

BICYCLE MOTOCROSS ACTION™

APRIL 1978 00193 CDC \$1.00



BMX ON TV
GRAND NATIONALS
SUPERSTAR: BOBBY ENCINAS
TORKER/NBA U.S.G.P.
RC COLA/NPSA NORTHWEST NATIONALS

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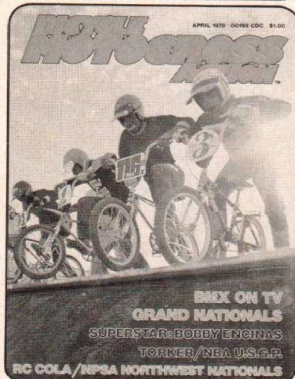
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COVER: Open class maniacs in the chute at Morris. Photo taken at the U.S.G.P.

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Editorial

by
Bob Osborn

One year ago in this column we ran "An Open Letter to Parks and Recreation Departments." The response was fantastic. More than I ever expected.

Parks and Recreation Departments wrote that they had routed our magazine through departmental mail channels so all their people would read it. "Open Letter" was used by people approaching their Parks and Recreation Departments attempting to get local tracks started, and at least five tracks (that I know of) were actually started in this way.

In addition we received many letters suggesting that we either offer reprints or rerun this article. With all that in mind, and considering our increased circulation and the potential for reaching a lot more people and Parks and Recreation Departments, I give you:

AN OPEN LETTER TO PARKS AND RECREATION DEPARTMENTS (The 2nd Time Around and Slightly Updated)

There is a park down the street from my house. Like most parks in most metropolitan cities, it has trees, grass, sidewalks, swings, and a sandbox. Nice park. But very few young people around here use it.

Being basically a curious fellow, I did some checking to find out why.

I discovered that there are any number of local ordinances which apply to parks in my city. One prohibits climbing in the trees. Another states that you cannot dig in the grass or do anything that will tear it up. Still another forbids riding skateboards on the sidewalks, and another outlaws bicycles from the park entirely. That leaves the swings and sandbox.

Terrific. With super-attractions like these, the young people around here get down to this park about once a year. For maybe ten minutes. This park cost \$750,000 of you-know-who's money.

So where do these kids go instead? To the vacant lots, of course. There they can ride bicycles, build jumps and motocross tracks, dig in the dirt, climb trees, holler and yell, and whatever.

But the vacant lots are fast disappearing: victims of 'progress.'

prog-ress (prog'res), n. 1. more factories, more shopping centers, more housing tracts, more apartment buildings. 2. more kids with less places to go.

Young people are active and energetic. They are learning, growing, and testing themselves and their environment. They are changing in mind and body from children into adults.

During this cataclysmic process they need to, and will, blow off a bunch of steam. But where, and how? And will their outlets be physically and mentally healthy or unhealthy?

When the last vacant lot is gone, where do these young people go to spend their vast energies? And when they have nowhere to go that offers a challenge, how many of them will become involved in vandalism, drinking, stealing, or dope for excitement?

The park down the street from my house is not an example of all the city parks in the United States. Some city governments create parks that truly reflect the needs and desires of the local residents.

All too many city governments, however, are building parks that are sterile environments. The Parks and Recreation Departments in these cities are missing their obligations by a mile.

To this latter group I would suggest considering the primary potential users of most city parks: Our young people. If they were asked what they would most like included in park designs, bicycle motocross tracks, skateboard areas, and mini-bike trails would top the list.

Isn't it about time that at least a per-

centage of city park land include facilities that these young people want and really will use?

I cannot speak for the skateboarders or mini-bikers, but I can for the BMX'ers. Bicycle motocross was invented by young people. It adapts extremely well to park environments, with a minimum outlay of money. It is non-polluting. It builds health, coordination, and character. It can be as competitive or non-competitive as the individual wants to make it. It is an individual (as opposed to team) sport that offers many lessons which can be applied directly to adult life in our competitive society. It is also a sport that the entire family can, and usually will, become involved in.

In response to this I would expect the Parks and Recreation people to say, "All this is fine, but bicycle motocross racing is dangerous and would invite lawsuits. Besides, it's probably just a fad."

It is true that bicycle motocross racing contains an element of danger. But so does driving a car, and yet cities are building new streets all the time. What I think is really dangerous is that, as our young people have fewer places to go where they can test themselves and blow off steam, such pastimes as vandalism, dope, etc., will become just that much more tempting to them.

Possible lawsuits are definitely a factor to consider when planning a BMX

continued on page 44

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It's built our reputation.

A reputation for a lot of 1st place wins. Unparalleled quality. And the strongest warranty in BMX.

We invite you to look at Magnum Stroker last!

Check out its good looks, tough epoxy coated frame, pro-style box bar and front fork, and MX-60 wheels — the best looking, toughest wheels rolling.

The decision should be simple.

We've made it simple. Magnum Stroker. It's where the search ends and the fun begins.



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Scotomania

by Scot Breithaupt

**THE MENTAL AND PHYSICAL PAINS, PITFALLS
AND PLEASURES OF BEING NO. 1**

Look deep into my eyes . . . Concentrate on my eyes . . . You're getting sleepy. On the count of three you shall fall into a deep sleep. One . . . two . . . three . . . Snap!

Now, think about being No. 1. Concentrate . . . The Champ . . . Numero Uno . . . The Ace . . . The big No. 1.

You're now No. 1 . . . Think of the fame, fortunes, fans, and fabtabulous pit tootsies. No. 1 gets it all. You ride for a humungus mega-buck factory on the slick-trickest 19 pound wonder bike. People ask for your autograph. Girls wink at you. Photographers click away rolls of film as you cruise down the track. Magazine reporters hound you for an interview . . . You're No. 1!

Okay . . . On the count of three you will awaken. One . . . two . . . three . . . Snap! Now that you're out of dreamland and back to reality, think again of being No. 1. But this time think of both sides, the good AND the bad.

Just for a brief moment think about the battles that have to be won to win the war. Then, once you've won the war, think of the battles ahead to stay on top. Don't forget that one of the biggest battles you will have is to live with yourself and your big fat No. 1 head. Keep thinkin', 'cause there's lots more.

The first problem will be nailing down a sponsor that can afford the awesome expenses of the national

points chase. He will have to be willing to spring for equipment, travel, lodging, insurance, and on and on.

Now comes the problem of time and distance. Probably an entire summer and 15,000 miles will get you started. But this is just the start . . . What happens if something goes wrong? Like an injury that takes you out for awhile, or a stolen bike? Yeah, you'd better have one or two back-up bikes just in case.

Just keep dreaming of the fame, fortunes, fans, and fabtabulous pit tootsies. Even if you get so lucky as to have all this, can you handle the pressure at the track? Every race is going to mean more; points will become super-important. Your gearing has to be perfect, your coordination has to be spot-on, and your body has to be in top shape. Then, just maybe, you have a shot at winning. But you still have to win a majority of those battles to win the war. You have to last an entire year of racing . . . and once the war is won, is success as sweet as they say?

I was NBA National No. 1 in 1976, and I'll tell ya . . . there are good times and there are bad times. Of all the good stuff, the self-satisfaction of winning the war is at the top of the list. Then comes all the race day pleasures. People at tracks all across the nation know who you are. Most of 'em will take the time to say hello. You make a lot of new friends.

To most people, being No. 1 establishes you as an authority on BMX bikes and racing. Factories ask you to try their new equipment, you get freebies, T-shirts, and all that good stuff.

You get the upper hand at race tracks; with a big No. 1 on your number plate it's easy to psych out the local yokels. Getting your picture in the hi-zoot magazines ain't bad either.

It's hard to tell if the good times outweigh the bad . . . The pressure is enormous, even an argument with a sister, brother, or your parents on the morning of a race will mess up your mental attitude. You always have to

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TAKING MORRIS "TO THE MAX"

TORKER/NBA



Current peak of the 12 expert heap, Eddie King, coming out of Morris' huge cereal bowl berm in a power wheelie. The King novocained his entire class.

Stompin' Stu Sews Up National No. 1

Story By Scot Breithaupt
Motophotos
By Bob Osborn And Windy

Gloom and depression. I need a lead-in for this story. Been sitting here for hours waiting for inspiration. Thumbed through the last issue of BMXA trying to get into a mind-warping writing mood. And there it is! The Torker advertisement. That's it! The NBA/Torker U.S.G.P. was "TO THE MAX!"

Early Saturday I traveled up to Bakersfield with my team to get in some practice and prep the bikes. Some fast dudes showed up for Saturday practice. The whole team suited up and had some super runs on the long downhill Morris Track.

Morris is like a giant skateboard track for BMX. Giant banked walls rise in virtually every corner with several huge jumps and whoop-de-dooos sprinkled in between. The downhill finish straight has a jump and drop-away about a hundred feet before the finish line. This is where the pros were throwing 30 to 40 foot flights to the finish. The Morris track was rad to ride. "To the max" for sure.

Sunday morning we came out and found the place jam-packed. There were people from everywhere; Northern California, Arizona, San Diego, Southern California, and even a large bus-load from Nevada. The competition was going to be tough in every class.

Practice was set up neat. Each age group ran by itself. This is a much safer method than turning everybody loose at the same time. Saves a lot of wear and tear on the little guys and makes practice more effective for everyone. Also the riders could check out their competition and see who was going to be tough. A super-organized program that should be used at every big event.

Today's Pro action was going to be hot and heavy. If Stu Thomsen could win the Trophy Dash and Pro class he would have an unsurpassable point lead in the chase for NBA National No. 1. Brent Patterson, currently

Ladies and gentlemen, introducing next year's National No. 1 . . . Stompin' Stu Thomsen. ►

U★S★G★P★



The Power and the Style . . . This is pretty much how it went all year in the NBA National No. 1 points chase. Stompin' Stu (SER) in front and Brent Patterson (Speedo) right on his boogaloo.





Giggling Greg Hill (SER) blew 'em away in the 13 expert class and darn near beat the heavies in the Trophy Dash.

holding the No. 2 spot, could gain some valuable points and set himself up for a shot at the title at the Mongoose Grand Nationals, where everything would then be decided . . . If he could beat Thomsen today.

It all came down to the mains. Both Thomsen and Patterson were lookin' hot. John George was out-peddaling everybody on the back straight. He



Explosive first turn action. Hadley (Schwinn), Encinas (Shimano), and The Corona Kid (Torker) all heading for the same hole. Hadley out-pointed them in the motos.

showed his amazing spinning power by coming from 5th to 1st in two qualifying motos. John was jamming!

In the mean time hot action was brewin' in the younger classes. As usual, Gary Renteria whipped 'em all in the 8 expert class. (So what else is new . . .) Steady Eddie King won the 12 expert class. Eddie is part of the awesome Wheels 'N Things team of

San Diego. Greg Hill styled and stroked his way to a win in the 13 expert class. He started in the far outside position on the line in the main. A cross-track swoop through the quick first turn netted him a 3rd position. From there he poked and picked his way to the lead. We'll see him later in the Trophy Dash . . .

As the Pro main lined up the pressure was on. Kevin McNeal and Leo Green were feeling it. Both ride for Torker, the sponsor of the U.S.G.P. They had an obligation. Pressure. Thomsen was there, trying to cinch the No. 1 national position. Patterson was there. A win over Stu would keep him in the running. SoCal No. 1, Bobby Encinas, was up there too, and he had the potential to upset the whole applecart. Pressure.

The gate dropped and Stompin' Stu stomped his way into the first turn, grabbed the hot line, and was never seen again. McNeal and Green got mid-pack starts and the blitz was on. The Corona Kid (McNeal) fought his way into 2nd with Encinas freight training him in 3rd. And that's how it went down.

Stu almost had National No. 1 in the bag. Patterson had one more shot, the 16 expert main, and with a win there, the Trophy Dash.

When the gate dropped for the 16 expert main, John George pulled the hole shot with McNeal again in 2nd. Thomsen was dicing with Tinker Juarez for 3rd, and Patterson was



Julie Hadley: "See, I have my five picks for the Pro winner written here on my fingernails." Coy Hudson: "No kid-din. Am I one of 'em?"



Doozer Trevino, cookin' and bookin' to a 2nd place 7 year old overall finish. That's a heavy-duty handle for such a little squirt.



The critical moment . . . Total, absolute concentration.

Geoff Rutherford and one very trick machine well on their way to a big 2nd place finish in the 9 expert main. ▶



Hank and Frank's 16 novice rider, Kenny Johnson, overcame a lot of tough competition to win the class. That's a Champion frame he's riding.



The Flash Gordon of BMX, Tinker Juarez (Mongoose), cutting in the afterburner.



John George (Shimano) pushing the limits of adhesion.

tucked in on their tail. Over the first jump Stu powered away from Tinker, layed a move on McNeal, and came up behind George. Going into the second turn Patterson made an inside dive from way back and nailed Thomsen just as he squared off the turn. Thomsen was down, McNeal went down a couple turns later, and Tinker could see daylight. Down the finish straight Juarez cut in his afterburner and passed Patterson. George 1st. Juarez 2nd. Patterson 3rd, and that's not enough for a ticket to the Trophy

Dash. Thomsen had just carved in stone his rights to the NBA National No. 1 plate. Nobody could touch him now.

But did that matter to Stu? Well, yes, as a matter of fact, but there was still the Trophy Dash, and Stu Thomsen came to Bakersfield to race. Earning the No. 1 plate was just frosting on the cake. Very sweet frosting, but frosting none the less.

And so, ladies and gentlemen out there in BMXland, we come to the last race of the Torker U.S.G.P., the Trophy



Notice how the super riders always go down with such grace and style? Also check the protective elbow pads . . . that's good. And the lack of gloves . . . that's not so good. Keith Wall, Team Speedo.



Ah yes, a little karate going on in the 6 and under class. However, Jeff Delk (No. 654) didn't make the main and Jeff Long (No. 1034) won it. Poetic justice.

Dash. If you won an expert main, you had your ticket to race it. If you didn't, you could only watch and wish. Paterson watched and wished and probably decided that next year would be his . . .

The tension started to twiggle again as Stu lined up with 13 expert Greg Hill, 14 expert John Crews, 15 expert Scott Clark, and 16 expert winner, John George. The best of the best. Giggling Greg Hill stopped giggling long enough to pull a fantastic hole shot on Thomsen and George, two of the fastest BMX racers in the world! Stu was just outside Greg, and John was hot on his tail. Greg, being about half the size of either of them, wisely decided that this was not the best place to be, and anyway he had already proved a point, so he moved over. It was now up to Thomsen and George. By the finish straight they were so close a paper napkin would have covered both of 'em. But this was Thomsen's day. John was second by a hair.

With the Mongoose Grand Nationals just a few weeks off, it should be interesting to see what Stu does, knowing that there will be none of the National No. 1 pressure over his head.

So, as I wind it up there's a couple things I've got to say . . . The Torker U.S.G.P. was "To The Max." Morris Track was "To The Max," and bicycle motocross is . . . Yeah, you got it! ●



It's sure not the young lady's company that's making Randy Olson glum, and it's not that he just won the 13 novice main. Maybe it's because after this race he has to move up to expert.



16 expert flaming crazies. Main event action. Stu just swooped Tinker (25) and McNeal (116) and is going to get very close to John George (42) before being plugged in the next berm by Paterson (14), who was doing some swooping of his own.



No. 31, Jeff Graham (Beaver's) did good in the 14 expert class, but No. 106, John Crews (Speedo) did better. 2nd and 1st overall, respectively.

TORKER/NBA U*S*G*P RESULTS

6 AND UNDER
Long, Peoples, Lanier

7 YEAR OLDS
Scurto, Trevino, Leogrande

8 NOVICE
King, Dailey, Foster

8 EXPERT
Renteria, Flemming, Davis

9 NOVICE
Benitez, Sullivan, Tiener

9 EXPERT
Carcelero, Rutherford, Brewer

10 NOVICE
Wilkinson, King, Waters

10 EXPERT
Artura, Linch, Anderson

11 NOVICE
Kent, Ow, Heyman

11 EXPERT
Adams, Thomas, Van Wie

11 AND UNDER LADIES
Dong, Wilkson, Harding

12 NOVICE
Clontz, Quigley, Baldini

12 EXPERT
King, West, Porter

12 AND OVER LADIES
Holland, Hashim, Payne

13 NOVICE
Olson, Martella, Sileo

13 EXPERT
Hill, Davidson, Smith

13 AND UNDER OPEN
Denind, Smith, King

14 NOVICE
Nichols, Martinez, O'Brien

14 EXPERT
Crews, Graham, Mason

15 NOVICE
Sellers, Finley, Emrich

15 EXPERT
Clark, Robinson, Richards

16 NOVICE
Johnson, Guiso, Harris

16 EXPERT
George, Juarez, Patterson

OPEN PRO
Thomsen, McNeal, Encinas

TROPHY DASH
Thomsen, George, Clark

STU IS #1



STU THOMSEN IS THE 1977 NBA NATIONAL #1. WHEN STU RACES HE WANTS EQUIPMENT HE CAN DEPEND ON. SE RACING MAKES WHAT STU THOMSEN WANTS. IF YOU WANT TO BE #1, YOU CAN DEPEND ON US TOO. JUST ASK YOUR LOCAL BIKE SHOP ABOUT SE RACING. WE MAKE THE EQUIPMENT. . . THE REST IS UP TO YOU.

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Dear Mr. Wizard,

Unafraid, we herein solicit social comments, remarks about articles, suggestions, assorted drivel, or whatever.

THE SCOT B. OF FAIRBORN, OHIO?

I'd like to know a little about Bern-shooting, Bone-boggling, Barnstorming, Berzerko, Bouncing Bobby Encinas. Bob is one of my favorite racers even though sometimes I'd rather watch the girl racers if you know what I mean. Could you help a poor, pondering, praying, pinheaded person and run an article about Bobby?

Dave Schulz
Fairborn, Ohio

If you will pass patiently through the Pulitzer prize winning pages of this peachy publication that you possess in your paws, perhaps in your perusal you will pause at a point where we have performed to perfection . . . Play THAT in your piccolo! —Oz

THE GREAT PIKES PEAK ASSAULT

My friend and I have been working on the Pikes Peak trip that we wrote you about. We have contacted CYC Distributing to check on two CYC Stormer bikes with several modifications. Special items that would be necessary are: Front and rear caliper brakes in addition to a rear coaster brake (these are absolute musts), some sort of heavy-duty sprocket guard, and some NON-DINGABLE, NON-BENDABLE, NON-CRACKABLE rims.

If this trip really comes off it will make my whole junior year at school!

Curt Van Inwegen
Colorado Springs, Colorado

Curt, I called Terry Vienna at CYC and he is as stoked on this thing as we are. Here's what we've decided to do: Everybody at BICYCLE MOTO-CROSS ACTION is going to brainstorm what kind of setup would be best for what you guys are planning (working from what you've already told us), then we're going to draw it up and CYC is going to build and outfit both bikes.

Then we're going to do an article on setting up "The Great Pikes Peak Assault" bikes. After that it's up to you guys for photos and text for an article on the actual trip. The whole thing sounds hot, huh?—Oz

A CADILLAC, A 240-Z AND 7 TRASH CANS

I really liked the big words Scot Breithaupt used in the training camp story. Could you ask him a couple questions for me?

1. What is the longest jump he ever made?
2. I am 14 years old. How old is he?

Brian O'Guin
Old Hickory, Tennessee

Glad you liked the big words, Brian. We do try to be educational. And here are your answers, from the lips of the great prophet himself:

1. A Cadillac El Dorado longways, a 240-Z sideways, and seven trash cans, in that order. He used a take-off ramp but no landing ramp.

2. Scot will admit to being somewhat older than Rodney Allen Rippey but younger than Abe Lincoln, even though he acts like the former and, with his new beard, looks like the latter.—Oz

LACKING PLACES FOR TRACKING

I am planning on building a BMX track here in Michigan. Could you please send me what info you have available on this sport.

R. J. Bresett
Plainwell, Michigan

I would like some information on building and running a BMX track.

Todd Rockwood
Bismark, North Dakota

We have a problem and decided to ask the Most Factory Magazine. We want and need a track around Nassau County, New York. What should we do? If you can do anything, my friends and I would be very grateful, and if you can't do anything, don't worry, we'll still buy your magazine!

Stormin' Steve Puleo
Stewart Manor, New York

So many letters like this come in that we're considering the possibility of publishing a "How to Start and Run BMX Tracks" booklet or magazine. Because of the standard time-money-etc. excuses it probably won't happen

for a while, but I thought you guys might feel better knowing that we're thinking about it.

What we have been doing (in case you didn't notice) is including in every issue of BMXA at least one article dealing with this subject.

For Stormin' Steve and his friends and other young people who want to get a track started: Read the Cash Matthews/Mat Raymer interview in our December 1977 issue. They had the same problems that you guys face, and they did something about it. Or try the Charlie Litsky interview in the February 1978 issue, he's making waves too.

For the adults out there who want to get involved: Check all our back issues. There's something on this in each one.—Oz

FULL OF BEANS

I own a Stroker and the bike shop down the street said that Stokers were too heavy and were bad racing bikes so I thought I would sell it and get a better racing bike if I don't do too well when I race so I thought I should write you and ask what you thought were the best racing bikes because I thought if anybody would know what the best bikes are it would be you.

Eric Boyse
Pembroke Pines, Florida

It's true, Eric, that the Stroker frame is a shade heavy but other than that the bike shop guy is full of beans because the Stroker is a great racing bike when outfitted with the trick equipment and besides that your Stroker frame will probably still be in one piece when you're an old bugger sitting in a rocking chair telling your grandchildren what a BMX racing hero you used to be.—Oz

THE U.F.O. OF NEW FAIRFIELD

Hi out there in Motoland; my name is Lorraine Figliuzzi (no it's not a disease) and this is a story about BMX in New Fairfield, Connecticut. Strangely enough, you see, there is no such thing as BMX in New Fairfield. People have never heard of it here. I'm a girl, 16, who has heard of it.

I have a Yamaha Motobike, the kind not used in BMX anymore. I'm the only kid in town who has a heavy, fully

suspended bike like this. I love it and think it's GREAT!

I'm called the U.F.O. of New Fairfield by the neighbors, my friends, and even the cops. I'll tell you why: It's 'cause I wear a helmet, goggles, knee pads, gloves, and a face guard. With all this stuff on (Star Wars), coming out of my 90 foot driveway which is on a slope, doing 10,000 miles an hour, the neighbors just stare and say, "That's gotta be the Figliuzzi kid." To top this off, the nosy neighbors also watch from behind their curtains when I go over my ramp or bounce over the whoop-de-dooos in the lot or do one handed wheelies and wave to them at the same time. I think these tricks are pretty cool . . . It's a shame they don't.

I tore my cartilage because I went over my ramp without any MX gear on. I thought I was too good and didn't need it, but I guess you're never TOO GOOD to wear protective gear. So I don't care what the neighbors say, the scratches on my helmet are better than having them on my head, despite what they might think.

My future plans are to get a sidehack and you can imagine the looks on the neighbors faces and their thoughts. I'll really be locked up then. Another idea I have is to jump over an MG Midget.

So . . . If you happen to be passing by New Fairfield and see someone on a bright orange bike doing an endo over an MG Midget, you know who it is.

Lorraine Figliuzzi
New Fairfield, Connecticut

P.S. To all you BMX'ers out there (wherever you may be), I love ya and really admire you.

One of these days your neighbors may realize that there are about 10,000 worse things you could be doing with your time. Hang in, Lorraine, you're our kind of woman.—Oz

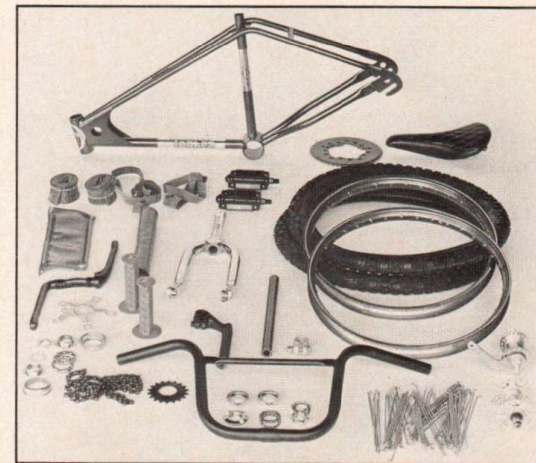
PATIENCE, PATIENCE . . .

Hey, you. The one holding this letter. Get off your (beep!) and get my subscription in the mail. If you decide not to do this right now, I hope Jeff Bottema punts you off a large, panatela, brown berm with a 1,000,000 foot drop-off and when you reach the bottom a thousand crazed moto-mice catapult you with their huffy department store wonders!

Twiggy
Denver, Colorado

It's on it's way, Twig. And when you get it may the big bluebird of happiness fly up your nose! By the way, what's a panatela?—Oz

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There are 105 essential items on the average BMX bike. There is one and only one frame. With the right frame the other 104 parts are brought together into a unique unit; a precision racing machine. Without the Torker frame your team of parts is a weak unit. TAKE YOUR PARTS TO THE MAX... DEMAND A TORKER!

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NBA TOP TEN NATIONAL FINISHERS FOR 1977

National Number	Rider	Sponsor
1	Stu Thomsen	Scot Enterprises Racing
2	Brent Patterson	Speedo Racing Products
3	Scott Clark	R&R Racing Products
4	Kevin Ridling	Speedo Racing Products
5	Brian Patterson	Speedo Racing Products
6	Jeff Utterback	Scot Enterprises Racing
7	Brian Lewis	Two Wheeler's
8	Mike Koron	Speedo Racing Products
9	Gary Renteria	LRV Industries
10	Greg Hill	Scot Enterprises Racing

To those racers who earned a position on this prestigious list, and to the manufacturers who made it possible for them, BICYCLE MOTOCROSS ACTION Magazine wishes to extend its most hearty congratulations.—Oz

The 2nd Annual

MONGOOSE/NBA GRAND NATIONALS

To say the Grand Nationals was a 'neat' race is like saying that a Porsche Turbo-Carrera is a 'nice' car . . .

STORY BY BOB OSBORN
PHOTOS BY WINDY AND OSBORN

You've seen the commercials on television where some bright, smiling, clean-shaven guy climbs happily out of his Bosso Beauty-Rest Mattress ("Like sleeping on a cloud") after a wonderful, restful night's sleep.

Well, to be brutally honest, that is not exactly how I wake up in the morning. Normally I crawl out of bed scowling, unshaven, and grumpy, go through the usual routine of trying to

keep from confusing the Crest with the Brylcreem, and then, usually after a half-hour or so, some semblance of co-ordinated activity will begin to assert itself.

On the morning of October 30 my day started with all the usual stumbling around. Except . . . something was trying to penetrate the fog. Something was different. And why had I set the clock radio so early for a Sunday

morning? Even the air was different . . . it seemed almost charged with electricity. Something unusual was going on.

Just as I was about to brush my teeth with Brylcreem (I had already rubbed Crest into my hair) my eyeballs slammed open . . . I had it! I knew what today was! THE MONGOOSE GRAND NATIONALS! WOW! HOT DANG!





Cast your eyeballs on the biggest BMX race ever . . . so far. Over 1000 racers and more than 5000 spectators. Far Out!



15 Expert super star Brian Lewis (Two Wheeler's) really earned his spurs today. 1st 15 Expert, 1st in the 14 and over Open, and 1st in the Trophy Dash. A fair day's work for ol' Brian.

It was the same in all the other vans, cars, pickups, busses, etc. in the half-mile long line waiting to get into Devonshire Downs. They could feel it too; the electrical charge in the air. And it was becoming more intense. By the time we had parked and walked the short, crowded distance to the field of honor it had become a sustained whirlwind of competitive energy, irresistible in its rush and power. It was engulfing and affecting racers and spectators alike. The Mongoose Grand Nationals was a roaring, whopping success, and the first moto hadn't even started yet.

The 1006 racers (that's almost as many entrants as the Barstow to Vegas motorcycle desert race) and over 5000 spectators who came today were not here because of some fluke. This was the result of a tremendous amount of time, energy, effort, and expense on the part of BMX Products (manufacturers of Mongoose bicycles) to publicize this event.

There had been demonstrations by the Mongoose factory team at shopping malls all over Southern California, large race posters sent everywhere, hundreds of radio spot advertisements, pre-race newspaper articles and announcements, and discount tickets on sale at major chain stores. You could even buy ad-

mission tickets at any of the network of Ticketron offices. October 30th was even declared "Bicycle Motocross Day" in Los Angeles by Mayor Bradley (I wonder how BMX Products accomplished that).

The NBA carried their end of the load too. The track was the best 'one-timer' we had ever seen. Organization was flawless. All the banners, flags, haybales, and racing paraphernalia

were there to define the course and add color. The famous Thunder Tongue Pippin provided vocal background and Big Bobby Clinton (the racers favorite) handled the starting gate.

There were a total of 500 motos, semi's and mains run at the Grand Nationals! 500 of those buggers!

And how about the racers themselves, the 1006 guys who were the

whole show? Every one of them put out a 150 percent effort! The competition started out at a furious pace and by the semi's and mains had become see-to-believe stuff.

The 15 year old bionic racer, Brian Lewis (Two Wheeler's), did what was virtually impossible to do for one of such tender age. He totally obliterated the 15 expert main, went on to win the 14 and over open main, and then, as



The legendary Brent Patterson (Speedo) checks back over his shoulder in one of the Pro/Am Open motos, but there ain't nobody even close.

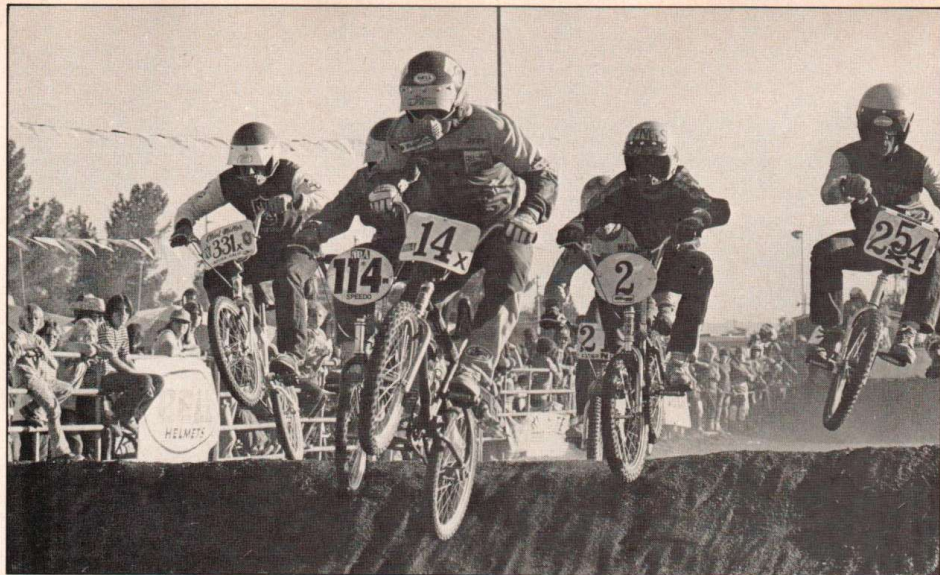
◀ Who? Stu. CARAMBA, he flew!



You can tell that Don Koelber is going to trophy in the 9 Novice class by the way he holds his mouth!



#159s, Wheels N' Things sponsored Don Cole, pushed and poked his Torker to top dog 14 Expert. ▶



#14x, Jeff Utterback (SER), was hotter than a \$2 pistol all day . . . but he met his Nemesis in the 15 Expert main 'cause Brian Lewis was hotter than a \$1 pistol.



← Nobody but nobody jumped THIS gate!



The finish straight whoop-de-dos were a plague on everybody . . . there just wasn't any good way to take 'em.



The Tasmanian Devil, Stanley Robinson (King's), slicked through his 15 Expert motos only to bomb out in the semi's.



Da winnah of the 10 Expert class, Big Bad Bo Stevens (Wheels N' Things).

if that wasn't enough, pulled one of the smoothest swoops ever seen on Stu Thomsen in the Trophy Dash; Lewis had tucked into 2nd behind Thomsen at the half-way point of the race, then as they approached the tight, flat, right turn just before the finish straight, Thomsen went inside and Lewis set up by going in unusually wide. Thomsen came out of the turn wide left and the trap was sprung; Brian was hard inside and even. Stu was so surprised that he bobbed a pedal and the Two Wheeler's streak dove into the whoops and across the finish line. A bewildered Stu Thomsen had to settle for 2nd place brass. Hang in there, Brian! Don't let those big guys push you around!


The Pro main, with a purse of \$700, was the total mind-bender of the day . . . Maybe of the entire year! Out of the gate Stu Thomsen (SER) powered into an instant lead with, amazingly, his 15 year old team-mate Jeff Utterback hanging in with a very tight 2nd. At the first jump John George (Shimano), Brent Patterson (Speedo), and Coy Hudson (Wheels 'N Things) were in a jammed three-way tie for 3rd, with the rest of the Pro maniacs charging behind. Going into the first turn things started getting a bit tense. From the outside of the three-way tie George tried to get closer to the inside hot line which forced Patterson into Hudson, and Hudson into a hay bale. Scratch Hudson.

In the next berm Utterback tried to break Thomsen's rear axle with the spokes of his front wheel. Scratch ten spokes and Utterback.

Suddenly Patterson could see daylight and he went for it. He was on top of Stu so quick that nobody could quite understand what happened. It was like a 400 Husqvarna at full wick! But Patterson overshot the mark and snagged Stu's back tire in the third turn, causing Patterson to high-side. Scratch Patterson.

George, a quickly recovered Coy Hudson, Jerry Railsback, and Brian





JEFF BOTTEMA

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A study in styles. #151 Mike Walsh's must have been better 'cause he trophied and Carl Roff didn't.

Curnell were hot after Thomsen and fighting tooth and nail for 2nd place. But Patterson was back!

Five abreast they jammed into the final flat, slippery turn with Patterson hard inside. When everybody went for the inside line the Speedo rider

was forced off the track, into the hay bales and a soft pile of dirt. Scratch Patterson again.

But he didn't stop! What happened next can only be attributed to an iron-clad mental attitude that instantly and totally rejects any thought of quitting.



Somebody lit a fire under Sparky Perry (Peddlepower) . . . He smoked the 13 Expert class and was still hot enough to pick off a 3rd in the 13 and under Open.



The 15 Novice crazy-eyed loonies. #332, Jim Reynolds snuffed.



Whuppin' it on through the first flat sweeper. John Contreras (Sunshine) did the ol' BMX Fandango for all his fans. 3rd overall in the 14 Novice class.



A moto of the fiendishly fast 16 Expert woobies. Bob Hadley (late of Schwinn) lead-rig, Johnson of Hank and Frank's and Curnell of Mongoose dicing for 2nd.



These three guys went bonkers in the 9 Expert class. #965 Jeff Rutherford 1st, #211 Gary Renteria 2nd, and #129 Dennis Parker got a 4th.

With an unbelievable effort Patterson used the dirt pile for a jump, cleared the hay bales, and landed back on the track in the center of the turn, right next to John George who had fought his way into 2nd place.

Patterson had lost all momentum so George surged ahead, but he still wouldn't give it up. Stu would win it, George had 2nd pretty well sewed up, but Patterson was flat out over the final whoop-de-dooos and gaining on George. At the finish line it was Thomsen 1st and John George 2nd, with Patterson only inches back in 3rd.

This one moto has to go down in the record books as far and away the wildest competitive effort yet seen in BMX racing. Just as the 1977 NBA/Mongoose Grand Nationals will be recorded as the biggest and best BMX event yet to happen.

To Brent Patterson, Brian Lewis, and to each one of the 1006 racers who competed today, and to Skip Hess of BMX Products and Ernie Alexander of NBA, and to all the people who made this fantastic event happen. This magazine can only say . . . KAWABUNGA YOU GUYS! THAT WAS REALLY SOMETHIN'!

NBA/MONGOOSE GRAND NATIONALS

RESULTS



OPEN PRO/AM
Thomsen, George, Patterson

TROPHY DASH
Lewis, Thomsen, Denind

16 EXPERT
Thomsen, Hadley, Juarez

16 NOVICE
Perry, Jeter, Walsh

15 EXPERT
Lewis, Utterback, Pedrin

15 NOVICE
Reynolds, Beavers, Banker

14 AND OVER OPEN
Lewis, Small, Divorshak

14 EXPERT
Cole, Merritt, Rupe

14 NOVICE
Lindsay, Webb, Contreras

13 AND UNDER OPEN
Denind, Koron, Perry

13 EXPERT
Perry, Davidow, Coffinger

13 NOVICE
Braganza, Trouche, Osgood

12 EXPERT
Patterson, Porter, Medlin

12 NOVICE
Royce, Van Wie, Allard

11 EXPERT
Scurte, Whiteside, Adams

11 NOVICE
Ballenger, Porter, Miller

10 AND UNDER OPEN
Artura, Anderson, Welch

10 EXPERT
Stevens, Venegas, Serew

10 NOVICE
Carlson, Carlos, Henderson

9 EXPERT
Rutherford, Renteria, Caveloro

9 NOVICE
David, Gass, Koeiber

8 EXPERT
Davis, Bertoldo, Sanchez

8 NOVICE
Romero, Stone, Cate

7 YEAR OLDS
Trevino, Henderson, Gutierrez

6 YEAR OLDS
Greedy, Long, Deek

13 AND OVER LADIES
Holland, Buckner, Eisenberg

12 AND UNDER LADIES
Bradshaw, Dong, Webb

SIDEHACKS
Wimberly/Swanagen, James/Kurkan



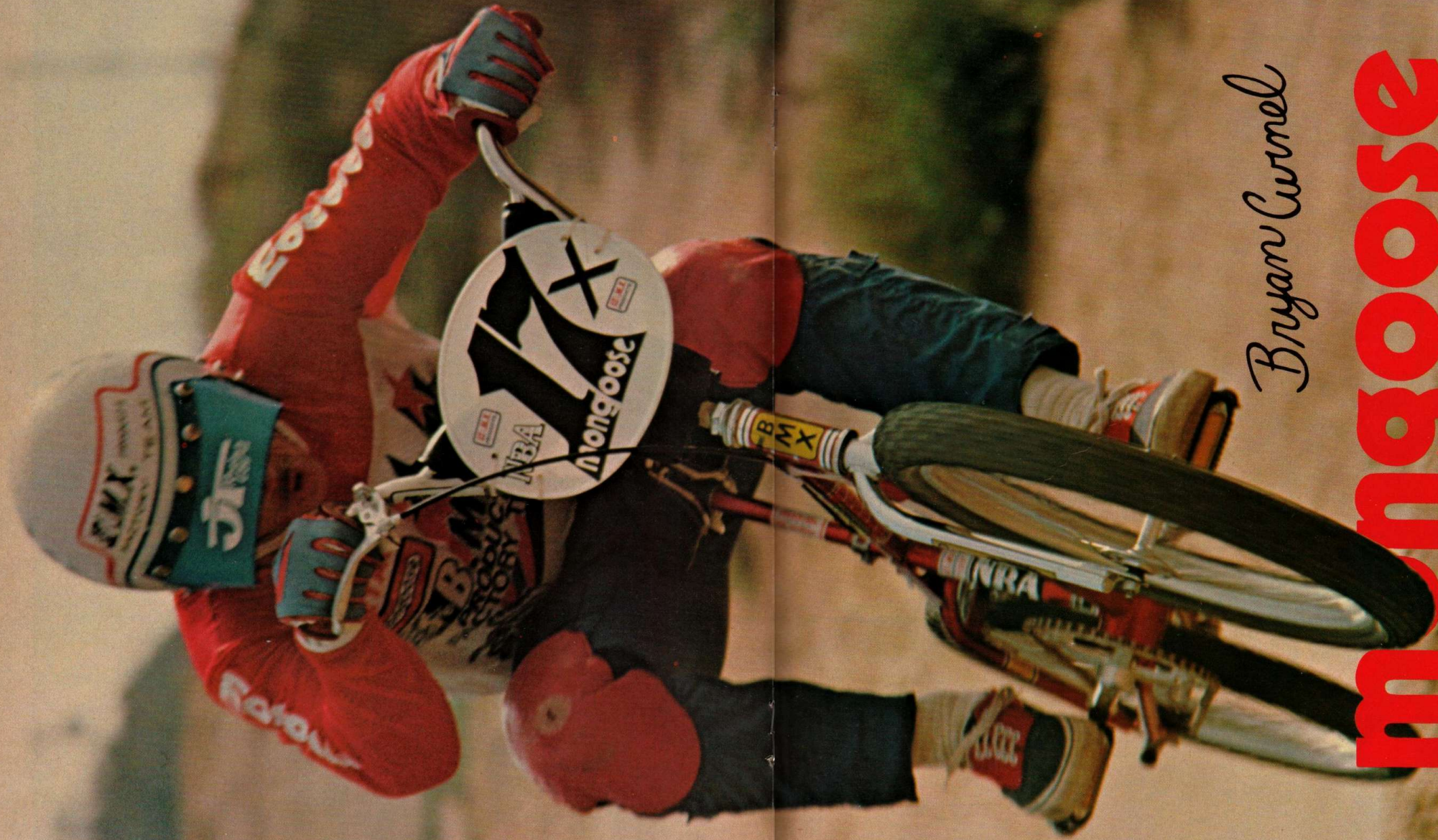
Hang on, little buckaroo!



LOOK OUT! Here come the sidehackers, and they're weird.



Shawn Wimberly worked his way through an extremely tough day of racing, all the way to the 14 Novice main where he finished just short of a trophy. This is almost more than flesh and blood can bear.



Bryan Curmel

mongoose #1

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PRODUCTS



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More hot stuff from the Mean Machine Factory. This time it's a boss set of round tubular forks: The TWO WHEELER'S Pro Model forks.

These buggers are light, strong, and keen looking. To be more specific; they weigh a very trim 1 pound 12 ounces, are constructed of 4130 chrome-moly with a heat-treated stem, are heli-arc welded and then show-chrome plated for a beautiful non-oxidizing finish.

Everything about these TWO WHEELER'S Pro Model forks is meticulously done; first class equipment. If you're interested go down and bug your local BMX bike shop or write to: TWO WHEELER'S, 7625 East Rosecrans Ave. Suite 21, Dept. BMXA, Paramount, CA 90723.



SCADS OF PADS

These guys have pads coming out their ears! Handlebar pads in 8, 9, 10, and 12 inch sizes. Frame pads in 10, 12, and 14 inch sizes. Stem pads to fit either single or double-clamp goosenecks. All these pads are available in black, red, blue, or yellow. And they're all cheap.

Wholesale or retail inquiries should be mailed to: JOHAR MFG. CORP., 1617-K W. Rosecrans, Dept. BMXA, Gardena, CA 90249.



CHAIN SMOKER

Did you know that most bicycle chains are two-point riveted? Neither did we until we were told that the new HKK Smoker chain is four-point riveted which, we learned, is mucho stronger.

We did know that HKK makes top quality chains. So when we were also told that the Smoker chain has a higher tensile strength than previous HKK chains, we were suitably impressed.

Once we got one in our own sweaty paws we discovered several other trick things. Like beefier, brass plated side plates and a bolt-and-lock-nut master link. This new HKK Smoker chain is one more example of the improvements in equipment that answer the demands of this rapidly growing sport.

HKK's "Gold" Smoker chain comes in 1/2x1/8 and 1/2x3/32 sizes to fit standard and derailleur sprockets. For a high quality, strong, neat looking chain, the \$5 price tag seems pretty good to us. Check at your bike shop or have them contact the distributor: EVERYTHING BICYCLES, 22122-B South Vermont Ave., Dept. BMXA, Torrance, CA 90502.

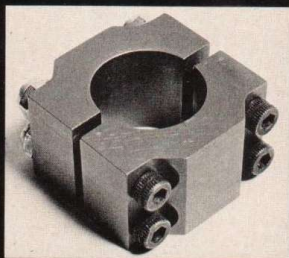


A DIMINUTIVE DUCK

Ladies and gentlemen . . . Introducing the mighty midget moto machine from BMX PRODUCTS. The little brother to the popular Mongoose, the racing bike made especially for half-pints. And here it is, folks; the Miniongoose!

This bike is one tough cookie. It has the chrome-moly front triangle, 105 gauge spokes, race-proven geometry, and a bunch of other neat stuff. It comes packaged as a kit (which saves you bucks), and includes step-by-step assembly instructions.

Check with your local BMX good guy or write: BMX PRODUCTS, 21061 Superior St., Dept. BMXA, Chatsworth, CA 91311.

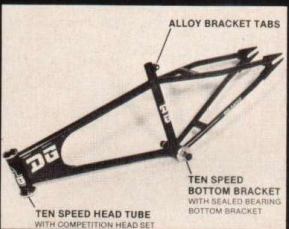


A BETTER MOUSE TRAP

Something that would be very tough to improve on is a seat post clamp. It's sorta like a mouse trap. How do you improve a thing as simple as that.

Well, will wonders never cease? The mad machinists from PEDALER'S WEST have gone and done it. They have invented the PLME seat post clamp, a definite improvement over the old, ugly, heavy jobbers.

The PLME clamp is machined from a solid block of aluminum and includes four hardened Allen bolts and aircraft locking nuts. It is anodized red, gold, blue, or black. Weight is 3 1/2 ounces. Check with: PEDALER'S WEST, 412 N. Maclay Ave., Dept. BMXA, San Fernando, CA 91340.



DG'S NEW CLAIM TO FRAME

Just when we start thinking that everything's already been done with bicycle motocross equipment, somebody comes along with a spiffy new idea. Like DG's brand new Super Pro and Super Pro Junior. These frames are similar to the DG-1 and Skibel Replica (chrome-moly, lightweight, fast, etc.), but tippy-toe a couple steps beyond.

They come equipped with a Stronglight sealed bearing bottom bracket assembly, a Stronglight competition headset, and (are you ready for this little beauty?) a seat tube that comes with two welded-on tabs which accept a small lightweight nut and bolt. This completely eliminates the need for an add-on seat post clamp. Pretty nifty, huh?

The Super Pro series frames come in candy apple blue only, and cost somewhere around 150 bucks. Interested? Contact your local DG dealer or write to: DG PERFORMANCE SPECIALTIES, 1170 Van Horne Lane, Dept. BMXA, Anaheim, CA 92806.

THE BICYCLE MOTOCROSS ACTION NO.1 RACER OF THE YEAR AWARD

The action-packed 1977 bicycle motocross racing season has ended and all the sanctioning bodies have tallied their entire year's points to determine who earned the No. 1 plates nationally, regionally, and in the local districts.

Since there are so many sanctioning bodies with so many No. 1 riders, we have decided to give our readers the opportunity to pick who they think is the No. 1 racer of all.

For the past year you've read about 'em; the heavies, the super-stars, the hot dogs from all over the U.S. Now is the time to let the world know who your favorite is.

The No. 1 most factory magazine is now officially accepting votes for the BICYCLE MOTOCROSS ACTION No. 1 Racer of the Year!

The winner, according to your votes,

will receive all sorts of goodies from JT Racing, Bell Helmets, Scott USA, SE Racing, Oury Grips, Bel-Ray, BMX Products, Addicks Sprockets, JM Cyclery, All American BMX, and The Most Factory Magazine.

We will also be giving Honorable Mentions in three other categories: No. 1 Team, No. 1 Powder Puffer, and No. 1 Track. The results of this readers poll, which we will publish of course, should be very interesting.

To enter your votes just fill in and clip out the official ballot below and mail it to BICYCLE MOTOCROSS ACTION. Voting will close on March 1st, 1978, so hurry and send in your ballot today. Only one ballot per person please (we don't want any ballot box stuffing going on). The results will be published as soon as we can add them all up.

BICYCLE MOTOCROSS ACTION NO. 1 RACER OF THE YEAR

OFFICIAL BALLOT

DEADLINE: MARCH 1, 1978

Write in your choice for:

NO. 1 RACER _____

NO. 1 POWDER PUFFER _____

NO. 1 TEAM _____

NO. 1 TRACK _____

Your name _____ State _____

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BMX MAKES IT ON NATIONAL TELEVISION



CUT! CUT! Number 787 is looking at the camera and grinning!

“LOSER TAKE ALL”

BY TERRY TWILIGHT, BMX TV SHOW EDITOR

Sitting in the audience of last year's NBA awards ceremony with what had to be (judging by the noise) four million kids and everyone of their relatives, I was glancing through the program. Listed somewhere near the middle was a ten minute movie called "BMX." Into my head popped a mental image of some of the home movies that I'd been unable to avoid seeing.

Such naivety. I shortly found out that this was a professional effort by Chaparral Productions, and was ten minutes of solid DYN-O-MITE!, every bit as good as the best ten minutes you'd care to choose from "On Any Sunday." This short movie would give a cross-eyed aardvark the hots to race bicycle motocross!

So anyway, last week I heard about this TV show that Chaparral Productions is going to film. The plot sounded kind of hokey, but it involved BMX racing.

The way I got it, there is this kind of poor kid who earns his money delivering newspapers and is saving to buy a motocross bike so he can enter a big race that is coming up. This is, of course, the good guy.

The heavy in the show is the local hot-shoe number one rider who is a kind of rich kid, unloved by his parents but given everything he wants, namely all the expensive BMX gear.



Is this the next Ron Howard? No, it's Eric Rupe (Factory Team Schwinn), who did the stunt riding for Riff.

Pepe (the good guy) comes up short of bucks and is heartbroken because he can't get a competitive bike. But his father, who is a welder, helps him modify his paper route bike and even buys him a new crash helmet.

The big race arrives and Pepe (who has been practicing secretly) and Riff (the bad guy) come off the line in front of the pack, with Pepe taking the lead in the first turn.

But Riff is right behind and, being the bad guy, getting ready to pull some dastardly deed on our hero.

Going through a fast turn, Riff uses his racing experience and goes for the inside. As he passes Pepe, Riff intentionally cuts him off (horror of horrors!), sending our hero into the boonies.

But Pepe, not to be outdone by this underhanded foul trick, gets back on the track and catches up just as Riff is rewarded for his evil ways by crashing in the mud hole, which Pepe sails blithely over.

But does our hero go on to glory and fame and the fulfillment of his dreams, all of which wait at the finish line? Does he abandon Riff to the rest of the pack who are at this moment thundering towards the mudhole and cannot see the bad guy laying there?

O terrible indecision. O agony of conflicting motivations.

What does Pepe do? Does he go for the win or does he save Riff?

Hee hee hee. I'm not going to tell you. You're going to have to watch the boob-tube to find out.

Anyway, with Chaparral Productions doing the filming, even considering the hokey plot, "Loser Take All" may win an Academy Award or something.

Want to know a couple fascinating



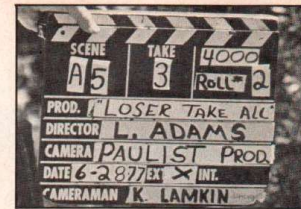
The heavies: No. 1, Riff (Robbie Wolcott), No. 50, Tommy (Mike Darnell), and No. 7, Ray (Billy Barrow). Take a guess at which manufacturer Chaparral Productions hit up for props.

things about this TV film? Eric Rupe of the Factory Schwinn Team did the stunt riding for Riff (for some exorbitant amount of money), and Bobby Encinas (BMXA cover guy, June, 1977), who rides for Shimano and Mongoose, was the helmet-cameraman. He got those moving shots where it looks like you're actually in the race. The stunt riding for Pepe was done by another BMX racer, Steven Reyes.

Well, folks, that about wraps it up,

except to say that if you look very closely when Pepe and Riff come off the starting line you may see yours truly standing in the background. Yep, I was pressed into service as an extra. And isn't that how Paul Newman was discovered?

"Loser Take All" should be aired on national television sometime this Spring. Check your TV Guide. ●



The director of "Loser Take All," Lew Adams (in the hat), gives Pepe (Panchito Gomez), Pete's father (Gregory Sierra), and the sign-up lady, Suzanne (Suzanne), some last minute hot tips before shooting a scene.

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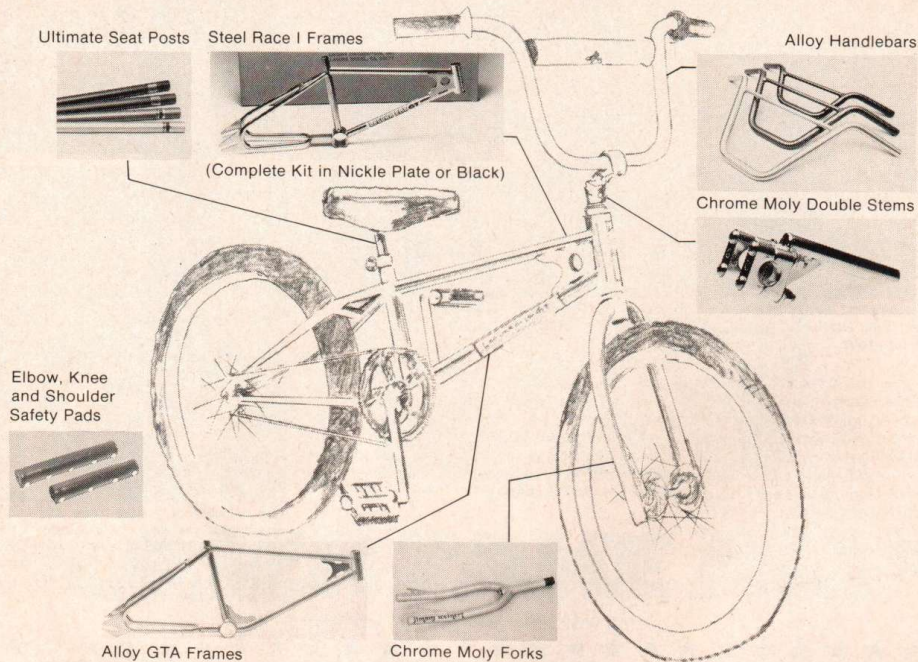
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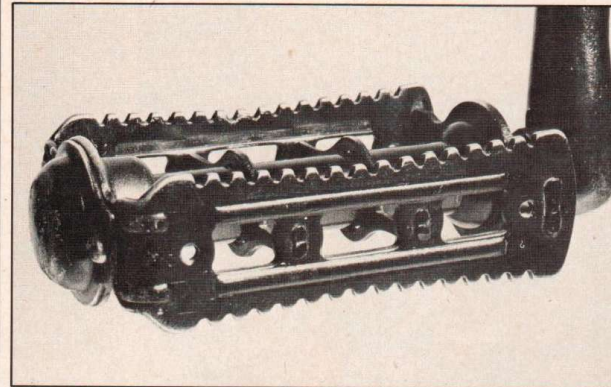
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PRODUCT ANALYSIS

MKS BMX "BONZIA" PEDALS



MKS, one of the oldest and largest pedal manufacturers in Japan noticed one day a new-fangled sport in the U.S. of A. that was getting downright popular. It was called BMX. When MKS discovered that the main object of this new sport was to see how quickly you could totally thrash a set of pedals, they said, "Ah-so! We accept challenge. We build honorable set of bullet-proof pedals those Americans cannot munch."

And that is how the MKS BMX pedals came to pass.

But those Japanese guys are fiendishly clever. They did the normal super-pedal stuff like using a stepped-down chrome-moly shaft. But they went beyond this; instead of using the more common peened insert joints at the outer corners of the footrest they employed a single strap of steel with radiused corners for much more strength. Kind of a unit construction thing. They also contoured the toothed gripping surface so that it sticks to your foot like hot bubble gum. And, as if that wasn't enough, those son of a guns made the bearing cones adjustable and rebuildable.

About four months ago we tossed a set of MKS pedals into the cage where we keep the dreaded and fearsome BMXA Destruction Squad. We were a bit apprehensive about doing this because it was the only set of these pedals in the whole United States at the time.

After more than four months of racing, munching, being gnawed on and stomped, the only damage to these pedals was some worn-off paint. Reflectors have been removed for racing.

But last week we went into the cage (with chairs and whips and pistols) to salvage the remains, and lo and behold! the pedals were untweaked, uncracked, and unmunched. Not only that, but when we pulled them apart they were clean and free of the usual crud that gets into pedal bearings. And they still rolled like brand new. Amazing!

To be just a shade more serious, these pedals have been raced for more than 100 motos and should be bent and seized by now. But they are still perfect. After all this testing we decided to give the MKS BMX pedals the "A-Okay Hot Stuff" rating.

Weight of these pedals is 10 ounces per pedal or about the same as a KKT. They are available in 1/2 and 9/16 inch thread sizes. Cost should be about \$9 or less for a set. They come with screw-on reflectors that can be easily removed for track use.

By the time you read this these pedals should be available at your local BMX dealer. If he doesn't have them yet, and you have decided that you can't live another minute without a set, have him contact Everything Bicycles. We know they've got 'em ready for distribution.

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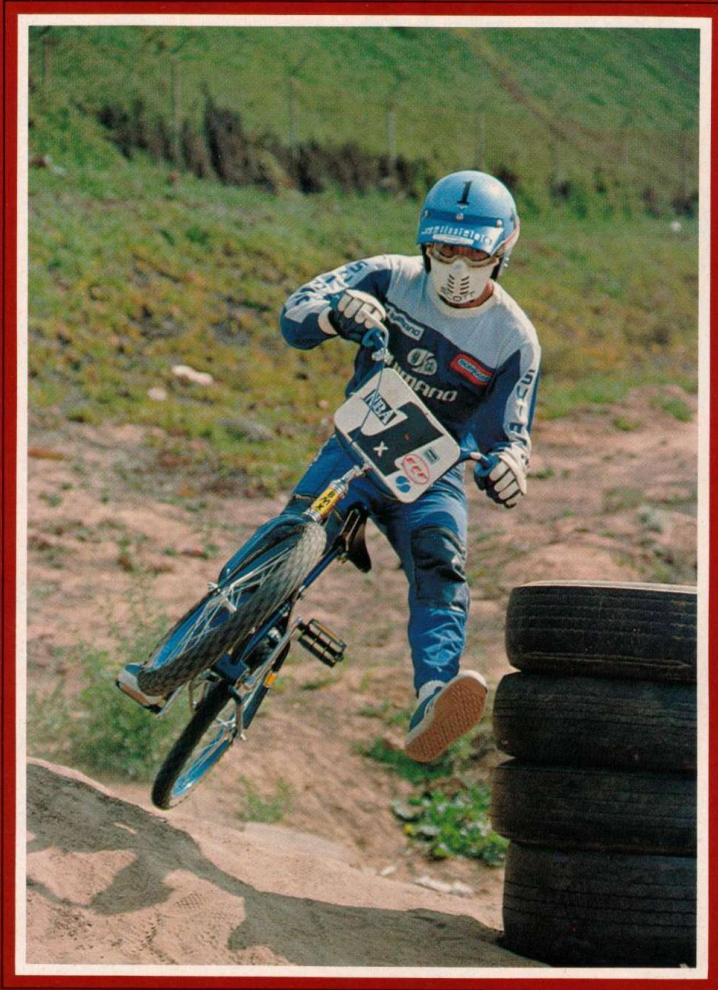
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DEALER AND DISTRIBUTOR INQUIRIES INVITED

The Bobby Encinas Story

BY THE STAFF, WITH AN INTRODUCTION BY BOB HADLEY



**Sometimes a guy comes along
who makes it all worthwhile . . .**

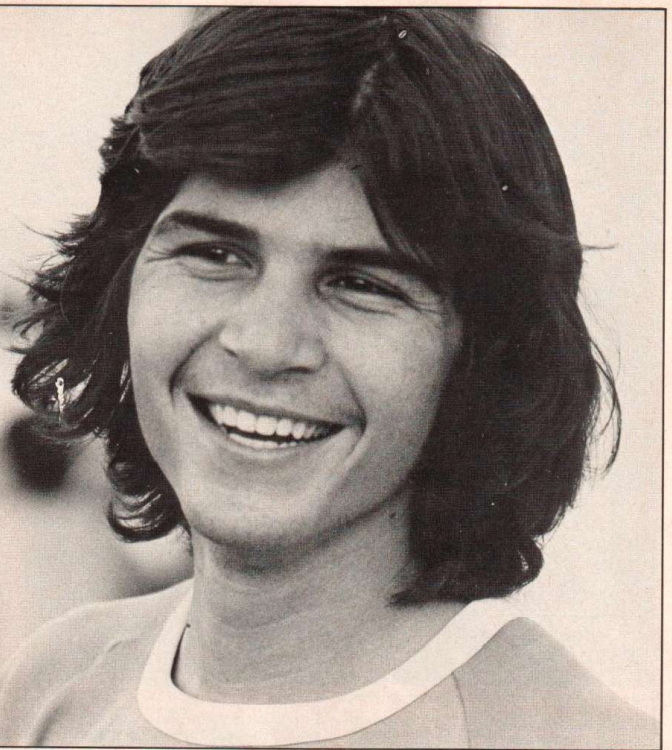
INTRODUCTION— Bobby Encinas is 18 years old this year. He has been racing bicycle motocross for nearly four years. He has won over 400 trophies, mementoes of the more than 1000 races he has entered. Bobby is the most devoted racer this sport has ever seen.

In the Southern California district of the NBA he has carried the No. 4 plate one year and the No. 2 plate for two years. In 1976 he earned the right to display the No. 1 plate through 1977, the culmination of a four year dream.

Bobby's hopes of ever winning the No. 1 plate were almost shattered in the final months of 1976. He and Neil Bonds had been within several hundred points of each other all year, and together led the NBA regional points race. Four months before the end of the year Bobby injured his wrist. Racing the last months of 1976 with a cast, and going as fast as ever, Bobby earned the No. 1 plate, a slim 150 points ahead of Bonds when the year ended.

This is not your usual interview or rider profile. This is Bobby Encinas' story. It is a look back into the early days of bicycle motocross, Bobby's lifestyle, and the changes and breaks that brought him to where he is today.

—Bob Hadley



Yeah, right . . . the Encinas grin.

← Encinas by an elbow.



Bobby Encinas is a soft-spoken, polite, hard-as-nails guy who is rarely seen without a big grin, or for that matter without his foxy girlfriend, Laura.

Bobby has a full factory ride from Shimano and is co-sponsored by Mongoose. He has several jobs, one of which is building all the NBA trophies. He has done stunt and camera work in almost every short movie and TV program that has concerned bicycle motocross.

In the last couple years Bobby has traveled all over the United States to compete in bicycle motocross races. These trips have been paid for by his sponsors.

Currently Bobby is operating the Pro School of Motocross where he teaches younger riders about racing, safety, bike preparation, and mental attitude.

That is Bobby Encinas today. Several years ago the story was not quite the same. When he was 14 he lived



Conducting the Pro School of Motocross.



Bobby Encinas has stood in more sign-up lines than BMX Products has sold Mongoose.

in the Barrio of Canoga Park and was well on his way to becoming a juvenile delinquent.

He was involved with a wild bunch of Barrio kids who had too much time on their hands, no worthwhile interests, and no goals; a dangerous combination.

Smoking dope, stealing bikes, shoplifting, and vandalism provided their main interests and excitement. Bobby Encinas was on the road to nowhere.

"Before I started racing I had all this idle time. There was nothing to do but get into trouble."

Bobby did, however, have one interest which in time was to change his entire life.

In the Barrio there was a field where some of the local kids had built a few jumps and berms. Most evenings would find them and their bikes down there making like Roger DeCoster or Joel Robert.

On one such evening Bobby heard a rumor about a BMX track at Soledad, and a bike shop that was forming a BMX team. But according to the rumor you really had to be good to get on the team.

"When they told me about that my hopes of racing for a trophy were gone because I was not that good. But I wanted to race so bad that I decided

to try my luck, and went down on a Saturday morning when they had the team meeting. Luck was with me because the owner of Pedaler's West, Jim Emerson, who was sponsoring the team, said that membership was unlimited and I was on."

The following weekend Jim Emerson took the members of the team out to Soledad Sands BMX Track.

"When we got there I was so scared. I was afraid to even go down the track. But I did. When I raced I took last every time but I was very happy because I made it down the track."

Bobby kept on getting lasts, but he was changing. He had an active interest that even the Barrio could not take away. And he did not give up. He spent more and more time practicing at the field and the day finally came when he won a 3rd day trophy. After that it was 3rd and 4th place finishes every time he raced.

"Then I joined the NBA. It started two months before I joined and my number was 133. As time went on I got better and better. Soon I was racing two and three times a week. By then there were tracks in Lancaster, Sylmar, Castaic, and Chatsworth. Racing a lot paid off because by now I was better than all my friends in the Barrio."

By the end of the year Bobby had won the NBA No. 2 plate. He had a full factory sponsorship and he had a goal: To win the No. 1 plate.

"After I won the No. 2 plate I just stayed with it, trying my hardest every week. If I did not win there would be a next time. If something went wrong I never got mad because there would be that next time when things would go right."

"Ever since the first day I raced things have been different in my life. I don't know what I would be like now



The Encinas machine; Mongoose frame, Dura-Ace cranks, 2.125 Cheng Shin front tire, 1.75 Cheng Shin rear, Red Line "V" bars, Araya alloy rims, Shimano hubs, Shimano freewheel, Tange forks, Oakley II grips, Shimano lever and calipers.

if I hadn't got into BMX racing. The friends I used to hang around with are really into drugs and that's not where you want to be."

"I was pretty heavy into smoking, drinking, and stealing but I found something that every kid can have and be No. 1 at too. That's BMX. You do not have to be super-strong. I only weigh 135 pounds and do not have big muscles. All you have to do is ride your bike a lot, which is fun. BMX is not just racing, it's going out riding in a field or doing your own kind of riding safely."

"So to you kids who think you cannot win trophies or get a sponsor I want to say that you will not if you do not keep trying. And to the parents, if your kid wants to race try and help him because it's a healthy sport for his mind and heart and legs. And most of all it keeps the kids out of trouble because they're either racing or out riding or down at the bike shop. They just don't have time to get into smoking or stealing."

If you really talk to Bobby you'll soon discover that he's been there. He knows how easy it is for a kid to get the wrong start in life. You'll also discover a very real and active concern for younger kids who are on the threshold and can go either way... and a strong desire to help the ones who are drifting into wasted teenage years.

In his motocross school this is hammered home right along with racing techniques. He also sponsors a younger racer himself and does what he can for other kids. Probably his most effective tool is the example he sets.

Bobby Encinas is doing his part . . .

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Toward Smoother Running Races and Happier Racers

BY JACK SCAGNETTI

There is no doubt that bicycle motocross is the hot sport with many youngsters today. It has really caught on in just a few short years. It's challenging. It's exciting. It's fun. But the sport will only continue to grow if races are properly organized and run with the track operator having the interest of the racer in mind.

No matter how enthusiastic a boy or girl may be about competing in bicycle motocross races, the racer is not going to continue showing up week after week at the local track if there is dissatisfaction with the way the races are conducted.

Foremost for a track operator to keep racers coming back is to make the races enjoyable. It is true that the Pro class racers who have factory rides are under an obligation to compete, and to a lesser degree so are the sponsored riders who race the amateur classes. But it still comes down to the same thing; almost everybody races the tracks where they have the most fun.

Let's take a look at some of the factors that can help a track operator keep the racers coming back.

... Maintain a friendly attitude with the racers and their parents; this means everybody who is involved in the track operation. Remember the old "Flies and Sugar" theory.

... Races should be sanctioned by a bicycle motocross sanctioning organization so rules of safety and fair play are established and enforced, riders can be classified by age and competence, and records of point standings can be maintained.

... Keep the racing sophisticated, fast paced, and exciting.

... Maintain the track in good racing condition and make sure that it is not only exciting but safe, including for younger and inexperienced riders.

... Be sure there are adequate personnel to handle the races. This usually means a stager, a starter, a race director, a scorer, and an announcer. If it is necessary to pay helpers, do so. It will pay off in the long run.



Tracks should be maintained in good running condition and operated with safety in mind, particularly for younger racers.

... Drawings for starting line positions should definitely be fair and visible. Whatever is used for the drawing (cards, golf balls, etc.), let the racer draw it himself, or at least let him see the draw so he knows it's fair.

... Beginners are vital to the future growth of the sport so run classes for them. Charge less, give only one trophy, and move them up to novice when they win. Require safety equipment but let them ride any bike that is safe. This one thing, all by itself, will do much for the growth of your track.

... Don't skimp on trophies. Trophies and points are extremely important to racers. Badges of courage you might say.

... Always be sure your races are covered adequately by insurance.

... Provide a first-aid kit and be sure somebody at the races knows how to use it.

... If you charge a gate fee, spectators will want to at least have some bleachers to sit on and some refreshments available. Don't forget toilet facilities, whether you charge admission or not.

AND LAST BUT NOT LEAST

... Track operators should listen to the racer's suggestions and complaints. These young people know what's happening. Any worthwhile suggestions should be taken into serious consideration.

That about sums up the major factors for smoother running races and happier racers. Remember, keep smiling (yeah, I know, but try anyway), and listen to some of what these guys have to say. They are your customers, and you know what they say about customers...

HOT TIP OF THE MONTH

Got a HOT TIP you'd like to share with everybody? Want to see your very own name in the Most Factory Magazine in the World? Shoot those tips in and if they're really hot we'll run 'em. Send to: BICYCLE MOTOCROSS ACTION (HOT TIPS), P.O. Box 5277, Torrance, CA 90503.

HOT TIP NO. 465: TAPING THINGS

There are hundreds of things that can go wrong during a bicycle motocross race. One of Murphy's laws states that if something can go wrong, it probably will. You can pretty well figure that if just one little thing goes wrong during a race it will cost you anything from one position to a DNF.

One outstanding mark of top racers (and it doesn't matter if they're racing dragsters, bicycles, or kiddycars) is pre-race preparation. Part of what these guys are doing is trying to anticipate every thing that can go wrong during a race, and then minimizing the possibility of those things happening.

An area of pre-race preparation that is often overlooked by beginners and novices is personal gear, the stuff you wear. Without going into a long dissertation on all the things that can go wrong with what you wear, we're just going to lay a couple facts on you.

A loose right pant leg will sooner or later get hung up in your chain, probably when you're setting up to pass the front runner in a main. To lose a race because of this is very un-expert. El lamo.



Always carry some masking tape in your tool kit. Take a couple wraps around your right pants leg, and just to be absolutely sure, do it again a bit higher, like in the photograph. While you're at it, tape your left pant leg too, especially if you're running alloy cranks, because sometimes your cuff will hang up on the shoulder of the left pedal arm.



Another thing to tape, this time with duct tape, is the visor on your helmet. This isn't necessary if the visor is super-solid in the snaps. But, if there is any possibility of it coming un-snapped from a sharp blow, like hitting the ground, tape it. If you don't, sooner or later you're going to tangle with another racer and your visor will end up hanging by one snap, right in front of your eyes, and it sure throws your concentration off.

HOT TIP NO. 1284: LOST KKT BEARINGS

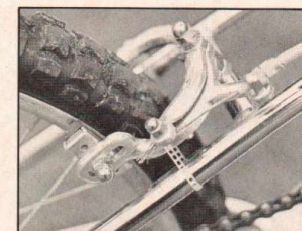
From Jumpin' Jeff Osegueda, Oakland, California.

When rebuilding KKT or MKS pedals and about half the bearings roll off your workbench, never to be seen again (like what just happened to me a couple minutes ago), try this: Find a munched rattrap pedal somewhere, cut the spindle in half, and pull it apart. If you're lucky you'll only lose about half the bearings. The rest should be the exact same size as KKT bearings. Got the picture?

HOT TIP NO. 3972: ENDING CALIPER BRAKE SHOE DRAG FOREVER

Whether side-pull or center-pull caliper brakes are used doesn't make any difference, one side always seems to drag on the rim (even when the loop-spring is properly aligned). This creates a certain amount of friction which requires additional energy and power to overcome, to say nothing of being annoying.

This friction is a very small thing, but as with any other kind of competition, bicycle motocross races are often won or lost because of the total effect of a whole bunch of very small things.



The cheapest and lightest way to correct this brake shoe drag problem is with number plate tiedowns. Attach one to the caliper brake leg and seat stay on each side and snug them up just enough to evenly pull both brake shoes away from the rim. If the tiedowns are too tight it will be tough to apply the brakes, so use your head when snugging them up. Cheap, light, and effective!

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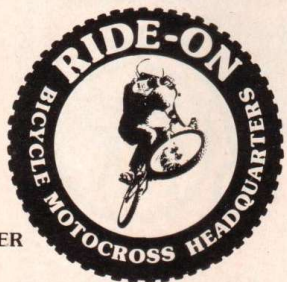
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THE BAD NEWS BEARS OF BICYCLE MOTOCROSS

The Scot Enterprises National Tour

"Team Terrible" rides again . . .

PHOTOS AND STORY BY HIMSELF, SCOT BREITHAAPT



What happens when you take 18 top BMX riders and one pigheaded, paranoid, senile bus on an eight week racing tour clear across the country? A disaster? Pure problems? Total chaos? An unforgettable learning experience? Loads of fun? Horrendous headaches?

It was all that and more. I can't wait for next year!

We started off by getting all the heavies in the BMX industry to help out. By the time we were underway we proudly represented BMX Products (Mongoose), Skyway (Tuff Wheels), JT Racing, Carlisle Tires, Bel-Ray

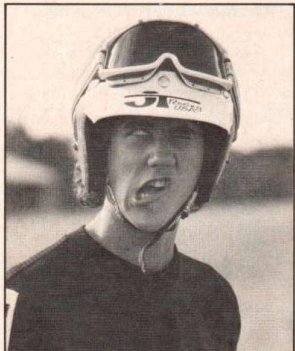
Lubes, Cook Bros., Oury Grips, Wheels-N-Things, DG, Scott Goggles, Bell Helmets, NBA, Shimano, Race Inc., Laguna Distributors (Jimmy Weinert), PRO, Wet Energy, BICYCLE MOTOCROSS ACTION, Torker, Ad-dicks, and last but not least, SE Racing. Whew . . . That ought to hold 'em.



The Oklahoma legends, Cash Matthews and Mat Raymer. Both went very fast at the Moore, Oklahoma races . . . Till Cash crashed. Whozzat in the background? Patterson?



A multiple choice question from St. Louis, Missouri. The answers are: (a) An Indian tribe's festive rain dance. (b) The 5th Annual Grape Stomper's Convention of East St. Louis. (c) The start of the 1st International FMX (foot motocross) One Race Series. (d) The SE Tour hot dogs, all mounted on their ultra-trick, invisible alloy, super-lightweight, drilled-out BMX bikes. I'm not sure what the question is.



Bob Haro, alleged ringleader of the Face Imitator Gang, the most devious, underhanded, diabolical mob of weird face makers in the world. He is wanted for questioning by the Federal Bureau of Face Transplants. Haro was photographed recently near Nashville, Tennessee. Oh, yes . . . He draws for us too.



Nashville, Tennessee was where everybody met Kim Wyant (SER). This 13 year old powder puffer blew the doors off all the boys, including her boyfriend, Tim Jodge (No. 1), and Wheels-N-Things hot dog, Eddie King (No. 134s). The guys didn't have much to say after the race . . .



In Enid, Oklahoma Mark Pippin went into his Mr. Pazzaz act, selling stuff in front of the bus. 497 sticker packs, 15 pad kits, and 367 T-shirts; an all time high for the SE Tour.

First stop was the Skyway Spring-nations in Northern California. This was our shake-down cruise. When the race was over we stopped back in Southern California for a day before the long haul to the east coast.

Our next race was to be in Atlanta, Georgia; the Pepsi Cola Summernationals. We never made it. The bus blew an engine before we even got to the California border.

To really get the most out of what happened after that, you just had to be there. I'll touch some of the high spots in the photos and captions, but . . . well, you just had to be there. ●



There was this big honkin' jump in Wichita, Kansas, but the officials didn't want anyone jumping between motos. . . . So Stu got himself in deep doo doo.

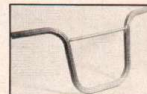
SE NATIONAL TOUR SURVIVORS

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Howard Drew
Kevin Jackson
Kevin McNeal
Jeff Graham
Bob Haro
Jeff Utterback

Tony DeAngeles
Mark Pippin
Greg Hill
Shaun McKeown
Craig Aune
Joe Schmitz
Eddy King

and himself, Scot A. Breithaupt

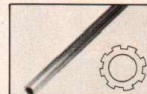
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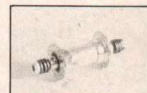
FLUTED ALLOY SEAT POST
7/8" or 13/16"
5 Anodized Colors



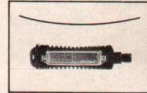
ALLOY/CHROME-MOLY
SUPER STEM



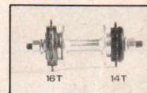
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CONTOUR-GRIP
PEDALS



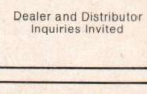
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Not only did the bus blow three engines, catch on fire, and lose the brakes . . . but the back-up van broke . . . seven times. This time was in Chattanooga, Tennessee.

Jeff Utterback (SER) hookin' it on in Collinsville, Illinois.

NPSA/RC COLA NORTHWEST NATIONALS



A motor drive sequence shows #20 and #8 coming in too tight, having to swing a bit wide on their exit . . .



and letting a crack of daylight shine back on Jensen . . .



Who didn't have to be asked twice.

WHAT'S COOKIN' IN OREGON AND WASHINGTON

STORY BY OSBORN

AIRPORT TAXI SERVICE PROVIDED
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ICE CREAM SALOON

Contrary to popular belief, airlines do follow a predictable schedule, a schedule that is the very acme of understandable simplicity . . . If you're a hair late, they are on time. And if you are early, they're way late.

Ah, yes. Such are the little tests and challenges that are the oft-frustrating threads which, when woven together, make the fabric of our allotted time here on Earth.

One such test occurred on the morning of the first day of the NPSA/RC Cola Northwest Nationals when, due to a progressing series of minor problems (all the fault of the airlines naturally), I came skidding up to the loading tunnel of my flight to Portland just as it was disconnected.

I did not get mad. I did not kick and pound on the door. I did not shout dirty words and threats. Oh I probably scowled some, and possibly waved my fist a bit, and I may have mumbled a few things like "Damn" and "You geeks," but it was all done rather philosophically.

They won that round . . . I missed my flight, but the Northwest Nationals was a two day event and tomorrow was another day. Yes, tomorrow I would conquer the natural perversity of airline schedules. There would be no way that long lines, dysfunctional ticket computers, or slow baggage check people would cause me to miss my flight. Tomorrow I would emerge victorious. Tomorrow I would come early!

But the airlines have years of experience in handling situations like this and they are not easily to be outdone.

The next morning I arrived at the airport almost at the crack of dawn. Yes, I was very early and due to a huge fog bank they were very late. I sat in the stupid airport for almost two hours and in the airplane for another two, bored almost to tears and late for the race. They got me again!

But relax, young heros, daredevils, and sports fans, your intrepid reporter

Bjorke Jensen (red jersey), down from Washington, finished second best in the Open class. He was out-pointed by a super fast Oregon local, Jay Graves (blue jersey). ►





No beans about it, Beaverton has a class scoring tower.



Some fancy body english earned Stuart Massinger a 1st in this 15/16 moto. But a 3rd spot was the best he could do overall.



9 year old Dangerous Dan Hendricks ran 1st places all day long like it was the normal thing to do.



Suave, sophisticated, debonaire Jay Graves snuffed the Open class.



Bjorke Jensen bjaunced and bjumped his way into 2nd Open and 4th 15/16 class finishes.



Jim Beckwith turned out to be all show and no go . . . He got in some hot jumps but finished clear out of the trophies.



#125 Victor Foster got a 3rd, #141 Joey Romero got a 2nd, and #143 Justin Serna got a 4th overall in the 7/8 year old class. Got that?



This photo has got to make every other track operator in the country green with envy.



Greg Gonzolas, motating (that's Oregon talk) to a 1st place in the 15/16 year old class.

finally did get to the Fun Run BMX Track in Beaverton, just outside of Portland, Oregon in time to record both photographically and literally what happened on the second and final day of the NPSA/RC Cola Northwest Nationals.

So what did happen? (C'mon, jerk, if you're going to record . . . record already!) Oh . . . Okay, well, uh . . . What happened, huh?

Well, it seems the Washington BMX racers have been at it a bit longer than the Oregon boys, so when they buzzed down to Oregon they figured they were in for some easy pickin's.

Not so, fearless readers. Those Oregon boys were not to be that easily slickered. They have only been racing for about a year now, but they picked it up pretty quick.

Yup, these Oregon guys had the latest hot equipment, they knew what was happening, and they managed to zip around a motocross course in very quick fashion. Of course not as quick as the more experienced and

fierocious California racers, but certainly quick enough to hold their own against the hot dogs from Seattle.

The Fun Run BMX Track is operated by one Roger Berg who also owns the nearby Original Ice Cream Saloon. To quote Roger: "The piece of land I chose is owned by the Sisters of St. Mary, who operate a girl's private Catholic school. When I approached them two years ago, they were not interested in my idea. Then last February I showed them a model of the track and the Fun Run booklet, and they could see I really wanted to build the track. This time they agreed to let us use the land for nothing as long as we behaved ourselves. After the track had been operating for a few months I heard from the Mother General that they were so pleased with what the track was doing for the youngsters that they wanted to donate \$600 towards the purchase of a small tractor we needed to drag the track and cut the grass."

"Thanks to many hundreds of

donated manhours we got it all together. It was a community project so the racers and folks all feel part of it. We wanted to see what an ambitious group of people could do for the kids without the help of the tax-supported Parks and Recreation Department. Anyway, they're too busy building parks that kids don't use!"

The location of the Fun Run is like something right out of a John Wayne movie. The track runs downhill through a stand of beautiful pine trees. There is a creek running around the lower reaches of the area. The track and the scoring tower are the result of some very meticulous planning and construction. The metal starting gate faces a drag race type christmas tree light arrangement which is operated from the scoring tower. An electronic device in the tower gives instant time readouts for the winner of any given race. This is a class setup.

In its current state the Fun Run track consists mainly of fine large banked corners connected with mild straights.

Fifty yards before the finish line there is a large jump. A few strategically located whoops, a European section, a jump placed on the down-end of a banked turn, or just a general gnarly-izing of the track and Fun Run would rank right with the likes of Carroll Ranch, Yarnell, or Entradero.

This, I'm sure will happen soon. As the Oregon BMX racers get more gnarly, and this won't take long, so will the tracks.

While in Portland I stopped off at the Bike Gallery to check on the business side of Oregon BMX. Bob Graves, the owner, had one-half of a large store devoted entirely to bicycle motocross equipment. There were at least twenty first class BMX bikes fully assembled and on display. The shop sported huge selections of forks, wheels, pads, and you-name-it. Just walking into the Bike Gallery gives you the toes to race.

According to Jay Graves, Bob's 18 year old son who had just won the open class at the Northwest Nationals,

Suzukis with Tuff Wheels were the best selling thrashing bike and DG's and FMF's topped the pure race bike sales.

Bob Graves says that BMX sales have gone from nothing less than a year ago to fully half of the Bike Gallery's business now. A large part of this is due to the shop's sponsorship of several racers, sponsorship of BMX events, and an active promotion of the sport in Portland and surrounding areas. Because of this interest the Bike Gallery knows what's hot and has gained a reputation for being the place to go for motocross equipment.

Well, as my plane goes winging off into the wild blue yonder, this time with me on it, I am thinking that I've just witnessed a scene that must be taking place in many parts of the U.S.; the end of the first year of BMX, and a dawning realization that something huge and exciting is lumbering into activity.

No foolin', sports fans, BMX is happening!

NPSA/RC COLA NORTHWEST NATIONALS RESULTS

- OPEN CLASS
Graves, Jensen, Gonzales
- 15-16 YEAR OLDS
Gonzales, Harry, Massinger
- 14 YEAR OLDS
Joy, Simpson, Jensen
- 13 YEAR OLDS
Goss, Foster, Brooks
- 12 YEAR OLDS
Simpson, Allen, Miller
- 11 YEAR OLDS
Wehr, Marks, Ehnat
- 10 YEAR OLDS
Gonzales, Marks, Wright
- 9 YEAR OLDS
Hendricks, Barg, Heath
- 7-8 YEAR OLDS
Nimmo, Romero, Foster
- 5-6 YEAR OLDS
Nimmo, Skokan, Pass

track, but they are not sufficient reason for abandoning the project before it has even begun.

Standard procedure at races is to require the parents of a racer to check the track and sign a waiver before he can compete. Also, the promoter of a race will carry liability and often medical insurance. Due to an almost total lack of lawsuits and claims, this insurance has become quite inexpensive.

And you say bicycle motocross may be just a fad? Well, Parks and Recreation people, I have news. A recent count puts BMX tracks in the United States well over the five hundred mark, with new ones being built every week. BMX has already spread to Canada, Mexico, Australia, Japan, and parts of Europe. Some of these tracks operate as many as two and three times a week. If you figure three hundred actively involved racers at each track, and this figure is low, that puts the number of BMX'ers in the U.S. up to around 150,000. If we were to count the kids who have the equipment and the desire to race but have no tracks in their area, this figure would become astronomical.

There are at least five national publications devoted entirely to the sport of bicycle motocross, with many newsstand magazines carrying occasional articles.

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Their biggest problem is expanding fast enough to fill their ever-increasing orders. Virtually every major bicycle manufacturer and most motorcycle man-

ufacturers are now building motocross bicycles and related equipment.

BMX races have been held in the Los Angeles Coliseum, the Orange Bowl in Florida, and at many state and county fairs. BMX has been on television, in the movies, and stands a very good chance of being featured on one of the major Saturday afternoon sport programs sometime this year. BMX races have been sponsored by Coca Cola, RC Cola, Schwinn, Yamaha, Suzuki, Kawasaki, Magnavox, and many more large national and international companies.

I could go on, but I think I've made my point. If you still think BMX is a fad, go down to your local bicycle shop and ask them what kind of bikes and equipment are selling best these days.

Well, Parks and Recreation people, that's it. Wouldn't you say it's about time to start talking to the young people? And listening to what they have to say?

At the risk of somewhat deflating the thrust of this editorial, or possibly as proof of its effectiveness, I want to say that the local park I used as an example now has, thanks to a bunch of local young people, their parents, and a nearby bike shop owner, a very spiffy bicycle motocross track.

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SCOTOMANIA

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be psyched and mentally sharp. If you have an off day everyone figures you're slipping.

You have a reputation to keep up. Kids read about you and think you're super-human or something. They expect you to go faster and jump twice as high as anyone else. Some kid in Kansas asked me if I would bunny-hop his dad's car.

Pressure on the track is fierce too. Two guys will team up on you going into a corner. They do crazy-zany moves just so they can say they passed No. 1. Some riders take wild dives on the inside of a turn with no place to go but right over you. Everybody wants No. 1. It makes you race defensively. Sometimes you have to block the wild weirdos with a leg or shoulder in the corners. These challenging riders create more physical contact and make racing rougher than normal.

Both the pressures and pleasures seem to be intensified when you are No. 1.

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for a grueling mental and physical war. It's a learning process, an important part of life. One of the hardest things is learning to lose. Sometimes losing is good for you. If you're winning a lot, getting beat makes you realize that you're not the only guy fighting for No. 1. It brings your big fat head back to reality and makes you try a little

harder. But always keep fighting and setting new goals. Just remember what it's like to be No. 1: You'll have fame, fortunes, fans, fabtubulous female-type pit tootsies...

"C-Ya"

Scott

munch & crunch



I've got a hunch that a bunch of munch and crunchers just bought their lunch.

Photo by Jo Hadley (Bob's Mother)

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