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DG'S JEFF BOTTEMA
MONGOOSE GRAND NATIONALS**



**MINI MOTOCROSS MACHINES
BAKERSFIELD: COUNTRY MUSIC & BMX
PEDAL ARM NITTY-GRITTY**

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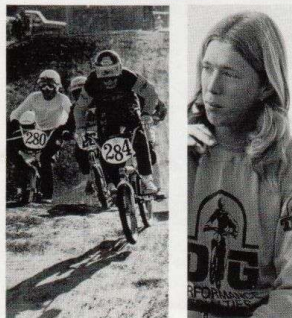
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BICYCLE MOTOCROSS ACTION

VOLUME TWO
NUMBER TWO
June 1977



On the cover

Veteran BMX racer Bobby Encinas is our cover hero this month. Bobby currently holds the coveted NBA SoCal #1 plate and rides for Shimano and Suzuki. Photo by Windy.

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WHAT HAPPENED TO APRIL/MAY?

Ah, so. You noticed the cover date? And you thought (panic and terror) maybe you missed an issue? Not so, wonderful reader.

What we have done, right before your very eyeballs, is switched cover dates so that the most factory magazine in the world will retain its place on the newsstands for the proper length of time.

That's right, folks....newsstands! Clear across the U.S. of A. Hot ziggety and hold your (beep), bicycle motocross is going big time!

BICYCLE MOTOCROSS ACTION



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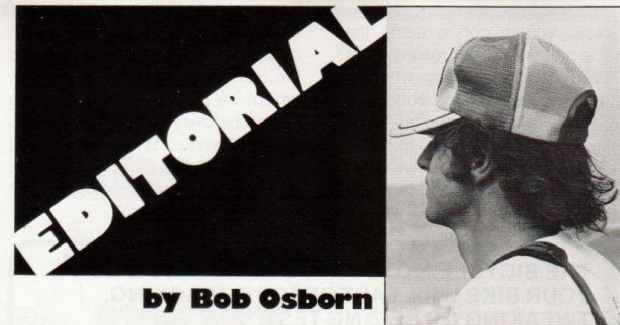
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by Bob Osborn

How we test bikes ... the BICYCLE MOTOCROSS ACTION HOW LONG YOUR BIKE WILL LAST BEFORE CRACKING, TWEAKING, OR SEIZING TEST...and we're not turkeys. Honest.

First thing we do with a test bike is decide what its intended purpose is. Is it a super-light racing bike, or a heavy-duty racing/thrashing machine, or a trials job, or what?

Next thing is to figure out how it's *really* going to be used. We test all bikes from a basically motocross point of view (unless it's a trials bike, or something strange), but we know, for instance, that a heavy-duty scooter will also be subjected to a lot of jumping and general thrashing about. In other words, we test 'em like you're going to use 'em, except that we try to cram about a year's riding into a two-month period.

Once we've decided whether the test will consist of just racing, or racing and thrashing, or whatever, the bike is set up accordingly. Reflectors are removed, gearing brought up, bearings adjusted, and everything is checked for tightness and generally put into racing trim.

Next we take the bike out for still photos, while it's clean and untweaked. After this we unleash our test riders for a getting-used-to-the-testing session.

Usually the next day we get into the preliminary action photos and our first discussion of handling, weight distribution, any neat girls that may be watching, and whether the equipment supplied with the test bike is crummy or good. If something is really bad, like say

the cranks bent double after the first jump, we'll replace them with better equipment and mention it in the final story.

Once the machine is sorted out, the serious testing begins. This involves a bunch of different people riding it, trying it on a few tracks, a lot of cornering, jumping, and flat out straightaway stuff. This goes on for a month or so accompanied by a running dialogue on how the bike is doing and more photo taking.

By this time, we have a very accurate picture of how the bike handles, what changes should be made for racing, what its strong and weak points are, how it compares to other bikes in its price class, and all kinds of other stuff.

When it comes time to put pencil to paper, the bike is measured, weighed, eyeballed, and analyzed to find out why it does what it does, how well it was built, how pretty the welding is, whether or not it will take extra long cranks, if the rear dropouts are long-slotted, and a bunch of other things that I can't even think of right now. At this point we also try to anticipate everything that a potential buyer will come up against with this bike.

Once the story and photos are complete, the whole thing is gone over between the writer and test riders, and checked for accuracy. If anything is inaccurate, it's changed.

continued

And suddenly it's over.

Now, you've got to admit that that is pretty thorough testing, right?

Well, sure as anything, when the test is published, somebody will break a bike like the one we tested by jumping over 400 cars and write a letter complaining that we said it was built like a Sherman tank, and how come it broke, and we're a

bunch of turkeys.

So, folks, to stop everybody from calling us turkeys, I have devised the ultimate test whereby you can determine how long your machine will go before needing medical attention. This test is so versatile that you can even predict how long a bike you are thinking of buying will last before going south.

THE BICYCLE MOTOCROSS ACTION HOW LONG YOUR BIKE WILL LAST BEFORE CRACKING, TWEAKING OR SEIZING TEST.

1. How old are you?

- 6 or under 1
- 7 through 9 6
- 10 through 12 13
- 13 or 14 20
- 15 or over 25

YOUR POINTS _____

2. How often do you ride this bike?

- Never 0
- 3 times a week 5
- 3 or 4 times a day 10
- Continuously 25

YOUR POINTS _____

3. What kind of bike is it?

- MX frame with all heavy-duty equipment 5
- MX or Schwinn frame with some heavy-duty equipment 7
- MX or Schwinn frame with some alloy equipment 9
- MX frame with all alloy equipment 12
- Super-light MX frame with all super-light equipment 15
- Regular street bike with regular street equipment 20
- Department store wonder 25

YOUR POINTS _____

4. What kind of riding do you inflict upon this machine?

- Occasional street cruising 1
- Cruising, school, store 4
- All of the above plus mild vacant lot thrashing 9
- BMX racing only 13
- BMX racing and general thrashing during the week 16
- Racing, bunny hopping, kickouts, heavy thrashing 20
- Outrageous jumps, riding off roofs, racing down fire roads, general insane behavior on bike 25

YOUR POINTS _____

Before adding up total score, check "Note."

The motocross bikes of today are stronger than 20-inch bikes have ever been. But they are being subjected to far more punishment than ever before and because of this, they *will* break. The only question is, *how soon*?

Our testing of heavy-duty motocross bikes usually runs around 100 on the BICYCLE MOTOCROSS ACTION HOW LONG YOUR BIKE WILL LAST BEFORE CRACKING, TWEAKING OR SEIZING TEST. Testing of a

flat-out, lightweight racing bike usually runs around 70. The testing of any given bike usually spans about a two-month period.

So if we say a bike didn't break while we were testing it, that's just what me mean; it didn't break while we had it, no more, no less.

If you want to predict how long a particular bike is likely to last if you were to buy one, check the test. If you come in somewhere over 60 or 70, then your machine is going to break sooner or later. But

Simply answer the questions, add up your points, check the notes right after the test, and you got it.

Got a pencil? Here we go with the BICYCLE MOTOCROSS ACTION HOW LONG YOUR BIKE WILL LAST BEFORE CRACKING, TWEAKING, OR SEIZING TEST:

SCORING:

NOTE:

If you have a chrome-moly frame, subtract 6 points. For chrome-moly forks, subtract 3 points. If your maintenance program for this bike is excellent, subtract 8 points. If you crash a lot, add 20 points. (Mag wheels are a trade-off; the mags will last a very long time, but are so rigid that your frame is likely to fatigue sooner than it would with wire wheels.)

Your total points _____

Under 30

Your bike will probably die of old age before anything breaks.

30—45

Will probably last years with no sweat.

45—55

Will last a year or two before minor repairs are needed.

55—70

6 months to a year before minor repairs.

70—80

6 months to a year before major repairs.

80—100

Major repairs soon, start saving your money.

Over 100

You've got big trubs, buddy.

that's no big deal—every kind of racing machine there is will break sometime. If the frame cracks, go to a good welder and have it heli-arc'd. If something on it bends or breaks, either straighten it or replace it.

If you buy a bike that we've tested and said was neat, but it develops a crack just after you jumped 400 cars, don't call us turkeys, we did our best. And that's the truth.



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SPIFFY DEALER PLAN AVAILABLE

SCOTOMANIA

by Scot Breithaupt



The more places you have for junk,
The more junk you'll have to place. *Old Chinese Proverb*

I'm a collector. I collect gas caps, hats, sunglasses, girls, cars, motorcycles, bicycles, drinking mugs, and just about anything I can get my hands on. I never throw anything away. I heard God created the Earth in six days ... on the seventh day I think He was at my house creating junk!

For the last three weeks I have been in the process of moving to a new house. Of course, when you move, you must clean out and throw away all the old useless stuff.

It's been a rough assignment for me. The hardest thing was getting the time to start this painful, pitiful peril of persuading myself to toss some of my rubbish in the circular file. I knew once I began to pick and wade through my piles upon piles of sentimental superstar stuff, that I just wouldn't stop. Over the years I've collected junk (that's a parent's term for neat and valuable stuff) from motorcycle and go-kart racing, skateboarding and umpteen million business deals, and six years of good ol' BMX racing.

The main problem with cleaning your garage, driveway, or what-have-ya, is finding old half-done projects. I found a trillion things that I had started, then left unfinished out of boredom. As soon as I see something from aways back, I start thinking and brainstorming on how to fix it, finish it, or modify it. If you can clean out your garage about once a month, you'll

get everything done. Otherwise, forget it! I even found things started from brainstorming when I moved out of my last house four years ago.

As I was kicking through the clutter of my monstrous mess, I came across an old 1932 Hawthorne bicycle. Beautiful Beauford (that's what I named it) looked thrashed. Instantly I started thinking of where to get a new back wheel because I totaled the one on it doing kickouts a couple years back. Then I started taking it apart and brainstorming on what kind of paint job to put on it. As it turned out, I wasted a whole day playing with Beautiful Beauford. I even found old Monoshock frames that were the hot tip only two years ago. These are things I put aside to play with every year or so. I've noticed that as time goes on, I get new ideas for something and by the time I finish, it's outdated. That's progress for you.

The best part of cleaning out (or rearranging) all that old junk is the oldie moldy nostalgic stuff I found. While digging through a grungy workbench drawer, I found all my old number plates from bicycle and motorcycle racing. I even found my BUMS #1 plate from 1970 through 1973. Those were the days when whole teams would come out and do anything they could to beat me. Good old Rick's Bike Shop came out week after week to try to knock down "Ole Berthap," as John Palfryman would call me. It

brought back memories of some gnarly out-and-out fighting to the finish line.

I remember back in '73 when someone threw a large rock at me while I was racing, so his team member could get by. It didn't work! Someone even tried to poke a stick through my spokes as I rode by them. But the day turned out well, as I won the 1973 BUMS State Championships. Bob "Hurricane" Hannah placed second overall that day. I must have spent two hours just thinking of old racing days. Back then, Hannah was the weirdo with tall Schwinn box bars and unbelievable speed. He was a sight at the famous Sledad Sands downhill track. I never could figure out how he went so fast with those funky bars. But it may have something to do with why he is the 125 National Motocross champ this year.

As I looked on, I came across boxes of stuff I haven't touched in years. In a couple of them I found about 4,000 plastic bicycle fenders. I bought them when they were the hot tip. You won't see too many racing bikes with them today. As time rolls down the road to the poor house, I think of uses for 4,000 plastic BMX fenders. Anybody wanta buy a fender?

Cleaning has its dirty parts, too. I had to empty a five-gallon bucket of oil that accumulated through years of motorcycle racing. I was afraid to dump it in my yard, as it would kill anything within 50 feet. I phoned the Army and told them I had a new secret liquid, OOSB (Old Oil Stink Bomb), classified as a deadly weapon. I told them to drop it on the commies in China and Russia. It didn't work, so I had to sneak down the street to the drainage opening. As I tipped it over, nothing happened! A hardened layer had formed on top from sitting so long. I tipped it over a little further 'til finally a flood of the worst smelling, lumpy oil drilled out on the street in front of the drain. As I watched it, I noticed it had four layers of brown milky-thick oil. I've had a guilty conscience worrying

continued on page 42

THE PERFECT PLACE TO PICK YOUR PRECIOUS PARTS

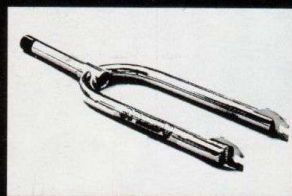
PRODUCTS



THE PENNSYLVANIA PHLASH
(A LACER SUPER PRO)

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ALLOY BARS AND SEAT POST

At their current state of development, these handlebars represent almost a full year of race testing by the MONGOOSE factory team, and those guys are big, tough, and fast.

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All of these products come in a bunch of spiffy, anodized colors: gold, silver, blue, and red.

To find out where to get them, write: BMX PRODUCTS, 21061 Superior St., Chatsworth, CA 91311. Tell them you read it in the most factory magazine in the world.



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BMX NECESSARIES

Preston Petty is the man who makes unbreakable fenders for gas-burning bikers. He is also the manufacturer of some trick BMX equipment—in this case, it's grips.

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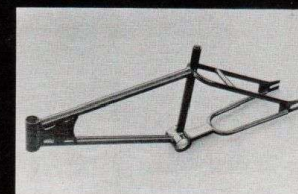


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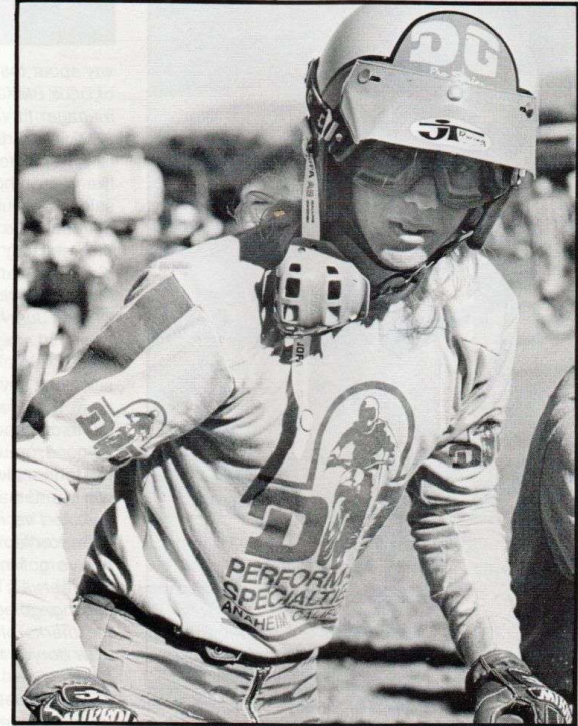
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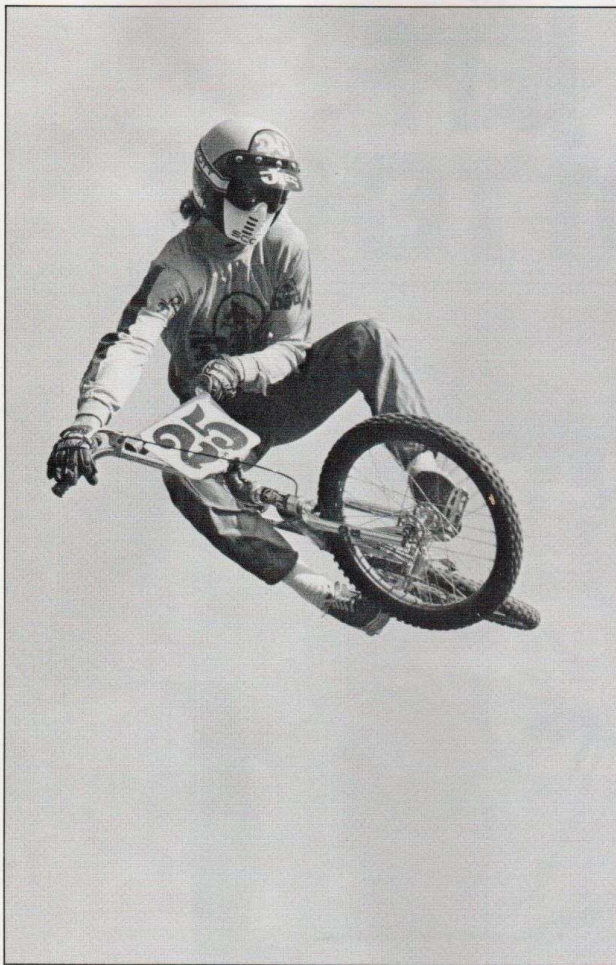
JEFF BOTTEMA



“God, I’m scared. I’ll just be happy to make it to the mains.”

Then he goes out and wins the whole thing.

By Bob Osborn



Faster than a speeding bullet. Able to leap tall buildings with a single bound.

DG is one of the best known factory teams in bicycle motocross. Fame and fortune await those who are elected to these exalted ranks.

Jeff Bottema is 16 years old. He has been wearing the DG colors for one year. Jeff is a pro. His racing has taken him all over the United States. In bicycle motocross circles, he is becoming famous.

But racing for a factory team is pressure racing; there are thorns among the roses.

BMXA: What's it like racing for a factory, Jeff?

JEFF: Well, there's a lot of pressure on you all the time. I've been racing for three years now, week in and week out, and eventually it gets to you. That's why after the California Cup I took a vacation. Like I wanted to do some other things for awhile, and get away from the pressure. Now I've had the vacation and I'm ready to get back in it.

BMXA: What did Chuck Robinson



say about that? (Chuck is the head of DG's BMX division and the team manager.)

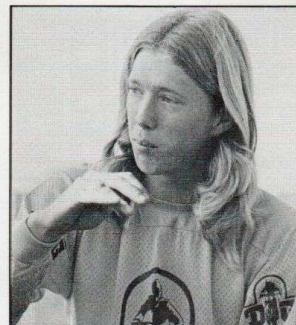
JEFF: Well, I told Chuck I wanted to not quit racing but slow down for like a month. He understood and said that would be fine as long as I got back into it, you know. So now I'm starting over, working out every day and going over to La Mirada and riding.

BMXA: Just how much pressure is on you at a big race?

JEFF: A lot. You know everybody is looking at you 'cause you're on a good team, and you know you've got to do good. I guess that's why I do good, 'cause I have to. Chuck's neat, he's always telling me I can win it, and that helps too.

BMXA: I've noticed that in every race you're in, you put everything you've got into it. No matter how you feel, it's put aside and you're hauling; going for it. This is one of the marks of a true professional. How do you maintain that level all the time?

JEFF: I guess a lot of concentration. Since I got my license I've been driving to most of the races, and on the way out I think a lot about who's going to be there, and what the track is like, and how I'm going to handle everything. By the time I'm there, it's all sorta built up inside me. Also, when I practice I like to go fast, 'cause that's how I know how to ride. When I go slow I'm just kind of puttin' and I don't have control. I feel like when I go fast I have more control. My brain seems to work faster. Lately I've been doing more thinking during a race. Like I



used to just go into a corner without braking, and slide. But now I sort of think my way through. I'll pick the best line, use my brakes, and go through it faster. I'm also looking ahead to the next turn.

BMXA: So while you're racing, you're actually planning the next moves you're going to make, huh?

JEFF: Yeah, and if someone's in front of me, I'm always figuring when I'm going to pass him, and how. Like in the California Cup, in the main. On the starting line I was relaxed, thinking to myself about getting a good start, and what line to take over the first jump. Mostly I was trying to stay cool and not get psyched out. I was third off the line but I had the number one position.

So when we came to the turn, I saw Stuart ahead of me and Kevin behind him. I saw the inside open, next to the tires, and I went for it.

BMXA: And got it! I was watching that, and I couldn't believe it. In fact, that was so far out I forgot all about taking pictures. I'm sure glad Windy was shooting.

O.K. You've talked about pressure, concentration, exercising, and a lot of just plain hard work. Is bicycle motocross fun for you anymore?

JEFF: Oh, yah! Like this vacation I had, I didn't have that much fun, I mean I wasn't racing, you know, and now that I'm back in it, man, I like it!

BMXA: There's something about BMX that gets you hooked, isn't there?

JEFF: Yeah, it's the people, the



friends you make. Like I've made so many new friends, clear across the U.S.

I guess that's part of why my vacation wasn't that much fun. I missed all my friends, and I missed the racing.

BMXA: How come Stuart Thompson was kicked off the DG team?

JEFF: Well, one night out at Western, Stuart was really mad and he was bad-mouthing his bike and trying to break it and Chuck heard him. I guess he had done it before, but this time cut it with Chuck.

BMXA: What kind of equipment are you running?

JEFF: Well, a Goodyear Eagle on the back and a Carlisle on the front, Alloy rims and hubs, Shimano cranks and front sprocket, and a Shimano freewheel in the rear.

BMXA: And a DG chrome plated,

chrome-moly frame with the small crank housing, and...uh, what's with the Bottema stickers? Is this a Bottema Replica?

JEFF: Yeah.

BMXA: Hey, far out! When did DG come out with this?

JEFF: Oh, about two months ago.

BMXA: Outstanding! How much does the whole machine weigh?

JEFF: About 24 pounds.

BMXA: What kind of bars have you got on there?

JEFF: They're DG experimental bars. They made them right after the Florida Orange Bowl race.

BMXA: You won that race, didn't you?

JEFF: Yeah.

BMXA: One more question, Jeff. Everybody wants to race for a factory but not very many will be picked up. Do you have any recom-

continued on page 45

So who's
Number One?

MONGOOSE/NBA GRAND NATIONALS

AN APPROPRIATE FIELD OF HONOR
FOR WHAT WAS TO COME

Story by Bob Osborn
Photos by Osborn and Windy

ORANGE COUNTY INTERNATIONAL RACEWAY

Sunday

November 28

Temperature: 40 degrees

Humidity: 9 percent

Barometric pressure: 30.05

The static electricity was so extreme that layers of dust stubbornly adhered to camera lenses.

The competitive electricity was incredible.

Virtually every top rider in the Nation was here, every top team represented.

BMX Products, manufacturers of Mongoose bikes and Motomag wheels, and the NBA had really done a number on this race of races. The event was well advertised, including a number of radio spots. There was plenty of parking. The spectators had a great view of everything from the huge grandstands. Security guards were pro-

vided for crowd control. There was an official, first-rate snack bar with plenty of hamburgers and poegee bait. The track was constructed for this one race. Nobody had it wired.

Promotion and organization of the race, and construction of the track were first cabin, as befits a Grand National. Skip Hess of Mongoose and Ernie Alexander of NBA can be damn proud of this one.

The track was neither spectacular, nor a flat-out downhill run. There were two or three flat, hard-packed turns where the racers actually had to use their brakes, something most of them had never done before. This was a skill track. Much passing and many lead changes were to be the rule of the day. The start was a big factor, but rarely determined the winner of any race.

This was an appropriate field of honor for what was to come.

Going into the Mongoose Grand Nationals there were five riders, any one of which could win the prestigious NBA National #1 plate. This race was to decide it. All the chips were on the table, all personal commitments made.

Perry Kramer (Mongoose) looked like the best pre-race bet. His credentials were a double win at Phoenix, a win and a 2nd at Las Vegas, and a 3rd at Shawnee. Perry was feeling the pressure before the race. Not only was he riding for the sponsor of this race, but he knew that Scot Breithaupt wanted the #1 plate more than anything, and Scot is always dangerous at a national.

Scot Breithaupt (FMF), normally a talkative, laughing person, was cold as steel before the Grand

The yearlong battle for the NBA national #1 plate went right down to the wire for #26, Perry Kramer (Mongoose) and #284, Scot Breithaupt (FMF). >





Open main action: 699 Stu Thompson (FMF) blasted into the lead, 24 David Clinton (Weinert) slicked into the lead, 284 Scot Breithaupt (FMF) had a lousy start, came off 5th, berserked through the heavy traffic, and won it. Unbeknownst to everybody, it was this race that gained Scot the NBA National #1 plate.



Grandstands, pogy bait stand, the whole shot. Class.



64 Brian Curnell (Simi Airparts), 78 Arch Watson, and 1056 Kevin McNeal (Adicks) hard at it.

Nationals got underway. Scot had won twice at Shawnee, taken a 2nd at Las Vegas, and another 2nd at Phoenix. He was within striking distance of Kramer, and was mentally and physically ready. He was wound tight. Maybe too tight.

Ted Guilmette (Suzuki) came to the Mongoose Grand Nationals with a double win at Oakdale, and a 2nd at Shawnee. Ted was much quieter than usual. Pressure. Perry and Scot had been working on Guilmette and maybe had him psyched out.

Bill Wouda (Littlejohn) amazed everyone with a double win at Las Vegas. Wouda probably has the strongest legs in BMX and when he gets his act together, he can fly. Maybe today.

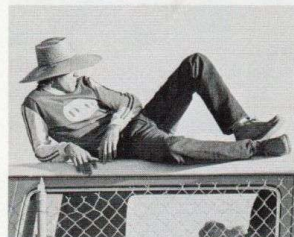
Jeff Utterback (FMF), the only 14-year-old in contention for the National #1 plate, had won his class at Phoenix, Oakdale, and Shawnee. If he could take his class today and win the trophy dash, he could be the man. Jeff is dedicated, sincere, and fast, but going against the quickest 16-and-

overs in the nation would be tough. He would need a lot of luck, but it was not out of the realm of possibility.

The battle for the NBA National #1 plate had been waged on BMX tracks across the nation. The names of these races had by now become legend: Phoenix, Oakdale, Shawnee, Las Vegas. It had all come down to the Mongoose Grand National. For the point leaders, this race would be the culmination of a year's traveling, training, racing, winning, and



Scot B. (FMF) put together an incredible, flawless set of motos only to run head-on into a barrier of bodacious mental pressure in the mains.



Superfly Kevin McNeal, kicked back between motos, contemplating his knee, or maybe his navel.



Ledbetter and Chastain, demonstrating classic style on the CRT-1 Chastain Team sidehack.



44s Bobby Nybo leading the Charge of the Light Brigade, the 14-year-old novice class.

losing. This was it.

Almost 700 racers had signed up on this cold November 28th morning. Preliminary motos went on all day. Semis and mains were run at night, under a battery of floodlights.

For the racers and spectators alike, the National #1 contest was only part of it. Duels of less national significance, but just as exciting, were shaping down through the age groups.

Top Arizona 7-year-old, Kyle Fleming (Mark 1), had come to test

the mettle of Southern California terror, Robb Gilbert (BMX Weekly). When the 7-year-old main crossed the finish line that night, Kyle had beat Robb, but it was a watered-down victory because Danny Sanchez and Jeff Heesly, in that order, had finished in front of them.

Another super-hot contest was going on in the 9-year-old expert class. The unbeatable Ron Horton had traveled from Arizona to try on the unbeatable Steve Skibel (DG). But both these top racers had forgotten a few other 9-year-olds

who really had their psychs going for them. Charlie Venegas won it, Mean Joe Dean Jaques (WSA) hooked a 2nd, 3rd was the best Stevie Skibel could produce, David Wilson (JMC) slicked in for 4th, and Ron Horton had to settle for 5th. The caliber of racing put forth by these 9-year-olds is amazing to see.

In the 15-year-old expert class, Brent Patterson (Speedo) had come down from Northern California with one purpose in mind: Beat Tinker Juarez. When the main went

down, Brent did what he said he would. Patterson 1st. Juarez 2nd.

One of the highlights of the day was the father's race. There were four preliminary motos of about eight dummies each, trying to transfer into two mains. BMXA, you will be delighted to know, did all right. Our marketing and advertising chubby devil Jim Stevens swooped to a 1st, while yours truly blazed in for a 3rd. Rick Varner, owner of R&R Racing Products, managed to stumble in for a 2nd. (I wonder if Jim and I get to race with the #1 and #3 NBA national father's plates this year.)

And so it went through the day and on into night. For those who transferred to the mains, the thrill of victory, because it was a victory just to qualify. And for us photographers, standing around all day, the agony of the feet.

The moment of truth had arrived. The entire year had come into painfully sharp focus for the four remaining National #1 contenders. The mains were posted.

Hopes of winning the #1 plate this year had been blown into oblivion for Suzuki's Ted Guilmette when he bombed in the semis.

That cut the possibles down to Kramer, who was leading in points and had qualified for the 16 expert main; Wouda, who had also qualified for the 16 expert main; Breithaupt, who had put together a flawless set of motos and semis to qualify for both the 16 expert main and the open main; and 14-year-old Jeff Utterback, who had transferred to his main but was down on points.

Utterback won the 14 expert main in front of Two Wheeler's Brian Lewis. This boosted Jeff's points and qualified him for the trophy dash. He still had a shot, but it would take a super-human effort for a 14-year-old to beat the older riders in the trophy dash, and to take the #1 plate, he would have to win it.

The 16 expert main went off. Kevin McNeal (Addicks) won it and Stu Thompson (FMF) smoked in for 2nd. Wouda finished 5th, knocking him out of any possibility of taking



One of the hottest 8-year-olds in the nation, Gary Renteria (DG), stroking to a main event win.



The Red Baron and Steve Ruiz (IBMX) do it again with another big sidehack win. Check the chains they're running on their front tire for more gripion. Trick.

the #1 plate. Breithaupt and Kramer, feeling the effects of tremendous sustained pressure, fell apart and finished 8th and 9th.

At this time, Perry Kramer was still leading in points but ran out of races and had no more chance to add to those points. Breithaupt had one more main and a chance to transfer to the trophy dash, but to beat Perry conclusively, he would have to win both.

Utterback was a long shot. Breithaupt's finish or finishes would decide it. Could Scot regain his psych after the defeat in the 16 expert main?

Pressure. Fearsome pressure. Kramer watching intently from the sidelines. The open main exploded out of the gate. Stu Thompson ripped into the lead, David Clinton (Weinert) right on him. Breithaupt was 5th off the line! Unbelievable!



Panda hot dog Randy Olson, very carefully protecting his qualifying moto lead through a slippery, flat, left-hander.

An entire year's effort falling apart showed in Scot's eyes. Then something clicked. The eyes changed. He passed Neil Bonds and Bob Hadley, Flying, he dusted the one-time National #1, David Clinton. Flat out down the grandstand straight, Scot was hanging it all out. The eyes had changed again; it was now or never. Breithaupt went over a last jump and locked up, sideways in the air, setting himself for the treacherous off-camber left turn, literally dove under Stu Thompson, pulled away through the last turn, and won it.

But he didn't win the #1 plate. Not yet. Not for sure. He just gained points on Kramer. Scot had one more shot. His win in the open main qualified him for the trophy dash.

Ah yes, the trophy dash. The last race of the night. For Breithaupt,

Kramer, and Utterback the entire year came down to this one final race. Scot and Jeff could do something; they could race. Perry Kramer could only watch. And worry.

The trophy dash is a race for the winners of the older age classes. Everybody on the line already had a 1st place trophy for their class. These were the best of the best.

The gate banged down for the last race of the Mongoose Grand Nationals. Scot Breithaupt shot out in the lead. Kevin McNeal latched onto 2nd and, incredibly, Jeff Utterback dropped into 3rd. Breithaupt had it wired. He could do no wrong. Fame and fortune awaited.

Then it happened. Breithaupt went into the final turn, a flat, hard-packed, right-hand hairpin and (it seemed like slow motion) spun out. McNeal



The Fastest, Meanest Feet in the nation.



Steve McDonald (Mark 1) went the distance in the 10-year-old novice class. Finished 6th in the main. Not too shabby, Steve.

went by him. Scot was getting up and Utterback went by. McNeal 1st, Utterback 2nd, Breithaupt 3rd. It would be a long time before Scot forgot that particular turn in that particular race.

And so it ended. But who was to be NBA National #1? It was still up in the air. The points were so close that any one of the three could be the man. This was to become the most closely guarded secret in BMX history until it was announced at the NBA awards ceremony on January 11 of this year.

David Clinton had the #1 plate in 1975. John George was #1 in 1976. This year the NBA National #1 plate will be carried by Scot Breithaupt. He won it by a hairy 65 points. Perry Kramer will have the #2 plate and Jeff Utterback finished #3, a very close 10 points behind Perry.

And the beat goes on. ●

☆☆☆☆☆☆☆☆ MONGOOSE GRAND NATIONAL RESULTS ☆☆☆☆☆☆☆☆☆

JR. POWDER PUFFS
Krystal Bradshaw
Lisa Webb

SR. POWDER PUFFS
Roxann Buckner
Liz Torres

JR. SIDEHACKS
StiClair/Leon

SR. SIDEHACKS
Dain/Ruiz

6 AND UNDERS
Doozer Trevino
Garrett Greedy

7 YEAR OLDS
Danny Sanchez
Jeff Heesly

8 YEAR OLDS
Gary Renteria
Jeff Lonsway

9 NOVICE
Tammy Jacques
Nick Walters

9 EXPERT
Charlie Venegas
Joe Dean Jacques

10 NOVICE
Lisa Webb
Robert Whiteside

10 EXPERT
Ron Gilbert
Mark Higgins

11 NOVICE
Phill Zeip
Raul Pinto

11 EXPERT
Brian Patterson
David Hill

12 NOVICE
Chris Sullivan
Richard Aldridge

12 EXPERT
Todd Denning
Mike Koron

13 NOVICE
Edwin Stuliy
John King

13 EXPERT
Mike Horner
Denny Davidow

14 NOVICE
Clint Miller
Kris Parenteau

14 EXPERT
Jeff Utterback
Brian Lewis

15 NOVICE
Nathan Jenkins
Mike Torres

15 EXPERT
Brent Patterson
Timker Juarez

16 NOVICE
Frank Recce
Jeff Desterle

16 EXPERT
Kevin McNeal
Stu Thompson

OPEN MAIN
Scot Breithaupt
Stu Thompson

TROPHY DASH
Kevin McNeal
Jeff Utterback

Many Mini Motocross Machines

By the BMXA Staff

All right, you pint-size heros out there, there are a bunch of new bikes being built just for your sized people (four to about ten years old), and we thought you should know about them.

When we started putting this article together, we had no idea there were this many minis available. They keep popping up everywhere. If we missed anyone, please contact us, and we'll apologize all over the place.

The main difference between these mini motocrossers and the full-size bikes is a lower top tube, shorter seat tube, and lower seat stays. What this means to you shorties is that now you can plant both feet firmly on the ground while

straddling the bike, instead of hanging one knee over the top tube and trying to balance on your other leg.

All the new minis run the required 20-inch wheels. Some have a slightly shorter wheelbase. A few are constructed of lighter tubing than the full-size bikes, and some have no gussets. The shorter minis, made of lighter tubing and sporting no gussets, are the lightest motocross bikes available. But some of these are so light that their use is recommended only for the flyweight riders, which is O.K. until your 200-pound big brother decides to try a few 30-foot jumps on your bike. Then it's crunch city.

There are currently eight minis

(that we know of) designed and built to meet the standards of bicycle motocross competition. They are:

- Minigoose from BMX Products
- Webco Mini Replica
- Jimmy Weinert JTB-1 Mini
- Steve Skibel Replica from DG
- FMF Junior Pro
- CYC Stormer Junior
- Mark 1 Pee Wee from Velo Engineering
- Cook Bros. Mini

Some of these minis are available as frames only and some come as complete bikes. All of them are the result of years of bicycle motocross racing experience.

combination keeps the strength high and the cost low.

The wheelbase of the Minigoose is two inches shorter than most full-sized bikes, and there is no gusset at the steering head. It comes with knobby tires, heavy-duty spokes, steel rims, coaster brake, 5½-inch cranks, Poly Pedals, box bars, and Ashtabula reinforced forks.

In kit form, which means you put the bike together yourself and save a few bucks, the Minigoose sells for under 140 dollars.

WEBCO MINI REPLICA

The Webco Mini Replica is a scaled-down version of the Webco Ultimate. Wheelbase is 34 inches and it measures a shade over 21 inches where the top tube intersects with the seat tube. The color is a bright yellow. Tubing is mild steel.

Accessories include butterfly bars, Ashtabula reinforced forks, Ashtabula 7½-inch cranks, chrome

KKT's, Cheng Shins, and all the other stuff that's supposed to go with a bike. For wheels, you have a choice. If you get the kit with wire wheels, it should cost less than 145 bucks, and if you get the one with Webco mags, less than 165 dollars.



The Webco Mini Replica.

JIMMY WEINERT JTB-1 MINI

JTB stands for Jammer's Team Bike and it is. This is a flat-out, no-compromise, racing machine. Everything on the Weinert mini is designed for the most serious kind of competition. So when we get down to price, don't have a stroke. Just remember that they have bikes available that are much less

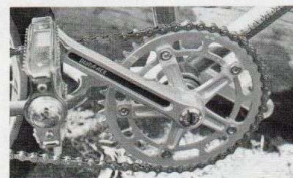


Top of the Jimmy Weinert line: The JTB-1 Mini.

expensive. This one is their top-of-the-line model.

The JTB-1 Mini has chrome-moly forks, frame, and gooseneck; alloy rims, hubs, and cranks (Shimano Dura-Ace); and caliper brakes with a freewheel. Tires are 20X1.75 high-pressure (50 pounds) knobbies. The entire bike comes in either translucent gold or bronze. By 'entire bike,' we mean bars, forks, frame, and rims. It even has color-coordinated Malcolm Smith Gold Medal grips.

The price? Under 350 frogskins.



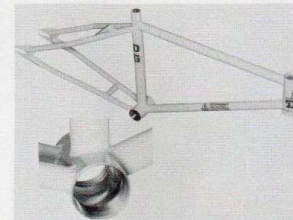
Shimano Dura-Ace cranks are only part of the alloy equipment that comes with this bike.

STEVE SKIBEL REPLICA

The Skibel Replica from DG is available only as a frame and forks. To complete the bike, you select your own favorite components from your local bike shop. Both frame and forks are chrome-moly tubing. The frame comes in yellow, or chrome on special order. The forks are either yellow, blue, or chrome.

The frame has no gusset, weighs 2 pounds 15 ounces, and has a 75-pound weight limitation. The bottom bracket is designed to accept all standard cotterless alloy cranks. You can tell from the weight and bottom bracket that this frame is intended for the shorties who are serious about racing.

Cost of the frame in yellow is about 85 dollars. Chrome is another 10 bucks. Forks should be under 35 dollars.



Steve Skibel Replica from DG. Inset shows detail of bottom bracket that accepts alloy cotterless cranks.

FMF JUNIOR PRO

The FMF mini comes as a frame only. We have here the only alloy mini frame available. Tubing is 6061 aluminum, heli-arc welded, and then heat-treated to a T-6 hardness. Wheelbase is 36 inches, colors are anodized red and gold, and polished silver, which looks like chrome. Weight is a tad under 3 pounds with no weight limitation for the rider. Cost is about 85 dollars, with the polished silver going for 5 bucks more.

CYC STORMER JUNIOR

The Stormer Junior comes as a complete bike. The mild steel frame comes in chrome, competition bronze, and blue. Wheelbase is 36 inches. Weight of the entire bike is about 30 pounds. The frame is guaranteed for one full year and

the components for 90 days. Retail price is a smidgen under 100 dollars. (A 'smidgen' is a dollar or two, give or take fifty cents one way or the other.)

MARK 1 PEE WEE

Velo Engineering in Arizona manufactures this mini bike. Actually it's not a bike, it's just a frame; mild steel and under 5 pounds. Colors are orange, yellow, red, blue, and black. The cost will be very close to 40 dollars.

COOK BROS. MINI

Last but not least is the Cook Bros. mini. This is a frame-and-forks-only deal, too. However, there are one or two little tricky things here that you should know about. First off, the frame and forks are 4130 chrome-moly steel tubing, heli-arc welded. The frame weighs 3 pounds 7 ounces, and has a slightly shorter wheelbase than standard. You have your choice of bottom brackets: either regular or (and here comes the tricky part) with a sealed-bearing spindle. The frame, which is gusseted at the steering head, has a one-year guarantee. Oh yes, it's nickel plated, as are the forks.



Cook Bros. Mini frame with sealed bearing spindle that accepts alloy cranks.

Cost of the frame with the regular bottom bracket is about 90 dollars. Cost with the sealed-bearing spindle is around 115.

Well, you little buggers, if you read all this without falling asleep, you're tough. *continued on page 39*



The Minigoose from BMX Products.

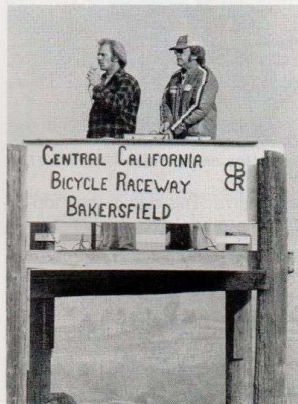
MINIGOOSE

The Minigoose from BMX Products is the little brother of the Monigoose and Molygoose, two bikes that have proven themselves time after time in competition all over the United States. All of BMX Products' experience in motocross went into the design of this little bike. The front triangle, which receives most of the flexing stresses, is made of chrome-moly, while the rear structure, which is minimally stressed during competition, is mild steel. This happy

BAKERSFIELD BAKERSFIELD

RED NECK MUSIC, TULE FOG, AND BMX

By The Dynamite Staff of BMXA



Zoomy new announcer's tower was completed shortly before this race.

◀ Storming through the Morris Track gigungus slingshot berm, some incredible body english is demonstrated with high zoot by 11-year-old expert Dru Henry.

Bounding Bill Macintyre (Littlejohn) swoops out of the Morris track cereal bowl berm in front of a pack of open class wild-eyed crazies. ▶

Imagine storming off the starting hill, reaching 25 MPH, heading for the 12-foot tabletop jump; bonzai and whip it a little to the left, crank hard into the slingshot berm, blast through three or four esses, and spin it down the back straight to the canyon flinger jump. You've just completed a rigorous lap on the now-famous Morris Track in Bakersfield.

This exciting track layout is only the tip of the involvement iceberg for Central California Bicycle Raceways, Inc., a group of inter-

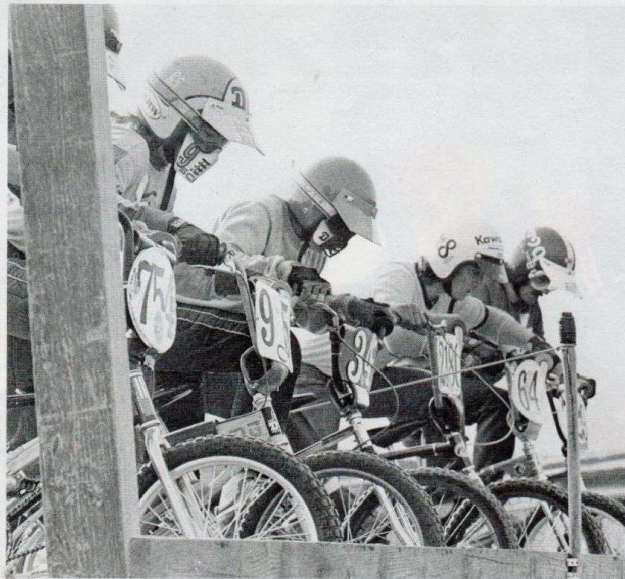
ested and involved people who are developing the sport of bicycle motocross in and around Bakersfield.

The CCBR, which currently runs two tracks weekly and two others on a monthly basis, holds meetings to allow riders and parents the opportunity to make suggestions for the improvement of track designs, CCBR rules, etc. When someone presents an idea for a safer or more exciting track layout, Race Director Chuck Henry is always there to listen. With this

type of constructive input, the Morris Track has developed into one of the best downhills in the country.

The CCBR is not the only group involved in promoting BMX in Bakersfield. Bicycle Warehouse, one of the largest local BMX dealers, is on top of things too. It's not unusual in Bakersfield to turn on your radio and hear a BMX sale or BMX race advertisement from Bicycle Warehouse. Recently they co-sponsored a half-hour BMX special on television in conjunction





Veteran BMX racer Bobby Encinas (Shimano) doing some fast flat fixing on his Suzuki between motos.

◀ Intense concentration in the starting gate. Check the machinery: (Left to right) Torker, DG, R&R, FMF, Mongoose, Redline. Three years ago these bikes didn't even exist. BMX has come a long way.

with the Sheriff's Department. The special was on bicycle safety and race preparation. Two FMF-sponsored racers, Scot Breithaupt and Shaun McKeown, discussed and demonstrated proper safety gear and racing equipment with KBAC Television Program Director David Moore and Sgt. Oliver of the Kern County Sheriff's Department. The program was aired three times during the week preceding the December 26th race at Morris Track. Now that's promotional involvement on everyone's part!

The race was a great success for the Bakersfield bunch. Well over 300 racers signed up to compete in front of at least the same amount of spectators. The NBA, who sanctions most of the Bakersfield races, was awarding double points for this last race of the 1976 season.

The year was a long and productive one for the Central California people. Everyone knows there is no better way to finish a year than to do it with a good race. The Central California Bicycle Raceways and the NBA can close their 1976 scoring books with a big smile. ●

PEARLS OF WISDOM FROM DOUG GEORGE

One of the Bakersfield people carrying bicycle motocross to the multitudes is Doug George, part owner of the CENTRAL CALIFORNIA BICYCLE RACEWAYS. He and his team put on bicycle motocross demonstrations at schools all over central California. When they do, Doug, in his best down-home Bakersfield twang, usually starts out with the following introduction. We think it says a lot about Doug George, his team, the central California racers, and bicycle motocross in general.

(A little Buck Owens and the Buckeroos background music, please.)

"Bicycle motocross is the fastest-growing sport in America. It is the only sport in America where boys and girls from the age of 4 years old to 20 years old can participate in one sport, in one day, at the

same place, in their own age group, and according to their own abilities.

"In other sports the younger boys and girls come out to watch their older brothers and sisters compete. In bicycle motocross you will see all of them competing, and sometimes even their parents, and many times it's the younger ones who bring home the trophies.

"Bicycle motocross has done a tremendous amount of things for the boys and girls in the sport. Among other things, you will see older boys helping younger boys, and I'm talking about 18-year-olds helping the 6- and 7-year-olds. Before bicycle motocross, they would probably have rejected the younger kids and told them to go away. Now you see these older boys are really interested in the younger kids. And that's just one of the things that make this sport so great."



Open class action. Blasting off the starting hill, 51c Kevin Patrick (Schwinn) has the hot inside line and is going for it. Meanwhile, 1056 McNeal (Addicks) and 28 Bonds (Mongoose) are trying to knock each other off their bikes without turning loose of their grips.



14-year-old expert Jeff Utterback (FMF) motoflying.



YOODLE ADIE HOO. 17-year-old Mike Collins, one of the corporate owners of Central California Bicycle Raceways. Mike is a sterling example of the opportunities bicycle motocross offers to young people. In addition to an occasional burst of yodeling, he carries his weight and more in working with the adults involved in CCBR. This guy is making some big footprints in Bakersfield.

Kevin McNeal (Addicks) can do no wrong lately. 1st in the open class in Bakersfield. Big winner at the Mongoose Grand Nationals. NBA National No. 6 finisher for 1976. 2nd spot in this photo is held by Bobby Encinas (Shimano), NBA So. Cal. No. 1 finisher last year. ▶



The officiating at Morris sometimes gets a bit loud, but they're mellowing with experience.

399 Rupe on a Webco, 1019 Stam on a Panda, 56c Betts on a DG, and 754 Railsback on a Torker, getting very serious about this open class moto. ▶





Big Test of the COMPETITOR SUPER-CHEETAH



Thundering out of the Arizona desert it came, snarling and slashing.....



Proud, sleek, light.....every inch a racing machine. Check the extended seat tube which eliminates the additional weight of a seat post and clamp. We thought the seat tube might tweak after a time, but it held firm.

A burnt orange sun was just touching the Santa Monica Mountains as the ugliest van in the world pulled into my driveway. It was himself, James D. Stevens, ace marketing and advertising guy and sometime delivery boy for BICYCLE MOTOCROSS ACTION.

"Didja get it?"
 "Yeah, back there."
 "Back where?"
 "In the back of the van, dummy."
 "I'm looking in the back of your stupid van and I don't see it."
 "Back there, behind the hack and those boxes of magazines, under the sleeping bag."
 "Jeez....."
 "I'll get it. Hold these alloy chairs."



La Mirada: Hit the inside berm at speed, lift off while still set for the turn, catch the tail of the outside berm, and explode onto a short straight. No sweat with the Super Cheetah.

"What are you hauling this TV around for, anyway?"
 "Huh? Oh, I was gonna take it to the dump."
 "What in the (beep) is this hydraulic jack for? It must weigh 400 pounds!"
 "Well, what am I supposed to do if I get a flat?"
 (Beep)
 "Hey, slide these boards over, will ya?"

"Boards? What th....."
 "Here it is! No, that's my kid's Mongoose."
 (Beep, beep)
 "Hey, I got it! No, really, I got it this time."
 And so, thundering out of the Arizona desert, the Competitor Super-Cheetah came, snarling and slashing at all who would contest its supremacy in the whoops, berms, and jumps.



More tight berm work. DeCoster, where are you?

With the Super-Cheetah there just wasn't any doubt at all. One glimpse was all it took. Twenty-two pounds of quivering machinery designed, constructed, and assembled with one purpose in mind: Racing. Flat-out, serious, mind-boggling bicycle motocross competition. Motoflying.

But before we get started, let me



The alloy bars, 80/60 spokes, and alloy rims were never intended for this. Check the text for details.

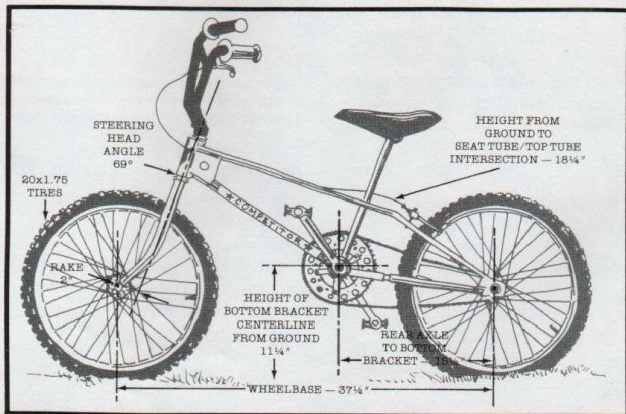
make one thing perfectly clear. (Who was it used to say that?) This machine is not available as an assembled bike. The Competitor Super-Cheetah frame is manufactured by J&G Mfg., in Phoenix, as a frame only, while the equipment on it was supplied by Laguna Distributors, in Laguna Niguel, California. Of course, if you want a duplicate of this bike, your local dealer should be able to supply the identical equipment, and I'll tell you right out front that this is primo gear.

J&G builds, among other neat

things, Competitor frames. Their mild steel frame is known to all and sundry as the Cheetah, while their chrome-moly job is hailed far and wide as the Super-Cheetah. Both possess the same basic configuration, differing only in minor details.

With all that interesting background info attended to, let's examine the Super-Cheetah frame. From steering head to dropouts, it's all chrome-moly, heli-arc (MIG) welded. It has two small diameter top tubes in place of the more conventional single top tube.

Gusseting at the steering head



The Tange forks and Super Cheetah frame disprove that old Chinese proverb of, "If it don't go, chrome it."

is accomplished with two almost square plates positioned outside the frame members to accept a shear-type stress. The advantage of this kind of gusseting is that it adds strength to the steering head area (where most of the stress occurs on a motocross bike), while still allowing enough flex to reduce the possibility of the frame cracking directly behind the gussets.

Had J&G fishtailed the rear of the gussets, the transmission of steering head stress to the frame tubes would be even more gradual and the possibility of frame fatigue in this area even further reduced.

A tricky item on the Super-Cheetah that helps reduce weight is a seat tube that is the proper diameter, and extends up far enough, to clamp the seat onto. Poof! No seat post, no clamp, less weight. All you have to do is whack off the seat tube where you want it. Slick.

Weight of the Super-Cheetah frame is 4 pounds 5 ounces. Cost is in the area of 80 frogskins, and it can be had either chrome plated or with a far out gold finish.

Dropouts on the Super-Cheetah are plenty long for changing gear ratios without having to change your chain length. The rectangular tube spacer between the bottom bracket and chain stay loop is long enough to allow the use of just about as large a front sprocket as tickles your fancy.

The low profile of the double top



How do it do in tight, soft berms? Far out, man!

tubes gives the Super-Cheetah a low center of gravity which is a plus in the handling department.

Just behind the seat tube is a frame spacer that is located and drilled to accept a rear caliper brake, perfecto garcia for a free-wheel installation. If you have been

paying attention, you should have by now discovered that the Competitor Super-Cheetah is an extremely well thought-out frame.

Welding, chrome plating, and ugly places on this frame? Very good, very good, and none, in that order.

continued

PROBLEMS WITH ALLOY HANDLEBARS

Aluminum handlebars are intended for racing, not jumping. But, if a flaw in design is discovered when jumping, and then corrected in manufacture, these lightweight bars will be that much safer for racing, right?

Well, we discovered a flaw in the handlebars while jumping this month's test bike. But for his Scott faceguard, Don Jones would have had a tweaked nose. The alloy bars sheared off at the crossbar. Maybe I should say we re-discovered this flaw—these alloy bars were not the first we've seen go the same route.

When Rascal bars (and most other aluminum handlebars) are manufactured, the crossbar is joined to the handlebar with an insert joint. This involves drilling a hole in the handlebar, inserting the crossbar, and heli-arc welding it.

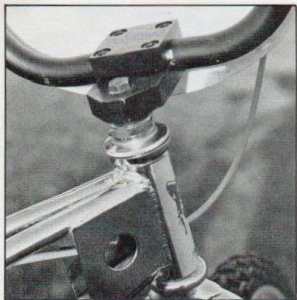
This joint is great for some applications, but not for aluminum handlebars.

The main stress point for handlebars

is the top of the welding bead where crossbar meets handlebar. If this bead separates, it will be for one of three reasons: overstressing, fatigue, or poor penetration of the weld.

Once this bead begins to separate, the problems increase at a very alarming rate. With the top of the weld separating and the bottom still intact, any force applied must be supported by the handlebar WHICH HAS A HOLE IN IT AT THE EXACT POINT OF MAXIMUM STRESS. If anything more than minimal downward pressure is applied at this point, it's adios!

To the manufacturers of alloy handlebars, I would suggest using a butt joint where crossbar meets handlebar. This would leave the main structural member (the handlebar) intact and stronger should the weld begin to separate. To the racers who run alloy bars, I would suggest getting into the habit of glancing at these welds before each moto. If a separation is detected, have it heli-arc welded.



The Superbyke Tuf-Neck performed without flaw. In fact, when the bars went south after a huge jump, the Tuf-Neck just sat there grinning.

TANGE FORKS: Sharp-looking buggers. Chrome-moly, chrome plated. Strong lug construction at the shoulder. Neat dropouts. 2 pounds 3 ounces. Lightweight, impressive forks. Cost: under 30 dollars.

SUPERBYKE TUF-NECK: A new concept in goosenecks. If it's as good as Superbyke says it is, this gooseneck will be dynamite.

RASCAL HANDLEBARS: Black alloy butterflies. Good fit, good width, good height. Weight: an incredible 14 ounces. Cost: under 13 bucks.

DID CHAIN: Nickel plated, rustless. Able to withstand tremendous forces. Super quality. Some of those Taiwan jobs just don't cut BMX competition. This DID chain does. Cost: less than 6 dollars.

RIMS, SPOKES, AND HUBS: Araya alloy rims. 80/60 double-butted spokes. Femco alloy hubs with a Shimano 333 free-wheel sprocket at the rear. Weight of the front assembly, and this includes bearings, washers, nuts, axle, and the rubber rim strip, is a super-light 1 pound 12 ounces.

TIRES AND TUBES: Kenda tires, the ones with the Goodyear tread pattern. Weight, each: 1 pound 9 ounces. Tube weight: 6 ounces. Both are 20X1.75's.

SEAT: This has got to be one of the hardest seats in the world. But it is also one of the very lightest. Black plastic. No padding. Brand name: General. Weight with hardware: 15 ounces. Cost: about 5 dollars. This is top motocross equipment, all business, no frills, light, cheap, and tough. To further reduce the weight, drill some lightening holes.

And now friends, Romans, and whoever, we get down to the nitty-gritty. This bike was set up for the most serious kind of BMX competition, so that's how we did a large part of the testing.

To get it ready for competition, we added gooseneck and handlebar pads and a number plate. We also pulled the Tourney cranks that Laguna Distributors supplied, and

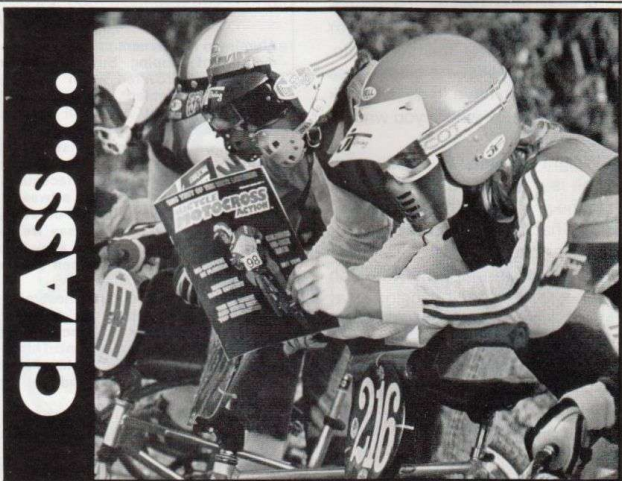
continued on page 41



Yessir. The Super Cheetah flat hails.



YEAH! RIGHT! Flattracking was a gas with this bike.



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AN ABSOLUTE MUST FOR RACE PROMOTERS

BMX EVENT INSURANCE

NOT AS MANY BUCKS AS YOU'D THINK

By Jack Scagnetti

Any promoter or organization planning to stage a bicycle motocross race should not fail, under any circumstances, to buy insurance for the event. Despite the low accident rate of BMX, serious consequences could result if an event is held without insurance. The good safety record of BMX in competition makes insurance coverage within the means of the smallest promoter.

In seeking information on what's involved in obtaining insurance for bicycle motocross, this writer consulted with Ernie Alexander, president of the National Bicycle Association which sanctions and

sponsors BMX races, and E. Broox Randall & Sons, Inc., a leading insurance firm specializing in race insurance.

"I wouldn't think of putting on a race without insurance," said Alexander, who has been involved as a promoter in both motorcycle and bicycle racing for many years. "Too many things can happen. And, besides, any individual or company owning land on which races are to be held will demand that the promoter carry insurance. The cost of insurance is cheap when you consider the headaches it can save you in lawsuits."

Tom Allread, vice-president of E.

Broox Randall, has been with Randall for 23 years and specializes in recreation racing insurance. For several years, he has been handling the event insurance for the National Hot Rod Association's drag racing schedules and for motorcycle motocross. The Randall agency also specializes in bicycle motocross, handling policies for promoters and tracks throughout the United States and Canada.

Allread outlined two types of coverage that promoters and track operators should carry to be fully covered against lawsuits and medical bills.

"Comprehensive Premises and Spectator Liability, including products coverage with a personal injury liability endorsement, is a must. The policy must include promoters liability, broadly defined named-insured, and a cross liability clause," said Allread.

"The promoters liability is probably the most important addition to the policy," he said. "It should clarify that legal liability coverage applies for a claim arising out of injury to any participant. The promoters liability clause also agrees to defend in the name of or on behalf of the insured person or firm any suit or other proceedings brought against the in-

sured in connection with an occurrence arising out of the insured's operations as covered by the policy."

Allread explained the importance of the broadly defined named-insured addition to the policy. "This covers any person or organization engaged in operating, managing, sponsoring or providing the premises for a racing meet; any participant, owner, sponsor or employee."

Both Alexander and Allread cautioned that although a race may be held on premises owned by some organization, such as a school district, that is already covered by insurance, the race promoter should not assume that the policy is all-inclusive. It should be checked out.

The third clause addition to the policy—the cross liability—is also vital. It extends the insurance afforded to any action brought against any of the insureds by another insured in the same manner as if separate policies had been issued. Thus, all insureds under the "broadly defined named-

insured" addition to the policy have proper protection as if they had their own policy.

The second policy every promoter and track should buy is *Participants Accident Coverage*. This applies to all participants and all personnel assisting with the performance of the event.

"The policy provides medical and accidental death and dismemberment coverage for a limit of \$3,000, with a \$100 deductible," said Allread.

"When these two policies are written together to cover a race event, there are no gaps left open in available insurance as far as the sanctioning body, sponsor, landlord or promoters are concerned."

Allread said that while the cost of a liability policy varies according to the limit of liability selected, normally the total premium package cost for bicycle motocross races per day is \$57. He said the cost is allocated approximately 50-50 for each policy, and the liability is \$1,000,000.

Allread and Alexander reminded promoters that it's best to hold

practice the same day as the race or an additional day's coverage would be needed for the practice day. The cost for an extra day is normally only 25% of the full race day premium.

E. Broox Randall insurance has been in business since 1922 and services all of the United States and Canada. The firm has a reputation for representing only large, well-known old established capital stock insurance companies.

The firm's U.S. office is at:

E. Broox Randall
1132 North Vine Street
Hollywood, CA 90038
Telephone (213) 462-2111

Usually, race promoters will have contestants sign a Waiver of Claims statement in either their association membership application or race entry blank. The waiver states that the contestant releases property owners or firms or persons charged with liability from any claims for personal injury or property damage. The form has to be signed by a parent or guardian if the participant is under 21 years of age.



Wearing of adequate protective clothing will help keep bicycle motocross injuries to a minimum and thereby hold down cost of insurance.

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MX FRAMES**



CHEETAH

Weight: 5 lbs
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

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CHEETAH**

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

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CRANKS

Weight, Length, etc.

How to select the right cranks for you

Story and Photos by Bob Osborn
No Photos by Windy



The seven-year-olds and under will probably go faster if you stick to the 5 1/2-inch cranks.



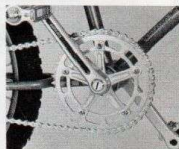
The bicycle motocross work-horse: Takagi 7-inchers. These cranks will take anything you can dish out.



And here're those long buggers, the Ashtabula 7 1/2-inch cranks. Heat-treated, long, and strong.



The old standard: 6 1/2-inch Schwinn diamonds. These cranks are reasonably light and almost indestructible. They are heat-treated, of course.



If you take your racing seriously, you should consider alloy pedal arms. Shimano Dura-Aces come in several different lengths, are top quality, very tough, and about as cheap as any cotterless crank set.

Any way you cut it, bicycle motocross racing is a combination of four things: mind, body, equipment, and a little luck chunked in there just for kicks. How well you do, or how many trophies you take home, depends on how these factors work for you.

Your bike is a tool that is used by your mind and body to accomplish a certain purpose, namely, blowing off everybody in your class.

As with most tools, through selection and modification, it can be made to work for you to maximum advantage. And that's what we're talking about: tuning your bike to your particular capabilities. Specifically, crank length and type.

Before you start changing things on your bike, run some time trials out in the street. Mark off a fifty-yard dragstrip sort of thing. Have somebody time you with a stopwatch. Start from a dead stop, just like a motocross race. Do not jump the start, or these times will mean nothing. Have the same person time you, in the same way, each time.

Now, with the cranks and gearing you normally race, go through about five or six of these time trials. When you go, really rip.

You want the fastest time possible.

After you've completed each time trial, record your time: seconds and tenths of seconds. Keep this record.

When you have read this article, if you decide that different cranks are the hot tip for you, try them in some time trials and compare your times to what you did before. The stopwatch will tell you if you've made the right move.

O.K., let us proceed without further ado, to figuring out the primo cranks for you. What are your muscular capabilities? Are you a sprinter or a distance runner? Do you have a lot of low torque or does your speed come from high RPM's? (Different strokes for different folks?)

When selecting your cranks, remember that you're trying to get the maximum possible leverage without exceeding your muscular capabilities. You may have the most powerful legs in the world, but if they won't turn the necessary RPM's with 7 1/2-inch cranks, you will lose top end speed because those suckers are just too long for you. On the other hand, if you can develop the RPM's necessary to spin 7 1/2's, but run 6 1/2's instead,

you are missing a terrific advantage in leverage.

So, when you select your cranks, don't go to 7 1/2's just because Stu Thompson runs them and wins all the time. Think it over. Get the length that fits your particular abilities.

This should get you in the ballpark:

Seven-year-olds and under:
5 1/2-inch cranks, 6 1/2's if you have long, really fast legs.

From 8 to about 12:
6 1/2-inch cranks, 7's if you can turn the RPM's.

From 12 on up:
It's pretty much up to you and your muscles. 6 1/2's if you're a power pedaler, 7's if you're in between, and 7 1/2's if you have lightning legs.

Take your best shot, see if you can borrow a pair from a friend, and run some time trials. If you go to longer cranks, you'll probably have to pick up a tooth on your front sprocket to compensate for the additional leverage. Once you've completed the time trials, compare the times with your

original ones to see if you're going faster.

Now, if you've been paying attention, you may have noticed that I have not mentioned derailleur cranks yet. The reason is that if you're not really serious, you would have stopped reading long before now, and if you're not serious about racing, you shouldn't run alloy cranks. They are just flat too expensive.

However, if you do take your racing seriously, you'd sure better consider them.

Alloy cranks reduce the overall weight of your racing bike by a pound or so, and that's neat, but that's not the whole story. The big secret of alloy cranks has to do with inertia.

Inertia is the tendency of an object to remain at rest. The lighter the object, the less force required to overcome its inertia, or move it. A ten pound rock is easier to move than a hundred pound rock.

You with me so far? Well hang on, it gets worse.

The weight of a ten pound rock is ten pounds, any way you look at it. And moving it is pretty straightforward; a certain amount of force is required to overcome its inertia.

However, rotating masses, such as cranks, are a slightly different story. The weight at the center, or axis, of the crank set has far less effect on its inertia than the weight of the pedal arms which extend away from the axis. In other words, the pedal arms have to be moved much farther when rotated than the spindle does. The spindle merely revolves around the axis while the pedal arms must move approximately 43 inches at the pedal shaft center-line to complete a rotation. Because of this, the weight of the pedal arms is critical while the weight of the spindle is not a big deal.

What all this stuff means is that alloy pedal arms are lighter, have less inertia, and will rotate with less force applied. Alloy crank sets are quicker.

And that's the truth.

VARIOUS AND SUNDRY INTERESTING FACTS ABOUT CRANKS

ONE PIECE FORGED CRANKS

If you purchase one piece cranks, be sure they are heat-treated. If they are not, they will bend. Good brand names are Takagi, Schwinn, and Ashtabula (the black ones).

APPROXIMATE PRICES

5 1/2's	\$8.00
6 1/2's	9.00
7's	9.50
7 1/2's	9.50

ALLOY COTTERLESS CRANK SETS

When you talk about alloy cranks for motocross bikes, there's really only one brand name to consider: Shimano. They are relatively inexpensive, best quality, and offer a good selection of sprockets. They also manufacture a conversion spindle to adapt the derailleur cranks to the larger 20-inch bike crank housing.

APPROXIMATE PRICES

Shimano Dura-Ace cotterless crank set including one sprocket	\$55
Shimano conversion spindle including bolts and washers	\$12
<i>Dura-Ace cranks come in several sizes. Check with your dealer.</i>	

NEXT ISSUE: How to gear your machine for absolute maximum speed on a motocross track.

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HOT TIPS

OXIDATION AND NICKEL PLATING

How to keep your nickel frame spiffy

Having problems keeping your nickel frame sano? Can everybody tell how old it is just by the grunginess of the plating even though you are an absolute neurotic about keeping it clean?

Well, relax, young hero. BMXA has been talking to nickel platers, metallurgists, manufacturers, and mad scientists, and we've got the hot scoop on how to keep your nickel plated frame looking spiffy.

A more technical term for the grungy stuff that forms on the surface of your nickel plating is oxidation. Oxidation is the combining of certain elements in the plating with oxygen. Some elements are very resistant to oxidation, such as chrome and nickel. But a more or less pure nickel plating job would not be anywhere near as bright as chrome, so chemical brighteners are added to the nickel plating. Basically, it's these brighteners that are oxidizing and causing your once-beautiful nickel frame to look dull and unloved.

The first signs of oxidation on your nickel frame can be easily

removed with Windex. That's the stuff your father uses to clean windows. It's the ammonia in it that does the job.

If your frame has gone beyond the Windex cleaning stage, then more drastic measures will be necessary. Glass wax or chrome polish, both of which contain ammonia and mild abrasives, applied with gusto will do the trick.

If the nickel plating on your frame has really bought the farm, you're going to have to resort to something stronger to bring the finish back up. Rubbing compound and a bunch of elbow grease are what is called for, and I mean a BUNCH of elbow grease.

Now comes the trick part.

After the oxidation is cleaned off and the nickel is bright again, clean all the wax, rubbing compound, residue, or whatever, off the frame with a clean rag and paint thinner. DON'T USE GASOLINE or you may get a BIG surprise like Kevin McNeal did a couple of months ago. If you have a brand-new nickel frame and want



to put a coat of super-protection on it, clean it up with paint thinner, too.

O.K. Ever hear of ARMOR ALL? Right, for tires. Well, the ARMOR ALL people now have another amazing product out that protects metal the same way their first stuff protected tires. It's called ARMOR ALL ULTRA PLATE and this stuff will really do a number when it comes to protecting nickel plating.

What happens is that the ULTRA PLATE actually combines with the molecules of the nickel plating and protects them from oxidation. If you continue to use it on your equipment as per instructions, you will have one of the spiffiest bikes around for a long time.

ManyMiniMotocrossMachines *continued from page 21*

Anybody who is interested in these bikes and can't find them at their local bike shop, drop a line direct to the manufacturers:

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Chatsworth, CA 91311

WBCO MINI REPLICA
Wbeco
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Venice, CA 90291

JIMMY WEINERT JTB-1 MINI
Laguna Distributors
27601 Forbes Rd., #24
Laguna Niguel, CA 92677

STEVE SKIBEL REPLICA
DG Performance Specialties
5552 La Palma Ave. East
Anaheim, CA 92806

FMF JR. PRO
FMF, BMX Division
25905 Belleporte Ave.
Harbor City, CA 90710

CYC STORMER JR.
CYC Distributing
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Hawthorne, CA 90250

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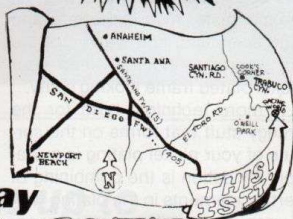
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14
THRILL RIDE CARNIVAL!

SUPER-CHEETAH

continued from page 30

substituted Dura-Ace cranks and an Addicks sprocket. The reason for the switch was that the Tourneys had the wrong size sprocket, and R.L. wanted to run an Addicks which won't fit on Tourney cranks. With these few modifications completed, we headed out for the field of honor.

Bakersfield, La Mirada, Van Nuys, Yarnell, Entradero. The Super-Cheetah has had some kind of fast mileage put on it.

Weight distribution, center of gravity, steering head angle, location of the bottom bracket, and the rest of the frame geometry were right on. Add this to the extremely light 22-pound weight and this machine flat hauls.

I should mention that R.L. has had access to virtually every kind of motocross bike there is. He raced the Super-Cheetah because he wanted to, and that says a bunch for both frame and equipment.

Even though this is a pure racing bike, we couldn't resist trying a few jumps. What we learned was what we already knew; this is a racing bike, not a jumper.

The front alloy rim developed a sudden flat spot with the first hard landing. If we had thought about it, we would have known this would happen. What we didn't expect was the Rascal bars shearing off just above the crossbar. On both sides. For more on this, check the accompanying insert.

The Tange forks performed without flaw. These are obviously top notch equipment.

So far the Tuf-Neck has met all claims made by Superbyke. We have these goosenecks on three BMX bikes for an in-depth test. They are being raced, jumped, and thrashed. Right now I can tell you that for pure racing, the Tuf-Neck is very strong, and when properly cinched down, allows zero slippage of the handlebars. More on the Tuf-Neck in a later issue.

The Shimano 333 freewheel sprocket was, as everybody



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already knows, perfect.

Before we go riding off into the sunset, one more interesting point. J&G Manufacturers and Laguna Distributors, who supplied this frame and equipment, asked that we find a racer who cannot afford primo racing machinery, and give

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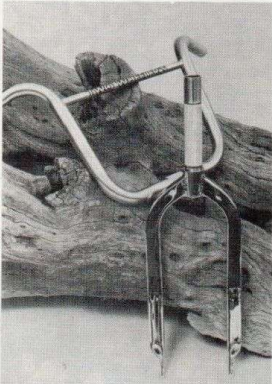
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him the whole bike. This we are going to do with much pleasure as soon as we have the rim trued and replace the bars. So, before this issue hits the stands, there's going to be some lucky son-of-a-gun with a truly fine motocross bike. And I do mean truly fine!

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SCOTOMANIA

continued from page 8

about all the sewer rats I must have killed.

Your parents will love it when you clean out the garage. I devised a way to keep all the good old junk and still make my parents happy. The secret is to take one or two trash cans and put a box and some old moldy boots in the bottom; this will take up most of the room in the cans. Then pile on broken or useless parts like chain guards, totaled wheels, stripped cranks or whatever is lying around. You got the idea by now? When your parents see all that junk in the trash cans, they'll go nuts!

I had so much fun cleaning my garage, I moved all my junk into four different garages this time. That way, it'll be four times as much fun next time. Besides, it gives me more keys to feel important with, like a big-city industrialist with keys to each of my buildings! "C-Ya"

Scott

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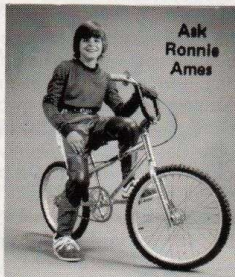
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RACE TECH

by Rob Lynch



KKT SUPER PEDALS Rebuilding and Motofying

Rebuildable pedals for BMX. Hotdignity! The 'most honorable' bicycle parts company has recognized the sport that has caused many people to say, "You don't mean *MOTORcycles?*"

Yes, folks, Shimano, the company that brought you John George, now brings you the KKT pedal. This pedal, unlike any other pedal on the market, is specifically designed for bicycle motocross competition.

The KKT's most outstanding feature, aside from its chrome-moly shaft, is that it's totally rebuildable. And that's what this article is all about.

Before I start revealing the secrets of BMXA's hotshoes, I should say that these bearings are probably the most abused bearings on your bike, not counting the lower steering head bearings. Pedal bearings take the stress of hard landings which cause the shafts to flex, which in turn puts

enormous pressure on these poor little bearings.

Considering the pounding and thrashing your pedals take, I would recommend rebuilding them at least every 10 races or 5 weeks, whichever comes first.

When you do decide to rebuild them, first remove the pedal from the crank arm and remove the dust cover. Then place the pedal in a vise or hold it in some manner so that the shaft is in a vertical (up and down) position. Then hold the crank arm end with a 5/8-inch open end wrench or a 'metric universal' (Crescent) wrench and remove the lock nut, washer, and bearing cone.

Now carefully take the pedal, holding the shaft in place, and dump the outside bearings into an old coffee can. After this is done, take the pedal and hold it over the can and let go of the shaft, thus releasing the inside bearings. As far as cleaning goes, refer back to last month's BMXA and re-read

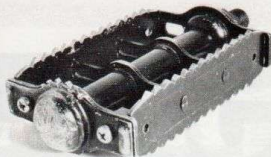
RACE TECH. This will refresh your memory or sell another magazine.

Now that you have the bearings, shaft, and pedal body clean, it's ready to reassemble.

In reassembling, be sure to pick a grease that suits your needs. For instance, waterproof marine grease will probably last longer, but is thicker and will cause the pedal to turn slower. On the other hand, a light grease will spin faster, but will wear out quicker. No matter what grease you use, be sure that it is waterproof. When putting the grease on the seats (where the bearings ride), use a little more grease than usual.

The adjustment of these bearings is critical for obvious reasons (stress, rolling resistance, etc.). I set my pedals up so there is no play, but they turn freely.

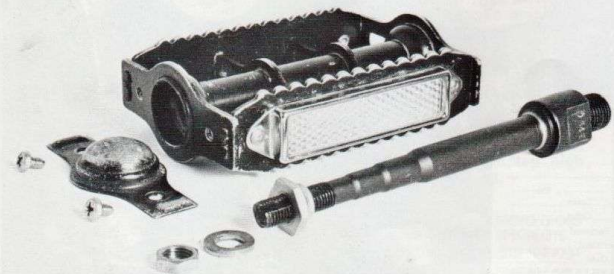
After adjusting your bearings, ride around awhile and then check them to see if they loosen or tighten up. If so, readjust them.



Reassembled, motofied KKT super pedal. Reflectors were removed, existing teeth pointed, and new teeth added to the outboard end of the pedal. Jaws!

Now that you have overhauled your pedals, they are as good as new, right? Well, that's not good enough for BMXA's hotshoes. We went one step further and motofied the KKT. With the help of a 'pedal pointing tool' (a flat, double cut file), we cut teeth into the edges of the pedals to give more grip to your feet. The pedals look like 'Jaws,' but don't laugh, it works. I sharpened only one pedal and left one alone, and I could totally tell the difference.

After finishing this rebuild and motofication, you will truly have a set of SUPER PEDALS, and if anyone asks where you got the idea, tell the truth! You read it in the most factory magazine in the world!



Shimano's KKT rebuildable pedal unassembled. Everything is here except the bearings. They kept rolling off the table.

JEFF BOTTEMA

continued from page 13

mendations for someone who is really serious about getting a factory ride?

JEFF: Well, it seems like right now there's the same kids being sponsored by the same teams. Like the teams are going to have to start picking up new kids pretty soon. Anyone who wants a factory ride should do the same things we do, like ride a lot during the week, hard. And think. Like when you're going to a race, think about doing good. Don't psych yourself out, just be up for each race. And teach yourself to think during a race too. Like don't just race, but think yourself through the race. Think about what you're going to do right after the start, and the best line over jumps and through turns, and how you're going to pass someone in front of you.

BMXA: Physical and mental condition, right?

JEFF: Yeah.

BMXA: That's it, Jeff. Anything else you want to say?

JEFF: Hi, Mom and Dad. Hi, Chuck.

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A polish precision marching unit? The charge of the Light Brigade? Custer's last stand? How about 20 open class riders on a very wet clay track going for a \$10 first prize?



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Left to right, back row: **DRAKE TURNAGE** (Ind.), **BYRON FRIDAY** (Shimano), **NEIL BONDS** (Mongoose), **SCOT BREITHAAPT** (FMF), **PERRY KRAMER** (Mongoose). Front row: **CRAIG SCAGNETTI** (FMF), **CHUCK DOUDE** (Ind.), **CLIFF CONNORS** (Beaver's), **MARK PIPPIN** (Beaver's).

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