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BICYCLE MOTOCROSS ACTION

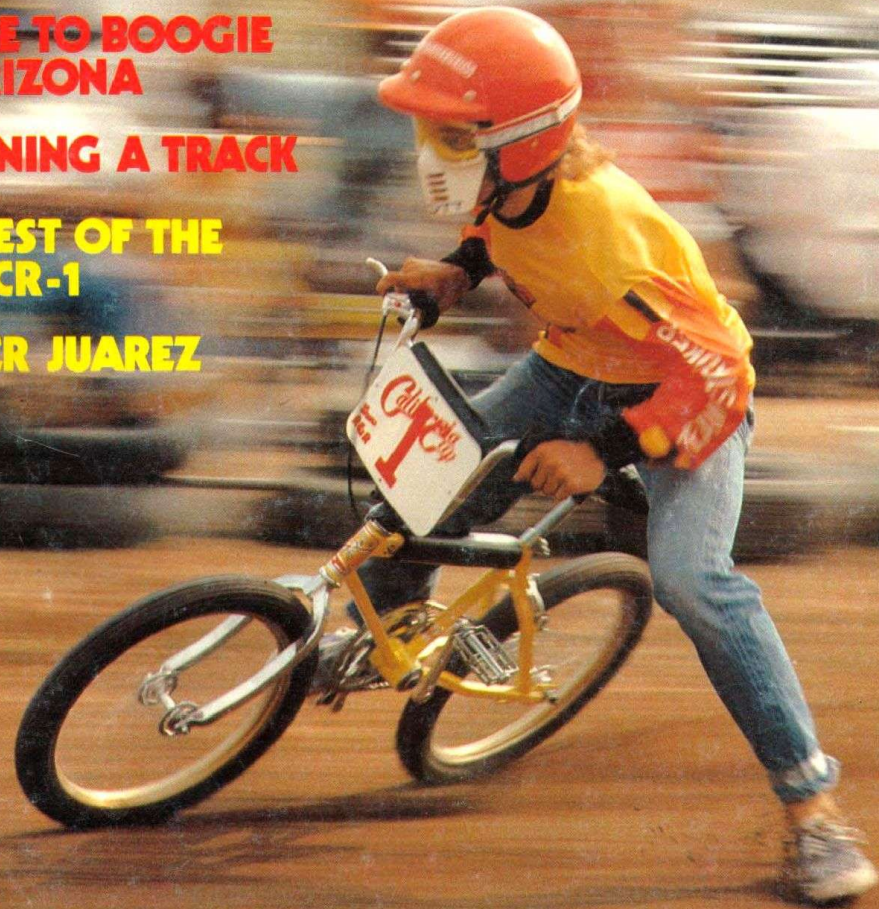
December 1976 / January 1977 \$1.00

WHERE TO BOOGIE
IN ARIZONA

PLANNING A TRACK

BIG TEST OF THE
R&R CR-1

TINKER JUAREZ



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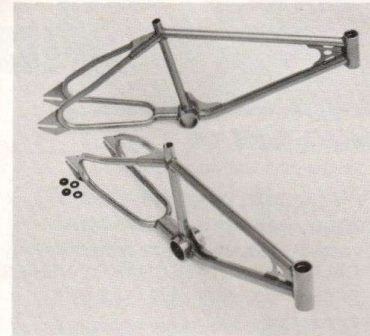
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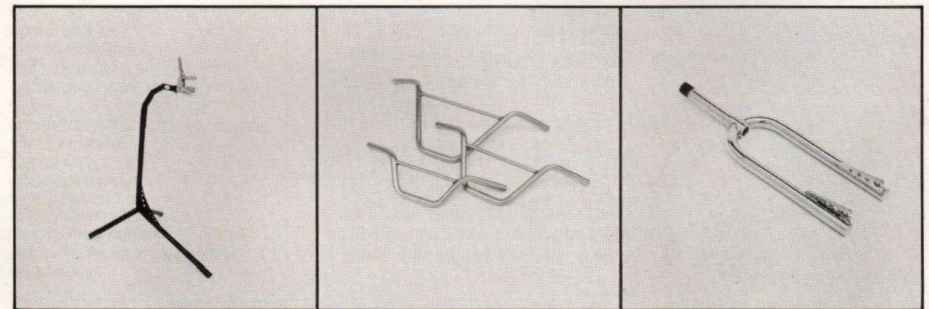
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mighty fine BMX machinery

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COVER: Two Wheeler's sponsored Brian Lewis flat-tracking the sweeper at Corona. Amazing photo by the amazing Windy.



BOB OSBORN
Publisher/Editor

JIM STEVENS
Advertising/Marketing

WINDY
COMPETITION PHOTOGRAPHERS
Photo Production

KRIS BARTLETT
SCOT BREITHAUP
ROB LYNCH

JACK SCAGNETTI
Contributing Editors

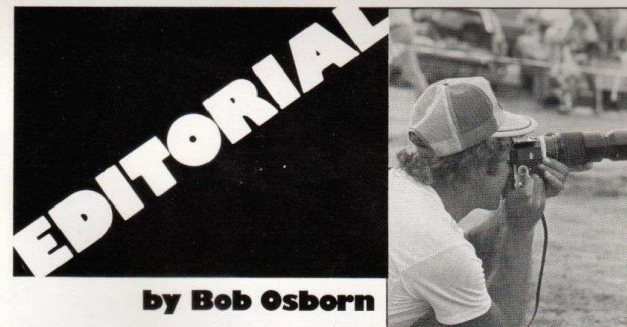
MICHAEL FAYE
Art Director

ADVERTISING/MARKETING
BICYCLE MOTOCROSS ACTION
P.O. Box 5277
Torrance, California 90510
213/329-7337

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by **Bob Osborn**

**What's so great about this magazine?
How did all this stuff happen?
What's so great about bicycle motocross?**

Hi and howdy folks, this is your brand new Editor speaking in my deepest, most editor-like voice, extending to you a big, fat welcome to BICYCLE MOTOCROSS ACTION.

Before your very eyeballs are going to appear big tests and whamo shoot-outs, exciting coverage of the big races, zoomy how-to-do-it articles, inside racing tips from the experts, profiles of the superstars, and a vast array of incisive, penetrating, mind-boggling things that cover every phase of BMX equipment, racing, and people. Plus spectacular pictures. Gobs of pictures. Gobs and GOBS of pictures. In short, BICYCLE MOTOCROSS ACTION is equipment!

Do I detect just the barest flicker of interest? All right, let me tell you a little about how this whole thing happened (some background country music, please).

Four years ago I was really into motocross racing (motorcycles, that is). I had a 250 Husky in the garage and raspberries on my shins and elbows. I was having a ball, but my kids were kind of excluded.

One day we heard about this motorcycle racing movie and figured we'd better truck on down and see it. We did. Eleven times.

"On Any Sunday" should have won an Oscar. The motorcycle racing stuff was fantastic. Steve

McQueen, Mert Lawill, and Malcolm Smith were amazing. (How can anyone named "Malcolm" be that fast? Jeez.) But what really blew us away were a bunch of kids racing 20" Stingrays and making noises like motorcycles.

Eleven times we came home totally zapped on the idea of starting a bicycle motocross track. Hot dang! The problem was, how?

Three months later the deed was done. Every kid for miles around and a bunch of adults had worked hand-in-hand with the local Parks and Recreation Department to create Dominguez BMX Track.

Far out! We were getting between 100 and 200 racers every Saturday morning. Bicycle motocross was proving to be a very exciting, colorful, and competitive sport, and without the smoke, noise, or expense of motorcycles. In fact, when my neighbors realized that I had quit running that noisy motorcycle up and down the block (tuning it, you understand), they eventually began speaking to me again.

By this time my raspberries had healed, I'd sold the Husky, and with my trusty Nikon in hand I was WFO into bicycle motojournalism. (And to this very day I have never fallen off my camera.)

Towards the end of 1973 rumors were going around about another hot BMX track at Soledad Sands, California. Me and about 30 of the



THOM LUND

local racers rented a stake-bed truck and cut mud for Soledad.

The track was unreal. It was a fast, gnarly sucker that wound down a canyon and had a huge ski jump at the bottom. Ernie Alexander and Suzanne were running the races. These were the same people who used to run the ACE motorcycle races at Indian Dunes. They were starting something called the NBA which was to be a sanctioning body for bicycle motocross racing.

The legendary Rick's Bike Shop team was there. We had actually seen pictures of these guys in magazines! Wow, they were so fast we couldn't believe it. David Clinton was riding for Rick's then. So was John Palfryman. The other two team members were Thom Lund and Marvin Church. Lund was racing the first mono-shock we'd ever seen. It must have weighed 60 pounds. He wasn't too hot off the line, but when he got that thing rolling, look out. Church had a weird looking bike that his father made. It had straight tubes, gussets, and long cranks. Little did we know at the time what an impact this design would have on the bicycle industry.

Those were exciting times. The people who were into BMX then knew that something really big was starting to happen.

Well, that was then and this is now, and those people were right. Big things have happened. Bigger than anybody even guessed. And bicycle motocross is still just getting started!

Now, in addition to the NBA, there are NPSA and NML in Florida, BMXA in Arizona and another BMXA in San Diego, and the newest organization of all, IBMX, which started at the Western Sports-A-Rama track in Orange, California. These are all national sanctioning bodies which organize bicycle motocross races and keep point standings on all their members.

An educated guess places the number of BMX TRACKS NOW OPERATING IN THE U.S. up to

continued on page 40



WHITE LIGHTNING's new four-pound chrome-moly frame is designed for the rider who will settle for nothing but the best. These chrome-moly frames are precision-built with 4130 tubing, set up in aluminum aircraft jigs, and heli-arc'd by certified welders.

WHITE LIGHTNING frames have been raced from coast to coast and proven to be number one by racers like Hal Orr (**WHITE LIGHTNING** Factory Team Florida), first place winner at the Orange Bowl in Florida, Wendell Watson and Ron Sampson, 1976 California Cup, Corona, California.

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Send \$1.00 for White Lightning Catalog

SCOTOMANIA

by Scot Breithaupt



YOUR FIRST BMX RACE

Bicycle Motocross; let's see—that must be some newfangled thing—a-ma-gig you put on your bicycle to make it wheelie better, right?? Wrong!! Bicycle motocross, most commonly referred to as BMX, is a dazzling new sport for anybody that can ride a bicycle. It takes endurance to last through a day of rugged BMX racing, coordination is needed to ride on the loose dirt surface and most of all, BMX takes—GUTS!!!

But—if you'll read on, I will try to help you become a superstar pedal pusher.

First of all—you have to get ready for your first day of racing. Don't try jumping in over your head by going out and buying a \$300.00 Super Tornado Bush Banger at Billy's BMX Barn, the place for local hot shoes. Just load up your old faithful 20-inch J.C. Penney's street machine and get Mom and Dad to truck you down to the nearest dirt field that has organized BMX races. Your first day is going to be scary. All the factory-sponsored riders are hanging around "Crazy" Cotter's van, listening to the blaring vibes on the 8-track tape deck. They all look so cool kicking back in lawn chairs, laughing about who ran over the most riders in practice at the last race. Then you go up to the promotor to find out how to register to ride on this super neat-o race track. As you stare at the 12" high trophies with your three bucks in hand, you look up and see the big

wheel promotor. He stares down at you and yells like a circus man: "Hear ye, hear ye, come one, come all—step right up, young fella, take your chance on the wild bicycle motocross ride. Spin your wheels in the dirt, try a berm-shot or even a Bonzai-jump that can lead to you fame and fortune—you can do it all for one small price..."

This leaves you standing there in amazement for a few seconds. Then a tall, lanky, blond-headed kid covered with dirt and axle grease walks up. He taps you on the shoulder and asks if you have a spare aluminum alloy, center line, 3-piece cotterless, spider sprocket holder with a slip-on 39-tooth outer ring. He says: "I was jamming down the gnarly Bonzai downhill when my chain seized and I did a high-side Endo mumpf that really wasted my new front wheel with 86, 24, double butted spokes." He sees the total confusion in your face and leaves before you can open your mouth to say: "WHAT DID YOU SAY???"

Don't worry, it's all part of the lingo that BMX superstars talk. By your third or fourth race day, you'll know what Gnarly, Bonzai, berserk and endo mumpf mean. Remember there's no reason to be afraid of your first BMX race. Every guy out on the track has gone through the same learning steps you will have to.

If you want to make things easier for yourself (what normal American kid doesn't want it

easier?), talk with the promotor at your local track. Convince him he'll become a millionaire in two short years if he starts a beginner's program now. This way you have a chance to develop your skills and win some trophies doing it. If you're a cheapy like me, you'll suggest something like a one buck-and-a-half entry fee for beginners. That way, you don't invest your life fortune in entry fees. The money you save can be sent to me for the advice I've given you. If you don't send me money, this story will self-destruct in five days. For those of you that believe this, I would like to show you some nice property in Florida...

By the way—the promotor will only be able to give one trophy per class because of the cheapy entry fees—but that's okay—because if you have a fair beginner's program, a guy should only be allowed to win 3 to 5 times before going to the Big Leagues. To make things even easier, you might want to have the beginner's run on Saturday and the expert's on Sunday—this takes the worry out of having a 6-foot, 200-lb. superjock pedal pusher running you over in practice.

Once you have the beginner's program rolling in your area, you can worry about going fast yourself. Go out and win your 3 to 5 trophies, then you'll be ready for the "Big Leagues." When you get to the races, go over to "Crazy" Cotter's van, introduce yourself—use words like berserk, Bonzai, endo mumpf, and gnarly. But—don't tell them I sent you...

"C-Ya" •

Scot



COMPETITOR COMPETITOR COMPETITOR COMPETITOR MX FRAMES



CHEETAH

Weight: 4 lbs 12 oz
Clearance: 12 inches
Length: 33 inches

Wheelbase: 37-1/2 inches
Material: 1010 mild steel with
4130 moly head tube

Colors: Chrome, Yellow, Metallic Red,
Metallic Blue, Metallic Green

SUPER CHEETAH

(Fastest cat in the world)

Weight: 3 lbs 1 oz
Clearance: 12 inches
Length: 33 inches
Wheelbase: 37-1/2 inches
Material: 4130 moly
Colors: Chrome (only)

THE BUILT FOR COMPETITION FRAME

Longer than most with the MX'ers in mind, 3 / 8 inch longer in rear to accept sprockets to 54 tooth, 1-3 / 8 inches longer in front to eliminate knees hitting the bars, drilled for caliper brake for the free-wheelers, 12 inch center on crank hanger will accept 8 inch cranks and still have needed clearance. The streamline design combines the two necessities (1. High crank clearance. 2. Low silhouette for better maneuvering) for an excellent handling MX bike.

DEALER INQUIRIES INVITED

J&G MANUFACTURING

1217 West Hatcher Road 602-997-1853 Phoenix, Arizona 85021



Big Test of the R&R CR-1

Instant hot dog, right out of the crate.

Story and Photos by Bob Osborn

We really put the R&R CR-1 through the proverbial mill. Due to the time involved in getting this magazine together, we had this bike for three months. That's three months of, in effect, trying to destroy it.

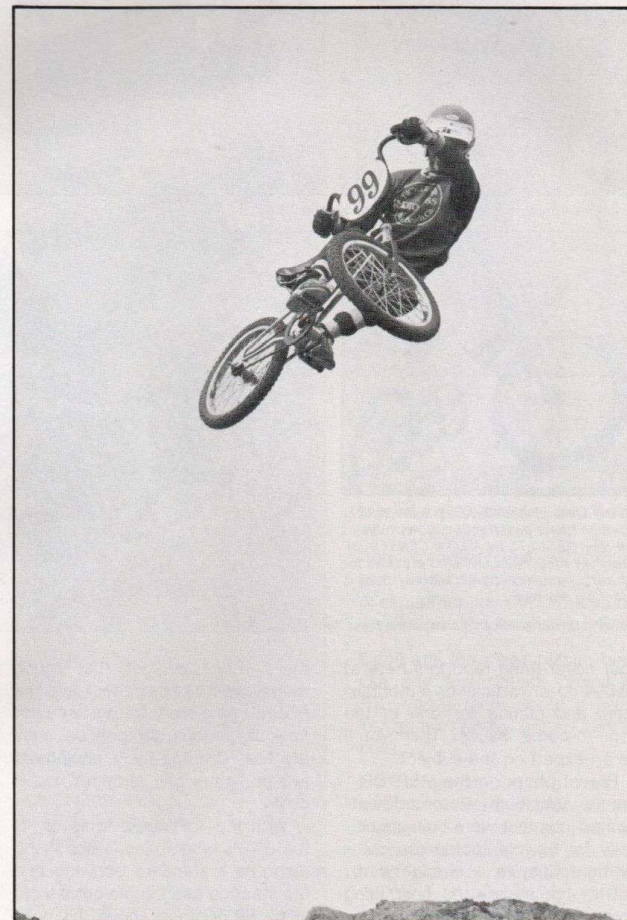
We don't *really* try to destroy a bike that we're testing, but we do push it to its limits. How else to determine what its weaknesses are?

The R&R CR-1 is intended to be a moderately-priced bicycle that can be raced right out of the crate. And it is, and it can. At about 130 frogskins (slightly higher east of the Rockies, shipping charges, you know), this bicycle is ready.

The frame is a unique double top tube job constructed of mild steel tubing with 1/8-inch plate used for the top tube boxing at the steering head, between the bottom bracket and chainstays, and for the gusset surrounding the seat tube.

Welding on the R&R is heli-arc (TIG, to be more specific), and very nicely done. Penetration of the beads, after careful scrutinization, appears to be excellent. Some dang fine welding going on at the R&R factory.

The chrome-plated finish is about as bullet-proof as you can get and it doesn't oxidize after six months or so like nickel plating. It does suffer slightly more hydrogen embrittlement than does a nickel-plated frame because of the additional plating step, but this is a trade-off and you can forget it until



No trick photography . . . when we test a bike, we don't mess around.



Don Jones doing an outrageous tabletop on the R&R CR-1.



This is class machinery. Check the double top-tube frame construction. Low profile of the R&R RESULTS IN A LOW CENTER OF GRAVITY AND THE LOW C/G provides for amazing handling characteristics. Seat is definitely not moto.

Blowing up berms on this bike was a blast. ▶



your never-tiring reporters here at BMXA do an article on embrittlement and plating for one of the soon-to-come issues. Then you'll be an expert on the subject.

Phront phorx on the R&R CR-1 are the Ashtabula reinforced heat-treated jobs that were built specifically for bicycle motocross competition. They're a shade heavy, but for the money the best thing going. If you have bucks, go for some chrome-moly forks. But

then, if you've got that much money, you'd better check into the R&R chrome-moly frames too. For flat-out, serious competition, they are hot. Chrome-moly equipment is both lighter and stronger, but it costs.

With the Ashtabula forks on it, the R&R's wheelbase is about the same as a standard Schwinn and the steering head angle comes out to be 69 degrees above the horizontal. The wheelbase, steering

geometry, and location of the bottom bracket give this bike very predictable handling characteristics. No sudden surprises during the heat of battle. This should save you a lot of time that might otherwise be spent skidding on your proboscis.

The R&R flies like a bird off jumps, tracks true as a freight train down straights, and goes through turns like a flat-out sprint car.

While we're on handling, check

the photo of the bike. Notice how the top tubes are quite low? This results in about the lowest center of gravity of any 20-inch bike around. What this means is fantastic handling. Instant hot dog!

Also in the handling department, the box bars supplied are perfecto garcia on this bike. Somebody did some testing before they put this package together.

Both test riders agreed, and so did I, that the seat supplied with the R&R is dorky looking. Come on, R&R, a spring seat on a racing bike? That's just not motocross.

MISCELLANEOUS STUFF:

Black Ashtabula gooseneck and heat-treated 6½-inch cranks. The gooseneck should hold up and the cranks definitely will. There is enough clearance at the bottom bracket for the super-long 7½-inch cranks if you can twirl those long buggers. Ashtabula makes a set of 7½-inchers that are TOUGH.

Pedals are SeCor steel rattraps. Front hub is a Sunshine black alloy and the rear a Bendix. Both are laced to Araya 20X2.125 steel rims with 105 gauge spokes. The rear

spokes kept working loose, and we kept snugging them up until they were well seated. Then they were fine.

Tires are 2.125 Super-Grippers, a rip-off of Goodyear Eagles. But not to worry, they stick.

The rear dropouts are long-slotted for changing sprockets without having to change the length of your chain. Mandatory for quick gear changes between motos.

As with every other motocross bike being sold, the gearing is way too low. This is not because all bike



The R&R CR-1 handled so well that our test riders . . . could do just about anything they wanted with impunity.



manufacturers are stupid, it's because of CPSC regulations which I'm not going into right now. Maybe later on down the road. Chuck the 19 that comes on the rear and go with a 14, or 13 if you can find one. With the 40-tooth front sprocket, that will get you pretty close to primo gearing. A bit of experimenting with front sprockets will put it right on.

Grips are the clear plastic hex's. Our ace test riders, Donny and R.L., gave them about a seven. Try some Oakley grips, they are boss.

Like I told you at the start, we really thrashed this bike. It came through like a champ. The only thing to go south was the lower bearing cup on the steering head. That's it. One bearing cup! We didn't even bend anything, and we always bend something.



R.L. doing a seat-warmer on the R&R.



◀ The only thing to go south on the R&R was the lower bearing race on the steering head.

CONCLUSIONS:

The R&R CR-1 is a little strange looking when you first see it, but after racing the thing you'll love it. This bike will turn you into an almost instant star. You'll find out why it became so popular so quick.

The equipment supplied with the bike is first-rate considering the price (except that dorky-looking seat), and the frame holds up like a

WWII German gun-emplacement bunker. The overall appearance, once you get used to it, is very factory.

Faults? It has crummy steering head cups and an ugly seat. That's all.

This is one of the neatest bikes we've tested. Go for it! •

PRODUCTS

for GIFTING or GETTING

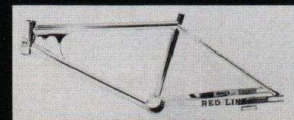
ZOOMY THINGS
TO WARM THE HEART
OF ANY BMX'ER



LIGHTNING STRIKES TWICE

WHITE LIGHTNING struck the first time with a mild steel frame. Now they have struck again with a 4-pound chrome-moly frame. This one is available in polished chrome or White Lightning Blue. As with the entire new breed of bicycle motocross machinery, this is primo equipment.

The chrome-moly WHITE LIGHTNING is a pure, functional racing machine. For more info write: WHITE LIGHTNING MFG., 7043 Vineland Ave., No. Hollywood, CA 91605. Or call (213) 765-7425.



RED LINE FRAME

It is a proven fact that RED LINE ENGINEERING puts out nothin' but the best. Their frame is nickel-plated 4130 chrome-moly tubing with rectangular cross-section tubing used for the rear axle stays. The gusset behind the steering head is space-welded and scalloped for better transfer of frame shock.

All welding is by hell-arc, and a joy to behold. The price is up there, but, like John Arbuckle said, "You get what you pay for." For more info, contact: RED LINE ENGINEERING, 18257 Parthenia St., Northridge, CA 91324.



JERSEYS FOR JAMMIN'

"These jerseys are especially designed for hot days. Venting helps keep the body cool

with thousands (count 'em) of tiny air vents, and still gives good body protection in case of falls. All of Malcolm's jerseys are top quality nylon, with elbow pads, knitted collar and cuffs."

We checked with ol' Malcolm and discovered that if you want your own design put on some jerseys, it would cost about \$25 for the silk screen (which becomes your property), and a couple bucks to print each jersey. That's plus the original cost of the jersey, of course.

Tell Malcolm that BICYCLE MOTOCROSS ACTION sent you, MALCOLM SMITH RACING PRODUCTS, 888 Marlborough, Riverside, CA 92507.



ADDICKS SPROCKETS

These are trick! Millardium is a super-tough blend of DuPont Zytel with Teflon and silicone added. They are strong, lightweight, self-lubricating, light, smooth, and quiet. They come in all sizes from 39 teeth to 48 teeth. If that ain't enough, they increase chain life too.

We got our trained BMXA gorilla, Wilbur, to try and destroy one and he couldn't! Distributed by: CYC Dist., P.O. Box 467, Hawthorne, CA 90250. Dealer's inquiries invited. Tell 'em you saw it in our magazine so they will run big ads.



FATHER OF TUBE FORKS

Here they are, folks, the daddy of them all. RED LINE chrome-moly tubular forks. What can I say about them that you don't already know?

They're expensive (a shade over 30 bucks), they're tough (4130 tubing, heat-treated stem), they're beautiful, and..... they work.

RED LINE means quality, and that's no baloney (bologna?). Write those guys a letter at: RED LINE ENGINEERING, 18257 Parthenia St., Northridge, CA 91324.



TOKEN BLACK RED LINE'S

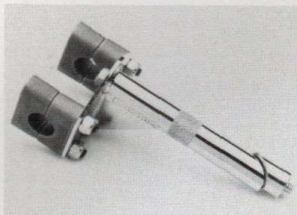
Yup, RED LINE also markets a mild steel version of their legendary chrome-moly forks. These are not designed for serious competition. They are street forks although a little guy could run them on a track. But they're still really trick lookin'. Cost? A tad over 20 frogskins. Write to RED LINE. Address above. Tell 'em we sent you.



STORMIN' STORMER

"Here it is, the 'indestructible' Stormer MXR as tested by Bob Osborn's staff of destroyers for BMX NEWS. You will discover, as they did, that this bicycle corners fast and is designed for use on motocross tracks or as a curb-jumper. As usual, CYC guarantees its frames for one full year against breaking or cracking, even if used for racing."

Write to: CYC DISTRIBUTORS, P.O. Box 467, Hawthorne, CA 90250. Mention BICYCLE MOTOCROSS ACTION, O.K.?



NEW DISH FROM COOK BROS.

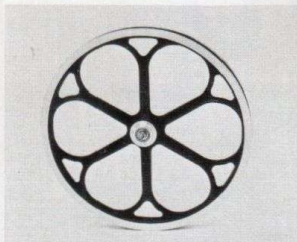
You don't hear a lot from COOK BROS., but they are quietly manufacturing some of the highest quality BMX racing equipment on the market. This double-clamp stem is a good example. Constructed of 4130 chrome-moly steel, heli-arc welded, and heat-treated. Even the aluminum clamps are heat-treated, as are the bolts and hardware that go with it. Clamps are anodized blue and the stem is nickel-plated.

Get cookin' with COOK BROS. stuff! Write: COOK BROS. RACING, 1609-B East Edinger Ave., Santa Ana, CA 92705.



SPORTY VISORS

Visors for wearing around the pits or dealing poker. Trick elastic backstrap, foam headband, and some kind of plastic visor that you can run over with knobby tires, spill pop on, or wear backwards under your helmet to keep your neck from getting sunburned. You can get 'em with your favorite motorcycle logo right there in front. Maybe Malcolm will do some with bicycle logos for us BMX freaks. They cost about 4 bucks. Write to: MALCOLM SMITH RACING PRODUCTS, 888 Marlborough, Riverside, CA 92507.



CAST ALUMINUM BICYCLE WHEEL

According to SHANNON PACIFIC, the MX-60 is the lightest aluminum mag wheel available. They are precision machined for

perfect balance and run truer than any spoked wheel. Front wheel includes sealed bearings, axle, etc. Rear wheel will take either Shimano or Bendix coaster brakes.

The 'H' beam spokes are staggered at the hub for maximum lateral strength and double-gusseted at the rim for maximum radial strength. These mags are guaranteed for 90 days. Contact: SHANNON PACIFIC, 3303 (F-1) Harbor Blvd., Costa Mesa, CA 92626. Telephone (714) 754-1878

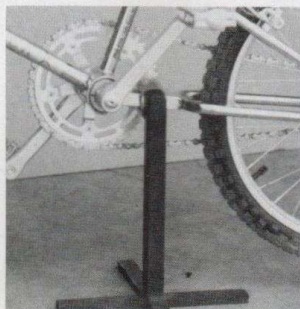


HOT, NEW GRIPS

You want some 100% natural rubber, waffle pattern grips that come in COLORS? Check this:

- Flaming Red
- Mellow Yellow
- Competition Orange
- Envious Green
- Baby Blue
- Sterling Silver
- Midnight Blue
- And.....Black

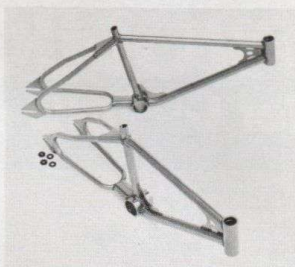
MALCOLM SMITH's got them. They're the new Gold Medal grips, and they are neat! Try 'em, you'll like 'em. Write: MALCOLM SMITH RACING PRODUCTS, 888 Marlborough, Riverside, CA 92507.



COMPETITOR BIKE STAND

Eliminates the need for four hands. Can be used at home, at the track, or for display. Small and light enough to carry anywhere. Will accept most bikes. Holds rear wheel of bike with wheel suspended in air, allowing wheel to be worked on or be removed without additional help. Will not mar the finish of your bike.

Write to: J&G MANUFACTURING, 1217 West Hatcher Road, Phoenix, AZ 85021. Tell them you-know-who sent ya.



FMF TEAM REPLICA FRAMES

FMF is a big name in hot motorcycles. Now they are WFO into bicycle motocross with these bright red anodized racing frames. 6061 aluminum tubing is heli-arc and then heat-treated to a T-6 hardness. The FMF frame is well-gusseted and comes in two sizes: regular and the new Jr. Pro for the 6- to 12-year-olds. Design and construction techniques have evolved through race testing on the tracks and torture testing in the shop.

The Flying Machine Factory also has alloy bars, chrome-moly forks, and a new "works stand" that is compact enough to take to the races with you.

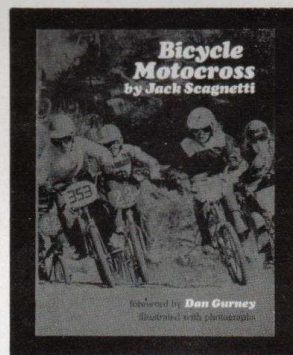
Write to: FMF, BMX Division, 25905 Belleporte Ave., Harbor City, CA 90710.



HOT NEW SUZUKI

The new Works SUZUKI was so hot that we had to have the fire department stand by while we took this shot. SUZUKI is really doing a number on this bike. Almost a year of testing went into the chrome-moly frame and forks, and they are now working on the components that it will be equipped with. Two of the quickest riders around are doing the testing, Bobby Encinas and Ted Guilmette.

When SUZUKI does market this bike, which will be soon, it's going to be perfecto garcia. Want more info? Write: SUZUKI (BMX Division), 13767 Freeway Dr., Santa Fe Springs, CA 90670. Tell 'em we sent ya.



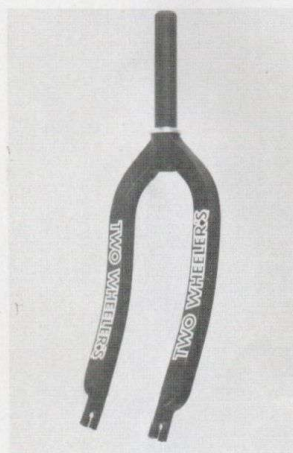
EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT BICYCLE MOTOCROSS BUT WERE AFRAID TO ASK

Here's 112 pages of all bicycle motocross stuff. Hard cover, 75 photographs, and a bunch of information that covers all phases of our favorite sport.

How to get your community interested in a track, how to build a track, how to construct your own MX bike, maintenance of equipment, plus some hot tips on how you can win some trophies of your very own, and much, much more.

It's all in Jack Scagnetti's new book, BICYCLE MOTOCROSS. \$8.95 plus tax (if applicable), and 50c for postage and handling will get you one of your very own.

Send your order (with check or money order), to: BICYCLE MOTOCROSS ACTION (Book Dept.), P.O. Box 5277, Torrance, CA 90510.



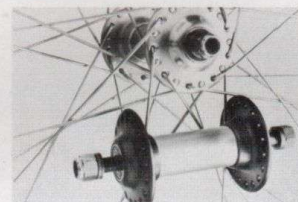
NIFTY BOX FORKS

TWO WHEELER'S has been making quality bicycle motocross equipment for a long time now. One of their products is the 'MACHO ONE' box forks. Square tubing and slick decals give a 'factory' look.

Constructed of high-carbon steel, they come in black or chrome-plated finishes. Natchurly they meet all CPSC standards.

Lately they have been redesigned for even more strength and lower cost. Check them out on the cover, they look trick.

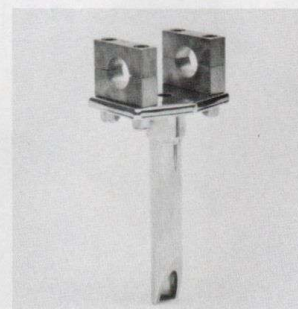
Send those guys a million letters asking about all their stuff. TWO WHEELER'S, 7625 East Rosecrans Ave., Paramount, CA 90723, or call 'em at (213) 634-6525. Mention BICYCLE MOTOCROSS ACTION, tell them we said to give you some of their terrific stickers.



COOK BROS. SEALED-BEARING HUBS

Bicycle motocross technology moves another step forward with the introduction of sealed-bearing hubs. "It's lightweight, three-piece construction (230 grams) will make you a winner on any track. You peddle smoother and faster without the hassles of cleaning and adjustment. This good-looking hub of anodized aluminum will enhance the performance of any bicycle...beach cruiser, tandem, 10-speed, and especially, motocross."

For more information write to: COOK BROS. RACING, 1609-B East Edinger Ave., Santa Ana, CA 92705. Tell them we said howdy.



RED LINE STRIKES AGAIN

Brand new RED LINE double clamp gooseneck now available. This stem was designed expressly for the expert class competitor. This is no-compromise equipment. 4130 chrome-moly steel was used for construction, which is tough enough, but they went beyond this, they heat-treated the whole thing. And that's about as strong as you can get.

Cheap it is not, but bullit-proof it is. Contact: RED LINE ENGINEERING, 18257 Parthenia St., Northridge, CA 91324.



FIRST MONGOOSE, THEN MOLYGOOSE, NOW MINIGOOSE

"BMX PRODUCTS introduces Minigoose, little brother to the popular Mongoose. Designed for the younger and smaller rider, Minigoose offers the precision craftsmanship and high quality material you would expect in a true motocross bicycle."

"A little toughie all the way....from chrome-moly triangle frame for maximum strength, to heavy-duty wire wheels with 105 gauge spokes. Race-proven geometry and precision balance combine with long-lasting quality and a realistic mini-price, to make Minigoose a sure winner."

"Packaged in kit form with easy step-by-step instruction manual enclosed." Putting it together yourself saves bucks. Write BMX PRODUCTS INC., 21061 Superior St., Chatsworth, CA 91311.



WILD WHEELS FROM WEBCO

Originally mag wheels were developed for Indy race cars. The Indy guys used them because they were extremely light, and had a high strength-to-weight ratio. These wheels were cast from a magnesium alloy.

Although the name stuck, most 'mags' today are made from steel or aluminum alloys. For bicycles, the only true magnesium wheel is the WEBCO Mag.

The front mag is supplied with bearings, axle, and bolts, while the rear wheel is machined to accept either the Bendix or Shimano coaster brakes. These are trick wheels for either road or track.

Also, WEBCO's new summer catalog is available for \$1. Lots of neat stuff in there. Write to: WEBCO, Inc., Box 429, Venice, CA 90291.



CORONA NO BOLOGNA
 THE R&R RACING PRODUCTS AND BX WEEKLY
CALIFORNIA
CUP BOTTEMA STRIKES AGAIN
 Story and Photos by Bob Osborn
 More Photos by Windy



WFO, #4 Jeff Bottema [DG] takes the tight inside line through the first sweeper, flashing past Stu Thompson [DG] and Kevin McNeal [CRC]. Lacking the brute power of Thompson and McNeal, Bottema used style and guts to win the 16 and over class. Stu got a second, McNeal fourth.

"See, what you have to do is be in the top five overall in your age group at the end of the three qualifying races."

"O.K., you mean if I race Hollifield, Sylmar and Western and come out in the top five 15-year-olds when they're all through, then I get an invitation to the Cup?"

"Right. You got it."

"But at Sylmar I have to race the 15- and 16-year-old class and that's gonna be tough."

"It's like I told you, when you

race multiple age classes you're still scored by your own age as far as qualifying for the Cup goes."

"Oh....well, uh..."

"All right, try it this way. All these different tracks have different age classes, right?"

"Yup."

"And the California Cup is going to have single year age classes, right?"

"Umhum."

"O.K. The only way we can qualify everybody for the Cup

classes without making the tracks where qualifiers are held change their classes, is to score each age group separately. But that's only for Cup qualifying. As far as your finishing position at, say, Sylmar goes, that depends on how you finish in the 15-16-year-old class there."

"Oh. Yeah, I think I've..."

"Of course you understand that if you normally race Novice, you have to race Expert at that qualifier to earn points towards the Cup. But they'll let you go back to



Peddle Power sponsored Kenny Mingus dusted some tough competition in the 13 year old main and carried off a huge trophy for the effort. He has really been hot lately.



Fifteen year old Northern California racer, Brent Patterson, riding a Champion frame to the No. 1 slot in his class.

Novice next time you race there."

"Ummm..."

"That's it. Did I clear it up for you?"

"Oh, uh...yeah, that's a lot...uh...better."

There must have been 4000 people at Corona for the California Cup. But sometimes I exaggerate... maybe only 3000. Anyway, a bunch for sure.

Up 'til now the Los Angeles/ Orange County racers had dominated bicycle motocross, much as the Europeans used to dominate motorcycle motocross. Today that domination was to be seriously challenged.

In the month preceeding the California Cup, qualifying races had been held at three tracks each, in four regions of the state. To wit: Northern California, Bakersfield area, Los Angeles/ Orange County, and San Diego. In each area only the top five racers in each age group qualified for the California Cup. The Competition had been ferocious.

Sign-ups at Corona included something new and at the same time an indication of things to come (I hope), at major bicycle motocross races. The flyer for the California Cup contained the following paragraph under 'Rules':

YOU MUST SHOW YOUR BIRTH CERTIFICATE AT CORONA. IF YOU DO NOT SHOW AN ACCEPTABLE BIRTH CERTIFICATE YOU CAN NOT RACE. Original birth certificates, Kaiser I.D. Cards, and California DMV I.D. will be accepted. Photo-stats, Xeroxes, or other copies that are not stamped or marked with an official county seal will not be accepted.

To the sponsors of the California Cup, R&R Racing Products and BX-Weekly, and to the officials who verified birth certificates and stuck to their guns even when they had to disqualify racers who were their friends for improper proof of age, I want to say, far out! It's about time someone drew a hard line on proving age. Bicycle



Sidehack action. The Red Baron, #974 Dennis Dane (IBMX) and co-pilot Larry Ruiz (WSA), demonstrating the quick line down the hill. It worked, 'cause they packed off the brass.

motocross has taken another step forward.

When I had arrived at Corona, I figured there would be some pretty hot competition, but I had no idea.... The California Cup racing was the most exciting I have ever seen, and that includes some darn fine races. With the rivalry between the different regions as the catalyst, these guys were really hooking it on. Nobody was going to pack home one of those huge trophies without earning it.

Tinker Juarez (BMX Products) had been plagued with bad luck all through the qualifiers. His first race at Hollifield left him seventh 15-year-old. The second race at Sylmar was one of Tinker's worst days. A terrific endo in his second moto and high-siding a berm in the semi-main put him so far down the list that it looked like it was all over. But he bounced back in the third qualifier at Western and made it. But just barely.

After working his way through the prelim's and semi's at Corona, in the main Tinker got the worst start I've ever seen him get. Dead last off the line, dead last into the first sweeper. Then you could see it on Tinker's face; he hadn't come this far only to settle for a sixth-place trophy.



Ten year old 'Radical' Mike Riley hooking it on.



Not a fair match. These BMX'ers are tougher than the motorcycle guys. Racker Calderone is about to show Jimmy Weinert how to loose a couple teeth. (P.S. Weinert has a hot BMX bike out now and Racker is riding for him.) (P.P.S. So is David Clinton.)

◀ The concentration of a gunfighter . . .



Shimano-sponsored, grinning Byron Friday getting sideways.

I swear it looked like he lit an afterburner on his Mongoose. He finished an unbelievable second behind Brent Patterson from Northern California. I have never seen a more exciting race than that. Guys like Tinker Juarez are what bicycle motocross is all about.

No sooner had the screaming died out for the 15-year-old main than the 16-year-olds lined up.

The amateur handicappers around the track had it down as a race between Stu Thompson (DG), and Kevin McNeal (CRC). These two had been trading wins all through the qualifiers, prelim's, and semi's. Both are powerful racers, with the edge going to McNeal, AKA "The Corona Kid." Jeff Bottema (DG) was only given an outside shot.

The gate slammed down and Thompson smoked McNeal and Bottema down the long starting straight. Thompson flew into the sweeper taking the fast outside line with the Corona Kid freight-training right on his rear wheel.

But they had crossed off Bottema too soon. Lacking Thompson's and McNeal's brute power, Jeff went to guts, consistency and



That's Ramocinski's bike, but we never did find Ramo.



David Clinton tucked-in on his Suzook and flying.

style. Flat out, he took the tight inside line through the turn and swooped under both of them with one of the slickest moves I've seen in BMX racing.

The spectators, already hoarse from a long day of cheering, went bananas. Bottema won it, Thompson second.

Jeff Bottema is one of the most consistently improving riders in the sport. Very soon he's going to be unbeatable. And I mean UN-BEAT-ABLE!

It had been a very long, hot day at the California Cup. But it was worth it. Every minute. This was bicycle motocross at its finest.

The organization, track design and maintenance, and most of all the racers were superb. A-No. 1 Stuff. •

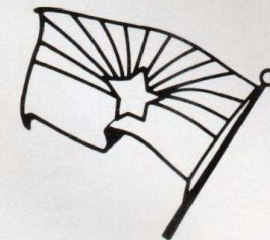
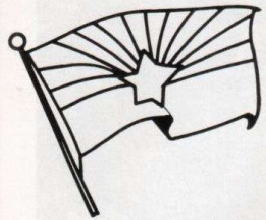
RESULTS CALIFORNIA CUP - CORONA RACEWAY September 5, 1976

NAME	FRAME		
7 AND UNDER			
Gary Renteria	DG	Michael Horner	DG
Bill Bollinger	G-Boy	Dirk Davidow	Cook Bros.
Randy Benitez	DG	Gary Johnson	Webco
8 YEAR OLDS			
Jeff Lonsway	DG	Kenny Mingus	Peddlepower
Jeff Wilkinson	Schwinn	Wendell Watson	White Lightning
Sam Gammo	Stroker	Dale Shrun	R&R
9 YEAR OLDS			
Steve Skibel	DG	Curt Malen	Webco
Ron Ames	Pedals Ready	Brian Lewis	Stroker
Charlie Venegas	R&R	Kevin Ridling	DG
10 YEAR OLDS			
Ron Gilbert	DG	Brent Patterson	Champion
Michael Dailey	Webco	Tinker Juarez	Mongoose
Mike Riley	DG	Larry Ruiz	Mongoose
11 YEAR OLDS			
Eddy King	DG	Jeff Bottema	DG
Brian Patterson	R&R	Stu Thompson	DG
John Begin	Pedals Ready	Dale Hudson	R&R

SUPPORT CLASS - OPEN
Leo Green Kawasaki
Harry Leary Race Inc.
David Clinton Suzuki

*kissing someone who smokes
is like licking a dirty ashtray*

Where to Boogie in Arizona



By Kris Bartlett

Bicycle motocross in Arizona can be compared to a Chinese fire drill: well-intentioned, very enthusiastic, and totally confused. No less than seven (count 'em) sanctioning organizations operate within the state, eleven races are run during any weekend, and four new tracks are opening within the year.

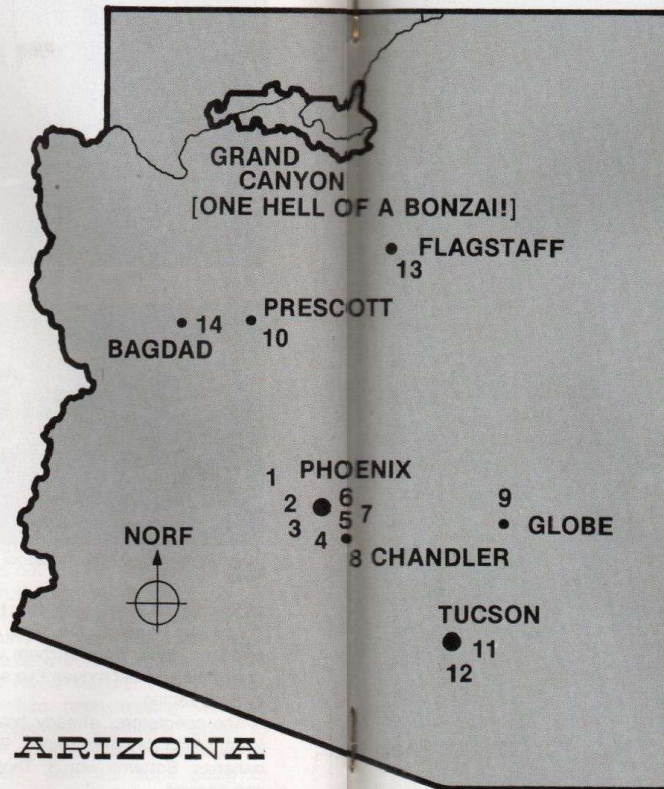
Bicycle motocross is spreading through Arizona like an oil slick off Santa Barbara, and in the process is experiencing growing pains. But in with all the dismal successes and spectacular failures are some of the meanest, nastiest, fastest, and BEST BMX tracks in the western United States.

Jackson's NBA, in Tempe, was built entirely by the racers themselves, a guaranteed method of getting a track that is super to race on. It has tight turns, high, usable berms, good jumps, and a stiff downhill start. Constantly watered, graded and maintained, it has become one of the best tracks in the state. The Chandler track, run by the local JayCees, is smack in the middle of a park. Spectators can sit in comfort on the grass in the shade. The track itself was built by non-racers, so some of the berms are less than worthless, but in general it is a fast, smooth, well-maintained racecourse.

Thunderbird Downhill has the potential to be a really bad track. ("Bad," for all the adult readers, means super good.) Because it sits on county property, however, its potential may never be realized. Governments run on red tape and terribly important governmental regulations (such as being unable to bring in water without forms signed in triplicate) have left the track all but unusably snarled in that crappy red stuff.

Most of the BMX-ing in Arizona is concentrated in the lower half of the state, which is primarily wicked desert. Arizona racers are justifiably blasé and unconcerned over the hairiest tracks Southern California has to offer. High-side over a berm on one of them and you land in soft, sandy dirt. Do the same thing on an Arizona track and it's hello sharp rocks, pointy cactus and surprised little critters, most of whom are well-equipped to defend themselves.

Arizona tracks know no happy mediums: racers either ride on dust with the consistency of baby powder or on gravel resembling greased BBs. Every track has its mascot: Charlie Coyote, who foams suspiciously around the lips, Rudy the Rattlesnake, who will rattle any and all racers on to victory (and a guaranteed quick start),



- 1- THUNDERBIRD DOWNHILL
59th Avenue and Thunderbird Park
Phoenix
- 2- P.X.A. [PEDAL CROSS ASSN.]
43rd Avenue and Union Hills
Phoenix
- 3- BONDI'S TRACK
47th Avenue and Camelback Road
Phoenix
- 4- CASTLEVIEW
48th Street and Van Buren
Phoenix
- 5- JACKSON'S NBA
Tempe
- 6- RESERVATION RACEWAY
Pima and McDonald
Scottsdale
- 7- SCOTTSDALE JAY CEES
75th Street and Osborne
Scottsdale
- 8- CHANDLER JAY CEES
Frye and McQueen Rds
Chandler
- 9- GLOBE RACEWAY
Globe
- 10- PRESCOTT MX
Prescott
- 11- RANDOLPH PARK
Tucson
- 12- PANTANA PARK
Tucson

FUTURE TRACK LOCATIONS

- 13- Flagstaff
- 14- Bagdad



Sigfried the Scorpion, who prefers that racers watch where they land after an endo (he promises to stay clear of the track), and Ferdinand the Tarantula, a friendly little guy who delights in introducing himself to the various pit crews and mothers.

Arizona racers may be a year or so behind the Californians in over-all experience, but by Gawd, they're tough!

And we're friendly, too, so come visit us! Our summers are hot (115 degrees), but then night racing takes over. Our winters are mild and sunny. Our racers are fast. Our trophies are huge!. Our interparent battles are something to behold. Our pit tootsies are nifty (censorship prevents me from saying more). We host the Winternationals and the Arizona State Fair race every year. Our beer is cold and our coffee hot (unless the electricity goes off and then the reverse is true). Above all, we're just so neat you can't help but love us. What are you waiting for? Drive on over!!!

If we left anybody out, let us know at:
BICYCLE MOTOCROSS ACTION
P.O. Box 5277
Torrance, CA 90510
Also, subscribe!



ALMOST A LEGEND IN HIS OWN TIME

TINKER JUAREZ



While waiting for a race Tinker spends a lot of time memorizing the starter and feeling ropes.

THE HOLLIFIELD FLASH

Fifteen-year-old Tinker (actually David) Juarez is a first-class example of the super-devotion the sport of bicycle motocross commands. He trains with an intensity approaching that of an Olympic athlete: running several miles, hard workouts on an exercycle, and hours and hours of practicing starts and riding each day perfecting his style.

At his home tracks, Hollifield and Western Sports-A-Rama in Southern California, Tinker is almost a legend. His racing is so consistent, so strong, and so graceful, it is beautiful to see. He is a super-competitor in one of the most highly-competitive youth sports in the world.

Tinker is fully sponsored by BMX Products, manufacturers of Mongoose racing bicycles, a very big name in bicycle motocross.

He rides a chrome-moly triangle Mongoose bike equipped with a Webco gooseneck, Schwinn box bars, and Preston Petty grips. Bolted to the Redline forks in front is an alloy hub laced to a gold-anodized Araya rim with 105 gauge spokes. Tinker runs a Bendix hub at the rear with the same spokes and rim. Tires are 20X2.125 Cheng Shin's. Tinker's awesome power is transmitted to the rear end through KKT pedals and 7-inch Takagi cranks.

On downhill tracks, Tinker runs a 46-15 gear combination, and on flat tracks a 46-16 or 44-15 combo.

Maintenance on his Mongoose includes a once-a-week takedown, clean, lube, and adjustment of the rear hub and cranks. The steering head and front hub get the business about once a month. He cleans his bike and cleans and oils the chain after every race.

When Tinker is lined up for a race he is checking out his competition. His position on the line in relation to his hottest competition is of primary importance in determining his strategy from the gate through the first turn. Once a plan of attack is decided on, his entire attention is directed at the starter. He has already



A little cosmetic surgery between motos. On the dirtiest, muddiest track in the world Tinker and his machine would still be immaculate.

studied and memorized this guy. He knows when the gate is going to drop.

When the critical point gets close, Tinker files his strategy in a back compartment of his brain and, like a gunfighter, focuses his entire concentration on that split second when he knows the gate is going to drop. At this point there are only two words in his mind: HOLE SHOT!

Once a race is started, if Tinker is behind someone he will stick with them like glue, always

probing, waiting for a chance to make a move. Tinker has a reserve of power that, when he turns it on, looks like a jet fighter cutting in its afterburner. If the guy in front of him makes one error, or takes one bad line through a turn, Tinker is gone.

Regardless of his position during a race, first, last, or whatever, Tinker never quits. You'd have to chain him to a tree, and that would only slow him down for a while. For Tinker, the race is only over when he has crossed the finish line.



In the heat of battle Tinker is always probing, always looking for an opening. This photo is a split-second before "GOTCHA." No. 918 took a high line through this banked turn. You know what Tinker is going to do.



Here Tinker is demonstrating the proper technique to be employed when executing a "weight-forward toe slide," a very difficult move.

Tinker Juarez's physical and mental approach to bicycle motocross has paid off. In his last 22 major races (championships, nationals, etc.), he has taken an incredible 15 firsts, 4 seconds, and 3 thirds. Phew!

Obviously, he is a very determined young man. This is what he does, and he does it well.

For David 'Tinker' Juarez, bicycle motocross is, at least for now, his life. Everything else is just waiting to race.

Postscript: 'Tinker' is a contraction of 'stinker,' a descriptive name which dates back to the time when David Juarez was in diapers. To say more would be to violate a trust which I've already stretched pretty far.

PLANNING A TRACK

Excerpted from the book BICYCLE MOTOCROSS by Jack Scagnetti, by permission of the publisher, E.P. Dutton & Co., Inc. Copyright © 1976 by Jack Scagnetti



Old tires can serve as both course markers and safety bumpers against any hazardous objects in the area.

If your area doesn't yet have organized bicycle motocross races, you can help get them started by contacting various people. Here are some suggestions:

With the help of your parents or older brothers or sisters, talk to people who are interested in projects involving youth recreation. These include the police department, the city parks and recreation commission, and youth-oriented service clubs such as Rotary, Kiwanis, Junior Chamber of Commerce (Jaycees), Odd Fellows, Masons, Knights of Columbus, Elks, etc. In Chatsworth, California, for example, the city recreation and parks department

co-sponsored bicycle motocross with the Chatsworth Rotary Club for a successful racing program that saw more than 1,000 youngsters compete, when the sport was in its infancy.

Boy Scout groups and school officials may also be helpful in planning and organizing the races. Bicycle dealers would most likely cooperate. Industrial firms and businessmen of the area who are known to be community-relations conscious should also be contacted. They can be quite helpful in locating vacant land or other property that can be utilized in laying out a track. Little League baseball diamonds or youth foot-

ball fields which are not in use or are abandoned may be suitable. Other possible track sites include land adjoining youth centers and go-kart racetracks. State fair grounds are another possibility. Some land owners will be willing to rent their property for a percentage of the gate receipts.

Try to get the whole neighborhood or community involved in building the track. Construction firms may help by using their equipment for bulldozing or hauling dirt.

Merchants can be called upon to donate prizes for winners.

Parents or members of service clubs can serve as starters, finish line officials, and scorekeepers.

◀ Downhill tracks, where competitors can reach speeds up to 30 mph, provide more exciting action as racers must be alert for quick, tight turns.

Others can serve as gatemen and registration officials. (It's a good idea to stage a race occasionally to keep fathers and mothers interested.)

The National Bicycle Association will sanction a race for a \$10.00 fee, which includes an organizing kit complete with track layout suggestions, rules, and computerized point standings. The NBA's address is P.O. Box 411, Newhall, California 91321.

In selecting a track site, keep in mind that in addition to enough acreage for laying out an eighth-mile or quarter-mile course, adequate space should be allotted for parking at least 100 cars and vans. For an indoor track, approximately 13,000 to 15,000 square feet of space is needed, preferably slick concrete with resin sprinkled in the turns. Carpeted wooden ramps can be built for jumps, but wood is not recommended for indoor racing because of the problem of possible splinters. Night racing is ideal for hot summer months, if you can find a course with adequate lighting facilities.

The course should be designed with varying elevations. There should be a minimum of uphill and they should be gentle. Downhills need not be as gentle, but turns should not be severe. All downhill turns should have a berm on the outside edge of the turn. Design the course to be ridden in a counterclockwise direction so that there will be no more left turns than right turns on the track. The more severe turns should always be left turns, since the sprocket is on the right side of the bike. This keeps the sprocket away from the dirt. All turns should be wide enough to allow for passing—10 to 15 feet wide for fast turns and at least 6 feet wide for slow turns.

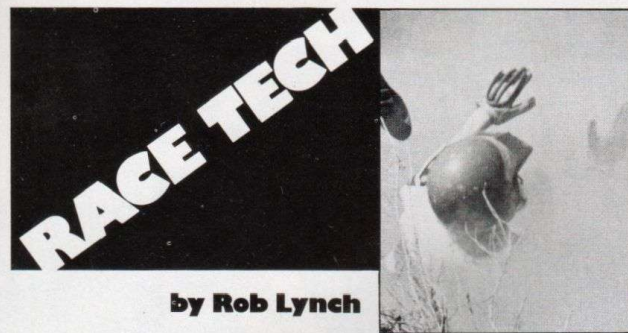
All straightaways should be 10 to 15 feet wide. In the middle of the longest straight area on the course, construct a jump approximately 3 feet high. On the next longest straight, usually close to the finish,

continued on page 41

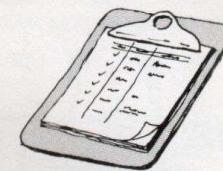
High jumps make races more interesting and challenging and provide a chance for racers to showoff skills. ►



Tracks should be designed so that younger competitors can also compete safely and enjoy the sport.



by Rob Lynch



PRE-RACE CHECK LIST

The following is a pre-race check list that may sound like a very novice thing to do. Not so. I've seen many experts lose a race because of mechanical problems. These problems are not necessary. Most of them can be eliminated by following this simple check list.

(1) HUBS AND AXLES:

Check for cracks in hub and flange. Check axle nuts for tightness. Check bearing adjustment.

(2) HANDLEBARS AND GRIPS:

Be sure your grips are on tight and inspect your bars for cracks. Be sure you have a crossbar pad.

(3) GOOSENECK:

Check both bolts for tightness and examine gooseneck for signs of fatigue. Be sure you have a gooseneck pad.

(4) STEERING HEAD:

Check for bearing adjustment.

(5) FRAME:

Check all main stress points for signs of fatigue (steering head, gusset, behind crank hanger, and behind top tube at seat post).

(6) CRANKS:

If you have one-piece cranks then you only have to check for bearing adjustment. If you have three-piece cranks, you'll have to check the pedal arms, sprocket bolts, spindle bolts, and bearing adjustment.

(7) PEDALS:

Check your pedals to be sure they're not tweaked, and that the bearings are in good shape. Check for signs of fatigue where the shaft goes into the pedal arm.

(8) CHAIN:

Check all the links for cracks, not just the master link.

(9) SPOKES:

Be sure all your spokes are tight or your rim will start to take on strange shapes.

(10) CALIPER, CABLE, AND LEVER:

Be sure all these work freely and that the various bolts are tight.

(11) SEAT:

Yes, check your seat too. Make sure you have something to land on in an emergency. Seat tubes are not too comfortable.

There you have it. An 11-point check list you can use to save time, trouble, money, and various abrasions and contusions. After you use this list a few times, you'll begin to realize how neat it is.

See you out there!

CLASS...



CENTURION/NBA - THIRD ANNUAL

CALIFORNIA STATE CHAMPIONSHIPS ★

THE "CORONA KID" SWOOPS
MINGUS STRIKES AGAIN

Story by Scot Breithaupt
Photos by Bob Osborn
and Windy



Jeff Bottema (DG) bombed out in the 16 and over class and the race for the championship, but he obliterated the open class to take numero uno.

Hello and good morning, ladies and gentlemen. I'm Ralph Hermockowitz, your tour guide. On this tour we will be seeing the famous Rancho San Diego BMX track. This is one of the fastest, most exciting tracks in the nation.

Today's event is the Third Annual NBA State Championships, and is sponsored by Centurion.

If you will look to our left, you'll see the Ozonians' Racing Team pit area, and on our right are the Webco pits along with Team R&R, DG, FMF, Centurion, Wheels 'n Things, and many more. It looks like all the biggies are here today, folks, so you're in for a terrific day of racing.

Coming up to our left is the Centurion prize display area. These are the people sponsoring the race today. The bus will be coming to a stop shortly. Watch your step as you exit the bus. Please do not stray from the tour as we are watching the races today.....

As you will notice, this is the starting line for the bicycles. The track is well laid out with four monster-size berms and two good jumps. If you will all look down, you will notice the ground below you is nice and well packed. This provides maximum traction for the BMX knobby tires. If you will watch a rider speed around this downhill race course, you will see him stop there at the bottom to your left. This is where the National Bicycle



No. 799, The Corona Kid, Kevin McNeal (CRC) swoops Bobby Encinas (Shimano), in the 16 expert main.



San Diego hot dog Kris Parenteau slicked in with a first in the 14 Novice class.



In the 10-11 Novice class Mark Rink (Peddle Power) boogied all the way to a big first place trophy.

◀ Peddle Power sponsored Kenny Mingus strikes again! He won the 13 Expert main at the California Cup. He won again at Rancho San Diego.

Association has put the announcer's booth and registration table. As usual, the NBA has everything under control.

O.K., folks, the racing has started now and qualifying heats shall run throughout the day. Each of these 450 riders will run at least three times today and then transfer into semi-mains or main events....

You have just seen the qualifiers and now we will be giving odds on

who will win the open expert and 16-and-over expert mains. Stuart Thompsen looks very promising after winning all his qualifying motos in both his classes. He gets even money. Bobby Encinas of Team Shimano will collect 4 to 1 odds. Kevin McNeal of CRC also comes in at 4 to 1, with Jeff Bottema of DG a good bet at 2 to 1. Ricardo Pedroza tallies up at 3 to 1 for a main event win.

In the old-timer's betting box, we have longshots like David Clinton; trying to make a comeback after a six-month retirement, he looks good but will bring 60 to 1 odds. Centurion super-star Jimmy Watson and John "Snagletooth" Palfryman both come in at 75 to 1. Byron Scot of Shimano, "Old Man" Friday Breithaupt of FMF, and Coy Hudson of Wheels 'n Things tip the scales at 40 to 1, and super



Sr. Sidehack action. Wild-eyed crazies Palfryman and Hadley won this battle but lost the war.



Junior hackers Riley and Gonzales took all honors. The Junior Sidehack class is getting more popular all the time.



BMX team of 'The Red Baron' and Ruiz did it to the Sr. Sidehackers.

This is the hard way to get a story. Ace BICYCLE MOTOCROSS ACTION reporter Scot Breithaupt (FMF) pilots while Bobby Encinas (Shimano) clutches at whatever there is to clutch at. I think the crew of that second hack are in love. ▶



The 12 year old Novice class comes thundering off the line. Flyin' Ryan (#723) had a shot but he blew it. Dirk Davidow (#720) came out on top in the main.



longshot ex-San Diego pedal pusher Greg Silly-Lilly is going at 90 to 1. Greg has been out of racing for quite some time and is here testing the new White Light-nig bikes.

The semi-mains have been run; I'm sorry to say, anyone that took longshots Hudson, Lilly, Watson, Breithaupt, or Friday has already lost out. They slipped up in the semis and will not transfer to the

mains. Also, Stuart Thompsen of DG has dropped to 4 to 1 odds on the board. Stu had problems and fell in a semi. Please, no running out on the track during the mains.

Ladies and gentlemen, they're off and running in the main events, so finish your betting before the open class and 16-over experts run.

Please draw your attention to the track as the open class has just

taken off. Bobby Encinas of Team Shimano has busted into the lead. Rounding the corner, heading into the bottom straight, it's Encinas number one..... Encinas goes down in the berm and Jeff Bottema takes over the lead with Ricardo Pedroza moving to second, and Dale Hudson making the show card in third. Pedroza and Hudson are out of the Centurion-Wheels 'n Things stables of San Diego.



Wheels N' Things rider Carlos Gomez smokes the 13 year old Novice class.



Part-time pit tootsie, full-time BICYCLE MOTOCROSS ACTION photog Windy, messing around with that turkey Wouda.



They don't look crazy just standing around. Jimmy Watson is checking out John Palfryman's forearm while David Clinton checks out the racing.

The results are being posted, Bottema pays 2.40 to win and 1.80 to show.

The 16-over experts are being staged in the gate now. The gate drops, and again it's Encinas in the lead with Kevin McNeal hot in pursuit. McNeal makes the pass and holds it to the wire. Encinas sticks in second and Ted Guilmette from Suzuki pulls in for third.

Place your bets for the final race, the trophy dash and the coveted title of California State Champion.

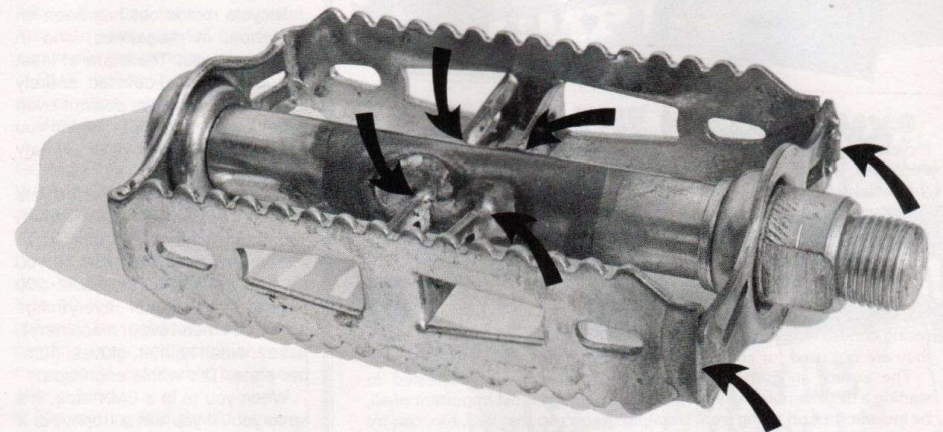
Kevin McNeal bursts out in front, he's pulling away.....away... ..he can't be touched! It's the new NBA State Champion, Kevin McNeal.

Well, folks, collect your bets and load up on the bus, please..... I hope you all had an enjoyable day and thank you for coming to Ton-O-Fun Tours. C-Ya. •

**See the results of the
CENTURION/NBA
THIRD ANNUAL
CALIFORNIA STATE
CHAMPIONSHIPS
on page 43**

HOT TIP OF THE MONTH HOT TIP OF THE MONTH HOT TIP OF THE MONTH HOT TIP OF THE MONTH

Modifying union rattrap pedals for motocross competition



Do you find that with one bites-it, your pedals have bought the farm? Are you beating a path to your local bike shop replacing pedals? Have you discovered that the top quality pedals cost too much and the cheapos bend, break, and fall apart? Is that what's troubling you, Booby?

Once again for the first time your favorite magazine comes to the rescue. At one and the same time we are going to strike a blow for the cause of cheapness, light weight, and durability.

First off, get a set of Union rattrap pedals, the inexpensive ones that bend and come apart at

the joints. They should cost well under five bucks.

Next, pinch off the reflectors so they don't get cooked.

Now you've got to find somebody who has a gas welding outfit. Tell him that you'll mow his lawn if he'll do a little brazing for you. If you work out a deal, show him the picture with this article and tell him that you need your pedals brazed at the junctures indicated. Also tell him to be just a tad careful so he doesn't fry the bearings.

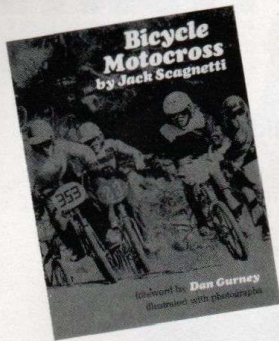
Once the brazing is done and the lawn mowed, wire brush the residue flux off and, if you have access to a wire brush wheel (like

on a grinder), polish them up some. When you do this, WEAR GOGGLES or you will get a surprise in your eye.

When the pedals are cleaned up, lube the semi-exposed bearings with something like Chain Life. Don't worry about the cadmium plating that was burned off, they won't rust, and anyway, it gives them a trick, factory look.

That's it. Once modified, the Union pedals will take just about all the punishment that you can dish out on a motocross track, plus they're cheap and about as light as anything going. •

TERRIFIC BMX CHRISTMAS GIFT IDEA!



EVERYTHING YOU WANT TO KNOW ABOUT BMX

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- 112 Pages
- 75 Photos

Here is a complete guide to a fascinating new sport—organized bicycle racing over a track with turns, jumps, mudholes, and other variations. Despite its name, no motors are involved, just leg power on the pedals of a specially designed bike.

Serious injuries are few in bicycle motocross, BMX for short. In the dozen or so states where it is already popular, youngsters of all ages find the challenge and excitement of competition so high, many now race twice a week.

Bicycle Motocross tells how to select parts to construct your own bike, what these parts will probably cost, and how to maintain your bike in racing condition. It also discusses riding BMX bikes on the street when they are not used for competition.

The author suggests ways to get your community interested in starting a bicycle motocross project. And, perhaps most important of all, he includes tips on riding from champion racers so that you, too, can try to bring home a trophy.

***Bicycle Motocross* by Jack Scagnetti.**
Here's the book that makes you an expert in all phases of BMX.

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Torrance, California 90510

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EDITORIAL continued from page 6

400, some of them two or three times a week. A huge new BMX equipment industry has grown up with the sport. Major manufacturers like Schwinn, Yamaha, Kawasaki, and Suzuki are building racing bikes and sponsoring races. Big name motorcycle racers like Roger DeCoster, Kenny Roberts, and Jimmy Weinert are building bikes. BMX has had national, championship, and cup races all over the U.S. The Yamaha Gold Cup Finals were held in the Los Angeles Coliseum and the Schwinn Nationals were at the Orange Bowl in Miami, and that's heavy.

Bicycle motocross has been on television, in magazines, and in several movies. There are at least four publications devoted entirely to the sport, and that doesn't even count your very favorite, which you are now holding in your sweaty little hands.

If you have a 20-inch bicycle and can borrow a crash helmet, you can get into BMX racing for a total cash outlay of nothing. If you want to go first class, about 200 frogskins will cover everything; bike (and I mean super machinery), jersey, crash helmet, gloves, number plate. The whole enchilada.

When you're in a BMX race, it's up to you. If you win a trophy, or if you come in dead last, you did it yourself. You neither carried, nor were carried by a team. Teams exist in BMX, but for entirely different reasons than in Little League. In bicycle motocross you never sit on the bench. In fact, there usually aren't even any benches to sit on!

Bicycle motocross has developed a mystique all its own. Involvement is not just with the racer, the whole family gets hooked. They become sponsors, cheering sections, coaches, mechanics, and sometimes first-aiders. They help plan tactics and supply moral support. Sometimes they even get involved in writing and photography (exactly what happened with yours truly), manu-

continued on page 41

EDITORIAL continued from page 40

facturing, running a track, managing a team, or helping with any of these. If their favorite racer picks up a full sponsorship from a manufacturer or bike shop, the whole family usually gets t-shirts.

I know this sounds hokey, but bicycle motocross families are so together you can't believe it unless you are part of one. No kidding, they are a team. And this in a time when most families are moving toward a generation gap.

What can I say? BMX is a sport for the individual, or the team, or the entire family. You practice when and where you want and you race when and where you want. You can race just for fun or you can really get serious.

BMX builds health, strength, coordination, and character.

BMX is the fastest growing sport in the United States. BMX IS GOING TO TAKE OVER THE WORLD! YEAH!

PLANNING A TRACK continued from page 32

have a series of three whoop-de-dos approximately a foot high and 5 to 10 feet apart. Mudholes are optional for outdoor tracks, depending upon soil conditions, but they should preferably be placed after a jump.

The starting line should be away from the rest of the track, and where there is plenty of room to line up the contestants waiting to race. It should be wide enough for at least eight to ten bikes; it should preferably be level or slightly downhill. The finish line should also be away from the rest of the course, usually close to the parking area for the convenience of spectators.

All solid objects—such as trees, rocks, posts, or poles—around the perimeter of the course should be bumpered. Bales of hay or old tires used to outline the course also help protect the riders from injury.

The entire track should be designed with safety in mind. It should not be an obstacle course and should not be too tough for younger riders.

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RESULTS
continued from page 38



RESULTS
**CENTURION/NBA 3rd ANNUAL
CALIFORNIA STATE
CHAMPIONSHIPS**

Jr. Sidehacks
Riley-Gonzales
Sr. Sidehacks
Dain-Ruiz
Powder Puffs
K. Bradshaw
L. Torres
C. Tranbarger

7 and Under
G. Renteria
J. Lovett
R. Gilbert
8-9 Novice
D. Wilson
J. Lynch
N. Walters
8-9 Expert
R. Horton
S. Skibel
R. Ames

10-11 Novice
M. Rink
T. Garcia
S. West

10-11 Expert
E. King
R. Gilbert
M. Higgins

12 year old Novice
D. Davidow
J. Klocksieben
J. St. Clair

12 year old Expert
M. Horner
T. Gallego
S. Miller

13 year old Novice
C. Gomez
D. Shultz
M. Budd

13 year old Expert
K. Mings
D. Davidow
M. Redman

14 year old Novice
K. Parenteau
S. Morgan
K. Jackson

14 year old Expert
R. Strickland
J. Pedrin
M. Edwards

15 year old Novice
S. Wimberly
D. Cooper
M. Torres

15 year old Expert
T. Juarez
C. Small
N. Jones

16 year old Novice
A. Brickey
J. Swangun
S. Porcuncula

16 year old Expert
K. McNeal
B. Encinas
T. Guilmette

Open Class
J. Bottema
R. Pedrossa
D. Hudson

California State Champion for 1976
is Kevin McNeal, the "Corona Kid"



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Thanks, you guys.

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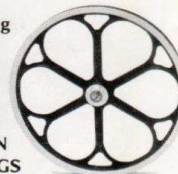
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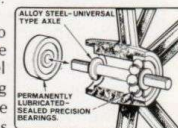


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