

BICYCLE MOTOCROSS ACTION™

OCTOBER 1977 00193 CDC \$1.00

MOTOCROSS:
WEINERT SUPERNATIONALS
SAN DIEGO OPEN
ARIZONA
WINTERNAT'LS

**BIG TEST OF THE
TORKER MX**

**"TEAM TERRIBLE"
TOURS TEXAS**

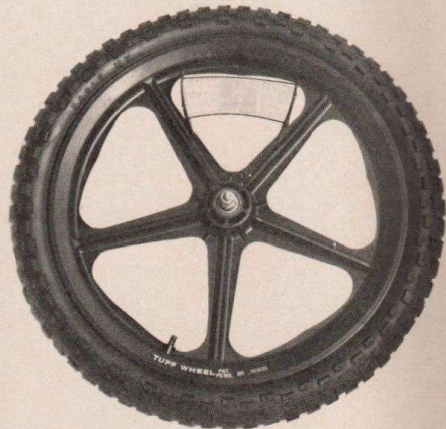
**FASTEST EVER
GATE STARTS**

**HOW TO RUN A
BMX TRACK**



BMX Champion...TUFF WHEEL

This 20" Tuff Wheel made from SUPER TOUGH Zytel © nylon is specially compounded for SKYWAY by DuPont. TUFF WHEEL is LIGHTER than any mag wheel and offers MORE impact resistance than any wheel made! The perfect answer for the serious bicycle motocrosser! The rear TUFF WHEEL is designed to take the # 70 or # 76 Bendix brake unit, while the front TUFF WHEEL uses the SKYWAY HEAVY DUTY AXLE or the Heavy Duty Shimano axle. We include a 90-day guarantee against breakage and defects and a Life-Time guarantee against warpage.

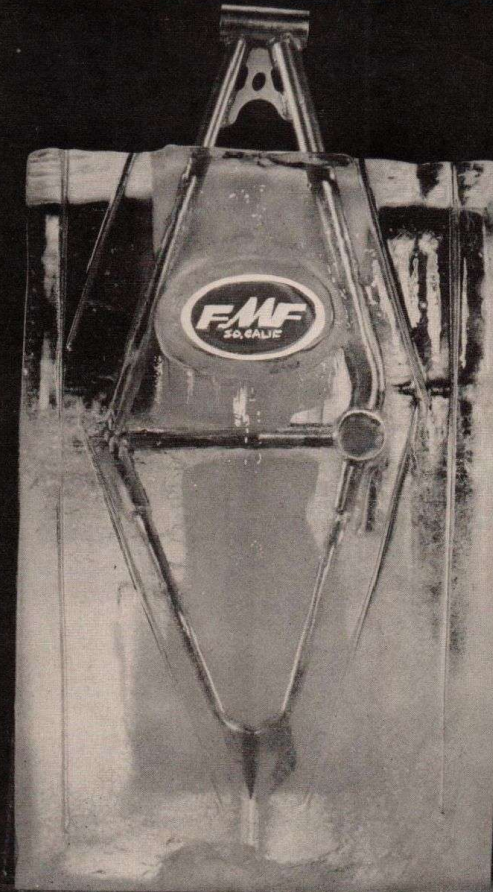


A super tough lightweight



SKYWAY
RECREATION PRODUCTS
4451 Caterpillar Road, Redding, California 96001
Telephone (916) 243-5151

THE HARD COLD FACTS...

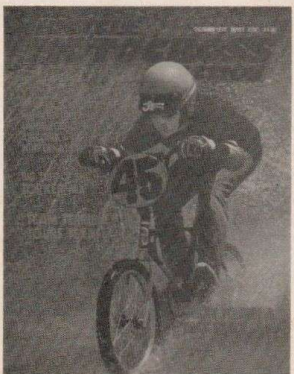


NBA NATIONAL 1 & 3 WE'RE FMF...

1976 was our first year on the NBA national circuit. FMF "Factory Boys" Scot Breithaupt and Jeff Utterback finished 1 3... Now in 1977 fellow FMF rider Stuart Thomsen holds a commanding lead in the chase for this years no.1 title. FMF is a proven winner. And that's a fact!

Send \$1. for the hard cold facts; FMF-BMX 25905 Belle Porte Ave.
Harbor City, California 90710
Phone (213) 325-1363

DEALER INQUIRES INVITED



TESTS

TORKER MX 14
a fiendishly seductive racing bike

PRODUCT ANALYSIS 37
tuff test of the Tuff Wheels

COMPETITION

SAN DIEGO OPEN 22

Boo Boo becomes a star

ARIZONA WINTERNATIONALS 11

Clinton novocains all the big guns

WEINERT SUPERNATIONALS 27

Stu stomps

O.C.I.R. DRAGS 32

truckin' with Truckmaster

TRAX

OPERATING A BMX TRACK 38
for fun (?) and profit (?)

TECHNICAL

RACE TECH 44
braking your bike

HYDROGEN EMBRITTELEMENT 43
don't kiss me if you've got it

HOT TIPS 41

revealed: the baboon/thumbtack gate start

FEATURES

THE MAGICAL MONGOOSE MACHINE 34
a friendly afternoon visit with some mongeese

THE WARM-HEARTED, YET EXCITING REGULAR DEPARTMENTS

EDITORIAL 5

SCOTOMANIA 8

PRODUCTS 9

MUNCH & CRUNCH 46

CLASS 20

COVER: What do you do when it rained and there's a huge puddle at the bottom of the long, downhill straight at your local track? Go for it! Shot by Osborn.



BOB OSBORN
Publisher/Editor

WINDY
Staff Photographer

SCOT BREITHAUPT
Associate Editor

ROB LYNCH
Tech Editor

JACK SCAGNETTI
TORKER ENGINEERS
Contributing Editors

MICHAEL FAYE
Art Director

YVETTE BARNETT
CHARLOTTE CROSS
Art Production

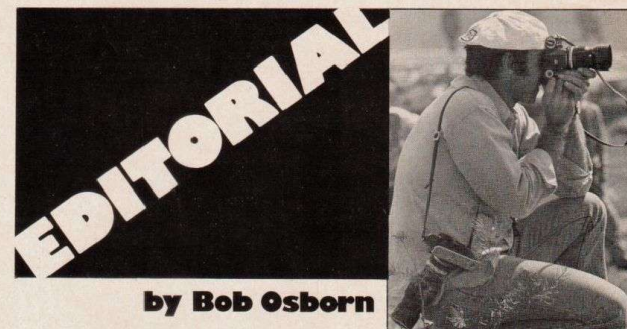
BOB HARO
Staff Artist

JIM STEVENS
Advertising/Marketing Director

MARGARET WARDE
Customer Relations
BICYCLE MOTOCROSS ACTION
P.O. Box 5277
Torrance, CA 90510
213/329-7337

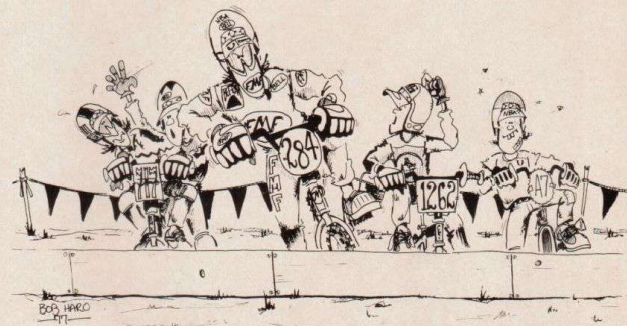
BICYCLE MOTOCROSS ACTION is published bi-monthly by WIZARD PUBLICATIONS, 5222 Arvada Street, Torrance, California 90503. Application to mail at second class rates pending at Torrance, California. Subscriptions \$4.50 for 6 issues (one year). Foreign subscriptions add \$1.00 per year and Canada 50¢ per year for additional postage. Copyright © 1977 by WIZARD PUBLICATIONS. All rights reserved. Nothing in this magazine may be reprinted in whole or part without the express permission of the publisher.

EDITORIAL CONTRIBUTIONS are welcome. All submissions should be accompanied by a self-addressed, stamped envelope. All manuscripts should be typed and double-spaced. Photographs must be 5 x 7 or 8 x 10 glossy black and white or 35mm or larger color slides. Please mark each photo with owner's name and address. WIZARD PUBLICATIONS assumes no responsibility for loss or damage of submitted material. Submission of the manuscript, photographs, etc., to BICYCLE MOTOCROSS ACTION is the author's warranty that the material is in no way an infringement upon the rights of others and that material is released for publication without additional approval. BICYCLE MOTOCROSS ACTION, P.O. Box 5277, Torrance, California 90510.



by **Bob Osborn**

An Open Letter To Sanctioning Organizations



cher-ry-pick-ing, n. 1. the act of one who misrepresents his age in order to race a class easier than his own, thereby winning more trophies than if he were to race his proper class.

Cherry-picking is a crud that causes frustration and disappointment for the victims and eventual humiliation for the racer and his parents who have committed the fraud.

Bicycle motocross racers who have a cherrypicker in their class sometimes suspect what's going on, sometimes know it's happening, or

sometimes just believe that they are up against a super-human. All three situations are frustrating, disappointing, and totally unfair.

If they know about it, then what can they do? When it comes right down to it, not much. If they protest the cherrypicker's age, they are a whiner, complaining about everybody who beats them. If their parents protest, the same thing applies.

A few courageous individuals, usually feeling very guilty, will protest anyway if it seems justified. What they usually get is something like, "Oh, you mean Bruce

NEWS FLASH!

David Clinton, who just signed for a factory ride with DG Performance Specialties, injured his knee in a fluke practice accident. According to his doctor, David will be out of racing for about six months.

At the time of the accident, Clinton was holding down the NBA Los Angeles area No. 2 and the NBA National No. 3 points positions.

In 1975 David carried the NBA National No. 1 plate.

Gorilanoski? Yeah, he is really big for a 10-year-old, but I know his old man. He's O.K." Or, "Sure, I'll check on that..." but nothing ever happens.

One solution that is all too obvious is to drop down an age group yourself, just to get back to some fair competition. Fortunately, most BMX racers and their parents are too honest to stoop to this.

And what of the cherrypicker? He's getting all those trophies by cheating. He knows it and his parents know it. They have got to be living with the fear of being exposed, to say nothing of the guilt feelings. Most cherrypickers that are found out are too humiliated and embarrassed to ever again race bicycle motocross.


Parents who encourage or at least condone this fraud are helping their kids form unacceptable moral patterns that will go with them into adult life. They are trading their child's honesty for a bunch of trophies.

What follows is a suggestion to track operators and sanctioning organizations of one change that could make cherrypicking over an extended period almost impossible. As time goes by there will probably be better ways of solving this problem, but this should make a pretty good start.

Require all trophy winners at all major BMX events (nationals, regionals, championships, etc.) to present absolute proof of age when they pick up their trophy. No proof of age, no trophy. The race director could either hold the trophy until proof of age is received (which would be a hassle), or move the other finishers up to fill the hole.

I know for a fact that there are some altered birth certificates around, so I checked with DMV to see what is required for a driver's license. They accept either the original hospital birth certificate with the hospital seal on it or a photostatic copy with the Hall of Records seal stamped on it. They will not accept copies of either of these because they can be altered too easily.

TO THE MAX



Whether shooting through berms, berserking off jumps, or flat out on straights the TORKER performs. With its race proven geometry and precise handling characteristics the TORKER just plain feels right. Let your dealer take you to the MAX. Ask for a TORKER.

BMX Racing Products

TORKER

P.O. Box 3455 Orange, CA. 92665 (714) 637-6846
SEND STAMPED SELF ADDRESSED ENVELOPE FOR FREE BROCHURE AND DECAL

The certified photostat can be obtained from the Hall of Records in the county where the person was born for \$2. It takes only about a week to get if you mail for it. Call your Hall of Records for details.

The addition of "CERTIFIED PROOF OF AGE REQUIRED FOR ALL TROPHY WINNERS" on the race announcement should prevent most problems on race day.

My kid carries his birth certificate, NBA and IBMX membership cards, in an envelope in the glove compartment of the White Tornado so he won't forget them.

The success or failure of this proposal lies with the race directors. It comes down to whether it's worth the extra trouble to insure against the unfairness of cherry-picking.

It seems to me that a tremendous amount of time, energy, and money are put into a major race by both the race directors and the racers. The racers obtaining and the directors checking of certified birth certificates seems small by comparison and yet is a big step in the strong, healthy growth of bicycle motocross. And that's good for all of us.

Other bikes talk tough. We guarantee tough.

All the pictures of bikes jumping through the air don't add up to the words in our Super Stroker warranty. Two years, five years, even twenty years. It's a no time limit warranty on the frame. It's good for all normal motocross racing conditions and normal street use to original purchaser. Our warranty says we have the frame everyone else wishes they had. Super Stokers are 29 pounds of "mean machine" designed to win races. And we've got the trophies to prove it. The Super Stroker took first in the '76 Phoenix Winterinternals, first in the Magnavox Race Odyssey, first in the La Mirada Speedo Grande Prix, and that's just the beginning!

Tough, that's the 7 pound square and rectangular tube frame. Tough, that's a special box fork — a combination of show chrome, chromemoly and high carbon steel. Tough, that's a competition box bar that's got its own warranty. Tough, that's new Ashtubula 7½" cranks for extra power. Tough, that's heavy duty bearings at every

point of rotation. Tough, that's Araya alloy gold anodized rims. And that's just the beginning! Before you hit the street on a bike that talks tough, ride the bike that guarantees tough. The Super Stroker.

Super Stroker
by Two Wheeler's



For information and the dealer nearest you: call or write Two Wheeler's Bicycle Motocross Products, Department A, 7625 E. Rosecrans Avenue, #21, Paramount, California. (213) 634-6525

SCOTOMANIA

by Scot Breithaupt



The Terrible Texas Tour

I recently took a trip to Texas. This was to be a promotional tour to help develop BMX there.

As traveling companions I had the meanest, orneriest, crudest, low riding, grungy group of BMX superstars in existence. Yes, folks, "Team Terrible" was about to tour the tacky Texas terrain for some true Tijuana-type traveling.

For this tiny trip to Texas I was supposed to pile 10 kids, 10 bikes, 10 suitcases, 10 sleeping bags, 10 helmet bags, and tons of tools into my poor, dinged-up, Dodge Maxi-Van. I tried everywhere to get another van, but came up empty handed. We almost got a motorhome, but as you know, almost only counts in horseshoes and hand grenades.



As Thursday morning rolled around, so did "Team Terrible." Stu Thomsen and Billy McIntyre came first, then Jeff Utterback and Ray Valdez of Modesto. Next was our trainer, Charlie Narly. Soon Nona and Shaun McKeown of Bakersfield turned up. Giggling Greg Hill was out riding the sidehack around with a giant glazed donut stuffed in his mouth.

Greg eats constantly but never seems to gain weight. At times I think he's a Pigmy midget imitating a kid.

With the stereo blasting at 450 decibels in my dented Dodge van, "Team Terrible" was truckin' for Texas. Thirty-three long, sweaty, smelly, uncomfortable, loud, sleepy, nerve-racking hours later we were in dingy, downtown Dallas, Texas.

It was eleven o'clock at night when we got there. Naturally it was raining, cold, uncomfortable, and the heater in my van didn't work. We crashed out in a small motel room and slept wall-to-wall people. Ray slept below in the closet and Greg fit perfect on the shelf above.

When early morning arrived, it was still raining. We piled into the van and boogied to Bicycle Inn in Mesquite to join Mr. and Mrs. McDaniels and their son Mike, the hottest rider in Texas and the promoter of the BMX races in Mesquite. By the time we got to the track it was ankle-deep in mud.

The races were run on a flat course with only one real bump in it. They had this humungous 40-foot starting gate, big enough for 20 riders. The races were full of slip-sliding excitement due to the snot-slick mud. It wasn't unusual to find yourself on the line with 15 to 20 other riders at once, all aiming their bikes for the treacherous hairpin turn.

As it turned out, a local Texan whipped all us California "super

shoes" by winning the final mud slop...ooops, I mean moto. Eric Gore of Mesquite had about a 4th or 5th place start and just stroked his way past Valdez, and then past Thomsen and me when we collided in the first turn. Billy McIntyre was way out in front. Then along came "Egore." He cranked by Billy like he was tied to a tree. The crowd went nuts as the local hometown hero tore up the California "hot dogs." McIntyre slid in for 2nd and I finished 3rd. Stu was still bogged in the mud at the first turn.

To celebrate the rain, the mud, and the great racing, all the guys on "Team Terrible" had a huge mud fight. By the time it was over, all the other people had gone home to warm fireplaces and their lunches. That was the day we discovered my van leaks water through the doors.

One the way back to the McDaniels' house, where we were spending the night, we got lost. We went to five different places for directions. I could hardly understand those slow-talking Texans. I went into a liquor store to ask once again. The guy told me to "get...back...on...this...freeway ... an'...get...off...on...fur...lane..." I said wait a minute, I get off on Fur Lane and.... And this slow-talking buzzard said, "No...no...no... fur... lane..." And I said what??? And he said, "Fuur...lane..." After saying it back and forth six times, I figured out he was trying to say, "The far lane on the freeway." I guess I'll never be a real dude, as they say in Texas. Anyway, we got back to the McDaniels' very late that night.

When we got up Sunday morning, it was still raining, so that races for that day were called off. We just stayed around the McDaniels' house and ate Mrs. McDaniels' great hamburgers and played with Mike's drum set. Utterback and I played our own drum solos, acting like the drummer for Led Zeppelin.

That afternoon we cleaned out the van, which was knee-deep with

continued on page 36

PRODUCTS



JAMMIN' JIMMY'S SPIFFY STADIUM 1

Check this for trickness; spiffy orange or zoomy yellow double top-tube steel frame, color matched Jimmy Weinert chrome-moly tubular forks, your choice of Tuff Wheels or Araya alloys with 105 gauge spokes, Takagi 7-inch crank with the Takagi alloy sprocket, DID nickel chain, and all the other huzzah-buzza stuff you'd expect on a top notch BMX machine.

Jammin' James is into bicycle motocross up to his eyeballs, and this bike is just one more good example. Is your interest titillated? Write to: LAGUNA DISTRIBUTORS, 27601 Forbes Road #24, Dept. BMXA, Laguna Niguel, CA 92677. Ask about the WEINERT Stadium 1, model K-2. Tell Jimmy that we sent you, and that our marketing and advertising guy can beat him on a BMX track anytime.

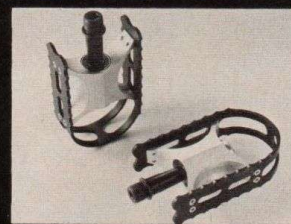


ANOTHER IMPECCABLE PRODUCT FROM THE BROTHERS COOK

Minimal friction, weight, and maintenance are combined with maximum quality and performance in this new precision sealed bearing rear hub from COOK BROTHERS RACING.

Weight of the hub and sealed bearings is a popcorn-light 6 ounces. Also included in the package, should you decide that you can't live another day without this rear hub, is a heat-treated axle bolt with an aircraft-type self-locking nut and all the necessary washers. The aluminum hub flanges are drilled for 36 (80 or 105 gauge) spokes. The threaded shoulder will accept all standard freewheeling sprockets.

This hub is made like a fine watch, but then "Precision" and "Quality" are the Cook brothers' first names, so what did you expect? For more information writ to: COOK BROS. RACING, 1609-B East Edinger Ave., Dept. BMXA, Santa Ana, CA 92705.



ULTIMATE PEDALS

The famous pedal improver, Bob Reedy, has produced yet another startling innovation in pedal technology. This time it's a super-light, top zoot, boss new BMX pedal.

Are you ready for this? These buggers have sealed precision bearings, heat-treated chrome-moly truck axle steel spindles, and aircraft aluminum foot rests and body, both heat-treated to T6. The weight of each pedal is a scant 5 1/2 ounces. Cost of a set is \$32.95. (Caramba!)

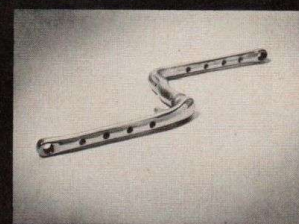
The only maintenance these jobs need is an occasional cleaning. The spindles have a limited warranty that covers tweaks and fractures. If the foot rests get mangled they can be replaced for about the price of a set of cheapo pedals. Stick on the new foot rests and you're back riding the best BMX pedals what am. For more information write: LIVERMORE CYCLERY, 2288 First Street, Dept. BMXA, Livermore, CA 94550.

CATALOGS OF ZOOT MOTO STUFF

CYC BMX CATALOG for 1977. 48 pages of totally BMX equipment. Cost is one dollar. CYC DISTRIBUTING, P.O. Box 467, Dept. BMXA, Hawthorne, CA 90250.

JT RACING full-color 1977 catalog of motorcycle and bicycle neat motocross things. Cost is \$1.50. JT RACING PRODUCTS, 303 W. 35th St., Suite D, Dept. BMXA, National City, CA 92050.

Brand new **ABS (ASHTABULA) CATALOG**. Has all the ABS bicycle products with an exclusively BMX section. Near as we can tell, this one is free. ABS INDUSTRIES, 1635 E. 6th St., Dept. BMXA, Ashtabula, Ohio 44004.



NEW CRANKS TO MAKE A BMX'ERS HEART GO PITY-PAT

Have you noticed a gap in BMX crank selection? On one side there are the super-light, expensive, alloy jobs and on the other side the super-strong, heavy, forged cranks.

Well, heros, ASHTABULA has just bridged the gap with a new set of cranks that fairly radiate trickness.

The ASHTABULA CR-MO cranks are forged of chrome-moly steel, heat-treated, drilled out for lightness, and chrome plated. The crank-arm length is 7 inches and they weigh a shade over 1 3/4 pounds. Your never-tiring reporters here at BMXA have a set of these cranks right now and will let you know how they test in the next issue. For now, they look HOTHOTHOT! Available right now from: BMX PRODUCTS, 21061 Superior St., Dept. BMXA, Chatsworth, CA 91311.



MOST TOP-OF-THE-LINE R&R FRAME

Spanking new chrome-moly, flat-out competition frame from R&R RACING PRODUCTS. It's called the SCORCHER and sports some high zoot flame decals. This is R&R's huzzah buzza, spiffiest, most top-of-the-line frame.

The SCORCHER is one inch longer and one inch taller than the standard R&R frame and is available with a bright red or gloss black baked epoxy finish. Weight is an even 4 pounds. This is a stand-out frame with its elliptical top tube, flame decals, and bright finishes. If you're tough enough, the SCORCHER is ready.

Available at authorized R&R dealers or contact: R&R RACING PRODUCTS, 7043 Vineland Ave., Dept. BMXA, North Hollywood, CA 91605.





R&R RACING PRODUCTS/NBA WINTERNATIONALS

David Clinton does a triple whammy-jammer

By The Staff

Take R&R Racing Products, the NBA, and around 600 of the hottest BMX racers in the world. Mix them all together in Bob Jackson's Reservation Raceway in Scottsdale, under Arizona's true blue skies, at about 90 degrees, and what do you get? The Winternationals: 12 solid hours of blistering, furious competition.

That's inside the arena. Outside, the creature comforts were provided to keep everyone truckin' through the hot day. Plenty of heads, several sets of bleachers, off street parking (even though it overflowed about a half mile in both directions out on the street), and fantastic food stands. Homemade chili, hot dogs with Polish sausage, and Indian bread with beans and hot sauce that looked like huge tacos. Primo munching.

At first glance Reservation Raceway reminds you of a rodeo arena. For bicycle motocross it is perfect. The spectators are safely separated from the track with wire

fencing. There are advertising posters and large R&R Racing Products banners everywhere, adding sophistication and color. When you walk in here your racing nerve starts itching like crazy.

The Reservation track is fast and flat. There is a starting gate on a small hill that shoots you out like a cannon. Through the straights, jumps, and berms there are enough places to pass that wire-to-wire leads are rare. Seldom is heard.... a discouraging word....about the Reservation track. It's neat.

Today a 17-year-old Simi Valley, California, resident is to become a legend..for the second time. One David Clinton, the hottest rider in bicycle motocross several years ago, after a year-long layoff and six month struggle to come back, will tie up the whole package. When the dust clears from the R&R/NBA Winternationals, David will be sitting at the very top of the heap. Again.

After a long, hot day of un-



Stompin' Stu Thomsen (FMF), trying for a third straight national win, bogged at Scottsdale. 4th in the open main was the best he could pull out.

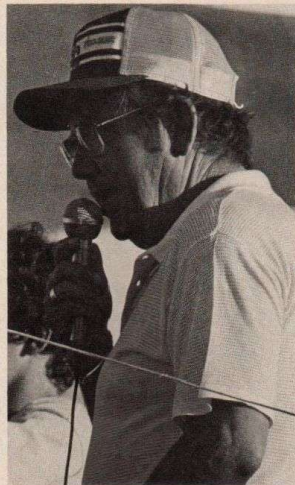
The 13 expert class, cuttin' mud. ▼



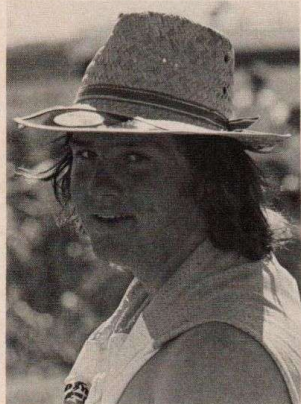
◀ 2s, Dale Hudson (Wheels N' Things) and 42, John George (Shimano) gettin' gnarly off Reservation's first jump.



California State Champion (13 expert class) Kenny Mingus, powering his Peddlepower SR to a 3rd spot in the 14 expert main.



Thunder-tongue Pippin, the Howard Cosell of BMX racing.



Swave and deboner David Clinton, riding for Jammin' Jimmy Weinert, slicked everybody today. Must've been his oakie gangster hat that did it.



What do you do when your chain comes off in the middle of a race? You hoof it to the finish line.



Darren Beach won the 15 expert class without getting a pizza elbow and without getting his pantleg caught in the chain. Amazing.

believable competition, it came down to the open main. Pressure was piled on pressure. The all but unbeatable 1975 NBA National #1 John George (Shimano) had qualified. Stu Thomsen (FMF) was there, hot after a third national win in a row. Powerful Carl "Meat" Webster, carrying the responsibility and support of the Arizona crowd, set his machine in the gate.

Jammin' Jimmy Weinert's finest, David Clinton, and a few others were there too. But the amateur handi-

cappers were watching the big three. They figured Clinton for maybe a 3rd if he got lucky.

When the gate exploded, the local favorite "Meat" Webster, riding his home track, shot to the front in concert with the roar of the Arizona crowd. Their man was showing the best in the world how to do it in Reservation's dirt. Clinton snatched a 2nd, and as the class strung out, Thomsen dropped into 4th with George way back somewhere.

Several streak-of-lightning jumps,

berms, and straights later, Thomsen and George had moved to 3rd and 4th respectively.

The crowd was going nuts! "Meat" was in front but tiring, Clinton was close and pushing extremely hard, John George, whose vocabulary does not contain "2nd" or "3rd," had swooped under Thomsen in the next-to-last berm and was bearing down on Clinton like a great tidal wave. Every spectator there was screaming for somebody!



Sano Red Line bike, full protective gear, and the grace of an antelope. That's class.

Hoee! These guys are hookin' it on! ➤



Slow motion: The whole crowd roaring...jumping up and down. "Meat" Webster, worn thin by pressure and effort, making a slight but fatal slip in the last berm. Clinton, totally focused on the win, burning up all reserves, blasts around Webster into the lead. "Meat" is back together, straining every muscle, but George is closing...hanging it all out.

At the finish: Clinton 1st. Webster 2nd, three inches in front of John George, who just added a new word to his vocabulary. Stompin' Stu Thomsen 4th. Whew!

CURRENT NBA NATIONAL POINT LEADERS

(These are unofficial standings due to other national point races being held while BICYCLE MOTOCROSS ACTION is being printed. These standings include the May 15th RC Cola Mini-Nationals, but do not include the June 26th Skyway Springnationals.)

1. Stu Thomsen (FMF)
2. Scott Clark (Speedo)
3. David Clinton (DG)
4. Brian Patterson (Speedo)
5. John George (Shimano/Mongoose)

A half hour later, in the 16 expert main, it looked like a Bottema (DG) or Patterson (Speedo, just turned 16)

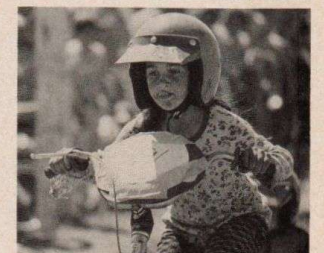
continued on page 42



Blazing competition in the 15 expert class. No. 170 Brian Lewis (Two Wheeler's), No. 1 John Bear (Panda), and No. 112s Craig Small (The Bike Shop), flat out, head to head, over Reservation's first jump. Panda's Bear went all the way to 2nd place brass in the main.



Two 12-year-old experts, sizzling by an R&R banner.



Very critical stuff; two variations of the trick way to hold your tongue for the first jump at Reservation.

THE HUSQVARNA OF
MOTOCROSS BICYCLES

TORKER MX

BOOKIN' ON A
BIKE
BASICALLY
BEFITTING
BIGGER
BMX
BOZOS

Story and Photos
By Bob Osborn

Today all the huzzah buzza BMXA hero test guys (Ike, Donny, R.L., Jack, et al) are moping around in a blue funk, indoor prisoners of the huge, grey, leaking Southern California skies. "House of the Rising Sun" is playing on the radio; something about living your life in misery, which isn't helping the situation much.

The Lord has seen fit to assist us Californians with our so-called drought. However, in doing so he has performed a heavenly hose job on the Big Mama (in honor of Mother's Day) Race at Corona.

So, while Curran and Troy (producers of the Big Mama) worry wetly somewhere, and the test guys (who wanted to race it) mope morosely here, yours truly shall use this found day by taking up pen and paper and committing thereupon the results of our testing of the mighty maroon Torker. Unless, of course, there's something good on Wide World of Sports (something other than ice skating). Who knows? I may not even shave today.

Once upon a time the Torker frame was called the Peddlepower frame and sold exclusively through Peddlepower Bike Shop, one of the first ever BMX shops. At the time, the frame was manufactured by Johnson Engineering.

Now Johnson Engineering has become Torker BMX Racing Products and the Torker frame has blossomed into a full-blown, complete racing bicycle that is being marketed nationally.

So much for history.....

After a couple months of testing this bike, three major things have become abundantly clear:

1. The engineering that went into the Torker frame is no less than superb.
2. The Torker's handling characteristics are flawless.
3. The bike is a natural for "older" racers (12 on up). There is plenty of room for all the gymnastics that go on during a motocross race, no matter how big you are.

Assuming that your attention stays riveted to the remainder of this



Form, grace, style, beauty, class. Man and machine (boy and bicycle?) in airborne concert.





Proud, sleek, light. Torke MX. The state of the art in racing frame engineering.

article, we'll touch somewhat more heavily on these three points in a moment.

But first let us melodically zip and zoom through the mighty Torke's component parts (this must be sung to the tune of "Oh Dem Dry Bones").

*Oh dem Cheng Shins connected to da Araya alloy rims,
Da Arayas connected to da 105 gauge spokes,
Da spokes connected to da Bendix 70 hub,
With a Sunshine black alloy hub in the front.*

Chorus:

*Lots of gription with them Cheng Shin tars,
Buckets of strength from the 105's
A for-sure absence of weight with Araya rims,
And the Bendix will stop on a dime with 3 cents left over.
Doo-wah, surf.*

(Minor exaggerations should be credited to exuberance and a more colorful dramatization, whatever that means.)

Enough, enough of this melodic mumbling. On to the cold, hard facts, ma'am.

Takagi 7-inch cranks and black KKT pedals. What can we say? Spiffy? Keen? Bosso? Ultrasuperwhangdangbam equipment? All true.



Getting slideways on a fast, hard, drop-away left at Entradero. The Torke really handles.



R.L. and Torke, getting stylish at the fearsome, dreaded Simi jump.

Same goes for the Addicks sprocket and spider combo.

Same goes for the black (with the name in the side) Ashtabula goose-neck.

The handlebars are black box jobs with crossbar and hex grips stuck on the ends. Bars and grips are very personal things. No complaints from our opinionated test guys, so I guess they're Okay.

Sitting on the Torke MX is accomplished with the aid of an Elna Super-Pro: a slightly padded, plastic shelled, reasonably lightweight, good quality seat.

Currently the Torke is supplied with Speedo tubular forks but the secret inside gossip has it that soon Torke will be producing their own forks.

As just described, the Torke MX, ready for racing or mild thrashing, will sell for about 210 dollars on the

West Coast and 220 dollars on the East Coast. The difference is due to shipping costs.

Remember our initial impressions of engineering, handling, and size of the mighty, magnificent, maroon Torke MX? We are going to dwell upon these most interesting of points for a moment or two.

The Torke MX frame features full-height, double top tube construction with horizontal gussets at the seat post juncture and mid-way to the steering head. A tube spacer is located just above the back tire (between the seat stays), and is drilled to accept caliper brakes. There are two large, fish-tailed gussets at the steering head. Quite



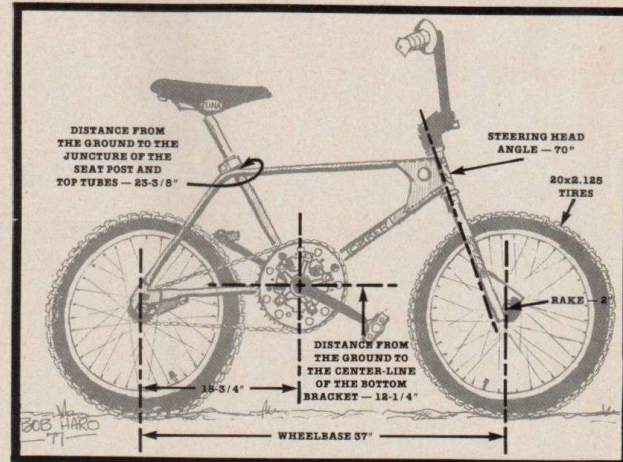
Whatever the BMXA test guys wanted to do, the Torke MX worked right with them, like a glove on your hand.



Working a berm with the Torke while some of the Entradero locals watch. Check out Randy, on the right, I think he's laying a flex on us!



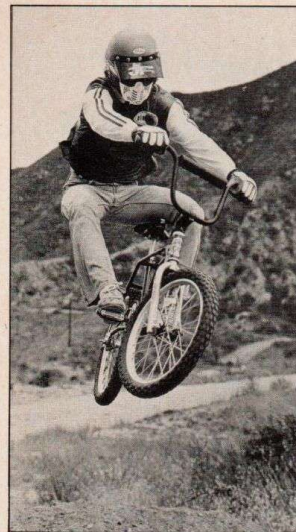
The European uphill left-hander at Entradero. It's R.L. Osborn once again. DeCoster wasn't even around to watch. How can he learn anything that way?



obviously, the Torke frame is the product of a diabolically fertile engineering brain.

Okay, so what does all this mean to you the hero racer and potential purchaser of a Torke MX? Well,

folks, because of the additional surface area and the double joint contact at the steering head afforded by double top tubes, and because of the highly effective location of gussets, and because the entire



Don Jones, graceful as an Albatross in flight. Of course, you know what they call an Albatross when it's on the ground, don't you?

frame is made of 4130 chrome-moly, this bugger is exceptionally strong. Yessiree-Bob, exceptionally strong.

As an example, have you noticed how some frames flex sideways at the bottom bracket when maximum power is applied to the pedals? This flexing absorbs a certain amount of energy that would otherwise result in forward motion. It is also an indication that at some future date you may discover mysterious little cracks in the area of the bottom bracket or even up at the steering head.

Not so with the Torker. Side flex is almost nonexistent, one more advantage of superb engineering.

Another example of Torker's engineering advantages that, as far as we know nobody else does, is stress relieving. Tube forming and welding will cause internal stresses on a frame. Even though these stresses are not visible, they can result in fatigue and eventual cracking of frame members.

Each Torker frame is baked at 1000 degrees Fahrenheit for two

◀ *What does this prove? Absolutely nothing, but what a blast!*

hours after welding, which relieves all internal stresses and, in effect, makes it like one continuous piece of metal, as opposed to a bunch of pieces with a bunch of welds holding them together.

But engineering should not stop at strength. Strong gets you to the finish line but it doesn't win races by itself. Which cleverly brings us to handling.



Jones, motoflying for all his fans. The BMXA test guys all fell in love with the Torker.

Did the diabolically fertile mind behind the Torker MX forget hand-line? Not hardly! The Torker MX handled flawlessly under all conditions: bookin' down straights, blasting berms, or sailing over jumps.

The 70 degree steering head angle and 37-inch wheelbase work together with the crank hanger positioning and center of gravity to produce exactly neutral handling, which means the Torker does not play any tricks on you; it does what you want it to do. In fact, it handles so well that it seems to actually assist you in whatever radical moves you make.

Everytime we took the Torker racing, the BMXA test guys would argue like crazy about who would get to race it, and these guys are running some pretty exotic machinery of their own. Two of 'em are saving their bucks to buy Torkers of their own. That's got to tell you something.

BAD THINGS

During some very heavy thrashing we tinkered the rear Araya alloy rim, and the Speedo forks moved a tad toward front end geometry that more befits a chopper.

ODDS AND ENDOS

Racing weight of the Torker MX, including number plate and pads, is



The fast, first berm at Sylmar. The Torker tracks through berms like a freight train.

a slim, trim 27 pounds. If the 2.125 Cheng Shins were replaced with 1.75's and the 105 gauge spokes replaced with 80's, total weight of the Torke would drop to the ultra-competitive sub-25 pound area. Of course, thrashability would decrease some too.

The Torke comes in two flavors: blue and what Torke BMX Racing Products calls red, although it looks a lot like maroon to us. The paint is an extremely durable powder epoxy, electrostatically applied.

All welding on the Torke frame is heli-arc (TIG), and nicely done.

Extra strong insert joints are used where the double top tubes meet the steering head and where the chain stays meet the bottom bracket. More keen engineering.

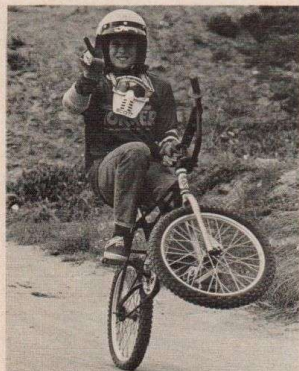
CONCLUSIONS

With all the engineering that went into the Torke frame, it should last for years of racing and absorb a fair amount of thrashing in the process. As a street bike it should last almost forever, assuming it's not run over by a train. The accessories on it, naturally, will not make it quite that far.

Weight balance, center of gravity, steering head angle, and all the factors that contribute to handling are spot on.

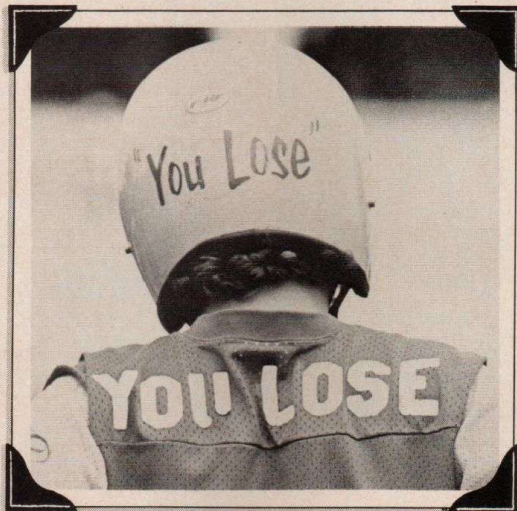
Add all this up and what do you get? You get the Husqvarna of motocross bicycles, that's what you get.

We fell in love with it, like a cowboy with his favorite horse.



Peace be with you, O discerning reader of BMXA.

CLASS...



BACK ISSUES of Bicycle Motocross Action AVAILABLE



December 1976/January 1977
February/March 1977
June 1977
August 1977

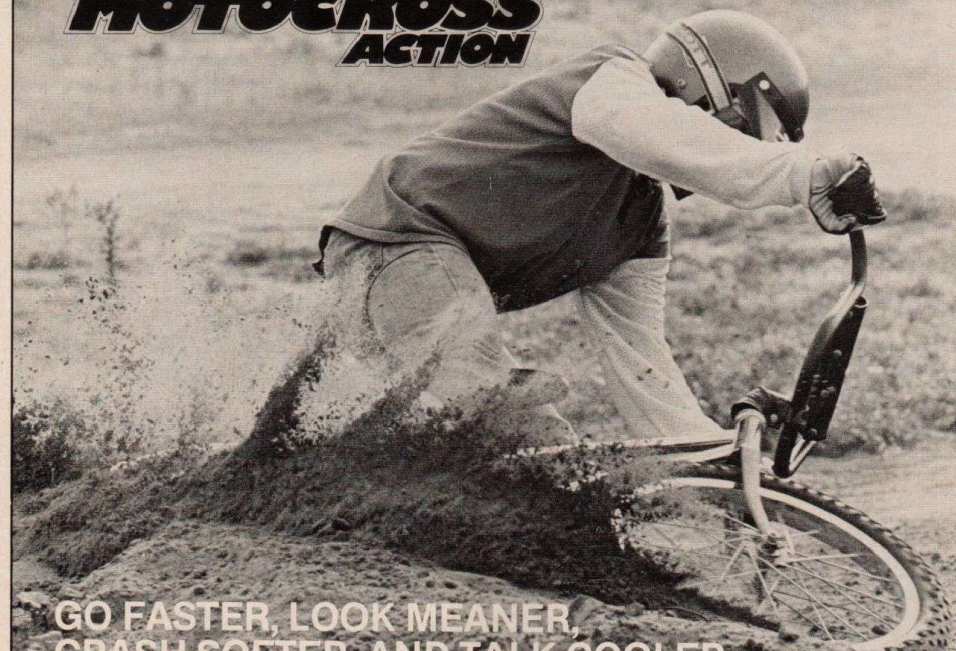
Enclose \$1.00
plus 50¢
postage and handling
for each copy ordered

Copy or Copies Desired: NAME _____
Dec./Jan. 1977 _____ ADDRESS _____
Feb./March 1977 _____ CITY _____
June 1977 _____ STATE _____ ZIP _____
August 1977 _____

Mail to:
BICYCLE MOTOCROSS ACTION, P.O. Box 5277, Torrance, California 90510

FIND OUT HOW TO TOSS DIRT ALL OVER YOUR COMPETITION. SUBSCRIBE TO:

BICYCLE MOTOCROSS ACTION



GO FASTER, LOOK MEANER, CRASH SOFTER, AND TALK COOLER WITH THE MOST FACTORY MAGAZINE IN THE WORLD!

BICYCLE MOTOCROSS ACTION
P.O. Box 5277
Torrance, California 90510

\$4.50 for one full year Check enclosed
Canadian subscriptions add 50¢ per year for additional
postage. Foreign subscriptions add \$1.00.

Name (print) _____
Address _____
City _____
State _____ Zip _____

\$4.50

for one full year
(6 issues)

**GROOVY
DEALER PLAN
AVAILABLE**



16-year-old expert, Wheels N' Things/Team Centurion super hot dog, Boo Boo Moreno, streaking to a BIG main event win.

* BMXA's 1st Annual SAN DIEGO SPORTS DIGEST OPEN

* BICYCLE MOTOCROSS ASSOCIATION, NOT BICYCLE MOTOCROSS ACTION

By The Factory Staff of BMXA * *

Osborn writing, Windy and Jones taking pictures

* * Bicycle Motocross Action, not Bicycle Motocross Association

San Diego's BMXA has this neat habit of donating race profits to local charities. In the past they have made sizable contributions to needy youth organizations, the University Hospital Burn Center, and to Kip Hayes who was paralyzed as a result of a high school football game.

The proceeds of the San Diego Open (and they will be a bunch) will also be donated to charity.

To BMXA and the people who sponsor, attend, and support these

charity races, I want to say, FAR OUT! This stuff makes EVERYBODY feel good.

Who, me?

Naw, heh, heh. I gotta take pictures. Thanks anyway, Rob.

Well, when they do start I gotta take pictures.

Chicken? Hey, I ain't scared of nuthin'. I used to race motorcycles! It's just that I'm not used to your

bike. Anyway, they should be starting soon and I gotta take pictures and I don't have anywhere to leave my cameras and.....

Oh...well...yeah, sure I trust you, Rob, but I don't have a helmet and...

No...thanks anyway, Lynch. It's probably all sweaty.

Hey, you other guys butt out of this. I already said I'm not chicken.

No I'm not!

Dang it, I'm not either!

All right, you jerks. I'll show ya.

The super-hot junior sidehack team of Richard Filsher and John Darrough, bookin' to a big 1st place trophy on one of the most sano hacks around.►





The Rancho San Diego downhill and mobs and gobs of BMX freaks.



Past master of the Rancho San Diego ultra-track, Eddy King (The San Diego Flash), novocained the other 12-year-old experts.



Bottema's day ended in the semi. Instead of haulin' buns, he landed on them.

Here, hold my cameras and gimme that helmet.

Jeez...How do I get into these messes?

Puff, huff, puff.
Dang, it's a long way up here. I'd better get this helmet and mask on before someone recognizes me.

I'll just pull into the gate while there aren't many people around. HOLY TOLEDO! THIS AIN'T DOWNHILL. IT'S A CLIFF!

No, nuthin'. I didn't say nuthin', kid.

None of your business how old I am.

Just what do you think you're laughing at? Who does that twerp think he is, anyway? Can't be much over six years old. I think I'll just blow him away. Maybe show him a few motorcycle tricks. Yeah, let's get this over with.

Okay, here I go...show that kid some style. Push off...pedal like crazy...stay crouched...it's getting steep...and fast. There's that huge right hand berm...ARRGG!...turn, turn, brakes...TOO FAST!...If I live through this...puff, puff...gonna get

Lynch. AAAARRRGGGGH! Goin' over...can't make it! Made it! The jump...lookout...hey, made...puff, puff...that too. Wonder if that six-year-old twerp is watching?

SWOOOOSSSH!

Puff, puff...whazzat? That midget can't do that to...the next berm! Oh...oh...too fast...AARRRGGOOO-BOOWAH! Hey, not...puff, puff, huff...too bad. Straight...pedal...jump...puff, huff, puff...next berm...thousand miles an hour...there's Windy...puff...maybe she'll take my picture...in the berm ... BBWWAAARRRGGGGH! Didn't even see me...talking to Bottema.

Jump coming...UMPF!...LOOK OUT!...endo...this is it...kill Lynch...GGAAAWWWRRKK! Didn't fall ... huff, puff, huff, puff. Awright, let's cook...where'd that six-year-old twerp go? Hairpin berm coming...four thousand miles an hour...breaking sound barrier...it's here! SSCRRRRMMGGGHH! Made it! Zounds! Ohnonono! Monster jump coming...finish other side ...strangle and maim Lynch...here I GOOOOOO! In the air! AAARRRR

GGGGHH! BBUUMMPH! Puff, huff, huff...made it...thanks Lord...one piece...alive!

Oh, just fine, Rob. Puff, huff. No sweat. Took it a little slow to get used to the ol' Stroker.

Where'd that six-year-old twerp go?

Hey, kid. Wanna try that again? Hey Rob. Lemme use your bike again, okay?

Naw, they won't start for a while. You got a good five minutes. And can I wear your jersey?

Sore head! Hey, Bottema. Can I borrow your bike for a while?

No they're not. You got plenty of time.

Jerk!

Hey, Jones. Loan me your bike and hold my cameras or you're fired off the test team. Okay?

Yeah, I know, five minutes. Tough buns. You take pictures...I'm gonna race!

FOR RESULTS OF THE
SAN DIEGO
SPORTS DIGEST OPEN
SEE PAGE 45



The invincible, amazing 8-year-old Gary Renteria, adding yet another 1st spot trophy to the DG collection.



It's ol' John Begin, 11-year-old veteran of the BMX circuit, hero of Team JMC, winner of his class at the San Diego Open. 2nd place went to Connel, #236.



How to hold your tongue for the 2nd berm at Rancho; 4-year-old "Sliding" Alasantro.



An unidentified San Diego rider, be-bopping at speed through the last berm at Rancho.



Hot sidehacks in action, but the Baron and Ruiz did it to 'em in the main.



One of Aunt Emma's favorites, Bruce Maynes, hookin' it on.



14-year-old novice section B (whatever that means), winner, Merritt (Superbyke).



Ah, pure poetry in motion.



MEAN JOE DEAN ACES SPEEDY STEVE

JAMMIN' JIMMY WEINERT SUPER NBA SUPERNATIONALS

STOMPIN' STU STRIKES SECOND SUCCESS FOR SEVENTY-SEVEN

Stupendous Story By Scot Breithaupt
Marvelous Motophotos By Bob Osborn And Windy



Fantastically furious racing in the 9-year-old expert class: 103, Speedy Stevie Skibel temporarily holding off 159, Mean Joe Dean Jacques. But Joe Dean's been on a streak.



Form, grace, style! Wow! John Crews came down from Northern California to tussle with the 14-year-old novices. He tussled all the way to a big, fat win.

The 1977 NBA Supernautals, held at Racing World, Trabuco Canyon California, were a double whammy-jammer success for FMF superstar Stu Thomsen. Not only did he win this event for the second year in a row, but he has won the last two nationals this year, putting him at least temporarily in the lead for NBA National No. 1 for 1977.

The action was gnarly and exciting all day mostly because the Racing World track was beyond the challenging level. It was more of a survival/luck track. Endo Mumphs, lipskids, and thrash-crashes were the rule rather than the exception.

Racing here was 70 percent hang-on-and-hope-for-the-best and 30 percent pure luck. As a Pro I found it very exciting, but it was way too hairy for the younger kids.

Many people argued that because this was a national the track should demand tremendous skill. I agree to a certain extent, but when even the Pros are dropping like flies, that is a little too demanding. I've been informed that the track will be calmed down before the next event. Thank you, Racing World.

In the younger classes the riders were started at the bottom of the long bonzai hill. Nine through 11-

year-olds were started from the very top of the moto-monster hill. All the guys who raced, no matter where they started, deserve a special award for just attempting the blood-curdling ride to the bottom.

As the day went on, it became a game of survival. Many riders dumped off the jump on top of the bonzai and slid down the hill without a bike under them. As the semi mains rolled around, the fatigue showed on many faces. If you survived the semis you were either plum loco or rode with your eyes shut. Most riders took the second choice as the locos crashed each

◀ Some days you bite the bear. Some days the bear bites you. Today Stu Thomsen (FMF) bit the bear...twice. He won the open pro class and the trophy dash.

other flying into the now-famous off camber bottom turn.

In the 11-year-old expert main John Begin, riding a new prototype frame for JMC, grabbed the hole shot and never looked back. In the 13-year-old expert class, pre-race favorite Denny Davidow ran true to

form and won all his motos and the main. The 14 expert main was another exciting event. National #3 Jeff Utterback bagged the lead only to fall in the first turn, letting Speedo racing ace Scott Clark put his bright blue, yellow, and orange colors in front all the way to the finish.

The 15-year-old expert main was the biggest surprise of the day. The hottest 15-year-old in the nation, Brent Patterson, riding for Speedo, crashed into another Speedo rider while leading the main. Jeff Kosmala zipped around the debris and grabbed the trophy. Yet another Speedo

racer, Larry Ruiz, swooped in for 2nd, and Superbyke-sponsored John Lindsey picked off 3rd for his first time to run expert.

With 350 dollars to be divided among the winners, I knew the Pro class was going to be gnarly, and gnarly it was. Stu Thomsen (FMF)

took home the largest share: 150 bucks. Crossing the line for the 100 dollars second place money was none other than Brian "Bunky" Cur-nell, riding a new "Race Edition" Mongoose. Third place bucks went to Billy McIntyre on his red 49-pound monoshock. Billy bumped and

blasted his way down the hill in super style all day long. He proved that a monoshock isn't so outdated after all and in fact was one of the best handling bikes on this rough, blindingly fast downhill track.

Lean Mean Leo Green, mounted on his new Torker, blasted into an



BMX Products must have goosed Brian Curnell today 'cause he bombed in for a 2nd overall in the 16 expert class and 2nd overall in the pro class. The pro class meant bucks, and Curnell got his share.



13-year-old expert maniacs. Denny Davidow swooped.



One of the quickest 8-year-olds in the U.S. of A.: Cannonball Renteria of Team DG.



Only Dirk Davidow was swifter than 23n, Brian Patterson (Speedo) in the 12-year-old expert class.



Tom Ledbetter of Team Chastain never dropped under supersonic speeds all day. If the Chastain Contractors are as good as their racing team, have them build you a house or something.

Kevin Ridlins (Speedo) at tremendous speed, about to land on the steepest, longest, spookiest downhill section anywhere.



These little guys are getting unbelievable lately. 10-year-old Greg Schildmeyer, flat-tracking through the fast right hand sweeper at Racing World to nab 1st place gold.



It's Begin again. 11 expert 1st place again. Those JMC guys must take a LOT of vitamins.

◀ The most totally berserk BMX track we've ever seen. Some kind of logical limits were exceeded with the building of this track.



The hottest contest of the Supernationals was an all-out war waged between these two 9-year-old expert squirts. In the main Mean Joe Dean did a number on Speedy Steve.

early lead in the insane 16 expert class. Brian Curnell (Mongoose) was dribbling around in 3rd somewhere until they hit big right hand sweeper. By then Curnell had slipped into 2nd and was hot on Green's tail. He was right on him going over the double dropoff but just couldn't out accelerate Green to the finish. But it was close, very close. An inch maybe.

Meanwhile, back in the pack in about 5th place was yours truly, picking and puffing my way to a 3rd overall behind Lean Mean and Bunky.

As the sun sank behind the hills forming Trabuco Canyon, the final race was staged—the all-important trophy dash. This race was for the winners of the top eight classes. Lean Mean Green again bolted into the lead only to do a giant endo off

the top of the bonzai hill. Stompin' Stu Thompsen took advantage and put some space between himself and the competition. As Stu entered the next-to-last turn, his bike flipped sideways, almost out of control. Quickly he powered his FMF straight and pumped his way to a second national trophy dash win in a row. Scott Clark finished 2nd and Jeff Kosmala zoomed in for 3rd.

**FOR RESULTS OF THE
NBA SUPERNATIONALS
SEE PAGE 45**

Now that the 2nd Annual NBA Supernationals are over, I can look back and think how happy I am to be in one piece. But, I'll tell ya what, I'd jump at the chance to race it again. But this time with pros only, no small riders....That track is just too gnarly. •



Bobby Nybo, checking his front knobby while mototating to a 14 expert main 3rd place finish.



Lean Mean Green (Torker) hung it all out to nail down the big 16 expert main event win.



Speedo's Scott Clark, wound flat out, at full gallop, blasting to top spot in 14 expert.



Faster-than-an eagle, 8-year old Ronnie West (JMC) took vitamins too and picked up a 1st place trophy larger than he is.

JT Racing / BMX

- Bell RT (Red, Blue, White)..... \$39.95
- JT 5-Snap Bubble Visor (Smoke)..... 2.50
- Scott Goggles (Model 53)..... 12.95
- Scott Mask (Blue, White, Red, Yellow)..... 6.95
- Baruffaldi Goggles..... 7.95
- JT 5-Snap Team Peak (Red, White, Blue Smoke, & Yellow)..... 3.95
- "707" Rockguard..... 6.95
- Helmet Sticker Kits (Blue, Red, White, Yellow, & Black)..... 1.00
- JT Sticker Bag (JT, DG, Scott, Bell, FMF, & more)..... 2.95
- Oakley Grips (Red, Black, Yellow)..... 3.95
- BMX Shoe (Yellow/Black)..... 24.95
- Sizes 6 1/2-13..... 23.95
- Sizes 1-6.....

- JT/bmx GLOVES**
- Mikhola Replien (Red/Black)..... 28.85
 - Padded Sizes 6, 9, 10, 11..... 18.95
 - Unpadded Sizes 5, 6, 7..... 23.85
 - Champion 2 (Blue/Yellow, Red/Yellow, Orange/Black/White)..... 18.95
 - Padded Sizes 8, 9, 10, 11..... 23.85
 - Unpadded Sizes 5, 6, 7..... 18.95



JT COUPON

Name _____

Address _____

City _____ State _____ Zip _____

Item _____ Size _____ Color _____

Item _____ Size _____ Color _____

Name on Gloves _____

Charge my: Master Charge American Express BankAmericard

Exp. Date _____

*Do NOT send cash!! Send Money Order to avoid shipping delay. Calif. residents add 6% State Sales Tax. Will ship C.O.D. same day! Call us LN-collect for super-fast service. Orders under \$5.00 add \$26 handling.

JT RACING IMPORTS (714) 479-9696

303 W. 35th Street, Suite D, National City, CA 92050

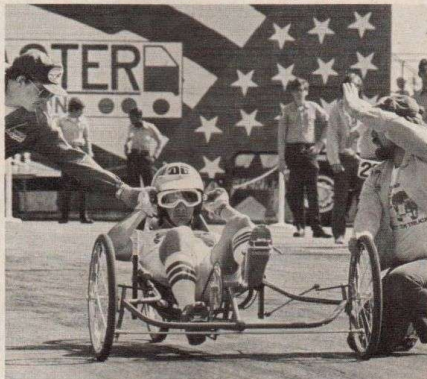
Send \$2 for color catalog of pants, pads, and all other BMX goodies from JT Racing.

BICYCLE DRAGS

Making Haste Straightly



Big gun top handicap eliminator of the whole shebang was 'The Azusa Tornado,' JMC-sponsored 11-year-old John Begin. JMC was out in force for the Truckmaster drags.



Those drag racers always did have their own way of doing everything. Here the M&P Bicycle Shop entry is getting ready for what turned out to be a respectable 23-second run over the 1/8-mile strip.



Here we have the absolutely trickiest two-wheel machine entered. Laying a flex on all his fans is 9-year-old Ronnie West with his incredible 16-pound JMC bike.

Truckmaster owner Wally Thor has been involved in the big diesel truck drags and in working with young people for many years. So when Scott Lawrence, a School of Trucking bigwig, suggested that they sponsor a bicycle drag race, it was perfect. They did it.

Yup! First class, too. Irwindale Raceway, the same strip the motorized beasts run on, was the site of this bicycle drag meet, complete with timing lights and layers of burned-off rubber coating the starting area.

Only thing was, the officials kept saying things like, "Watch the Christmas tree," and "Don't red-light," or "Ach, his spokes didn't break the light." They talked a lot about 'dial-in times' and 'handicaps.'

Refusing to be intimidated, we cornered Scott Lawrence and said, "Hey man, this drag lingo definitely radiates trickness, but



The most exciting and closest races of the day were in the tricycle and Big Wheel classes. But then, where else can you run alongside and cheer your favorite clear to the finish line?

it's pretty gnarly to figure. Lay some wild, wacky words on us that will make this marvelous mystery utterly understandable for the multitudes of motocrossers who will meander through these prestigious pages." (Tee hee. Nobody's going to out-talk a motocrosser!)

To which Scott replied, "Oh, well...uh...a 'Christmas tree' is a starting device with lights on both sides that flash down to the final green which means go. If you false start, a 'red light' flashes on the Christmas tree. And 'breaking the lights' means that when you start, your wheel passes through a light beam that starts the clock, only the spokes of these bicycles aren't breaking the light beam, so we're having trouble getting the times. Your 'dial-in' time is the average of two runs down the strip which determines your 'handicap' for actual competition."

To which we replied, "Oh, well...uh..."

Anyway, despite the communications gap, the Truckmaster School of Trucking Bicycle Drags provided a very mello, enjoyable day of racing that was a neat break from the intense, wild and wooly world of motocross.

King of the Hill-Leader of the Pack

David Clinton has earned those titles in BMX. In the last 26 races he's entered, David has won 22 and finished second in the other 4. And he did it on a "Jammin' Jimmy" Weinert bike.

But we're not telling you anything new. You know the real hot dogs choose the machine that can do the job. So when you're looking for the trick set-up be sure and go to your local dealer who handles the two great "Jammin' Jimmy" Weinert bikes and components featured below.



JTB-1

- Frame: Chrome Moly
- Aircraft quality steel —weight 3 lbs., 10 oz.
- Forks: Chrome Moly 4130 aircraft tubing—weight 2 lbs.
- Finish: Super Gold powder epoxy baked on at 400°
- Araya Alloy Gold rims to match available
- Available in component form only
- Color coordinated pack available



STADIUM-1

- Frame weight 5 lbs.
- Strong light weight MIG welded chrome Moly forks
- Spoke alloy rims or Tuff wheels
- Colors: Orange or yellow
- Available with color coordinated pads
 - Takagi bottom bearings
 - Takagi 6 1/2" crank
 - Takagi alloy sprocket
 - D.I.D. Chrome chain
 - Knobby 20 x 2.125
- Color coordinated bars
 - Hex grips
 - Rat trap pedals
 - Tange head set



Laguna Distributors

27601 Forbes Rd., #24 Laguna Niguel, CA. 92677

The Magical Mongoose Machine

Wherein the legendary question, "Where did it come from," is answered

By the fearsome Rob Lynch

JUAN: Hey, where'd ya get that frame?

FRED: The bike shop.

JUAN: Where'd they get it?

FRED: I dunno. Made in California I think.

Well, folks, we here in the posh offices of *BICYCLE MOTOCROSS ACTION*, in our infinite wisdom, and because we didn't have much better to do, have decided to answer that legendary question: Where did it come from?

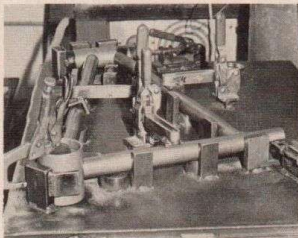
With a little help from the guys at BMX Products, we were able to find out everything you've always wanted to know about manufacturing frames.



No, you guys, Mongoose crank hangers are NOT made of old beer cans. But whoever machines them must be a VERY mello person.

The first thing you notice upon entering the Mongoose factory is that everything is well organized and very, VERY sano. Another thing that grabs you right off is the lack of fancy machinery. The 'fanciest' thing in the whole, huge place is the welding equipment.

This welding equipment, hell-arc to be exact, is used in BMX frame construction because the weld is made in an atmosphere of argon gas which excludes other gases (oxygen in particular), thus producing a very clean and in turn, very strong weld.



We have here the front triangle jig with all the components clamped securely in place, patiently waiting to be hell-arc-ed.

Anyway, long before the welding is done, many steps have to be taken to produce a frame. For instance, the metal—chrome-moly or mild steel—is cut into the specific lengths needed. Then some of these pieces are shipped off to fabricators for bending, machining, or whatever.

Meanwhile, back at BMX Products, the down and seat tubes are notched and the entire front triangle is laid out in a special jig and tacked (not thumb tacked). The reason for tack-welding is that it prevents the frame from distorting when the final welding is done, and makes production faster by having one man do one step at a time.



Front and rear triangles, welded and waiting to meet their master (jig).

Now that the front triangle is tacked, it is given to another welder who finish welds it and installs the gussets. At the same time, the rear triangle is also being tacked and welded.

With the front and rear triangles ready for assembly, they are both placed in a master jig where the top and bottom spacers are tacked in and the whole thing is finish welded. At this time, the brake anchor tab is added, and VOILA! another Mongoose out of the Magical Mongoose Machine!



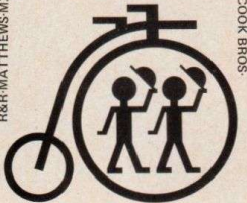
Front and rear triangles getting the business in the master jig. Next stop: the painters or platers.



Way back there behind the Motomags and racks of frames are the completed, packaged Mongoose, ready for shipment to South Tweaked Fork, Arkansas or wherever.

With the frames fully assembled, they are now crated up and shipped off to either a painter or a nickel plater and then returned for stickering, packaging, and finally shipped out to Juan and his buddies in South Tweaked Fork, Arkansas.

RAMPAR-DURA-ACE-TUF-NECK-AMES GT
-WEBCO- WE BUILD CUSTOM WHEELS
-KENDA-ADDICKS-CHENG-SHIN-AGGRESSOR-MOTOMAG-BRADSHAW-G-BOY-NANKANG-STORMER-
-PRESTON PETTY-
-AKHOUT-SHIMANO-
-ROGER De COSTER-
-FMF- PHIL WOOD-
-R&R-MATTHEWS-MX 60
-R&R-MATTHEWS-MX 60
-KENDA-ADDICKS-CHENG-SHIN-AGGRESSOR-MOTOMAG-BRADSHAW-G-BOY-NANKANG-STORMER-
-PRESTON PETTY-
-AKHOUT-SHIMANO-
-ROGER De COSTER-
-FMF- PHIL WOOD-
-RAMPAR-DURA-ACE-TUF-NECK-AMES GT
-WEBCO- WE BUILD CUSTOM WHEELS
-KENDA-ADDICKS-CHENG-SHIN-AGGRESSOR-MOTOMAG-BRADSHAW-G-BOY-NANKANG-STORMER-
-PRESTON PETTY-
-AKHOUT-SHIMANO-
-ROGER De COSTER-
-FMF- PHIL WOOD-
-R&R-MATTHEWS-MX 60
-R&R-MATTHEWS-MX 60



WE'RE COMPLETELY SURROUNDED BY TRICK BMX GEAR!
YOU WILL BE TOO WHEN YOU VISIT HANK & FRANK

HANK & FRANK
106 E. 14th Street
Oakland, CA 94606
(415) 893-3866
and
3377 Mt. Diablo Blvd.
Lafayette, CA 94549
(415) 283-3333
A&A-SPEEDO-TWO WHEELER-SUZUKI-
WHITE LIGHTNING SIDE HACKS-TAKAGI

DIG IT

BMX BIKE STAND
This one takes care of all those other stands who think "They're Big Enough." They Ain't!

- Keeps Bike Erect to Protect Moving Parts.
- Painted With A Durable Epoxy Coating Of Safety Orange.
- 100% Hell-Arc Welded Construction.

\$9⁹⁵
Patent Pending
I.o.b. Azusa, Calif. 91702

JMC-BMX FRAME
The "Near-Biggies" are forced to keep a respectful distance ... A Few Miles To The Rear!

- Elliptical Beam Down Tube Delivers Maximum Torsional Stability.
- 4130 Chrome Moly Construction.
- Precision Bottom Bracket.
- Your Choice of Conquest White, Liberator Red, or Freedom Blue.

\$89⁹⁵
I.o.b. Azusa, Calif. 91702

Team-Up With These Winners!

The Frame That The JMC Team Rides!
Under 3 1/2 Lbs.

Mail Check Or Money Order To:
JM CYCLERY
164 S. Irwindale Avenue
Azusa, California 91702
DISTRIBUTOR INQUIRIES WELCOME: Call (213) 969-1915

IMPORTANT NOTICE: In California, Add 6% Sales Tax To Above Prices. Allow 1 to 2 Weeks For Delivery. Please Specify Color Of BMX Frame.

PEDALER'S WEST

(The No. 1 BMX Shop in the Los Angeles area since bicycle motocross began.)

ANNOUNCES

★ THEIR BRAND NEW ★
★ **FREE** ★
★ **BMX DISCOUNT** ★
★ **MAIL ORDER CATALOG** ★

Featuring All the Top Brands of
★ **BMX Bikes, Frames and** ★
★ **Equipment. Immediately** ★
★ **available at BLOW-MIND Prices!** ★

- ★ RED LINE
- ★ MONGOOSE
- ★ FMF
- ★ ADDICKS
- ★ SHIMANO
- ★ YOU NAME IT

★ If it's hot, we got it! ★

RED LINE FACTORY RIDERS BYRON FRIDAY (6) AND BOB HADLEY (11X), RIDING OUT OF PEDALER'S WEST

**PEDALER'S WEST • 412 N. MacLay Avenue
San Fernando, California 91340**

Send **FREE** BMX Discount Mail Order Catalog.

NAME _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____



JEFF BOTTEMA

WHY IS DG THE HOTTEST BIKE IN THE COUNTRY?

PERFORMANCE!

All DG BMX competition products are team tested. Week in and week out DG is a proven winner. See your exclusive DG dealer for the complete line of DG racing products.



PERFORMANCE SPECIALTIES INC.
5552 La Palma Ave. East ■ Anaheim, Ca 92806
714/996-4430

SCOTOMANIA

continued from page 8

mud and water by that time. Once we got everything straightened out and loaded, it was time to leave.

I jumped behind the wheel and decided I was going to drive straight through by myself. We reached home thirty-one hours later. As we were unloading the van, a big Cadillac with a miniature oil well on the hood and a big set of bull horns attached to the front pulled up next to us. This guy with a big moustache and a cowboy hat poked his head out the window and said, "Howdy...podner...I'm...lookin'...for...Los...Angeles..."

I told him, "Get...in...the...fur...lane...and...."

scot

NEWS FLASH!

At the May 15th Two Wheeler's /RC Cola Race of Champions, the "Old Man of BMX," Scot Breithaupt, formally announced his retirement from competition.

At the tender age of 14, Scot created one of the first BMX tracks in the world: B.U.M.S. in Long Beach, California. Since then he has been associated with so many BMX related companies that we don't have enough space in the whole magazine to list them.

At the present time Scot is a factory rider for FMF-BMX and the 1977 NBA National No. 1 plate holder.

Currently he has severely limited his business involvements to Scot Enterprises, FMF, PRO, Huff, Casablanca Records, NBA, Scott Goggles, Wet Energy, Oury Grips, JT Racing, Shimano, Bell Helmets, Bel Ray, Yamaha, and of course BICYCLE MOTOCROSS ACTION.

Now that Scot has retired from racing, he intends to devote this extra time to his business commitments, most of which relate directly to bicycle motocross.

He didn't say what he does in his leisure time.

PRODUCT ANALYSIS:

SKYWAY RECREATION PRODUCTS'

TUFF WHEELS

By Osborn, Jones, Lynch, and the rest of the BMXA test guys

This Product Analysis is in response to an unusual number of letters requesting specific information about Skyway Recreation Products' Tuff Wheels.

For all you letter-writers out there in Motoland, and anybody else who is interested, here's what our vast crew of maniacal test riders learned when we turned them loose with a set of Tuff Wheels. (Actually our test riding crew is not all that vast; half-vast would be more accurate.)

Weight of the front Tuff Wheel, without axle, bearings, etcetera, is 2 pounds and 10½ ounces. The rear one comes in at 3 pounds even, without the Bendix coaster brake internals. These weights are lighter than most mags, and about the same as steel rims with 105's.

Cost of the front Tuff Wheel, with axle, bearings, reflector, ready to bolt on your machine, is 28 bucks. Cost of the rear wheel, complete, ready for installation, is 35 dollars. That's everything except tires and tubes.

Tuff Wheels are molded from a special DuPont nylon compound called Zytel. This stuff has an extremely high resistance to impact forces and at the same time retains a certain degree of flexibility.

The front wheel accepts either the Shimano or Skyway heavy duty axle/bearing set. The rear wheel has a specially designed Bendix hub molded into it. The hub accepts #70 or #76 Bendix coaster brake internals.

The first question that popped into our heads was, what if the brakes

get super hot—will the nylon melt or something and release its grip on the molded-in Bendix hub?

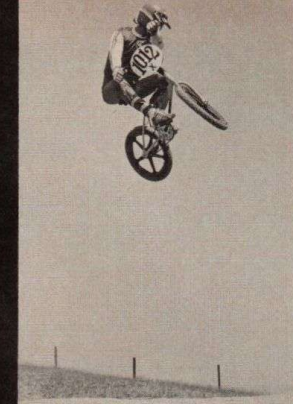
The answer is no, unless you take a blow torch to it. Do you want to know how Bendix tested this molded-nylon/slotted-hub bond? I'll tell you how they tested it. They took this guy, who was about the size of Godzilla, and a Tuff Wheels equipped bike to the top of a four-mile-long, 15-percent downhill paved road and sent him down, riding the brakes all the way. Then they did it again, and again, and so on.

So, to answer the question: No, the nylon bond will not release its grip on the Bendix hub. At least not from heat build-up due to excessive braking. Maybe a 500-pound bomb...

Other tests that have been inflicted on the Tuff Wheels were the "Baking at 170 Degrees for Two Weeks Test," and the "Freeze Them to 20 Degrees Below 0 Then Pound Them With an Impact Tester Test." The results? No warpage, no trubs from freezing.

But those tests were nothing compared to what we did. We took Fearless Jones and a Tuff Wheel equipped bike over to the awesome, dreaded, mind-boggling Simi jump. I am not going to describe this jump because it would make grown men cry and mothers cringe with fear. But, when I say it's a jump...I mean JUMP!

We did a lot of race testing and other stuff too (which I'll touch on in a minute), but the Simi jump pretty well tells the story.



BAAWOOHUGAH! When we test 'em, we TEST 'em! Incidentally, the Suzooki frame and forks survived and the Takagi cranks emerged untwinked (that's a cross between a tweak and a kink). Flying so gracefully like a bird is none other than Donald Jones, Esq.

Without going into a lot of detail (like Fearless Jones' "arrow" landing), I'll say that the Tuff Wheels didn't break, tweak, twink, seize, or anything. They performed flawlessly.

As to the results of the race and thrash testing, it is our collective opinion that:

- If you compare Tuff Wheels to mags, they are lighter than most, as strong, and more flexible or less rigid, depending on how you look at it.
- Extremes of temperature present no problems.
- Through fast, hard turns Tuff Wheels have a tendency to flex some to the side. This is neither an advantage nor a disadvantage on a single bike...just different.
- On a sidehack this sideways flexing is a definite disadvantage. In hard corners on a hack the wheels will flex enough to cause the tires to rub whatever structural members happen to be close.
- When you're jumping, the ability of the Tuff Wheels to flex allows them to absorb some of the impact stresses that would otherwise be transmitted to your frame, especially on kick-outs. This should go some distance toward preserving your frame, and at no cost to the Tuff Wheels 'cause they can take it.
- Tuff Wheels are ugly; but it's an ugly that you learn to love after a while... like Volkswagen beetles.

That about ties it up, except to mention the guarantee. They are covered for 90 days against breakage and defects, and forever against warpage.

• THE OURY OFFER •

- Oury Grip T-Shirt
- 1 Pair of Grips
- 2 Stickers

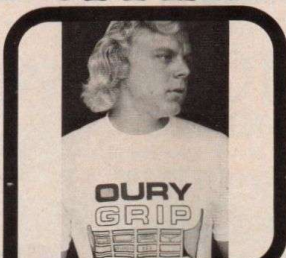
For \$5.95 Plus \$.50 Handling

Send Check or Money Order

With This Ad To:

Oury Grip USA, Inc.
Box 295

Green Mountain Falls, CO 80819



Check T-Shirt Size

- S
- M
- L

Check Grip Color

- Red
- Orange
- Yellow
- Green
- Blue
- Black
- White



STICKER (Actual Size)

OPERATING A BMX TRACK

(in 3 easy lessons and 2 hard ones)

By Jack Scagnetti

So you want to run a bicycle motocross track?

Operating a BMX track and running a weekly race program may appear fairly simple to the casual observer. Not so. There's more involved than meets the eye. It takes hard work, organizational ability, attention to details, and adherence to some basic guidelines from experienced race promoters and sanctioning associations. Let's take a closer look at some of the vital factors that are necessary for well organized races.

Pre-race preparation is an important ingredient of a successful race operation. Make absolutely sure you have the race thoroughly covered by liability insurance (see BICYCLE MOTOCROSS ACTION, June 1977). It's a must to avoid lawsuits and medical bills.

When staging a major or special race, it is advisable to have contestants pre-register well in advance of the race. An entry fee deadline should be set, and to assure entries being filed prior to the race, a reduction of about 50 percent in the fee can be made if a rider files by the pre-race deadline. The idea is to avoid all the time-consuming work of trying to sign up a few hundred riders on race day, a task that is quite likely to delay the start of the race. Riders who pay in advance and don't show up should receive refunds. Pre-race entries can easily be handled by mail.

For regular weekly races, a time should be set to cut off entries—perhaps a half-hour before race time, so that there is plenty of time to fill out scoring forms. A good way to speed up registration of entries is

to have all riders show their sanctioning association card so that the registration official can take the information—age and class of the rider—and write it into the scoring form. This system is better than having each rider trying to locate a pencil and individual entry blank. Riders are anxious to get out on the track and practice—they don't like to spend time waiting in a registration line.

Depending upon weather conditions, the race track should be prepared a day in advance or a few hours before the start of the race. Small pebbles should be swept out of the way and the track watered down if too hard and dry. Some areas may need some bulldozing or shovel and rake work, such as getting a berm into proper condition.

Check the track thoroughly to assure that any and all obstacles are protected by some kind of padding (tires, hay bales, etc.).

Maintaining a track in good condition and assuring safety features will keep injuries to a minimum. The safety record of BMX is such that an ambulance is usually not needed for standby service (at \$28 per hour or more, this is quite an expense). However, it's always wise to make arrangements with your local fire station to have the services of an off-duty fireman, who is trained in first aid, to be available for treating minor injuries. Know the names and addresses of emergency hospitals or medical clinics in the race track area. If none are within short driving distance of the track, call the fire department in case of serious injury.

Should you charge gate admissions? That depends upon the

facility you are using. If you are paying a rental fee, then that money must be recovered somehow. Moreover, the track must be such that entry is accessible at only one posted entrance to assure charging everybody. But if you charge gate admissions, patrons will want to at least have some bleachers to sit on and some refreshments available. And don't forget toilet facilities, whether you charge admission or not.

In charging gate admissions, you will obviously need somebody to handle the money at the entrance. Your regular weekly race program will also require a starter, a stager, scorers, and a race director. For a major race, an announcer should be hired. Once you have everything operating smoothly, two or three people should be able to run regular races quite well.

All riders should have a number in order to be properly scored. It's a good idea to have the standard plastic oval BMX number plates available for non-association members rather than giving them pie-plate numbers, which are difficult to see. The riders should pay a deposit, probably \$1, to use the plate so you are assured that they are returned after the race.

The rules which have generally been adopted by bicycle motocross sanctioning associations should be adhered to and strictly enforced, such as all riders wearing helmets, and bicycles in proper mechanical and safety condition. A meeting should be held before the race to announce use of flags, starting system, and any special rules of the day.

MOLDED FROM MILLARDIUM,
A SUPER-TOUGH BLEND
OF DUPONT ZYTEL
WITH TEFLON
AND SILICONE
ADDED

ADDICKS SPROCKETS
ADDICKS ENGINEERING • POMONA • CALIFORNIA



- Reduces friction
- Lightweight
- Self-lubricating
- Almost indestructible
- Increases chain life
- Smooth and quiet
- Fits Dura-Ace, Takagi, Addicks and Sugino spiders
- Available in 39 to 48 teeth sizes
- Mighty-Comp and Campagnolo, 42 to 48 teeth only

Distributors inquiries should be directed to:
ALAN F. COHAN CO. (213) 360-1700

DISTRIBUTED BY

CYC, Gardena, CA
Laguna Dist., Laguna Niguel, CA
Kobe, San Jose, CA
Moore's Cycle, Oklahoma City, OK
Wil-Go, Santa Clara, CA
John T. Bills, Glendale, CA
Hans Johnsen, Dallas, TX
Pettee Cycle, Englewood, CO
Bicycle Parts Pacific, San Diego, CA
Cycles Peugeot, Gardena, CA

HELPFUL HINTS

for using Addicks Sprockets.
Use 5/16" x 3/4" bolts with self-locking nut and flat washer. Place the washer between the nut and the sprocket. Tighten the bolts down very snugly and check them after the first day's use, then again before each race.

BMX race rules and track operating procedures, as provided in guidelines offered by sanctioning associations, are best followed if you want to have a smooth running operation. It should be noted these associations have already gone through the experimentation stage and have come up with solutions after years of trials and tribulations. Too often, new promoters try to invoke their own system of running a race and end up with a disorganized event and unhappy contestants.

You can keep riders happy by maintaining the track in good condition, starting races on time and running riders through motos without too much time lapse, and using competent personnel for staging, starting, and scoring the race—and giving out trophies.

Trophies are one of the biggest expenses in running a race, but don't skimp on them. You can save money by buying the component parts from a wholesaler and assembling your own. Hand them out immediately after the races. Self-

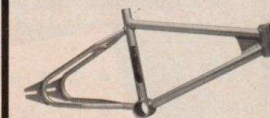
adhesive permanent-stick labels, to indicate 1st, 2nd, and 3rd place, will save you time and money on engraving.

One of the best ways of reducing operating costs is to locate a sponsor or sponsors for your races. Local bike shops would be a good bet for contributing some or all of the trophies for an occasional race. Get enough bike shops helping with trophies at your races and the costs of operation will go way down.

For information on race rules and sanctioning of races, contact an association of your choice. The sanctioning body need not be in your immediate area as most are capable of handling sanctions via mail kits. (For more info on sanctioning bodies see BICYCLE MOTOCROSS ACTION, August 1977.)

Operating a BMX track can be a rewarding experience, both in the fact that you are contributing to the recreation and character building of youth and, if races are properly managed, can earn a few dollars for your time.

A'LACER SUPER PRO



If you could have this frame under your saddle, you could feel the explosion of energy from each stroke of the cranks as you stamped off the starting gate!

You can have this frame under your saddle!

HOW???

We are looking for DEALERS, REPRESENTATIVES, and DISTRIBUTORS.

Interested? Write:

A'lacer Corp.
Lawrence Village Plaza
New Castle, PA 16101
(412) 654-2535

STORMER MXR

EVERYTHING YOU WANT ON A RACING BIKE, IT'S BUILT FOR THE TRACK AND MEANS BAD NEWS FOR THE COMPETITION. AND WOW, IS IT EQUIPPED TO WIN! NAMES LIKE SHIMANO, RED LINE AND CYC MEAN FIRST QUALITY AND THE MXR HAS THEM ALL. A RED LINE FRAME WITH CHROME-MOLY TUBING, HELI-ARC WELDS AND A LONG LASTING NICKEL FINISH. A SHIMANO COASTER BRAKE, ARAYA ALLOY RIMS, HARDENED AND HEAT-TREATED STEEL WITH COLD FORGED ALLOY TAKAGI CRANKS, A TANGE HEADSET, RED LINE FORKS AND A QUICK CHANGE SPROCKET. STRENGTH TO LAST AND QUALITY TO PERFORM, THAT'S WHAT MAKES STORMER BIKES THE BEST BUY ON THE MARKET TODAY. SEE YOUR LOCAL CYC STORMER DEALER AND BE SURE TO SEND FOR OUR NEW 48-PAGE CATALOG.* SEND \$1 AND REQUEST TO CYC DISTRIBUTING INC., P.O. BOX 467, HAWTHORNE, CA. 90250.

*Catalog free to all authorized bicycle dealers.

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

The Baboon/Thumbtack Gate Start Method

By Bob Osborn

PSSST! Hey, buddy.

Yeah, you.

C'mere a minute.

Wanna know how to get out of a gate quicker than a baboon that sat on a thumbtack?

Swear on a stack of Two Wheeler's stickers you won't tell anybody?

Okay...I'm going to tell you. But if this gets out, the whole thing is blown 'cause everybody will be doing it.

First I've gotta tell you that this is a semi-legal move. That means it's legal as long as you don't get caught.

Actually, it's legal at most tracks until you start pushing it too far and going over the gate before it drops, which is not only grounds for disqualification, but also very embarrassing.

You have probably already figured out that I'm talking about a sort of jump start. Understand that I'm not advocating actually jumping the gate...just kind of moving out before the gate actually hits the ground.

At this point you should commit the drawings to memory, then chew them up and swallow them before anybody gets a look at them.

Timing for the baboon/thumbtack start is ultra-critical. You've got to study the starter until you know what he's going to do better than he does. Only then can you key in on exactly when he is going to release the gate.

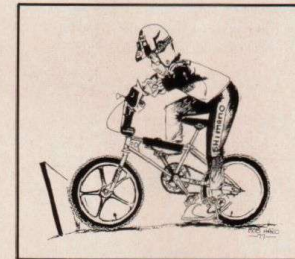
The big trick is to time your move so that when the gate is just beginning to drop you are moving

forward with your front wheel just high enough to clear it. Properly executed, your rear tire will hit the gate just after the gate hits the ground and you will have that all-important foot or two lead on your competition.

And what do you do with this

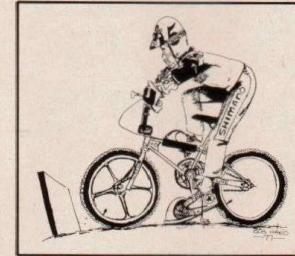
lead? You high-tail it for the hot line into the first turn, of course.

That's it, young heros. You've got to practice this move 'til your brains fall out. But, once you've got it down pat, it'll pay off in trophies ...or disqualifications if you're gross about the whole thing. •



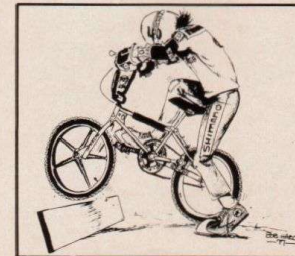
Step No. 1

Front wheel against the gate, casual, nonchalant, jiggling the change in your pocket, waiting for the key word from the starter.



Step No. 2

A split second before you know the gate is going to drop, rear back about 6 inches, pre-loading your body like a coiled spring, and....



Step No. 3

.....let 'er rip! Pull up on the bars just enough to clear the gate, mash down on the pedal, push off with your back foot, lunge forward with your body, and blast out of there like a striped baboon, your front wheel sailing blithely over the just-starting-to-drop gate.

DEALERS (east of Mississippi only) PROFITS

THE COMMON SENSE APPROACH TO BMX

- SAVE FREIGHT TIME AND COSTS
- TOP QUALITY BMX MERCHANDISE: REDLINE • MONGOOSE • WEBCO • ETC.
- HONEST ANSWERS TO YOUR QUESTIONS
- 4 YEARS SERVING BMX

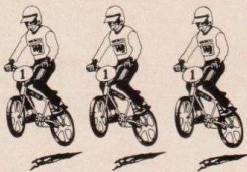
BMX EAST

WRITE FOR FREE DECALS

1-800-874-9792

Webco has been in the high performance business since 1954, and we're here to stay. That's an important fact to consider when buying any product intended for rough treatment... whether it's a seat post or a complete moto cross bicycle.

Webco does more than simply make parts. We are test and development experts; and when we design and build anything, it is the best of its kind. Our chromoly moto cross



We back our bikes with 20 years of racing



The Ultimate

bike, the *Ultimate*, is the lightest and strongest machine you can buy at an economical price. Racers who win on Webco bikes ride standard production equipment; not fragile featherweight prototypes that need constant rebuilding. Webco's *Ultimate* is built to take it.

The *Ultimate* has everything you expect in a racing bike—track geometry, nimble handling, long cranks, safety pads—plus optional Webco Mag wheels and the new Webco chromoly fork. Send \$1 for our latest catalog of bikes and related high performance accessories.

WEBCO MOTO CROSS SPECIALISTS
BOX 429 • YENICE, CALIF. 90291 (213) 399-7724

ARIZONA WINTERNATIONALS

continued from page 13

sure thing. Clinton had qualified, but everybody figured there couldn't be anything left.

Nothin' left? Horse poop! Clinton drilled out a wire-to-wire win! Incredible!

That's two. Care to go for three?

Apparently he did. When all the winners of the top classes lined up in Reservation's cannon gate for the trophy dash, David Clinton and his Weinert bike were there.

The amateur handicappers: No way. Not a chance. Impossible.

David must not have heard. When the smoke cleared, there he was, sitting at the very top of the R&R/NBA Winternationals heap!

Talk about wired! Clinton could have flown back to Simi Valley on his natural high.

Wow! What a day! What else can we say? A big, fat FAR OUT to R&R, NBA, Reservation Raceway, David Clinton, and somewhere around 600 of the fastest BMX racers in the world, who put on one heck of a show.

Now we're gonna go have another one of those Indian taco things.

R&R RACING PRODUCTS NBA WINTERNATIONALS RESULTS

WINTERNATIONAL TROPHY DASH

David Clinton

OPEN CLASS

David Clinton

Carl Webster

John George

16 EXPERT

Darren Beach
Jeff Osteral
Jeff Bottema

15 EXPERT

Darren Beach
John Bear
Tim Castillo

14 EXPERT

Scott Clark
Denny Davidow
Kenny Mingus

13 AND UNDER OPEN

Eric Rupe
Greg Hill
Leroy Harding

13 EXPERT

Mike Horner
Scott Navotnez
Mike Lindsay

12 EXPERT

Brian Patterson
Mike Tomlinson
Dirk Davidow

11 EXPERT

Josh Gersten
Iggly Jackson
Tim Quigley

10 EXPERT

Ronnie Horton
Kevin Geneche
Steve McDonald

9 EXPERT

Ronnie Ames
Bo Stevens
Dave Wilson

SENIOR HACKS

Dain/Ruiz
Castillo/Ruiz
George/Encinas

12 AND UNDER PUFFS

Kelly Cornall
Krystal Bradshaw
Tammy Jacques

13 AND OVER PUFFS

Roxanne Buckner
Shelly Mendenthal
Cindy Bruce

IS YOUR CHROME FRAME SHINING YOU ON?

Hydrogen Embrittlement in Nickel and Chrome Plated BMX Frames and Forks

Mountains of research and basic article by the people of Torker BMX Racing Products, mechanical engineers of the first water

The surface of a metal object will absorb a certain amount of atomic hydrogen during the process of copper, nickel or chrome plating. The areas where this hydrogen is absorbed in excessive amounts become very brittle. This phenomenon is called hydrogen embrittlement. Under some conditions it can lead to failure of the part.

But before you chuck all your BMX stuff that's either nickel or chrome plated, let's examine this thing a bit more closely.

Hydrogen embrittlement is progressive: that is, with each successive plating step the surface of the metal will become more brittle. The reason for this is the longer a metal is in the plating solutions, the more atomic hydrogen will be absorbed.

Chrome plated metal parts are usually copper plated first, then nickel plated, and finally chrome plated. So, while a nickel frame or forks will go through two plating steps, a chrome frame or forks must go through three, which means more absorbed hydrogen.

Okay, save the nickel stuff and chuck the chrome, right? Not just yet, folks.

With mild steel equipment that has been nickel or chrome plated, hydrogen embrittlement will be no problem at all, you can forget all about it. That leaves chrome-moly

steel that has been plated. No problems here either...unless the chrome-moly was heat-treated to somewhere around Rockwell C 35 or above, then nickel plated, then chrome plated.

Now it's possible that you could have some trubs. Let's say this piece of equipment is a frame. When you subject this frame to the stresses of bicycle motocross competition, surface cracking may occur in the areas where excessive amounts of hydrogen were absorbed during plating. This is known as hydrogen cracking. Eventually this surface crack will penetrate through the frame tube and total failure will result, usually accompanied by much moaning and groaning and many bad words from the owner of this frame.

However, there are currently zero heat treated chrome-moly frames on the market, but we expect to see some soon, as BMX manufacturers work towards lighter and stronger racing equipment.

There are heat treated, nickel and chrome plated, chrome-moly forks available, but so far none have exceeded the Rockwell C 35 hardness limitation.

So what happens when the limits are exceeded? According to the federal specs on chrome plating (QQ-C-320B), hydrogen embrittlement can be eliminated from heat treated steel parts that have been nickel or chrome plated by baking them at about 400 degrees Fahrenheit for at least three hours within four hours of completion of the final plating step.

Several things should be ob-

vious about all this. First: only super-light, super-quality frames or forks will be put through all these processes; and second: each process costs the manufacturer and that cost will necessarily be passed on to us consumers. Like John Arbuckle says, "You get what you pay for."

REFERENCES:

UHLIG: The Corrosion Handbook
WRANGLER: An Introduction to Corrosion and Protection of Metals
ASM: Metals Handbook, Volume 2
Machine Design, Dec. 7, 1961, Abstract: Causes and Cures for Hydrogen Embrittlement
Federal Specifications QQ-C-320B: Chrome Plating

And a special thanks to Mr. Howard Craft, a very competent, expert, and highly successful metallurgist, for his assistance.

If anybody wants more information on hydrogen embrittlement, write to:

Torker BMX Racing Products
P.O. Box 3455
Orange, CA 92665

MOVING?

KEEP YOUR SUBSCRIPTION COMING

NAME _____

OLD ADDRESS _____

OLD CITY _____

OLD STATE AND ZIP _____

NEW ADDRESS _____

NEW CITY _____

NEW STATE AND ZIP _____

NOTIFY US AT LEAST
SIX WEEKS IN ADVANCE.

MAIL TO:
BICYCLE MOTOCROSS ACTION
P.O. BOX 5222
TORRANCE, CA 90510

HOT-SHIRTS

\$4⁵⁰ Plus 75¢ postage and handling. Calif. residents add 6% sales tax.

**FLAMING YELLOW,
100% COTTON T-SHIRTS
WITH BLAZING RED
AND CHARCOAL BLACK
PERMANENT BRIGHT
COLOR SCREENING.**

Specify Size. Mail Check or Money Order to:
**RAINBOW ENTERPRISES, INC. • 7211-D Garden Grove Blvd.
Garden Grove • California 92641**

RACE TECH

by Rob Lynch



HOW TO BRAKE YOUR RACING BIKE

Boy, look how far bicycle motocross has come. When you sit down and think about it, BMX has had three different eras.

First, the "Schwinn Era," which is where it all started. This was when BMX for the most part didn't exist except in Scot's head, and you and your buddies were getting radical in dirt lots, and there wasn't much organization, if any at all. This time was the cheapest because your frame, forks, and other associated goodies weren't super trick stuff, made especially for racing.

Somewhere during the "Schwinn Era" is when BMX racing really started, except there weren't any nationals or anything, just races.

With more and more people getting into what was still a very young sport, more and more things started breaking, leading up to the "Heavy Duty Era."

Out of the zillion things that happened during this time was the introduction of the Moto Mag by BMX Products, who didn't even have Mongeesee yet.

During the age of heavy duty bicycle parts, BMX really took off. This was when big companies first began to notice BMX, like when Ashtabula came out with their reinforced forks. This was also when some small manufacturers checked out the sport and began making a few frames, like the old Littlejohn/Murphy monoshocks.

This era didn't really die, it was

just moved over to make room for the "Lightweight Era." This age has started many new ideas in BMX, like aluminum cranks, handlebars and wheels. This was when many racers put aside the heavier coaster brakes and started running caliper brakes and freewheels.

Ever since calipers became popular, the main complaint has been how to get them to stop. Many racers solved this problem by using very expensive and elaborate braking systems.

Well, being basically a cheap-skate and also wanting the best brakes possible, I set out to set up the trickiest caliper brakes in use. Nothing fancy or expensive, just an excellent working set of brakes.

I started with a good caliper with the shortest possible arms that would still fit my rim; to be exact, a Weinmann 1020 side pull with a set of Weinmann "X" brake shoes. These are the shoes with the flat surface with an X cut into it.

The real trick in this setup is the elimination of friction and drag in the linkage and calipers. The most drag is found in the caliper itself. To eliminate this drag you must be sure that the two sides work independently and do not rub against each other. Although some rubbing is unavoidable, these places should be cleaned and lightly greased.

Next remove the cable from its housing, clean it and lubricate it with some kind of chain lube or

other slippery substance. Also lube the inside of the housing.

As for the lever, the type and bend are up to you. I would suggest the Shimano touring lever if you don't have a torch, because this lever will bend easily without breaking. If you do have a torch, then use a Weinmann lever, but be careful when you heat it because aluminum doesn't change color when it gets hot, it just melts.

After bending the lever to conform to your handlebar and grip shape, and reassembling the caliper and cable, the last thing to do is line up the shoes so they have complete contact with the rim and not the tire.

Simple maintenance like keeping your rim and shoes clean, and rebuilding your calipers often, will help in putting a stop to this freewheel madness.

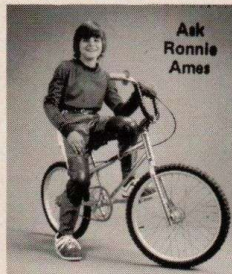
**HOT NEW
BICYCLE MOTOCROSS ACTION
STICKIES**



For Two 1" x 3" Stickers, send a STAMPED Self-Addressed Envelope and 25¢ to

BMXA STICKIES
P.O. Box 5277
Torrance, California 90510

BMX



BMX PANTS: Top quality heavy duty nylon. Padded leather knees. Snap in hip pads. Nylon tricot lining. Velcro leg closures.

BMX JERSEYS: 100% vented nylon. Padded elbows. Custom made in any color combination and quantities desired. Highest quality plastisol ink silk screening.

SEND FOR FREE BROCHURE



BILL WALTERS LEATHERS, INC.
7359 Varna Ave. No. Hollywood
Calif. 91605 (213) 982-3738

EVENT INSURANCE

- Spectator • Promoters
- Premises • Parks
- Tracks • Owners
- Landlords • Sponsors
- Participants
- Race Officials

FOR IMMEDIATE COVERAGE: complete Bicycle MX Event liability and medical coverage, call or write today:

TOM ALLREAD
E. Broox Randall & Sons, Inc.
(213) 462-2111 Ext. 250
1132 N. Vine St., Hollywood, Ca 90038

Insurance Agents and Brokers
Since 1922

BROOX RANDALL

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

SAN DIEGO OPEN RESULTS

JUNIOR HACKS
Fisher and Darrough

INTERMEDIATE HACKS
Rodriguez and Wimberly

SENIOR HACKS
Dain and Ruiz

9 EXPERT
Jacques
Kwilson
Stevens

13 EXPERT
Davidow
Wimberly
Dupre

10 EXPERT
Schludmeyer
Fisher
Grubb

14 EXPERT
Cole
Shrum
Barbieri

11 EXPERT
Begin
Connell
Godwin

15 EXPERT
Small
Barnett
West

12 EXPERT
King
Evans
West

16 EXPERT
Moreno
Juarez
Smith

JUNIOR POWDER PUFF
Evans
Rutherford
Wallace

INTERMEDIATE POWDER PUFF
Coble
Jacques
Lane

SENIOR POWDER PUFF
Emma
Lively
Roland

★ ★ ★ ★ ★

JAMMIN' JIMMY WEINERT NBA SUPERNATIONALS RESULTS

Supernational Trophy Dash
Stu Thomsen

Pro Class
Stu Thomsen
Brian Curnell
Billy McIntyre

11 Expert
John Begin
Tim Quigley
Ricky Callas

16 Expert
Leo Green
Brian Curnell
Scott Breithaupt

10 Expert
Mark Higgins
Ron Gilbert
Ronnie Horton

15 Expert
Jeff Kosmala
Larry Ruiz
John Lindsey

9 Expert
Joe Dean Jacques
Steve Skibel
Grumpy Lonsway

14 Expert
Scott Clark
Jim Richards
Bobby Nybo

Senior Hacks
Swanguen/Wimberly
Palfryman/Edelson
Chastain/Ledbetter

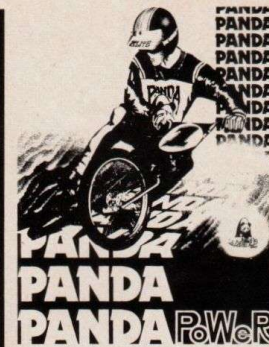
13 Expert
Denny Davidow
Scott Angus
Doby Hager

Junior Hacks
Enochs/Ruffing
Brock/Rodriguez
Campbell/Wyborny

12 Expert
Dirk Davidow
Brian Patterson
Eddie King

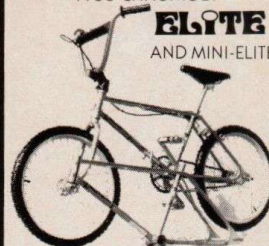
12 and over Puffs
Liz Torres
Robin Holland
Christi Hansen

★ ★ ★ ★ ★ ★ ★ ★ ★ ★



YEARS OF EXPERIENCE
IN THE DESIGN
AND CONSTRUCTION
OF MOTOCROSS BIKES
ASSURES YOU
THE FINEST
MX LINE AVAILABLE!

★
FROM THE
LIGHTWEIGHT
4130 CHROMOLY



(10-SPEED OR 1-PIECE CRANKS,
CALIPER OR COASTER BRAKES)

TO THE FULL LINE
OF
MILD STEEL RACERS
(12 MODELS TO CHOOSE FROM)



**BMX
by
PANDA
HAS
IT
ALL!**

See Your Panda Dealer

Dealer Inquiries
PANDA BIKE COMPANY
1450 FRANQUETTE AVE.
CONCORD, CA 94520
(415) 798-3950



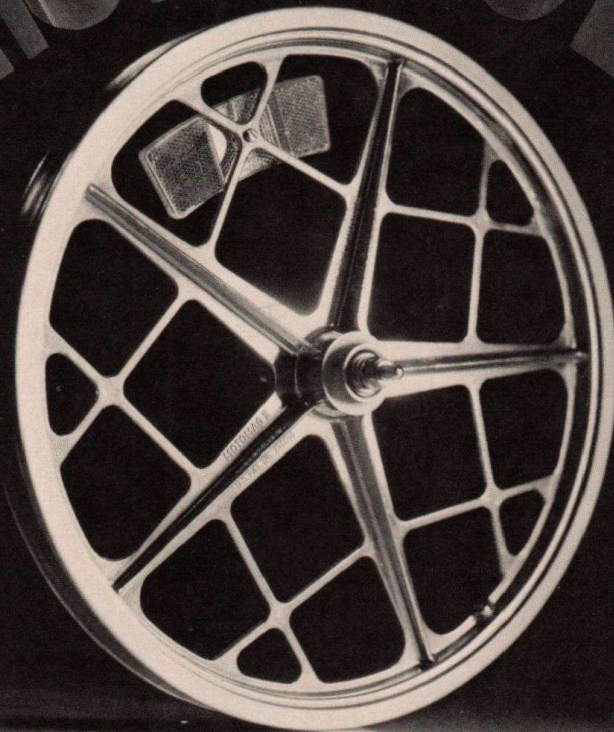
munch and crunch....



Um, down a little....over to the left. Yeah, right there. Ahhh.....

*Photo by
Jim Ireland*

MOTOMAG™



THE BEST IS NOW BETTER!

Lighter weight, new rigid design for added control.

It not only shines, it practically glows.

And still at the same old price.

B.M.X.
PRODUCTS, INC.
T.M.

Trip on over to your **mongoose/motomag™** dealer and check'em out today.

21061 Superior St. • Chatsworth, Calif. 91311 • (213) 341-5455

HELLO AMERICA!

SPEEDO

RACING PRODUCTS HAYWARD, CALIF.



**BRENT PATTERSON —
Speedo sponsored #1 15-year-old
in the nation**

1ST: NBA GRAND NATIONALS
1ST: CALIFORNIA CUP
1ST: NORTH. CALIF. PAL CHAMPIONSHIPS
1ST: PEPSI COLA WEST COAST CHAMPIONSHIPS
1ST: SAN FRANCISCO BICENTENNIAL CHAMPIONSHIPS
1ST: NPSA NATIONALS — HAYWARD
1ST: MERCED NPSA NATIONALS
1ST: MONGOOSE/NBA NATIONALS
1ST: SPEEDO GRAND PRIX

SPEEDO introduces a NEW
DUAL-AXLE RACING FORK.
Designed for super speed on
downhill tracks or for excellent
handling on flat tracks with its
sensational dual axle adjust-
ment. New gloss black color
now available.



**SUPERB
TUBULAR
FORKS**

Weight: 1.8 pounds

SPEEDO Racing Products is
into the BMX fork market
with these slick 4130
chrome-moly jobs. With
SPEEDO forks you get your
choice of single or double
axle dropouts. You also get
an iron-clad, unconditional
60-day guarantee. They are

available in 5 delicious flavors: polished nickel,
blue, red, black or yellow.

SPEEDO RACING PRODUCTS

2477 AMERICAN AVENUE • HAYWARD, CALIFORNIA 94545

Also available from Speedo Racing Products:

SUEDE PADS, ALLOY HANDLEBARS, PLUS AN OUTSTANDING NEW RACING FRAME
DISTRIBUTORS' INQUIRIES INVITED