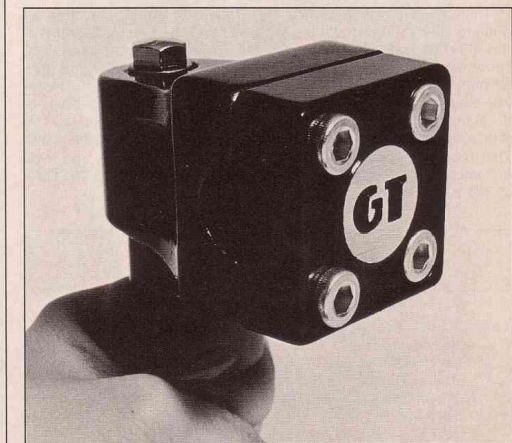
Here 'tis, the most econo-qual Red Line ever. The frame has a

chrome-moly front triangle and a high-tensile steel rear end, a forged alloy stem, A'me grips, Sugino heat-treated one-piece 175mm cranks, quick-change spider and chainwheel, Ukai aluminum rims, Suzue hubs, and a Dia-Compe rear caliper and Tech 4 lever. The 500B is available in white, Kodak yellow, and chrome. The suggested retail for the painted models is \$179.00, while the chrome's suggested retail is \$185.00. RED LINE ENGINEERING.



HUTCH JUDGE SERIES FRAMESET

Built for radsters who want much quicker steering and extra durability, the Judge Series was designed by . . . you got it, Timmy Judge himself. It's got fast-draw geometry with a steering head angle of 74 1/2 degrees. We're talkin' for experienced racers only. You'll discover cool features like an oversized 1 1/2 inch down tube, a 1 1/4 inch top tube, and double thick dropouts for both the frame and fork. The quick geometry and the extra durability features make this bike a natural for both racing and serious freestyling. Take your pick of white, candy apple red, or candy apple metal flake blue. HUTCH HI-PERFORMANCE.



GT STEM

Holy gargantuan clamping, Batman! This new stem from GT has four bolts for mega clamping power, and a clamping surface area that's huge! Lest you think the large size of the stem means

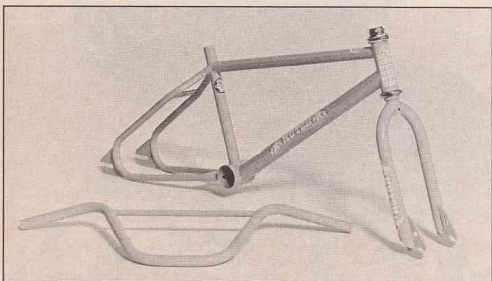
SPRING Equipment Roundup

it's overly porky, don't fret. The interior has been extensively ported out to rid it of excess material. The shaft is chrome-moly, while the clamps are forged aluminum. Forward reach is 1 15/16 inches, and the weight is 1 pound, 2 1/2 ounces. You can also get these GT stems with either a regular stem bolt or a hollowed-out version called the Brake Thru System so you can set up a Potts Mod on your front brake for freestylin'. GT BMX.



DIAMOND BACK TURBO LITE TRANSIT SYSTEM

Rolls Royce equipment for the under 100 pound set. This kit is made up of a Turbo Lite frame, fork, handlebar, stem, and brake, and a Tange AERO-dynamics AR-202 10-speed style headset. The frame and fork use double-butteted chrome-moly tubing for max strength and minimum weight, and bolted together with the headset, they tip the scales at 4 pounds, 7 1/2 ounces. The stem is all aluminum (except for the bolt) and weighs 10 1/2 ounces. The bars are aluminum and weigh only feathers. These goodies have been proven time and again by DB's factory ankle-biters, and their technology is available to you. Suggested retail is \$179.95. DIAMOND BACK.

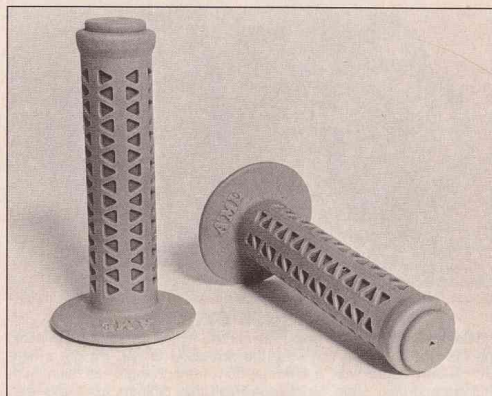


HUTCH HOLLYWOOD SERIES FRAMESET

Yowza! Take your pick of luscious pink, vivacious violet, or be-yoo-tee-full baby blue. The Hollywood Series frameset is more

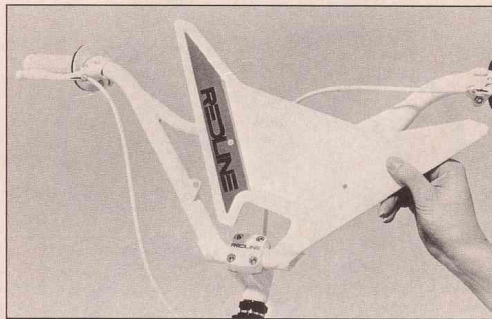
of a bike for the masses than the Judge Series chassis. The steering is much more like the stable but responsive ride that we're used to from Hutch's scoots. The frame checks in at a mere 3 pounds, 8 1/2 ounces. Nice, huh? HUTCH HI-PERFORMANCE.

Bars & Grips



A'ME UNI-TRON GRIP

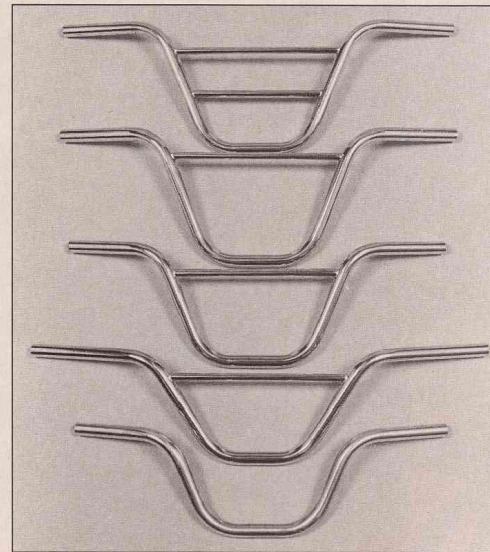
These Uni-Tron grips have a hard plastic end that extends beyond the soft compound Thermo-Flo rubber (which provides gnarly gription for your hands and handlebar) to keep them from tearing. What a concept! We're talkin' hot for freestylers who do lots of tricks that include laying their bike down on its side. Did you realize that these Uni-Trons are about half their original price? It's true. Suggested retail is now \$9.95. Cool! They come in six two-tone color combos; yellow/blue, red/blue, blue/grey, black/red, grey/black, and white/red. A'ME.



RED LINE FORKLIFTER BAR, STEM, AND NUMBER PLATE

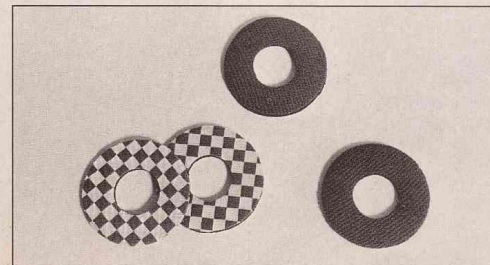
You know what, buckaroos? The dudes at Red Line hate for their products to be called "trick." They believe that their stuff is functional and ultra high zoot (and they're right), but to them "trick" is a term for products that are just all show and no go. Well, we hate to do it, but (snicker, chuckle) we've got to call their Forklifter handlebars trick. The whole deal is constructed from chrome-moly, but the center section that the stem grabs uses .065 wall thickness tubing with extra-deep knurling. The risers start out at one inch in diameter (so they can wrap around the bottom piece

when they're welded together), and then taper down to 7/8 inch at the top. Brackets are welded on so you can bolt on one of Red Line's slick number plates that custom-fit the bars. You can get the bars with either a straight or U-shaped crossbar, and the number plate comes in styles to fit either one. Oh yeah, we can't forget the Red Line Forklifter stem; it's got a cold-forged alloy head with a chrome-moly shaft, and is available with either a solid stem wedge bolt or with Red Line's De-Tangler bolt (so you can set up a Potts Mod on your scoot for freestylin'). Suggested retail for the bars is \$40 for the white'uns, while the chrome goes for \$43.50. The number plate checks in at \$9.95, and the stem goes for \$25.00. RED LINE ENGINEERING.



HUTCH HANDLEBARS

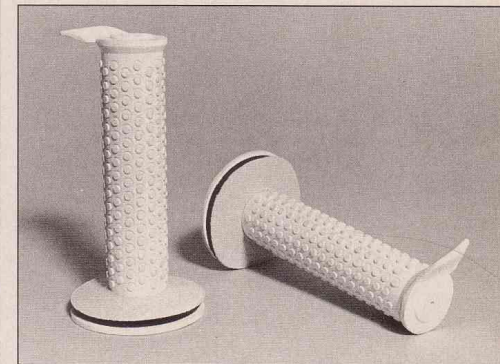
Jeez, Hutch has a handlebar for just about any application. Let's see, starting at the top of the photo, we have the Hutch Freestyle bar with its double crossbars so you can pull off more creative standing mancoovs. Both the Freestyle bar and the Pro Racer bar (which is the next one in line) are 28 inches wide and have an 8 inch rise. They both come in chrome, red, blue, white, baby blue, pink, and violet. The freestyle bar goes for \$29.95, while the Pro Racer bar checks in at \$26.95. Then comes the Expert Racer bar that's 25 1/2 inches wide with a 7 inch rise, and the Cruiser bar that's 28 inches wide and has a 6 inch rise. Both the Cruiser Racer and Expert Racer bars are available in chrome only, and retail for \$26.95. All the above bars are 4130 chrome-moly. The last pup here is the Mini Racer bar that's got a 24 inch width and 4 1/2 inch rise. This dude's constructed of lightweight 2024 aluminum and is available in either a chromed version at \$27.95, or a polished aluminum number at \$20.95. Whew! HUTCH HI-PERFORMANCE.



FLITE DONUTS

These donuts don't taste too hot, but they do protect your

thumb and forefinger from hatin' life after some severe thrashin' sessions, and they also come in about a zillion colors. Let's see, there's red, black, blue, yellow, white, lavender, pink, aqua, red and white checkers, blue and white checkers, black and white checkers, and yellow and black checkers. FLITE.



OAKLEY O/WING GRIPS

The choice of Factory Pilots the world over, the O/Wings use Oakley's exclusive Unobtainium 49 rubber compound for great gobs of gription. They also have a slick Lycra and neoprene flange so you don't wear your thumb down to a nub, and those trick little stabilizer wings to keep you flyin' straight and true in the heat of the battle. They come in all the normal colors like red, white, blue, black, and yellow, and some rad new colors like hot pink, lavender, and hot orange. Suggested retail is \$5.95. OAKLEY.



ODI MUSHROOM NUGGETS

Packaged to go, these Mushrooms still have their famous (and ultra-comfortable) spiral pattern, but they're now shorter and have a smaller outside diameter. They're easier to hang onto, and the shorter length is even hot for full-size radsters. Another hot feature is the tube of Gripton C-R bonding agent that accompanies each pair of grips so you can glue dem pups on securely. We're talkin' peace of mind — the kind that comes when you KNOW the grips aren't comin' off. If the above photo was in color, you could take a gander at the spiff new neon colors, too — pink, green, and orange. But since it's not, you're just gonna have to sneak over to your neighborhood hot shop for a look-see. ORNATE DESIGN.

continued on page 32

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THE

PREDATOR

THAT COMES

OUT AT

NIGHT



Predator
Nighthawk leads
you out of the dark.
Fast, light, and responsive
yet constructed to
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loads on the circuit or
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performance. See
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Schwinn dealer for
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An outstanding value
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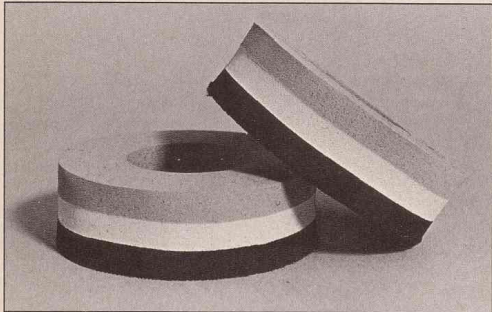
(Prices may vary)

Predator
NIGHTHAWK™

ALL SCHWINN
BICYCLES MEET
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BICYCLE CO.,
CHICAGO, IL

PICTURED MIKE POULSON, SCHWINN PRO TEAM CAPTAIN

continued from page 29

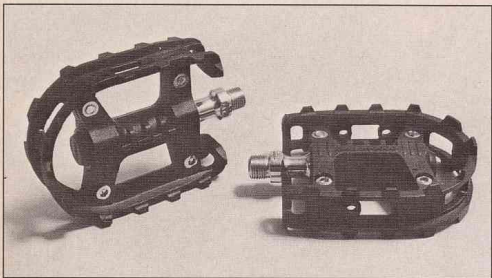


FLITE JUMBO DONUTS

Yeah, we know you want your hands as far as possible towards the outside of the bars for max power. Now you don't have to stack up a whole bunch of thin thumb donuts to keep 'em there — just pick up a pair of Flite Jumbo Donuts. These extra-thick dudes come in lightweight foam in three-tone color combos that match all the hot factory colors. Also, in case you were wondering, the Jumbos have an extra-special Lycra thumb pad that'll keep your digits blisterless. FLITE.

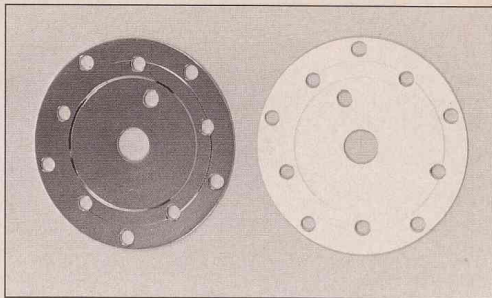


Cranks, Pedals, Bottom Bracket Sets, Etc.



MKS GRAFIGHT-2000 PEDALS

Good stuff here, race fans. These pedals use the same incredibly tough fiberglass impregnated nylon material for the bodies and cages as their predecessors — the MKS Grafight-X pedals — but they've been improved with replaceable cages and bigger teeth for more grip. These teeth can also be sharpened for even more bite. Nach, they still have all the hot features like chrome-moly shafts, totally light weight (they tip the scales at a mere 7 ounces each), and big platform size for mega shoe support. MKS.



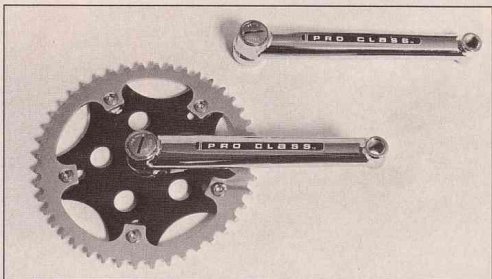
HUTCH AERO-SPEED DISC

These puppies are machined to perfection on Hutch's computer run lathes. The 7075 aluminum is heat-treated, then polished, and finally either chrome plated or finished with baked-on epoxy white. The Aero-Speed disc fits all one-piece cranks, and accommodates all Shimano, SunTour, and Pro Neck chainwheels. Totally straight running? You bet. HUTCH HI-PERFORMANCE.



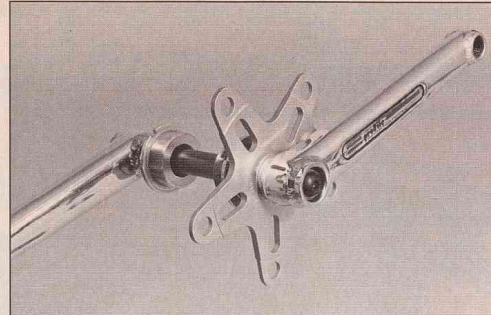
GT EPOCH HEADSET

Pretty tricky, you guys. This GT Epoch headset has a spring setup in its interior that's designed to self-adjust the headset and keep it snug. Just set it and forget it. Now that's our kind of maintenance schedule. With the aluminum dust cover (with its GT logo) and the aluminum top nut, the weight is kept to a slim, trim six ounces. GT BMX.



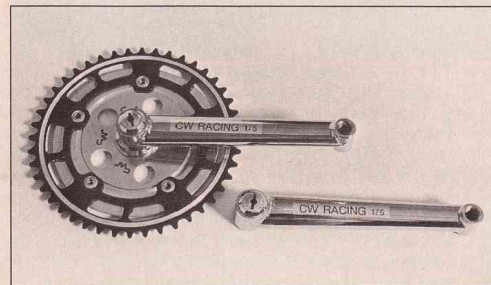
MONGOOSE CRANKSET

Psst! Check these things out. We're talkin' hot out of the jig here, sports fans. Top secret features include the fact that they're 4130 heat-treated chrome-moly, come in 175mm and 180mm lengths, have a chrome finish, and are compatible with all universal spiders, sprockets, and conventional tapered conversion spindles (for easy maintenance and repair). They also use 1/2 inch pedal shafts. That's the same size as one-piece cranks! These dudes also have a wider pedal stance for more efficient pedalling and greater foot positioning and stability. Left and right pedal arms will come in the kit, but the conversion spindle will be extra. You want to know the hottest part? The price may be higher in some areas, but the suggested retail should be in the area of 40 to 50 frogskins! BMX PRODUCTS.



PROFILE MINI CRANKSET

Whew! Can you believe that Profile is making some ultra-trick aluminum cranks for dinky dudes that look just like their famous bulletproof chrome-moly units? It's true. It took 'em 1 1/2 years of development, but they're ready. And you know what? A whole bunch of the features that go into the manufacturing of their chrome-moly crank (including a complicated process that enables the wall thickness to be increased from the large end to the small end of the arm) are included on these dudes. The right arm has a replaceable lightweight aluminum spider that's available in either a SunTour or Shimano pattern. Two spindles are available: A 7075 T6 aircraft aluminum number for riders under 50 pounds, and a titanium spindle for dudes up to 100 pounds, which is the suggested maximum weight limit for these cranks. Total weight for the cranks is a hair over 16 ounces with the aluminum spindle, and 19 1/2 ounces with the titanium puppy in place. PROFILE RACING.



CW CRANKS

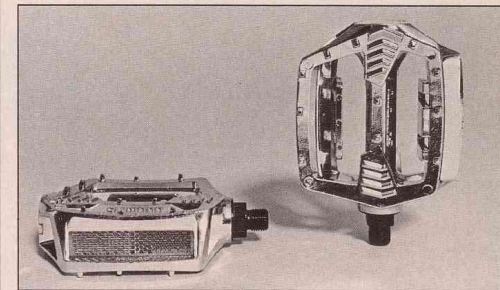
Whoo-ee! These things are brand-spankin' new. The crank arms are 4130 chrome-moly, and are designed to be used with a standard 10-speed style cotterless spindle (not included) and 1/2 inch shaft pedals. The 44-tooth chainwheel and the spider are both constructed of duralumin, and the spider is permanently swaged on. Weight of the pedal arms, spider, and chainwheel is only 1 pound, 10 1/2 ounces for the 175mm variety. They can also be had in 180mm lengths. CW RACING.



SUGINO "THE PIPE" CRANKS

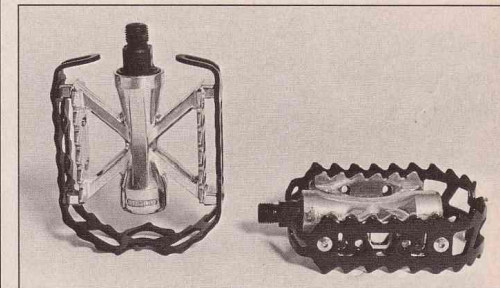
What do you get when you start with a tough chrome-moly tube

that starts its life completely straight, but then heads into a high-tech machine that walls, flails, forms, threads, and shreds on it 'til it pops out the other side as a one-piece tubular crank? "The Pipe" from Sugino, that's what. Light? You know it. Strong? Need you ask? SUGINO.



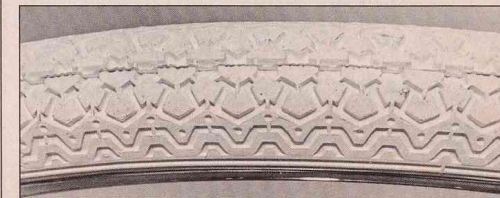
SHIMANO SX PEDALS

These guys have the same parallelogram design as their bigger bros — the DX pedals — along with the same hot-grippin' peg design. Even though they're slightly smaller than the DXs, the SXs still have hefty amounts of foot support, so your hoofs won't be wrapping around 'em like bird feet as you blast out of the gate. Better yet, they're also a little more economically-minded, if you know what we mean. They're available in 9/16 inch and 1/2 inch thread sizes, and in red, blue, gold, black, silver, or chrome. SHIMANO SALES CORPORATION.



SR SPEED TRAP PEDALS

If these pedals are good enough for Stu Thomsen, Greg Hill, Rob Fehd, Tommy Brackens, and a whole host of other factory cats, they're good enough for us too. Extra-huge aluminum platforms with scads of teeth wrap around the aluminum body and chrome-moly shaft. Take your pick of 9/16 inch or 1/2 inch threads. SR.

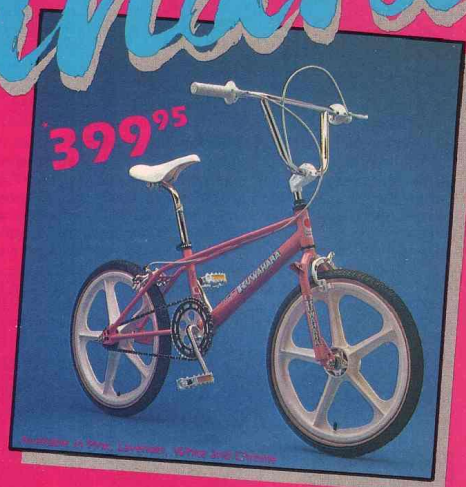


TIOGA COMP ST TIRES

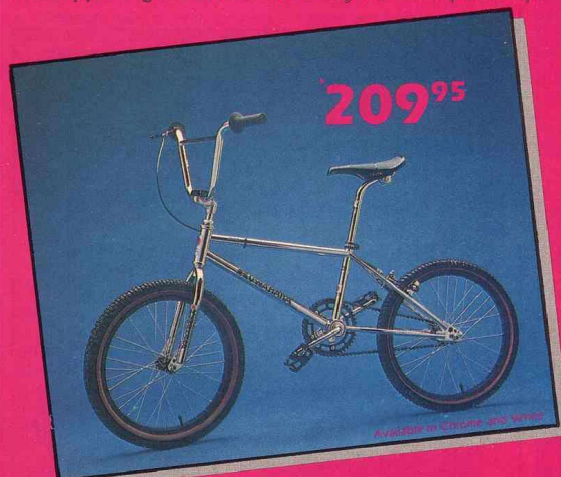
These dudes are earning their spurs as classics in the freestylin'

Kuwahara

The Exhibitionist, Kuwahara's Ultimate Freestyler in colors that'll Collapse your Corpuscles: Pink, Lavender, White or Chrome. Chromoly throughout. Handmade by Japan's most prestigious frame builders. Double Top and Down Tubes • Beefy Dropouts • Fork Foot Stands • Brazed on Cable Guides • Coaster Brake Hook-Up and World Wide Freestyle Experience assuring you of the most Advanced Piece of Equipment, and that's just the Frame Set! Check out the Happenings built around it at your local pro shop.



The Kuwahara Nova, an Explosion of BMX Value! This Chromoly Racing Machine uses only the finest Japanese Trickery like Ukai Alloy Rims • IRC Skinwall Tires • Sugino Crank • Elina Lightweight Saddle • Chromoly Laidback Seatpost • KKT Platform Pedals • Dia-Compe Brakes • Ame Tri Grips, and so on. . . . We're sure you get the idea. Combine the above with Kuwahara's Race-Proven frame set to yield the Explosive Nova. Check the price and you'll see the light, the Kuwahara Nova!



The Pantera, Kuwahara's Double Duty BMX Bike. 100% Chromoly Frame • Ukai Alloy Rims • Comp III type Tires • Sunshine Alloy Hubs • Sugino Crank • CW type Bars, are only some of the reasons why, when you open this puppy up you had better Hang On! The Pantera is designed to Blow the Doors off the Competition as well as get you to school in Style; the kind of Style that'll leave the Spectators gasping.



Kuwahara Bicycles are Available from Distributors World-Wide. For the name of Exclusive Distributors in your country, write to Everything Bicycles.

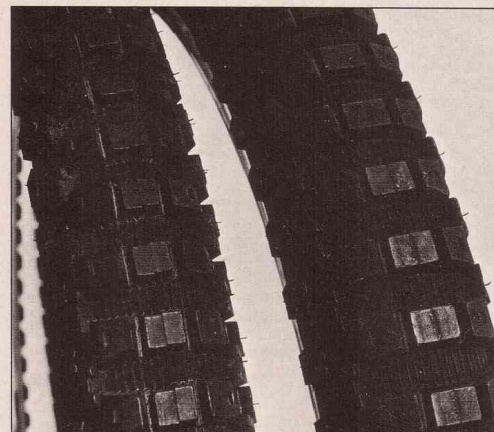
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CPSC Equipment Included but Not Shown. *Prices do not include Freight and Dealer Prep.

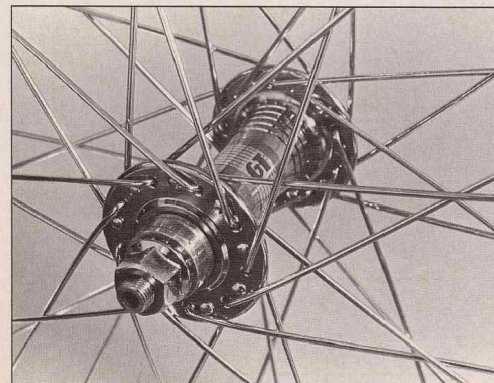
SPRING Equipment Roundup

department. These are the Comp IIIs of the asphalt set. Light? Of course. Good traction? What else? They can be had in 20 X 1.75 and 20 X 2.125 sizes, and in black, blue, red, yellow, white, and lovely lavender. TIOGA.



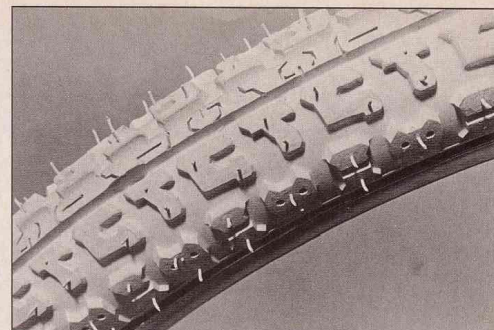
IRC Z-III TIRES

20 X 2.125 and 20 X 1.75 sizes? Yup. Skinwall construction for light weight? Yeah. Dirt-grabbin' rubber compound? Uh-huh. Long-lasting? Yes sirree. Since the knobs are set in straight rows in the center, do they work excellently out of the gate? By all means. Bionic gripton in the corners? Of course. These things sound hot, don't they? You got it. IRC.



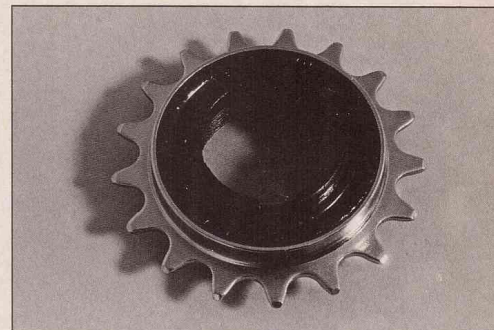
GT HUBS

What do you get when you use lightweight machined aluminum hub shells, sealed bearings, adjustable aluminum collars, and hollow chrome-moly axles? Didja answer GT sealed-bearing hubs? If so, you're right. The rear hub is also threaded on both sides so you can use 15 tooth and smaller freewheels. GT BMX.



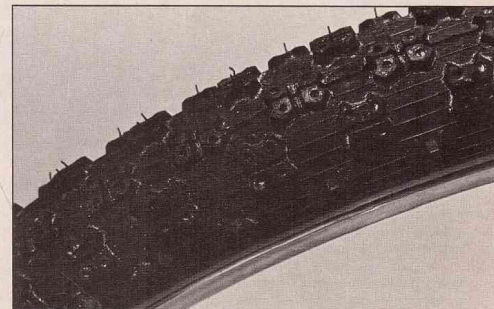
GT TIRES

The dirt starts flyin' from these GT-shaped knobs that ring both sides of the skinwall casing. Made by Shinko for GT, the tires are at home in dirt, and their raised center strip works great for freestylers who spend their time rippin' off 360s, 540s, and all kinds of extended spins. Take your pick of 20 X 2.0 or 20 X 1.75 sizes, with white or black tread. GT BMX.



SHIMANO DX FREEWHEEL

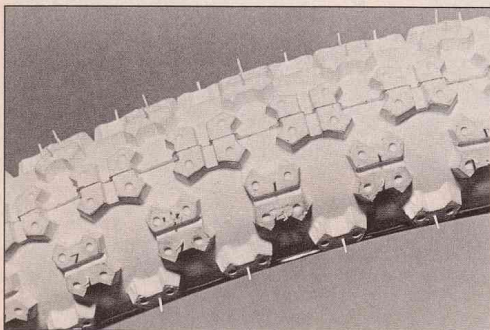
Hubba, hubba, hubba! This here DX freewheel uses chrome-moly for both the pawls and the sprocket for mega performance and reliability. The deep-chromed sprocket piece has been subjected to some special heavy-duty construction. That's nice to know when you're lined up on the gate, ready to put max horsepower on the dude. Take your pick of 16, 17 and 18 tooth sizes. SHIMANO SALES CORPORATION.



TIOGA COMP IV TIRES

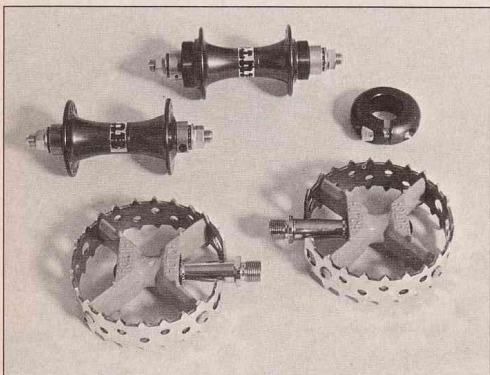
Built MUCH lighter than the Comp IIIs with wider spaced knobs, the Comp IVs produce totally excellent traction, but are at their best away from tracks with big bowl berms. (They're so feather-light that they tend to fold over under heavy side loads.) Definitely a sprinter's tire 'cause of its minimum rotating weight. That means faster starts and quicker acceleration. Good stuff. TIOGA.

SPRING
Equipment Roundup



TIOGA COMP III TIRES

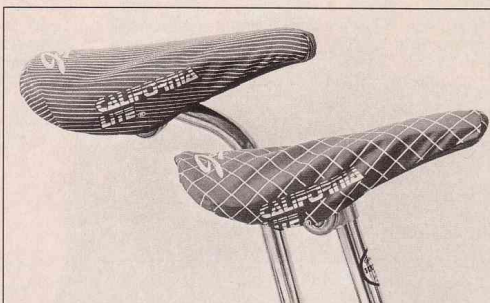
If there were a museum for classic BMX goodies, you'd definitely find these dudes in there. What do you get? Well, gnarly traction, lightweight skinwall construction, minimum rolling resistance (thanks to the narrow center row of knobs), and about a billion knobs per tire. Take your pick of 20 X 1 1/8, 20 X 1 3/8, 20 X 1.50, 20 X 1.75, or 20 X 2.125 sizes. You even get your choice of black, blue, red, yellow, and white! All right! TIOGA.



HUTCH COLOR-COORDINATED COMPONENTS

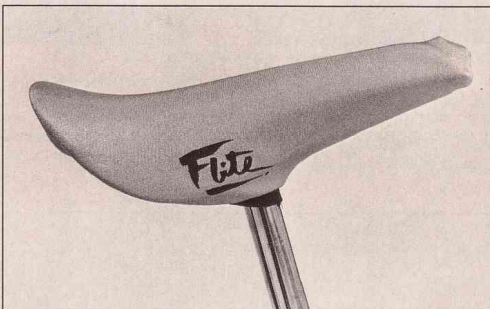
Now you can completely color coordinate the components on your Hutch to match the new wild colors of the Hollywood and Judge Series framesets. Hutch's killer shoe-grabbin' pedals have heat-treated 4140 chrome-moly spindles, Class 3 double-sealed bearings, cast aluminum bodies, and 6061 aluminum cages with burly teeth. The cages and spindles are silver, and the bodies are available in white, pink, and chrome. The aluminum and chrome-moly Hutch Pro Stems (not shown) have an extra-long forward reach to give your knees extra breathing room. Both Hutch's magnesium and aluminum hubs use Class 3 bearings, but the mag hubs have a titanium axle while the alum hubs are equipped with a heat-treated hollow chrome-moly axle. The stem, hubs, and Hutch aluminum seat post clamp are available in chrome, black, red, white, blue, and pink. HUTCH HI-PERFORMANCE.

Seats, Seat Posts & Other Seat Stuff



CALIFORNIA LITE SEAT COVER

Tired of aching cheeks? Have you gotten to the point where you actually dread those long, long all-day practice sessions? Well, you'd better invest in a California Lite seat cover. It's constructed from tough, lightweight nylon and tough Poron foam that's resilient but long-lasting. The covers are available in both a pinstripe and multi-color grid design. They install easily on just 'bout any seat. We tried 'em on several different bikes in our warehouse, and they make a nice addition to any saddle. JOHAR OF CALIFORNIA.



FLITE FIT-ALL SEAT COVER

Purty slick lookin', eh? This pup is very lightly padded and is designed to fit all BMX, 10-speed, mountain-bike, and cruiser seats, which means you'll have to keep an eye on your sister to make sure she doesn't snag it for HER scoot. Take your pick of eight luscious flavors: red, blue, black, white, grey, pink, lavender, and aqua. FLITE.

Safety Equipment



FLITE PAD-LOCK

Tired of some squid rippin' your pads off when you're not around?
continued on page 56



"Pistol" Pete's been checking out the latest in seat covers... shouldn't you?

FLITE Seat Covers, for BMX, 10 Speed and Mountain Bikes



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Pro Rivera

GT BMX ★ ABA SUPERNATIONAL

STORY AND PHOTOS BY GIBEY

TWO, TWO, TWO RACES IN ONE!

"Howdy, race fans, (gasp, wheeze) Gibey here. As you can tell, my voice is pretty well thrashed from a killer cold and laryngitis. My trusty sidekick Don-Boy and I are hangin' out here in Pico Rivera, California, coverin' the action for both the ABA Pro Spectacular that's to-night, Friday, and the national comin' up on Sunday."

"(Cough) Just about everyone who's anyone is here to chase the heavy-duty cash that's on the line, well 'cept for Eric Rupe, who's spending a month racing and vacationing in New Zealand, and Mike Poulson, who messed up one of his shoulders a little while back."

"I'll be reporting back when there's something interesting, but (hack, sniff) right now Don's gonna let us in on the track conditions."

RACIN' TERRAIN

"All right, folks, Don here, and jeez, I don't think there's ever been a race held in an arena this small. I mean, we're talkin' SMALL! This place is normally used as a Mexican rodeo arena, so it's completely round with a long runway that juts out the top. It's sort of shaped like a thermometer, you know, with a ball on the bottom. The race organizers did do a pretty good job of packin' a lot of track in a small area, though."

"Anyway, the first straight runs down the full length of the runway. Up on the gate, the dudes on the very left side are hatin' life 'cause the track squeezes in. Quite often that means the guy on the inside gets squeezed OUT."

"Crankin' down the first straight, the first obstacle you encounter is

about a 2 1/2 foot tall jump, and right after it is about a 3 1/2 footer. From the side, it looks like a single jump that's been hollowed-out. It drops off kind of quick on the backside, so you want to jump just far enough that your back wheel clears the second jump. Then get the power back on the ground."

"Goin' into the first corner, which is about a 90 degree left-hander, the track starts to bank and rise up 'til it's about four feet high on the inside, and six feet high on the outside. Now comes the fun part — a one foot tall lip, and then the whole deal does a real quick drop-off. We're talkin' RAD terrain!"

"After the first corner, the track follows the contour of the arena around to the right — sort of a long sweeper. Two kind of peaky tabletops are thrown in for good measure — one six-footer and one five-footer. Just fly over 'em. There's no real special line through here — just hang somewhere around the middle."

"Oh yeah, after the first corner, the track starts to narrow down. We're talkin' CLOSE contact."

"Next is a small set of easy-to-jump doubles, and you just kick out the back end a tad to get ready for the next corner — a right-hander that's just under a full 180 degrees. Blaze around the berm, wail over a two-foot-high speed jump, and while you're in the air, swing the back end out to meet the next left-hand berm."

"Then haul buns down a flat straight and through another fast, sweeping left-hander berm. There's about one good line through here. You CAN hang on the inside, but it's nowhere near as fast as railin' the berm."

"Anyway, spin your brains out down the next straight until you reach a single two-foot jump with a three-foot-high tabletop right after it. Just jump the chasm, land on top

of the tabletop, and yank up on the bars 'cause the tabletop drops into a fast four-foot-high berm. The outside is the hot tip if you've got a safe lead, but lots of dudes are gonna be gettin' swooped on the inside if they're not payin' attention behind 'em."

"Now the track dives down into a little pit, and then up a three-foot-tall jump that's real steep."

"Kind of tip-toe up to the last corner — a 180 degree right-hander that's totally off-camber. If you're out front, you have to protect yourself here. The dude behind you WILL try to make your back tire slide out, but the best way to protect yourself is to go totally slow 'cause no one will even attempt to pass on the outside 'cause it's so slippery. Then stick your inside foot in one of the tires that mark the corner, and drag it out onto the track so that the guy behind you tags it. I saw Ronnie Anderson do that to Brian Patterson earlier this evening."

"Let's go back to Steve to see if he's still alive."

"Thanks, Don. (Cough, sniffle) Right now we're about halfway through the motos, and I have to say, the tightness of this track is making the racing REAL exciting for the 1,335 spectators who paid five bucks apiece to check out the action. It's also making the racing really inconsistent, because everybody is banging around like crazy, which makes for some hot words back in the pits between motos."



The chips definitely fell the right way for Kirk Chrisco in the Pro Spectacular's AA Pro main. (Snickers, chuckle) Stompin' Stu fell to one side, and Eddy King fell to the other. But all that counts is the money and the win. Yeah, Kirk!



Above: Sean Callihan tromped on the 13-14 Cruiser class.

"Notable stuff happenin' here so far includes Shawn Texas riding as a privateer because Pro Neck has dropped its race team effort, and just about every rider is getting mad at Ronnie Anderson. The crowd loves him, but the racers sure don't. I don't know how much of what Ronnie's doing could actually be termed dirty riding, and how much of it is just the other riders getting ticked 'cause he taunts them when he wins."

"Oh yeah, Eddy King's looking a lot better than he has in recent months. Since he just signed for '85 with Diamond Back after very lengthy contract negotiations, I guess the stability he's feeling has got him a little more psyched."

"Tommy Brackens is looking real good so far, as is Harry Leary, the current Pro Spectacular series leader. Ronnie's riding totally smooth — in control and really relaxed. Stomp-

Right: Brian Patterson's face tells the whole story. With a very tight track, the racing at Pico Rivera was exceptionally hot and hectic. Heavy diggin'. That's Brian's bro Brent on the inside.

Right: Yeah, this is it. Down and dirty pro racing at its finest. We're talkin' high speed precision. Check out how Pistol Pete Loncarevich is trying to block Tommy Brackens by sticking his leg out on the inside, and how the end of Tommy's grip is diggin' into Pete's shoulder. Scope the concentration in Pete's eyes, too. Heavy stuff. Pete trumped the rest of the AA Pros in the Supernational's three mains, while Tommy bailed in his semi. Both these dudes were lookin' extremely hot.

in' Stu looks as solid as normal, as does his Huffy teammate Gary Ellis. Denny Davidow is also spending a lot of time near the front of the pack."

"One more dude who definitely deserves mention here is Mahlon Abrams. He's racing in the A Pro class and the Pro Open, and he's givin' some of the AA Pros fits in the Open. He's rippin'!"

"I'm gonna get my shutter finger workin' again, so Don-Boy and I will be checking back with you after the



Photo by Windy





Richie Anderson is flyin' in Pro Cruiser – he's had something like four major wins since turning pro. The dude's amazing to watch, too. Totally smooth. Oh yeah, he won A Pro at the Pro Spectacular.

Right: Geoff Scofield swooped his Expert class, but since he's at the bottom of his age group in the Open, the best he could manage there was a third. Check out his mug.

semis and give you any highlights before we get into the mains."

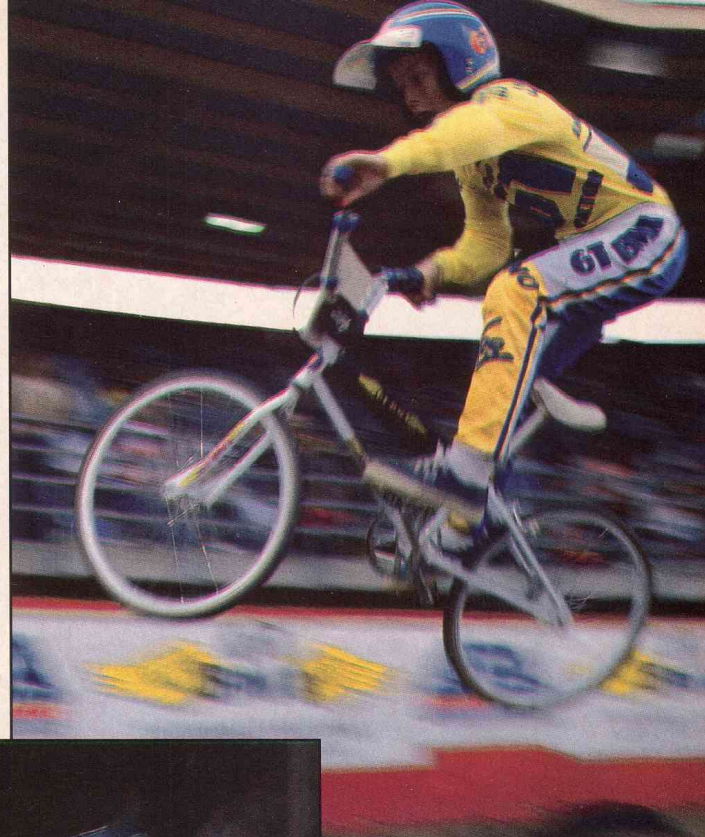
BACK TO ATTACK

"(Sneeze, snuffle) All right, folks, Don and I are back. Well mostly, anyways. Let's see. Two of the prime contenders, Harry Leary and Tommy Brackens, both bailed over the first turn jump in their qualifiers and didn't transfer. That's a bummer 'cause both of 'em were flyin'. (Rasp) Here, Don, take the mic — my voice is history."

"No prob, Steve. All right, the gate's just dropped for the Pro Open main!"

"Whoa! In the first turn, Ronnie Anderson sorta slaps his foot down, lifts up over the tire that marks the inside of the corner, and . . . oooohh, there's a crash on the outside . . . but Ronnie swoops by and cruises in for the win. Chalk one up for Ronnie."

"Hey, Steve! Sure ya don't want to call the Pro Cruiser main? Say what?"



I can't hear ya. Speak up. What? Okay, you shoot the photos and I'll handle the play-by-play."

"Sheesh, this is gonna be an easy one. Rob Fehd holeshots and Pete Loncarevich bails in the first berm. Fehd cops the win, Washington's Marty Ehnat scoops the second, Rod Beckering scarfs third, Toby Henderson picks off fourth, and Ronnie Anderson finishes in kind of a kicked-back fifth. He looks like he's saving his energy for the AA Pro main. That's amazing! He made the main in all three classes!"

Left: Rob Fehd dusted the Pro Cruiser class Friday night. That's Pete Loncarevich right behind Rob. Since the ABA's Pro Spectacular Series winner will be determined by the total amount of dollars won, quite a few of the pros are riding cruiser in addition to the open class. It's amazing that these guys can race motos wide open when they're almost back-to-back. It's REAL easy to tell who's in shape and who isn't.

Chip Jenkins ain't 'zactly a hyper 'lil dude. Gibey caught him nappin' in the staging area, and the sound of the motor-drive firin' off woke him up. Sheesh. The duel between Chip and Rocket Rich Houseman was one of the hottest of the weekend.

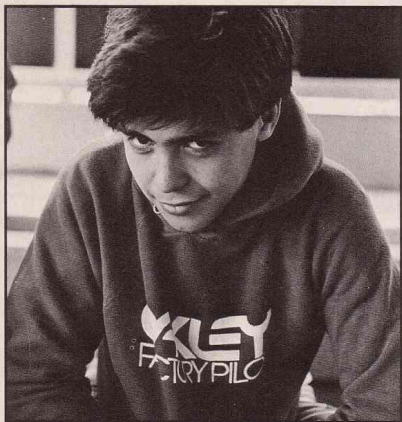
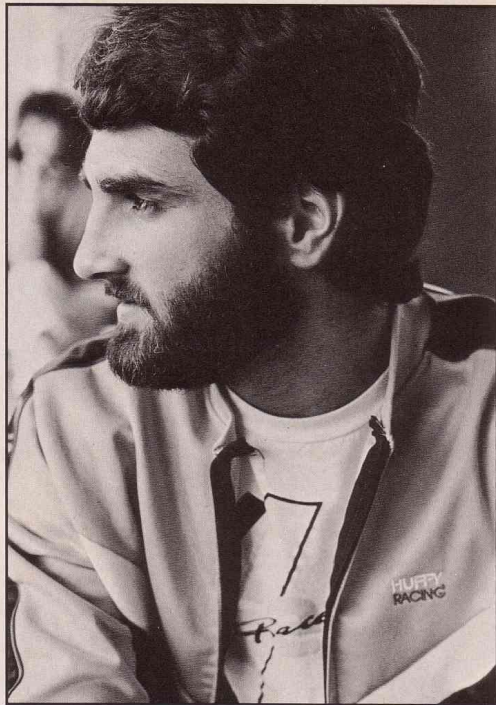


Billy Griggs just keeps rollin' along, winning mains like it's nuthin'. He did have Terry Tennette keepin' him on his toes, though.

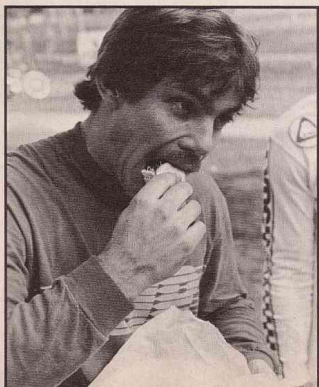


Terry Tennette. We're talkin' serious national caliber material here, sports fans. He was givin' Billy Griggs fits all day.

Gary Ellis. He's got the stuff to win a number one plate this year. Power, psyche, desire, and talent. Believe it.



Did Mike King win 15 Expert? Need you ask?



"Okay, the dudes who've qualified for the AA Pro main are lining up, and this should be a killer. Let's see, there's Tinker Juarez, Scott Clark, Eddy King, Ronnie Anderson, Tommy Brackens, Stu Thomsen, Brian Patterson, and one of our BMXA test

Clint Miller, porkin' out on one of the killer tacos they were sellin' at the race. Clint later mentioned that it almost came back to haunt him in the middle of one of his motos. Must have been the hot sauce. Gibey ate seven of them pups with no prob whatsoever — 'cept we couldn't get the smile off his face.

pilots, Capt. Kirk Chrisco, riding for his racing sponsor, Powerlite."

"All right, here they go! Stu hole-shots with Tommy breathing down his neck, but . . . OOOHHHHH! Stu nails one of the tires in the first turn, endos, and takes out about half the pack, including Tommy. Kirk emerges from the carnage unscathed and in the lead, and Brian's right on his boogaloo in second, Scott's third, and Eddy's fourth."

"They're comin' into the last turn and Brian's closing on Kirk — you can almost see Kirk's knees getting weak now that the finish line's in sight, and, and . . . all right, Kirk wins it! Yeah! Tear the house down!"

"Tommy's bummin'. Let's see if he's in any mood to talk. Hey, Tommy, what happened?"

"I was on the inside of Stuart, and when he hit the tire, his whole bike went sideways. I could see it coming, but I was too far to the inside to do anything."

"Well, thanks, Tommy. Now let's get a quick word with Kirk and get his version of the first berm pileup."

"I saw Stu on the inside. He fell

to the left, Eddy fell to the right, and I went, 'Whoa! Hole! Me! Go!' It's cool, I got \$740 from the purse, and a total of \$1,510 with contingencies."

"Not a bad day's work, dude. Congrats."

"Well, folks, they're turning off the lights so I guess I'd better be signing off. We'll see ya on Sunday. C'mon, Steve, it's Comtrex time."

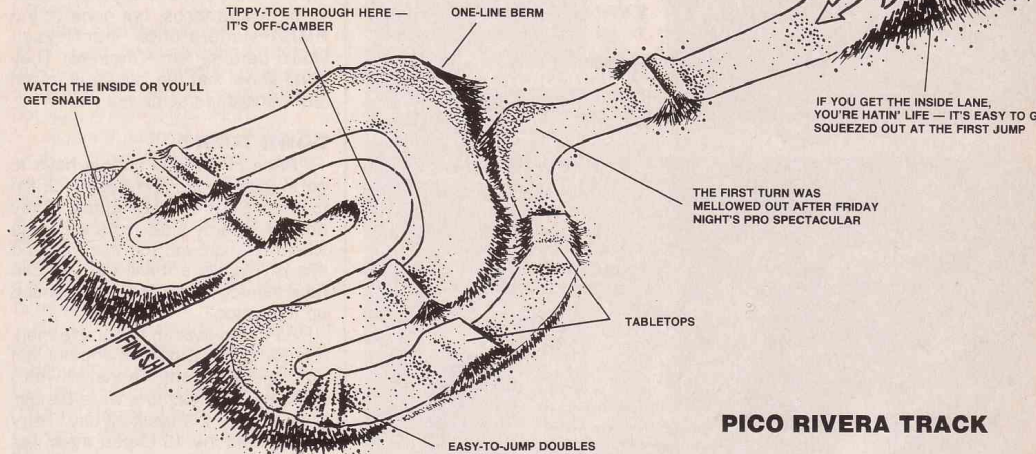
THE GT SUPERNAL

"Gibey here. (Honk, snort.) I feel a TON better today."

"Care to see a magazine time warp? Okay, here goes . . . BRZ-ZZZAAAAPPPT! A second ago you were reading about the Friday night race, and now we're close to the wrap-up for Sunday's national. Pretty tricky, huh?"

"Let's see, there were 252 motos worth of berm-bustin' radsters here today. Not too shabby, but not quite one for the So. Cal. BMX record books."

"Hmm, they changed the track since Friday night. The killer first



PICO RIVERA TRACK

PICO RIVERA RESULTS

PRO SPECTACULAR AA PRO MONEY Kirk Chrisco Brian Patterson Scott Clark Eddy King Ron Anderson Tommy Brackens Tinker Juarez Stu Thomsen PRO CRUISER Rob Fehd Marty Enhat Rod Beckering Toby Henderson Ron Anderson Clint Miller Pats Lunarevich PRO OPEN Shawn Texas A PRO MONEY Richie Anderson Robert Caldera Darrell Young SUPERNAL RESULTS AA PRO MONEY Pats Lunarevich Eddy King Gary Ellis Turnell Henry Shawn Texas Denny Davidow Harry Leary Kirk Chrisco PRO CRUISER Richie Anderson Robert Fehd Turnell Henry Clint Miller Tim Judge Ed Hicks Rod Beckering	PRO OPEN Gary Ellis Mahlon Abrams Rob Fehd A PRO MONEY Greg Skaney Tracer Finn Mahlon Abrams 17 & OVER EXPERT Shawn Carmody Cody Smart Adam Takayama 16 EXPERT Billy Griggs Terry Tennette Billy Harrison 15 EXPERT Mike King Lonny Lierley Carl Butler 14 EXPERT Eric Carter Anthony Prior Dean LaBerge 13 EXPERT Robert MacPherson Robert Emrich Darnien Bernal 12 EXPERT Brent Romero Al Ross Jason Johnson 11 EXPERT Geoff Scofield Andrew Soule Robert Zahnow 10 EXPERT George SeEVERS Danny Nelson Justin Green 9 EXPERT Randy Ramirez Mike Luna Jason Donnell 8 EXPERT Ryan Crupi Jeff Macevic Josh Werner	7 EXPERT Joey Allen Mike Champlin Brandon Dey 6 EXPERT Rich Houseman Lonnie Jenkins James Lehnhott 5 & UNDER EXPERT Ron Fuller Nicholas Tyler Adam Takayama 15 & OVER TROPHY DASH Charles Townsend 13-14 TROPHY DASH Eric Carter 11-12 TROPHY DASH Jason Johnson 9-10 TROPHY DASH Erin Ruchmann 7-8 TROPHY DASH Ryan Crupi 6 & UNDER TROPHY DASH Rich Houseman 17 & OVER OPEN Charles Townsend Cody Smart Bubba Hayes 15-16 OPEN Doug Davis Terry Tennette Mike King 13-14 OPEN Robert MacPherson Robert Swick Dean LaBerge 11-12 OPEN Brent Romero Al Ross Geoff Scofield 8-10 OPEN George SeEVERS Tory Bailey Jason Allison	7-8 OPEN Willie Woods Jeff Macivic Casey Johnson 6 & UNDER OPEN Lonnie Jenkins Todd Kelley Mike Hall Jr. 31 & UNDER CRUISER Bill Dumas Bob Hayes George Antill 22-30 CRUISER Darl Stielow Daryl Moore Tom Gilje 17-21 CRUISER Rick Palmer Gary Laurent Kevin Hull 15-16 CRUISER Darwin Griffin Billy Griggs Karin Richardson 13-14 CRUISER Sean Callihan Dean LaBerge Dan Milwee 12 & UNDER CRUISER Jason Johnson Chris Gordon Scott Furry 15 & OVER GIRLS Wendy Tews Denise Fisher Karinia Casoly 14 GIRLS Cheri Elliott Deanna Edwards Rae Andrews 13 GIRLS Lisa Tarman Christa Madden Kim Ogorman	12 GIRLS Krischelle Gill Lisa Terry Melissa Voegelte 11 GIRLS Tiffany Kellner Cari Donovan Jessica Shippy 10 GIRLS Erin Ruchmann April Sails Rebecca Blust 9 GIRLS Leslie Wheeler Diane Pepper Tawni Thomas 8 GIRLS Michelle Gibson Colleen Gomez Mapu Naki 7 GIRLS Cindy Ainsworth Michelle Kay Debbie Mensen 6 & UNDER GIRLS Stephanie Taust Tracy Garver 17 & OVER INTERMEDIATE Mike Browning Greg Navas Walter Rhodes 16 INTERMEDIATE Paul Griffin Mike Williams Jon Frazzelle 17 & OVER NOVICE Chris Clericuzio Jonathan Considine Chuck King 14 INTERMEDIATE Jason Logan Brett Stone Joey Koslosky	13 INTERMEDIATE Willie Nelson Donovan Skidmore Robert Bush 12 INTERMEDIATE Kevin Currall Chris Paturzo David Ewuing 11 INTERMEDIATE Brian Nogata Sonny Van Lear Jason Pimental 10 INTERMEDIATE Noe Roman Ricky Odoardi Ricky McKnight 9 INTERMEDIATE Scott Hightower Jeff Nickel Mark Williams 8 INTERMEDIATE Norman Wilton Joey Lopez Scott Wade 7 INTERMEDIATE David Lassen Wesley Davis Jonathan Martin 6 INTERMEDIATE John Hall Timmy Landrei Romie Holquin 5 & UNDER INTERMEDIATE Michael Hughes Brian Cooper Josh Casoli 17 & OVER NOVICE Mike Tull Ted Byer Curt Brassfield 16 INTERMEDIATE David Scott John Langston Paul Hatfield	15 NOVICE Kelly Layne Matt Montesa Gavin Harrell 14 NOVICE Hector Valdez Brad Sanders Chris Ander 13 NOVICE Mark Manarich Chris Nelson Jason Frazzelle 12 NOVICE Tim Lane Geoff Duppmann Timothy Pyle 11 NOVICE Robert Naji Marcus Falconieri Darryl Montenegro 10 NOVICE Tony Mondo Ryan Hernandez Pat Taddy 9 NOVICE Nick Carciello Tyson Canfield Jason Starr 7 NOVICE Stephen Wood K.C. Smith Jimmy Garr 6 NOVICE Eric Eller Jeff Schneider Chris Lavrenzio 5 & UNDER NOVICE Keith Kramzky David Bush Thaison Davis TROPHY TEAM TROPHY GT BMX BIKE SHOP TEAM TROPHY Bicycle Center
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ONLY THE BEST



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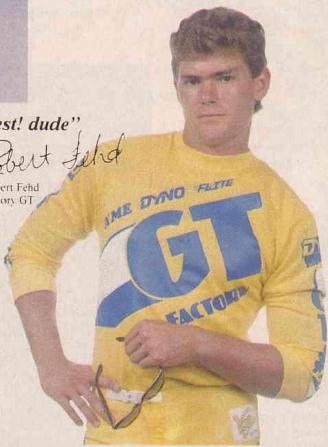
SR CRMO-LITE CRANK, competition strength and chromoly lightweight, it's more than enough to get the job done. It gets its strength from heat-treated chromoly and the engineering and technology of its unique SR design.



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"Only the best! dude"

Robert Fehd
Robert Fehd
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turn berm/jump/drop combo was reduced to a regular berm. That's cool. It was radically hectic for the pros, and it would have been a bit much for the beginners and novices here today. The intermediates and experts *could* have handled it, but a lot of dudes would have been left layin' on the ground."

"Incidentally, the 'roach coach' out front has some totally munchable carne asada tacos, but none of the BMXA staffers other than myself would dare try 'em. Chickens. They don't know that the hot tip is to get 'em without fearsome hot sauce."

DOWN TO BIZ

"Race of the day honors have to go to Billy Griggs and Darwin Griffin in the 15-16 Cruiser class. They battled side-by-side (seriously) the whole way around the track — and this isn't really a track that you can race side-by-side on. Darwin ended up the victor."

"Billy also gets an honorable mention for being a part of another hot duel. He and Terry Tennette, who's CW's newest hotshoe, were bangin' bars all over the track all day. Terry holedshotted the 16 Expert main, but Billy swooped him. Keep an eye out for these two when they hit your track 'cause when they get together, there's some serious racin' goin' on."

"Speaking of killer battles, "Rocket" Rich Houseman and Lonnie "Chip" Jenkins put on quite a show, too. These dudes both race 6 Expert, they both have full factory sponsorships (Rocket by Hutch and Chip by GT), and they're without a doubt the two hottest 'lil dudes right now."

"Chip roosted the 6 & Under Open class. But in 6 Expert, Rocket holedshotted with Chip buzzin' Rocket's sew-ups, and that's the way they finished. Since the ABA has brought back trophy dashes this year, it'll serve as the rubber match. We'll catch 'em in a little bit."

PRO ACTION

"Stu Thomsen isn't racing today because of multiple pains accumulated in his AA Pro main bail Friday night. Ronnie Anderson broke a finger in the same crash so he's out, and Greg Hill didn't show up for today's festivities due to a totally tweaked ankle."

"Ah yes, the life of instant stardom. A bit earlier we talked to Kirk

Chrisco and found out how he celebrated his big win in the Pro Spectacular Friday night. Here's what he had to say: "With peppermint chocolate ice cream. I got home and there wasn't anybody there to tell except my cat. Then I went to bed and I left my plaque sitting there so my mom could see it. She came home and woke me up and said, 'You won!' I said, 'Huh, what? Oh yeah, I know.'"

"Gary Ellis has looked awesome all day, and he dusted the Pro Open main — but not without some pressure from Mahlon Abrams. Ellis is hot right now — HOT, HOT."

"Richie Anderson killed the Pro Cruiser class. Richie's been tearin' up that class since he moved up to pro, but he seems to be finding that A Pro is a little tougher than it looks. He won it at the Pro Spec, but he spent a lot of time conducting, uh, geological surveys during tonight's three A Pro mains."

"In AA Pro, Pete Loncarevich and Gary Ellis were the two primary combatants. The rest of the dudes on the line were Denny Davidow, Turnell "Tuni" Henry, Harry Leary, Kirk Chrisco, Eddy King, and Shawn Texas."

"Ellis holedshotted the first main and led it wire-to-wire, with Pete right behind him, but Gary got a bogus start in the second main and Pete picked off that'un with Gary finishing third."

"In the third and final main, Pete roosted, and Gary bailed in the first corner. Pete pocketed the big chunk of the bucks, Eddy King put together the next best set of scores to grab second, while Ellis' crash moved him back to third overall."

"How did our titanic micro-midget duel come out? Well, Rocket Rich and Chip Jenkins were banging' bars and buzzin' knobs the whole way 'round the track during the 6 & Under Trophy Dash, but Rocket kicked in the afterburner and picked off the win. All right, Rocket! That's a double!"

"Actually, several other dudes doubled, too: Charles Townsend, Eric Carter, Brent Romero, Robert MacPherson, George Seevers, Ryan Crupi, and Jason Johnson. Way to go, guys!"

"Well, that'll 'bout do it from here, folks. I'm headin' out front for just one more o' them tacos before I truck off into the sunset. And hold the hot sauce, please." ■

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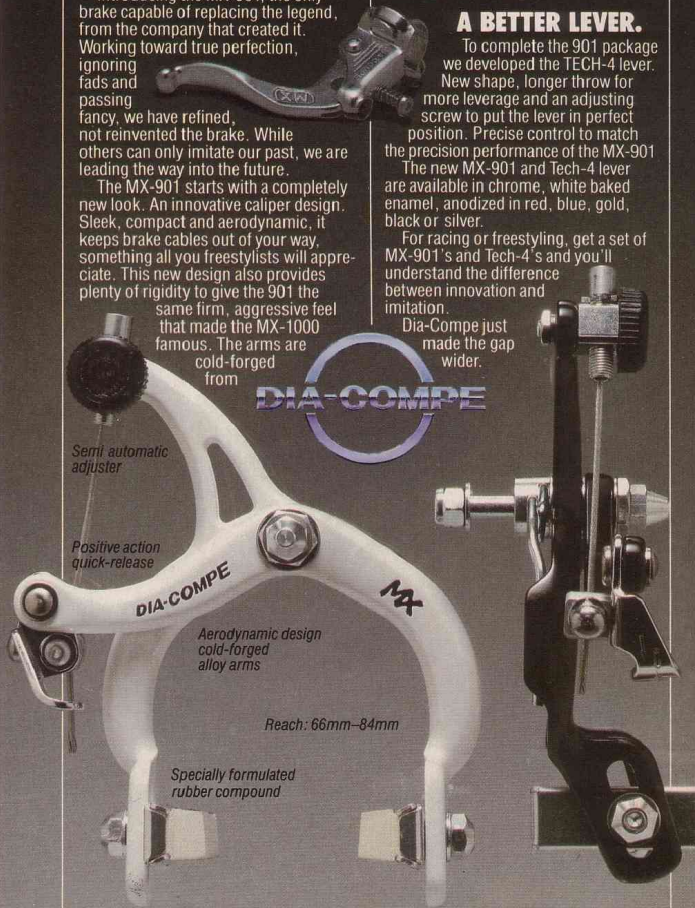
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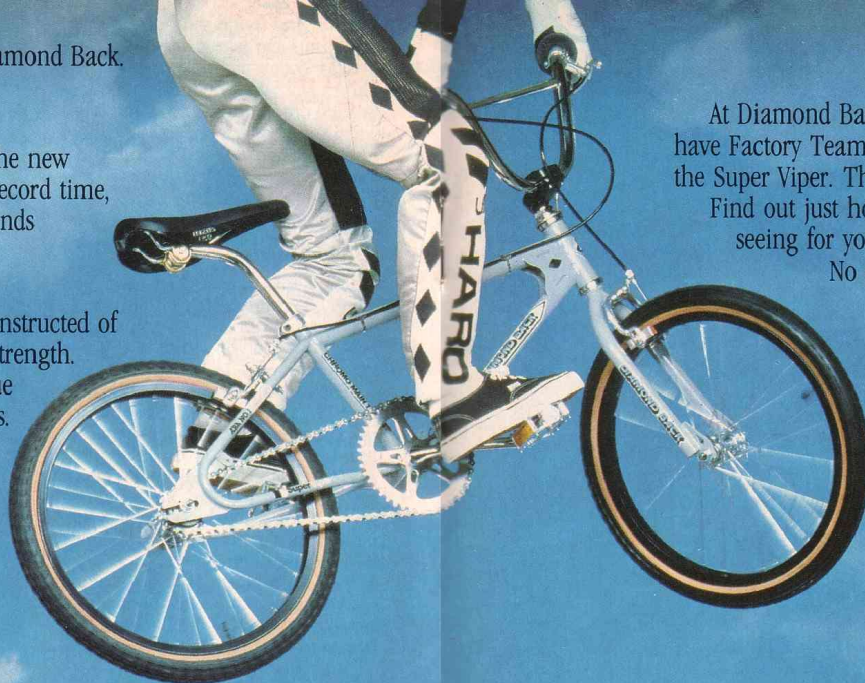
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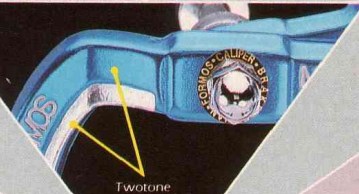
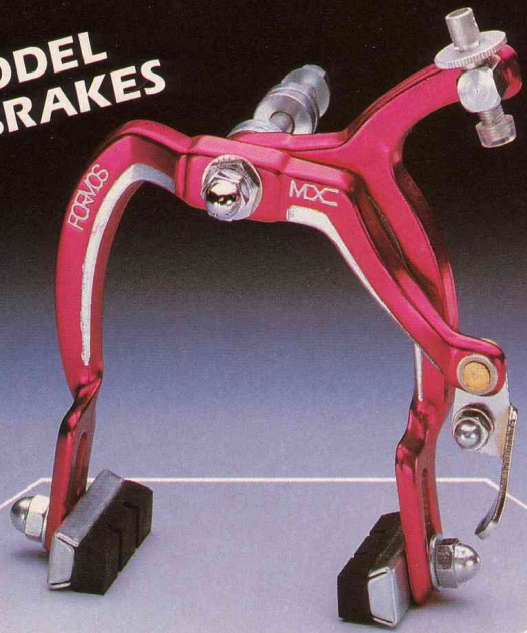
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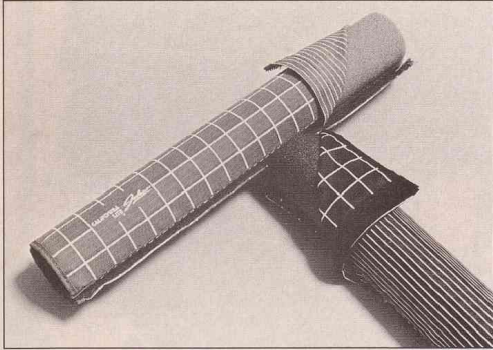


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SPRING Equipment Roundup

continued from page 36

Well, give him the Pad-Lock treatment. Nah, it doesn't electrocute him or anything like that, but a simple twist of the key keeps these pads where they belong — on your bike! Cool! Yup, you just zip 'em on and lock 'em up. They come in red, black, blue, and white, and in 12 inch top tube, 12 inch frame pad, and 9 inch crossbar styles. Oh yeah, you can also pick up an optional Flite Pad key chain. Our only question is, why didn't they have stuff like this when we were in school? FLITE.



CALIFORNIA LITE QUICK CHANGE PADS

Slick. They're double-sided so that each pad has two different styles. You can have your choice of a grid pattern and pinstripes, or checkerboards that reverse to a solid color. This is kind of like having one suit that you can wear to work, but you turn it inside out for evening wear. The pads are made from tough, washable nylon, and lightweight foam innards and come in frame, jumbo frame, crossbar, and double stem varieties. Oh yeah, red, black, or blue with white striping are the color choices. JOHAR OF CALIFORNIA.



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THE shoulder pad for BMX'ers. There's no easier way to help save your collarbones from the snap, crackle, pop, and hamburger syndrome. Just slip these babies on (the adjustable elastic straps and connectors are a breeze to work with, huh?) and you're fully outfitted for massively hectic moto action. They're made from flexible high-impact plastic, and they're fully padded around your neck and underneath for plenty of comfort. They're ventilated, too — can't have you getting overheated while you're racing. Suggested

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Ah, these helmets are so sano looking, and they're TOTALLY comfortable. Constructed with a fiberglass/polyester resin shell, the helmet's got venting channels that allow air to flow through the interior of the helmet and cool your overheated brow. The interior also has fit pads that are removable and washable, and you can get replacements, too. Bitchen! The inside lining and chin strap is totally soft and comfy terrycloth. What? You want more? How about the integrated visor with its anti-glare panel underneath? Or maybe the recessed goggle strap groove? No doubt about it, the ALS-1 is totally factory, and it comes in all the factory colors, too. JT RACING.



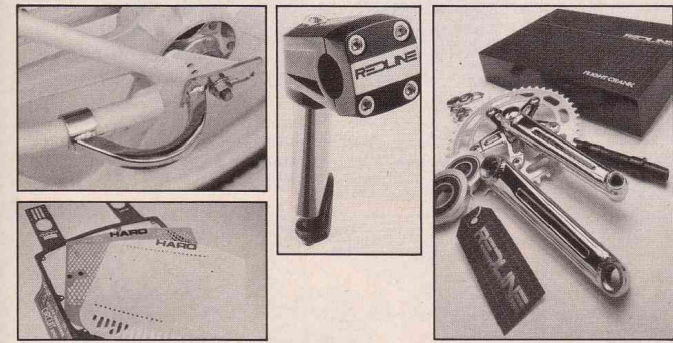
HARO ELBOW PADS

Haro's famous elbow pads have just been revamped for '85. They're still the same shape as the old pads, but the foam is now molded for greater thickness and protection. The molding is trick, too. The foam is lower density (which means lighter) where you don't need as much protection, but higher density in the elbow and forearm where your arms take the most abuse. They've still got the cool elastic straps and velcro closures for custom fit and easy installation. Yes, they're machine washable; thank you, Haro. Take your pick of small and large sizes, and an assortment of hot factory colors. (Psst. Wanna know a secret? They even have gloves with molded foam backs to match the elbow pads.) HARO DESIGNS.

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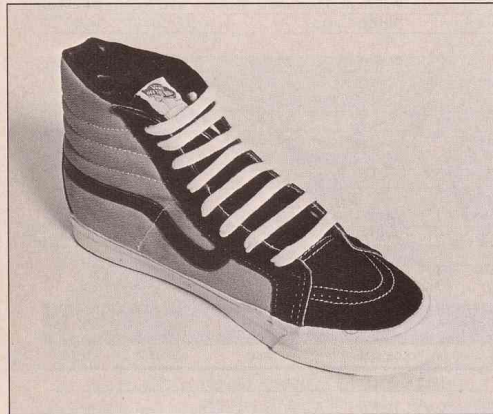


Apparel & Software



GHP UNIFORM

For all you radsters who want the GHP look, you can get GHP racing pants and jerseys in the factory team colors. The pants have an adjustable belt, an elastic waistband, fully padded knees, hips, and shins, and come in sizes 22 through 38. The jerseys have the sano satin-look top half that adds sparkle to your racin' style, while the bottom half is vented to keep you cool. They can be had in small, medium, and large in both child and adult sizes, even up to adult extra-large. GHP.



VANS NEON SHOES

Wowza! Will your feet go faster in neon Vans? Who knows — but for that matter, who cares? They're so cool lookin' it doesn't matter. You can order neon orange, yellow, green, pink, and light blue in low-top, high-top, or slip-on styles. Even in narrow, medium, or wide widths. Hot stuff for sure. VAN DOREN RUBBER COMPANY.



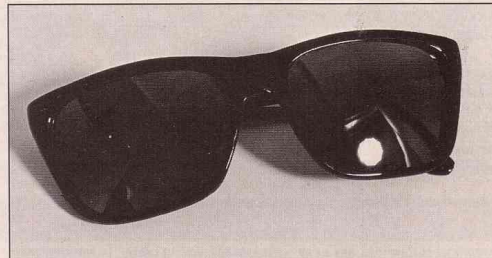
TOTALLY RAD CLOTHING

If you want some new duds for either just kickin' around or stylin' in the pits, check out these new goodies from Totally Rad. There are hooded sweatshirts, sweatpants, and a mega-assortment of shirts. TOTALLY RAD CLOTHING.



DIAMOND BACK JERSEY

Full factory or what? This jersey boasts a Diamond Back logo plus the logos of DB's multitude of co-sponsors screened on in living color. The jersey is a 50/50 poly/cotton blend, and the tail is extra-long so it'll stay tucked inside your pants even when you're stretchin' your buns over the back tire. DIAMOND BACK.



VUARNET SUNGLASSES MODEL 4006

ZZ Top definitely wasn't singin' about Vuarnet in the song, "Cheap Sunglasses." These pups are high digit — and worth it. The lenses are impact- and scratch-resistant, and provide complete ultra-violet absorption and nearly 100 percent filter effectiveness against infrared rays. You also get distortion-free viewing, protection from glare, and anti-reflectant coating. Zoot indeed. The nylon frame on these dudes comes in your choice of black or green. Did you know that Vuarnet France will repair or replace FREE OF CHARGE any pair of Vuarnet France sunglasses that are broken

UNI•TRON

(UNI: UNIT, TRON: TUBE; a working unit designed around a tube.) The most advanced grip in BMX. Revolutionary by design, there's a thin layer of rubber to grip your bars, a strong POLY-PRO BASE for strength, and a THERMO-FLO OUTER SLEEVE for you to grip.

The UNI•TRON has a thin inner ring at the flange for safety wire and exposed poly-pro on the end for durability.

All these features make the UNI•TRON a grip for the future of competition.

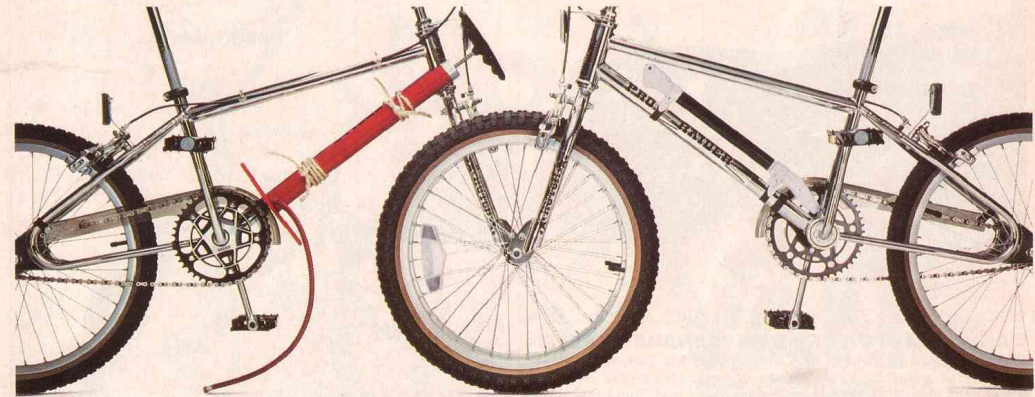
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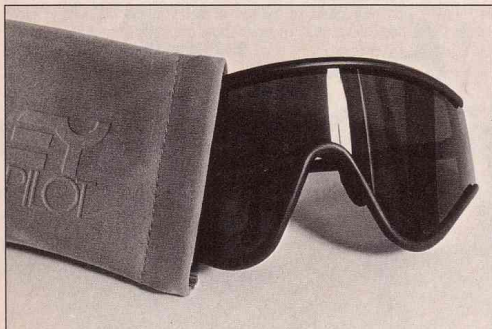
SPRING Equipment Roundup

or damaged for any reason within 12 months of purchase? It's true. The purchase must be made in the U.S. from an authorized Vuarnet France dealer and proof of purchase is required. Hot dig-gery! VUARNET FRANCE.



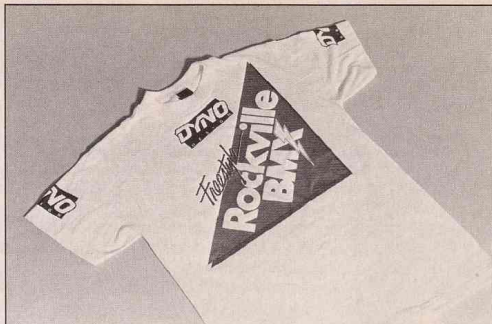
VUARNET SUNGLASSES MODEL 4002-H

The traditional hot lookin' Vuarnets shown here are the ones you see dudes wearin' in the pits between motos (so they can scope on pit tootsies without them knowin' it — thanks to the reflective coating on the lens' front). Just like all Vuarnet's glasses, the 4002-Hs have abrasion- and break-resistant lenses, which have nearly 100 percent filter effectiveness against infrared rays and glares. They even have the same ultra-cool guarantee. Take your pick of black, red, white, blue, green, or gold. VUARNET FRANCE.



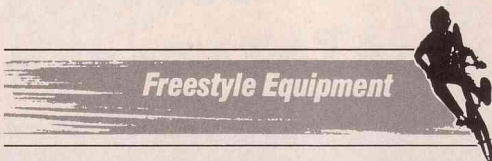
OAKLEY FACTORY PILOT EYESHADE SYSTEM

You won't ever catch The Duke without his Oakley shades, and besides attracting ladies by the dozens, here's why. They're lighter than light; the lenses are replaceable and come in clear, grey, or bronze; they protect your peepers from all the sun's harmful rays; they come with two different styles of ear-pieces that are completely adjustable; and (gasp) they have a lifetime guarantee against breakage. The frames are available in black or grey, and the shades' suggested retail is \$50.00. Oops, almost forgot the slick carrying case and the neck strap that also come with 'em. Cool or what? OAKLEY.



ROCKVILLE BMX/DYNO FREESTYLE T-SHIRT

Now you can wear the same shirt as Stinker, Lumpy, Jay, The Count, Spike, and the rest of the Rockville loonies. Sizes are boy's large, and men's small, medium, and large. They're 100 percent cotton, and 100 percent radical. They cost eight frogskins, and the shirts are white with a red and blue logo. ROCKVILLE BMX.



Freestyle Equipment



HARO MASTER

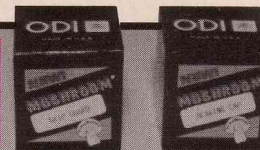
All new for '85. Whew! Can you say t-trick? It's got Haro's famous dual top tube design, a heavily gusseted head tube, a zoot new configuration for the rear end that incorporates spiff rear standing platforms, optional fork standing platforms, new Haro freestyle bars, a Red Line Forklifter stem with De-Tangler bolt, Skyway Tuff IIs, Sugino three-piece tubular chrome-moly cranks, and WAY more. This thing is bitchen! HARO DESIGNS.

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MR-2-10

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YELLOW CORE WITH RED
YELLOW CORE WITH BLACK
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BLACK CORE WITH RED
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BLACK CORE WITH GREY

Y-BE
Y-RD
Y-BK
B-BE
B-RD
R-BK
B-GY

GG-11 GRIP GUARD

Black, Blue, Red, Yellow

The Mushroom Grip Guard provides positive control by limiting hand side movement, giving the rider a firm hand stop and thumb rest. It protects the grip from mud and dirt, as well as, giving more stability to the bike when in an upside down position, during repairs or service in the field, or at the track.



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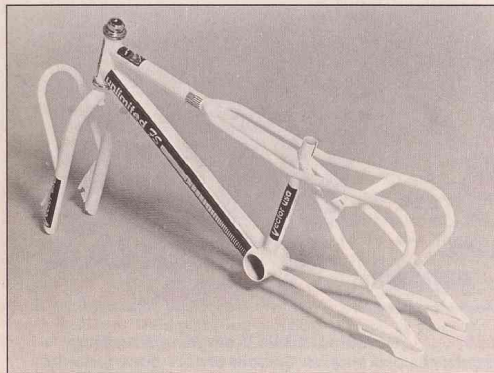
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BMX SPRING
Equipment Roundup



GT EDDIE FIOLA WORLD TOUR REPLICA

This is it. GT's top-of-the-heap complete freestyler. It's built around a GT Pro Performer all chrome-moly frame, fork, and handlebar. Good stuff. The frame is built extra sturdy and has a down tube that's bent in just the right place so that your caliper won't get tweaked when you go for a helicopter or tailspin. Can't forget the standing platforms either — there are three sets of them. Two fold-down pegs are bolted to the front fork and one's on the top tube, and a set of bolt-on platforms are on the chainstays. Componentry includes the Skyway Tuff IIs, GT tires, a new GT stem with Brake Thru System hollow stem wedge bolt, A'me grips, and SR platform pedals. GT BMX.



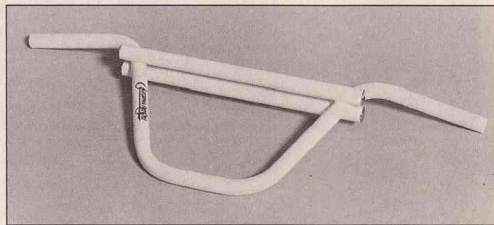
VECTOR FREESTYLE FRAMESET

Hmm, let's check this dude out. Twin elliptical down tubes, highly unusual rear end construction (that's pretty spiff lookin'), built-in coaster brake bracket, extra-large standing platform, all chrome-moly construction using t-rick True Temper tubing, and forks that have a TOTALLY different standing platform. VECTOR USA.



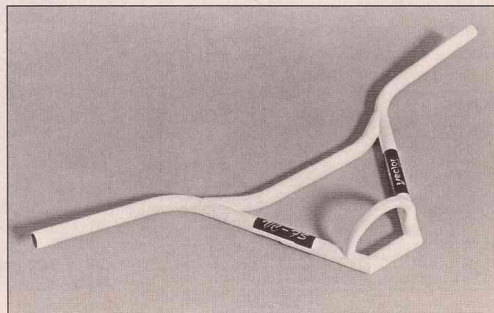
GHP TRIX FREESTYLE FRAMESET

GHP doesn't make just racing frames; they're into freestyle, too. Exhibit A: the GHP Trix frameset. Both the frame and fork are 4130 chrome-moly, and the Trix frame has small triangle gussets and pressed-on rings at the steering head for increased strength, a mega-massive 1 1/2 inch top tube, beefy 3/4 inch seat and chain stays, double thick dropouts, and chain stay standing platforms. The fork is made of 1 1/8 inch O.D. tubing, and it has standing platforms at the bottom. The frame and fork that GHP sent us for the Equipment Roundup came in a bitchen, knock-'em-dead red. Killer stuff. GHP.



CW FREESTYLE BARS

Double your pleasure, double your fun. For stylin' two cross-bars are better than one. That's what you get with the CW Freestyle bars. Extra area to stand on. More strength. CW even has a pad to fit over both them pups. The bars are 4130 chrome-moly, and you can take your pick of chrome, black, red, banana yellow, pepto pink, bubble gum, grape, lime, and California orange. CW RACING.



VECTOR VC HANDLEBAR

Just like all Vector's products, the VC Freestyle bar is definitely different looking. The bar is constructed of .065 wall thickness chrome-moly tubing, so they should be tough customers. The crossbar is designed for sitting or standing on, and the loop in the back provides a standing platform that won't interfere with the brake cable routing. They're available in chrome or white. VECTOR USA.

EXCELLENCE

by DESIGN TECHNOLOGY

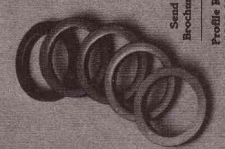
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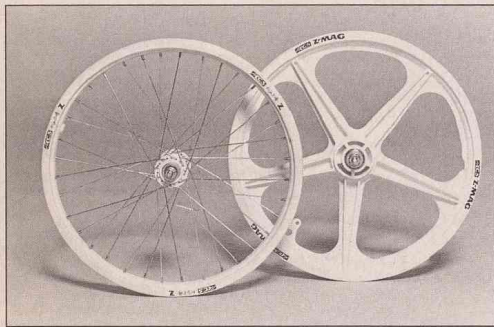


SPRING
Equipment Roundup



GT PRO PERFORMER

No sketchy stuff here, buckaroos. Just solid freestyler from one end to the other. The GT Pro Performer frame, fork, and bars (did you notice the lowered crossbar?) are standard, and the bike's also got powerful Dia-Compe calipers both front and rear, Skyway's totally new six-spoke wheels, heat-treated SR Cosmo-Lite cranks, GT tires, A'me grips, a GT stem with Brake Thru System hollow stem wedge bolt, and a GT Epoch headset. Not shabby at all for a scooter with a suggested retail of \$289.00. GT BMX.



ACS Z-MAG AND Z-WHEEL

Now there's more than one way to ride ACS wheel — and they're both pretty cozmo. They're both molded from ultra-tough Du Pont Zytel, and the magz come with SunTour hubz, while you can get the Z-Rims separately or complete with ACS Z Hubz. Colorz? We're talkin' a rainbow selection. ACS.



GT PERFORMER

A complete bike that has the same frame and fork as the Eddie Fiola World Tour but goes out the door at right around 200 smackers? Why, of course, Ollie. It's the GT Performer (disregard the decals on the bike — GT didn't have the right stickers available at the time of the photo session). You get heavy-duty spoked wheels, trusty GT tires, SR Cosmo-Lite cranks, SR platform pedals, a SR stem with Brake Thru System hollow stem wedge bolt, Dia-Compe stoppers front and rear, GT bend pro bars, and more. Check one out at your friendly local bike shop. GT BMX.



CW CALIFORNIA FREESTYLE

"Wish they all could be California . . ." Oops, 'scuse me. Ain't CW's California Freestyle complete bike pretty cool lookin'? Those lavender Tuff IIs are kinda sharp, huh? What do you mean you can't see 'em? Oh yeah, the photo's black and white. Well, in addition to the lavender Tuffs, there are lav pads, graphics, and A'me grips, and everything else is white or black. Check out the fork standing pegs, the standing platform at the top tube/seat tube junction, and the rear standing platforms. Don't forget the CW Freestyle bars with the dual crossbars, the Pro Neck with Potts Mod, or the Dia-Compe front and rear calipers. CW RACING.

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"LESS BUCKS!"



Donny Atherton

Donny Atherton
(AA Pro)

Tim Kakuoris

Tim Kakuoris
(17 Expert)

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Pads not included.

SPRING
Equipment Roundup



HUTCH WIND STYLER

A more economically-minded cousin to the Trick Star, the Hutch Wind Styler goes for around \$249.00, and has features like a chrome-moly frame and fork that have standing platforms on the fork, at the top tube/seat tube junction, and on the chain stays. Other goodies include OGG mags with a SunTour coaster brake, front and rear calipers, chrome-moly cranks, a Hutch spider, and a Hutch seat post clamp. By the time you read this, you can get one in white or chrome. HUTCH HI-PERFORMANCE.



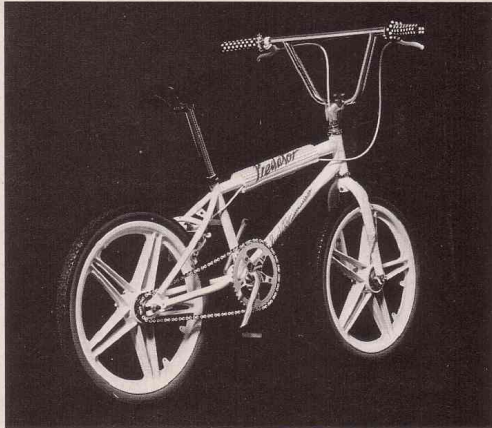
CW FREESTYLE SEAT POST

You've heard of a lay-back seat post, right? Well this is a *lay-up* post to go with CW's freestyle frame. See, the CW California Freestyler has a very laid-back seat post angle, and Buff wanted his seat more forward, so . . . get the idea? Oh yeah, they've also added the loop handle, and the seat post is available in about a zillion flavors. CW RACING.



RED LINE RL-20-II FRAMESET

Yeah, we know what you're thinkin'. The title of this deal says frameset, and we're showin' you the complete bike. That's 'cause this dude came straight to us from a hotsy-totsy bike dealer show where it was one of THE highlights of the whole deal. Anyway, back to the story. The whole frame and fork is chrome-moly, and by now you've no doubt noticed the dual top tubes and how they wrap around the head tube. Well, if you're a little more eagle-eyed, you spotted the built-in chain stay standing platforms. They're pretty streamlined so that they won't snag your ankles when you're crankin'. Did you see the hole that's built into the tapered fork legs so you can bolt in a standing peg? Aha, caught you there! The geometry is pure freestyle with ultra-quick steering. The first 250 RL-20-IIs will come fully painted in white, turquoise, and magenta, and from then on they'll come in the t-rick two-tone paint jobs like you see. Yup, they'll be in the same colors that we mentioned before, but the forks and back half of the chain and seat stays will be chromed. RED LINE ENGINEERING.



SCHWINN FREE-FORM EX

This bike is an exceptional value at only \$199.95. You get a chrome-moly fork, and a frame that has Schwinn's famous Bi-Oval design. That means the top and down tubes flare from round to oval at the head tube, and the tubes are also thicker there for extra strength. Did you notice that the fork legs are tapered? Or that the front brake cable is routed *through* one of the fork legs after it runs through the ACS stem that's equipped with a Potts Mod? How about the recessed bolt on the back of the front Dia-

continued on page 70

BMX ACTION

SERIOUS FUN!



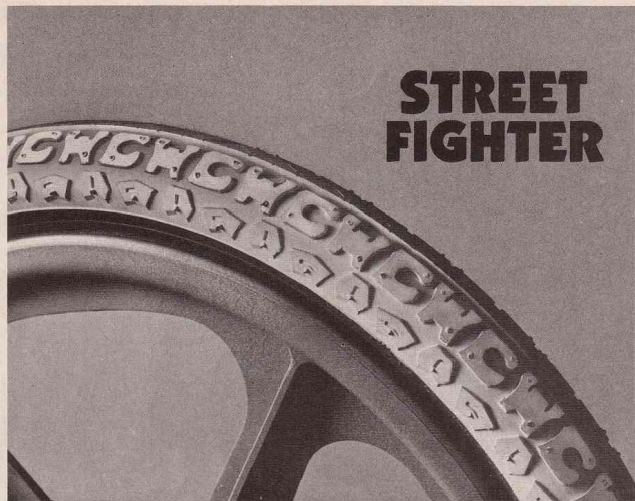
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Fun's fun, but when it comes to freestylin' Mike Buff and Ceppie Mays don't fool around. Trickdom's hottest duo chose the CW California Freestyler for 1985. Check it out at your nearest dealer.



SEND \$3.00 FOR A STICKER PACK TO CW RACING

SPECIAL THANKS TO: A'ME, FLITE, LHR RUBBER, SKYWAY, UNI, ECHO, M&M, GEAR

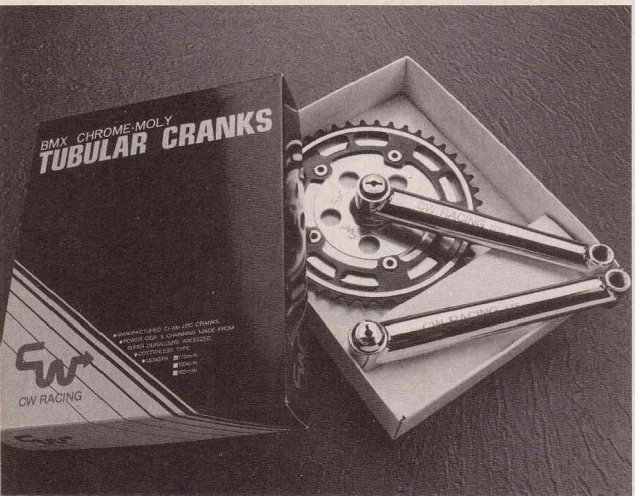


STREET FIGHTER

The CW STREET FIGHTER freestyle tires are here... and just in time! These tires offer the latest in street technology and feature the new 20" x .210" size that's perfect for an asphalt assault or just cruisin' to the store. The tread pattern proudly displays the CW logo. Now available in black or white at your nearest bicycle dealer.



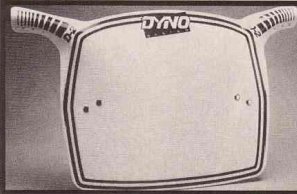
CW RACING, 731 S. Melrose St., Placentia, CA 92670



CW Racing brings you the competitive crank at the competitive price. Finally, a full race tubular crank at a price you can afford. Constructed of 4130 chromemoly and space age duratium, these cranks can take it... without taking all your cash! Complete with 44 tooth sprocket and power disc, they are available in 175 or 180mm length. For hardcore racing or freestyle radness, check them out at your local CW dealer today.

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2230 Patterson Team Nylons (JT)		WAIST SIZE 24" to 30" (EVEN NOS.) TEAM COLORS ONLY	59.99		1	
2240 UNI-BMX Nylons		TEAM COLORS. RED LINE, GT, DIAMOND BACK, OR JMC. WAIST SIZE 22-24", 26-28", 30-32", or 34-36". MATCHING JERSEY ADD: \$15.00.	26.99		1	
2413 Haro Gloves		LEATHER TYPE. XS, S, M, L, ALL. (TEAM) COLORS.	PAIR 18.99		1/4	
2560 Patterson Pad Set		HANDLEBAR, STEM AND FRAME PADS. WHITE ONLY	SET 6.99		1/2	
2700 Balboa BMX Open Face Helmet		XS, S, M, L or XL. BLUE, BLACK, RED, SILVER, WHITE or YELLOW. FULL FACE MODEL ADD: \$15.00.	31.50		3 1/2	
2810 Haro Flo Panel Number Plate		RED, BLUE or BLACK	3.55		1/8	
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3260 GT BMX Handlebars		CROMOLY, CHROME-PLATED, STANDARD SIZE. PRO SIZE ADD: \$4.00. 10" TALL ADD: \$5.50. PERFORMER FS ADD: \$7.00.	15.99		1 1/2	
3270 CW Racing Handlebars		CROMOLY, CHROME-PLATED, WHITE OR BLACK. STANDARD or PRO SIZE. FREESTYLE ADD: \$2.00.	20.99		1 1/2	
3280 Hutch Handlebars		CROMOLY, CHROME-PLATED, EXPERT or PRO SIZE. FREESTYLE CHROME or COLORS ADD: \$4.00.	19.99		1 1/2	
3292 Red Line Handlebars		CROMOLY, CHROME-PLATED, VEE CROSSBAR. STRAIGHT CROSSBAR ADD: \$2.00. FORKLIFTER FREESTYLE CP or WHITE ADD: \$24.00.	12.99		1 1/2	
3600 Tuf-Neck Pro Model Stem		ALL COLORS. CHROME ADD: \$2.00. FREESTYLE MODEL ADD: \$4.00.	13.99		1 1/2	
3601 Hutch Pro Racer or DK Stem		CROMOLY, CHROME-PLATED. DK FREESTYLE CP ADD: \$7.00.	19.99		1 1/4	
3812 Tange MX 125 Headset		LIGHT ALLOY. BLACK, BLUE, RED or CP	SET 8.99		1/2	
4900 Skyway Freestyle Platform Kit		CHROME ONLY. AXLE STANDERS, SILVER ADD: \$8.00/PAIR. AXLE STANDERS. COLORS ADD: \$9.00/PR.	SET 29.99		2 1/2	
5450 Sugino CT 175 Crankset		3-PIECE CROMOLY CHROME-PLATED ONLY. SEAL BEARING MODEL ADD: \$15.00.	SET 49.99		3 1/2	
5460 Tioga Ultra Dyno Crankset		170mm ALLOY COMPLETE WITH TWO CHAINRINGS. BLUE or RED ONLY.	SET 17.99		3 1/2	
5480 Red Line 401 Crankset		CHROME-PLATED. 175, 180 or 185mm. 170mm SUBTRACT \$10.00. FLIGHT SPROCKET ADD \$18.00.	SET 129.99		4	
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6431 Comp Ill Tires		20" x 1 1/2" or 20" x 1 1/4" SKINWALLS. BLACK ONLY.	PAIR 11.40		2	
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6500 Innertubes 20" x 1 1/4" or 20" x 1 1/2"		PRESTA VALVES. ULTRA LIGHT. 20" x 1 1/2" STANDARD VALVES SUBTRACT: \$3.00.	PAIR 5.99		1	
6612 Alloy Special Wheels 1 1/2"		ARAVA TX RIMS 20" x 1 1/2". MATCHING FW HUBS. RED, BLACK, BLUE or SILVER. PRO CLASS ADD: \$6.00. BULLSEYE HUBS ADD: \$50.00.	PAIR 36.99		6	
6620 "Z" Wheels		MATCHING ALLOY FW or COASTER BRAKE HUBS. GLUED SPOKES. BLACK, WHITE, BLUE, RED, YELLOW and FREESTYLE COLORS. GRAPHITE (BLACK) ADD: \$32.00.	PAIR 54.95		6	
6621 "Z" Wheels Special 20"		MATCHING ALLOY FW or COASTER BRAKE HUBS. UN-GLUED SPOKES. YELLOW, RED or BLUE ONLY. BULLSEYE HUBS ADD: \$50.00. BLUE or RED OTHER COLORS ADD: \$7.00. BLACK GRAPHITE ADD: \$70.00/PAIR.	PAIR 42.99		6	
6700 Skyway Tuff II Wheels		ANODIZED COLORS. PAINTED COLORS OR CHROME ADD: \$3.00.	PAIR 51.99		9	
7130 Dia-Compe MX-1000 Brakes		CROMOLY, CHROME-PLATED. EXPERT (STD.) or PRO (LONG). US MADE.	SET 12.99		2	
8620 Hutch Frame and Fork		CROMOLY, CHROME-PLATED. CHROME or COLORS.	119.99		8	
8621 Hutch Freestyle Trick Star Frame & Fork		CROMOLY, CHROME-PLATED. CHROME or COLORS.	164.95		9	
8650 Red Line 600A Frame & Fork		CROMOLY, CHROME-PLATED. LONG. U.S. MADE.	109.95		8	
8664 Vector Mark 2 Frame & Fork		PRO SIZE. WHITE. CP ADD \$10.00.	139.95		8	

ALL OF OUR WHEELS ARE BUILT RIGHT HERE!

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SPRING Equipment Roundup

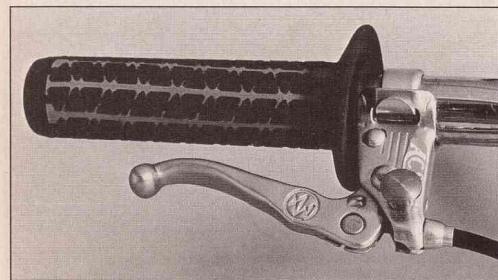
continued from page 66

Compe caliper that keeps your foot from getting munched? Or maybe the centerpull rear caliper that's mounted upside-down to keep it out of your way? Sheesh, we've run out of space and we didn't even get to the components. All right, Schwinn! SCHWINN BICYCLE COMPANY.



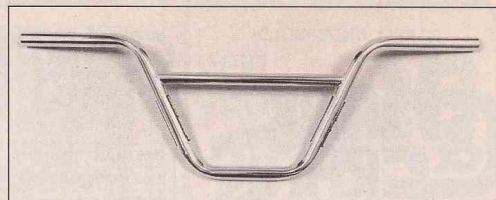
KUWAHARA EXHIBITIONIST

Strut your stuff on Kuwahara's supreme freestyle unit. It's got twin top and down tubes in the all chrome-moly frame, plus built-in coaster brake bracket, beefy dropouts, brazed-on cable guides, and the chrome-moly forks with foot stands. Very nice welding, too. Skyway Tuff IIs, Tioga Comp ST tires, Dia-Compe stoppers front and rear, and a front brake set up with a Potts Mod are among the goodies. It's also equipped with a Red Line Forklifter stem, Kuwahara chrome-moly cranks, KKT platform pedals, A'me grips, and a whole lot more. KUWAHARA.



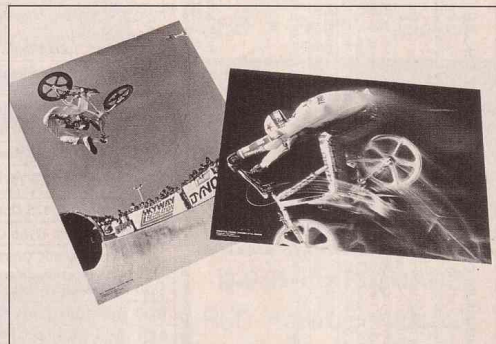
ACS POTTS BRAKE LEVER

Trickness indeed. If you want to lock one of your calipers but need your hands free for grippin' and grabbin' other sections of your scoot, check this puppy out. Just pull the lever in, push the spring-loaded pin down, and get down to biz. To release it, just pull on the lever, and it pops up by itself. ACS.



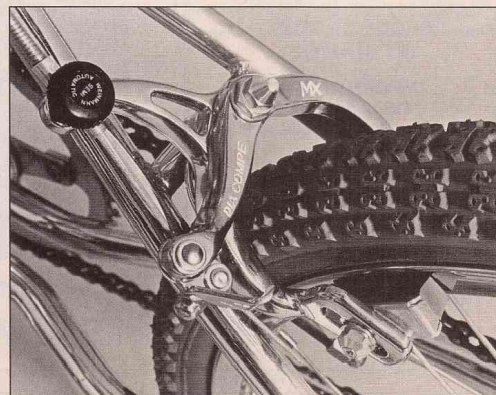
HUTCH WOODY ITSON HANDLEBARS

Built extra-beefy with .065 wall thickness 4130 chrome-moly, they're bent to Woody's personal specs. They have a lower than normal crossbar so they're easier to hop over, and they come with a lifetime warranty against breakage. Suggested retail is \$29.95. HUTCH HI-PERFORMANCE.



FREESTYLE POSTERS

Ouch! These suckers are HOT off the press. Take your pick of ol' Spidey, Rich Sigur, skyin' over The Pipeline Skatepark, or Mighty BMX's resident Rad Lad, R.L. Osborn, captured in intense and stylish motion in the BMXA photo studio. The posters measure 18 inches by 24 inches, just right for covering unsightly holes in your walls. U.S. SALES CO.



DIA-COMPE MX 901 CALIPERS

It's hard to improve on a product that's at the top of its department, but that's exactly what Dia-Compe has done with their new

BMX ACTION



ALS-1™

The ALS-1™ with the Channel-Venting system moves that hot air out and cool air in. \$159.00.



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The V3000 offers outstanding shoulder protection with short length to accommodate BMX riders. \$69.95



JT Knobby Elbow Guards

High density foam bonded with tough satynyl fabric and JT spandex straps for maximum comfort. \$27.95



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The new JT Life-Line™ is the most comfortable glove on the market today! Sizes S-TT \$29.95



JT Wet Glove

100% cotton knit glove with beaded latex palms.



JT Wet Gloves
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BMX PANTS

Tough satynyl and nylon mesh construction, spandex side panels, all-foam colors, sizes 22-34! \$69.95



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Fills the gap between goggle and mouthguard protection. \$5.95

04161 Scott
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CHROMOLY IN THE CLUTCH



One size fits all. The DX Chromoly Freewheel has a special tooth profile that works with both 1/8" and 3/32" size chains.



New forged alloy Shimano MX hubs spin fast and free for all-out competition.

The power move is on, when you sink your beef into the Chromoly teeth of Shimano DX.

You've put yourself into high gear, because aerospace chrome molybdenum alloys make our new DX Chromoly Freewheel lighter and stronger than ever.

Our DX Freewheel is uniquely Chromoly clear through: with wide, cyclocross CrMo pawls gripping inside and a tough, pro-chrome-finished CrMo sprocket outside.

Lightning quick and built for abuse, the DX Freewheel also fits all standard hubs. But you won't

want standard when you can have Shimano's new MX forged alloy hubs. Special dirt and dust sealing and machined axle flats make these racing hubs perfect for all frames and forks.

So get tough where it counts. Get the freewheel with pawls and cogs of Chromoly steel and the hubs to match... only from Shimano.



The finest in motocross components, Shimano DX.



SHIMANO SALES CORPORATION 9530 Cabycroft Avenue, Chatsworth, California 91311

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DEAR WIZ

continued from page 10

came known as **BMX ACTION**. I love that old shirt. I wear it running every morning and put it on as soon as I get home from work at night. It fits and smells perfect. Wild horses could not get it from me. Life would have no meaning without it.

Eric, I got R.L. to give me one of his old Red Line factory jerseys and if you'll give me a call I'll send it to you. I know that nothing will ever replace the true one, but maybe this will ease the pain a little. Life must go on.

By the way, you don't live next door to any country singers like Willie Nelson or Waylon or Moe Bandy or anybody? - Oz

MOMS

Dear Wiz,

I'm starting to get into freestyling full time and I want to get a quarter-pipe. I rode one and my mom didn't mind, but now that I want to build one she says that people will ride on it when we're not home, get hurt, and sue us.

Do you know any ways of rigging it so it takes a lock or something to ride on it, or better yet, do you have a cure for mothers?

Brian Taylor
La Crescenta, California

I'll tell you what, Brian. I've had my mother a lot longer than you've had yours and I guarantee - they're incurable. You can grow up, have a family of your own, be successful in business, travel all over the world, and they still do the same stuff.

The only thing is... she's right. So tell her you love her and push the ramp in the garage when you leave. Or remove a section of plywood. Or chain a small ramp on it. - Oz

MORE ON MOMS

Dear Wiz,

I feel I have the best sponsor there is. My mom. I'm a 16 expert who races many nationals per year because my mom sends me to them. She spends as much money as she can, and so far I've been to Colorado, Utah, Washington, Michigan, Ohio, Kansas, Texas, San Francisco, Las Vegas, and many other places. I've done all this on her

POWER TOOLS.

THE PIPE.

Well here it is. Just possibly the greatest technical innovation in the history of BMX.

The Sugino OPC-CMP tubular, Cro-Mo, one-piece crank. Or as we like to call it, The Pipe.

All the strength and power of a solid Cro-Mo, one-piece crank without all the weight. Sugino did it with a revolutionary new forming process that starts with The Pipe, steel tube. And ends with The Pipe.

Perfect for freestyle or racing. The Pipe has the strength to take it when you turn on the power. And it won't hold you back with extra weight like other one-piece cranks.

The Sugino OPC-CMP, "The Pipe", the latest innovation in Sugino power tools.

THE FT-BMX.

For the ultimate in strength and style, the Sugino FT-BMX.

A Cro-Mo tubular steel crank with a swedged-on alloy spider. Whether you ride freestyle or you're a top Pro racer, the Sugino FT-BMX gives you all the performance and reliability you'll ever need. And the price? Incredibly low. The magic of Cro-Mo tubular cranks within the reach of practically everyone.

The FT-BMX comes with the Sugino SB-SC-FT sealed bearing bottom bracket set for a perfect match. Maintenance-free sealed bearings and a Cro-Mo axle.

The Sugino FT-BMX crankset, for those who truly appreciate high performance.

Sugino
550 Commerce St.
Franklin Lakes, NJ 07417

money and support. Thank you, mom!

Billy Harrison, proud son of Kathy Harrison
Palm Dale, California

P.S. I'm writing this in the plane on the way to another national..

When you get right down to it, moms are pretty cool most of the time. And they've got a tough job... they've gotta raise US! Ugh.

To Kathy Harrison and all the moms like her out there in BMX land,

and to my mom (Hi, mom!), goes the **BMX ACTION** Moms of the Year Award.

Also, Billy, Giberson tells me that you got a third in 16 Expert at the ABA race he covered for this issue... right behind Billy Griggs and Terry Tennette, maybe the two fastest 16 Experts in the world today. I begin to see why your mom has so much confidence in you. Looks like there's a lot of mutual respect between you two.

I hope everybody reads this. There is way more going on here than just what the words say. - Oz

NOW, MORE THAN EVER, THE COMPETITION'S SCARED OF GREG HILL

You thought this guy was incredible before—now he's borderline devastating! For the second year in a row, 3-time world champion Greg Hill was named #1 Nora Cup rider. Adding to that top honor, Greg recently won the coveted title of ESPN #1 Pro Rider for 1983. So now, with a team that was awarded the ESPN Grand National Finale trophy, and his personally designed GHP racing frame and



fork, he's a legend in the making... and his opponents are shakin' in their shoes!

Greg put the blood, sweat and tears of his race-winning experience into GHP. So there's a piece of him in all his products. And when you race with a piece of the Legend, the competition hasn't a ghost of a chance.



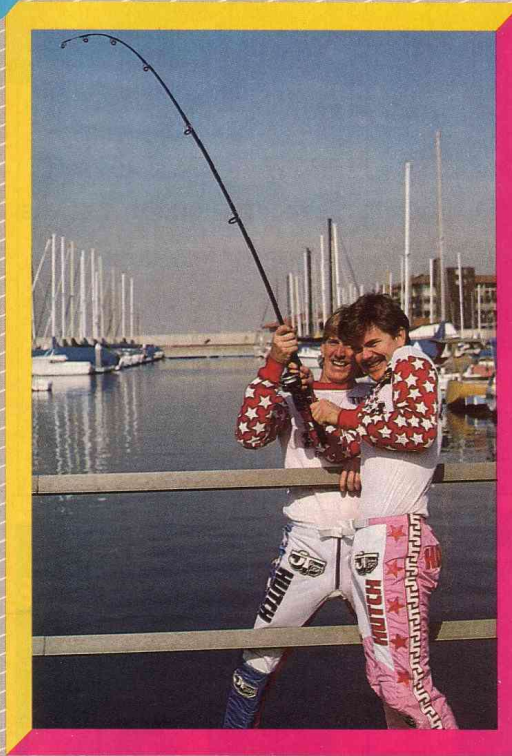
Other members of the ESPN Grand National Finale trophy-winning GHP team: #1 NBL cruiser CHARLIE WILLIAMS, 17X; ROBBY TAFT, 14X; TORY BAILEY, 9X; #1 ABA JASON DONNELL, 8X
Cycle Pro, Dia-Compe, Bell, Oakley, Max, Haro, Sugino, Araya.

GREG HILL PRODUCTS

Box 2069, Garden Grove, CA 92642, (714) 531-4064
Send \$2.00 for GHP sticker and info pack

NEW **BMX ACTION/HUTCH** SUBSCRIPTION SWEEPSTAKES OFFER! Don't Let This One Get Away!

WIN A FREE ONE-WEEK VACATION ON CHESAPEAKE BAY WITH THOSE CRAZED HUTCH DUDES, TIMMY JUDGE AND MIKE MIRANDA!



Your responses made last year's Hutch/BMX ACTION Subscription Sweepstakes the most popular contest ever! You remember the deal—you had a chance to win an all expenses paid, seven-day vacation at Chesapeake Bay, Maryland, staying at Hutch's home and indulging in sailboating, water skiing, fishing, crabbing, and ridin' and gettin' rad with Hutch's factory critster Timmy Judge. This year, we're again offering you the chance to win this knock-your-socks-off trip (a \$3,000.00 value, courtesy of Hutch Hi-Performance), but there's just one catch—this time both The Judge and Hollywood Mike Miranda will be on hand. Definitely a double-barreled attack of comedy, sports fans. We're talkin' guaranteed fun!

Here's whatcha need to do. Fill out the coupon and mail it in. No purchase necessary. But hold yer hosses—don't send it in before you take a gander at the mega-outrageous bucks-savings subscription offer for a full 12 months of BMX ACTION, the world's largest and most totally dialed BMX mag. For only \$14.50, you get a whole year of kawabonzically crazed action photos, go-fast tips and factory secrets, killer interviews with the stars of BMX, and exclusive tests of hot-out-of-the-jig bikes and accessories. The \$14.50 price is a whopping 50 percent off the newsstand price—that's like getting six issues FREE! So what are you waiting for? Send it in! (and tell your mail carrier to get rad!)

PRIZE DONATED BY:



OFFICIAL CONTEST RULES

- To enter, complete the official entry form by printing your name and address neatly, and mailing according to directions. You may enter only once using only an original entry form. Multiple entries will be voided. Your entry must be received by July 31, 1985. No purchase necessary.
- The winner will be selected in a random drawing from all entries received by BMX ACTION magazine. The winner will be notified by mail. An alternate winner will be selected if no response is received from the original winner within 30 days from the date of notification. This prize will be awarded and no substitution will be made for it.
- This contest is open to all residents of the continental United States. Employees of Wizard Publications, Inc. and Hutch Hi-Performance and their family members are not eligible. This contest is void where prohibited by law. It is subject to all federal, state, and local laws. Taxes (if any) on the prize are the sole responsibility of the winner.
- Enough rules already—fill the sucker out and send it in!

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YES! Please enter me in the contest, but send me 24 monthly issues of Mighty BMX at the unbeatable price of \$27.00!
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You know the feeling. You're sitting in staging, your moto is about two races away, and your stomach starts tightening up — letting you know the adrenalin is definitely flowin'. Your heart starts pumpin' faster, and your mouth is gettin' dry. Battle plans are running over and over in your brain. Dialing the sequence of the lights. Planning how you'll come out of the gate. Your line through the first berm. Your equipment.

Ah yes, radsters, a trusty steed is very important to your piece of mind when you saddle up at the gate.

Now there are some bikes that do a little something extra to calm your pre-moto fears. You know they've been through stuff like this before — that they're ready for what's ahead. They're kind of like a good horse — you know it won't balk when the going gets tough. They put your mind at ease and keep your heart from trying to pound out of your chest. You know the handling's there. The solid feel. We're talkin' quality. That's what makes the difference between a \$200 bike and a fairly high-buck moto-missile like the GT Pro Series.

Ah yes, most radical readers, the newly updated GT Pro Series is our victim for this month's (gasp, shudder) heavy-duty BMX ACTION torture test.

ANY NEW BUSINESS?

You bet. There's a bunch of changes in the component department. For one, there's the new mega-massive GT stem that has a chrome-moly shaft and an incredibly large aluminum body. Minimum flex, and maximum clampage.

What else? How 'bout a new Izumi chain that's made for GT with lightening holes in all the links? Yup, it's on there.

Would you believe a self-adjusting headset? Yeah, you read it right

The GT Pro Series. Qual componentry, solid feel, and very definite race-winning capabilities. We're talkin' factory replica stuff — well, with the exception of the cranks, which, considering the size of the dudes that'll fit this bike, were a hair on the short side.

— self-adjusting. It's GT's Epoch headset. On most headsets, the top nut and race jam against each other (with a washer in between, of course). On the Epoch headset, the top nut jams together with a dust cover, but underneath 'em both is the self-adjusting top bearing race.

Here's how this deal works. The top bearing race has indentations around the top that catch one end of a spring that winds around the fork crown. The other end of the spring catches the notch in the fork crown's



Photo By Windy

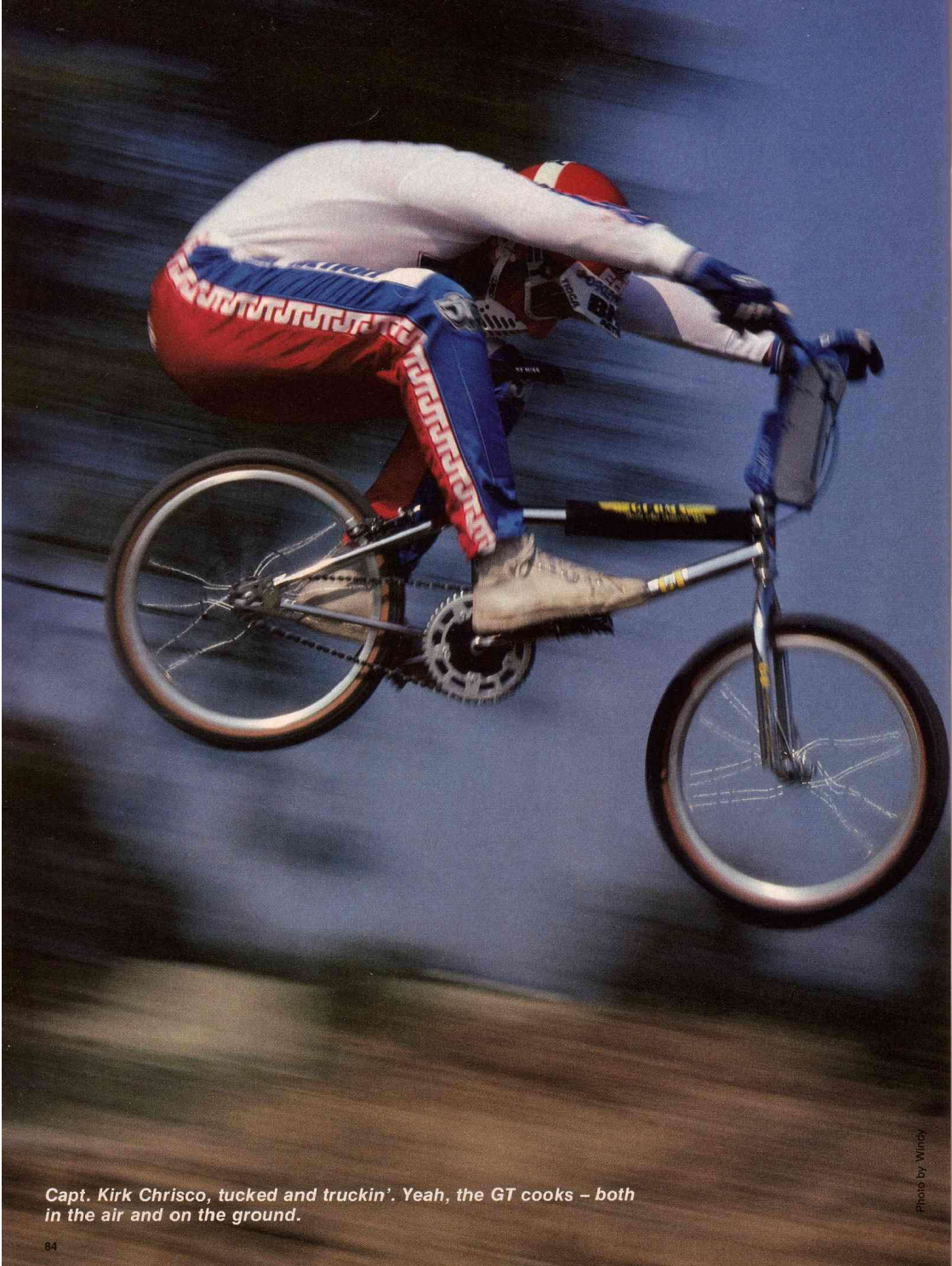


Look out! Here he comes, the dude with the locomotive legs — Tommy Brackens! We're talkin' freight train power PLUS right here, sports fans.



GT PRO SERIES

ROCKIN' AND ROLLIN' ON THE '85 MODEL



Capt. Kirk Chrisco, tucked and truckin'. Yeah, the GT cooks – both in the air and on the ground.

Photo by Windy

Photo by Steve Giberson

The GT Pro Series allowed Kirk to pull off his usual air-time antics with ease.



threads, and the spring is wound so that it's constantly trying to tighten the top race. Pretty slick, huh? It works good. We never had to mess with adjustment during testing.

Let's see, other new stuff includes the aluminum GT power disc, an SR aluminum chainwheel, and the one-piece tubular chrome-moly 175mm SR Turbox cranks.

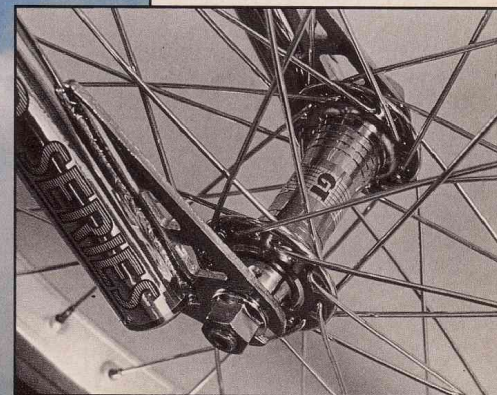
WHAT'S LEFT?

Of course the GT frame, fork, bars, and lay-back seat post are present and accounted for. Not much has changed here since our last testing encounter in the June '84 issue, but why change 'em? They're all good race-proven stuff, and the GT Pro chassis is known for its nice, stable handling.

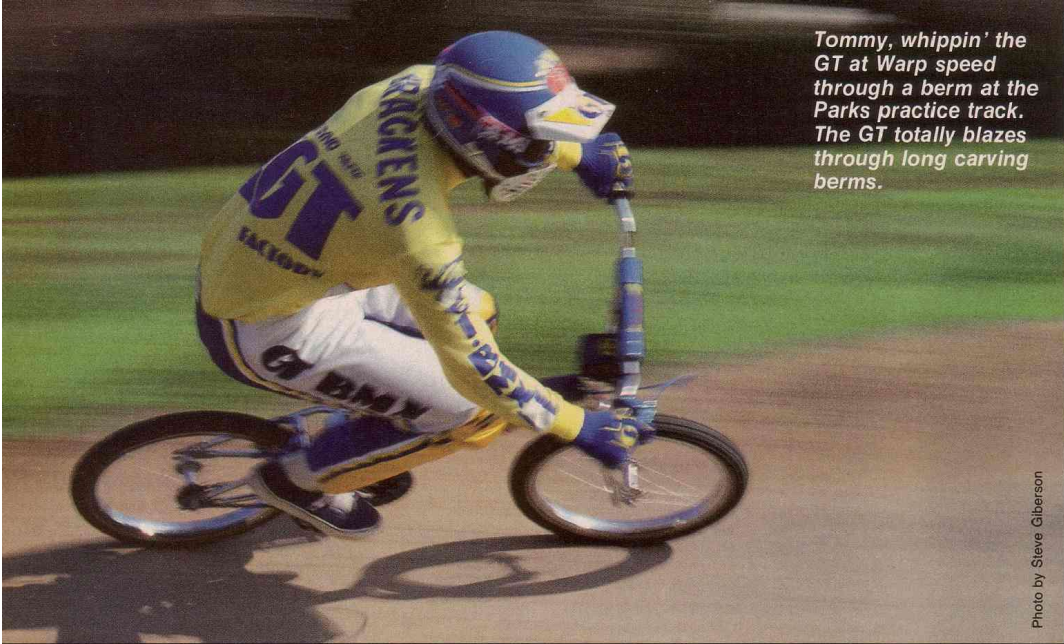
If you've ridden any of the current crop of pro frames, you'll notice that the GT's steering is considerably slower than quite a few of 'em. No hyper-hectic steering head angles here, gang. That means you can give your full attention to sprinting on the straights instead of struggling to keep the front end in line.

Cornering is cool. The steering's not too heavy, but it's not too quick, either. You shouldn't have any arguments when it comes time to change directions. There's nothing that some steering and little body English can't accomplish.

Kirk Chrisco put in his normal amount of air time during our test, and he didn't have any complaints. No looping or endoing were reported.



Smooth rollin' GT sealed-bearing hubs grace the centers of both wheels. We didn't have any trubs with the hollow chrome-moly axles bending or suchlike. They're tough.



Tommy, whippin' the GT at Warp speed through a berm at the Parks practice track. The GT totally blazes through long carving berms.

Photo by Steve Giberson

FOUR TACO LUNCH AND CONVERSATION WITH TOMMY BRACKENS

AGE: 24.
HOME TURF: Santa Ana, California.
SPONSOR: GT BMX.
STATUS: NBL National No. 3 Pro.

BMXA: "You have to be one of, if not THE, most powerful dudes in BMX right now. Where does your power come from?"

Tommy: "My legs. (Laughter) To tell you the truth, it's just determination - how bad I want to win. That's all I can say."

BMXA: "How do you train?"

Tommy: "I train all-around. Upper body, lower body. But I don't train with weights at all. I just stay on my bike."

BMXA: "That's it as far as training?"

Tommy: "Yup - just ride my bike. I go down to Parks (in Fullerton, California) a lot. Ever since they rebuilt it, I've been going there almost every day. Training-wise, I'm not doing anything special."

"I just want to win bad. It's all in the mind. If everybody thinks I can really pull 'em down the straights, fine. Let 'em think that. I KNOW I can. I guess I just have my mind

together going down straight-aways."

BMXA: "Earlier you mentioned that your riding had improved 85 percent since you switched bikes."

Tommy: "Yeah, I think so. Just last weekend Rob Fehd showed me that if you run the back wheel towards the front of the dropout it gives the bike a shorter wheelbase, and it makes it a lot easier to speed jump. It starts a lot quicker, too. When I was on the Torker, I'd run the back wheel towards the front and I'd loop out constantly. That's why I used to run it all the way in the back - to get a longer wheelbase."

BMXA: "How much time do you spend on your bike? You hear about guys training their tails off."

Tommy: "Some guys say they train, but you can see who's training and who's not. Each week I think I ride my bike about five hours. That's it. On weekends I race and Friday is usually a travelling day, so Monday, Tuesday, Wednesday, and Thursday are left for training."

"During the hours that I ride, I work myself pretty hard. Starts, turns, jumps, the whole operation."

"Half the guys out there worry

about the other riders - what they're doing, how they're doing it, how they're training, and like that. They ought to just worry about themselves. It doesn't matter what the other guy's doing - if he's working out harder than you, hey, work out harder than him."

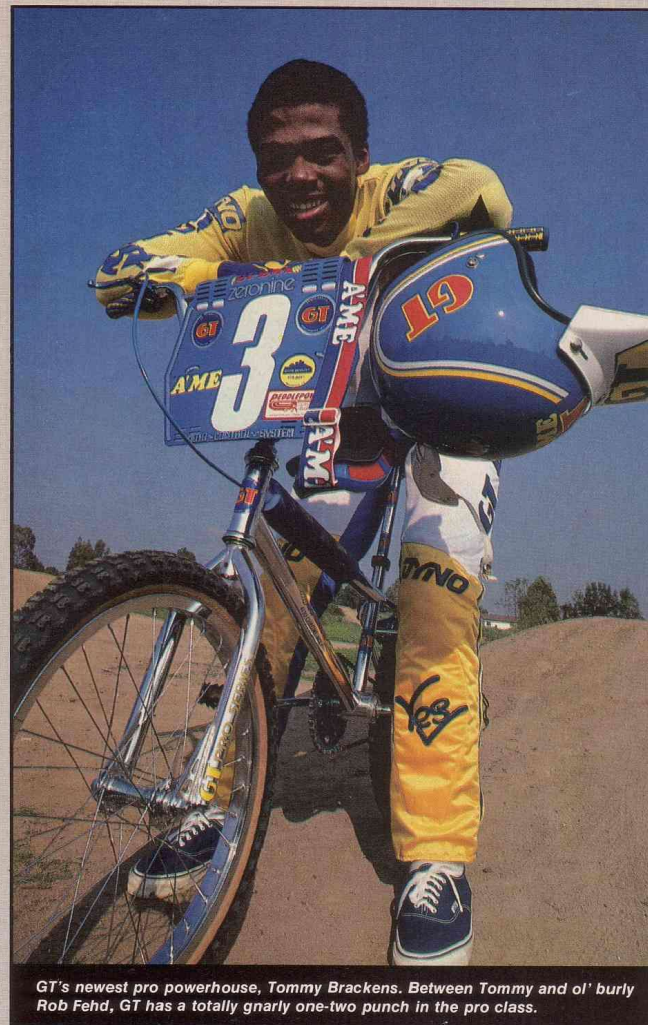
BMXA: "Are there specific riding skills that you work on? Before you'd hear, 'Yeah, Tommy's weak in the jumps and the corners.'"

Tommy: "They're not saying that now. Now I'm not really focusing on anything. The other riders know I can jump, and they know I can turn. I've corrected my weak points - there's nothing that's weak now. Zilch. Zero. But at the time it was turns and jumps. I'm mentally better now."

BMXA: "Since you're older than most of the pros, do you think that your mental maturity gives you an advantage?"

Tommy: "Yeah. One rider - I won't mention his name - he's young and he acts like he's about 30 years old. I think that's wrong. You should act your age, or act under it. Just feel younger. If you're gonna feel older, you're gonna think older. When you're thinking older, you're thinking slower. I'm thinking young and I'm going fast. I've got the nitrous hooked up." (Laughter)

"I'm gonna keep racing 'til I can't



GT's newest pro powerhouse, Tommy Brackens. Between Tommy and ol' burly Rob Fehd, GT has a totally gnarly one-two punch in the pro class.

race anymore. 'Til I can't move my legs. 'Til I'm old and grey and have a red and white cane." (Laughter)

BMXA: "How do you get psyched for a big race?"

Tommy: "I know what I'm capable of doing and I know I can go out there and do it. I don't put any pressure on myself by saying, 'I have to go out and win this race because GT is sponsoring it.' I just go out there and race. I don't sit in the corner saying, 'I've got to do this, I've got to do that. I've got to get a good start.' I know what I have to

do, so what's the use of putting pressure on myself? I just go out there and do it."

BMXA: "Do other riders try to psych you out?"

Tommy: "Yeah. A few of the riders will come up to me and say, 'They've got a lot of jumps here.' I'll say, 'Yeah, but you've got to ride the same track I've gotta ride.' That's part of being a pro. You have to adapt to it. The best rider's gonna win, so I wish them good luck. I know what I'm capable of. I'm not letting anybody psych me out."

BMXA: "You put together a pretty good string of wins last year."

Tommy: "And I'm starting off good again this year. I won the Pro Open at the ABA race in Louisiana, and I doubled in Puerto Rico. Hopefully, I'll do some damage in Pico Rivera."

BMXA: "What are you concentrating on for this year?"

Tommy: "I'm focusing on NBL. If I do great in ABA, fine. It's just that I'm leaning towards the NBL."

BMXA: "That's what you've been chasing the past couple years, right?"

Tommy: "The past three years."

BMXA: "Where do you figure you'll be at the end of the year when they tally up the points?"

Tommy: "Hopefully in the top two. I've always said that if I'm going to be number one, I'm going to do it by winning. I'm planning on winning a lot of races this year."

BMXA: "How about multiple mains? Do you like running three mains instead of one?"

Tommy: "Sometimes I do, sometimes I don't."

BMXA: "What makes the difference?"

Tommy: "Sometimes I have an off day. (Laughter) If you win the first main, you always wish they were running just one main. If I know it's three mains, I say, 'I've gotta be consistent - make the top three or four.'"

BMXA: "So do you go for consistency, or do you go for the wins?"

Tommy: "Consistency. That's all I've been thinking about this year and part of last year - finishing first, second, third, or fourth. As long as I'm in the main in both classes."

BMXA: "Which are stronger, your starts or your sprints once you get out of the gate?"

Tommy: "Both."

BMXA: "How about when you get on the gate for a single pro main, are you thinking that you want to get the ultimate killer start, or are you just trying to get out decently?"

Tommy: "I just want to get out even with the rest of the guys."

BMXA: "Not try to cut too fine a hair and nail the gate?"

Tommy: "Exactly. You're taking a big gamble. Say I go up there and think, 'I'm just gonna kill everybody out of the gate.' I'd be lying to myself 'cause I'd get up there, try to get a great start, and wind up nailing the gate. All I need is a fair start. After that, I know I've got it."

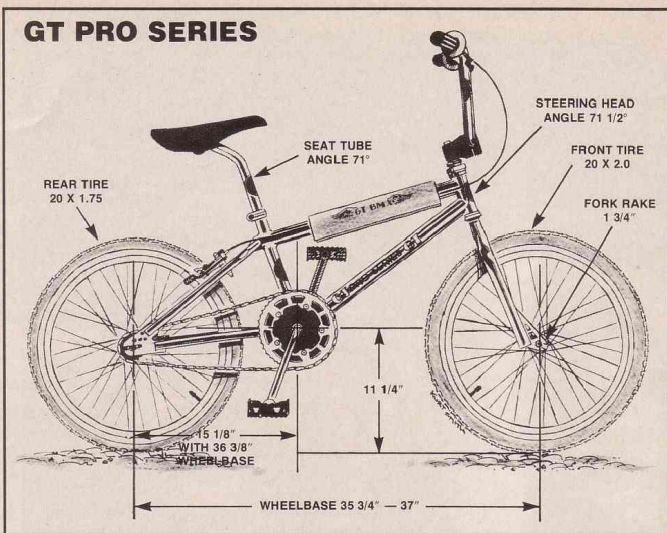
Price & Specs

COMPLETE BIKE PRICE: \$379.00.
FINISHES AVAILABLE: Chrome with black or blue components, yellow with blue components, or white with blue components.
COMPLETE BIKE WEIGHT (without pads or plate): 23 pounds, 10 1/2 ounces.
FRAME WEIGHT: 4 pounds, 3 ounces.
FORK WEIGHT: 1 pound, 11 ounces.
HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 8 1/2 inches.
HANDLEBAR WIDTH: 28 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.

Components

FRAME: GT Pro, chrome-moly.
FORK: GT Pro Series, chrome-moly.
HANDLEBAR: GT Pro, chrome-moly.
HANDLEBAR STEM: GT, aluminum and chrome-moly.
GRIPS: A'me Dual, rubber.
HEADSET: GT Epoch.
RIMS: Ukai, aluminum.
SPOKES: 36, .080, with brass nipples.
HUBS: GT, sealed-bearing, with hollow chrome-moly axles.
TIRES: GT.
BRAKE: Dia-Compe MX caliper, rear only.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
CRANK: SR Turbox, one-piece tubular chrome-moly, 175mm.
PEDALS: SR Speed Trap, aluminum and chrome-moly.
BOTTOM BRACKET SET: SR, sealed-bearing.
FRONT SPROCKET: SR aluminum chainwheel, 44 teeth.
SPIDER: GT Power Disc, aluminum.
REAR SPROCKET: SunTour freewheel, 16 teeth.
CHAIN: Izumi, 1/8 inch.
SEAT: Ariake, aero style.
SEAT POST: GT lay-back, chrome-moly.
SEAT POST CLAMP: Aluminum.
ACCESSORIES: GT frame pad.

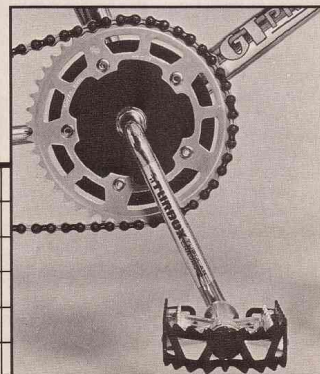
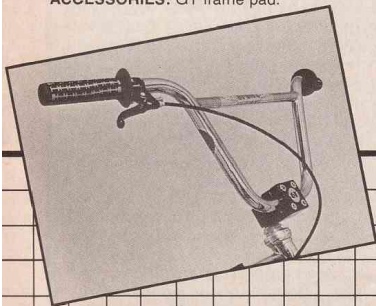
GT PRO SERIES



Performance Evaluation

PURPOSE: Racing (up to and including pro), very choice street bike.
AGE RANGE: 13 and up racing, 12 and up street.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Excellent. Extremely clean beads. Very nice.
QUALITY OF COMPONENTRY: Very good to excellent.
GEOMETRY: Excellent.
HANDLING: Excellent. There's no razor-quick steering to be found here, but it doesn't steer like an oil tanker, either... "It handles good. It turned kind of on the slow side, but it was pretty well balanced. The front end didn't drop, the back end didn't raise. It was good in the air."... "I like the tires. They're good on hard, slick tracks."

MISCELLANEOUS COMMENTS: The cups for the headset and bottom bracket set fit just fine... The front wheel fit perfect; the back end of the frame needed to be spread a little for the back wheel to slide into place. The chain alignment needed a little work, too... The brakes worked totally excellent, as did the GT tires... "The seat's too far back with the lay-back seat post. You'd be sitting back and it'd make the front end too light."... "The bars felt good. The pedals are great; the cranks didn't bend. The seat post stayed straight. No probs with the frame or fork."... "The cranks are way too short. Are those 170s? The rest of the components are top notch."
TEST INPUT: R.L. Osborn, Steve Giberson, Kirk Chrisco, Don-Boy, Windy, Andy Jenkins, and Tommy Brackens.
MANUFACTURER:
 GT BMX
 5422 Commercial Drive
 Huntington Beach, California
 92646
 Tel: (714) 895-5589



R.L. Osborn, givin' the Pro Series a little Cherrypicker test treatment.

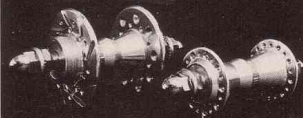


Photo by Windy

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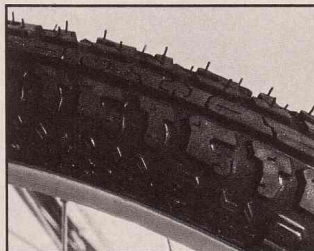


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The frame checks in at 4 pounds, 3 ounces, while the forks tip our incredibly high-qual and impressively accurate scales at 1 pound, 11 ounces. That's absolutely in choice territory of weight competitiveness without being *too* fragile. The frame and fork are 4130 chrome-moly and made in the U.S. of A., and we must say they have some of the nicest welds that we've seen in quite a while. Classy stuff.

GT was one of the prime motivators of the power bar movement a few years back, and their bars are still plenty wide and flat enough to give you ample pull, but not bent so flat that you get squirrely. They're chrome-moly, too.

Other miscellaneous componentry? Just good-guy stuff from nose to tail. Great grippin' GT knobs, Ukai aluminum rims, and GT's



The GT knobs are great grippers, especially on bone-dry, hard-packed tracks.

sealed bearing hubs with hollow heat-treated chrome-moly axles make up the wheels.

A Dia-Compe MX caliper, cable, and Tech 3 lever handle the stopping. What can we say? Huzza buzza.

The same goes for the SR Speed Trap pedals. They give you gobs of platform area and enough teeth to keep your feet firmly where they belong.

A'me Dual grips find happy homes at both ends of the bars, and they didn't raise any complaints — or blisters.

CHANGES, TRUBS, AND SUCHLIKE

1. The new GT power disc created a problem when it came time to remove the bottom bracket. The SR sealed-bearing bottom bracket is normally only somewhat of a pain to remove. (You know, remove the



See how one end of that spring catches an indentation on the inside of the top bearing race, while the other end hooks into the notch in the fork crown? That's how the Epoch headset's self-adjusting feature works — and it DOES work. We never had to touch the adjustment.

adjusting-side cone nut, slide a screwdriver between the nut-side bearing and the crank so you can pound the sprocket-side bearing out.)

After removing the adjusting nuts and pounding out the sprocket-side bearings, we looked at the spider and realized that there were no holes in it. That meant it was impossible to reverse the screwdriver-through-the-inside-of-the-crank process and remove the bearing on the left side. Ugh. What we had to do was catch the outside edge of the bearing cup with a screwdriver and pound it out. Much swearing, sweating, and pounding later, we had a fairly mangled bottom bracket set laying on the workshop floor.

The GT spider works great with a regular type bottom bracket, or a sealed-bearing number that has a sizeable lip on the outside of the cups so that you can pound it out, but with the SR sealed-bearing jobber, it's a bugger.

2. Honestly, we would've preferred a straight seat post to the lay-back post that came stock on the Pro Series. The front end of the Pro Series is already plenty long, meaning there would be more than enough knee room with a straight seat post. It would also allow you to feel the seat between your knees while you're standing up, which gives you a little extra control.

3. Since we're nit-picking, we ought to mention that the cranks were 175s, and for the size of the bike, they should definitely be 180s for more leverage and snap out of the gate.

Beyond those trubs, nothing bent, broke, made noises, was a hassle, or assumed new configurations.

FINAL COMMENTS

The price of the Pro Series is right in the neighborhood of \$379.00. What do you get for that price? A solid scooter with high-qual componentry that handles predictably and excellently.

Weight for the whole deal is only 23 pounds, 10 1/2 ounces. Now that's competitive!

Like we said before, the Pro Series steers slower than quite a few of the pro-size bikes on the market, but when you're elbow-to-elbow with seven other trophy-crazed hot-shoes, the bike's extra stability gives you a chance to get more aggressive before you lose control, which means most guys will have to back off long before you do. That could be the extra advantage you need. ■

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OUTTAKES



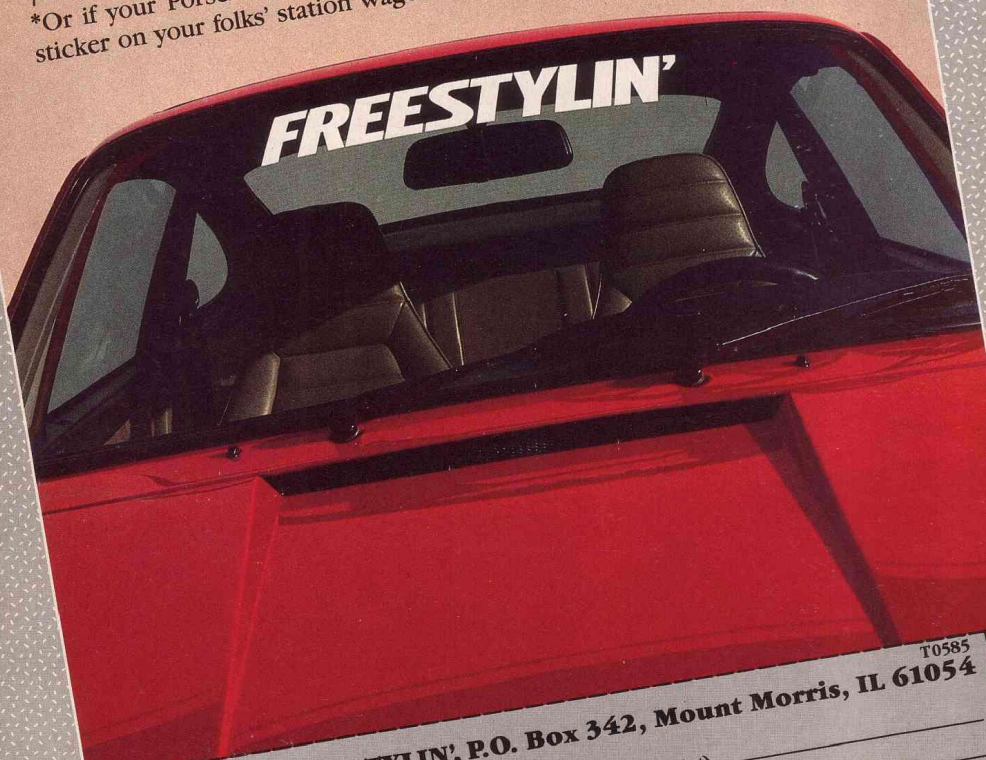
We've had this photo sittin' around since last month when we shot Tony Murray for the cover shot, and we thought we'd give you a quick peek at his backyard. Call it a tour of one of the star's backyards. Interesting things here include the ramp dimensions — eight and a half feet high, twelve feet wide; the high zoot and totally factory methods employed in the construction of the beast (snicker); the guard dog (who has Gibey cornered on top of the dog house); and the boards missing out of the fence. (Snicker, chuckle) Yup, now we know where Tony got some of the lumber for the ramp. Oh yeah, check out the inset photo for the gnarly view of Spring Valley that Tony gets when he's catchin' air. Pretty spooky, huh?

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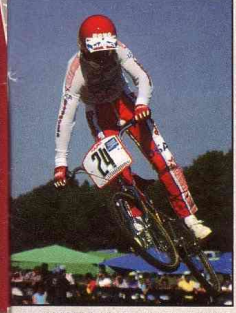
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1984 NBL and USBA National #1 Pro, ERIC RUPE, Mongoose® Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his Pro bike.



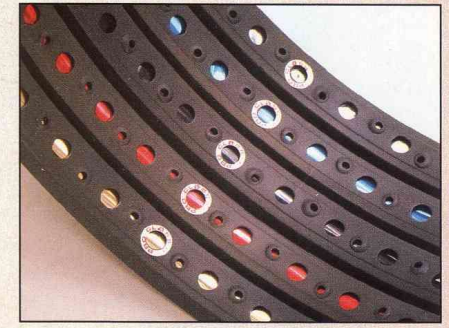
1984 NBL Grand National #1 15 Cruiser, DARWIN GRIFFIN, Blue Max™ Factory Team, uses 20 x 1.75 Pro Class™ Hard Anodized Wheels* on his race bike.



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