



BMX ACTION

OCTOBER 1987
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California ISSUE

- **BMX TOUR**
- **PALM SPRINGS DOWNHILL AND HALF-PIPE JAM**
- **LAKE JUMPING MADNESS**

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BMX ACTION

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MARK "LEW" LEWMAN
Editorial Assistant
ANDY JENKINS

DESIGN

Art Director
KURT SMITH
Assistant Art Director
DIAN GIBERSON

Photographer
WINDY OSBORN
Illustrator
BOB HARO

ADVERTISING

Advertising Director
CORY METZLER
Advertising Coordinator
DEE DEE MILLS

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Editorial and Advertising Offices
WIZARD PUBLICATIONS, INC.
3162 KASHIWA STREET
TORRANCE, CA 90505
TEL: (213) 539-9213

Advertising Representative in Taiwan
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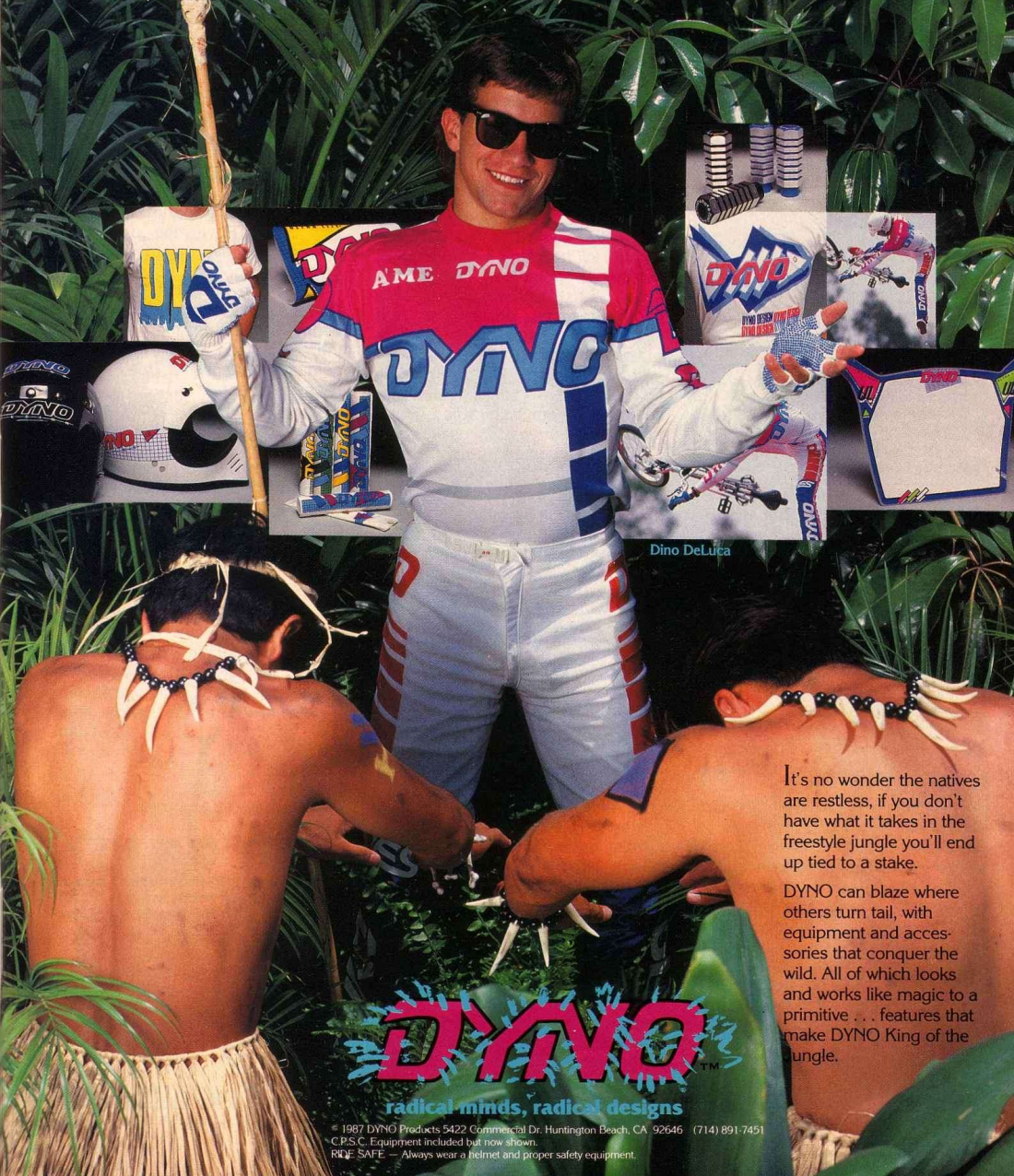
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Warning: The Surgeon General Has Determined That Not Writing To This Gork Guy Could Be Very Hazardous To Your Health.

To: BMXA c/o Dear Gork 3162 Kashiwa Street Torrance CA 90505

Gary Ellis. I think Shawn needs to chill. What do you think?

Oh yeah, on Saturday, Shawn also got into it with Mike Moore. Lots of parents were around and it downgraded their view of BMX.

Matt "Cruiser" Howell
Garland, Texas

Here's what I did, Matt . . . I called up Shawn and read him your letter, and let him defend himself. Here's what he had to say:

"Gary Ellis and Greg Hill came up to ME. Tell that kid I shouldn't chill, those guys should chill. They are the ones going, 'C'mon, Texas. Let's fight.' Greg Hill, Blazer, Ellis, and even Harry Leary . . . they're all a bunch of sissy's."

"I don't want to fight anyone. The first time I make any contact with somebody, I get disqualified. But if they do something to me on the track, I just turn around and go back up to race again. I'm a fair racer, and sure, I get aggressive, but you've gotta be that way in order to be number one."

"It's not like Texas is going after everyone. Everyone is going after Texas! They've gotta try to beat me mentally because they can't beat me physically. The bottom line is I don't wanna fight anyone, but my fuse is as long as anyone else's and when it burns out . . ."

Okay. We've got the point, Shawn. What do you think now, Matt?—Gork

NOT A NICE GUY

Hey Gork,

Some constructive criticism for your mag. How could your staff be powered by that girly Stryper band? C'mon, dude . . . get it right! I also wanna know why you have SKATE ads in your BMX mag? I think Stryper power has something to do with this . . .

Also, don't print another picture of a scooter in BMXA again. I HATE scooters. They have nothing to do with BMX. They're just little goonmobiles for kids who don't know how to ride bikes.

I hope Kevin Hull is at an upcoming DRI gig in Nevada City, so he can help me stomp out the skate-posers.

In closing, I would like to give a

belch to you smog-suckers in So. Cal from us weirdos in the hills. Oh . . . thanks for mentioning Grass Valley as being a thriving metropolis (even though it's not).

Kevin Shumaker
Grass Valley, California

Take a stress-tab, Shoe-mucker . . . You've got a bad attitude! You know that?—Gork

WHO MADE WHO?

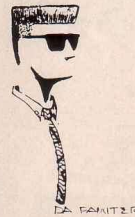
Dear Gork,

Before I start knockin' him, I gotta say Lenny B. is the best BMX 'nouncer I've ever heard! O.K. Now comes the knockin' . . .

I read the bit about the "Fred'z" Power steering bars (June '87). True, Lenny did think up the name. True, the logo is clean, attracts the eye, and demands attention. True, they're bitchen bars. BUT . . . it was ANOTHER talented Cyclecraft employee who designed the graphics. Yes, it's true.

Len gets e'huff BMX notoriety, so I'd like to give credit where credit is due. But seein' as I'm such a modest dude, I won't say who it was. I bet Len don't even know what Fred looks like. Well, here he is. If you have any doubts, just ask Bonz.

Da' Painter
Kingsport, Tennessee



For those who run Cyclecraft's Fred'z bars, and want to know who the heck Fred is, here ya go . . . cool dude, hep cat, and total grip head, Freddy Z. Fredrick. You can call him Fred.

This guy who is responsible for making the mysterious Fred wouldn't happen to be you, Mr. Painter, would it? . . . —Gork

MINI LETTER

Dear Gork,

Referring to the Mini Shootout in the May issue, you guys said the only

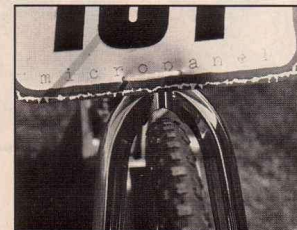
wheels that fit the Free Agent Minikin are sew-ups. Well, we've got a surprise for you! Just check out the enclosed picture of Trevor "Crash 'N Burn" Harris' scooter. With a slight modification of the forks, we are able to run standard 1 1/8 inch tires and rims. Neat, huh?

Another thing I think parents should know about is that there are a lot of hidden costs of owning a mini, light-weight scooter. After you think you've got the bike that's lightest, you'll go to the races and see what all the other little racers have, and discover what a "tank" your kid has. So, you then start adding more and more modifications, and BOY, does it cost! To give you an idea, here's what I did to "Crash 'N Burn's" machine:

1. Forks were modified to fit regular 1 1/8 wheels.
2. Crupi alloy axles were put in the GT hubs.
3. Wheels were radial laced with aluminum nipples.
4. Profile Titanium bottom bracket was added.
5. SunTour 152 m.m. cranks were drilled, slotted, and polished.
6. Galli plastic headset was installed.
7. Uni mini-seat was drilled out for weight.
8. Crupi aluminum freewheel in rear.
9. Aluminum headbolts and stem bolt were needed.
10. 10 Speed rear brake drilled out.
11. Two inches cut off the bars, and neck is turned around backwards to bring bars closer.

See . . . it all starts to add up. If you decide to change things on your kid's bike, remember to do it with safety in mind.

Broke, but LOVIN' it!!
Crash 'N Burn's Dad
Santa Rosa, California



A way to customize your forks to fit 1 1/8s, for those parents who detest sew-ups. Doesn't it seem like sew-ups always go flat while you're waiting in staging?

GORK'S CRUISER

Dear Gork,

Will you do a testing section on YOUR bike?

Woska
Omaha, Nebraska

You've gotta be kidding—my cruiser is SOOOO thrashed, the ABA made me take out life insurance . . . for my competition! It's so beat, I gave it away to some kid . . . and he sent ME a bill. Eric Rupe raced it

once because his 'Goose had a flat tire on the gate . . . half way down the hill he hopped off and RAN the rest of the track. My wheels are pretty trick, though . . . they're bio-pace. Cecil Johns and Terry Tenette make fun of my cruiser, too . . . they say with the layback post and forklifter stem, it has the split ends. I'm telling you, Woska . . . I get no respect.

The only way I'd run a test on my cruiser would be to show everyone how NOT to set up their bike.—Gork Dangerfield ■

ARE YOU EXPERIENCED?

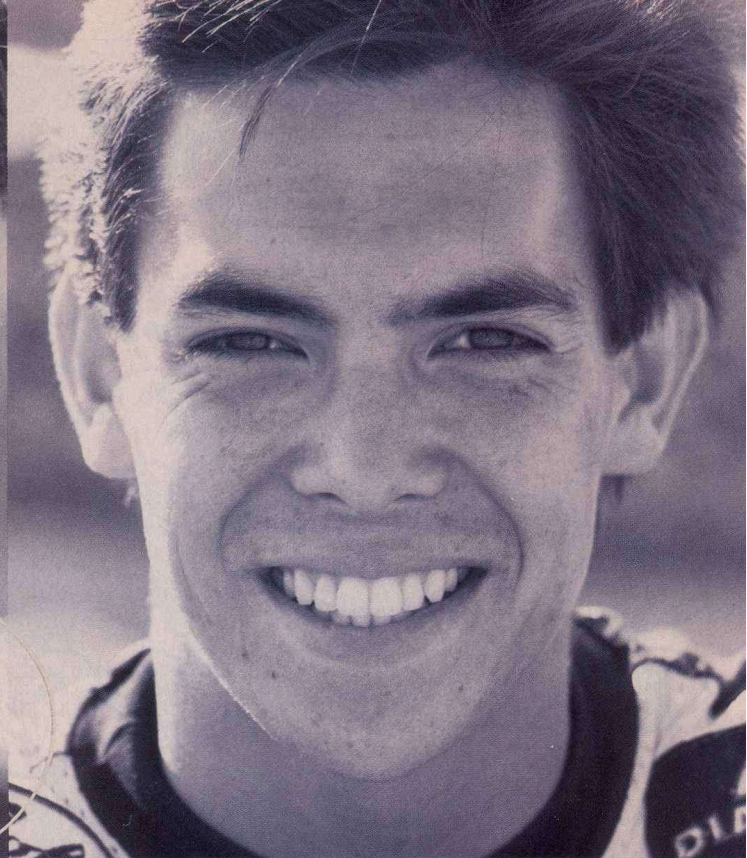
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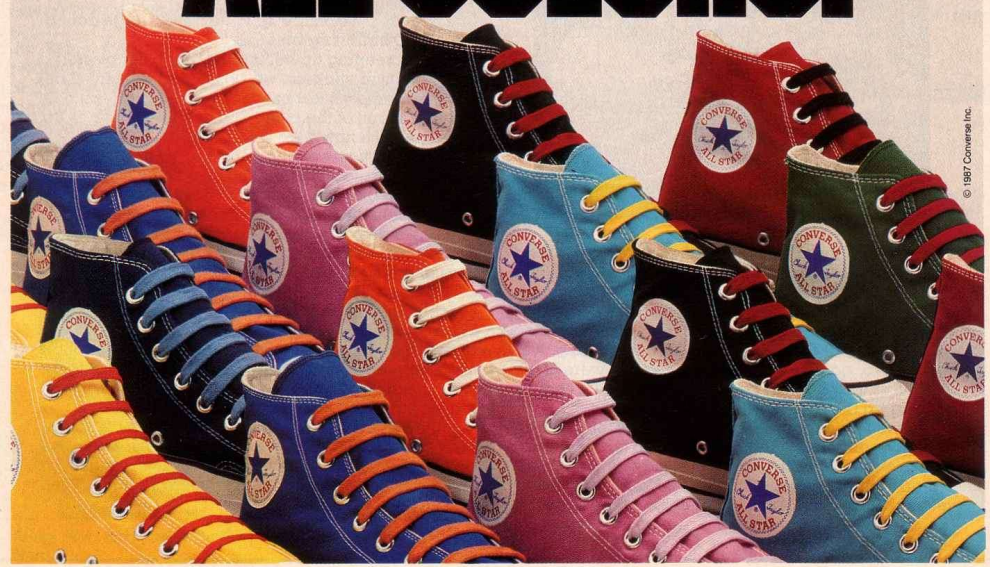
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HOW A SIMPLE MISTAKE CAN DRIVE A SANE MAN MAD

Okay kids . . . remember a few issues back when we tested the Diamond Back? The July issue, to be precise. Well, we made a simple mistake—we looked up Diamond Back's phone number in the nearest available Rolodex (a Rolodex that was two years old and slightly outdated). See, the number written on the file was Diamond Back's OLD number. As it turned out, some people somewhere in this world have been calling them daily—hard to believe, but still, why don't you guys lay off and call the REAL Diamond Back offices at (805) 499-0421. Okay?

SPY SHOTS
THE AUBURN BIKE



A month or so ago, Mor Distributing president, Todd Huffman, hinted around that he and Bob Morales had been playing with an idea of starting a new company—Auburn Bicycles. (Why Auburn? Don't ask . . .) So . . . when one of our semi-reliable sources phoned in to report that BMX'er at large, Rod Beckering, was seen at Mor riding a very unusual bike, we were in the Bat-Van and on our way before we even had a chance to hang up the phone . . .

We live for dangerous missions such as this. Slyness is a job requirement. Running back and forth between trees, feeling like those guys in Road and Track who snoop behind the bushes at the Ford, G.M., and Chevy testing grounds, adorned in trench coats and Groucho



Marx shades, we snuck up to the rear garage door of the Mor Distributing building.

Slowly creeping up behind the dumpster plastered with Scootster stickers, we positioned ourselves between two empty bike boxes and yanked out the binoc's. A quick scope of the place told us something was up. The smell of a new bike was in the air . . .

After a very strenuous two hour wait, Mor Distributing's seven-foot-tall shipping giant stuck his head out of their garage and looked both ways for spies like us. All was clear, he thought. The aborigine wheeled the unpainted beauty outside and leaned it against a chain link fence while he strolled towards the Mor van with keys dangling in hand . . .

This was it. The brand new, revolutionary proto-type 20 inch race bike from Mor Distributing—the Auburn. With our faithful Nikon and a super long 750 mm telescopic zoom lens, we quickly snapped a couple of shots before the Larry Bird look-alike loaded it into the van to head for the top-secret test grounds and conduct further structural analysis.

You'll be hearing more about this two-piece bike as soon as Mor tells us. All we know now is what you see in these here photos. From the looks of it, we think an aluminum rear-end, like a motorcycle swingarm, would be D-HOT!

- Tommy Brackens has yet another co-sponsor . . . Life's a Beach clothing. R.J., look out!
- Bill Madden just informed us that besides trying his hardest to make it in the pro BMX world, he's started his own business making skim boards.
- Is it true that the NBL has banned Todd Corbitt's patented backwards number three? Is there an NBL rule against being stylish, creative, and different?

TEAM USA

Alright . . . here're the latest details about BMX getting in the '92 Olympics. It isn't going to be. 1996? Chances are lookin' good! REAL GOOD Let us explain . . .

The same weekend as the IBMXF World Championships, the UCF will be holding their first ever BMX event in ???, France. This event is the first major step. At the race, all of the important cycling people who have Olympic say-so will be present to spectate and make judgement.

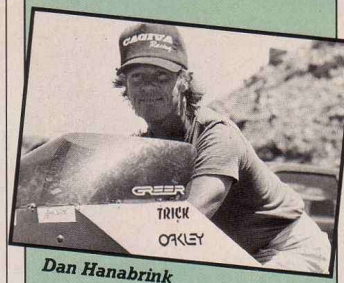
The U.S. will be sending a team. Greg Carlton, the man responsible for the Irvine World Cup's great success, is in charge of funding the project. Since the race in France coincides with the same weekend as Florida's World Champs, some people are already doubting the authenticity of it.

The unconfirmed U.S. Team is mostly made up of those ABA riders who didn't qualify for the World Champs. ABA/Free Agent legends, Kenny May (16) and Galen Starlin (14) top off the twenty person U.S. team, along with the Boss boys, Cecil Johns (23 cruiser) and Darwin Griffin (18). Other definites include Chris Moeller (16 cruiser) and John Gonzalez (13).

Alex Baum, the UCF man in charge of getting things rolling, says that once the heavies in the Olympic Committee check out the international race in France, the next step will be getting BMX in the Pan Am games. Right now, there's about a 50 percent chance of that happening.



Kenny May. First choice for the U.S. Team.



Dan Hanabrink

After crossing the finish line of the Palm Springs Tramway GPV (elsewhere in this issue) winner Dan Hanabrink, the 48-year-old ex-Nasa space engineer and current faring designer/salesman, immediately signed a deal with Hutch.

Hanabrink told us he's already designing a downhill bike for Hutch, which will be on the market by Christmas. The bike, of course, will be equipped with Hanabrink faring and, in typical Hutch fashion, will be bad-to-the-bone.

Is this sport catchin' on, or what?!

NEW RECRUIT: SPIKE JONZE

One/eighth of the original Rockville gang and part-time Haro roadie, Spike Jonze, is now a resident Wizard staff guy. He will be helping out both mags—BMX ACTION and FREESTYLIN', and'll probably head up any special projects we come up with in the near future.

Since Spike is also a world reknown PHOTO-journalist, we thought we'd introduce him by showing some snaps he got while on his drive out to California . . .



This is Spike (driving) and Nubular T. Johnson (posing as a passenger) cruising down the freeway somewhere between Bethesda, Maryland and Torrance, California. Notice what a model citizen Spike is, wearing his seat belt . . .



This is how far they had to go when they were 368 miles from California.

STILL ON TOP: QUARTERLY POLLS PART 2

Consumer Pulse, Inc. of Redondo Beach, California, has just released the results from their latest magazine survey taken at a race—this time, 351 racers were surveyed at an NBL national. And, we're proud to say, once again BMX ACTION topped all categories.

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WHICH BMX RACING MAGAZINE(S) DO YOU BUY OFF THE NEWSSTAND?	47%	42%	28%

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FOR A FREE '88 PREDATOR CATALOG
SHOW THIS AD TO AN AUTHORIZED
SCHWINN DEALER.

Frame
Patented Schwinn, 4130
Bi-Oval, Chrome-Moly,
Freestyle Design

Fork
Hi-Ten Steel

Handlebar
Schwinn, Low Rider,
Freestyle Design

Grip **NEW**
Vel Grip

Stem
ACS Potts Modification
and New Rotor
Mechanism

Brakes **NEW**
Vel FS 2001 Front,
MK750 Rear w/Tech 4
Levers and Lined Casing

Crank
Heat-Treated, 175mm,
w/43T Freestyle Disc
Sprocket and Art Design

Sprocket
16T Freewheel

Pedals
Plastic, Platform
w/Chrome-Moly Axle

Rims/Hubs
Alloy, 7X Type,
20"x1.75" 48H/S.F., 48H,
Painted

Tires
Freestyle Design,
20"x1.75"

Saddle
Viscount Dynamax

Seat Post
Steel, Chrome-Plated

Seat Post Clamp
Alloy w/Allen Head Bolt

Color Finish
Wild Cherry w/White Fork,
Black w/Bold Yellow Fork,
Lime Green w/White Fork

PFT

OPEN THE POLLS

NORA CUP
'88
VOTING

Let's make this quick so you guys can cut out the ballot, fill in your faves, and send it in A.S.A.P., okay?!

Vote for who you think deserves the Number One Racer Award. Vote for the team you think rules. Vote for the bike that you think is best.

And this year, as an added feature attraction, vote for the advertisement you like the most—any ad, from any BMX ACTION within the past year (starting Nov. '86).

Then comes the part where you cut it out, slap it in an envelope, lick on a stamp, and mail the whole thing to our hired marketing & research establishment: Wayne Systems, Inc.

c/o BMX ACTION's Nora Cup
P.O. Box 5299
Gardena, CA 90249



Also, don't forget the rules—like, how you can vote as many times as you want . . . as long as it's on an OFFICIAL ballot cut out of the October 1987 issue of BMX ACTION. And if you want to send a bunch of them in all at once, don't forget last year's new ballot-stuffing law of only five ballots per envelope.

And just to make sure you're listening and to give you an extra incentive to vote, we've rounded up 11, count 'em—ELEVEN!! frame and fork sets from eleven gracious companies to give to eleven lucky people who will be picked from the box of ballots after they've been counted and tabulated.

So . . . kids. Are ya ready? GO VOTE!!

DEADLINE:

**BALLOTS
MUST BE
POSTMARKED
ON OR BEFORE**

**OCTOBER
16TH,
1987**



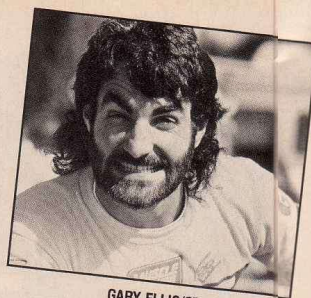
TOMMY BRACKENS/KHS
Moreno Valley, California



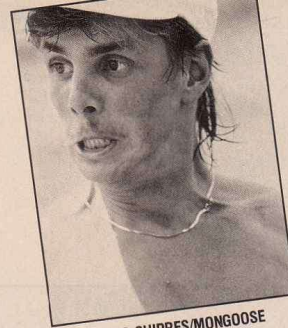
ERIC RUPE/MONGOOSE
El Cajon, California



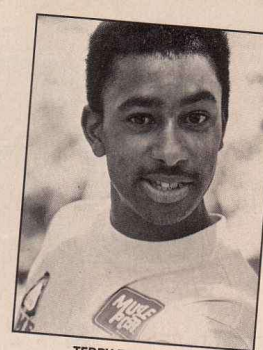
BILLY GRIGGS/RED LINE
Buena Park, California



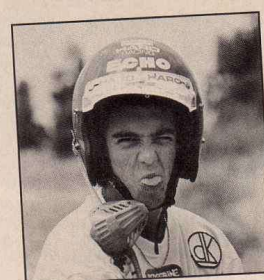
GARY ELLIS/GT
Seattle, Washington



TRAVIS CHIPRES/MONGOOSE
Simi Valley, California



TERRY TENETTE/GT
Palo Alto, California



MIKEY KING/HARO
Bonita, California



PETE LONCAREVICH/HARO
El Toro, California

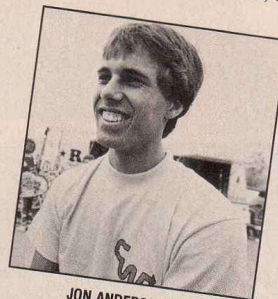


GREG HILL/ROBINSON
Yorba Linda, California



TODD SLAVIK/FREE AGENT
Dallas, Texas

NORA CANDIDATES



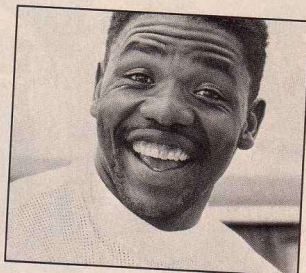
JON ANDERSON/CW
Grass Valley, California



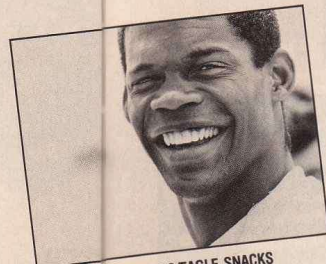
TODD BLAZER/ELF
Orange, California



CODY SMART/CO-HARO
Austin, Texas



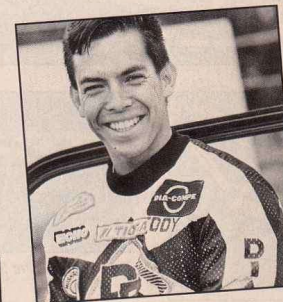
TURNELL HENRY/RED LINE
La Palma, California



SHAWN TEXAS/EAGLE SNACKS
San Diego, California



RICK PALMER/SKYWAY
Freemont, California



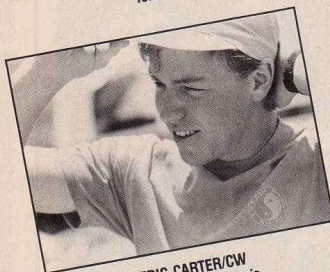
EDDY KING/DIAMOND BACK
Bonita, California



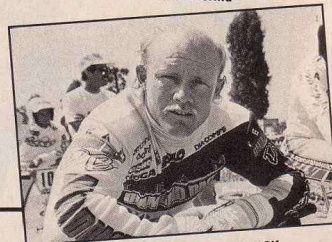
KEVIN HULL/GT
Garden Grove, California
& Austin, Texas

If we said it once, we'll say it again... Pictured here are the most prestigious riders who BMX ACTION feels reflect the good, clean image that NORA stands for. You don't have to vote for ONLY the listed riders... choose ANYBODY. But please keep in mind BMX'ers ONLY. FREESTYLIN' magazine has their own NORA cup, so...

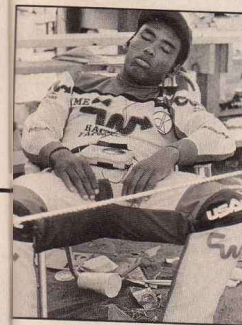
To prevent any advantage due to the order riders are shown, we pulled out the official BMXA electronic name scrambler, which decided who went where.



ERIC CARTER/CW
Lakewood, California



HARRY LEARY/DIAMOND BACK
West Covina, California



CHARLES TOWNSEND/CW
San Jose, California



RICHE ANDERSON/UNSPONSORED
Vallejo, California

The teams and bikes listed to the right are the most prominent, prestigious, and deserving. Those who didn't get listed and feel you should've, sorry, it was purely unintentional.

NORA TEAM CANDIDATES

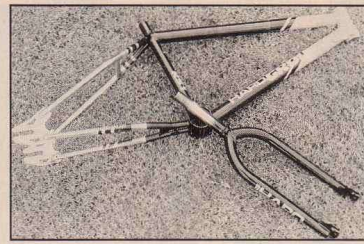
- ROBINSON COLOUR CONTROL GT EAGLE SNACKS MONGOOSE ZERONINE CW ELF HARO BC WORLD CLASS DIAMOND BACK SPINNERS MCS TITAN FREE AGENT BOSS S & K CYCLECRAFT SE RACING KUWAHARA PEDDLEPOWER WHITMANS HARDEE'S MURRAY/NOW 'N LATER SKYWAY RED LINE PHASE II FUNWAY COASTAL HAWK ESP

NORA BIKE CANDIDATES

- FREE AGENT BOSS CYCLECRAFT KUWAHARA MURRAY HUFFY DYNO ELF HARO DIAMOND BACK MCS ROBINSON TITAN GT VISAGE SKYWAY MONGOOSE SCHWINN ZERONINE CW RED LINE PROFILE RALEIGH BLUE MAX SE RACING HUTCH PHASE II TORKER 2 GENERAL



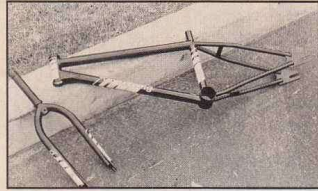
Besides free advice, a handshake, pat on the back, mega congratulations, and the show-chromed NORA Cup itself, this year's NORA winner will also receive a brand new Kodak 8mm video camera . . . also for free.



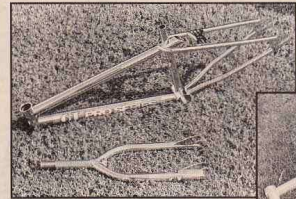
A blue, black & chrome Haro Group One RS-1 frame and fork.



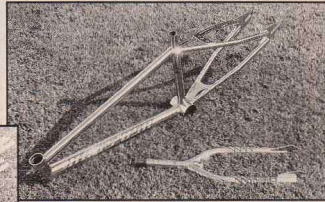
A red & white Elf Pro frame and fork.



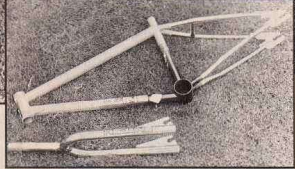
A black CW Pro Motion frame and fork.



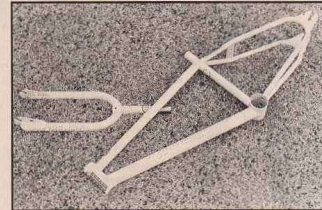
A turquoise Red Line 600cxl frame and fork.



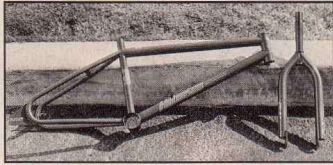
A chrome Boss Pro frame and fork.



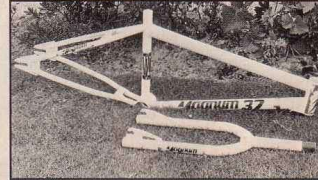
A chrome GT Pro frame and fork.



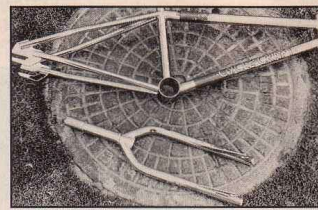
A violet Hutch Pro frame and fork.



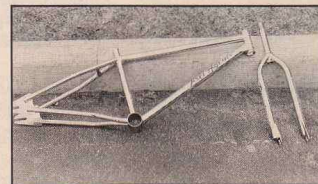
A red Robinson Pro frame and fork.



A white MCS Magnum 37 frame and fork.



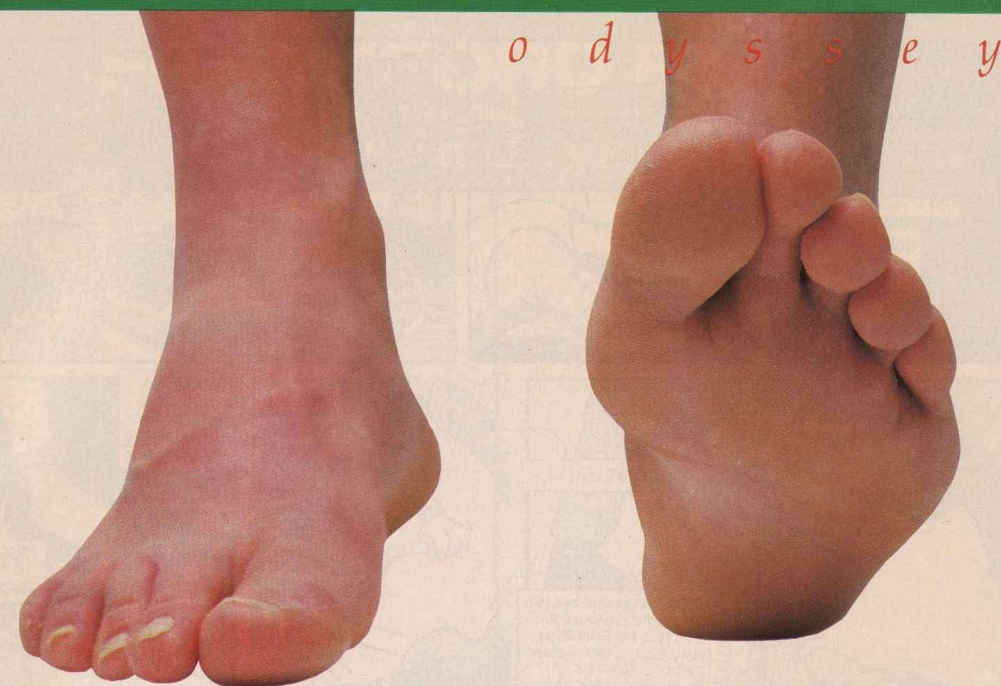
A chrome Cyclecraft Signature Series frame and fork.



A chrome Free Agent cruiser frame and fork.

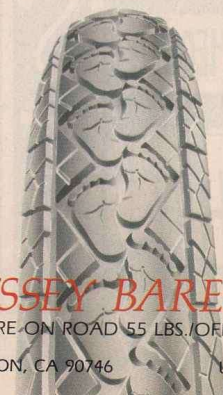
Ballot

No. 1 Rider: _____
 No. 1 Team: _____
 No. 1 Bike: _____
 No. 1 Advertisement: _____
 Name: _____
 Address: _____ Apt: _____
 City: _____ State: _____ Zip: _____
 Phone number: () _____



o d y s s e e y

Show Your Competition The Agony Of De-Feet



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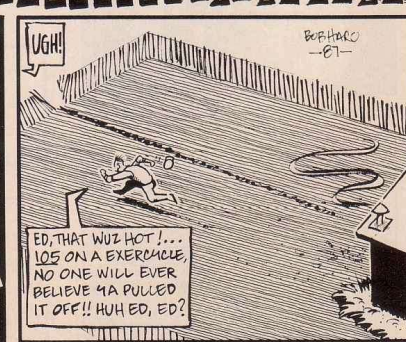
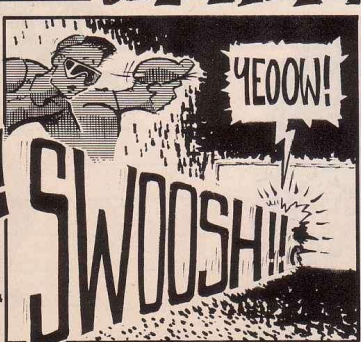
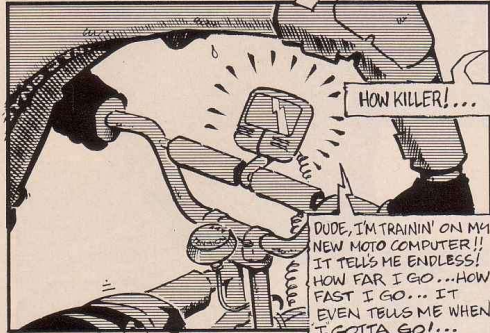
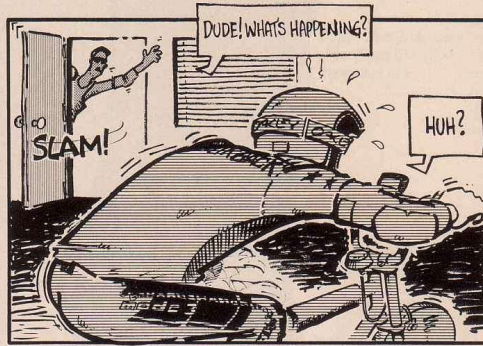
17101 S. CENTRAL AVE. #G, CARSON, CA 90746

U.S. & TAIWAN PATENT APPLIED FOR

thetoon

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BY BOB HARO
STARRING EDDY LOOKBACK
AND HO!MEs

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ED'S UP TO?...



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Absolutely the best money can buy.

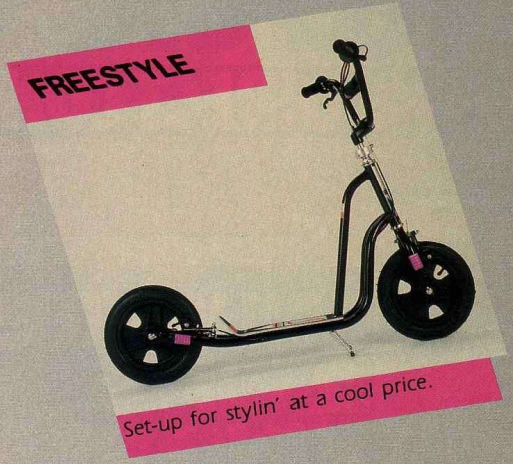
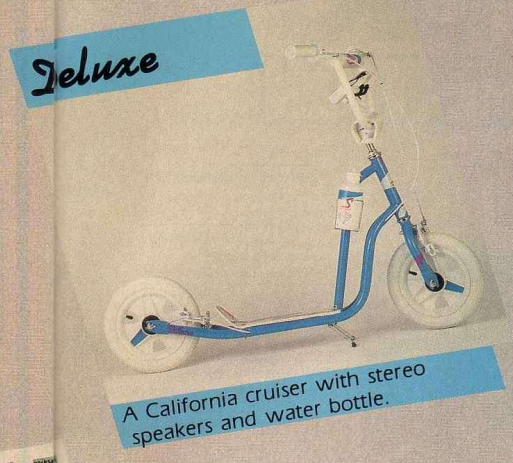
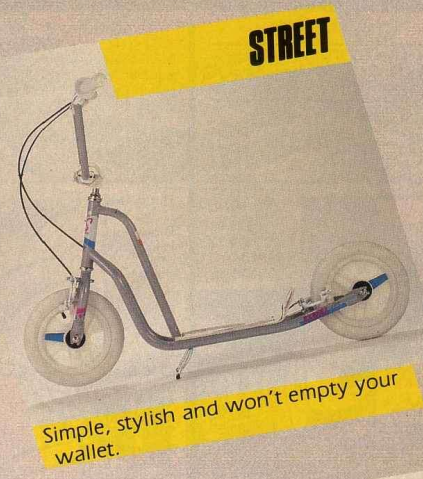
Freestyle design handle bar

ACS Rotor

Unique Freestyle Design Frame
100% Chromoly

Front axle pegs

OMNI Nylon 14" Wheels
(no plastic on this scoot)



Chrome rear frame and fork
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THIS MONTH'S SPECIALS!

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All Colors **Call for Details**

IN STOCK DYNO Comps, D-Tours, Pro-Comps and Team Models, too!
Many colors **Call for Details**

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Many Colors **Call for Details**

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Many Colors **Call for Details**

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Call for Details

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Call for Details

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OCTOBER 23rd & 24th
AT THE WASHINGTON CONVENTION CENTER

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Black **\$21.95**

PACIFIC PALMS LEATHER GLOVES Durable design. Now available in fingerless, too!
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Bk, Bl, R, W **ea. \$11.00**

NEW FREESTYLE TIRES COMP ST, COMP RAMP, COMP POOLS, GT, HARO, HUTCH, PEREGRINE HP's, ODYSSEY and many others!
As low as ea. \$10.00

THIS MONTH'S SPECIALS!

NEW SKYWAY SPINMASTER II Dual cable design. Looks cool, works even better!! **\$23.95**

IN STOCK DYNO SHOES Fish, DYNO logo and solids.
Low, low price \$26.00

RECTOR Shin guards, elbow guards, knee guards, gloves, shorts, T's, recaps and more IN STOCK!!
Call for Details

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As low as \$25.00

\$2.00 ea. 1987 CATALOG NOW AVAILABLE!

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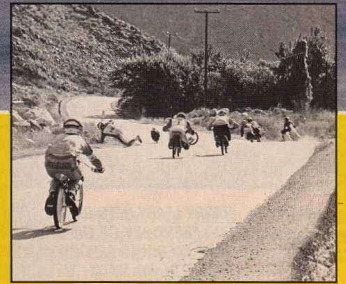
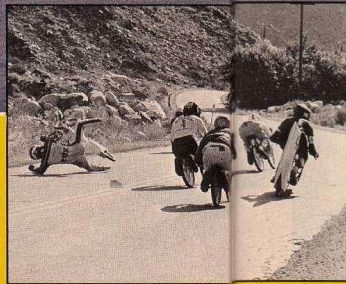
ON

TRAMWAY ROAD



HARRY LEARY (#2), LEADING THE CHARGE OF THE WILD BRIGADE.

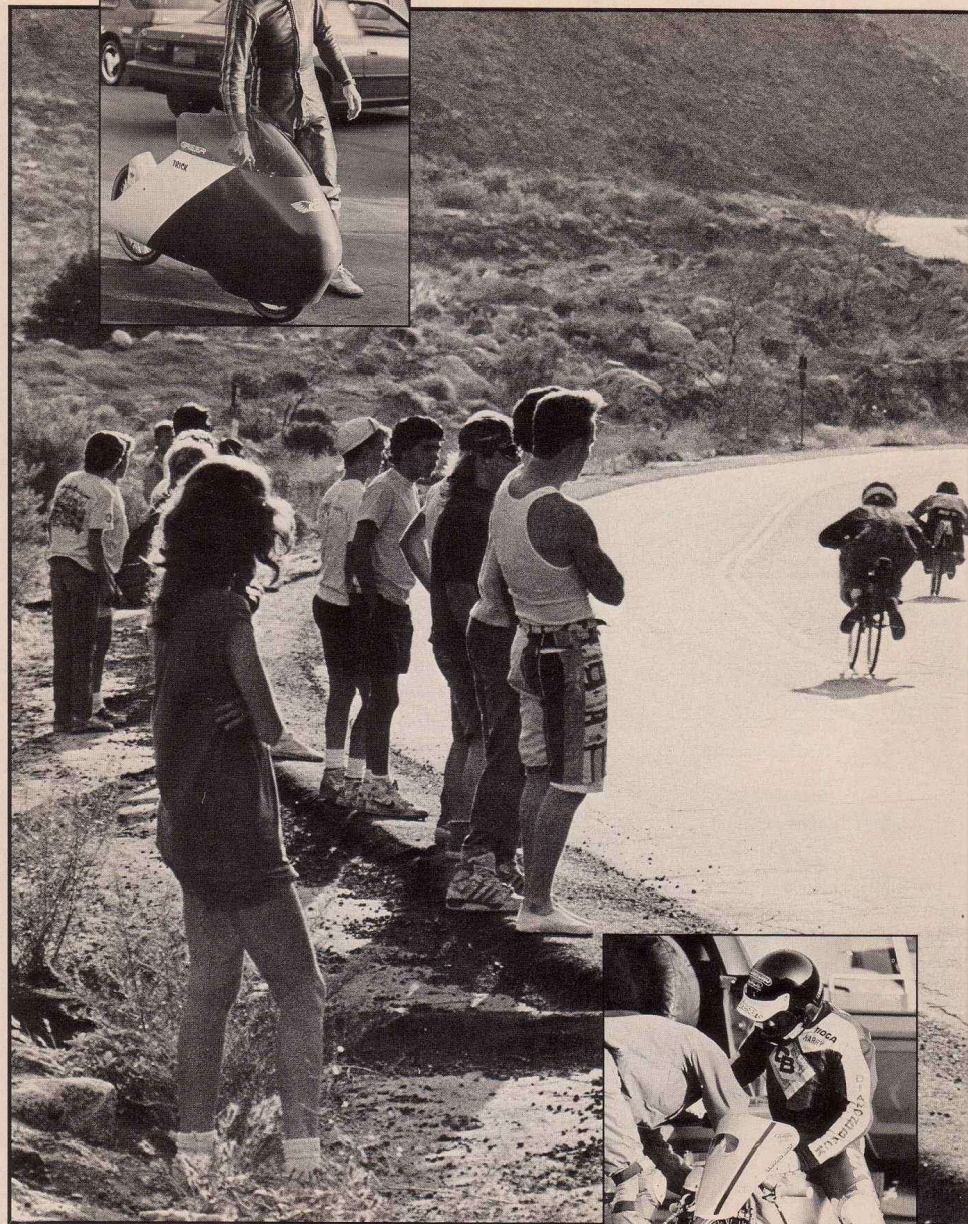
PALM SPRINGS GPV & HALF-PIPE JAM



THE FOLLOWING SEQUENCE OF DAVE VANDERSPEK BAILING AT 70 WILL DO ONE OF THREE THINGS: 1. MAKE YOU THINK TWICE BEFORE DOWNHILLING WITHOUT SAFETY GEAR. 2. MAKE YOU NEVER RIDE A GPV. 3. MAKE YOU WANT TO SPECTATE THE NEXT GPVA EVENT.



WINNER AND CURRENT HOLDER OF THE "KING OF THE MOUNTAIN" TITLE, DAN HANABRINK. WITH PALM SPRINGS BEING SO STRAIGHT, AERODYNAMICS MADE THE DIFFERENCE. HE WON IT BY AN EASY 500 YARDS AND WAS EVEN BRAKING IN THE TURNS.



TRAMWAY ROAD IN PALM SPRINGS, FIRST STRAIGHT-AWAY. 3 1/2 MILES LONG. BUMPY AND VERY FAST.



HARRY LEARY GETS BMXA'S UNOFFICIAL AWARD FOR "BEST GPV OF THE EVENT." HIS D.B. STRIKE ZONE SLED WAS AERODYNAMIC AND HEAVY, BUT WAS STILL NO MATCH AGAINST HANABRINK FARINGS.



THE SHUTTLE RIDE TO THE TOP INVOLVES A GAME CALLED "SEE HOW MANY GUYS AND BIKES YOU CAN CRAM INTO ONE TRUCK WITHOUT BOTTOMING OUT OR LOSING A GUY OFF THE BACK."



DRAFTING AND DOIN' AT LEAST 50 MPH. IN THE LEAD OF THIS QUARTER-SEMI IS DON STEELE, BROTHER OF FAMED SEAT DESIGNER, AUSTIN. SEE THE GUY ON THE OUTSIDE? IN THE SE JERSEY? WITH A MINI A-BOMB ATTACHED TO THE BOTTOM OF HIS GPV? YOU CAN THANK HIM FOR PUTTING THIS WHOLE EVENT TOGETHER—SCOT B.

TOLD BY THE GORK-MAN SHOT BY MISS OSBORN

Everyone in our room awoke to a big KAAA-SPLAAAAAASSHH!!!

A quick peek out the window revealed Ron Haro crawling from out of the pool—while Dave Vanderspek and a buncha Nor. Cal. crazies were rolling on the ground with laughter.

A glance at the plastic woodgrain alarm clock told us it was 2:30 A.M. We wiped the sand from our eye sockets, wondering why Ron wanted to go swimming in the middle of the night . . . fully dressed.

A weary-eyed look around the hotel room before going back to sleep spotted a couple of cockroaches sprinting across the floor—event organizer Scot Breithaupt could've picked a better host hotel for this event, that's for sure.

We weren't the only room awake. The entire "Bates Motel" was tossin' and turnin'. Vander and friends were living up to their resolution to not get any sleep. Wake-up time was in a



PHOTO BY STEVE EMIG

PERFECT, YET STRANGE, TUCK. DAVE VANDERSPEK? YOU BET.

coupla hours and just about everybody was restless with anticipation of the big Palm Springs downhill race. The few who were asleep, were no doubt dreaming of winning their fair share of the thousand dollar pro purse.

When the clock struck four, McGoo made the rounds like a camp counselor. Even though most everyone

was wide awake, they still didn't want to get out of bed.



The sun was barely rising over the horizon of the Palm Springs desert, as car, truck, and van loads of men and their machines crept up Tramway Road to the parking lot on top.

By six o'clock, everyone was gear-

ing up and putting last minute details on their GPVs. The pit area was resembling a motorcycle race—units proudly displayed on bike stands while the owners suited up in full battle regalia. Mechanics were kicking back in lawn chairs explaining the special features and modifications to any onlookers sporting pit passes. Bikes were ranging from throw-together-at-the-last-minute jobbers to high-tech, aerodynamic, tested-in-wind-tunnel bullets.

The GPVA crew at the bottom of the hill informed the starter that a few stragglers were still on their way up, via walkie-talkies. The starting area was beginning to pack with racers.



Things finally got rolling and they radioed in that Tramway Road was blocked off and clear to run. Practice was OPEN! Runs of ten guys each went down two minutes behind one another. Panic and unorganization were present, but any organization was an improvement to past races.



THE TEAM "SHEEPDOG" MOBILE AND SOME UNKNOWN, WARPIN' OUT.

Eddy King was the first casualty of the day after he experienced a rear blow-out at 65 mph. He was heavily padded, so a small abrasion on his forehead and a thrashed bike were the only damage. For safety's sake, he sat out and became Harry Leary's chief mechanic and shuttle driver.

After a buncha practice runs and a whole convoy of shuttle trucks bringing guys back up, the motos were posted and called to staging. There were 51 riders—not bad at all, even though Scot was hoping for 100. There had also been talk the day before that there might be two classes—faring and non-faring, but because of time, it didn't happen.

For the start, two lines of tape were laid down on the road, ten feet apart. Starting in front of the first line, you were allowed to push up to the next line. Although the officials threatened to D.Q. anyone who pushed past the ten foot mark, it wasn't enforced until the semis. A fair way to start is definitely something that needs to be worked on in the future.

Tramway Road was three and a half miles long and only had four major turns. It was a definite speed 'n aerodynamics track compared to the 50+ turn G.M.R., where rider skill mattered. Here, the crazies had an advantage over the talented riders. The road was real bumpy in a lot of spots—usually on the inside of each turn. Following the yellow line in the middle was smoothest.

Since Breithaupt was at the promoting controls, spreading the word all over the P.S. area, spectators were VERY abundant. Along the side of the road, in every corner, and grouped in masses by the finish line, were plenty

of people watching guys whiz by doing, on the average, 65 to 70 mph.

Motos went down and came back up right as the helicopter arrived to video the comp from a bird's-eye view. Vision and/or Un-Reel Productions taped the whole day of events to sell in video format for around \$30. It will also be shown on ESPN sometime in late August.

The quarter semis went down and more non-faring bikes were eliminated. The two ten-man semis were posted and protests were made. Scoring was another flaw that needs work. Getting numbers of riders zooming by at 60 or 65 and calling photo-finishes was hard. It didn't help having some jerks lying about their finishes . . .

The type of spectators gathered were like the average Indy 500 fan. They were there for one reason—to see someone crash. They wanted blood, but didn't get it. Those who were lucky enough to see a crash, though, didn't go away disappointed. Vanderspek bailed on a straightaway doing an easy 70. John Ficarra, a close personal friend of Steve Emig, skidded on his full-face helmet for twenty feet as his bike exploded into the rocks lining the road. Both of those were quite spectacular.

In one of the semis, promoter AND racer, Scot Breithaupt, took a turn wide and scraped along the guardrail for ten feet before saving it. With his bike back on the road and things under control, Scot was letting out a big sigh of relief . . . right as his tire popped, washing out he and his bike. Like Vander and Ficarra, the O.M. walked away with mild road rash and a smile on his face, knowing that he'd

just flirted with disaster and was alive to tell about it.

The clock was about to strike 9, which meant the road was supposed to be opening for Tramway tourists. But there was still a main to be run.

Lining up at the tape were ten guys—nine of them on faring bikes, only one without a faring. That one guy was Scott "Thom Thom" Thompson, the guy who had the lead going into the last turn of last year's G.M.R. event. Was he psyched with revenge? No, just stoked to be the only regular guy to hang with the aerodynamic monstrosities.

tall quarter pipe—almost as crazy as his bike looked).

A final message from down below said cars were backing up, getting temperamental, and to run the main immediately. Which they did . . .

Tommy Brackens got a good push with Kevin Hull by his side. Bunched up, the guys rounded the corner and disappeared as a whole bunch of non-qualifying GPV'ers shoved off in hot pursuit to greet the winner down below in victory lane.

Up above, it was kinda lame knowing that the race was over but not knowing who won, so I hitched a ride with the Bicycle Source van to the bottom.

mean, he must've made up for it with sheer riding talent because that bike is a hunk of . . ."

We stood there while the Vision/ESPN camera crew interviewed Tommy. "I was just hanging on. Dan was lower to the ground, had a full-bodied faring . . . he was just a whole lot faster. I came here to finish in the top three and came out third, so I'm happy."

Bottema was the next to get interviewed by the camera crew. Still gasping, Jeff summed up the race . . . "I had my head underneath the faring all the way. I didn't brake that much. I just picked 'em off one by one. I passed one guy almost in the dirt—



THIS FORK IN THE ROAD WAS ONE OF THE BUMPIEST SECTIONS, SKETCHING A FEW PEOPLE OUT. NO. 33, WITH A SLIGHT LEAD, IS LEGENDARY BICYCLE VAGRANT, DEAN BRADLEY.

Also in the main was the current title holder, Tommy "King of the Mountain" Brackens. You could tell by looking in his eyes that he wanted to hold his rep.

Other main makers were Harry Leary (in his first official comp, but going into it, he had probably put in more practice time than anyone), Dan Hanabrink (the old man at 48, ex-space engineer, mountain biker, and faring maker), Kevin Hull (equipped with a Hanabrink faring plastered with a giant DRI slam man), Jeff Bottema (riding a Vision sponsored speedway racer's upside-down Schwinn beach cruiser—i.e.: a piece of garbage), and Steve Boehmke (one of the faring guys from the Grands story last March).

Also in the main were first-time GPV'ers Scott Burrdick (37-year-old P.S. local and Desert Hot Springs track operator) Duane Willingham (200 pound guy with 150 pounds of weight strapped to his GT mountain bike), and Kerry Day (the nut who rides a 125 motorcycle on an 18 foot

On the way down the hill, on the very last sweeping turn, we passed a group of people who were assisting the smoldering body of Steve Boehmke. The bushes along the side of the road looked like a weedeater went out of control—it was obvious Steve drifted too wide and hit gravel, thus taking a tumble in the weeds.

Down at the finish, we found Tommy Brackens, Dan Hanabrink, and Jeff Bottema being mobbed by fans, spectators, and cameramen. I was trying to figure out who won when I spotted the world reknown bicycle industrialist and first-time GPV'er, Dean Bradley. Puzzled, I asked Dean who won . . . "Hanabrink did. By a mile! He's an aerodynamic genius. He does high-mileage contests and he's constantly trying to innovate new stuff. I guess Brackens was right on him around the last corner, but Dan just said, 'C-ya.' He was gone. That bike of his is so low and lean. And then Bottema riding that pile of . . . I

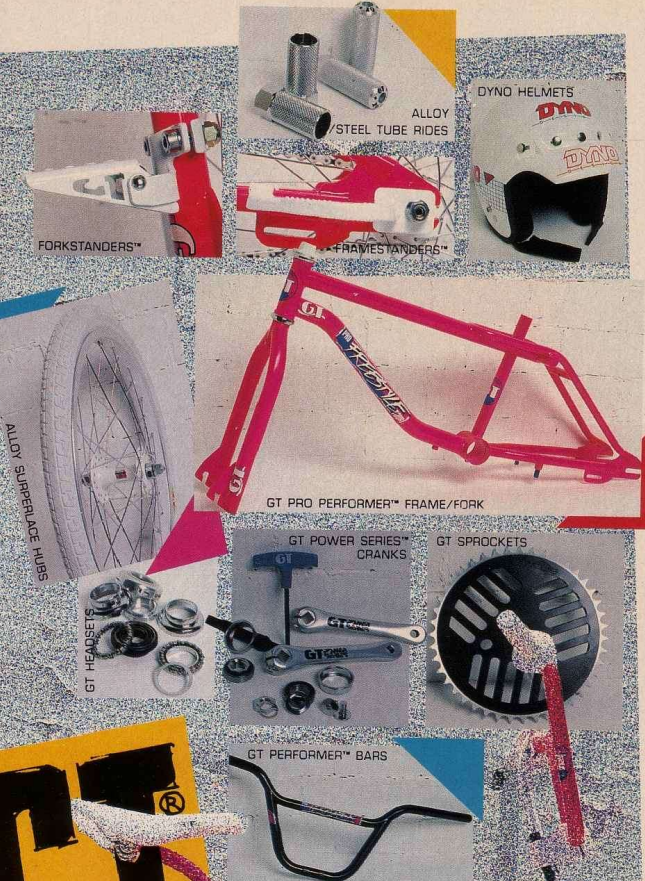
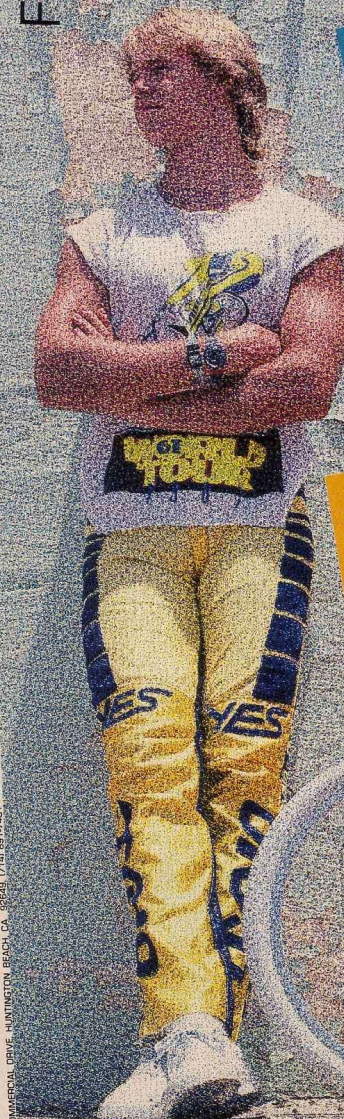
had about three inches from going off the road! Me and Tommy diced about 3/4 the way down, and passed each other about three or four times. It was a good race! It was bitchen!"

And that it was.

Final results:

- Dan Hanabrink—1st.
- Jeff Bottema—2nd.
- Tommy Brackens—3rd.
- Scott Burrdick—4th.
- Duane Willingham—5th.
- Kevin "Sheepdog" Hull—6th.
- Harry Leary—7th.
- Scott "Thom Thom" Thompson—8th.
- Kerry "Wacko" Day—9th.
- Steve Boehmke—10th, and a broken leg. ■

FREESTYLE LIFE IS A WAY OF



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100 FT ON THE VISION RAMP

THE DOCTOR DOESN'T PAY. INSTEAD, THE AFA PAID DR. AIR—\$500 FOR FIRST.

Tramway Road was opened up and traffic flowed to the top. Once up there, tourists and such found the killer 24 foot wide, 8 foot tall Vision half-pipe sitting in the middle of the parking lot. And on it were some of the hottest pro and amateur ramp riders in the country. Some of them.

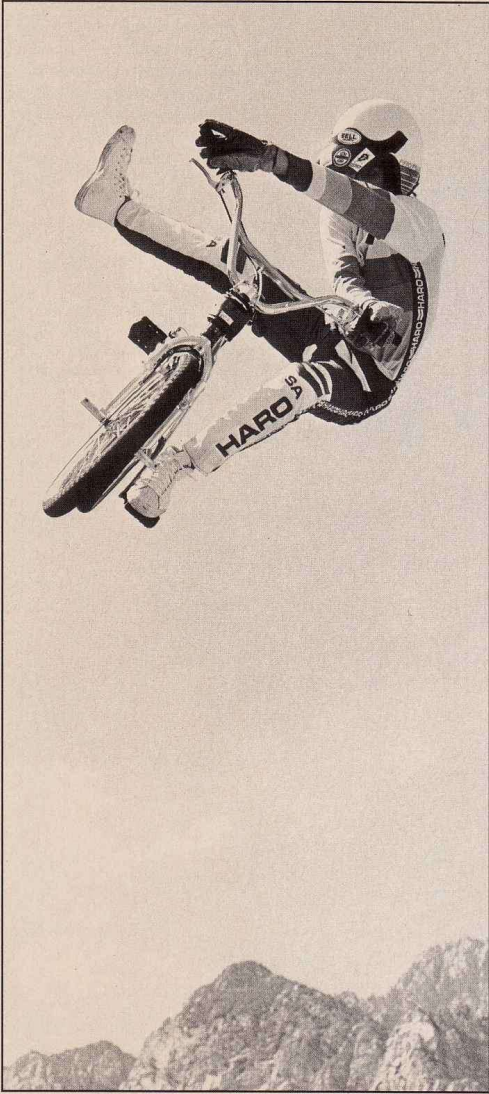
A few guys were already on tour, or were getting ready to leave, so the classes weren't the largest ever. The guys who were there RIPPED.

Being as BMX ACTION is a race mag, and since we haven't covered a freestyle contest in almost three years, we aren't going to tell you about every air each guy did and go into mass detail on everybody's runs. BUT seeing as how Windy got TONS of awesome photos, we are going to give you semi-short pictorial.

Enjoy it... cuz you won't see stuff like this in BMXA too often!

VISION STREET WEAR

CHRIS POTTS IS A VERY UP-AND-COMER.
CHRIS POTTS RIDES A CW STUNT VESSEL.
CHRIS POTTS RIDES FOR AWESOME
SHOES. YOU CAN CALL CHRIS' LOOKDOWN
AND SHOES BY THE SAME NAME.



BLTYHER? NOPE. DON COOK, IN HIS LAST RIDE FOR HARO. "DYNO DON" WILL BE A NAME YOU'LL HEAR IN THE FUTURE . . . AND FOR THOSE WHO WANT TO SEE HIM IN PERSON, CHECK OUT A "CITY STREETS" SHOW AT SEA WORLD IN SAN DIEGO.



SWITCH HITTER. HAND-CAN. YOU COULD CALL IT A TURKEY CLUB JUBBA-LUB, OR WHATEVER. THE PICTURE WOULD STILL BE MATT HOFFMAN BLAZING IN PALM SPRINGS.

Final results:

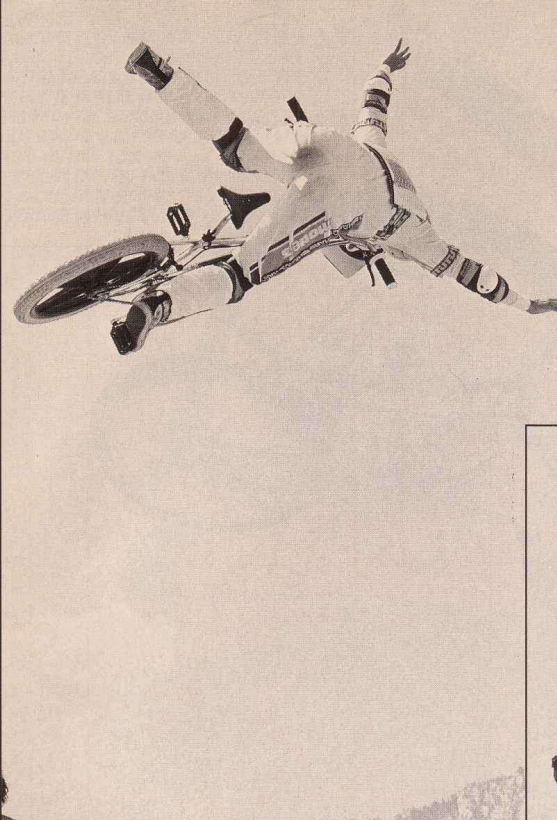
AM

- 1st—Matt Hoffman
- 2nd—Dave Voelker
- 3rd—Chris Potts

PRO

- 1st—Josh White
- 2nd—Ron Wilkerson
- 3rd—Todd Anderson

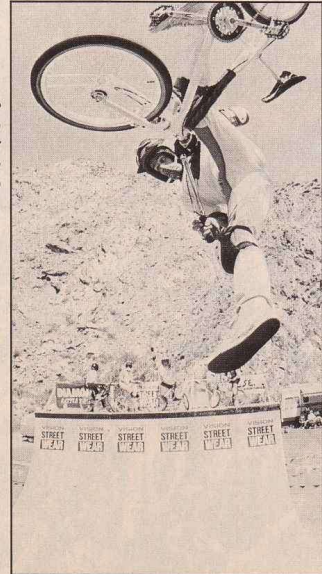
CAN YOU BELIEVE THIS GUY IS JUST WARMING UP? NO-HANDER VIA DAVE VOELKER, DURING PRACTICE.



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CALL HIM LORD VOELKER, RULER OF VERTICAL FOOT-PLANTS.



◀ OPPOSITE PAGE:
 EVERYONE IN THE INDUSTRY KNOWS THE STORY . . . RIGHT AFTER HIS RADICAL PREMIER ON THE AUGUST '86 FREESTYLIN' COVER, HE LOST IT. YA KNOW, IT'S HARD TO SUDDENLY ARRIVE ON THE SCENE BOILING HOT AND STAY THAT WAY. HE HAD COOLED DOWN THROUGH MOST OF LAST YEAR. BUT . . . AS OF THE MICHIGAN CONTEST THIS YEAR, JOSH WHITE IS BACK!! PALM SPRINGS PROVED IT AGAIN. EVERYONE IN THE INDUSTRY KNOWS IT . . .



TIA STYLE, IN THE FORM OF A LOOK DOWN. TODD TOOK THIRD PLACE OVERALL

RON WILKERSON WAS BEAT. NOT REALLY REFERRING TO THE FACT HE GOT THIRD PLACE, BUT MEANING HE HAD DONE FOUR SHOWS THE DAY BEFORE AND HAD TWO MORE SHOWS TO DO THREE HOURS AWAY ONCE THE CONTEST GOT THROUGH. TIRED, BEAT . . . SAME THING.



AS PART OF JOSH WHITE'S CONSTANT PROMOTION FOR SAFETY WHILE RIDING, HE DEMONSTRATES WHAT NOT TO WEAR WHEN DOING A "JAMMIN' SALMON" NINE FEET OUT.

BMX ACTION
MAGAZINE
AND A FEW OF OUR FRIENDS
ENCOURAGE YOU TO
SAY NO
TO DRUGS.

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Bob Osborn

Mike King
Mike King

Eric Rupe
Eric Rupe

Craig "Gork" Barrette
Craig "Gork" Barrette

Bob Haro
Bob Haro

Doug Davis
Doug Davis

Ray Rohm
Ray Rohm

ANDY JENKINS
Andy Jenkins

Stu Thomsen
Stu Thomsen

Paul Green
Paul Green

Todd Steen
Todd Steen

Todd Blaser
Todd Blaser

Eddie Fiola
Eddie Fiola

Windy Osborn
Windy Osborn

Tommy Brackens
Tommy Brackens

Kevin Hull
Kevin Hull

Michelle Gibson
Michelle Gibson

Billy Sweat
Billy Sweat

Travis Chipres
Travis Chipres

Ron Wilkerson
Ron Wilkerson

Roger Worsham
Roger Worsham

Nubular T. Johnson
Nubular T. Johnson

R.L. Osborn
R.L. Osborn

The Culligan Man
The Culligan Man

Spike Jonze
Spike Jonze

Harry Leary
Harry Leary

Richard Holdsworth
Richard Holdsworth

Dian Giberson
Dian Giberson

Harold "McGoo" McGruther
Harold "McGoo" McGruther

Jason Donnell
Jason Donnell

John Gonzalez
John Gonzalez

Shelby James
Shelby James

Todd Corbitt
Todd Corbitt

Chris "Mad Dog" Moeller
Chris "Mad Dog" Moeller

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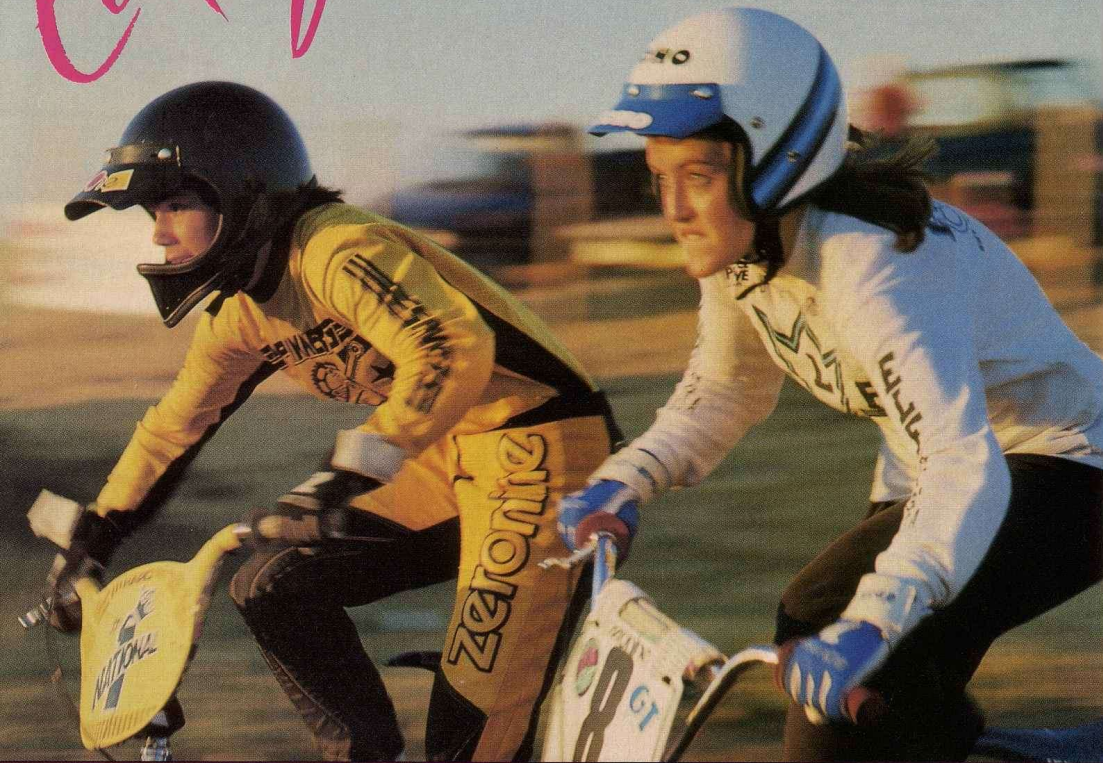
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California Tour

BMX ACTION



ABA National No. 1 Girl, Dianna Bowling (Spinners), battling it out with a possessed tour follower, Lisa Schwartz (Elf). Both are prime examples that girls can get just as intense as the guys.

PRE-TOUR

I wanted to go on tour BAD. I imagined the days of old—when 15 BMX'ers would fit into one hotel room to save money, when pool jumping was an after-race ritual, when you had a van so packed with guys and bikes that one more helmet bag would NOT fit, when dine 'n dashin' was performed by those who were low on flow, when . . . (etc).

Expecting things to be the same as past experiences is impossible. Trying to relive them is even harder. I'm sorry to inform everybody, but after touring all over California, I discovered the days of old are just that. BMX has grown to be a serious, professional sport. My goal has always been to bring the fun back into BMX. That was a main

reason for putting the BMX ACTION/ABA California Tour together. Oh, . . . there was fun. And there was racing—serious racing! But speed limits were the only thing we broke. Every Holiday Inn was left in one piece. And every track was sizzling after we left.

My name is Gork . . . and the following is my tale.

DAY ONE: REDDING

We left So. Cal. at the worst time you could think of—Friday at rush hour. We being Windy, Mad Dog, and myself. It took us three hours to go 30 miles. We were tempted more than once to park the van and ride our bikes through traffic. REAL tempted. But Windy forgot her bike . . .

On the way up to Redding, we stopped in San Fran to shoot some 'stylers and thrash around the hilly terrain. While Windy went on a shopping spree (Sorry, Eddie—we tried



Novices . . . OUR future.



Ruler of Roseville, Kenny May, dominatin' in his domain—Woodland.

stopping her!), Mad Dog and I went sessioning by the Wharf. Some trials, a lil' downhillin', and some road racin' down parking garages 'til we got kicked out.

I made great time to Redding. "Those two" were kickin' back catching some Z's while I rocked out to Maiden with my Walkman on. Suddenly, I saw for the first time ever, a 65 mph speed limit sign. Cool, I thought. Before, when it was 55, I went 65. So now that it's 65, I get to go 75! Right? Right.

I found the track with ease—taigated a car with a bike on

the back. The Boomtown BMX track was good. Not just wide and long—REAL wide and SUPER long. Although I was bummed to see a minor moto count of 18 gates, everyone there was stoked for joy because it was the largest race in Boomtown history. Remember what I said about this not being the days of old?

The races went by fast. They had good older-expert classes, and the cruiser classes were pretty full. The ABA guys, of course, were present, selling Haro-drawn tour T's. Instead of winning trophies, first place finishers got a specially made tour jersey. Second through fourth got d'kind

4-color tour T's. The ABA held a raffle for ODI grips and Bullfrog sunblock, which the crowd went "wild" for . . . heh, heh.

Right as we were pulling out of the lot, AA pro Dennis Balch and his A pro pal, Pat Carnihan, were pulling up from a four hour jaunt after racing a double-pointer in Grass Valley that morning. A double semi-nearby explained Redding's low moto count. Dennis, on the other hand, had no explanation as to how he got the wrong race time . . .

DAY TWO: WOODLAND

Monday mornin', Mad Dog and I were up bright and early. While Windy slept, we quickly snuck out of our rooms with our bikes to await some Redding locals who wanted to take us to their "thrashin' grounds." Pysched over the thought, we got in some trials riding before they showed.

Once at the spot, we inspected the two small ditches with four optional lips to hit. Of course, the locals spoke of a legendary dude who touches his back wheel on the limb of a tree branch about fifteen feet up . . . "But he's out of town this weekend . . ." Fun morning sesh, though (Thanks, dudes).

Most of Monday afternoon was spent in my home town of Sacramento. I had put together a FREESTYLIN' session with Dizz and my infamous proteges Team Wobbly. After a few airs in the parking lot at Nimbus Dam, they pulled out a launch ramp and we got in some lake-jumping. Scope on the Outtakes this month or wait patiently for Wizard's 1988 calendar.

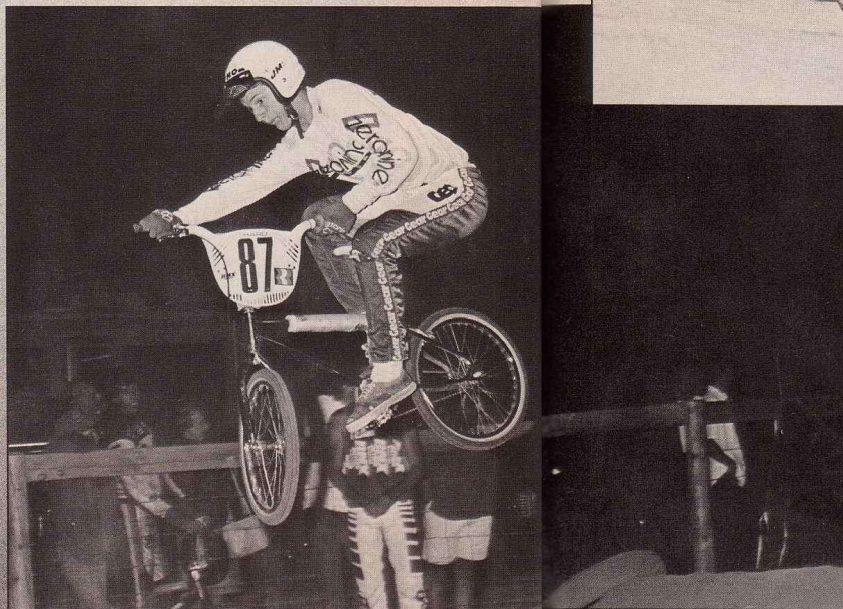
After a lively lunch/dinner combo at a Sacramento Mexican food establishment, we were stuffed, broke, and outta there before Wobbly could retaliate with a straffling of chips and salsa. "FOOD FIGHT!!"

Woodland is right outside of Sacto. The most famous track in the area is Roseville, which pulls an easy 40-45 motos on any given day. The track operator at Roseville is Bruce Minton. He also runs the Woodland track, which isn't doing quite as well, but not bad considering the track location—"middle of nowhere."

Turnout this day was EXCELLENT. After the whole tour was said and done, Woodland wins the prize for largest moto count—51. Bruce said the free open class helped. The track was cool, too. I loved the first turn—a right hander cereal bowl. The top of it was soft for those who ride high, but no one could say it was lame. The quads before the finish line were also fun—wide and supercross-ish! Best of all, Woodland had a full (well, close to full) gate of pros. Six NCB's showed—Jon Anderson, Bob Medrano, Frank Post, and one guy I don't know. Also, the Balch/Carnihan combo made it on time. (Off the record, those two sacked out Sunday night in the tree-fort announcing tower at the Redding track.) Some things about touring haven't changed.



The goal of the ABA/BMX ACTION California Tour was to cover races at the grass roots level. We succeeded. Redding's track was full of hot novice action, as shown here. A sign that BMX is starting a whole new generation.



No. 2 is Nick Rothe—Inside Line rider, Washington resident, father of two, BMX ACTION Tour supporter, and one heck'eva fast old man. No. 777 is Gork—BMX ACTION editor, in the midst of getting a good story.

The pros put on a good show. Bob Medrano and Frank Post did their usual "I can still jam even though I barely ever ride anymore" thingie. Jon Anderson, who has been having back trouble lately said he's almost fully recovered and has been riding his 12-speed all over the grassy hills of the valley. I think he won, but don't hold me to it . . .

For ams, Kenny May is the guy to fear in this area. Dianna Bowling too, if you're of the female persuasion. Both of them ruled their classes.

Windy was diggin' shooting the local scene and hated to leave for the airport halfway in the middle of the mains (believe it or not) . . . She had film to develop and FREESTYLIN' sessions to shoot back in So. Cal., so I dumped her at the airport and waved bye bye.

To end the race, Woodland announced that Mike's Bikes won team trophy—a real accomplishment considering they beat the ABA No. 1 bike shop team of Spinners.

DAY THREE: NAPA AND SUNOL

We hit the trail once again—now minus W.O.W. (Windy of Wizard), which enabled us to blast both stereo and air conditioning to the max.

My plot-a-course went great and we picked up good radio stations all the way to Napa. Pulling up right on time, that bitchen feeling of seeing a whole 'nuther track and having to dial in a whole 'nuther starting cadence was starting to flow.

Scoping out the track, we noticed a pretty tall starting hill, heavy sounding gate, thin first turn, mild jumps, and a pretty qual amount of riders. But no lights. It's been a while since any of us practiced manual starts . . . especially with a starter who said, "On your marks, riders ready, GO!"

Racing that morning/afternoon was cool. The most impressive tyke I've seen in awhile was "Commando"—a lil' guy who jumped everything and was dressed in full camo (Derrick Garcia style). His helmet was even adorned in green, brown, and black!

Oregonian Elf rider, Lisa Schwartz, whose lil' bro Sam races and whose whole family followed the tour via a moto-home, looked impressive in a coupla races with the guys. I saw her throwing some elbows in the first turn—practicing for racing Bowling, no doubt.

The pro-followers were in abundance again. Balch, The Wildman, Carnihan, and a coupla guys I didn't recognize. The Wildman and Medrano diced it out for the \$60 pass-the-hat purse.

Current So. Cal. 'er Billy Sweatt returned to his homeland in Nor. Cal. to blow away some of his old comp.

Heavy duty, local pro action. Jon Anderson (9) won the little bucks, Bob Medrano (22) snagged second, and Dennis Balch (hidden behind Medrano) took third.



After Napa, the next race was at Yearround BMX in Sunol—a town right next to Livermore, which is right above Fremont, which is sorta near San Jose. Fatigue was starting to fade in and I had blisters on my palms. Mad Dog and I went to the hotel before Sunol—I took a nap while he watched an hour of the Brady Bunch. Then, it was off to the track for a fine evening of racing.

Sunol's turnout was good and their track was nice and long. The unusual thing about it was there wasn't a jump on the first straight. The starting gate was probably the quickest dropping and shortest (height-wise) I've ever seen. NOT jumping it was difficult.

Sunol's two highlights were: 1) It was freezing cold (because of a breeze from the bay), and 2) the older expert mains were intense. They were probably one of the best races of the tour—too bad I don't remember who the riders were. All I know is that homie-hero Brett Stone didn't do as hot as everybody expected.

DAY FOUR: MERCED AND PORTERVILLE

Going to the Wednesday morning race at the Merced County Fairgrounds was sort of a sentimental trip for myself. Way back in 1979, the very first race that my parents let me travel out of town to, was Merced. I'll never forget that trip—how my brother and I had to beg mom and dad on our hands and knees to take "Ol' Blue"—a '64 Ford Fairlane station wagon . . . which overheated on the way home . . . whatta blast!

Arriving at the Merced track brought back those memories.

The track had been changed a bit since '79—it's now a U-shaped pretzel. Pretty simple, but fun none the less.

Racing here seemed a little bit more relaxed and fun—not like the night before where everyone was totally serious and cold. Merced's parking lot is paved, which provided room to do some 'stylin' before motos got posted. Riding my new CW Stunt Vessel, I came up with a quote that Mad Dog demanded I put in the mag, so here goes:

"Freestyle's sole purpose in life is to entertain BMX'ers between motos."

Whad'ya think?

Nick Roth was another follower of the entire BMXA Tour. Nick may be a semi-old man (32), married, and have two kids, but he's as hip as any 18-year-old. He told me at the end of the tour that "Bullet Bob" Hayes and "Dirt Claude" Sevigny are going to be eating dust. He also made a nice lil' vacation out of the entire tour. His kids, who both race once in a half moon, had just about more fun gathering autographs than their dad did racing young guys like myself . . . (and beating me, too).

For the second time EVER, I transferred to the main first moto, so I went on "sticker patrol." Walking by the bleachers, handing out BMXA and Club Homeboy stickies to the masses, I ran into Kevin McCarthy, a legendary pro/JMC fanatic from Merced. You can chalk him up as another BMX success story—Kev now owns his own bike shop called "Kevin's Bikes." (Catching name, huh?) It was good to see that BMX did something for him . . .

Porterville was the Wednesday evening stop. Where's Porterville, you ask? Middle of nowhere? Nope. Middle of farmland? You got it. P-Ville is between Selma—the raisin capital of the world, and Bakersfield—the truck driver capital of the world.

Cruising through miles of fields and trees, Mad Dog and I began our usual "guess-how-many-motos" game. We both ended up being WAY off. A piddly 17 motos was disappointing—not just because it was a tour race, but because Porterville was easily the best track on the WHOLE tour. GIGANTIC starting gate. HUGE berms. GNARLY drop-offs. One of the hottest tracks I've ever ridden! Serious.

Tom Lueck runs both the Merced and Porterville tracks (along with Stockton—home of ABA's Springnationals). He told me that Merced could use more riders, and Porterville, well . . . since starting up the track four months ago, he's gotten at the most 4, count 'em, FOUR riders. At the time, he was talking about the tour race being the last ever. Whatta shame! THE best track on the whole entire tour and the worst turnout. I pleaded with him to keep it open. Porterville's so HOT, I promised that I'd drive three hours just to race on it. In case you want to race with me there, call Tom for dates and times at (209) 358-7942.

DAY FIVE: COAL CANYON

It was now Thursday, and we had made it back home to

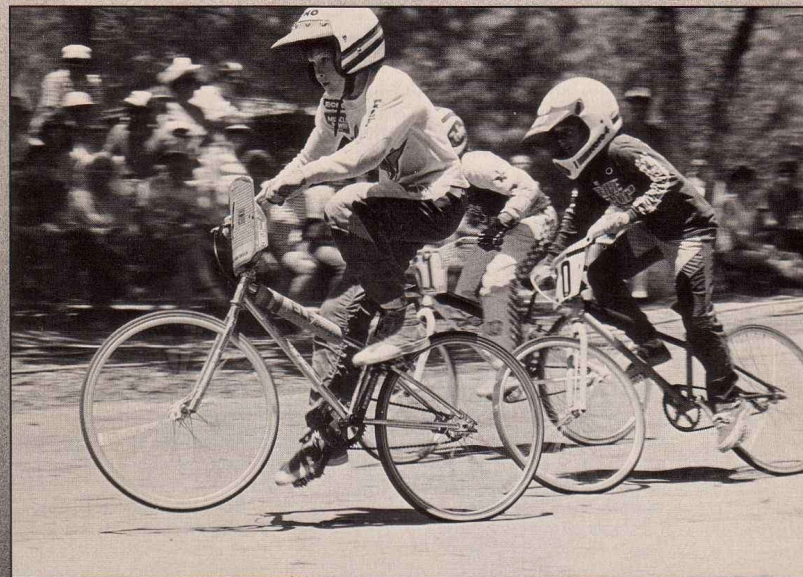
sunny So. Cal. (at three in the mornin' with newly licensed Mad Dog at the wheel . . . he drives the same as he jumps). Since the race was at night, I rambled into work around nine a.m., only to find a five inch high stack of Dear Gork letters (which I opened) and 25 phone messages (which I didn't call back . . . sorry, guys).

The day flew by fast and I was at Coal Canyon in no time at all. With me this time was ride-moocher, Bill Madden—a smart NBL'er who arrived early for the Irvine World Cup and wanted to get some extra racing in (although he didn't race because an ABA pro license runs about 80 bucks).

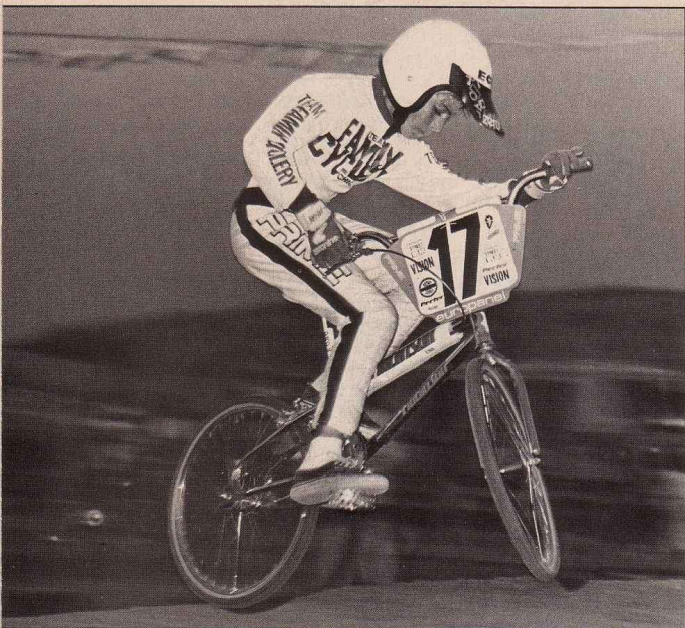
Before the race, I had heard rumors that Coal Canyon just changed their track. Once there, the question arose whether they changed it for better or worse. C.C. was long (probably longer than Redding, if that's possible) and not-so-wide (we've seen more passing room on sidewalks). A track operator's worst fear . . . the one and only time the gate decided NOT to fall, was when the guy who's writing the article on their race was on the gate. That's right—you could say I got a "real flip" out of Coal Canyon's starting system.

On top of that, they had a disagreement with Mad Dog and wouldn't let him race (who was that guy racing for me in my third moto?) And even more exciting, we got to spectate a fatherly fisticuffs. Fast times at the Canyon!

Besides what was happening in the pits, a notable rider to mention would be seven-year-old Michael Branzel. He



Sam Schwartz won every single one of his cruiser races on the entire tour. 'Twas kinda interesting how every track hit had a fave "local bike." Elfs were abundant throughout the tour—all of the riders from Oregon had 'em. Sunol and Napa had a lot of Bosses. We saw a lot of Free Agents in Woodland (Kenny May influence). Redding was kinda mixed with CWs and Hutches. So Cal.'s dominating bike was split with GTs at Coal Canyon and Elfs at Orange. Azusa is Diamond Back and Free Agent territory.



We guess this kid has style for miles . . . once again, Jason Jacobs (remember him from Stockton last month?), now Robinson mounted and riding for Family Cyclery of Chico.

Josh White (#12—not to be confused with GT's Doc) came all the way from Hawaii to hit the entire tour. He also came as a novice. And left as one heck of an improved intermediate.



and his dad followed the complete tour and from what I heard, Mikey won EVERY race he entered in both open and expert. Not bad.

DAY SIX: ORANGE "Y"

Friday night at Orange—a familiar scene for most of us. The pros and cons of this race were; it was scheduled the day before the World Cup. On the positive side, guys who came in early for Irvine could get in some local racing and hit part of the tour . . . we hoped. But then, if you were a hot rider, you wouldn't want to wear yourself out. But speaking of wearing yourself out, the other event the race was up against was an Irvine pre-party bash at Raging Waters (a So. Cal water slide resort). ABA prez, Clayton John was in town (for the So. Cal. part of the tour—surely not the World Cup). He was checking out the scene at Orange while track operator and Porsche driver, Ray Rohm, tried his HAAAAARDest to impress the prez. Out of the whole tour, Orange was the most efficiently run race—quickly posted motors, everything right on time, and good announcing. All those things that make BMX serious instead of fun.

Unfortunately, ALL of the big name dudes who normally race at Orange wimped out because of Irvine. Terry Tenette and Todd Lyons stopped by during practice and got in

some gates. Still, the future star locals were in typical force. With a minor change to the track, Orange provided its usual sizzling hot race action. Whenever you visit So. Cal., put this place right above Disneyland on the "places-to-go" list.

With a swollen knee from non-falling gates, I watched from the sidelines and hung out with the T.T.A.'s (Third Turn Animals). Led by cult-hero Paul Green, we joked, chanted, cheered, and heckled 'til the lights went out.

Orange was the last race I, we, BMX ACTION, promised coverage to. Saturday the Tour moved on to Azusa—another sidewalk waste track, from what I'm told. While a good ABA moto count raced there, I was at Irvine catchin' a killer race that you can read about next issue.

POST-TOUR

Overall, the ABA/BMX ACTION California Tour topped all previous track records for moto count, except at Orange. We raced on every form of track possible—hard to soft, sandy to dusty, flat to downhill, short to long, wide and skinny. We heard eight types of candeneses from eight different starters. We saw California thru an Astro Van's window. And we thrashed each town . . . not quite as hard as they used to in the good ol' days . . . but we had fun.

And that's what BMX is all about. ■

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Proflex Champ Pro - chrome	148.95
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HANDLEBARS

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Redline Forkster "U" Bar - chr, w/ht	29.95
Redline Forkster Shogun - w/ht, w/ht, CP	29.95
Hutch Freestyle - chr, w/ht, rd, pnk, vio	23.95
Vector-Haro Rep, Pro w/STEM - chr, w/ht	36.95
Powerline Pro or JR - chrome	22.95
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Haro Freestyle - chr, w/ht, gm, blu	23.95
Haro Group 1 Racing - w/ht, chr, blu, rd	24.95
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ACE Free Cruiser Kit -	24.95

CHAINWHEEL AND DISKS

Redline - (for Rights only) 40T, 45T, silver	\$19.95
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Tuff Neck Universal - chr, w/ht	8.95
Tuff Neck alloy 1 pc - all colors, chr	9.95
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Toga Laser Disc Chaining - 43T, 44T, all colors	13.95
Toga Laser Disc Chainwheel - 43T, 44T, all colors	13.95
Hut and Ball Set - blu, w/ht, gm, pnk, lav	3.95
Hut and Ball Set - chrome	2.95
Crazy Ball Set - multi color	3.95
Tuff Neck Power Disc - all colors, chr	8.95
Toga Force Connection - blk, w/ht, blu	6.95

RIMS 20" & 24"

ACE 2-Rims 20 X 175 - all colors	ea. \$12.95
Araya 7X 20 X 175 - chrome	ea. 18.95
Ambrosio 20 X 175 - heat treated	ea. 14.95
Araya 7 X 20 X 175, 1-3/8 - chrome	ea. 18.95
Araya 7 X 20 X 1-1/8 - chrome	ea. 19.95
Ambrosio 20 X 175 - heat treated	ea. 14.95
Araya 24 X 175 - chrome	ea. 17.95

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Axali Double Butted - chrome	ea. \$ 2.00
Axali - stainless steel	ea. 2.00
Axali - chrome	ea. 1.50
Axali Heavy Nipple - all colors	ea. .08

AXLE PEGS & STANDERS

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GT Forer Standers - chr, blk, all colors		12.95
GT Axle Pgs - 24T-26T (alloy tube riders), silver		9.95
Skyway Tube Pegs - 24T-26T, all colors		8.95
Haro Axle Pgs - 24T-26T, blk, sil, blu		9.50
Mongoose Fork Pegs - white		5.95
GT Tube-On Axle Extender - (these are hot!) sil, w/ht, lav, gm, pnk, gra, blk		36.50
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TIRES AND TUBES

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Comp #20 X 175 - w/ht, blk, rd, blk	ea. 8.95
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GT Tires 20 X 175 - all colors	ea. 9.50
GT FIS Tires, 20 X 175 - blk, lav, pnk, blu	ea. 8.95
Comp Stadium Tires, 20 X 175 - all colors	ea. 8.95
Comp Pval Tires, 20 X 175 - all colors	ea. 9.95
Comp Ramp Tires, 20 X 175 - all colors	ea. 9.95
Haro Tires, 20 X 175 - w/ht, gm, blu, blk	ea. 8.95
Hutch FIS Tires, 20 X 175 - blk, wh, pnk, gm, lv	ea. 10.50
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Sneak Post - chr, w/ht, gm, blk, pnk	8.95
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CW Flyer - w/mags, blk/wh, rasp/wh, lav/wh	189.95
CW Shaker - blk/wh, rasp/wh, lav/wh	229.95
GT Performer - blu, blk, pnk, w/ht, CP	229.95
GT Pro Performer - blu, lav, pnk, w/ht, CP	289.95
Dyno Delver - w/ht, blu, lav, fuschia, C/blk	199.95
Haro RS1 - blk/blu	359.95
Haro RS2 - blk/blu, bk/wh	229.95
Haro FST - w/48's, bk/blk, bk/wh	329.95
Haro FSX - w/mags, bk/blk, bk/wh, bk/wh	229.95
Haro Sport - w/48's, bk/blk, bk/wh	329.95
Haro Sport - w/mags, bk/blk, bk/wh, bk/wh	329.95
Haro Team Sport - 48's, bk/wh, bk/wh	449.95
Haro Master - w/48's, bk/blk	329.95
Haro Master - w/mags, bk/blk, bk/wh	329.95
Kuwahara Magician Exp	199.95
Kuwahara Magician Pro	239.95
Kuwahara Bikes Pro	314.95
Diamond Back Hot-Strak - aqua, tangero, blk	229.95
Diamond Back Strive Zone - magenta, blu	309.95
Mongoose FIS Decade - w/48's, blu, gm, w/ht, CP	214.95
Mongoose FIS Decade - w/mags, blu, gm	229.95
Mongoose FIS Decade - w/48's, magenta	279.95
Mongoose California - blk, C/blk	229.95

SCOOTERS

Uniq Rep or Turbo Pro - all colors	\$19.95
NEW! Kaxham - all colors	10.95
Kaxham Aero - all colors, w/ht	9.95
Kaxham the Handler - blk, w/ht, blu, lav, pnk, gm, 11.95	
Vicount Demolator - all colors, w/ht	5.95
Silhouette II Freestyle - all colors	9.95
Skyway Hot Seat - white	8.50
Dyno Drain Pipe - pnk, lav, w/ht, blu, gm	8.95
GT Straight Post - all colors, chrome	5.95
GT Load Bars - w/ht, ch, all colors	7.95
CW Load Back w/Bace - chrome	15.95
Toga Load Back - chr, all colors	6.95
Toga w/Bace - chr, all colors	9.95
Hutch Straight - chrome	10.95
Hutch Load Back - chr, vio, pnk, w/ht, rd, blu	7.95
Sneak Post - chr, w/ht, gm, blk, pnk	8.95
DK Clamp - blk, w/ht, all colors	7.50
Tuff Neck Clamp - chr, all colors	2.95
Dyno-Compe, all colors, chr	5.95
Hutch - w/ht, rd, blu, vio, ch, blk	9.95
Di-2 Ring 21 Clamp - all colors	3.75
Toga Hinged OR Clamp - all colors	9.95

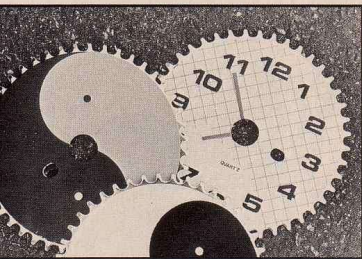
SCOOTERS

NEW! 1987 Mongoose Mini-Scot - magenta, turq	\$ 99.95
chr/blk	104.95
NEW! 1987 Mongoose Pro Mini-Scot - teal, coral	129.95
chr/blk	104.95
2000 Scoot 12" - blu, lav, fuschia, blk	109.95
chr/blk	109.95
2000 Scoot 14" - blu, lav, fuschia, blk	114.95
chr/blk	119.95
Torker 12" - w/ht, blk, P/blk, C/blk	109.95

SCOOTERS

Uniq Rep or Turbo Pro - all colors	\$19.95
NEW! Kaxham - all colors</	

Hot Prods



GET THE PICTURE

You probably realize that the compact disc sprockets are the current rage, right? Well . . . here should be the next biggest rage—designer one-piece sprockets called "Picture Discs." They're available in a wide array of patterns—as seen here. The Swatch type and Chinese Ying Yang design are available right now in 43 tooth only. They're aluminum, so weight won't be that much of a problem.

Teeth will range in numbers pretty soon, and there will be more designs in the very near future (a tachometer and a psychotic 60's spiral design).

So who are these sweet sprockets available from? Todd Huffman and the boys over at Mor Distributing. Suggested retail should be right around \$11.95 to \$12.95.

MOR DISTRIBUTING

15641 Chemical Lane
Huntington Beach, CA
92649
(714) 895-4205

THE OFFICIAL PLATE OF THE EAST

Like Prime panels are hot in the west, Crit plates are the hot ticket in the east. The owner of Crit is Mike Rodriguez. His team consists



THE SHIRT THAT GREG WEARS

One of the greatest scenes ever: Spicolli and his two sidekicks walk into All American Burger, grab a table, and take off

their shirts. "Okay bud, this one's on you. How much ya got?" The long hair guy throws his change on the table. "Uno dinero." Spicolli retorts with, "Uno nickelleto . . ."

Then Brad walks up. "Hey guys. Read the sign . . ." Spicolli and friends look around, dazed and confused. They finally spot it and read in unison . . . "No shoes. No Robinson shirt. NO DICE!"

WAIT! It wasn't a Robinson shirt—Spicolli wore a Sex Wax shirt. Not anymore. He now sports super cool, all-race, Robinson USA duds, available from your nearest Robinson/GT dealer for \$10.95.

ROBINSON RACING PRODUCTS

5422 Commercial Drive
Huntington Beach, CA 92646
(714) 891-7451

THE UNOFFICIAL PANEL OF THE WEST

From Prime Racing, we have the hot-off-the-presses Europanel—a two piece number plate that features a security strap to wrap around your crossbar pad and a reversible white plate so you can slap your NBL number on one side and your ABA on the other.

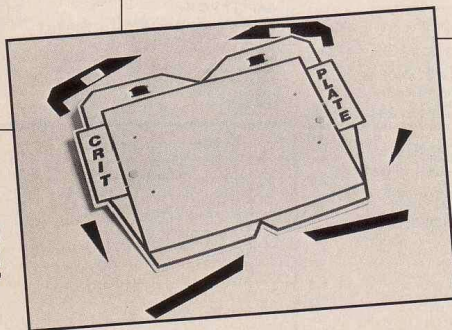
Color choices are red, blue, and black for now. Price is in the \$10.00 range.

As you've probably seen in the magazine at most ABA covered events, the Europanel is hot on the West Coast—they're on all of the NCB's bikes. Shouldn't one be on yours?



PRIME RACING

4045 Wayside Drive
Carmichael, CA 95608
(916) 971-0939



Crit Plates come in three outline colors—black, red, and blue. And now Crit added something new—the Interchangeable packages. Interchangeables are mini sticker packs that are pre-cut to fit the corner spaces on your Crit plate. Mikey has ten different colors of Interchangeables, which, considering the three main colors, means that there are at least 120 color combos. Mix and match, do-it-up to match your team colors, etc . . . It'll provide you with lots of fun on rainy days, too! Cost is between 8 and 14 bucks.

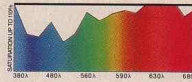
CRIT PLATE

103 Alverson Ave.
Providence, R.I. 02909
(401) 272-8793 ■

of Mike Savage, Steve "Opie" Moden, and Cathy Tedesco. And just lately, he has revamped his plate and made it even trickier!

Tried.

There is a truth beyond words. The truth of trial and sacrifice. Of life and death. Of compassion and exhaustion and accomplishment. A truth that must be seen to be understood. How do you capture that truth? Only one 200-speed print film can give you more intense, realistic color than any other. Kodacolor VR-G 200 film. The essence of its superiority is in its unique chemistry; its ability to offer both high color contrast and low neutral contrast. So when you expose one color-sensitive layer of the film alone, as in the bright red of the light's glare, the dye-producing color couplers in the film allow the red layer to develop to 100% saturation. But when all the layers are activated, in a neutral exposure, as in the richly textured browns or the fleshtones of the faces, color couplers from each layer communicate with each other, switching off the development at the optimal moment. So you get rich, balanced color, without bias, without sacrificing detail. Even when Kodacolor VR-G 200-speed print film is tried under extremely variable and demanding exposure conditions, on colors ranging from the blazing to the smoldering, it will show you the truth in color that must be seen.



Unsurpassed color saturation throughout the spectrum.

Even at 100% saturation Kodacolor VR-G 200 film delivers unsurpassed detail resolution.

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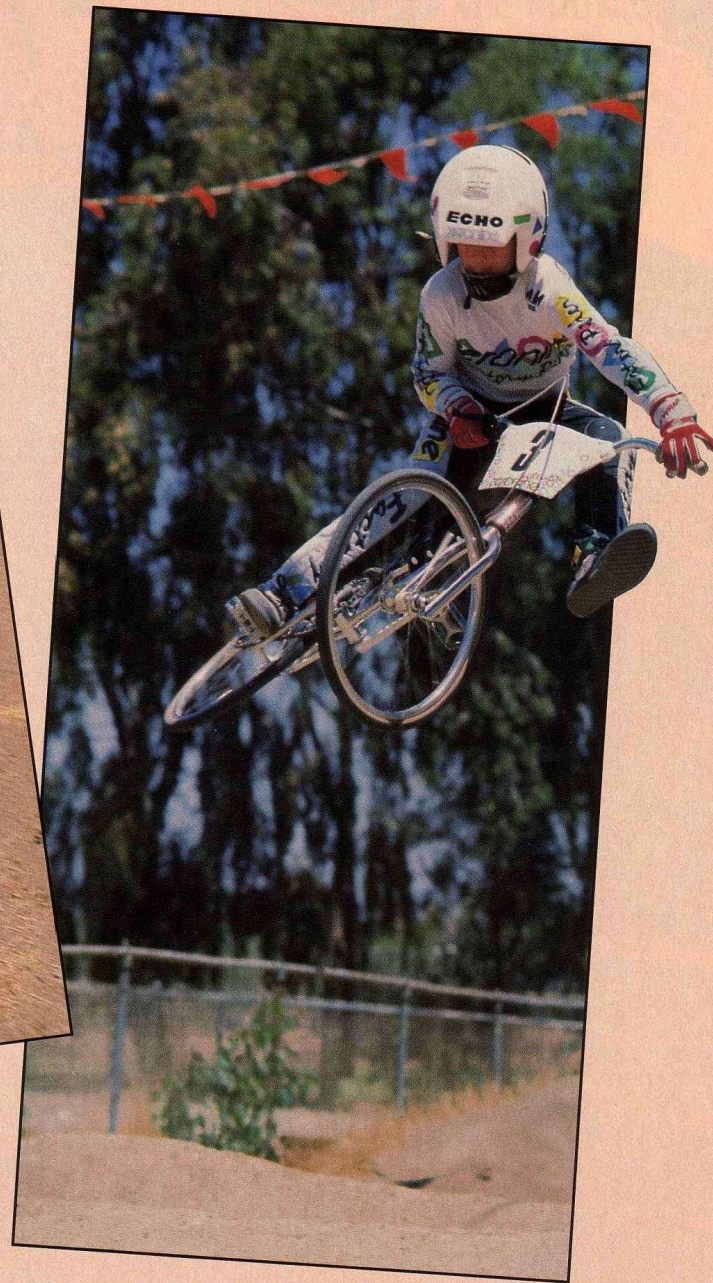


And True.

© Eastman Kodak Company, 1987

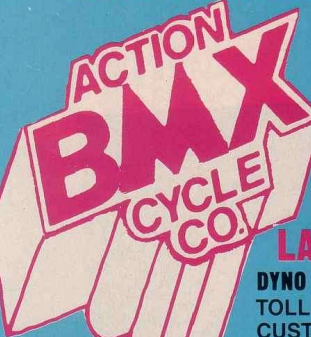


HOT shots



Jamson Hendler and Sean Callihan, up close and contorted. On the right is Franko Gregory, casually stylin' a one-footer. These three, plus Lawan Cunningham and some chick, make up the factory Zeronine team. They're hot.

WARNING: ALL LAME MAIL ORDER CO's WILL GET BURNED CAUSE . . .



IS HOT

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A04 SKYWAY Air Pgs. 240, 280, PLUGS	12.95
A05 ST Frame Standers 31.5, 31.5, PLUGS	25.95
A06 ODYSSEY Frame Standers 23mm, Device	10.95
A07 SKYWAY SpheroStar 23mm, Device	17.95
A08 SKYWAY SpheroStar 23mm, Device	15.95
A09 ACS Sphero Star 23mm, Device	12.95
A10 ODYSSEY OTDR MOTOR	14.95
A11 OTDR MOTOR GREAT FOR SCOOTERS	4.95
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A13 OT FRAME EXTENDER 21.5, 21.5	28.95
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A15 POWELL VIBERS 12.3	28.95
A16 NTY Freshie Yoke	8.95
A17 VISION Yoke 12.3, 5.8	28.95
A18 VISION Yoke ALLOY 5.8, 24.35	15.95
A19 OT TUBE HRS ALLOY 5.8, 24.35	15.95
A20 TIGOLA ROLL ON KILL PEGS 24.35	15.95

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B04 KUMAWARA HOPPER (SCOTT) 21.5, 21.5	249.95
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B20 DYNO DROM COMPE W/ W/ BK	319.95
B21 DYNO DROM COMPE W/ W/ BK	379.95
B22 REDLINE R2011 W/ BK	244.95
B23 HARO EXEL FREESTYLE W/ BK	189.95
B24 HARO WINDSTILLER 17.5, 17.5, 17.5	254.95
B25 HARO WINDSTILLER 17.5, 17.5, 17.5	274.95
B26 CW CALIFORNIA FLYER, USA	249.95
B27 CW CALIFORNIA FLYER, USA	249.95
B28 CW CALIFORNIA FLYER, USA	249.95
B29 CW CALIFORNIA FLYER, USA	249.95
B30 CW CALIFORNIA FLYER, USA	249.95
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B35 DIAMOND BACK STRIKE ZONE	229.95
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B37 DIAMOND BACK STRIKE ZONE	229.95
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C07 ACTION SPORT 12" FREESTYLE SCOOT	124.95
C08 ACTION SPORT 12" FREESTYLE SCOOT	129.95
C09 ACTION SPORT 12" FREESTYLE SCOOT	134.95
C10 ACTION SPORT 12" FREESTYLE SCOOT	139.95
C11 ACTION SPORT 12" FREESTYLE SCOOT	144.95
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D01 SKYWAY 15 Tires, 2.8, PLUGS, W/ BK 1 and 11 series	9.50
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D18 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	9.50
D19 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	9.50
D20 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	9.50

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E08 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
E09 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
E10 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
E11 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
E12 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
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E14 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
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E16 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
E17 HARO 17.5, 2.8, PLUGS, W/ BK 1 and 11 series	12.95
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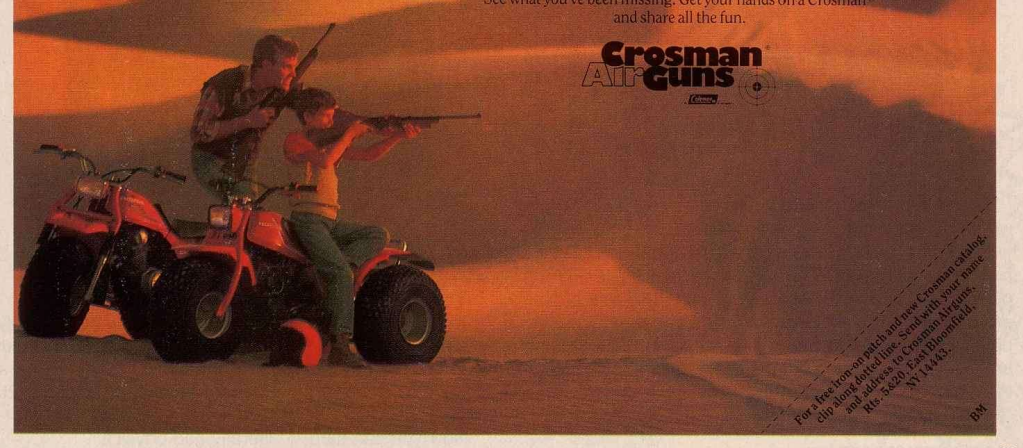
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A.D.I.

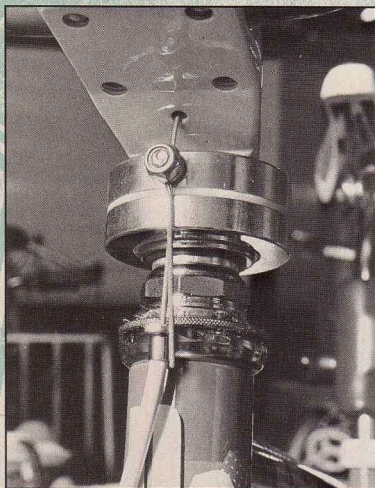
ALL DIALED IN.

ROTOR TIPS

First, we will give you a quick rundown on getting an ACS Rotor All Dialed In . . .

For best braking results, the stem should rise above the Rotor one inch. The stem shaft should also be mildly greased on the surface that contacts the Rotor—not where it contacts the inside of the fork.

Make sure that when you put in the bearing cup, the cable stop is in the center of the headtube, directly under the top cable (as shown in photo). If the top cable comes to the side of the stem, align the cup under that.



Those two are the basic tricks to having a Rotor that works. Another thing to know when you're installing it is work on the bottom part first. Adjust the rear brake as normal by snugging the brake shoes and tightening the pinch bolt. Once the whole bottom cable and rear brakes are perfect, THEN you move to the top cable. Once the upper cable is put in and tightened down, squeeze the brake lever and stretch out the cable, then adjust accordingly with the adjusting barrel.

Now you should be ready to go. So . . . GO.

This does not explain how to install spinning devices.

This does not tell you how to dial in your caliper.

This does not force you to eat lima beans.

This does, though, contain recommendations from our lotter of bicycle knowledge, semi-official BMXA technician, Steve Blackey. This time 'round, he'll let you in on how to dial in your spinning device—whether it be an Odyssey Gyro or an ACS Rotor.

If you own any other kind of twirling/detangling system, the following may give you hints on dialing in your type. If it doesn't, disregard this page and return to the table of contents to find another story which satisfies your interest.

WAIT! Don't go yet if you happen to be the proud owner of a Gyro. In which case, you should continue reading this instructional to get the most optimum use of your Scura-designed Odyssey contraption.

Before getting into hints about dialin' it in, let's discuss installation secrets. The first step, of course, is to install the Gyro on your bike by following the instructions that came with it.

Now, loosen the barrels on the top and bottom Gyro plates to where they are sticking out as far as possible (as shown in photo). Make sure both the left and right sides are level. Adjust the bottom half/rear brakes as normal, before working on the top half. A key thing to remember is make sure the spinning mechanism that holds the bearings rests flat on the bottom plate.

Then hook up the top cables and fine tune with the mid-cable adjusting barrels.



If your brakes are slipping now, you should probably clean your rims and brake shoes. Once you're finished, take your bike out and give it a thorough test—maybe a decade—or one of those record breaking (braking?) 25 foot long skids.

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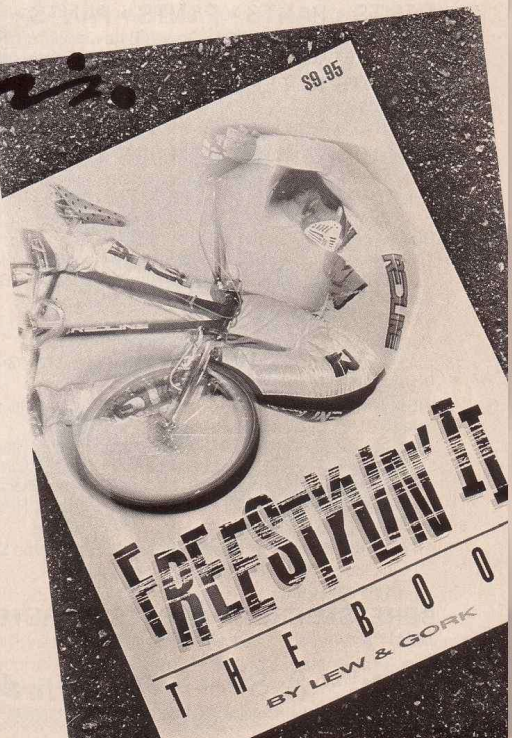
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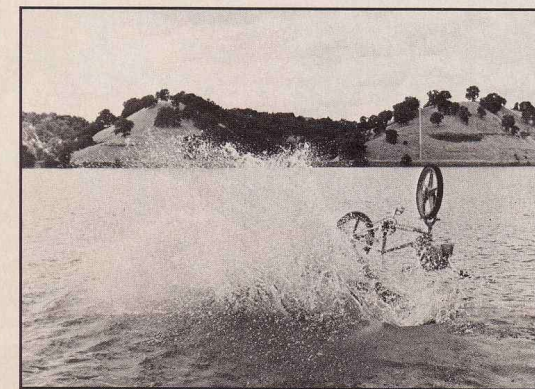
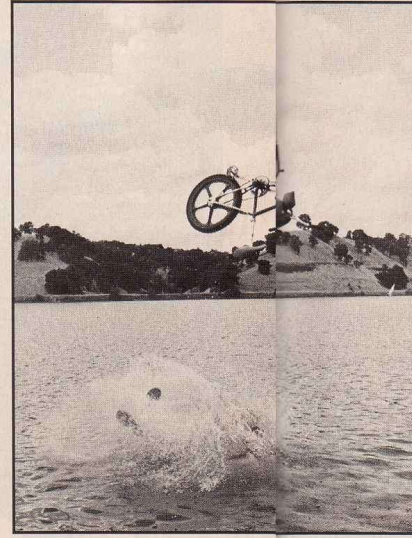
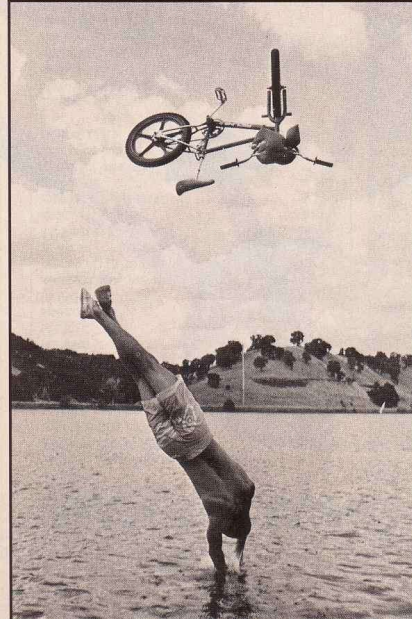
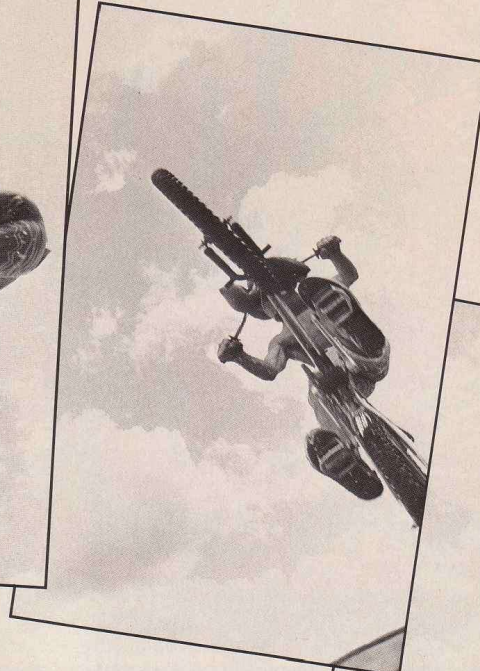
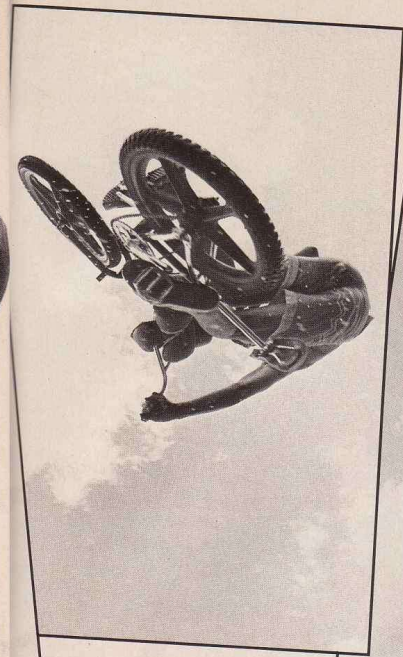
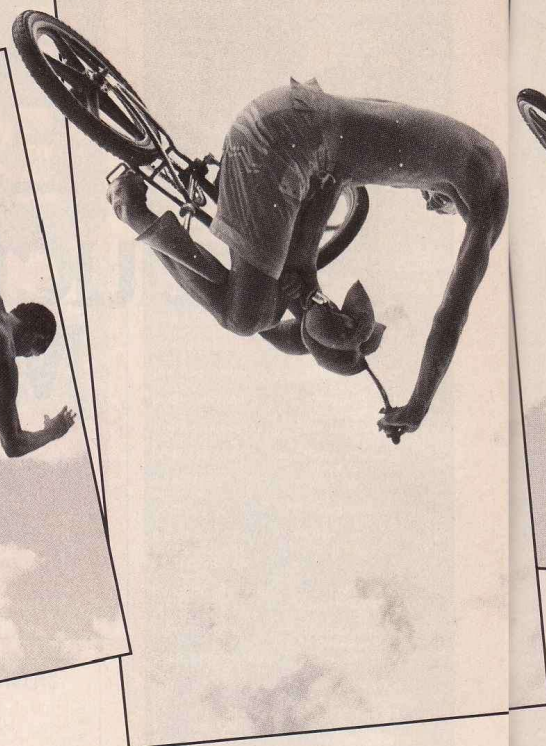
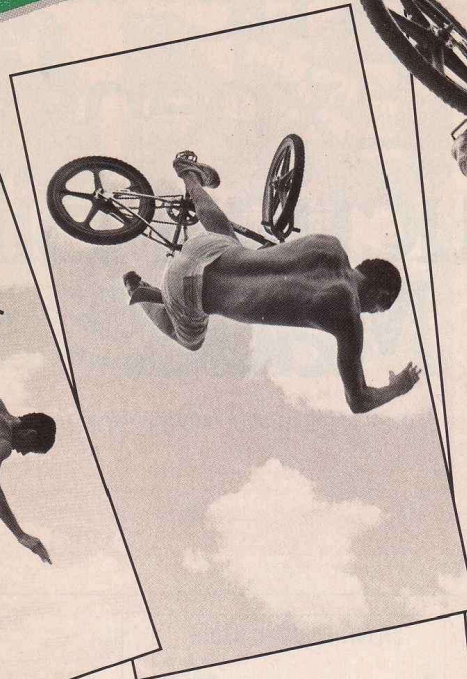
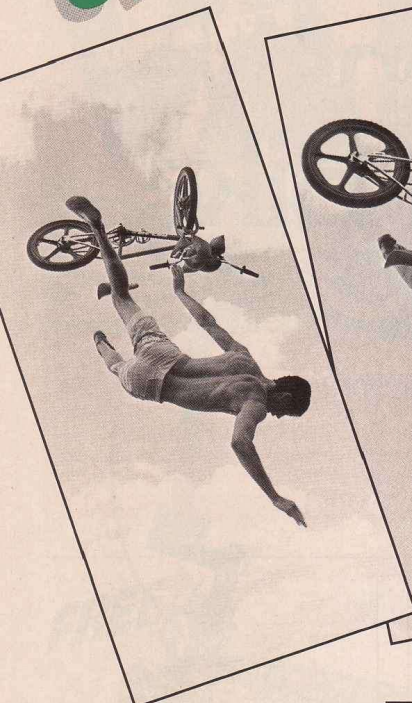


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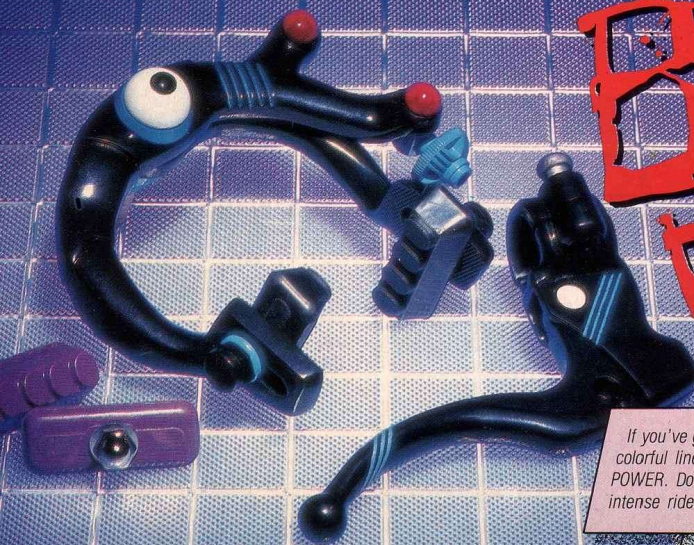


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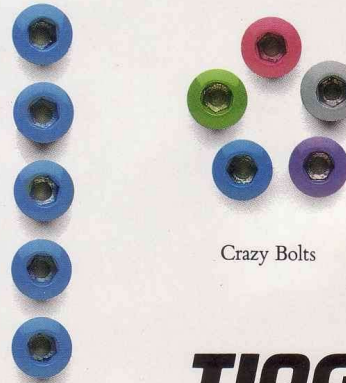
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