



# BMX ACTION

APRIL 1988  
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V-BMX  
VIDEO  
REVIEW

HOW YOU CAN  
START RACING  
...AND  
WIN!

WHICH  
ONES  
SHOULD  
YOU  
WATCH?

TWICE AS  
MUCH TESTING:  
**SKYWAY'S  
NEWEST**  
AND  
**RED LINE'S  
LATEST**





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# BMX ACTION

APRIL 1988  
VOLUME THIRTEEN • NUMBER FOUR

## TEN

DEAR GORK  
Should he or shouldn't he?

## FOURTEEN

D.I.R.T.  
The 1988 team rosters.

## TWENTY-FOUR

EXCLUSIVE FIRST TEST: SKYWAY 300 TA  
Bombin' the bay area with the BMXA brigade.

## THIRTY-SIX

HOW TO START RACING... AND WIN!  
You asked for it!

## FORTY-EIGHT

TESTIN': THE NEW RED LINE 800 PXL  
Fine. Superb. Magnificent. Excellent.

## FIFTY-SIX

HOT PRODS: VIDEO REVIEW  
BMX, freestyle, and even a (gulp) skate one.

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## SIXTY

RACIN': NBL BMX-MAS NATIONAL/COLUMBUS, OHIO  
What a way to end the year!

## SEVENTY-TWO

THE OTHER SIDE  
From the mouth of Jonze comes words about R.L.

## EIGHTY-TWO

OUTTAKES  
Abort mission.

ON THE COVER: Page 76. Cover by Spike.

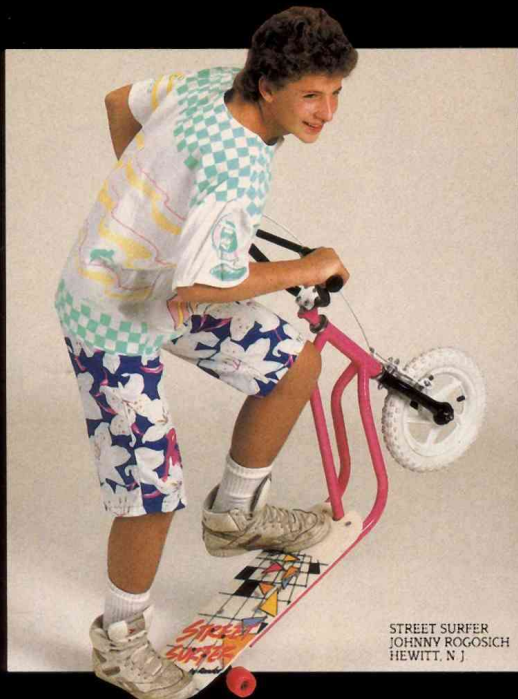
ON THIS PAGE: Utah's suave, debonair, yet naive adolescent—Tim Hall, half overboard on his personal unit. Another Spike shot.



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of Randor"

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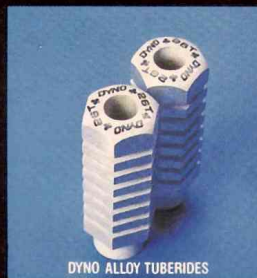


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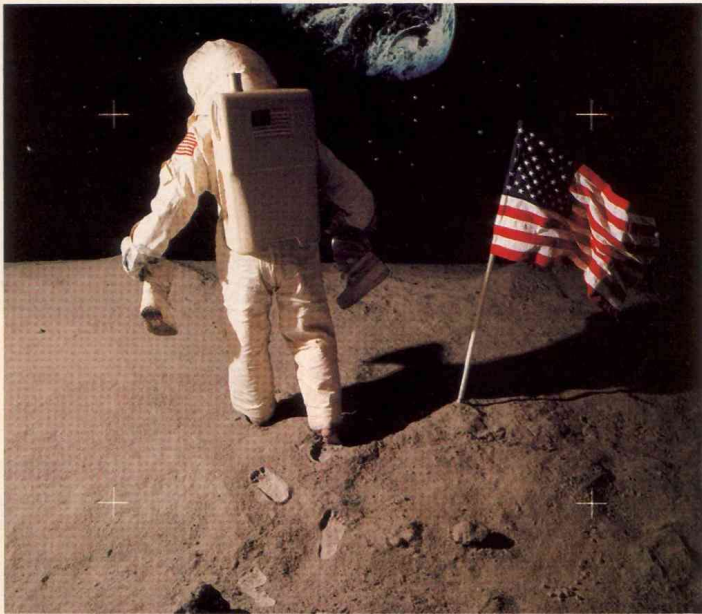
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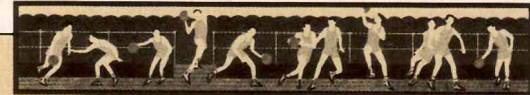
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 The natural choice is Barefeet from Odyssey.  
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 One giant leap for freestyle.



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# SHADES OF ANOTHER TIME



Reintroducing the Chuck Taylor  
 Classic All Star™ from Converse.

Old movies, comic books, songs from the sixties.  
 Seems like whatever was big in the past, is huge now.  
 And the comeback everybody has their eye on is being  
 staged by one of the most vintage classics of all—Chuck  
 Taylor All Stars, from Converse.

They give you the timeless look of original 'Chucks.' The  
 black leather eyelets. The ankle patch. The black rubber  
 outsole. It's a look that's been away just long enough to be  
 'discovered.' You'll be seeing them on the street, in khaki,  
 black, red, navy, and olive canvas. Which is why you'll  
 want to see them at your local Converse  
 dealer.

Chuck Taylor Classic All Stars.  
 They're a fashion idea whose time has  
 come. Again.



The first ad  
 for our new shoe  
 ran 63 years ago.

© 1988 Converse Inc.



It was 1917. Before  
 there was an NBA. Be-  
 fore anybody was play-  
 ing basketball for a living.

Chuck Taylor, like most  
 semi-pros, needed a second job  
 so he could continue playing the game  
 he loved. He went to Converse, a small com-  
 pany in Malden, Massachusetts. They had  
 just started making basketball shoes, and  
 hired Chuck as a salesman. But before he  
 started selling the shoes that would soon be  
 called "Chucks," he suggested Converse  
 make a few improvements. The young com-  
 pany took the advice of their new salesman,  
 and "The Ambassador of Basketball" went  
 on to single-handedly make "Chucks" the  
 most famous shoe in the game.

THE  
 CHUCK  
 TAYLOR  
**CLASSIC**  
 ALL STAR™





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Send \$6.00 for Full-Color GT Team Poster,  
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foreign orders.)

C.P.S.C. Equipment included but not shown.  
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a helmet and proper safety equipment.  
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**GARY ELLIS**  
IBMXF WORLD CHAMPION  
1987 #1 NBL GRANDNATIONAL  
CHAMPION  
1987 #1 ABA GRANDNATIONAL  
CHAMPION

**TEAM GT**  
NBL #1 TEAM  
1987 NORA #1 TEAM



GT PRO SERIES TEAM MODEL



GT MACH ONE

Photos: Windy

**THE '88 GT'S ARE NOT  
ONLY BUILT ON A  
WINNING TRADITION...  
THEY GUARANTEE ONE.** IT

MAY SOUND A BIT CONFIDENT TO  
GUARANTEE A WINNING HISTORY, BUT  
THAT'S THE KIND OF CONFIDENCE THE  
NEW GT'S INSPIRE. YOU'LL FEEL IT ONCE  
YOU CLIMB ABOARD. FROM THE GRIPS IN  
YOUR HANDS, TO THE PEDALS UNDER



THE GT PRO SERIES FRAME  
THE WINNINGEST FRAME  
TECHNOLOGY IN THE WORLD

YOUR FEET, THEY OFFER THE FINEST  
COMPONENTS. THE FRAME AND FORK, AN  
EXAMPLE OF PRECISION CRAFTSMAN-  
SHIP. ALL COMBINED WITH GT'S EXPERI-  
ENCE AND WINNING HISTORY THAT  
BREEDS CONFIDENCE. THE LIST OF WINS  
FROM THIS PAST YEAR ALONE WOULD  
MORE THAN FILL THESE TWO PAGES.  
THEY SAY HISTORY ALWAYS  
REPEATS ITSELF....AT GT, WE  
GUARANTEE IT.







**QUESTION OF THE MONTH:**  
Should Gork get a hair cut?  
 Yes  No

Send answers and stuff to:  
BMX ACTION, Dear Gork  
3162 Kashiwa St.  
Torrance, CA 90505

## TO CUT . . . OR NOT TO CUT

Dear Gork,  
We are two young girls who write to you,  
We believe in Elvis and hate Motley Crue.  
We like boys from here and there,  
But this very note concerns your hair.

Gork, we've seen you at a race,  
Why not cut your hair and save your face?  
Please stop being such a crazy nut,  
Go out now and get that hair cut!

Print this letter if you dare,  
But most important, CUT THAT HAIR!

"Tom" and Nik  
Marina Del Rey, California

Whoa is me . . . I don't know what to do. I like having long hair because it hides my long neck. But, for the heck of it, I think I'll let the readers decide . . .  
**HEY! Loyal and trusting reader of BMXA—yeah, YOU. Vote now!** Should I cut my hair and look like Mike Carruth? Should I let Spike go wild with his buzzers? Or should I let it hang and stay

the heavy metal hippie I am? Should I ignore the many demands and threats I've gotten, like the one above? Write and let me know within the next two months. I'll seriously do what the majority says. Faithful readers of BMXA, I leave my looks in YOUR hands. (Head-bangers, don't let me down!)—Gork

## HOW TO READ BMXA . . . . . . AND NOT GET CAUGHT

Dear Gork,  
I have a problem. Every day at school I get in trouble for reading BMX ACTION during class. Could you tell me some ways I can hide the mags from my teacher?

"Rippin' Jim" White  
Marion, Ohio

Heh, heh . . . I know many a way, 'cause I used to be in the same situation. These are the techniques I used:  
1. The most widely used method (and probably the one you get caught doing) is to fold it into your text book. The big give away though, is that the teacher knows a student doesn't "get into" his text book that heavy unless there's a BMX ACTION slipped in. Thus, you're busted. I know it's hard, but look less interested when looking at a hidden BMXA.

2. You can always try this one—cut out each page of 'ACTION before you go to school and tape them to the inside of your sunglasses. Then wear the glasses during class. The only flaw with this technique is that you get your dose of BMXA bit by bit . . .

3. Re-write the entire issue of BMX ACTION in invisible ink. That way, no one sees it . . . but then, neither will you.

4. Wash and dry your issue of BMX ACTION until it shrinks down to fit in your palm. Then, it'll be so small that no one'll notice it. Correct procedure for shrinking it can be a bit hard . . . and messy. Xerox machines work well.

5. The easiest way, and the one most recommended by myself, is to read it at lunch or when you get home from school. I read BMX ACTION throughout my Jr. High and high school years and

got straight C's . . . and look where I am. Lord knows you wouldn't want to turn out like me . . . —Gork

## EASY Q

Dear Gork,  
What's the difference between high flange and low flange hubs?

The Rad Squad  
Wiesbaden, Germany

You better sit down—it gets pretty complicated. On high flange hubs, the flanges are high. And on low flange hubs, the flanges are . . . you got it, low.—Gork

## Q.O.T.M. II

Dear Gork  
How much wood would a woodchuck chuck if a woodchuck could chuck wood?

Jason "Rad As Ever" Ballenger  
Huntsville, Alabama

P.S. What is a woodchuck?  
Alright, Ballenger . . . here's your lesson for today on woodchucks:

**wood-chuck** \-chak\ n [by folk etymology fr. Ojibwa otchig fisher, marten, or Cree otcheck] 1 : a grizzled thickset marmot (*Marmota monax*) of the north-eastern U.S. and Canada — called also *groundhog* 2 : any of several marmots of mountainous western No. America

Now, since I don't know much about chucking wood, I called the expert on forest related subjects such as this. Via telephone, here's the man who spends more time in the woods than Smokey the Bear . . . take 'er over, Lumberjack:  
"A cord an hour."—Gary Ellis

## ORLANDO TALES (OR SHOULD WE SAY . . . ORLANDO TAILS)

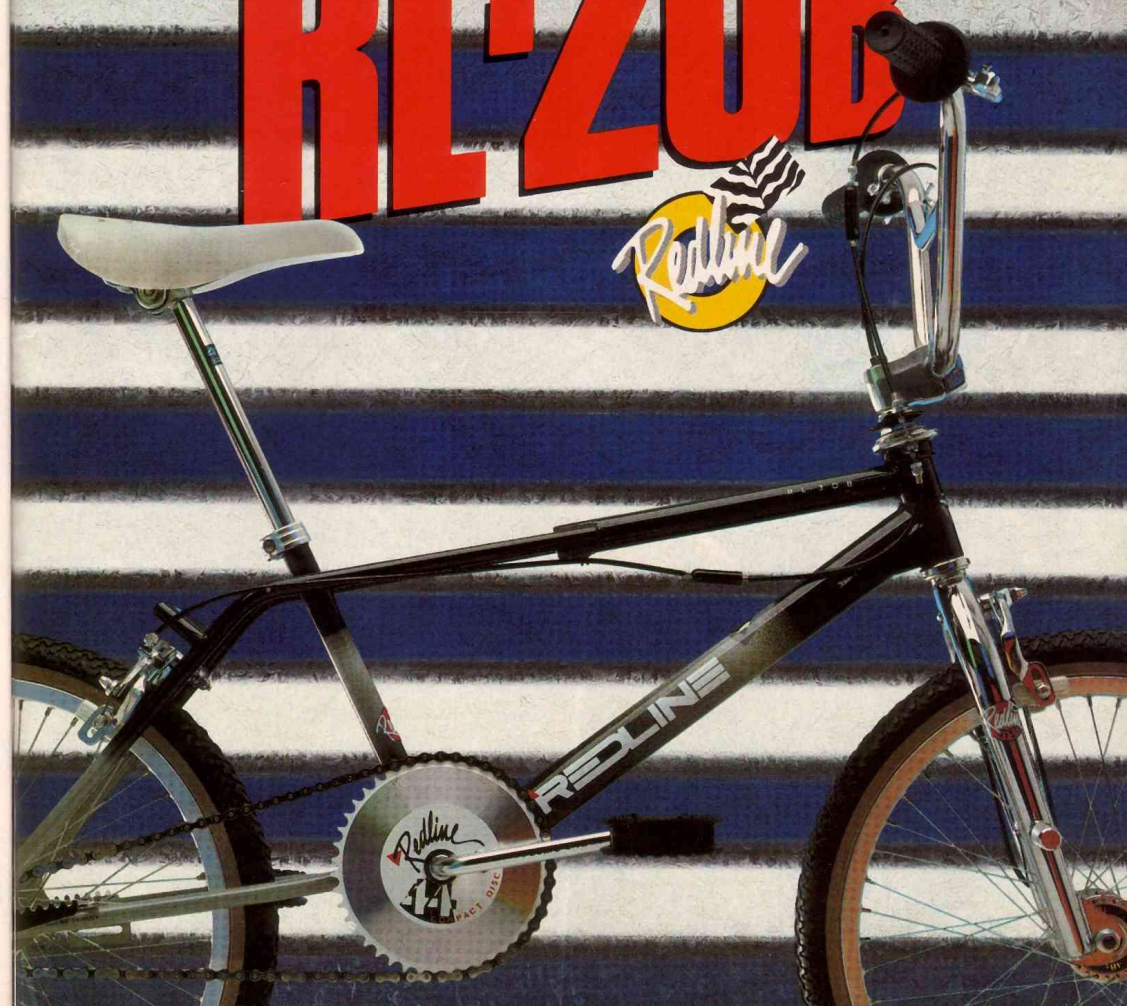
Dear Gork,  
In your December issue, on the table of contents, you had a picture of Eric Carter jumping with his jersey tail untucked. You don't know how many Orlando riders would like to race with their tails untucked. If you do, you get disqualified.

See, there's this track official named Mac and on Halloween he dressed up like Rambo—with gun and all. Everybody made sure their jerseys were tucked in.

continued on page 20

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# THE '88 RL-20B





# HOW TO IMPROVE YOUR REACTIONS.



*Diamond Back bicycles are distributed exclusively by WSI, Home of Centurion, Diamond Back and Avanti.*

The new Reactor™ is so fast, you'll think it's nuclear powered. It's the best race bike available. And, it's causing major melt downs at our competitor's drawing boards. The reason is



*The 1988 DB racing team. (l to r) Justin Green, Cindy Answorth, Matt Haden, Jason Palmer and Eddy King.*

simple. We didn't just design the Reactor, we engineered it too.

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Lastly, the Reactor sits atop Tioga's Comp III racing tires for the ultimate in traction and performance.

But don't take our word for it that the Reactor is the best BMX bike around. Blast on down to your local Diamond Back dealer for a test ride. We guarantee you'll have positive reactions.



*New DB racing crank.*

**DIAMOND BACK**  
RATTLE THE COMPETITION

© WSI 1988





In the beginning, there was a BMX bike. Days later, there was a BMX track. Soon after, the first BMX team. Then came sponsorship battles, factory fights, and team changes.

This month, **BMX ACTION** dedicates **D.I.R.T.** to the factory rosters for the 1988 racing season—current factory riders, new recruits, and brand new teams.

## GT

They've decided to only have one pro this year. They've also recruited Washington young'un Reid Anderson—an IL protege, along with CW's aggressive 11-year-old, In Hee Lee. Here be GT's awesome '88 lineup:

Reid Anderson (9 X)  
In Hee Lee (11 X)  
Mike Luna (12 X)  
George Seevers (13 X)  
David Milham (15 X)  
Robert Swick (16 X)  
Gary Ellis (Pro)

A lot is happening over at SE. Seems they have four or five offers to sell. If they do, Scot Breithaupt will

have a bigger budget to play with. For now, it'll stay small but quick.



Scot Breithaupt (Crus)  
Brian Lopes (16 X)  
Golden Anderson (7 X)

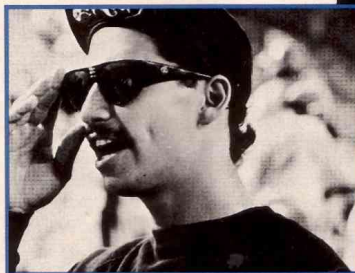
## HARO

At one time, they'd considered picking up a top am (Shelby James), but

since it didn't happen, Team Haro stays the same . . . 'cept they now have TWO pros!

Pete Loncarevich (Pro)  
Mike King (Pro)

*Pancho Pistas, a.k.a. Peter Loncarevich. He'll race this year in NBL with a No. 1 on his plate . . . and a No. 4 in ABA. With his late-year injuries, the question remains whether he'll be as dominant as he's been for the last two years.*



## TITAN

Bob Furry, owner of Titan, has divided his factory roster in two—an East/NBL team, and a

West/ABA threat. They're without a pro and will be concentrating more on the little guys.

**WEST:**  
Tiffany Kellner (15 Girls)  
Matt Lovegrove (14 X)  
Chase Beninga (12 X)

Jon Albritton (8 X)  
Scott Davis (7 X)  
**EAST:**  
Donni Hier (18 X)  
Skip Knight (17 X)  
Kerry Zinsar (15 X)  
Jennifer Wardle (15 Girls)  
Todd Christinsen (8 X)



*Eagle Snacks may have a trick up their sleeve—another major corporation sponsor. If it happens, they'll probably keep Shawn Texas. If it doesn't, they'll go pro-less. But with an amateur team like they have, who needs a pro? Sean Riblett, from the NBL Grands. Photo by Mark Snavely*

Shawn Texas is leaving, but completely on good terms. Team manager Mark Fowler told us, "It was just too expensive," and that "Shawn was an inspiration to the team." Eagle Snacks, as usual, has a team roster about a mile long. Hotties to watch for are B.J. Gant, Todd Lyons, Percy Owens, and Ron Walker. But don't let that keep you from checkin' out the rest of the team, too.

Ron Walker (18 X)  
Billy Au (17 X)  
Sean Riblett (17 X)  
B.J. Gant (16 X)  
Todd Lyons (16 X)  
John Purse (15 X)  
Percy Owens (13 X)  
Wes Searer (11 X)  
Donny Dunstall (9 X)

### CO-TEAM

Termite Hudson (17 X)  
Mike Holmes (17 X)  
Danalee Fowler (17 Girls)  
Amy Holmes (14 Girls)  
Mark Fowler Jr. (9 X)

## SKYWAY

*Skyway's taking their time picking their one amateur, but it shouldn't be long before racers on 300 TA's start rippin' up the national circuit. Right, Rick?*

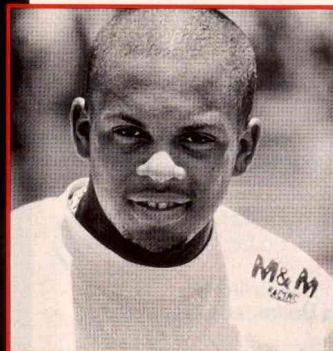


Skyway's pro, Rick Palmer, has been training with ABA's No. 1 pro—big Chuck Townsend, so we expect something to rub off. Free Agent's Kenny May "MIGHT" be wearing the red, white, and blue soon. Wait and see.

Rick Palmer (Pro)

Cool news here—a post Ohio recruitment was our pal, **Todd Corbitt**. With the deal, T.C. will be moving to So. Cal. to train with the best and go to school. We expect big things from C.C. this year. Keep an eye on 'em!

## CYCLE-CRAFT



## WORLD CLASS Racing

Although they aren't a factory, World Class has a factory-sized

*Core-to-the-marrow racer and Black Flag listener, Lawan Cunningham, will be World Class'ed out this season. Ask him sometime if "siam pit" training really works . . .*

budget (if not more), and some majorly hot riders to go along with it. Check 'em out:

Tommy Brackens (Pro)  
Mike Kinyalocets (18 X)  
Donovan McCurdy (17 X)  
Mike Russo (17 X)  
Eddie Siegmond (16 X)  
James Foy (16 X)  
Lawan Cunningham (15 X)  
Carl Burroughs (12 X)  
Deanna Edwards (15 Over Girls)  
Michelle Cairns (11 Girls)





tops the MCS lineup. The rest remains the same:

- Terry Tenette (Pro)
- Troy Irving (18 X)
- Craig Reynolds (16 X)
- Mike Hale (15 X)
- Brad Cashwell (14 X)
- Nick Liberatore (12 X)
- Kevin Hall (11 X)
- Shawn Bone (10 X)
- Michael Brandt (9 X)
- Jonathan Lee (7 X)

A really strong force. A force to be reckoned with. A Magnum Force, if you will. Newly turned pro, Mr. T.,



Under the firm leadership of Bill Prince, the MCS team should be stronger and more noticeable than ever. Along with Mr. T, keep a sharp eye on this character—Craig Reynolds.

They came out of nowhere to sell frame and fork sets, spread the word about BMX racing, and fully stress their stand against drugs. The White "Say No" Bear team is pretty massive and it'll no doubt be up front in '88. Richie and Ronnie just got an apartment together in Merced, so with them training together, it could be dangerous.



- Ronnie Anderson (Pro)
- Richie Anderson (Pro)
- Brian Parks (16 X)
- Brian Mays (16 X)
- Frankie Delgado (12 X)
- Aaron Zeer (10 X)
- Shea "Commando" Pierce (9 X)
- Dianna Bowling (15 Girls)
- Mary Keating (13 Girls)
- Cindy Davis (11 Girls)



The big mystery here are changes to pro. Will ABA numero uno on cruisers, Darwin Griffin, and 23-year-old Cecil Johns take the big step to the highest rung on the ladder? No one knows . . . not even Boss.

- Cecil Johns (Pro?)
- Darwin Griffin (18 X?)

- Ernest Boston (18 X)
- Mark Palmer (17 X)
- Ricky Gilbert (16 X)
- Bubba McIntosh (15 X)
- Mike Risley (13 X)
- Chris Ray (13 X)
- Anthony Reyes (10 X)
- Nick Brungard (9 X)

John Carter (Eric's dad) is team manager. He's taking his time about picking up riders. He says they won't be getting a pro. For now, Brandon Allen is the sole rider. Definitely more to come.



GPV TEAM

With the first production Gravity Powered Vehicle and a 1988 GPVA

race series, Hutch has put Dan Hanabrink in charge of picking up a team. So far, he IS the team.

- Dan Hanabrink (Pro Unlimited)

- Brandon Allen (15 X)



Bill is trying to persuade Red Line into picking up another pro—one with long, blonde hair, who goes "Baaah Woof." We'll see . . .

Once again, Billy Griggs will be the lone rider, with Turnell Henry on semi-factory. Rumor has it that Mr.

- Billy Griggs (Pro)
- Turnell Henry (Pro)



As expected, a lot of factories took riders from ABA's No. 1 factory team. F.A.'s known for making stars, later to be stolen. They've given

plenty of hot riders their start, so we wonder what's to come of the following guys:

- Gary Houseman (7X)
- Richard Houseman (10X)

- Paul Buczkowski (12X)
- Galen Starlin (14X)
- John Gonzales (14X)
- Parnell Haley (15X)
- Kenny May (16X)
- Todd Slavik (Pro)



Expect to see more from Robinson. They've expanded their budget, dropped Shan Hatfield, took Jason

Danny Nelson, of Robinson fame. He's over his knee problems from the World Champs and is expected to lead Factory Robinson to quite a few team trophies.

Shegas from CW, and grabbed Willie Nelson from Colour Control. Team trophies are in their sights with this lineup:

- Corky Gainsford (12 X)
- Danny Nelson (14 X)
- Jason Shegas (15 X)
- Willie Nelson (16 X)
- Todd Mitchell (17 X)
- Greg Hill (Pro)

Yeah, we promised half-owner Chris Moeller M.D., that we'd mention their team. After all, they are making the frame sets and they have

been making mains and winning a few . . . Besides that, Team S & M consists of the raddest jumpers in the world!



- Claude Sevingy (31-40 Crus)
- Greg Scott (17 Over X)
- Chris Moeller (17 X)
- Scott Fuhrer (16 X)
- Brian Hernandez (15 X)



"The Blaze" was much sought after, but Elf gave him a good enough (if not better) offer to stay. To make up for it, the rest of the team got the dump. Two remain:

- Todd Blaser (Pro)
- Glenn Pavlovsky (18 X)

It's "The Blaze" . . . and he'll still be wearing the bluish tones of Elf for '88.



Owner Todd Huffman hasn't made a decision to pick up Kevin Hull or not. In the meantime, Sheepdog's

riding an Auburn . . . and GT is pressuring Aub' to take him.

- Danny Millwee (17 X)
- Todd Huffman (22-30 Crus)



# Dirt

You heard the good news last month—Shelby James is signed, sealed, and delivered to 'Goose. Talk with one more (younger) dude had been going down before Ohio. In Hee Lee declined, Gary

DeBacker said yes. Team Mongoose is certifiably FAST! So ya better watch out.

**Eric Rupe (Pro)**  
**Travis Chipres (Pro)**

# Mongoose

**Sam Arellano (16 X)**  
**Shelby James (14 X)**  
**Gary DeBacker (13 X)**

# CRIT PLATE

Small maybe, but HOT. Owner of Crit, Mike Rodriguez, has also gotten back into the swing of things, racin' 22-30 cruiser!

**Mike Rodriguez (Crus)**  
**Mike Savage (18 X)**  
**Steve Moden (12 X)**  
**Leslie Carter (15 Girls)**

They're back! And they'll be awesome this year, no doubt. Hard decisions to make concerned picking up ABA No. 1 pro, Charles Townsend. They decided not to. Besides taking back a coupla "old DB dudes," team manager Harry Leary tells

us, "There's more to come."

**Eddy King (Pro)**  
**Matt Hadan (17 X)**  
**Justin Green (13 X)**  
**Jason Palmer (10 X)**  
**Cindi Ainsworth (8 Girls)**



*Eddy King came real close to being replaced by Charles Townsend . . . BUT, in DB's own words, "With just a little pushin', Eddy can be dominant." The pressure is on! Photo by Mark Snavely*

# DIAMOND BACK



That's right—as of last summer, a branch of Texan McD's owners got the backing from Ronald and friends. For '88, they have big expectations.

**Steve Veltman (17 X)**

**Ron Pettit (17 X)**  
**James Stieber (14 X)**  
**Christina Webb (11 Girls)**  
**D.J. Jarmon (10 X)**  
**Jesse Shaw (8 X)**  
**Michael Lennox (7 X)**

The 0-9'ers are plannin' on going all-out. Team manager Frank Gregory Sr. gave us the current team roster, to which they had just penciled in Shan Hatfield's name. Also note the addition of Barry McManus, and the possible retirement of Sean Callihan.

# zeronine

**Franko Gregory (10 X)**  
**Scott Yokellette (12 X)**  
**Shan Hatfield (15 X)**  
**Barry McManus (16X)**  
**Sean Callihan (17 X)**



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# Dear Gork

continued from page 10

That's not all . . . one time, Todd Corbett set his bike down in staging, ran to the side of the start hill, jumped, and slid down the grass on the butt of his leathers. So they disqualified him for it.

Another instance was a 17 over X race that had a main (for a change). Right before our first moto went off, somebody in the moto behind us said, "Let's get eleven people on the gate!" So we did—and it was RAD! There were people from the second corner to the last turn. When we came across the finish line, the scorers were flipping out! And EVERYBODY got disqualified for one month.

Sean Newbury got suspended for another month, also, for speeding down the dirt road leading to the track. Oh, I almost forgot—you also get

DQ'ed for taking your mouthguard off before the finish line. Nick Freeman did. It's so bad that riders are now running "No Mac" stickers.

But Orlando is our home track, and we sorta love it. Just thought I'd let you know—if you're planning on coming here, you best beware!

I would sign my name but if Mac saw it, he'd probably DQ me.  
Orlando, Florida

*What a shame. There's one thing they're forgetting to freak out on—FUN.*

*At my local track (Orange Y), they know how to have fun. Before the Worlds, a buncha foreign riders visited and raced. In the 17 X main, the locals (led by Jeff Donnell) decided to play a joke on the German and Australian main makers.*

*Rounding out of the first turn, they cut the track and detoured the race onto the*

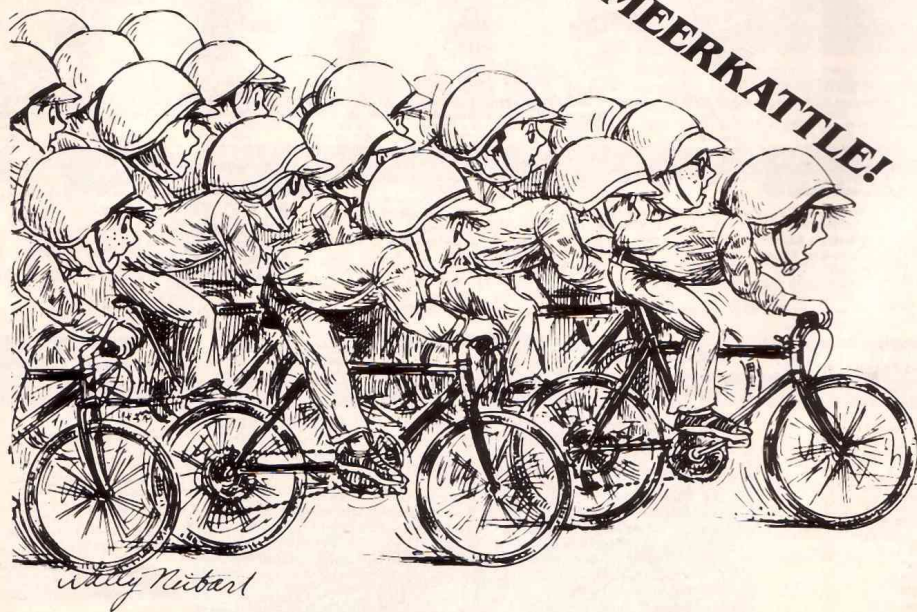
*third straightaway, hitting everything backwards. Everybody but the German guy followed the leader. They could barely ride because they were laughin' so hard. It was crazy . . . especially when the German dude rounded the third turn and saw seven guys blatin' straight towards him. Being a non-local, he automatically thought he'd made a mistake. Track director Ray Rohm was a little upset, but all the racers had to do was promise not to do it again. Maybe the Orlando staff should take note. (Either that, or take some stress tabs . . . )—Gork*

## GOOD OL' DAYS AT ELKHART

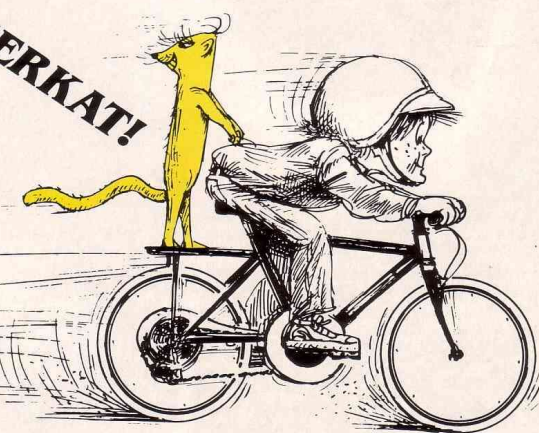
Dear Gork,

I'm an ex-racer who went "Air Force" a coupla years ago. Being stationed in Maine is hard on the hobby. My old hometown made me a local to the Elkhart ABA track. I believe that Randy Tischmann was a local around that

continued on page 34



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**One mission:**  
To Test the new  
Skyway 300 T/A.

**Right:**

*Tim "Fuzzy" Hall  
Rick Palmer's unit  
Red Line Flights  
Fox leathers  
Dyno soles*

**Left:**

*Chris "Mad Dog" Moeller  
300 T/A test bike  
Tioga Max-Flo Cranks  
Dyno pants  
Airwalk shoes*

The rest remains  
identical







*Slick Rick has the grace and finesse of a . . . duck-billed platypus (heh heh). Besides being a full-dedicattee to BMX, Palmer's the guy who had major input on the design of the 300 TA.*

ALL PHOTOS BY SPIKE  
STORY BY ALL

**1:00 AM SATURDAY MORNING:**

**GORK:** I, rapidly becoming known as the "Marathon Driver," drove the whole time while the other three burns slept and stunk up the van. Our assignment was simple—to cruise up north,

meet up with Rick Palmer, abuse Skyway's new bike, have fun, and do it all with less than a hundred dollars . . . AND within 48 hours. A basic task for mere mortals such as us.

**MAD DOG:** I hadn't told anybody yet, but I only had two dollars. The trip was only going to last 48 hours, so I figured I could survive. All I needed was a place to go to the bathroom and a Carl's Jr. cup (free refills). Soon, we would be riding and I would convince a local to buy me a burger. Or I could sell my jersey or my helmet or my goggles or my shoes or my pants or my bike or the Skyway test bike or my Jofa or my gear bag or my . . .

**FUZZY:** "There sure are a lot of call

boxes on the side of the freeway."

**SPIKE:** I brought my camera. And to top that off, I brought film. I even brought lenses. I also drove for a whole hour and a half. Then I had to retire to a comfortable sleep. I woke up and the clock said 6:43 and there was a good radio station on. The clock wasn't an ordinary clock because it was outside the window on a bank—the kind with money. That's when we were there. San Francisco.

**1:00 PM SATURDAY AFTERNOON:**

**MAD DOG:** Once at Red Devil, we saw the multitudes of little kids and

*Gork was impressed with how light the 300 was. Rick's in love with the sharp handling. Fuzzy dug on the decals. Mad Dog thought the roominess was the Skyway's fine point.*



*One foot on, one foot off. Fuzzy at "The Plunge."*



local Hessians suddenly focus on our van and yell "ATTACK!" To bad I didn't have more change or I could have made more money on stickers. Fuzzy oozed out of the van and instantly began his onslaught of the jumps. The Skyway seemed easy for Fuzz to get used to. After escaping from my customers, I stole a ride on it. The first

jump I hit was real big with a hellacious drop-off. The wheelbase was long enough to keep me from looping out. The 990 brakes stopped so good that I decided to loosen them up a hair.

### 3:00 SATURDAY AFTERNOON:

**GORK:** After floggin' Red . . . and after Mad Dog bailed for the fifth or

tenth time, everyone piled in Rick Palmer's red, fully clean show truck, known as the "Turbo Courier." We ended up at "The Plunge"—another famous Bay Area jumpin' zone which used to be frequented by the Patterson Bros. The bike got a real workout there—flying at high speeds, launching ten feet up, five feet out, and

landing on flat ground. Everything held up fine and I did a one-footed table-top on my cruiser.

**SPIKE:** This was the first day I had met a friend. He didn't have a name. He was a paper snowman. We hung him from the rear view mirror. Then we went jumping. I BMX'ed twice.

**MAD DOG:** Soon after another Carl's Jr. lunch (on Gork's tab), we went to Demon's Drop or whatever the heck they called it. The wide bars on the Skyway made it easy to go down the cliff without getting squirrely. This was the first time I had ever liked big bars. Gork was making a monkey of himself while most just watched. I had a meal in my belly so I was happy.

### 6:00 PM SATURDAY NIGHT

**GORK:** I was zonked, zinked, twanged, and fadabbled. Immediately upon entering the hotel room, I collapsed on the bed to take a nap, only to be awakened by Mad Dog, who was cheering on some guy on TV who was trying to make it to the North Pole first. Around 11:00, Fuzzy and Spike came back from their venture and began racing around the hotel halls on the F-1 bike we brought along.

**SPIKE:** Gork and Mad Dog were bums. They slept. Fuzzy and I rode around the hotel for a while . . . until we got kicked out. We took Gork's wallet. Hopped in the Astro van. Ran a stop light. Went the wrong way down a one-way street. Got thoroughly confused and lost. Ended up in China Town. Almost ran out of gas. And ate at Taco Bell.

**MAD DOG:** Spike crashed my bike. That's all I want to say . . . and also, "Race to the North Pole" was a good movie. And that's all I got to say. Oh, and there was no shampoo. THAT is all I got to say . . . WAIT! One more thing—I didn't eat dinner that night.

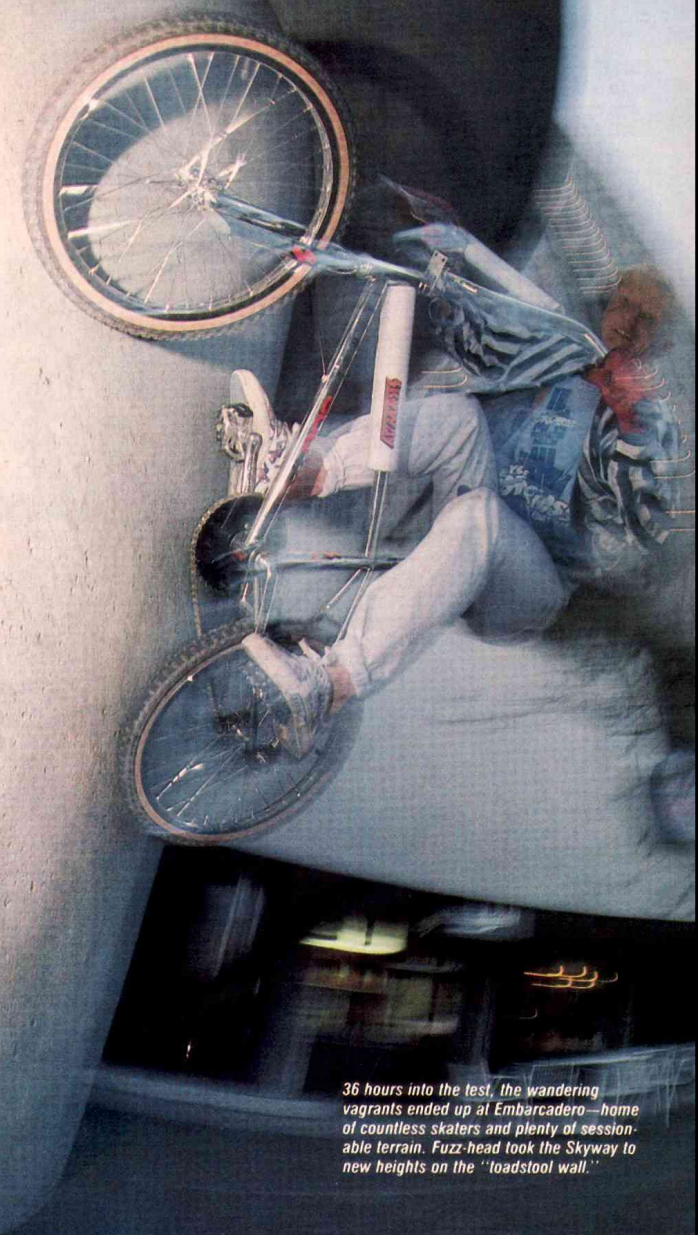
**FUZZY:** I couldn't believe that place. We sat down, looked around, and noticed there were two guys at each table. We got out of there QUICK!

### 6:00 AM SUNDAY MORNING

**GORK:** I've gotta tell the truth. We told the front desk to give us two wake-up calls. One at 5:45. Another at 6:00. We had made plans to meet with Skyway employee, factory Skyway 'styler, street user, and San Fran homeboy, Maurice Meyer. At seven, we arranged to meet him at Embarcadero. Well, Mad Dog answered the first wake-up call and made no effort to get us up. Spike answered the second



*This is Mad Dog's latest accomplishment. To him, it's nothing . . . just another limbless variation. To us, it's also a "nothing."*



*36 hours into the test, the wandering vagrants ended up at Embarcadero—home of countless skaters and plenty of sessionable terrain. Fuzz-head took the Skyway to new heights on the "toadstool wall."*



call . . . or should I say, just took the phone off the hook. What can we say . . . Sorry, Maurice—Spike dogged you big time.

**SPIKE:** NO WAY! Gork is an idiot. He originally wanted to lie and say we didn't even get a wake-up call!

**MAD DOG:** I don't know the guy. You can blame it on me.

**FUZZY:** I can't believe we were going to meet Maurice Meyer!! He's in the magazines.

#### 10:30 AM SUNDAY MORNING

**MAD DOG:** Spike's feet really do smell baaaaaad.

**GORK:** Seriously bummed about missing Maurice, we scarfed at IHOP and met some headbangers from a Christian speed metal band—but I can't think of the name. They were cool and we gave them a mag. Right when we were leaving, Spike got real obnoxious and was balled out by the guy sitting in the booth next to us. It was pretty hilarious.

**SPIKE:** He wasn't a nice man.

**FUZZY:** I ordered a Rooty Tooty Fresh 'n Fruity.

#### 1:00 PM SUNDAY AFTERNOON

**MAD DOG:** We ended up at Embarcadero. For street stylin', the Skyway's brakes worked hot. Under the intense stress of five foot acid drops and wall rides, the stem held up. American quality still stands true in today's modern society. Yeah, yeah, no doubt.

**GORK:** So far, the 300 TA held up bit-chen. No probs what-so-ever, very few complaints. The Dog whined about the 44 gearing—which did seem odd since most bikes now-a-days come stock with a 43. And I thought it should've had an extra-long DK stem, which I understand Skyway may change

*'Twas two in the morning, all of Torrance was asleep. 'Cept for some thrashers riding a wall by 190th street. The newest craze in freestyle and racing is wall riding. Fuzzy was carving for eight to ten feet and then exiting with one-footers and helis. Yup, the BMXA test team is pretty insane, if we do say so ourselves.*



*All who have ever travelled to a race know what goes on within 6 1/2 hours of monotonous driving. Need we say more?*

anyway. The Tioga cranks were something I was concerned about, but they held up fine.

**SPIKE:** I took pictures and didn't ride the Skyway. No comment.

**FUZZY:** Golly, all these people everywhere and we don't even know them. Back home, I go to the mall and everyone knows each other. Little kids recognize me.

#### 4:45 PM SUNDAY EVENING

**GORK:** We couldn't leave Nor. Cal. without paying one more visit to Red Devil. The place is awesome. We only had about fifteen minutes of dusk left, but made the best of it.

**MAD DOG:** Pure soul, bro.

**SPIKE:** I rode the Skyway here. It's a very nice bike.

#### 9:00 PM SUNDAY EVENING

**MAD DOG:** I had nothing to do with the killing of Spike's snowman and I deny all accusations of tossing Spike's left shoe out of the van.

**GORK:** The snowman wanted to leave. He was mad at Spike for kidnapping him. Dangling from the mirror,

Mad Dog was using the fluffy white paper ball as a speed bag and it kept falling off and I was trying to drive in the fog . . . so, I threw him out the window.

**SPIKE:** He was my friend. I lost my best friend. I'll never see him again. Gork killed my friend. I didn't talk to him for the rest of the trip. Gork will regret it someday. Revenge is mine.

**FUZZY:** The snowman was my friend, too.

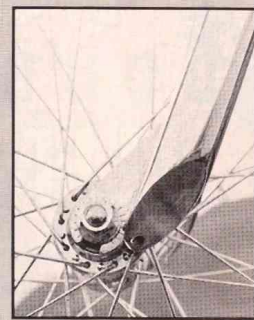
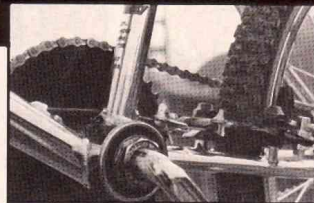
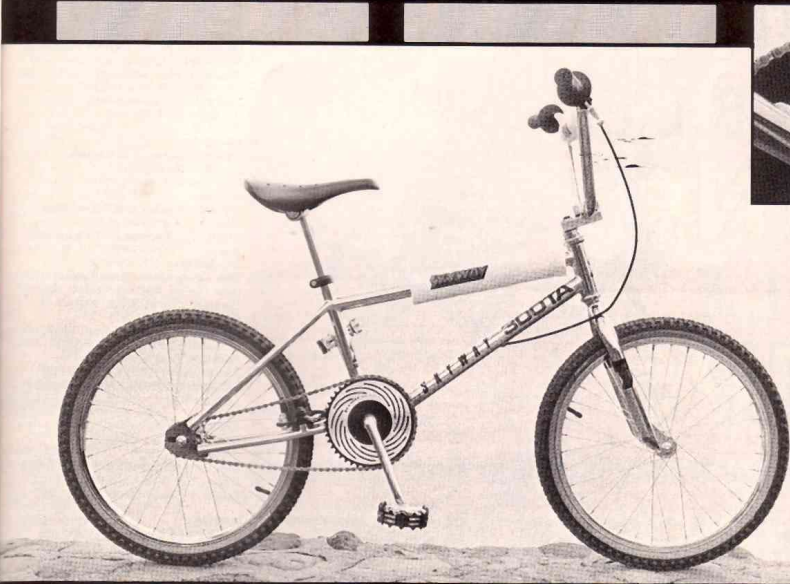
#### 1:00 AM MONDAY MORNING

**GORK:** I exited off the 405 onto Hawthorne Blvd. at 1:00—exactly 48 hours from when we left, to the minute. Call it luck or superior driving skills. We were so amped that heading straight home to go to sleep was out of the question. The bank-to-wall on 190th street was sessionable and put to good use 'til two in the morning.

**MAD DOG:** The Comp III tires have the ultimate dual-purpose tread. They stuck to the walls as good as they stuck to the soil at Red Devil. Since the cranks or bars didn't bend after me and Fuzzy's eight foot wall-carves, they won't bend under anything. Overall, it's a pure race bike that can be ridden joyously in urban terrain.

**FUZZY:** I like the bike. Mission accomplished.

# S P E C S



**COMPLETE BIKE PRICE:** \$429.00.  
**FINISHES AVAILABLE:** Chrome only.  
**COMPLETE BIKE WEIGHT:** 24 1/4 pounds.  
**FRAME WEIGHT:** 4 pounds, 5 ounces.  
**FORK WEIGHT:** 1 pound, 12 ounces.  
**HANDLEBAR RISE:** 9 inches.  
**HANDLEBAR WIDTH:** 28 1/2 inches.  
**TOP TUBE O.D.:** 1 1/8 inch.  
**BOTTOM TUBE O.D.:** 1 1/4 inch.  
**HEAD TUBE O.D.:** 1 1/8 inch.  
**HEAD TUBE ANGLE:** 71 degrees.  
**SEAT TUBE ANGLE:** 71.5 degrees.  
**BOTTOM BRACKET HEIGHT:** 11 1/2 inches.  
**WHEELBASE:** 36 1/2 inches to 37 3/4 inches.  
**REAR END LENGTH:** 14 inches to 15 1/4 inches.

### COMPONENTS

**FRAME:** Skyway 300 TA, full 4130 chrome-moly.  
**FORK:** Skyway 300 TA, full 4130 chrome-moly.  
**HANDLEBARS:** Skyway, 4130 chrome-moly.  
**HANDLEBAR STEM:** DK, aluminum head, chrome-moly shaft.  
**GRIPS:** Alme Tri.  
**HEADSET:** YST.  
**RIMS:** Araya 20 X 1.75, chrome.  
**HUBS:** Suzue, sealed bearing, aluminum body, low flange.  
**SPOKES:** 36, chrome, 14 gauge.  
**TIRES:** Mitsuboshi Comp III s, 20 X 1.75 front and rear.

**BRAKES:** Dia-Compe AD 990 (rear only).  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVERS:** Dia-Compe Tech 6.  
**BRAKE CABLES:** Dia-Compe.  
**PEDALS:** Victor beartraps.  
**CRANKS:** Tioga Max-Flt, 175mm, chrome-moly one piece.  
**BOTTOM BRACKET BEARINGS:** Tioga, sealed.  
**FRONT SPROCKET:** Skyway Swirling disc, one piece, 44 tooth.  
**REAR SPROCKET:** Sountour, 16 tooth.  
**SEAT:** Skyway, by Viscount.  
**SEAT POST:** Chrome-moly, straight, 18 inches long.  
**SEAT POST CLAMP:** Tioga, aluminum.  
**EXTRAS:** Skyway pad set.

### PERFORMANCE EVALUATION

**PURPOSE:** Pure racer from novice to hardcore, with street capabilities.  
**AGE RANGE:** Easily 14 years and up.  
**QUALITY OF FINISH:** Excellent. Skyways have always had killer chrome jobs. Totally qual.  
**QUALITY OF WELDING:** Okay. Not quite the smoothest, cleanest beads, but good enough.  
**QUALITY OF COMPONENTRY:** Great. Rims,

tires, hubs, brake, bars, and neck are DIALED! Though it maybe could've used a DK Extra Long instead.

**GEOMETRY:** Bitchen. Full-on Patterson-like geo. Enough clearance, enough leg room, enough said.

**HANDLING:** Perfect. Not too slow. Not too fast. Both wheels slide together on pavement, which is a good sign.

**MISCELLANEOUS COMMENTS:** "I LOVE the rear dropouts. Nice 'n THICK! The way all dropouts should be." "The brake cable routing is done cleanly. My only complaint was that it could've used an adjusting barrel—the left arm tip came awfully close to rubbing the sprocket." "I kind of liked the old Skyway decals better." "A 43 tooth sprocket would've been nicer—44's are kinda out dated." "Surprised that it came with pads. That's really rare." "Overall summary? I'd give it four out of five stars."

**TEST AREAS:** All of Nor. Cal., featuring stops at Red Devil, The Plunge, Embarcadero, and Golden Gate Park. Then some mild abuse in Torrance at the 190th bank-to-wall.

**TEST INPUT:** Rosey, Upset Puppy, Fuzz-head, Jon Raudman, Rhino Ron, Spoke, KroG.

**MANUFACTURER:** Skyway Recreation 4451 Caterpillar Rd. Redding, California. 96003

(916) 243-5151 ■



*Sparring partners Charlie and Rick. These two just started doing a "Hill & Blaser"—practicing and working out together. And it's already showing in Rick. Also note Palmer's Don Serrano painted helmet . . .*



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Sonny Nelson 602-783-6298
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Jay Crane 303-241-3425  
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Mike Sampson 303-641-2015  
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Crescent City, I.C.L.E.A. BMX  
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Rantoul, Rantoul BMX Track  
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Topsail, Heartland BMX  
Ivan & Karen Weichert 913-287-1361  
Wichita, Ochs's Raceway  
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Howard County Outdoor BMX  
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Marquette, North State Raceway  
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Ron Niemeyer  
218-828-2530 / 218-829-6305
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Track 412-231-1958  
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Joe Haley 817-641-5400  
Track 817-874-5700  
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Gaines, Dallas County Cycle Park  
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Dottie Tate 817-829-1776  
Track 817-829-9611  
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Phil Baker 915-751-3390  
Fl. Worth, Casita Beach BMX  
Pat & Bill Watts 817-249-4084  
Fl. Worth, Cowtown BMX  
Porter Gibbins 817-834-1971  
Houston, Excelsior BMX  
John Kelly Jr. 409-273-4087  
Longview, East Texas BMX Raceway  
Paul Johnson 214-759-3734  
Track 214-759-7937  
Lubbock, Ups and Downs BMX  
Paul Moore 806-977-1841  
Lufkin, Lufkin Sports Complex  
Kathleen Gruben  
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Midland, Chaparral BMX Race Park  
Terry Anderson 915-682-6238  
Pasadena, Pasadena Supercross  
Tommy & Mary Latta 713-328-5368  
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San Angelo  
Concho Valley BMX Raceway  
Jim Newby 915-942-7646  
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Wayne Strohman 604-467-6368  
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# Dear Gork

continued from page 20

area. So was Scott Towne and Jeff "Shinglehead" Venekamp.

The main reason I'm writing though, is to track down an old friend—Russell Hopkins. Last I heard, he moved from Florida to Colorado. Your mag is my only hope since he still reads it (I hope). If anyone knows his whereabouts, write to me, please.

Scott Zobel  
625 Hickam Dr.  
Loring AFB, Maine  
04751-5000

Betcha didn't know it, but Mark "Lew" man was an Elkhart local too. Weren'tcha, Lew?—Gork

"Yeah . . . one time Shing and I got kicked out of Elkhart's announcing tower for saying "poop shoot."—Lew



Scott Zorbelt, doin' his patented "one-handed double can-can wheel grabber." Rumor has it that "Zoro" pulls out of it, but we doubt it . . .

## PETE BURN

Dear Gork,

I was wondering if Pistol Pete could do any other jump besides a cross-up?

"Jammin' James" Dollins  
Diamond Springs, California

Who said he could do a cross-up?  
(Sorry, Pete . . . I HAD to say it.)—Gork

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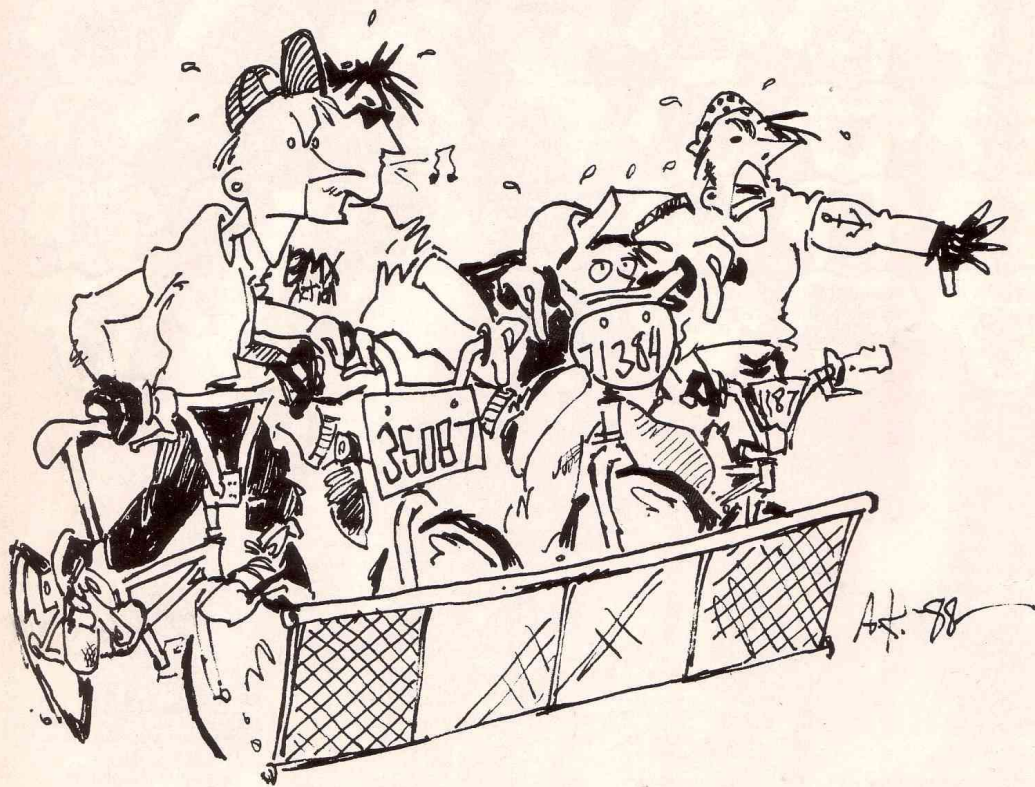
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# HOW YOU CAN START RACING...



Do you have the desire to race BMX? Do you hear that little guy sitting on your right shoulder whispering, "RACE! RACE! RACE!" Then here's an easy step-by-step on how to start racing . . . and WIN. Within the next few pages, we'll answer questions like: 1) How do I find out where my nearest track is? 2) What kind of bike do I need to race? 3) What kind of personal protection do I need? And, 4) What should I expect at my first race?

## STEP BY STEP PREPARATION

□ According to our sources, the first thing you may need to do is convince your parents into letting you race. If your parents are giving you excuses like, "Racing's too dangerous" or "BMX is too expensive," then give them lines like, "The percentage of injuries are so much less in BMX as compared to sports like football or soccer, you'd be surprised!" As for expenses, tell ma and pa that "BMX is a family sport—it'll bring us closer together. What's more precious—family togetherness or a life of crime because I couldn't race BMX?" That should get 'em. If not, make a bargain with them to just go and watch the races. They'll no doubt go away with good feelings and you'll be racing the next week.

□ The next two things you'll need to do are A) get a bike or dial in the one you have, and B) find out where the nearest track is.

A: For your very first race, all you have to do is make sure your bike will stay in one piece. Don't worry about not having all the expensive, high-tech equipment. Race your bike as is. Remove the kickstand and chainguard if you haven't already. You'll need all three pads—frame, handlebar, and stem. Number plates (pie

version) can be obtained at the track.

If you don't have a bike then you'll need to drag dad down to the shop with preferably \$200 in his wallet. Basically every manufacturer has a bike in the \$150 to \$200 range that will suit you fine for street riding and beginner/novice racing.

B: There are many ways to find out where your nearest track is. For starters, ask your nearest bike shop. If that doesn't work, call either the NBL at (614) 766-1625, or the ABA at (602) 961-1903. If you have the time, write the sanctions for their Beginner Brochures and info—their addresses are located on the chart in this article. You can also keep an eye out for ads in most BMX magazines, local newspapers, or flyers for tracks opening in your area.

□ Now, with your bike tightened up and ready to race, and directions to the nearest track in your hands, the next step will be to figure out what to wear.

Keep in mind, you DON'T need expensive leathers and a jersey for your very first race. Both sanctioning bodies require long pants, a long sleeve shirt (or a short sleeve with elbow pads), and helmet and shoes. Gloves and faceguard are optional but a good idea when trying to convince your mom that BMX is a safe sport.

We know you have all of the

clothing—that's easy. The problem for most is getting a helmet. Call the track to see if they have rent-a-helmets. Some do. Or look around and borrow one from a friend or neighbor. Almost everybody knows someone who has a helmet.

□ Before heading out to the track for your first race, you may feel the need for some warming up. If you're a fortunate fellow, there might be a dirt lot close by with jumps and turns. If not, the street can work out well for learning techniques.

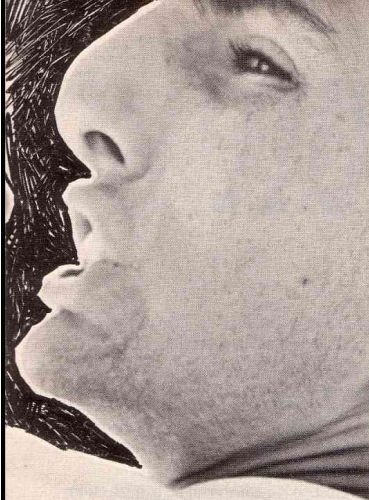
Work on sprints—just take off at full speed for 100 yards or 15 to 30 seconds. Ride hills—sprinting as far up them as you can will improve endurance. Even just riding your bike down the sidewalk, jumping curbs, or cruising along will help your racing. The most important thing to do is getting to know your bike. Know how it handles. Know how to ride and go fast comfortably.

□ Now you've got your bike, money for entries, required clothing, local thrashin' type practice . . . you're set. The only thing left to do is head on out to the track!

To sign up hassle free, it's a good idea to take a copy of your birth certificate with you. Also, if you're going to the races with a friend, have mom or dad's permission and signature on paper . . . but try to convince your parents to come and watch. They'll dig it, guaranteed.

# AND WIN.





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The first thing you'll notice at the BMX races are the masses of people. Don't start worrying about racing or you'll psych yourself out. Be cool and calm to fight off the butterflies. At the track, you should follow these directions in order: A) Sign up. B) Check out and memorize the track and gate start. C) Practice. D) Know when and where motos will be posted.

**A)** To sign up, just look for the booth or table with a line near it. Get in the line that says "Beginner Signups." Some tracks may need you to fill out some forms before hoppin' in line, and as we said earlier, you should have a birth certificate or proof of age handy.

See the sanction chart in this article for costs of membership and entries. Both the ABA and NBL have really good beginner programs and every track operator should take good care of first-timers.

**B)** Once the paperwork's been taken care of and the money's been exchanged, you should scope out the scene.

Look over the track first. Watch a few motos. Follow the course in your mind. Look to see when jumps come up and what kind they are—table-tops, step-ups, doubles, etc. Then move on to the gate. Listen to the starter's cadence. Watch and memorize the lights. ABA tracks have only two lights—a red and a green, while most NBL's have four lights. Once you think you've got the whole system wired, go get your bike.

**C)** Time to practice. Certain tracks have practice by age class, so pay attention to the announcer so that you get in your proper practice period.

On your first lap, take it real slow—on purpose. Pay attention to ruts and track conditions (soft, sandy, rocky, muddy, etc). Make mental notes on places to pass. Do the same on the second lap, unless you feel confident to try a little harder. Don't go all out 'till you feel comfortable.

Watching the fast guys can help you out just as much as riding the track. If you try to imitate them and copy their style and technique, you'll be one step closer to getting a first place trophy. Watch their lines and

remember: the key to winning in BMX is getting out of the gate first and being the first guy to the turn one.

All this time you've been practicing, you should've been listening for the all-important announcement: "Motos are posted!" Most tracks post motos right as practice is over. That announcement will send a stampede to the moto board. Join in the slam pit to find out: A) What race you're in. B) What your moto number is. And C) what gate positions you have.

**A)** Find your name on the moto sheet. The easiest way is to look for the classification written on top—you'll be in "Beginners" as long as they have three other beginners like yourself.

**B)** Okay—found your name? Good. Also at the top of the sheet will be a number. That's a moto number, which tells you in what order your race will be. Moto 1 will be on the gate first. If you were, let's say . . . moto 10, then you should start getting ready and go to staging.

**C)** But before you leave the moto board, look next to your name. There MIGHT be three numbers. Those are your gate positions for your three motos (races). Have a pen handy or borrow someone else's to write down your moto number and gates. For example, let's say you have Moto 10 with gates 3, 5, and 7 respectively.

**Note:** Some tracks may not have pre-written gate positions. In that case, they will give you your lane in staging before you go up on the gate.

Things are rolling right along now—everything on schedule. Ahead of time, you should have some idea of the moto and transfer system. We'll try to sum it up below and we're sure that when you sign up, the people there can brief you on details, or the track operator will explain it all in a riders meeting held before the first moto.

You should already be aware that a person races three times in order to try making it to the main, and the main is where you can win a trophy. All NBL tracks use A) the moto system, while most ABA sanctioned races go by B) the transfer system.

	ABA	NBL
Percentage of tracks with a beginner's class:	100%	100%
Beginner's membership deal:	\$5.00 for a 30 day trial membership.	\$10.00 for a 1-year beginner membership (gets full insurance, one Bicycles Today newspaper, but NO points).
Full membership costs:	\$25.00 for one year. Also have a second family member discount. (\$23 for 2nd member \$21 for 3rd or more).	\$25.00 for one year. And \$15.00 under the beginner program, if racer joins within the first six months.
Amount of insurance coverage with membership:	\$3,000 secondary insurance.	\$3,000 secondary insurance, with \$200 deductible. Does not include Ambulance service.
How beginner becomes novice:	Three firsts in a birthday year (for novice to intermediate).	Has the option to move up any time, or after one year of racing beginner. Amount of wins to turn is mandated by State Commission.
Cost for racing locally:	\$6.00 to \$8.00.	\$5.00 to \$8.00
Racing format:	Transfer, but with the option to run the three moto system.	Three moto at all tracks.
Information available:	Beginner newspaper, flyer, stickers, and bicycle safety program available upon request.	Beginner brochure and track listing sent upon request.
For more info write to:	ABA (American Bicycle Association) P.O. Box 718 Chandler, AZ 85244	NBL (National Bicycle League) 555 Metro Place N. Suite 524 Dublin, OH 43017

**A)** The moto system is summed up as: a racer gets to race all three of his races and totals up his finishes. The smallest total gets the best placing—either taking him to the main to go for a trophy, or (with only one moto) going for total points to get a trophy.

**Example:** In your motos, let's say you placed 3rd, 4th, and a cool 1st in the third race. That 3 + 4 + 1 = 8. That's not bad for a beginner. Imagine that the best you can get is 3 (all firsts) and the worst you can do is 24 (all eighth place finishes). If you have a main, they'll take a certain amount of riders and the guy(s) with the largest total will not make it.

**B)** At ABA tracks, you'll have the transfer system, which rewards and eliminates the fast (because they transfer straight to the main and get to kick back and rest), thus making it easier on you in the next race.

**Example:** Go back to when you were at the moto board—to a sequence of numbers next to the moto number. They should be marked "Taking 1 - 1 - 2" or "Transferring 1 - 1 - 1" or something like that. Let's take the 1 - 1 - 1 transfer. This means whoever gets first in moto 1 transfers straight to the main. He doesn't have to race motos 2 and 3. He gets to kick back and swoop on pit tootsies (which we'll explain in a later issue). In moto 2, whoever gets first does the same, as does the first place finisher in moto 3. Whoever doesn't get first will have to wait another day to race a main. Get it?

So, now we've worked you through your motos and transferred you to your main. From here, the rest is up to you. Did you win? Did you trophy? Did you bog?

Another thing to keep in mind is that BMX's main goal is for you to have fun . . . while doing your best. You might not do great right off, but if you have the desire, you set a goal that satisfies yourself. First, try making a main. After that, try to trophy. Once that's reached, the next goal set should be to trophy enough to turn novice or intermediate.

Just keep trying. And whatever you do . . . **HAVE FUN.** ■









Robinson Team Captain  
Greg Hill



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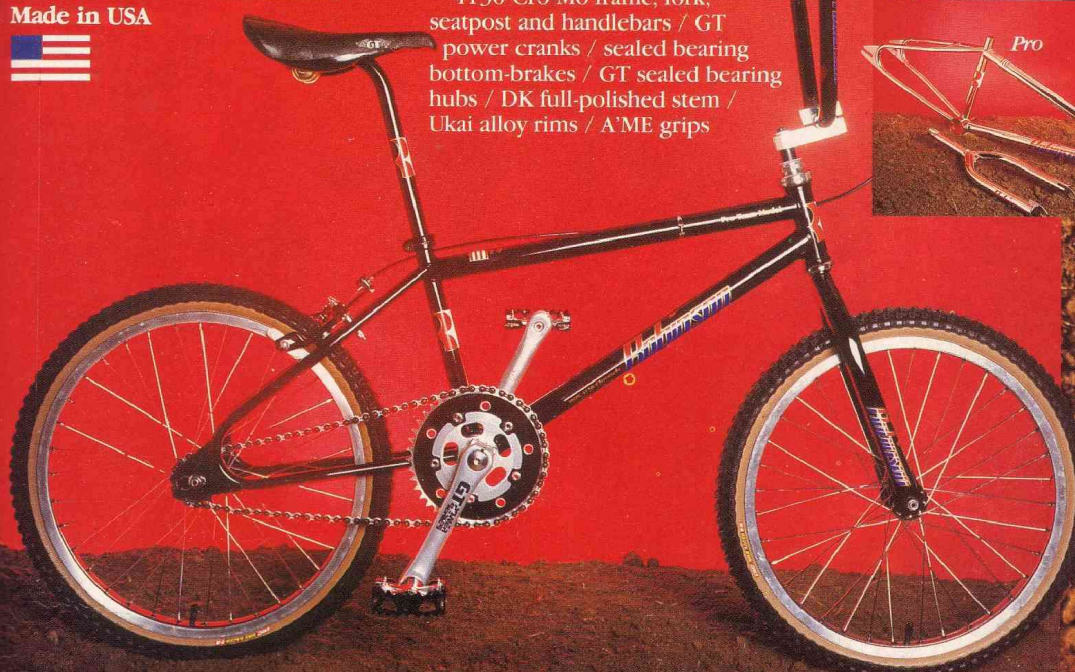
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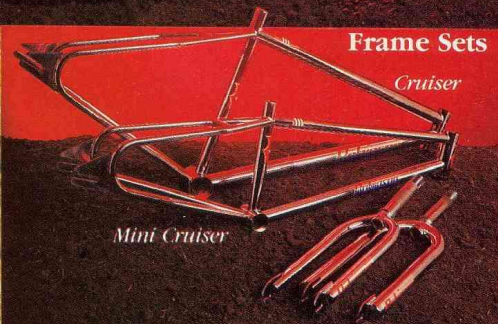
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L003 DIA COMPE 900, B,K,W,S,R 13.95  
L004 DIA COMPE 1000 & 900, 13.95  
L005 NEW ODYSSEY FIT BULL BRAKE W/RX LEVER, cantilever power without brake-on studs CALL  
L006 NEW ODYSSEY 2001 BRAKE W/RX LEVER 11.95  
L007 ODYSSEY 2000 BRAKE, R,B,K,W,C,G 11.95  
L008 DIA COMPE TECH 4.5-6 & 7 call 4 prices  
L009 ODYSSEY RX 2 and 4 LEVERS 6.95  
L10 TERRY CABLES, R,B,K,W,C 1.45  
L101 ODYSSEY SLICK CABLES, P,B,K,W,C 8.95  
L102 DIA COMPEARAL BRAKE SHOES, 8.95  
L103 MATHASRA BRAKE SHOES, 3.95  
L104 VANS BRAKE SHOES, W,K,B 4.49  
L105 SKYWAY BRAKE pads, all colors 4.49  
L106 NEW ODYSSEY TRIAX BRAKE SHOES, all colors 5.23  
L107 DYNO BRAKEPADS 5.23

**SEAT POSTS & CLAMPS**

S001 GT STRAIGHT or W/B 6.50  
S002 HUTCH STRAIGHT or LAYBACK 6.50  
S003 DYNO SNAKEPOST, W,K,C 8.50  
S004 CW REVOCORE STRAIGHT, 12", 14" & 16", chrome 7.50  
S005 CW REVOCORE LAYBACK, w/SUPPORT 16.95  
S006 CW REVOCORE LAYBACK, w/SUPPORT 10.95  
S007 CW REVOCORE SNAKE, chrome or white 7.50  
S008 BOSS, ELF & FREE call 4 prices  
S009 DK, Mini or Standard clamp, w/SUPPORT 6.99  
S010 HUTCH, Mini or Standard clamp, WSK silver w/colorated decals 8.50  
S011 PEREGRINE silver w/colorated decals 5.49  
S012 TUFFNECK CLAMP: W,B,R,K,C 2.49  
S013 GT SEAT CLAMP, C,W,K,B 2.79  
S014 ODYSSEY RX 2, S,W,I,M 2.85

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T001 COMPE 70 & 24", all sizes 8.95  
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T005 COMPE & PANABRACER 18,50  
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T007 STANDARD TUBES, all sizes 2.49

**HEADSETS & BOTTOM BRACKETS**

H801 GT MINI ALLOY H-SET, S,K 11.95  
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H803 TANGE ALLOY MINI H-SET, silver 13.95  
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H809 DK ZNI 1, 1 1/2", 2, chrome 8.95  
H810 REDLINE TECHMATIC B.B. sealed 44.95  
H811 HADLEY 28TRI, 24TRI, 34.50  
H812 BULLSEYE, sealed, 44.95  
H813 ULTRALITE, sealed bottom bracket, 24TRI, 28TRI 19.95  
H814 BOSS, sealed bearings & cups 31.50  
H815 TIIGA SEALED B.B., 24TRI, 28TRI 22.50  
H816 TIIGA STANDARD B.B., 24TRI, 28TRI 5.95

**CHAINS & FREEWHEELS**

CF01 IZUMI CHAIN, R,K,C,B 3.15  
CF02 GT IZUMI, C,K,W 6.10  
CF03 DID TORQUE CHAIN 3.50  
CF04 SEDSPORT, French made, black 7.50 silver 9.50  
CF05 ACE ROLLER & FEATHERWEIGHT CHAIN call 4 prices  
CF06 SHIMANO or SUNCOUR FLY 1415, 1617, 18, 312 5.95

**HUMBER PLATES**

NP01 NEW CRT PRO or MINI, 2-sided 10.95  
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NP03 HARO FLD, B,W,K,R 5.99  
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MS03 BAGS, gear, bike, helmet, sprocket CALL  
MS04 ODYSSEY FAUCET VALVE CAPS 2.25  
MS05 OAKLEY GLASSES, and eyebrides, starting at 30.00  
MS06 AME SPORT SHADES, R,B,K,W,G,Y 32.95

**RACING DIVISION**

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**NO JOKE, NO JIVE.**



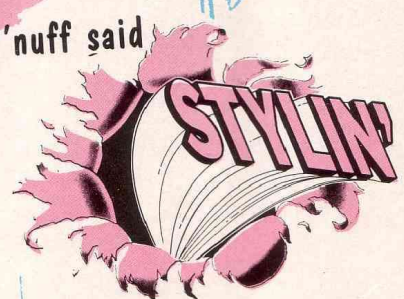
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# RED LINE'S

## NEW 800 PXL

**BMX ACTION**  
**OFFICIAL**  
*test*

The predominantly large fellow with a South American accent and white suit ran out of the cabana to see what the commotion was about.

He scanned his paradise-like yard for the noise maker. There he was—"Shorty," over by the plastic pink flamingos, jumping up and down waving his little arms. As the boss of a Boeing DC-2 Amphibious Goat became louder, Shorty became more boisterous. "Da plane! Da plane!"

Yes, this is another edition of "Fancy Island." Today's episode is "A boy named Fred who wants to be Billy."

The white suit wearer/accented speaker and his small side kick walked to the dock in the harbor where the plane was arriving. As each passenger stuck a foot out of the plane onto Fancy Island, the boss-man narrated the scenario.

"See that distinguished gentleman in the polyester suit? He's a used car salesman and his fancy is to be like me and do Oldsmobile commercials."

Next, a very obese lady named Bertha emerged from the floating vessel. "Her fancy is . . ."

"To be thin?" interrupts the midget.

"No. To be Betty Crocker and marry the Pillsbury Dough Boy."

"Oooooooh."

Finally, out popped the head of a fifteen-year-old juvenile. Uneasily, he stepped out of the plane.

"Who's he?" inquires the piddly being.

"That is Fred Corona—a young boy who dreams of someday being like Billy Griggs. So far, he has a mini-truck with plenty of speakers, a black book with hundreds of girls' phone numbers . . ."



"Then what is the matter boss?"  
"He isn't fast on a BMX bike. He's a squid. Before today's episode is over, Fred needs to make a main."  
"Oooooooh, whatta shame."

Fred was escorted to his grass shack, decked out with a hot tub, sauna, and hammock. They served him Mountain Dew with a little umbrella in the glass. They gave him a tour of the Fancy Island resort, which sports a 36 hole golf course, lawn bowling green, shuffleboard courts, and a 5 acre local trashin' zone equipped with fifty different types of jumps . . . including doubles with gaping chasms of death.

After a night of rest, the small mortal with tatoos all over his forearm chaperoned our friend Fred to the jump infested grounds.

Once there, Fred suited up in his Red Line uniform and strapped on his Echo helmet with mini lightning bolts stickered on the sides. With his

*Tim "Fuzzball" Hall does a pretty good "Brundle Fly" imitation. Red Line's latest release is pretty slick. A definite change for the better! PHOTO BY WINDY*





Currently, the hottest riding spot in So. Cal. is the "Mini-Glenn." Fuzzy found it and the Red Line to his liking. PHOTO BY SPIKE

bleached hair and receding hairline, good ol' Fred was an exact duplicate of Mr. Bill . . . except for one small thing—his bike.

Fred's Certified BMX chrome race-type bike with tassles hanging from the grips and one of his many girlfriend's name scrawled on the pie plate just didn't cut it.

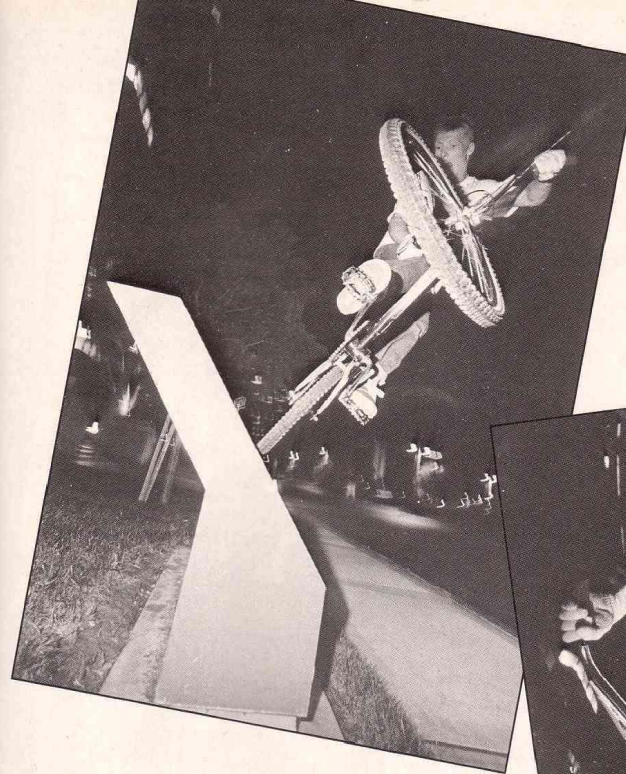
The squeaky voiced midget came to

a conclusion. "What you need, Fred, is a Red Line 800 PXL—just like the one your hero Billy Griggs rides. It's the latest from Red Line. It comes in all chrome, red with a grey rear end, or black with a grey tail—which is what Billy has."

Fred Corona got all happy at the thought of getting a new bike . . . especially one like the King of the Mini

Truckers rides.

"The 800 PXL will improve your racing tons. Compared to its predecessor, the 800p, the frame has gone through moderate changes. The bottom bracket was lowered and the front triangle lengthened. It still has the traditional Red Line 5-inch, flanged head tube, but with a DK upside-down cruiser stem, the bars won't be too



An easy lesson in street schralpin': 1) Find the Dean Witter building in Santa Ana. 2) Notice the transition of the sign. 3) Bunny hop up it. 4) Perform kick-turns on Dean's name or use it as a launch ramp. Or both. PHOTO BY SPIKE

Lew once wrote, "Never forget your roots." Nobody but Fuzzy does curb endos anymore. Maybe after this, they'll make a big comeback. PHOTO BY SPIKE



high. Handling on the PXL is exceptional—slow to medium. Follow me and we'll set you up."

Stoked beyond belief, Fred and his 3-foot tall companion entered the Fancy Island Bike Shop, where the "Big Guy" was kickin' back behind the counter reading the latest issue of BMX ACTION.

"Boss! Boss! 'Da bike! 'Da bike!"

The suit-wearer looked up with a confused expression. Freddy stood quiet and let his little friend speak.

"'Da bike, boss! Freddy needs an 800 PXL to be fast. 'Da bike! It's all in 'da bike!"

Later that evening, at the Fancy Island BMX Track, Freddy lined up on the gate with his brand skankin' new PXL. After subliminally tightening the headset even though it didn't need it, he repositioned his hold on the real A'ME grips and admired the infamous Red Line bars. Clamped to them, he knew, was the new Red Line 6-bolt stem. It's plenty strong and would never betray him.

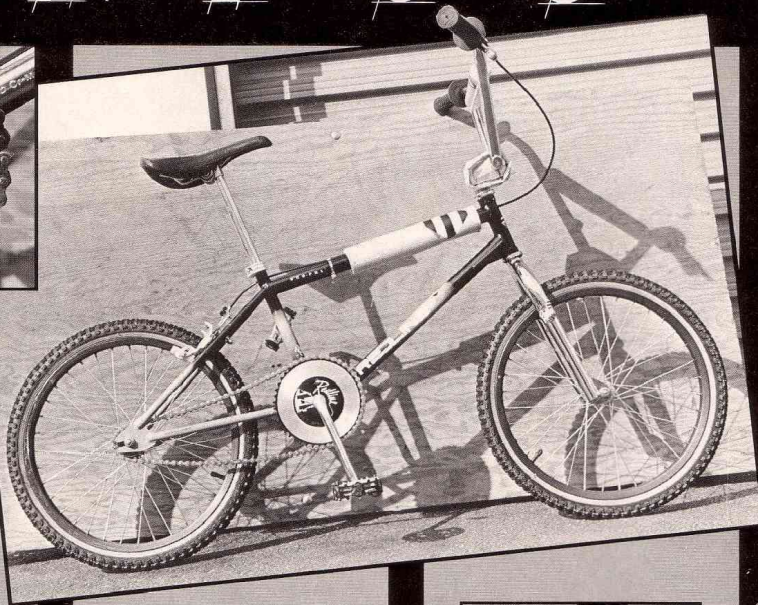
The midget was the starter. His voice

squealed as he told the moto to get ready. "Set 'em up. Watch 'da lights! 'Da lights!"

Fred and seven other guys blasted down the first straight. An Island local got the holeshot but Fast Freddy was on him like stink on Spike's feet. Through the turns, Fred felt confident. The Red Line was bit tall, which makes you ride more above the bike than behind it. Torque wheelies were cake. Speed jumping was pie. Coming into the last turn, Fred went for the inside

swoop. The Hawaiian-looking dude in front brake tested him. Freddy locked up the Dia-Compes and went high. Brakes were perfect. Side by side, they dived to the finish. The 44 gear was a bit tough, but with sheer strength and power (and since he was the star of this episode), Fred emerged the victor. He transferred first moto! Fred finally made a main! Just the beginning blossom for this BMX'er . . . as long as he has good machinery, such as a Red Line 800 PXL. ■





**COMPLETE BIKE PRICE:** \$399.00  
**FINISHES AVAILABLE:** Red or black with grey rear end, or all chrome.  
**COMPLETE BIKE WEIGHT:** 25 1/2 pounds.  
**FRAME WEIGHT:** 4 pounds, 11 ounces.  
**FORK WEIGHT:** 2 pounds, 4 ounces.  
**HANDLEBAR RISE:** 8 1/2 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**TOP TUBE O.D.:** 1 1/4 inch.  
**BOTTOM TUBE O.D.:** 1 1/4 inch.  
**FORK LEG O.D.:** Tapered.  
**HEAD TUBE LENGTH:** 5 inches.  
**HEAD TUBE ANGLE:** 74 degrees.  
**SEAT TUBE ANGLE:** 72.5 degrees.  
**BOTTOM BRACKET HEIGHT:** 11 3/8 inches.  
**WHEELBASE:** 36 1/2 inches to 37 1/2 inches.  
**REAR END LENGTH:** 15 inches to 16 inches.

**COMPONENTS**

**FRAME:** Red Line 800 PXL, all chrome-moly.  
**FORK:** Red Line, all chrome-moly, tapered.  
**HANDLEBAR:** Red Line Fork Lifter, straight crossbar, chrome-moly.  
**HANDLEBAR STEM:** Red Line Fork Lifter Pro, 6 bolt, aluminum head, short chrome-moly shaft.  
**GRIPS:** A'me.  
**HEADSET:** YST, chrome on black bike, black on red or chrome bikes.  
**RIMS:** Araya 7b, aluminum, chrome finish.  
**HUBS:** Suzue, sealed, aluminum, chrome-moly axles.  
**SPOKES:** 36, chrome, 14 gauge.  
**TIRES:** Cheng Shin Comp III type, 20 X 1.75 front and rear.  
**BRAKES:** Dia-Compe 901.

**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 7 with black bracket.  
**BRAKE CABLES:** Dia-Compe.  
**PEDALS:** Victor beartrap.  
**CRANKS:** Sugino, one piece, 180mm.  
**BOTTOM BRACKET:** YST.  
**FRONT SPROCKET:** Anlun, compact disc type, one piece, with new Red Line logo.  
**REAR SPROCKET:** SunTour, 16 tooth.  
**SEAT:** Red Line by Viscount.  
**SEAT POST:** Anlun, straight, 14 inches, chrome-moly.  
**SEAT POST CLAMP:** Anlun, non-con type, aluminum.  
**EXTRAS:** Red Line pad set (by Velo)—all three, Cat Eye reflectors, a spiffy see-through chainguard.

**PERFORMANCE EVALUATION**

**PURPOSE:** Novice, inter, and expert racin' machine.  
**AGE RANGE:** 14 years and up for racing, 13 and up for street.  
**QUALITY OF FINISH:** Beautiful!  
**QUALITY OF WELDING:** Qual. Anlun never fails.  
**QUALITY OF COMPONENTRY:** Good.  
**GEOMETRY:** Perfecto mundo.  
**HANDLING:** Dialed.  
**MISCELLANEOUS COMMENTS:** "New geometry is way improved." "I dig the graphics. Typical Red Line style." "If I had to name something I hate about the bike, it'd have to be



the rims—they don't match the bike very well." "The Red Line bars are the ultimate and the new 6-bolt stem ain't bad." "How do you get the headset cups out without using a torch or sledge?" "Baaaad Billy's bike is bitchen." "Fuzz adapted quickly. The five-inch head tube, meaning still a higher front end, didn't bother him a bit." "A 3 1/2 out of five star bike."  
**TEST AREAS:** "TJTWB" (The Jump that Windy built), Mini-Glenn, and the South Coast Plaza area in Santa Ana.  
**TEST INPUT:** "Da Fuzz, Spot, Betty, Root, Gork, and the guys over at Seattle Bike."  
**MANUFACTURER:** Red Line Engineering  
 439 Calle San Pablo  
 Camarillo, CA 93010  
 (805) 388-3463

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**GT PRO PERFORMER** \$325.00

**GT FREESTYLE TOUR** \$389.00

**GT FREESTYLE TOUR TEAM**

\$539.00

**DYNO COMP** \$189.00

**DYNO PRO COMP** \$349.00

**DYNO PRO COMP TEAM**

\$529.00

**NEW HARO** \$239.00

**HARO FST** \$279.00

**HARO FSX** \$299.00

**NEW HARO SPORT** \$369.00

**HARO MASTER** \$429.00

**HARO SPORT TEAM** \$599.00

**HARO MASTER TEAM** \$599.00

**REDLINE RL 20B** \$299.00

**REDLINE RL 20II STD.** \$425.00

**REDLINE RL 20II TEAM** \$589.00

**HUTCH EXEL** \$249.00

**HUTCH WINDSTYLER** \$299.00

**NEW HUTCH TRICKSTYLER**

\$499.00

**CW FLYER WITH SPOKE RIMS**

\$199.00

**CW SHAKER** NEW

**SKYWAY STREET SCENE** \$239.00

**88 COMPLETE RACING BIKES**

**GT MACH ONE** \$259.00

**GT PRO SERIES** \$389.00

**GT PRO SERIES TEAM** \$519.00

**ROBINSON PRO STD.** \$349.00

**ROBINSON PRO TEAM**

\$549.00

**NEW REDLINE 800 PXL STD.**

\$379.00

**NEW REDLINE 800 PXL TEAM**

\$549.00

**REDLINE 600 C** \$269.00

**REDLINE 400 C** \$229.00

**CW Z-1500** \$269.00

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**DYNO JACKETS** \$39.95

**DYNO D-12 PANTS** \$75.00

**HARO MODE 3 PANTS** \$75.00

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STD \$21.95; TECH \$32.00

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**DYNO FREESTYLE BAR** \$27.00

**HUTCH TRICKSTAR BAR** \$24.95

**HUTCH WOODY BAR** \$25.00

**REDLINE FORKLIFTER BAR**

\$36.95

**HARO FREESTYLE BAR** \$27.00

**RACING BARS**

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**HUTCH PRO** \$25.00

**HARO PRO** \$25.00

**ROBINSON PRO** \$27.00

**BOSS PRO** \$36.95

**CW PRO** \$25.00

**FREESTYLE FRAME & FORKS**

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**DYNO PRO COMP** \$159.00

**HUTCH TRICKSTAR II** \$165.00

**HARO MASTER** \$165.00

**HARO SPORT** \$165.00

**RACING FRAME & FORKS**

**HUTCH PRO** \$149.00

**HARO RS 1** \$159.00

**ROBINSON PRO** \$175.00

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**CRANKS**

**REDLINE** \$159.00

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**GT POWER SERIES** \$159.00

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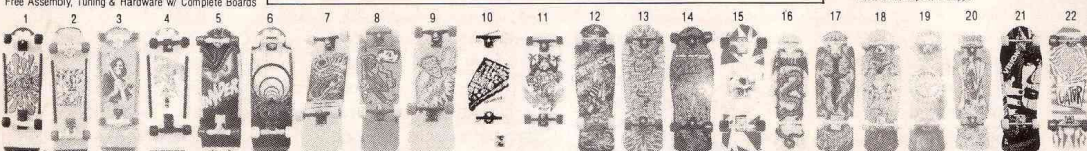
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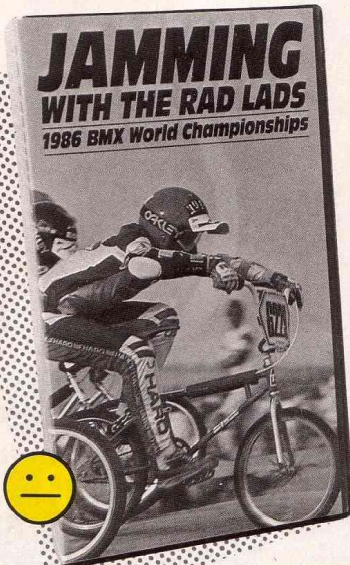
Killer



Okay



Bogus



### ◀ Jamming with the Rad Lads (52 min.)

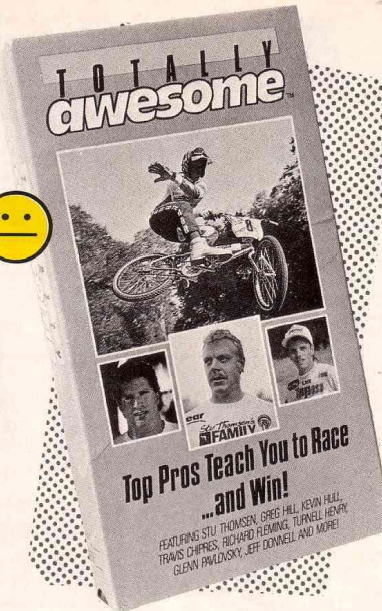
(1986 IBMXF World Championships/England)  
From BFS Video, 10720 Yonge St., Richmond Hill, Ontario, Canada L4C 3C9.

Pretty good, almost up-to-date stuff. It's European, so it's a bit different. Track's not all that exciting. Interview with Miranda explains why he's called "Hollywood." English accents throughout. Simple and self explanatory. Should've covered the better-known hardcore racers. Seems like whenever somebody does a BMX film, they think they've gotta show the cute five-year-olds and the girls who get fourths and fifths. Sure it might be neat to show the "underdogs," but why not concentrate on the top ams and pros? The English Worlds, obviously, feature English riders—nothing against that. It's expected. But as an All-American, I would've liked to see Eric Carter, Charles Townsend, T.C., and more of the pros. Oh well. They also portray freestyle as "a BMX pastime"—almost identical to Totally Awesome. BMXA ranks the English Worlds as a mediocre vid which you'd want to get only if you need to complete your entire BMX video library. For hours and hours of entertainment, forget it.

### GT Demo Tape (32 min.) ▶

\$24.95 from GT BMX, sold at your nearest bike shop.

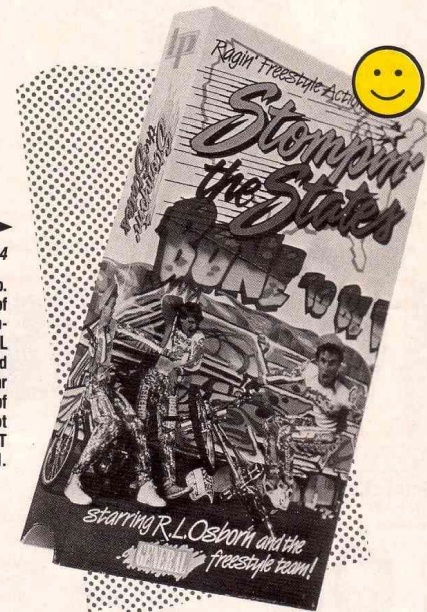
McGoo is your host—his big screen debut. Producers, Unreel, added some really hot (and expensive) special effects. Comical at times—but not "rollin' on the floor" type. Airs. An okay logo—could've been better. First interview: Martin. Usual talk about travel and practice. KILLER effects. Martin shreds. Hot tricks. Dino next. Quote of video: "I like to motorcycle." Nervousness? Yup. Dino makes up for it with THE BEST slo-mo lookback in history, while a guitar geezes in the background. More custom effects. Then the Swatch wearing and totally tense Dr. Air. Highlights: Josh off cue. Josh doing ground with no pegs. Josh loftin'. Dave Voelker follows. He's the most easy goin', coolest, and calmest character in the entire vid—the most normal or regular guy, until it shows his abnormal airs and irregular variations. RAD! Brett Hernandez next, talking with stuffed up nose. More chick references by 'Goo. AWESOME footage of Pinky Squeaks. Good how-tos. Scura comes on and GT forgot to add canned laughter. Scura out of control, doing the back stroke while scurfin'. Then Fiola—the last time you'll get to see him in GT duds. Old Pipeline/King of the Skateparks footage. Classic? You bet. That's' all . . . 'cept for one of the all-time best crashes in years. We won't say anymore—just get the Demo tape and see for yourself.



### Stompin' the States (45 min.) ▶

\$19.95 from Hirschberg Productions, 539 Durie Ave., Closter, NJ 07624

Starts off good. Current to the times with some rappin' from Pete. Very So. Cal-ish. Decent tunes—Beach Boys type with wallin' guitars. Lots of personality. Even has a story and plot (sorta). 'Xcellent footage of the (soon-to-be) famous comedy team of Ceppie and Winkle. A 'Cruce cover tune. COOL camera work. Lots of Pete Kearney (too much?). R.L. at his best. Todd Anderson's AWESOME airs. Repetitive at times. Boomerangs. Squeakers. Bar rides. More rappin', with some all-time classic studio breakin' by Cep. Lot of fist raising. Not enough Ceppie. Summed up as "Tour life on the road"—not a documentary, not boring, not a comedy, but almost. Probably THE BEST freestyle video out right now. Highly recommended.



### ◀ In Search of Animal Chin (60 min.)

From Powell/Peralta, sold at your local skate or bike shop.

Yeah, we know . . . it's skate. BUT, anyone can relate to (and dig on) it—racers, regular street riders, or hardcore freestylers. Cool intro. Clever graphics. Oriental music. Plot. Destruction. Hawaii. Cool cam angles. Comedy. Classic lines—"Maps to the skaters . . . Holmes!" San Fran, Bakersfield and the Pink Motel. More comedy. Aerobics. Cars. Blue Tile Lounge. Johnny Rad is. And then, the killer ramp that even a guy like Greg Hill would appreciate. Every time you watch it, you pick up on something different. It's the kind of video you've gotta watch at least ten times to catch everything. Listen to the lines and learn. "Chin" even has something 95 percent of most videos don't—a moral. A moral that relates to skaters, BMX'ers, 'stylers, anybody. High recommendations, definitely.





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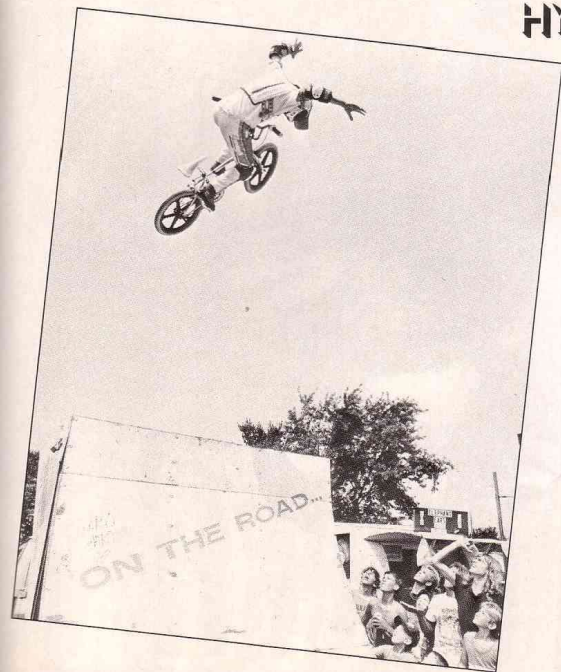
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**MAJOR RACE OF THE DAY: 16 OVER OPEN MAIN**

**# 9:** Lonnie Tatton—improving with every race (6th place).

**# 12:** Danny Millwee—looking hotter than ever (4th place).

**# 4:** Mike Kinyalocis—quickly making his presence known (5th place).

**# 3:** Todd Lyons—recouped from his CW droppage and re-psyched with Eagle Snacks (3rd place).

**# 35:** Alan Foster—total unknown makes the big time and goes back home to Maryland with folk-hero status (2nd place).

**# 21:** Craig Reynolds—proving true what we've known all along ('da winner).



WRITING IN TURBULENCE

NBL-HUTCH/VISION BMX-MAS NATIONAL





◀ Last year's Terrible Ten gave honorable mentions to practically everyone who was close . . . except Coastal's Travis McGhee. A BIG oversight on "their" part. And it was the ten members of the T.T. who brought up the question as to why McGhee was missing. In Ohio, a first in 18 X ahead of Pavlovsky (# 28) should tell you what's to come.

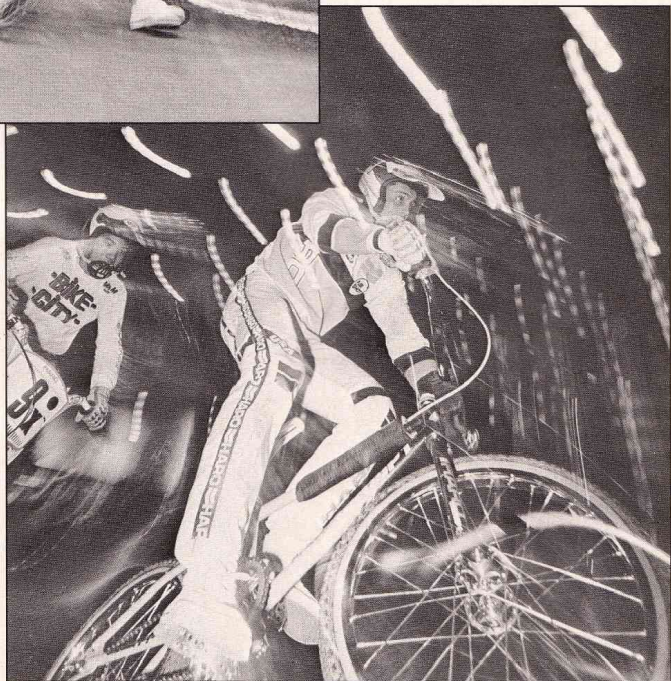
**PHOTOS BY WINDY 'O**

Danny Millwee's Halloween tape, which I borrowed from him, which he borrowed from Kevin Hull, cranks in my ears. The putrid smell of cigarettes float my way from the smoking section. I try to think of a reason for people to smoke but come up blank. If only they could smell the stench through my pure, virgin nose.

I'm on my way back from Columbus, Ohio with a layover in snow-covered Chicago. The plane rocks, as does my walkman. The captain turns back on the seatbelt sign. I'm writing in turbulence.

The Ohio race was cool. It was NBL. Lack of doubles didn't matter. Lack of jumps overall was more present. They had a variety of step-ups which vaguely resembled doubles and triples. I wonder how their insurance company defines a "double"? People joked about Bob Tedesco taking away the straightaways next year. Ohio had plenty of those . . . and a lot of people were crashing on them.

I'm writing in turbulence. I'm remembering Ohio's standouts. Like . . . Mongoose premiered new uniforms and Shelby James—freshly turned fourteen and battling with GT's David Milham, who turns fifteen in a week or so. World Class also had new



Two of the latest to join the pro ranks—Jamson Hendler and Mike King.

jerseys and Tommy Brackens looked WAY close to being his old self—grabbin' a coupla thirds. Mike Crehan had the worst weekend of his life, getting \$200 ripped off, hearing news that his car back home got stolen, and then re-enacting Fatal Attraction on the maid, thus getting booted from the hotel, losing his World Class sponsorship, and getting banned from the NBL for a year. Ronnie Anderson was heard saying more than once, "They will lose." Terry Tenette is getting that iden-

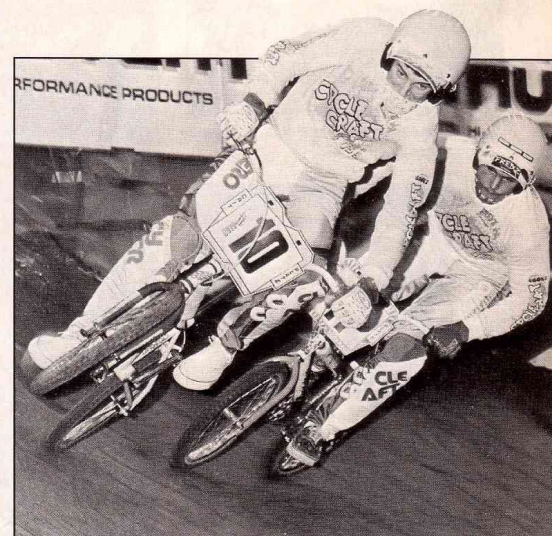
tical pro-attitude, predicting a pro-triple with his twenty inch AND twenty-four inch cruisers (Terry's 20 has a wheelbase of 40 inches). Mikey King made a semi-disappointing first showing as pro—WAAAAAY overshadowed by Tenette. Other Terrible Ten'er Jamson Hendler turned pro. In Hee Lee showed up in GT duds and seemed real excited about it. GT in-house team guy, McGoo, was also there to sign the pink on GT's new NBL No.1 Team van and play buck-a-main. Homer and the



◀Up in the air it's "Mean Dean," the winning machine. He ain't too lean, rides real clean, and hates the color green.



TNT picked up David Clymer . . . and this ain't him. This is Rob Hughes, another Totally Narly Type of 18 X.

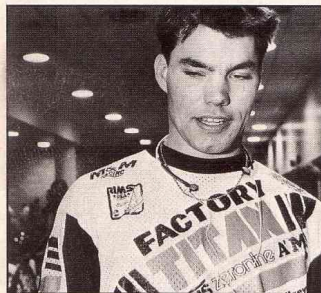


You'd think it'd be easy to ID these CC riders, correct? So did we. BUT! Is this a 14/15 Open? Or 15 X? 15-year-old Joe Spuryer and 14 expert Brett Stamats both run No. 10. So instead, we'll give 'em both credit and encourage you to admire either. We do know that lurking in the background is Jason Theodore—who at the tender age of 15 is rumored to weigh in at 210 pounds. You can assume he's a big guy.





The kid who rides so aggressively that he took out his own teammate at the ABA Grands—In Hee Lee, now dons GT duds.



Hometown hero Donni Hier. A name to remember.



Trend setter, fashion leader, Floridian guru of the B-pro ranks—The Big E. Mythological material, for sure.



Shelby James just turned 14. David Milham turns 15 a week or two after this race, making Ohio the only national where they get to race each other—although both are Orlando track

locals and dice it out in practice once a week. Still, Ohio's 14 expert main and this here elbow lock goes down in the history books as one of the all-time greatest races EVER.

Coastal gang also got their No. 1 Bike Shop team van. Todd Corbitt's plan for the year if he didn't get picked up by somebody soon was to be a "Rent-a-Racer." Crit Plate rented him for Ohio. Cyclecraft picked him up after the race . . . after losing DeBacker to Mongoose. Danny Millwee raced Pete's bike because his Aub' got sent to Cedar Rapids, Iowa. He still pulled perfects in open and expert 'til the mains. Eric Carter also had perfects—he's been training hard with Mike Redman. The two most impressive guys in my mind were Mike Kinyalocets and Doni Hier. Hier's on Titan now and won 18 X in Sunday's President's Cup/NBL State race. The Eagle Snacks team found a camper named Dave rummaging through a dumpster outside the convention center so they invited him to sit in their pits, made him their official Anhiester Busch mascot, and fed him honey roasted peanuts.

Man, the batteries in my walkman and my Metallica tape just "faded to black." Now I gotta write in turbulence silently. The kid in back of us is no longer screaming, so I imagine someone threw him from the plane. Let's see . . . lost my train of thought. Turn-out was lower than last year—probably due to it being held on the Monday and Tuesday after Christmas. I hear next year's will be on a Thursday and Friday. The NBL ran all three motos and eighths on Monday, which got over late. Then on Tuesday, they ran quarters, semis, and mains real quick, which got everyone out of there early in the afternoon. Convenient for some. Bogus for others who flew out the next day . . . like I'm doing now.

They tell us we're now passing over New Mexico at 30 thousand feet. Reminds me of a song by Saxon. Wish my Walkman worked. Better start on the mains before we land. Milham and Shelby were goin' at it so hard. Shelb' won 14 cruiser by inches. Milham got second. And then in class, they duelled side by side 'til the last straightaway where Milham's 46-16 finally kicked in and started pullin' up along side the new 'Goose guy. Right about then, they locked bars, leaned on each other, and were heading at a high rate of speed straight off the track toward the NBL's computerized video-sonic finish-line scoring system. At the very last second before they'd hit with impact, the two broke loose from each





*The world premier of Shelby James in 'Goose colors.*



*A threat in the making. Eagle Snack's latest pick-up, Mr. Percy Owens. He's got good size for his age. Third in 13 X and fourth in Open.*



*Ellis. Will this be his year?*  
Photo by Mikey King (with Windy's camera).



*First in B-pro, seconds in Pro Cruiser and Pro Award. Terry Tenette and his custom 40-inch wheelbased MCS are out to prove he's clean and quick. They've already convinced us.*

other and departed—Milham shooting up the back side of the third berm, Shelby taking out three poinsettias worth \$5 each and getting back on the track in time to get first. But, it wasn't over. Milham protested. Shelby got DQ'ed. Seventh and an eighth. Then GT protested—"Milham should've gotten first . . . 'cause he crossed the line in second." That is, under the reasoning that the finish line stretches a mile wide and goes up the backside of the third turn. By the end of the day, Milham was awarded the first, Shelby was boo'ed by people who didn't quite know what happened, and GT supposedly won team trophy because of the win. I still don't get it—I always thought the finish line was between the two white lines of chalk. Word has it that no decisions have been definite.

Hmmmmmm. The movie on the plane looks interesting. Paul Newman, I think. He races cars. A rad 300ZX. Oh well, back to the bike races. In B-pro, it's currently a definite first for Mr. T, and a battle for second between Corbitt or King. Fourths will probably be left for Jamson Hendler and fifth and below are left for those killer B's who've been there forever. In A-pro, it was a good day for Hill and Ellis—Greg winning pro money and Gary taking a jubilant first in award and second in money. Ellis and Chipres—with his first ever cruiser win, were the spoilers in Terry's quest for a triple. But a 1-2-2 for double-T ain't shabby for starters.

Seat belts fastened, seats up. Cigs put out—thank goodness. Time to close this book 'til next month when we take a trip to an ABA national in Arkansas. 'Til then, this is Gorkster signin' off. Later. ■







# FOUR REASONS WHY **BMX ACTION** RULES.

## EDITORIAL . . . 1

Our editorial staff doesn't sit around in their offices writing stuff they don't know a thing about. They're into it themselves, whether it's racing, freestyle, GPV'ing, or F-1s. And because they aren't "out of touch" with what's happening, they know how to write stuff that gets you stoked. Articles that'll make you want to go out and ride. Stories that you'll enjoy reading. Stories written by someone who digs BMX just as much as you do.

## PHOTOS . . . 2

We here at BMX ACTION pride ourselves on our critically acclaimed photography. And because of our photo quality, we give you larger shots and more 2-page color spreads than any other BMX racing mag. After all, we've got an eleven year old reputation to live up to. That's why you'll usually find only one rider on our cover. And that's why, when you look through the Main Mag, your eyes will pop out of their sockets!

## TESTS . . . 3

BMX ACTION bike tests are not only MORE thorough and MORE exciting, but we tell it like it is. The manufacturers know it . . . and sometimes fear it. And if there's one guy who can evaluate a bike better than anyone else, it's our very own Mad Dog. It's already been proven—our test rider, three-time ABA Mr. Jumping Contest winner, is the raddest. Sure, we usually use one guy. But that one guy is leading the way in new wave dirt thrashin'! Leading the way for the rest to follow.

## DESIGN . . . 4

From day one, BMX ACTION has not only been the leader in news and happenings, but we've been a trend-setter in the style and fashion of the BMX world. Month after month, we make BMX ACTION a unique and colorful magazine that you can look at for hours and hours, page by page, over and over.

These are just four reasons. There are plenty more, believe it. But the mentioned four are the most important when choosing what magazine to subscribe to. Want a fifth reason? How about . . . right now, you can subscribe to BMX ACTION for one whole year, for the all-time low price of \$12.50. Yup . . . this is as low as we go.

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**THE TERRIBLE TEN 1987**

### THE TERRIBLE TEN 1987

#### Future Pros In The Making

When we choose the Terrible Ten, the main guy is that he's had to pick it. Always comes down to about 10 or so names who fit the final position. Days, hours, and nights are spent arguing who should be in the tenth spot.

So this year, before getting into those subject lists, we thought we'd like to be appropriate to talk about those guys who made it in. We thought we'd like to be appropriate to talk about those guys who made it in. We thought we'd like to be appropriate to talk about those guys who made it in.

- #1 **Tommy T**—pumped, fast, but isn't consistent enough to prove himself worthy.
- #2 **Eric Cas**—one of the best in the world, but seems to fall out a bit and not have as often as a 100% win record.
- #3 **Mike K**—on and off. Lately he's been doing good but last year he didn't have a 100% win record.
- #4 **Scott A**—TOTALLY was in consideration, but got great potential, but needs just a bit more fine tuning.
- #5 **David Labadie**—pumped, fast, but isn't consistent enough to prove himself worthy.
- #6 **Chris**—one of the best in the world, but seems to fall out a bit and not have as often as a 100% win record.
- #7 **Deany Howard**—amazing talent, but needs more work.
- #8 **Craig Green**—speed right now, but before he's reached his peak. He was on the verge of it.
- #9 **Ben Mitchell**—he got the idea, he proved his overall capabilities, now he just needs to build up his reputation.
- #10 **Joe Grunstein**—HOT, but once again, needs more work.
- #11 **Kidie Roman**—more of a hardcore freestyle rider, but seems to be getting better and better.
- #12 **Deany Howard**—amazing talent, but needs more work.
- #13 **Deany Howard**—amazing talent, but needs more work.
- #14 **Deany Howard**—amazing talent, but needs more work.
- #15 **Deany Howard**—amazing talent, but needs more work.
- #16 **Deany Howard**—amazing talent, but needs more work.
- #17 **Deany Howard**—amazing talent, but needs more work.
- #18 **Deany Howard**—amazing talent, but needs more work.
- #19 **Deany Howard**—amazing talent, but needs more work.
- #20 **Deany Howard**—amazing talent, but needs more work.

**BMX ACTION**

**SAY NO TO DRUGS.**

ADD A FEW OF YOUR FRIENDS TO ENCOURAGE YOU TO SAY NO TO DRUGS.

Signatures: Steve, Jeff, Mike, Tom, etc.



# THE OTHER SIDE

BY SPIKE

Photos by Windy.

**R.L. Osborn and BMX ACTION** sound appropriate together, so I thought it befitting to update readers of said publication on said freestyle figure.

## R.L. and '88

- He'll be designing all of the freestyle bikes and graphics for General.

-Osborn Arts. His design company will be doing ads for General and others.

-R.L. Freestyle Products. A handful of quality products designed by R.L. and manufactured by a yet undecided company.

-Products from ACS with R.L. behind them. Rims, hubs, and soon to be a tire which can hold up to 100 psi.

-Hammer Bodywear by R.L. Tee's, tank-tops, sweats, plus shin and knee pads made of neoprene. They will be called Bodyguards.

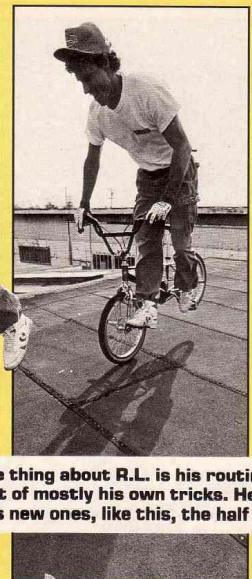
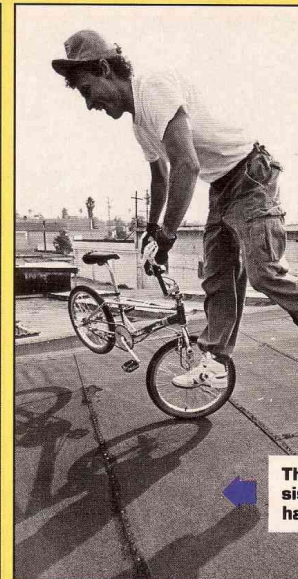
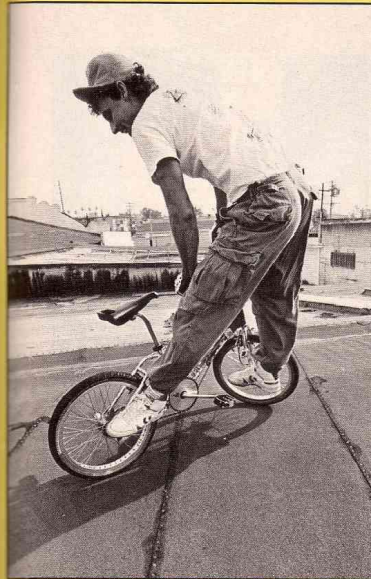
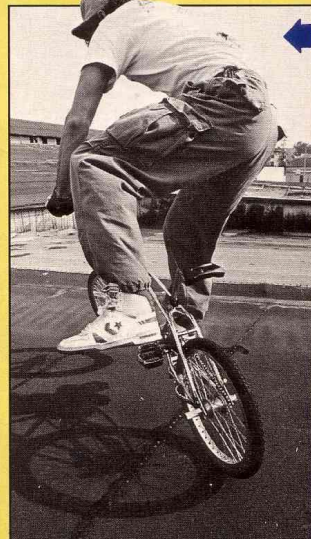
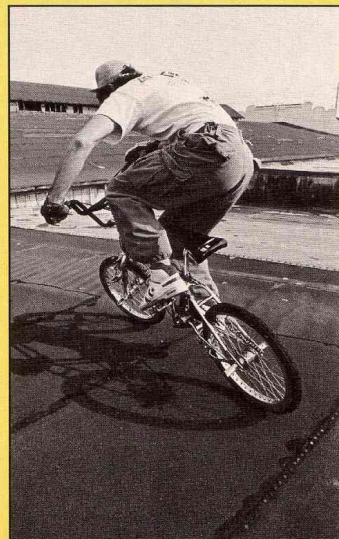
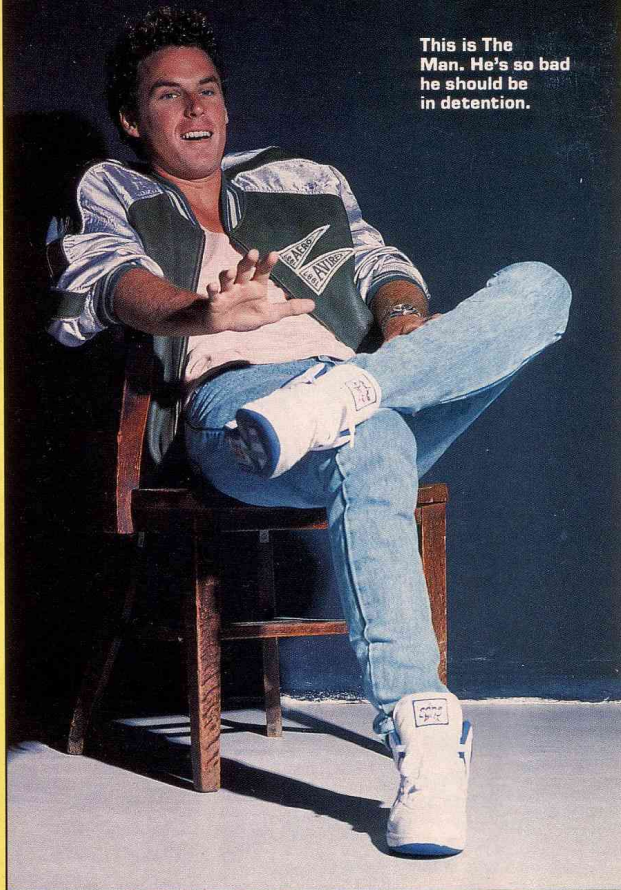
-Working with Converse to build them a good program.

-Stompin' the States video, of last year's tour, just released.

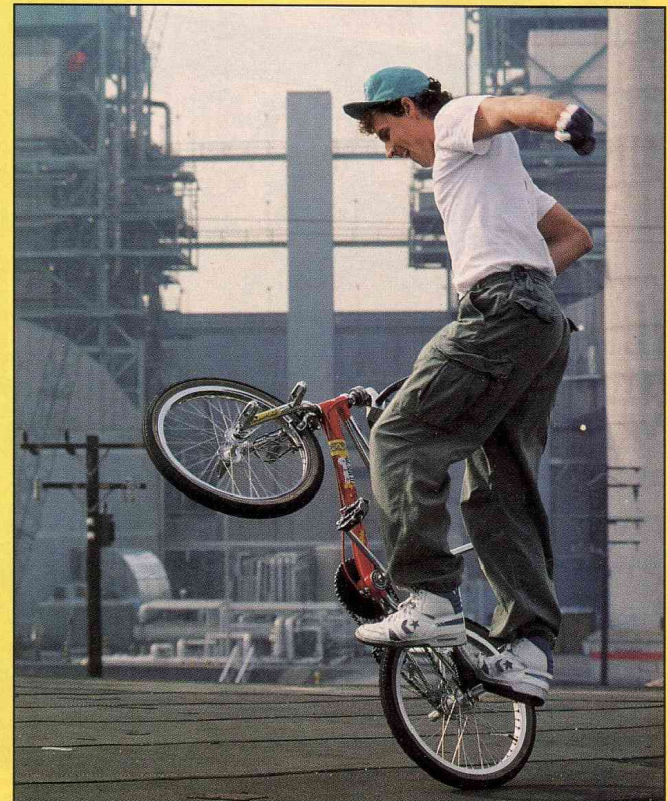
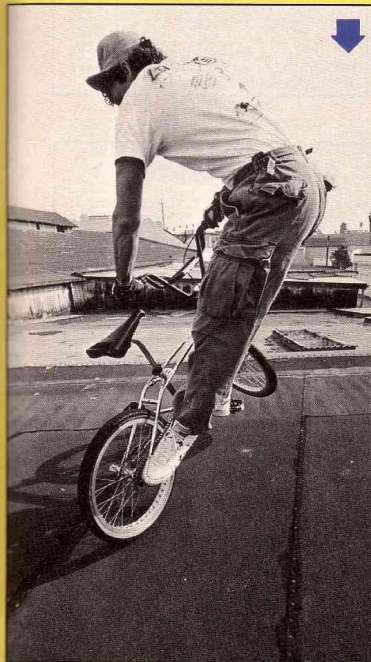
-Touring for probably around five months.

-Hit all of the AFA contests, and ABA's if they have pro classes [20 competitions in all].

This is The Man. He's so bad he should be in detention.



The thing about R.L. is his routines consist of mostly his own tricks. He always has new ones, like this, the half lash.

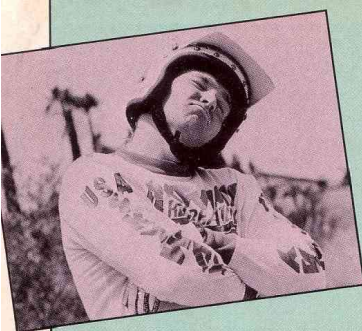


One more squeaking trick that will baffle you and puzzle you until it becomes the latest rage. The innovative side of R.L. comes forth.









# ON THE COVER...

**RICK PALMER**

VARIOUS QUOTES FROM RICK ABOUT HIS FAVORITE SUBJECTS

**T.C. (TURBO COURIER):** "It's a Rocket Ship! The fastest thing in Freemont. It'll beat Charlie's piece of junk . . . and it's even a '77! It gets better with age."

**RED DEVIL:** "It's been there forever. The name Red Devil goes back a long time, way before I ever rode there. Kids who used to hang out there made up a story of how the devil came out of the creek at night to torture little kids . . . the legend of the Red Devil. I've built about 90 percent of the jumps at that place. I build rad ones . . . and then the kids tear them down. Since it's at a park, we never get hassled or kicked out."

**TRAINING WITH CHARLIE:** "We usually ride around on our own in the morning, then Charlie and I do around 30 starts a day. I'll do ten, he'll do ten, I'll do ten, etc. This morning we got up, ran two miles, then ran bleachers. From one to four every afternoon, we hang out together. I'm going to start doing Plyometrics, also."

**SKYWAY:** "I'm glad I got them back into it. I did a lot of stuff last year for nothing and it paid off. Skyway listens

to what I have to say. Here we're coming out with two bikes—the 280 and 300. I'm content. Couldn't ask for anything more . . . 'cept maybe a Porsche 911."

**RHINO RON HARO:** "Yeah, we've got to talk about the Rhino and 'Save a Penny Kenny'—Ken Coster. I go to Skyway just to follow them around and laugh. Ronnie's great. He knows racing and freestyle really good. At the Grands, Rhino was always getting me water, Gatorade, bananas and stuff, all the time. The guys at Skyway are more like friends than bosses."

**GETTING A COVER:** "It's been a long awaited goal. I'm STOKED! When I was thirteen, I had every wall in my room covered with pictures from BMXA. Once you get a cover, it feels like all your hard work has paid off."

**LONG WAY TO THE TOP:** "Been racing for nine years. Last year was good. This year will be better. My goal is to be top five in both sanctions. (In a Mohammad Ali type voice:) I will be great in Eighty Eight! (Laughter) Float like a butterfly, sting like a bee. Nobody can make up worse poems than me."

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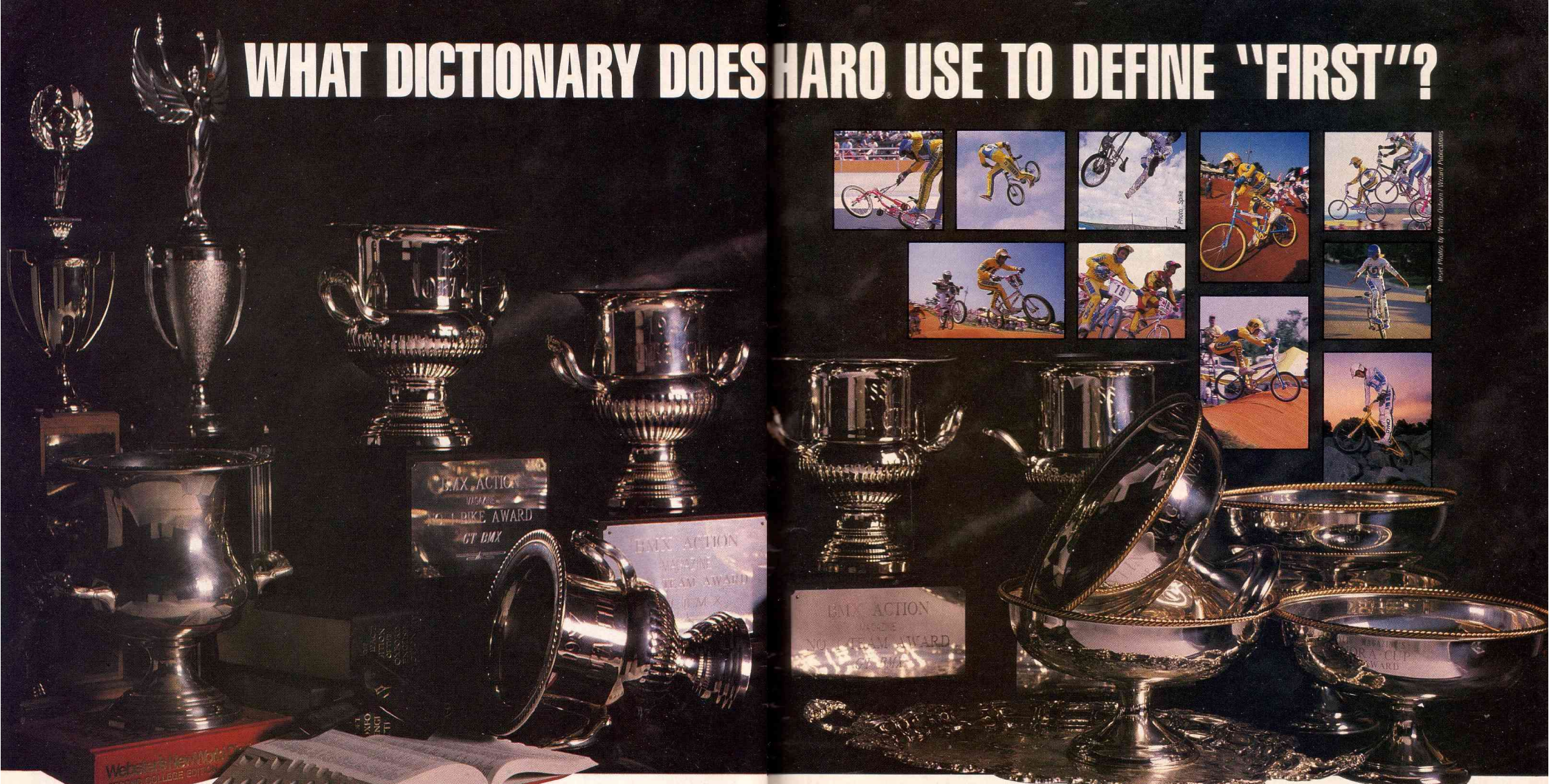
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rider — GT Pro Gary Ellis. The answer to who's first in BMX is easy — GT. And BMX is only the beginning. . . Haro claims to be first in freestyle, but GT has been best at it again and again. GT carried the King of the Skateparks title for four years. Josh White took the AFA's Master Series amateur title in '86 and earned more money in pro ramp competition than anyone in '87. This year's AFA Pro Flatland Champion is GT's Martin Aparijo. For two years running, the Chairman and the Doc have been a part of the number one team in freestyle\*.

Last year GT climbed over the competition in cycling's

toughest new sport, bicycle trials. The GT Ricochet carried international trials pro Hansjorg Rey to first place at the German and American National Championships.

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\*According to Freestyle magazine's 1986 and 1987 NORA Cup polls. Haro is a registered trademark of Haro Designs, Inc. Always wear a helmet and full safety gear when you ride. Send three dollars for a starter pack and 1988 catalog. Send \$24.95 for GTV or GT Demo Tape freestyle video. Specify VHS or Beta.



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As the largest BMX sanctioning body in the world, ABA is able to offer the very best awards at all levels of competition. In 1987 ABA awarded 1119 district jackets, plus 800 additional district awards. In the annual nationwide Leukemia "Race for Life" thousands of racers participated and each one received an award.

At the state level, 1155 jackets were awarded. In regional competition, 130 U.S. Gold Cup jackets were awarded along with 130 Gold Cup number plates.

At the national level, at one event, the ABA Grandnationals, over \$60,000 in individual prizes and awards were given out. This does not include team awards and national age group awards.

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Outtakes

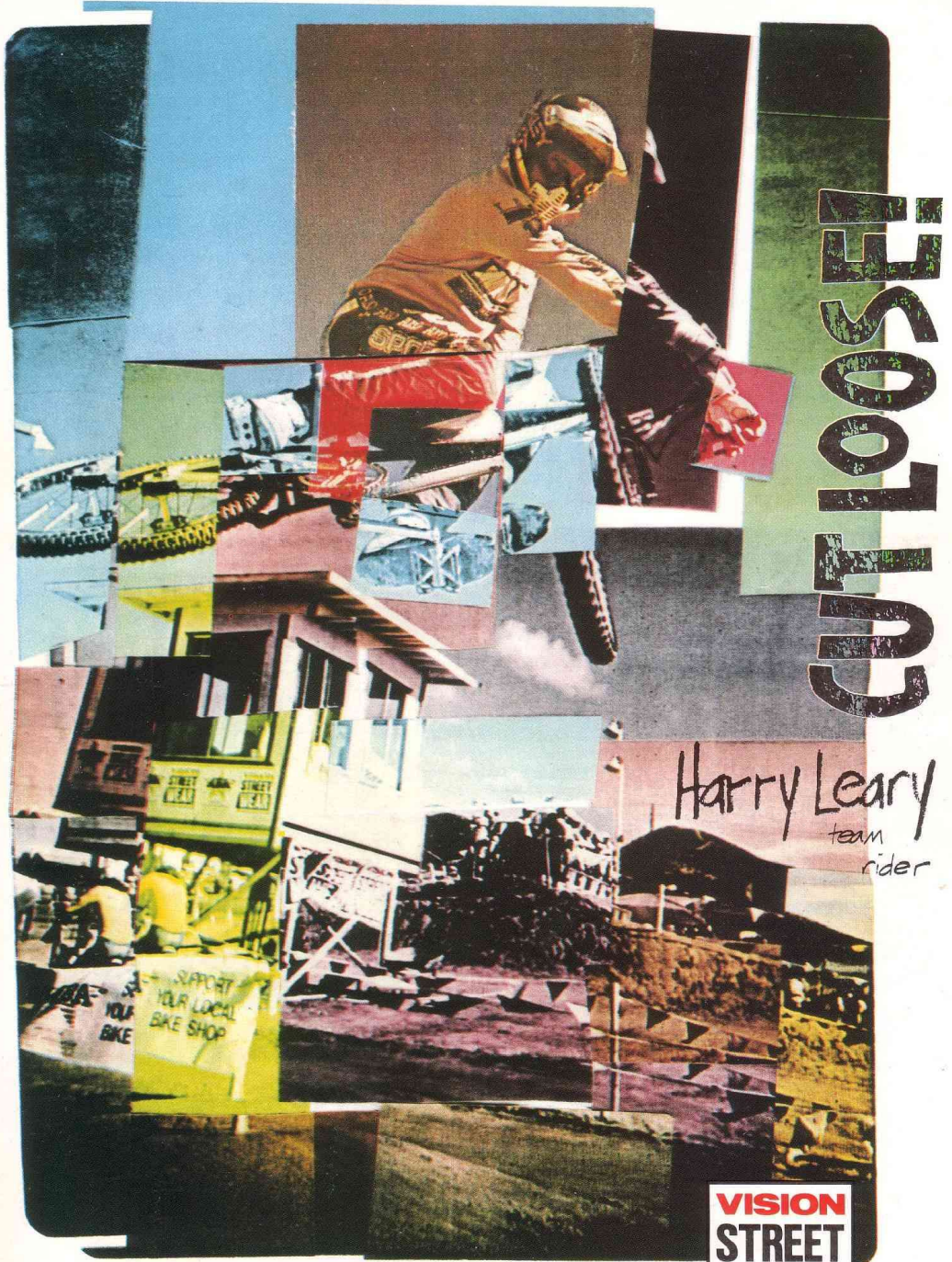


**A TELEGRAM FROM THE PITTS:**

Gork, Windy, everyone at BMXA  
 (stop) Latest stuff from Pitts  
 (stop) Bill's goin' wild with variations  
 (stop) Pulling no-footed Toboggans, double can-cans, lookback  
 360 flyouts (stop) Can you use  
 these photos? (stop)



Unpretentiously, Pete Cowley, Pen-  
 sacola, Florida (end)



LEARY

Harry Leary  
 team rider

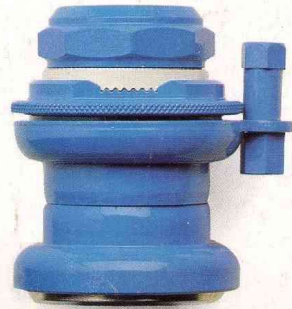
**VISION  
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 send a buck for cool stuff!

Shotz by Pete Cowley, Toboggan and bail by Bill Meardon.



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