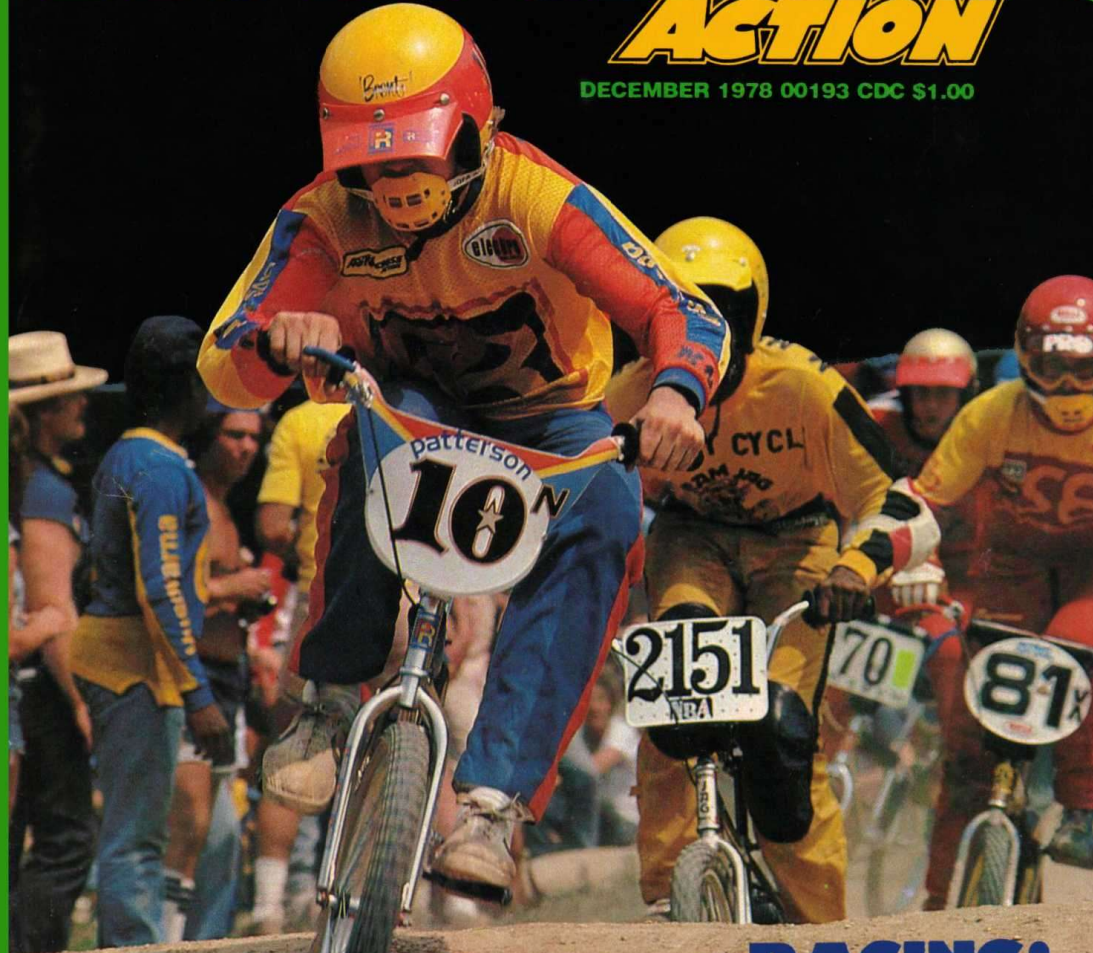


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WIZARD PUBLICATIONS, INC.
612 Meyer Lane #9
Redondo Beach, CA 90278
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DECEMBER 1978



**BICYCLE
MOTOCROSS
ACTION**

VOLUME THREE
NUMBER SIX
NOVEMBER/DECEMBER 1978

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After a frustrating first half of the 1978 racing season, Brent Patterson (PR) is finally starting to cook. Photo taken at Craigmuer in New Jersey.

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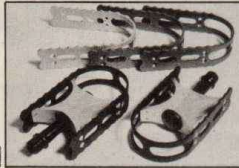
Packingham packing it in

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HOT TRICK STUFF!



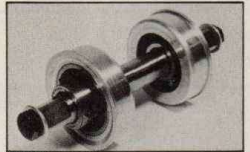
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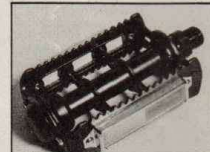
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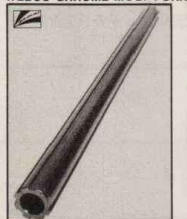
ADDICKS SPROCKETS



SMOKER CHAIN - 1/8" and 3/32"



MORRIS MAGS



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TORKER CHROME-MOLY FORK



GB ALLOY FORK



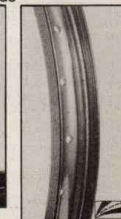
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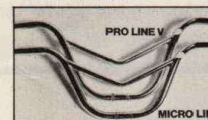
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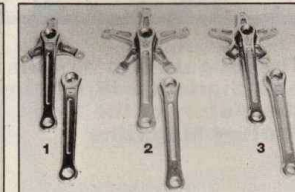
RED LINE CHROME-MOLY V-BARS



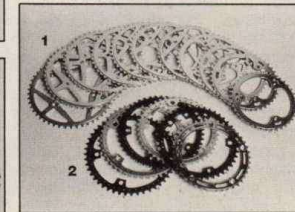
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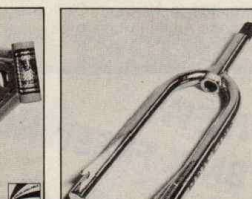
GRAB-ON BMX GRIPS WITH NEW END CAPS



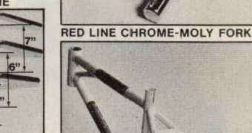
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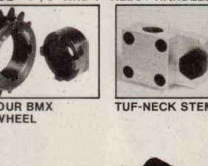
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SUNTOUR BMX FREEWHEEL



TUF-NECK STEM

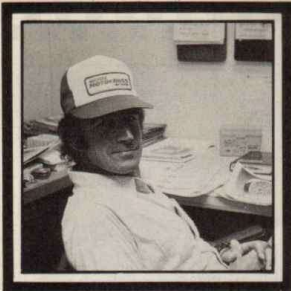


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EVERYTHING BICYCLES!



Editorial

by
Bob Osborn

The longest two months and shortest editorial in the history of the Most Factory Magazine

defunct riding stables turned BMX track in Texas, and at a ski resort in New Jersey. We also hit a bicycle streamliner race at Ontario Motor Speedway in Southern California.

Not all these races made it into this issue. Some will be reported on in our next issue.

I'll bet that right now you're asking yourself, "Self... how come all of those races aren't in this issue?"

Ah so. Velly good question.

Actually, the reason is that we have compiled for your eyeballs to peruse, a gigantically huge Buyers' Guide which has all the latest hot equipment in it. And if you notice, we printed it just at that critical time when all you whippersnappers are planning what loot you want to get this Christmas. Diabolically clever of us, huh?

I've gotta cut this thing short... We just don't have the space to spare in

this issue. But before I ride off into the sunset I want to tell you that in addition to moving to larger plush, posh, professionally decorated offices during this same two month period, we also lined up for future issues some articles by Stevie Skibel's European mechanic, Steve Skibel, Sr. Steve is going to write about the care and feeding of racing bikes.

While you're buzzin' through the issue, check out who won the BICYCLE MOTOCROSS ACTION No. 1 Racer of the Year Award. None other than Bobby Encinas, whom you all know and love. Bobby is going to be doing some articles for us starting next issue. He will be more or less replacing Scot Breithaupt who is off to other pastures. Also check the presentation helmet that we gave Bobby. It is hot!

I've absolutely got to go now. Later, huh?

Lemme tell ya'... these last two months has been something else! One way or another we've been from one end of the U.S. of A. to the other. It seems like a couple times over.

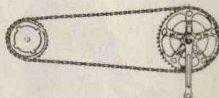
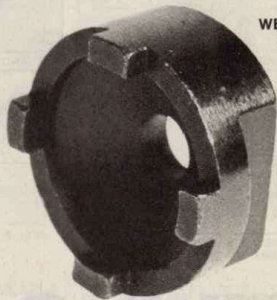
We shipped two special CYC Stormers to Curt Van Inwegen and Greg Keller in Colorado Springs, Colorado. These two intrepid individuals rode the bikes down from the top of Pikes Peak on backpacking trails. Their photos and story are in this action jam packed issue of The Most Factory Magazine.

We traveled somewhere around 9000 miles to cover BMX races at a fairgrounds in Northern California, at the Sports Arena in Los Angeles, at a

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UNAFRAID, WE HEREIN SOLICIT SOCIAL COMMENTS, REMARKS ABOUT ARTICLES, SUGGESTIONS, ASSORTED DRIVEL OR WHATEVER . . .

Dear Wiz,

FROM SPEEDY RAMIREZ

I think your magazine is great. Please give my congratulation to all the staff from the bicycle motocrossers in Mexico and from our club.

Armando Ramirez Quintanilla
Bici Speed Cross Club
Aguascalientes, Ags., Mexico

Que pasa, Armando. Gracias para su carta. -Oz

RACE FACE

In the August issue of BMXA, Billy McCombs was photographed during the Torker/ABA Winternationals. What kind of face mask was Billy wearing. Where could I purchase one?

Greg Johnston
Piedmont, California



Billy McCombs and Race Face at Azusa.

That's a Race Face. It comes in black, yellow, blue, red, and white. If your local bike shop doesn't have them in stock, see if they'll order one from CYC Distributing. And if that doesn't work, contact CYC directly by writing to Box 467, Hawthorne, CA 90250 -Oz

DOUBLE FEES AT U.S. NATIONALS

I'm writing this letter to comment on the Jag/NBA U.S. Nationals at the Sports Arena. I really enjoyed the event, but it was not fair for my boy to pay a \$3 gate fee on top of a \$10 mail-in entry fee to participate. I know a lot of parents who feel the same way.

Dan Keyes
Chino, California

I agree, Dan. If the racers are the show that everyone is coming to see, how come they have to pay a spectators fee? I wonder if DeCoster or Hanna pay a gate fee when they race? -Oz

U GOT 'UM . . . U KEEP 'UM



Where can we send his clothes? You're stuck with him. He was replaced last week by Moon Man Snickens, the Tennessee Flash.

Please take good care of Charlie. He's especially fond of peanut butter and pickle sandwiches. -Oz

BAD FROM RAD

I, Radical Ruckels, have only one thing bad to say about the Most Factory Magazine. It does not come out often enough! Oh yeh, what would be the best way to weld my trusty old Redline frame. It broke at the seat post. I have had it for five years and don't have enough frogskins for a new one.

Radical Ruckels
Niceville, Florida

Hey, Rad, all you have to do is find someone who does primo heli-arc welding and get them to repair your seat post. Those old Redlines are hot bikes. They hang together. Jones and Randy both have one for their thrashers. -Oz

HANG TEN RESPONDS

I am in receipt of the "News Flash" in the June 1978 edition of BMXA. Hang Ten was ready to move ahead with the BMX circuit and Hang Ten National BMX Championship all along. Matter of fact, time and money had

already been channeled into the promotional materials for this summer's long series of events.

Hang Ten is as disappointed as you and the BMX riders that this program didn't come to fruition. Hang Ten would appreciate your clarifying this situation to your readers. What happened in the inner structure of this sport is as unknown to us as a sponsor. I only hope that for the benefit of the riders that an association is formed to better serve the athletes in this sport.

Susan Hickman
Sports Promotion
Hang Ten International

HOW TO NEVER GET ANYTHING DONE BUT MANAGE TO ENJOY IT

BMX . . . the first time I heard that, I couldn't even guess what it stood for. Now . . . after eight months of serious racing I can tell you it stands for both the good and not-so-good things in life.

It's good points are many. Mainly, my son has managed to progress from a short-attention-span student to an over-achiever. BMX racing has taught him to organize himself . . . his equipment, his thoughts and most of all, his attitude. He now has two goals . . . to maintain high grades so that he can continue racing, and working to become a good BMX racer.

BMX more than anything else has managed to bring our family closer together. We all enjoy watching the races . . . not only our son's but everyone's. For the first few race days I brought books along to read and I found that I was so engrossed in the races that I couldn't concentrate on what I was trying to read.

Another "asset" of BMX racing is that I have been instructed in the care and mechanics of radical racing machines. My husband usually works on weekends and I then assume the position of Head Wrench and Pit Crew (of one). I'm still learning . . . but it's gratifying to know that my son counts on me to accomplish tasks that his father does with grace and speed while I slowly attempt the same with pleas for help from other fathers. If they only knew how grateful I am for

their assistance. My son has learned to be tolerant of a mother who says, "Give me that thing with the long handle on it!"

I won't even bother to bring up the not-so-good points of BMX racing . . . they are few, far between and a part of life that must be experienced as one is growing up.

Needless to say, while working during the week and racing every chance we get (during the week and on weekends), very little is accomplished around our home. Since we're seldom there, we do what we can when we can. Our unofficial motto is:

"GIVE US BMX RACING OR
GIVE US NOTHING!"

Jeanne Tatton
La Puente, California

ANOTHER EPISODE OF THE NEW FAIRFIELD U.F.O.

It was 7:30 in the morning when we set out for the opening day of BMX at Craigmear. Arriving in New Jersey in forty-five minutes, we got lost for two and a half hours. We stopped at every gas station in West Milford, New Jersey, getting wrong directions every time. Finally we found it.

Pulling in with the radio at 150 decibels, yelling and screaming, we were FINALLY there. The sign-up line was a hundred miles long. Racers were getting radical all over the parking lot. My mother kept getting run over by charging motocross bicycles.

In charge of the track was Harry Meyers, the nicest person anybody wanted to meet, who had enough

patience to last a decade. The track was nicely set up. During the practice run the mud was unbearable. I came around a turn and PLOP! into the mud. Everybody was laughing. Anyway, like Harry said, "It's a motocross track, not a miniature golf course."

Leapin' Charlie Litsky did a great show for us around the track. I got a chance to talk to Charlie between races.



Lorraine Figliuzzi

Then after all the confusion and the restlessness, the first moto got under way. I was in race 25, 16 and up novice, six people in my moto. I couldn't believe it! My very first race! With my mother waving to me from across the track, and my friend trying to figure out how to use my Minolta, all I could do was laugh.

Then I heard, "Pedals ready . . . GO!" I got a bad start and coming around the first turn I almost passed my way into fifth, but I guess almost only counts in horseshoes. Approaching the second turn I almost ran over two spectators. Then coming around the fourth turn I almost ran over the edge. What a race. I finished sixth out of six. I never changed my position. There will be other races.

Later on me and Charlie were riding the sidehack around the parking lot.

Well, it was time to say goodbye. We got lost again and somehow found ourselves on the other side of Jersey. So I asked two motorcycle cops for help. We drove them crazy. We were totally confused. I kept on telling them how we should get home and about my race. He was saying something about getting cramps, until I realized he was saying, "Get on the ramps of the highway." So then we decided to write down the directions as he said them, but we all came up with different ones. We were cracking up. Then he said, "Forget it, I'll show you." So there we were, riding onto the highway with a police escort.

Trying to find your way out of Jersey and trying to win your first BMX race have a lot in common. They are a never ending battle. But at least it wasn't a total waste of gas getting lost. I got some fantastic pictures of the

New York skyline by hanging out the window while going over the George Washington Bridge.

To sum it all up, I had a great time and I'd like to thank Harry for making my name known in BMX, Charlie for letting me ride his sidehack with him, Danbury Yamaha for sponsoring me, and finally the New Jersey police who helped us finally get out of Jersey.

Lorraine Figliuzzi
New Fairfield, Connecticut

A TRUSTY TESTIMONIAL

The reason this letter is so sloppily typed is because I have a broken elbow. I was riding my BMX bike to practice after school and I was crossing a foot bridge when one of the rails of the bridge collapsed. It sent my bike and I down about five feet and I landed on my elbow. The bike came out in perfect shape.

This is not the first time something of this nature has happened. About this time last year I was crossing a street at a crosswalk with the light, and a lady jumped the light and ran me and my bike right over. I just wanted to say that my bike is as strong as anything to take that sort of punishment and come out of such an ordeal unscathed. Incidentally, my bike is a Suzuki Works BMX frame with Cook Bros. Forks and Skyway Tuff Wheels.

Stuart Zwiibel
Fairfax, Virginia

Now is that a testimonial or is that a testimonial? -Oz

NEWS FLASH 3rd Annual Mongoose Grand Nationals

If you race only once a year, this is the race it should be. The Mongoose Grand Nationals have been the biggest and best for the last two years, but this year should be a real whing-dinger!

According to Mike Hodsen at BMX Products, they are shooting at 2000 entries and 10,000 spectators. Whew, kind of goggles your brain, doesn't it?

So get out your racing calendar and start writing.

DATES: October 29, 1978 (Qualifications on Saturday, finals on Sunday). At time of publication these dates were firm.

LOCATION: Los Angeles Sports Arena, Los Angeles, California. This is a probably.

CLASSES: Beginners, novices, experts, and pros. All age groups. *Beginners classes are almost for sure at this time.*

Tickets will be available through Ticketron. Check with your local bike shop for final details.



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"the hots"

Got something really hot that you'd like to share with everybody? Not the normal stuff but something really "hot"? Want to see your name in The Most Factory Magazine? Shoot those "HOTS" to us and if they're great we'll run 'em. Send them to: BICYCLE MOTOCROSS ACTION ("HOTS"), P.O. Box 5277, Torrance, CA 90510.

Shimano Coaster Brake Hub Modified To Freewheel

From the ol' buckeroos at Clothron's Bicycle Service in Austin, Texas, came the following hot tip:

Does a freewheel setup with multiple gear options and extreme low cost sound good? If you have a Shimano MX coaster hub on your rear wheel, here's what you can do. (If you have a Bendix coaster brake, tune in next issue and we'll run Clothron's hot tip on modifying it to a freewheel. -Ed.)

First, take the whole hub apart and clean everything. Keep track of that thin washer that goes between the spring and the clutch assembly. Toss away the brake shoes and the spring that's on the axle. Also remove the brake arm and the dust cover because you won't be needing them.

Now, to put this back together, screw the brake cone and lock nut onto the left side of the axle. Purchase a Shimano 3-speed clutch spring (Pt. No. 321-3000), and slide it onto the right side of the axle next to the brake cone. Take that thin washer you've been wondering about and slide it onto the axle up against the spring. Next goes the clutch, with the big internal threads facing to the right. Put this whole mess back into the hub from the left side. Grease all the bearings and put the driver (that the rear sprocket goes on) back onto the axle and adjust and tighten the cone and lock nut. Put it back in the frame, install a hand brake, and away you go!



Remove the stuff in the other photo, add a Shimano 3-speed clutch spring (arrow), and you've got a freewheeling hub.



This stuff you can toss.

Pick a Number, Any Number

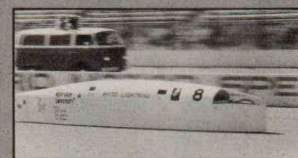
At the ABA track in Chandler, Arizona, somebody invented a most spiffy way of drawing numbers for starting positions.

Once a number (clothes pins) is drawn, it's clipped on the bottom of the board. For the next moto the whole thing can be turned over or the clothes pins can be removed from the bottom of the board and clipped back on the top, whichever you find more simple.

If you decide to use this idea at



your track be sure to switch clothes pins after each race day because it's a lead pipe cinch that some of the racers will memorize the grease smudges on 'em.



The Bonneville Salt Flats of Bicycles

The rules were simple: The vehicles had to be purely human powered, they could have no mechanically stored energy, they could not be towed or pushed, and they could not draft another vehicle.

The course was straight, level, and paved. The vehicles had one-half mile to accelerate before entering the 200 meter time trap.

The object was to attain the highest possible speed through the traps. At Ontario Motor Speedway on May 7th, 1978, the top speed championship in human powered vehicles went to Northrop University's "White Lightning." It turned an incredible 54.87 MPH. That's legal freeway speed! That's so fast for a human powered vehicle that even though your eyes see it, your mind refuses to grasp what is happening.

Down Under Heat

What's hot in Australia? You got it... BMX.

Latest info has it that our favorite sport is growing by leaps and bounds (that's a pun that has some vague reference to kangaroos) in Brisbane and Sydney.

According to 15 year old Scott Shepherd, from Brisbane, the tracks there have longer straights and tighter turns generally than the U.S. of A. tracks, and the style of riding leans a bit toward destruction derby. Spectators down there love it.

When we talked to him, Scott was trying on some U.S. style BMX at a large Powerlite charity race in Southern California. He was doing pretty good, too... Not great, but pretty good.



This is the Coca Cola Challenge Cup Race held recently in Brisbane, Queensland, Australia. No. 39, Peter Wort, is the Queensland champion. No. 142, Bud Brad Bradley, is the current New South Wales champ. The Queensland racer won it.

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GARY RENTERIA — 9 yrs.
NBA National #9
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Race of Champions 1st
Currently NBA National #3 in points



BRYAN WEBB — 17 yrs.
NBL National #4
Murray Grand Nationals 1st
Florida State Champion
Currently National #1 NBL



JEFF RUMINER — 15 yrs.
Sports Digest Championships 1st Trophy & Class
Race of Champions 1st Class & 3rd Trophy Dash
Supernationals 1st class & 3rd Trophy Dash
Currently NBA National #8 in points

GET ON THE WINNING TEAM
(Ride the same equipment as these National Champions)



SCOTT CLARK — 16 yrs.
NBA National #3
Tri-State Championships 1st
R. C. Race of Champions 1st



DUANE BALLENGER — 11 yrs.
Mongoose Grandnationals 1st
Las Vegas Winterinternals 1st
Race of Champions 2nd



BILL ANDERSON — 16 yrs.
LSMX #1
Las Vegas Winterinternals 1st
NBA District Championships 2nd



LARRY RUIZ — 17 yrs.
Tri-States 1st Class & Trophy Dash
Frogtown Nationals 1st
Supernationals 3rd Pro Class



MARK WEGENER — 17 yrs.
BMXN #1 East Coast
Orange Bowl Classic 1st
Georgia & Tenn. State Champion

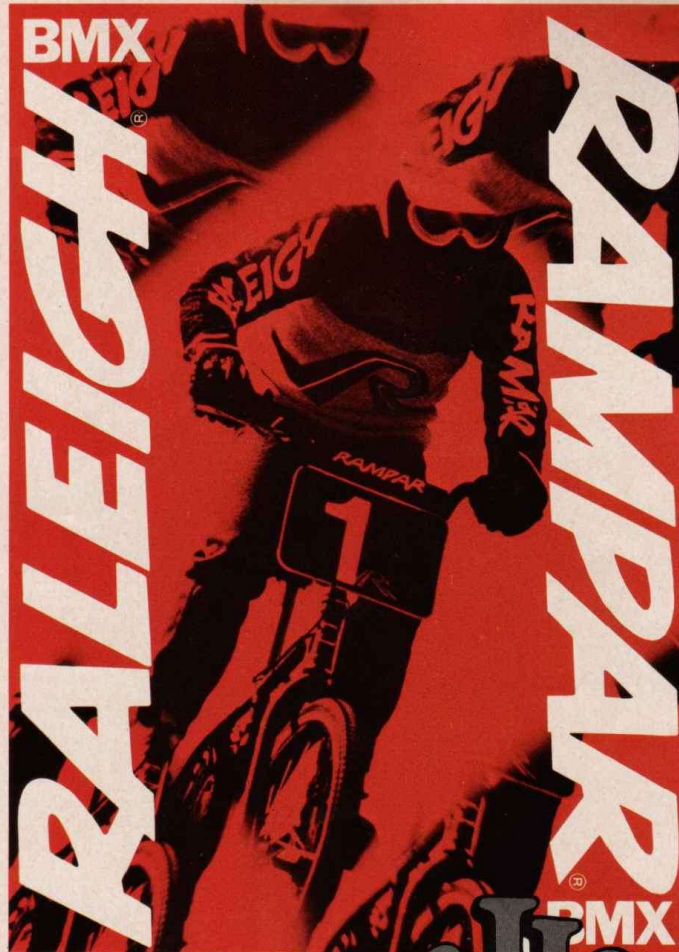
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Skyway ☆ NBA Springnationals

STORY AND PHOTOS
BY BOB OSBORN

WATSONVILLE

Stu Doubles ☆ Brent Snags the Bucks ☆ David Bombs



The starting straight at Watsonville. Pretty good crowd control for the NBA.



Two of the 10 expert big guns: Bo Stevens (Wheels N' Things) in front, with David Wilson (JMC) on him like stink on Limburger.

The MFM van was flyin' low to Watsonville. Headin' for the Skyway Springnationals.

Johnny Cash's San Quentin tape was putting out good country sounds. The fearless BMXA team (BLJ, Randy, and R.L.) wanted to listen to Fleetwood Mac. But it's my tape deck.

Took the scenic route. Right up the coast. We could have sailed an Ad-dicks sprocket from the van to the ocean most of the way. Ah, the grandeur of Mother Nature.

We stopped at Split Pea Soup Anderson's in Buellton to try their famous soup. Jones said it looked like that stuff in the Exorcist. We all had hamburgers.

Flyin' again. Beautiful country. Blue skies, warm breeze, dry grass covered hills, and gnarled (yeah, that's where gnarly came from) old oak trees. U-pick-um strawberry places around Santa Maria. Inviting seafood restaurants in Pismo Beach.

Randy just said that when he did some doughnuts with his RM on a witch's front lawn, that she turned it into a moped.

By this time Fleetwood Mac had been snuck onto the tape deck. Oh well.

Drove by the Madonna Inn in San Luis Obispo. They're supposed to have rooms that look like caves. When you take a shower it looks like a cave with the shower head sticking out of solid granite. Plush place. Expensive.

Yvette (our foxy art director and resident health food nut) sent a Care

Package with us. R.L. is scarfing up the fresh pineapple slices. I found some caulliflower that wasn't anywhere near as bad as it sounds. Randy and Jones are trying to survive on Bubble Yum until we reach a place where they can get some junk food.

Around Salinas we saw a big old barn with MAIL POUCH TOBACCO in huge letters on the side. You just don't see many of them anymore.

Seven hours after leaving BMXA's secret mountain top headquarters in Torrance, we cruised into beautiful downtown Watsonville. The Resetar

Hotel, where we had reservations, was crummy. No air conditioning, no TV, no radio, threadbare carpets, 1930's furniture, steam heat, small lumpy beds, thin pillows, and EL RIPPO prices. This was like something right out of a John Steinbeck novel.

The track at Watsonville Fairgrounds was primo. It was well prepared, well designed, and great for photography. And there was an ambulance and paramedics in attendance all day. Is the NBA finally starting to listen?

From a spectator's point of view, this was class watching . . . nice





No. 1120x, Brian Gass, gassed it but No. 116n, Roy David, dominated the 9 expert class.



For No. 10n, Brent Patterson (PR), there was some good news and some bad news. The good news was winning the pro main. The bad news was the rest of the day.



Kenny Nachman (Mongoose), tucked in and bookin', beat some heavy dudes in the 15 expert main.



Arland Amos (Torker), a very sano dude, won the 11 novice class.



Wide-eyed Michael Muniz mastered the menagerie of midget motocrossers magnificently.



Schwinn's prima ballerina, No. 8x, Greg Hill, swooped a rampaging 14 expert class but lost the lead in the national points race when Stu scored two main event wins at the Skyways Springnationals.

breeze, newly mown fields of hay all around, and mountains and trees in the background. And hot racing!

Take a young man named Brent Patterson for example.

So far this year, things have not been too great for Brent. A continuing string of minor problems have kept him from a strong position in the national points race.

At the Skyway Springnationals he stopped this losing streak and came within a very short hair of regaining all his lost ground.

He won the pro main, picked up the typically modest NBA first place money, and got his ticket punched for the Trophy Dash. He had also qualified earlier for the 16 expert main.

Now, picture this . . . Patterson had already beat Stu Thomsen and David Clinton in the pro main and, as Clinton hadn't qualified for the 16 expert main, Stu was his most serious threat. If he could beat Thomsen, he would have clear sailing in the Trophy Dash.

There was a good chance that Patterson could pick up over 600 national points! That would put him right back in the thick of it for the national No. 1 race. The light at the end of the tunnel was burning bright and clear.

All he had to do was beat Stu in the 16 expert main . . . and Hadley and the Corona Kid and Scott Clark and Perry Kramer.

You don't think Patterson was wired? They drew numbers. Patterson got the outside line to the first turn, Stu had the inside. A critical distinction.

The familiar CRACK of the gate smashing down signaled the start of the race to all the spectators. Front knobbies lofted as max power was applied. Six helmeted riders charged through the dust of the fallen gate.

By the first jump two racers had muscled into the lead. Outside was Patterson. Inside was Stu.

Brent, already straining, put out the extra effort to move precious feet ahead of Stu.

But he's outside going into the first turn.

Stu holds hard inside on the flat, bumpy, packed turn. Patterson lays his bike over and kicks out the rear wheel to flattrack through the turn. He doesn't see the Corona Kid (Kevin McNeal) coming in fast on a collision course. . . .

Stu won. Perry Kramer got the second, Kevin McNeal pulled a third. Patterson finished a disappointing fourth.

Which brought it down to the Trophy Dash.

Once again it would be a confrontation primarily between Patterson and Thomsen. Once again Stu drew the advantageous inside position. Once again the two rivals muscled into the lead by the first jump.

David's choice in racing grips.



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★ SKYWAY/NBA SPRINGNATIONALS RESULTS			
TROPHY DASH Stu Thomsen Brent Patterson Perry Kramer Scott Clark	14 EXPERT Greg Hill Mike Koron Eric Rupe	12 EXPERT Will Scurto David Marete Tim Guigley	10 AND UNDER OPEN Doug Davis Roy David Bo Stevens
16 EXPERT Stu Thomsen Perry Kramer Kevin McNeal	14 NOVICE Richard McCants Bill Dickson Tony Mascoto	11 EXPERT Richie Anderson Bobby Artura Mark Higgins	9 EXPERT Roy David Gary Renteria Doug Davis
16 NOVICE Turnell Henry Marty Byers Todd Nicklas	13 EXPERT Lee Medlyn Ron Anderson Brian Hunting	11 NOVICE Arland Amos John Hicks James Lobach	8 EXPERT Mike Horton Mike King Mike Scurto
15 EXPERT Kenny Nachman Wayne Brown Jeff Utterback	13 NOVICE Bob Judkens Dan Neilson Eric Larken	10 EXPERT Bo Stevens David Wilson Sean Phillips	8 NOVICE Tommy Cavnar Chuckie Southwick Richard Gutierrez
15 NOVICE Trevis Langford Henry Martinez Craig Mitchell	13 AND UNDER OPEN Lee Medlyn Brian Patterson Ron Anderson	10 NOVICE Ernie Ramirez Brad Wall Andrew Cook	7 AND UNDER EXPERT Michael Muniz Jeff Long Bruce Rowley
			7 AND UNDER NOVICE Richard Rivera Michael McDonnell Steve Lamson
			SENIOR LADIES Dorene Payne LeAndrea Payne Kim Johnson
			JUNIOR LADIES Beth Gera Lisa Horton Sharis Ow

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But then Patterson backed off! Incredible!

He backed off just enough to let Stu pass, then Brent dove inside and jammed into the turn with the inside position. Unbelievable!

And it worked! Patterson came out inches ahead. By the second jump he was a length in front of Stu and pulling away. Brent Patterson was flat bookin'.

He could taste victory and the national points. The bitter disappointment of the first half of the year was fading fast.

Just two turns to go.

This was Patterson's turf. The Northern California crowd was going berserk. How sweet it is!

One turn and a short straight left before victory, fame, glory, and a reclaimed national stature.

And he fell.

One turn to go. . . .

So close. . . .

Stu Thomsen won the Trophy Dash and the 16 expert main, earning enough points in the process to move into the current NBA National No. 1 position.

Brent Patterson won the bucks in the pro main but lost another battle in the national points war. And to this is added the frustration of coming so very close.

But, there are other races coming.

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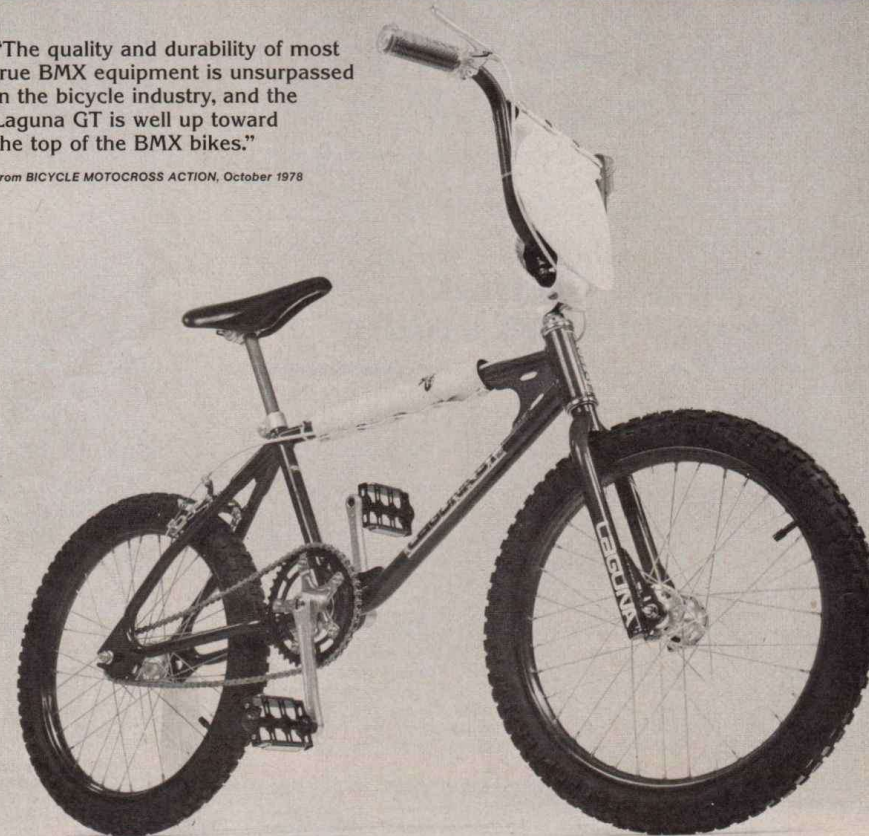
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From BICYCLE MOTOCROSS ACTION, October 1978



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1978 BICYCLE MOTOCROSS ACTION No. 1 RACER OF THE YEAR

Bobby Encinas and Team Shimano Swooped the Voting

Hey, sports fans, the voting is over and we're here in the secret mountain-top headquarters of The Most Factory Magazine have finally gotten around to counting the ballots.

We've got to tell you that the response was phenomenal and warmed us right down to our worn-out Van's tennies.

Ballots came in from almost every state in the U.S. of A. We even discovered a devious, dastardly, diabolical ballot box stuffer at work! Yeah, whoever this sneaky devil was, he or she sure spent a bunch of bucks on postage. But this arch fiend made a fatal mistake . . . he ran Xerox copies of the official ballot WITH HIS CHOICES ALREADY ON IT! Sheesh, do you be-

lieve that? An obvious counterfeit. What a crummy criminal.

But back to the BICYCLE MOTOCROSS ACTION No. 1 Racer of the Year Award. As with most everything else, we're going to do this backwards.

The BMX track that got the most votes is . . . the envelope please . . . the Valley Youth Center in Van Nuys, California! Next in line is the Morris Track in Bakersfield. Third is Carroll Ranch in Northern California. Let's hear it for 'em! Tear the house down!

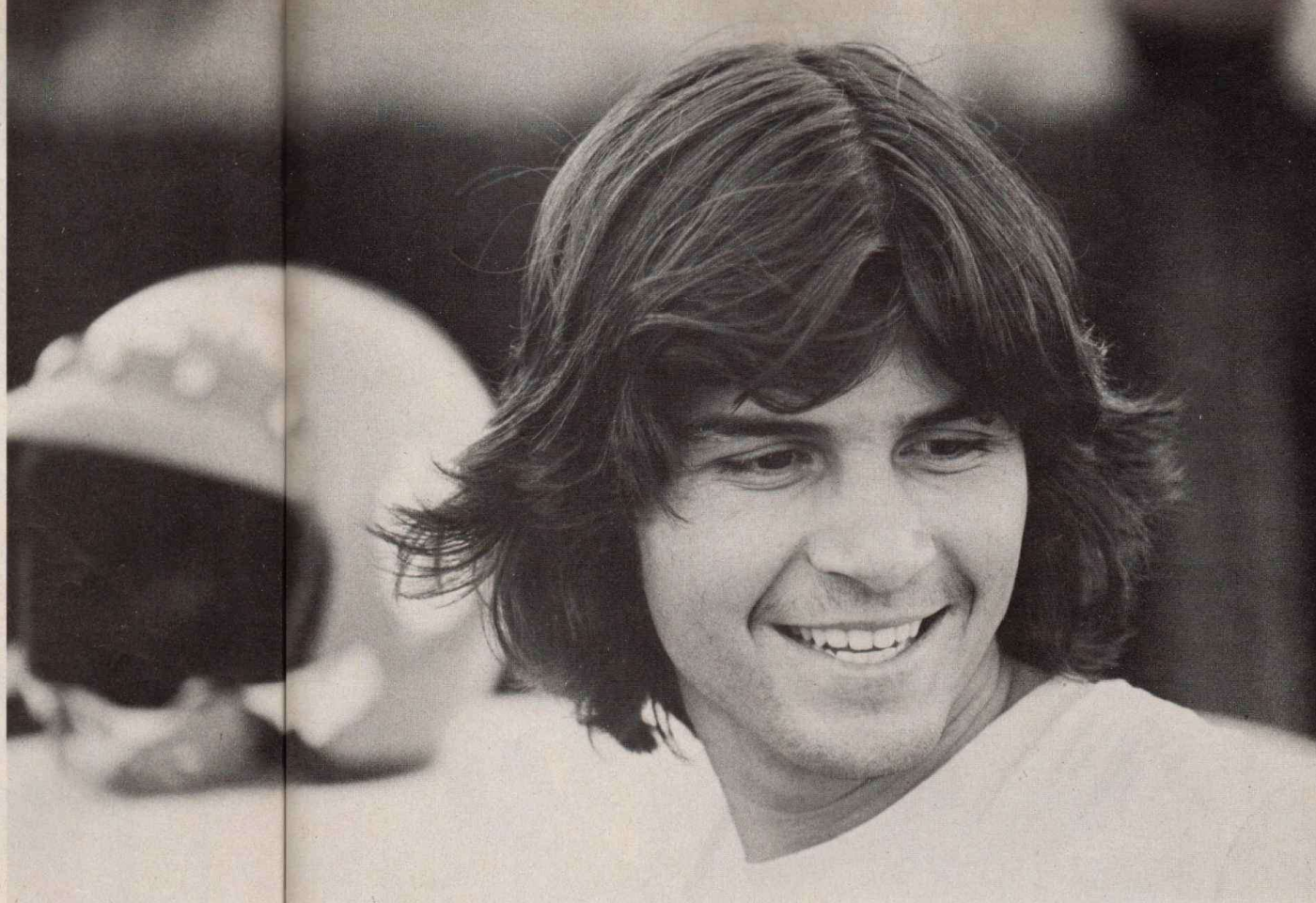
In the No. 1 team category, Team Shimano won. Second was the now defunct Speedo team. The Mongoose factory team smoked in for third.

Although we didn't have a special

According to your votes
... Introducing the 1978
No. 1 Racer of the Year
... Bobby Encinas.



Bell donated the RT helmet and Superhelmetpainter Mike Vils did the presentation graphics on it.



category for hot shop teams, it is interesting to note that the two highest finishers were Montrose Bike Shop and Wheels N' Things.

In our bass-ackwards tippy toeing through the awards and tulips, the ladies are next. By popular vote, the BMX No. 1 Powder Puffer of the Year Award goes to Linda Bisenberg who rides for the Gus Dandos Bike Shop. Krystal Bradshaw pulled a second. She rides for Laguna Distributors. Florida bell, Kim Wyant, nailed down third spot. We love ya', ladies.

We never did quite figure this one out, but somebody voted for Jeff Utterback as the No. 1 Powder Puffer without comment.

And now, down to the nitty gritty. Laddeez and gentlemen . . . Intro-

ducing the BICYCLE MOTOCROSS ACTION No. 1 Racer of the Year . . .

It's none other than Bobby Encinas, 18 year old suave, sophisticated, debonair, ace SoCal BMX racer. All right out there, let's have a huge round of applause.

Seriously (for a second), Bobby Encinas is one of the neatest individuals it has been our pleasure to know over the years since BMX started. Congratulations Bobby, no kidding . . . you deserve it.

A close second in the voting was the pride and joy of SE Racing, Stompin' Stu Thomsen. Third was NorCal's finest, racing the Patterson colors, you got it . . . Brent Patterson.

Another bit of trivia concerns the guy who got the least number of votes . . . one. He's from Lenoir City, Ten-

nessee, and his name is Moon Man Snickems. This guy must be one far out dude!

But getting back to our 1978 No. 1 Racer of the Year, Bobby Encinas . . . as soon as we can corner him he will become the recipient of a bunch of fine racing equipment . . . including a Bell RT helmet that we had Mike Vils do a number on. Mike paints helmets for the Yamaha, Suzuki, Kawasaki, and American Honda motocross teams. That should tell you something.

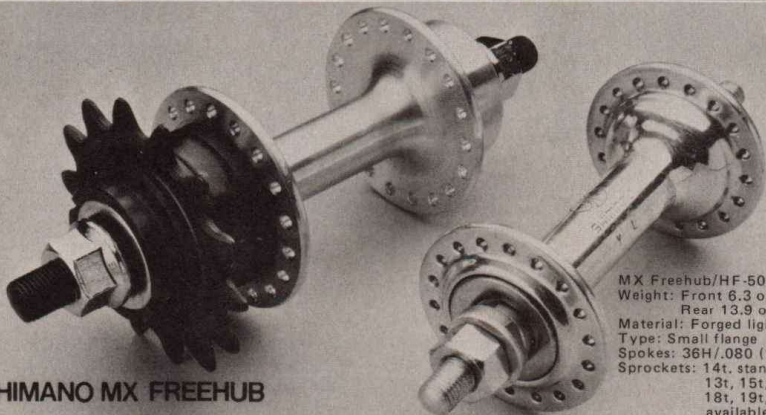
In addition to the presentation helmet we're giving Bobby one hundred and fifty frogskins, cash on the barrel-head.

Congratulations to all the winners, and especially to the 1978 BICYCLE MOTOCROSS ACTION No. 1 Racer of the Year, Bobby Encinas.

TRICK STUFF



SHIMANO MX SIDEPULLS

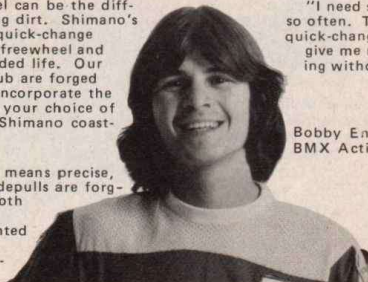


SHIMANO MX FREEHUB

MX Freehub/HF-500
 Weight: Front 6.3 oz. (180G)
 Rear 13.9 oz. (395G)
 Material: Forged light alloy
 Type: Small flange
 Spokes: 36H/.080 (14GA)
 Sprockets: 14t. standard
 13t, 15t, 16t, 17t,
 18t, 19t, 20t, 22t,
 available.

A tougher than tough rear wheel can be the difference between winning and eating dirt. Shimano's MX freehub is that tough... with quick-change sprockets matched to its unitized freewheel and wide track hub bearings for extended life. Our new MX freehub and MX front hub are forged from light alloy for strength and incorporate the lighter small flange. And you get your choice of gearing from 13t., using standard Shimano coast-er brake sprockets.

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Bobby Encinas-Captain, Team Shimano
 BMX Action's Racer of the year.



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1978 BMX EQUIPMENT Buyers' Guide

NOTE: BICYCLE MOTOCROSS ACTION magazine accepts no responsibility for claims made by manufacturers and distributors listing products in this section. Descriptions are edited versions of what was submitted to us. There were just too many products to verify all the details.

In your hands right now is the most complete listing of BMX equipment ever included in a newsstand publication. Heavens to Betsy, we've been busy rascals.

Of course we are not totally unaware of the approaching Christmas shopping season. We hope this Buyers' Guide will be of service to our beloved readers, the bike shops, and the BMX

manufacturers and distributors during this period. If this happens, then our efforts to shed a little light in an otherwise chaotic time have not been in vain.

If your local bike shop doesn't carry the particular item you want, have him contact the distributor or manufacturer. Their addresses are listed at the end of the Buyers' Guide.



DG BMX TENNIES

Manufactured for DG by Vans. Blue and yellow with a DG logo patch on the side. \$19.50. DG PERFORMANCE SPECIALTIES.



HELMET BAG

Slightly larger than other bags. Room for helmet, jersey, pants, gloves, etc. and strong enough for spare parts and tools. Red, white, and blue. Suggested retail, \$13. ROBINSON RACING PRODUCTS.



DIA-COMPE BRAKE LEVER

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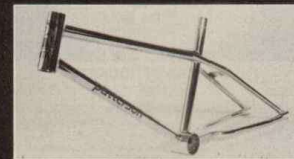
COMPETITION II KNOBBY

The Mitsubishi skinwall knobby tire is ultra light and comes in colors! Blue, red, orange, and (of course) black. CYC DISTRIBUTORS or MITSUBISHI.



MITYGOOSE

Chrome-moly triangle nickel plated frame, 16 inch knobby tires, Ashtabula fork, 4 1/2 inch cranks, mini box bars. Hot pit bike. Suggested retail, \$95. BMX PRODUCTS.



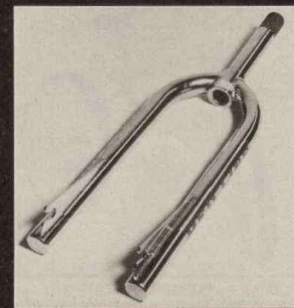
PATTERSON BMX RACING FRAME

Chrome-moly gusset-less construction, hell-arc welded, boxed dropouts, caliper brake bracket. Nickel plate finish. PATTERSON RACING PRODUCTS.



LAGUNA SEAT POST CLAMP

Gold anodized aluminum with four Allen head bolts. Allen wrench included. LAGUNA DISTRIBUTORS, INC.



RED LINE FORKS

The original tubular chrome-moly fork. Heat treated stem. Nickel plated. RED LINE ENGINEERING.



COMPETITION SCRAMBLER® SX1000

SCHWINN SCRAMBLER COMPETITION SX1000

Hand built competition weight chrome-moly frame, gusset reinforced. Tubular chrome-moly forks, 36 spoke alloy rims, Schwinn lightweight gumwall tires. Strength and lightness. SCHWINN BICYCLE COMPANY.



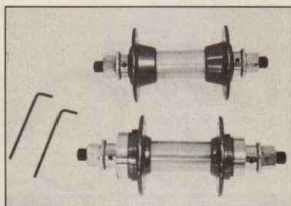
GOLD STEM

Chrome-moly construction, heli-arc welded, gold iridite finish, fits all styles of bars, includes all necessary hardware. Suggested retail, \$15. BMX PRODUCTS, INC.



DG PAD KIT

Kit includes a single-stem pad, 9 inch bar pad, frame pad, a pair of octopus grips, and a DG sticker pack. Your choice of red, blue, or yellow pads. \$12. DG PERFORMANCE SPECIALTIES.

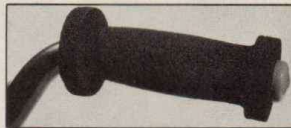


WEST COAST SEALED BEARING HUBS
Double threaded rear hub to accommodate two sized freewheels. Allen key spacers, heat treated axles, alloy shells, 540 grams per pair. Designed by West Coast, manufactured by Sunshine. WEST COAST CYCLE SUPPLY CO.



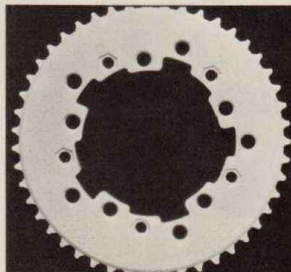
HOT STICKIES PATCH PACK

Jazz up your racing jersey with four colorful factory patches; Oakley, JT Racing, Electro, and BICYCLE MOTOCROSS ACTION. Send \$4 to HOT STICKIES CO.



GRAB ON MX-1 GRIPS

Fatigue reducing low density foam competition grips. Light, soft, durable, shock absorbing. NORTH AMERICAN INDUSTRIES, INC.



ADDICKS SPROCKET

Phase III front sprockets, molded of DuPont Zytel with Teflon and silicone added to reduce friction. Comes in 42 to 48 tooth sizes. Fits most popular spiders. ALAN F. COHAN CO.



TORKER LPGT

Chrome-moly frame, stress relieved after heli-arc welding. Frame weighs less than 4 pounds. Threaded bottom bracket. Chrome, white, blue, or red. Torker forks. TORKER, INC.



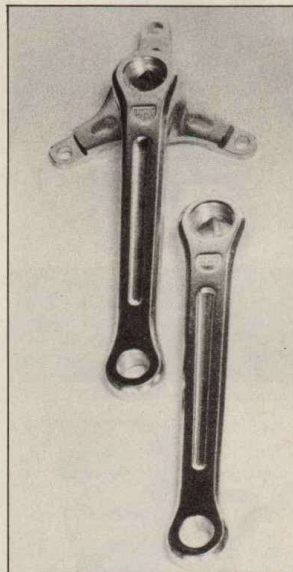
JAG BMX DYNAMIC DUO

Team Jag comes with DeCoster forks, Gold Stem, alloy bars, Dura-Ace gold anodized cranks, Oakley II grips, Araya rims, caliper brakes. Jag "cafe racer" comes with Motomags, forged cranks. Boogie with JAG BMX.



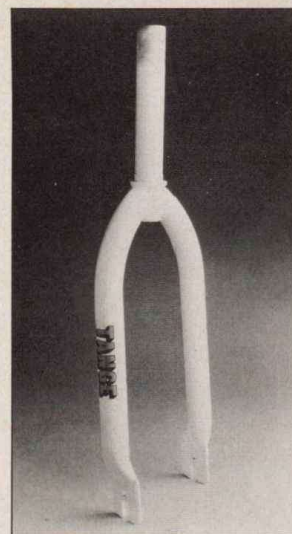
POWERLITE PADS

Red, white, and black color heat transfers. Wet look extra thick vinyl with special E-2 snaps. EVERYTHING BICYCLES or POWERLITE.



SUGINO COTTERLESS CRANKS

The cold forged aluminum Sugino Maxy II cranks are 171 mm. (6 3/4 inches). Weight is 14 ounces per pair. A full range of Sugino alloy sprockets is available. Cranks retail at about \$17 per pair. SENTINEL SALES EAST or EVERYTHING BICYCLES.



TANGE FORKS

High tensile steel, heat-treated to equal the strength of chrome-moly. Weight is under 2 pounds. Inexpensive. CYC DISTRIBUTORS.



MONGOOSE

Chrome-moly triangle frame, Ashtabula forged forks, Motomags, Bendix coaster brake. Suggested retail, \$155. BMX PRODUCTS.



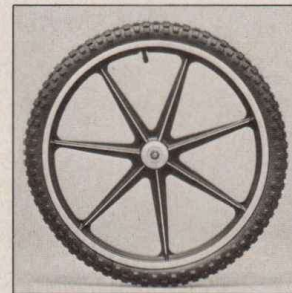
SUN TOUR FREEWHEELS

14 through 20 tooth Sun Tour freewheels available for either derailleur or regular chain. New beefy freewheel puller fits larger notches in freewheel. SUN TOUR USA CORPORATION.



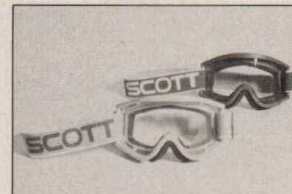
RALEIGH RAMPAR R-9

All chrome-moly frame, color coordinated hubs, rims, bars, seatpost. Alloy double-clamp gooseneck, Dia Compe calipers, Sugino cotterless cranks, Araya flatside alloy rims, alloy seat post. Under 24 pounds. RALEIGH INDUSTRIES.



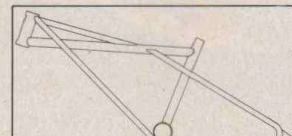
MORRIS MAGS

Cast from aluminum, heat treated, precision machined. Bright aluminum details, black inside areas. Front has 3/8 inch hardened axle, rear accepts Bendix brake. CYCLE COMPONENTS.



NEW SCOTT GOGGLE

Scott USA's tough new Model 59 goggle comes in red and yellow and features an impact resistant, scratch resistant Lexan lens. Vision, comfort, and dust sealing have all been improved. Suggested retail, \$15.95. SCOTT USA.



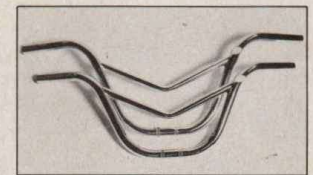
STU THOMSEN REPLICA FRAME

The STR-1 frame is constructed of chrome-moly tubing, weighs 4 pounds, and comes in silver, brown, or tan. The "Quad-Triangle" design eliminates flex and fatigue. SE RACING.



DELTA PRO FRAME

All chrome-moly with built in seat post clamp. Normalized and heat treated for durability and strength. DELTA RACING PRODUCTS.



RED LINE "V" BARS

Chrome-moly. Micro-Line, 23 inches wide by 8 inches high. Pro-Line, 26 inches wide by 9 inches high. RED LINE ENGINEERING.



TEAM LAGUNA JERSEY

Vented nylon. Royal blue and yellow with white silk screening. Men and boys sizes S-M-L-XL. LAGUNA DISTRIBUTORS.



WEBCO KIT BIKE

The new Webco Team Replica comes in white, red, blue, black, and silver epoxy finishes. Webco forks are rectangular chrome-moly tubing. Tuf-Neck and rear calipers are stock. Should retail under \$150. EVERYTHING BICYCLES or WEBCO.

THE ULTIMATE MONGOOSE IS READY.

Suede racing saddle.

Genuine
Oakley II grips.

Gold Stem.

BMX-1 chrome moly shaft
racing pedals.

All chrome moly
steel frame.

Dura-Ace 3-piece
aluminum cranks.

Roger DeCoster fork.

Alloy caliper brakes.

Araya alloy wheels with
Shimano alloy hubs.



For the past year, the experimental Team Mongoose bike has been winning the big races. The RC Cola Race. The U.S. Grand Prix. The Arizona State Championship. And already this year, John George took the flag in the Winter Nationals on a Team Mongoose.

The Mongoose factory team has proven to the world that this light but rugged bike is the finest competitive racing bike ever made. Utilizing the newest and strongest components for strength and durability. But only the factory team has ever had the pleasure

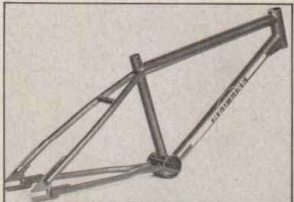
of riding it. Torturing it. Testing it. Until now. The Team Mongoose bike is now available at bicycle shops all over the country. It's ready for you... Are you ready for it?

**team
mongoose**
B.M.X. PRODUCTS, INC.
© B.M.X. Products, Inc. 1978



BMX COLOR POSTERS

23 x 35 inches in full color. Hot action photos. \$2.50 each, three for \$6.50. BICYCLE MOTOCROSS POSTERS.



RED LINE MICRO-LINE FRAME

So new we don't have any specs on it at this time. RED LINE ENGINEERING.



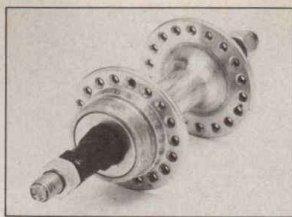
SCHWINN SCRAMBLER 36/36

New Schwinn BMX frame design, 36 hole spoking, heavy duty wheels, nylon chord Schwinn Scrambler tires, cross braced bars, 6 1/2 inch cranks, coaster brake, Kickstand optional. SCHWINN BICYCLE COMPANY.



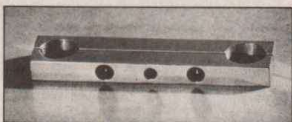
COMPETITION PAD SET

Wet look vinyl with blue BICYCLE MOTOCROSS ACTION silk screened logos. Best quality. 12 inch frame pad, 9 or 10 inch crossbar pad, and double-clamp stem pad. Special, \$8.00 including postage and handling. U.S. SALES CO.



ACS HUBS

Available in anodized gold, red, blue, or polished aluminum. 3/8 inch heat-treated axle. Drilled for 80 or 105 gauge spokes. Rear hubs (pictured) available with low or high flange. AMERICAN CYCLE SYSTEMS.



BRAKE BRACKET

Add rear calipers to Mongoose, FMF, Champion, etc. frames that do not have the brake mount built in. 6061-T6 aluminum. HANK AND FRANK BICYCLES.



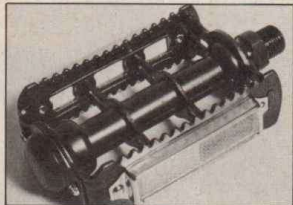
WEST COAST STEM

Allen head double clamp aluminum stem. Weighs 309 grams including expander bolts. WEST COAST CYCLE SUPPLY CO.



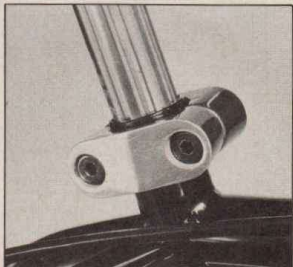
OAKLEY OPTICAL OVERCOAT

New "system" goggle/face mask combo. Designed to be used for full protection or cut to half mask for use with conventional mouth guards. OAKLEY PRODUCTS.



MKS PEDALS

Radiussed outer corners, chrome-moly heat treated shaft, adjustable bearings, serrated contour gripping surface. SUN TOUR USA CORPORATION.



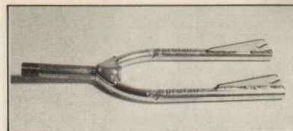
PL-1 SEAT POST CLAMP

Precision milled from magnesium. Hardened Alan bolts. Red, blue, gold, black, or white. Under \$10. EVERYTHING BICYCLES.



MONGOOSE TEAM BICYCLE

Chrome-moly Mongoose frame, chrome-moly Roger DeCoster forks, alloy bars, Shimano Dura-Ace crankset, Oakley grips, alloy rims, caliper brakes, suede saddle. Suggested retail, \$280. BMX PRODUCTS.



PROFAB FORKS

6061-T6 aluminum legs, chrome-moly stem. 7/8 or 1 inch leg tubes. 1 pound 6 ounces. Retail around \$56. PROFAB.



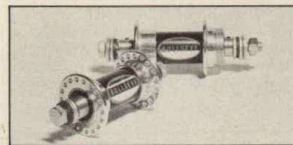
OH REEG GRIPS

For your handlebars. Available in red, orange, yellow, green, blue, black, and white. Retail is about \$3.25. OURY GRIPS.



PANDA ELITE MX BIKE

Chrome-moly double top tube frame, alloy bars, Oakley grips, Araya rims. Choice of Red Line, Speedo, or Tange chrome-moly forks. Choice of Tourney alloy cranks or Takagi heat-treated one piece cranks. PANDA BIKE COMPANY.



BULLSEYE HUBS

Sealed bearings, close tolerances, quality manufactured. Hubs can be completely disassembled for cleaning and repair. Available in most colors. EVERYTHING BICYCLES.



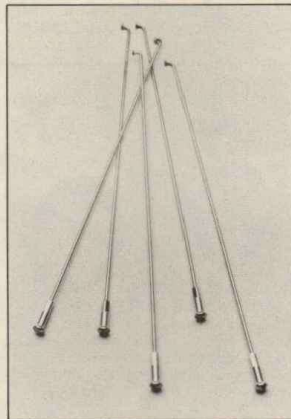
ROBINSON FORKS

One piece all chrome-moly stem, chrome-moly legs. Less than 1 1/2 pounds for the full size forks and about 1 pound 4 ounces for the mini-racer forks. ROBINSON RACING PRODUCTS.



STICK-EM UP STICKERS

Over 600 different stickers from factories, racing teams, manufacturers, distributors, etc. Catalog plus 5 free samples for \$2. STICK-EM UP.



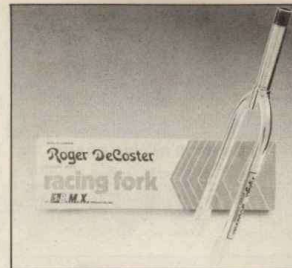
SUPER SPOKES

Stainless steel double-butted spokes with aluminum nipples in red, blue, or gold. CYC DISTRIBUTORS.



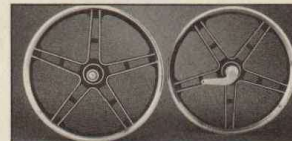
JMC'S NEW LARGER FRAME

Features a "larger stance" and is available with the 10 speed or standard bottom bracket. Heli-arc welded from chrome-moly tubing. Elliptical beam down tube yields maximum torsional stability. Guaranteed against breakage for 6 months. JMC.



ROGER DECOSTER FORKS

Chrome-moly construction, heli-arc welded, individually boxed. Suggested retail, \$28. BMX PRODUCTS.



AMF MAGS

Five spoke I-beam constructed aluminum wheels incorporate a special rim contour that accepts tube or tubeless bicycle tires. Comes in many colors and surface textures such as brush or mirror finish. LESTER WHEEL CO.



TEAM MURRAY BIKE

Murray-Ohio returns to the kids' marketplace with introduction of BMX bikes. Totally new frame design, box bars, 1.75 knobbies front and rear, tubular Murray forks, lightweight saddle, number plaque, handlebar and stem pads, rear caliper brake. Free catalog. MURRAY-OHIO MANUFACTURING.



UNISEAT

Less than half the weight of a standard seat. Molded from a super tough formula of urethane in a single unit. Glass fiber seat post added at time of molding for permanent bond. BERG DESIGN.



ROBINSON RACING FRAME

All chrome-moly, weighs 3 pounds 6 ounces. The frame is designed with a slightly shorter rear section and slightly longer front section. ROBINSON RACING PRODUCTS.



MOTOMAG II

Polished finish, one-piece rigid construction, precision machined, accommodates Bendix 70 and 76 coaster brakes. Suggested retail, \$28. BMX PRODUCTS.



POWERLITE TEAM BIKE

The LTE (Limited Team Edition) Powerlite has a chrome-moly frame and fork, Tuf-Neck stem, Reedy pedals, Bulls-eye hubs, Sugino cranks, HKK Smoker chain, PL-1 seat post clamp, and a Dia-Compe caliper brake. It comes in a black epoxy finish with gold trim. EVERYTHING BICYCLES or POWERLITE.



BMX RACING SADDLE

The Kashimax lightweight, streamlined seat. CYC DISTRIBUTORS.



LAGUNA NUMBER PLATES

Oval or rectangular. Made from tough, lightweight, perforated plastic. White, black, blue, red, yellow, or green. LAGUNA DISTRIBUTORS, INC.



MXL GOGGLES

Self locking tabs on the MXL goggle frame stop lenses from popping out. Replacement lenses available in clear, yellow, smoke, and polarized. Affordable prices. NATIONAL HYDRON, INC.



SCHWINN MAG SCRAMBLER SX100

Lightweight glass fiber reinforced color mag wheels, Schwinn gumwall knobby tires, gusseted frame, competition saddle, cross braced handlebar, and much more. SCHWINN BICYCLE COMPANY.

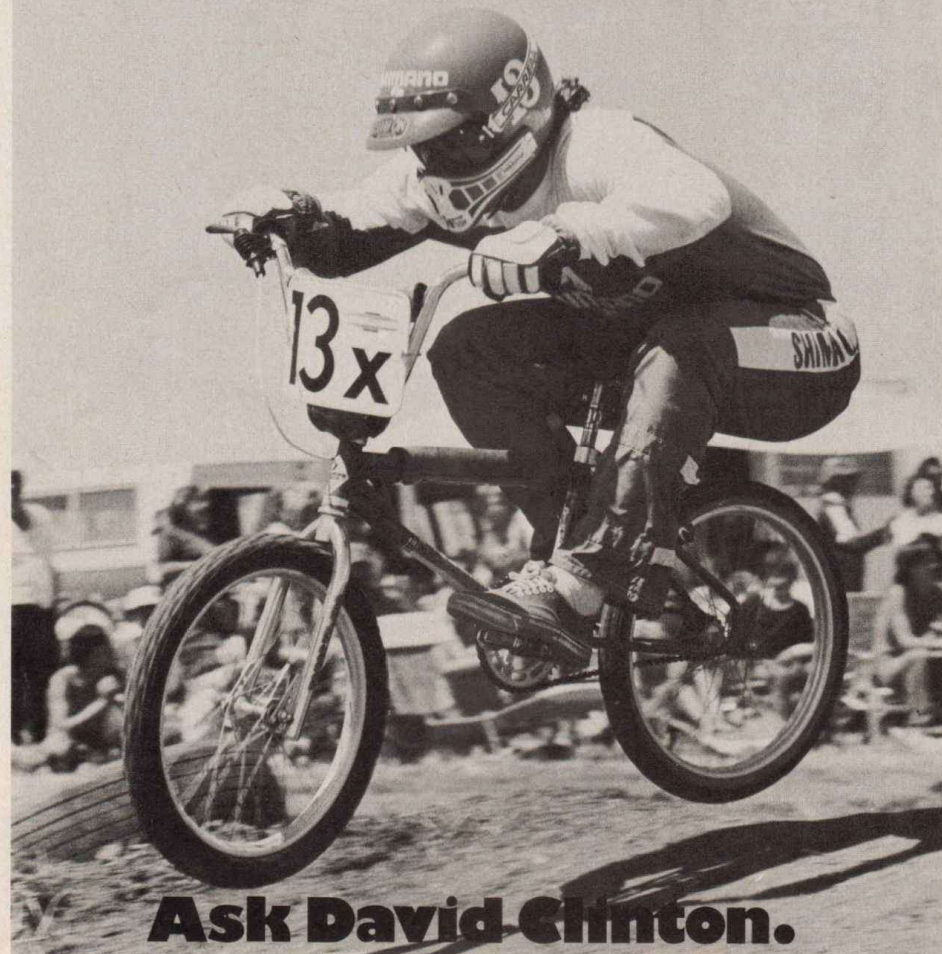


RRP STICKER KIT

Rub-ons; one each red, white, and blue. One sparkle logo sticker, two RRP regular stickers, and one patch. \$3 includes a catalog too. ROBINSON RACING PRODUCTS.

DIAMOND BACK FRAMES AND FORKS ARE MADE FOR TWO THINGS...

COOKIN' AND BOOKIN'



Ask David Clinton.

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Berg Design
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Beaverton, OR 97005

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Hank and Frank Bicycles
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Green Mountain Falls, CO 80819

Panda Bicycles
1450 Franquette Ave.
Concord, CA 94520

Patterson Racing Products
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Hayward, CA 94540

Powerlite
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Pro Fab
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Phoenix, AZ 85009

Raleigh Industries
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Chicago, IL 60639

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Send \$1.00 for 5-piece DIAMOND BACK decal set.
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DIAMOND BACK
MX bicycle parts and accessories
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Where Centurion leads
others must follow...

DEALER INQUIRIES INVITED



SCHWINN®

They took 'em out and showed 'em how! Team Schwinn—a BMX sensation all across the country! The racing . . . est! winning . . . est! riders yet! Ripping apart competition and proving who's best! Schwinn engineering, Schwinn quality and Schwinn riders . . . a hard to beat combination. Schwinn engineers studied the reports, pored over the results . . . tested and re-tested and track tested 'til they finally produced the ultimate in BMX racing machines!

Now it's off the drawing boards . . . the results are in and the "good stuff" is right here on the new Schwinn Scrambler Competition SX 1000! You've never raced on such a bike. Performance plus! Responsive, quick and under your control at all times. Hand-built competition weight (28 lbs.) chrome-moly frame, gusset reinforced, tubular chrome-moly front fork, Schwinn Skin competition rear tire . . . ready to win at your Schwinn BMX dealer! \$184.95*

THE TERROR OF THE TRACK FROM SAN DIEGO, CALIFORNIA TO CRAIGMEUR, NEW JERSEY!



SCHWINN®

1856 N. Kostner Avenue, Chicago, Illinois 60639.

Mr.'s. suggested retail price, slightly higher in some areas. Includes assembly and freight to dealer. (\$194.95 for all chrome model.)

Prices and specifications subject to change without notice.

For your catalog of all Schwinn bikes send 25¢ to SCHWINN, Consumer Relations Department, 1856 N. Kostner Avenue, Chicago, Illinois 60639.

JAG★NBA U.S. NATIONALS Los Angeles Sports Arena

STADIUM BMX ROCKS ON

"But what good came of it at last?"
Quoth little Peterkin.
"Why, that I cannot tell," said he:—
"But 'twas a famous victory."

Southey, after Blenheim



16 expert Bryan Dworshak flew in the motos, fizzled in the semis.

May 25th was the Indianapolis 500
"The Greatest Spectacle in Racing."

On that same day, the US Nationals
BMX race could have been "The Second
Greatest Spectacle in Racing"
. . . if the NBA would have put some
effort into publicizing it.

But they didn't. Jag BMX did, but

they came in late as the race sponsor
and just didn't have time to do an adequate
job.

And because of this, the Los Angeles
Sports Arena, which is a truly impressive
place, was almost empty of spectators,
other than friends and relatives of 625
racers who signed up.

Oh well . . . Be that as it may, the
Sports Arena provided us hard core
BMX fans with a few unaccustomed
luxuries. Like a dust and dirt free
environment and comfortable seating.
And no sunburns. And a totally un-
restricted view of every inch of the track.
Ah, such swankness.

BMX JERSEYS AND PANTS

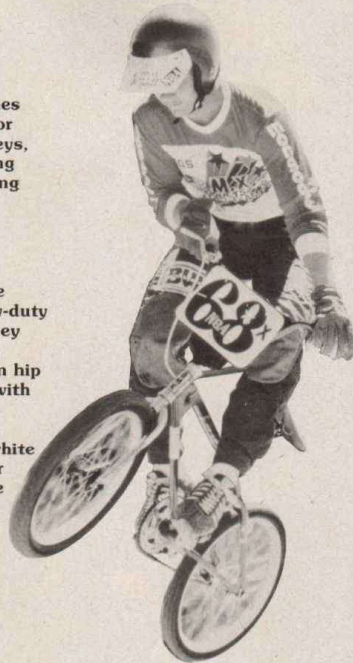
JERSEYS

Custom made jerseys are available in any color combination and quantities desired. When your club or shop is interested in jerseys, send us a drawing showing detail colors, silk screening and quantity and let us quote you.

PANTS

These new BMX pants are made of top quality heavy-duty double-stitched nylon. They are designed with padded leather knees and sewn in hip pads. The legs are fitted with Velcro® closures for your comfort and safety. Order blue, black, red, yellow, white or orange nylon with your choice of contrasting side stripes. Also, choose any color leather knees.

Send 50¢ for brochure and stickers.



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DELTA "PRO" BMX FRAME

"The Proven Winner"



- Entire frame of 4130 chrome-moly, normalized and heat treated for positive, lasting performance.
- Built-in seat post clamp
- Weight - 3 lbs. 4 oz.

TOP RIDERS ALL OVER THE COUNTRY - NPSA, ABA, NBA - ARE SWITCHING TO "DELTA PRO." WHY NOT YOU?



Delta Racing Products
3814 E. Anaheim Street
Long Beach, CA 90804

GUS DANDOS BICYCLES, INC.

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Racer's Marketplace

Starting next issue BICYCLE MOTOCROSS ACTION is offering economical high-visibility box display ads that will put you in touch with thousands of BMX racers in your area and hundreds of thousands throughout the U.S. of A.

SPACE RATES:
1 inch box \$50
2 inch box \$85
3 inch box \$125

Typesetting and paste-up charge is \$25. Artwork other than typesetting and paste-up billed at cost. When camera ready art is supplied there is no charge other than space.

RACER'S MARKETPLACE deadline for the next issue is September 22.

PLEASE INCLUDE PAYMENT WITH YOUR AD AND MAIL TO:

BICYCLE MOTOCROSS ACTION

RACER'S MARKETPLACE
P.O. Box 5277 Torrance, CA 90510
Tel: 213/376-0294



The final jump in the 14 expert main. Hill and Rupe of Team Schwinn sizzled in for a one-two finish. At the conclusion of this race Greg Hill was leading the NBA national points race. Not bad for such a skinny little guy.



The Utterback style . . .



The Leary flash . . . He was hot.



David Clinton (Shimano) leads the pro main with Brent Patterson (PR) right on him and starting . . . to slide . . . sideways . . . In front of the whole pack. With bucks on the line. It was terrible.



Anthony Sewell (Jag), Jeff Ruminer (RR), Stanley Robinson (Torker).



Bart Griem was a stand out rider all day. Factory material.

The track consisted of a bunch of carpet-covered plywood jumps set on a concrete floor. The straights and turns were outlined with pylons (hay-bales would have been better).

To reduce sliding and increase speed, the corners were sprinkled with rosin. Sounds like a lame track, doesn't it?

It wasn't. No way. Everybody who raced it thought it was hot. Racing here was a kick in the head.

The combination of smooth concrete corners and the rosin treatment led to some interesting variations of the tire/racing surface relationship. Rob Lynch ran a rear slick with rounded

edges. Before each moto he would spray it with a can of stuff that had the label removed. It was later discovered to be Drag Strip Burnout Adhesive. Rob didn't slip much at all.

David Clinton coated his tires with rosin prior to each moto. The Schwinn team used Shell fan belt anti-slip spray.

But the hot tip of the day, the stuff that most people already had, was hair spray. Stock in Clairol went up three points that day. The Los Angeles Sports Arena will smell like hair spray for weeks.

And nobody slipped. There was zero sliding. It was a mental trip. Blast off the line, accelerate to full speed,

set up for the turn . . . you know you should brake, but you don't . . . feet up, flat out, pedalling. Phew! Your mind doesn't want to accept the facts.

Another hot tip was to take out all the pylons in the turns with your inside foot. If you did this just right it would scatter them all over the track. This was considered good insurance.

The Sports Arena snack bars were doing a brisk business in junk food despite the lack of spectators. The Colossal Foot Long Hot Dogs were lunch and dinner for a lot of people. Racing started just after noon and wasn't over until 9PM. Long day. But no sunburn.

Greeted with something less than enthusiasm by racers, parents, and sponsors alike were the record high \$15 entry fees on top of the \$3 gate fees.

Bottema is back and getting his act together. He ran seconds and thirds in the motos, made the semis, and pooped out there. A month ago he couldn't even make the semis. Two months from now and he's going to start picking up some of the pro money.

Patterson was hot . . . back in peak form . . . but plagued with bum luck. He finally sorted out his new PR frame (shorter cranks and lower gears than with his Champion). He had a second

sewed up in the pro main when his front wheel crabbed in a tight turn and unceremoniously dumped him in front of a bunch of wild eyed pros.

Clinton cooked. He won the pro class . . . 250 smackeroos . . . and took a second behind Stu in the Trophy Dash.

Ol' Stompin' Stu put a hooty on everyone. He took a big first place in the 16 expert class and blew 'em away in the Trophy Dash.

Harry Leary novocained everyone in his motos . . . but he blew the mains . . . again. One of these days Leary's going to figure out what he's doing wrong . . . and LOOK OUT!

For a change the NBA had an ade-

quate amount of personnel. The track area was kept totally clear of anyone but the racers. There was an actual live nurse in attendance. And there were no less than six ladies scrutinizing the finish line and keeping scores. You can't beat that with a stick.

The Los Angeles Sports Arena was so great for a large BMX race that Skip (owner of BMX Products) Hess got the hots to have this year's Mongoose Grand Nationals there. Right this very minute he's dickerin' with the Sports Arena agents. It just might happen. And, sports fans, that would be a RACE! It would be years before the smell of hair spray left the place after that one.

FOR RESULTS SEE PAGE 53



Stu in control of the 16 expert class.



Richard Zaggars (Jag) finished third in the 13 expert main and fourth in the 13 and under open. Give Zaggars a cigar!



Jam up and jelly tight! Faster than a loco-motive! The 15 expert class at full tilt: Sewell (Jag), Utterback (SE), Clark (Robinson), Rentfrow (Torker).



View from the top. Lame as it appears, the track was hot. A little publicity by the NBA would have filled a lot more seats.



Because of the hair spray on the tires and the rosin on the floor, there was zero sliding in the turns . . . But that doesn't stop your foot from sticking out there of its own accord just in case.

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THE GREAT CYC PIKES PEAK DESCENT



PART TWO: Descending

STORY AND PHOTOS BY CURT VAN INWEGEN • MORE PHOTOS BY GREG KELLER

It is 9:15 AM, June 26, 1978. As the sun rises toward another bright Colorado day we find that all is not quiet on the south side of Pikes Peak. What we do find are two guys with BMX bikes. One of those guys is Greg Keller and the other is me; Curt Van Inwegen. What we are about to do is very simple. We are going to be the first people ever to ride bicycles down Pikes Peak.

It all started about a year ago when Greg and I took a hike up Pikes Peak. I got this bright idea to ride a bike down the trail. I told Greg of my idea and he said it sounded pretty neat but that he sure wasn't going to ride his bike down since it would probably self-destruct alongside a hundred foot cliff.

I wrote a letter to BICYCLE MOTOCROSS ACTION magazine asking if they would be interested in a story. They said they would and that they might be able to help if I ran out of luck with sponsors for the ride.

Upon receiving my plea for help BMXA had gotten CYC to build us the bikes and to supply us with everything that we needed to ride down the mountain without killing ourselves. Months and months passed while CYC had the special bikes built and outfitted.

Once we got the bikes, we became the talk of the neighborhood.

Most of the talk came from the little kids since they had never seen bikes that you didn't have to fix after every trip down the street. I mean you just don't see too many decent BMX bikes in our neighborhood.

Once the excitement wore down, nothing really newsworthy happened. Greg and I just went out for our daily rides, got muddy, got used to the bikes, and just generally had a good time. The bikes were profitable in a way though. We would ride up to the local hangout and let kids ride the bikes for a candy bar or coke.

Weeks passed and people eventually forgot about my crazy plans and went on with their own business. Meanwhile, I was busily finding out what would be the best way to ride down the 14,110 foot high mountain. There were three possibilities: the toll road (no challenge), the back side (no trail for the first five miles), or the only hiking trail up to the top (very radical).

The toll road was out as it was illegal to ride bicycles down the road. The Barr Trail (the main hiking trail) was out because the forest ranger didn't want us riding bikes down it because of all the hiking traffic. That left the back side, which the ranger said we could use for our ride.

Finally the big day came. The bikes were double checked, our equipment was checked, and everything was put in ship shape.

The bikes each had water bottles, fully padded frames, rock guards, and seat bags to carry extra gear. My bike carried a small bicycle tire pump, spare parts, and tools. Greg's carried rope (in case we had to haul one of the bikes up from a canyon, which came close to happening several times), one of our cameras, and extra food. We each carried two packs; a day pack with food, water, and camera equipment and a belt pack. My belt pack carried extra munchies and Greg's had all the film.

We each wore a helmet, CYC jersey, gloves and kneepads.

The only modifications made in addition to what CYC supplied us with were sharpened teeth on the pedals.

One thing I would like to say about the bikes . . . CYC did a super, super job for us. Every piece of equipment was totally first rate. From what our bikes went through all I saw was a bent brake lever, and that was after bouncing down on some boulders. The rims stayed as true as when we first got the bikes. The frames were as tough as . . . well, as tough as however tough a bike has to be to hold a 175 pound rider down a rough as nuts trail. In

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Taking a break, checking maps, and taking notes for the story. This is wild and beautiful country.

Parts of the backpacking trail were straight and smooth enough to haul bazoones for a mile or so.



Picture of a man eating rock.

short, no other bike could have made it down Pikes Peak any better.

It was now time to put all the months of preparation and planning on the line. Early Monday morning we loaded the bikes in the back of our four wheel drive, checked and rechecked everything to make sure we hadn't left anything important behind, and took off to our starting point.

As Greg and I sat on our bikes and adjusted our packs and helmets I recalled everything that had gone into the making of this ride. Yes, it was now time to finish "The Great CYC Pikes Peak Descent." With that thought, and the immortal words, "Well, Greg, it's now or never," we took off down the mountain.

The first 500 yards of the trail were above treeline at 12,000 feet. The trail itself was about nine inches wide and mostly heavy loose gravel, and quite steep. It followed a small stream down the bottom of the canyon for most of the ride. Every once in a while there was a pile of rocks where we had to slow down and take it like a trials

course. After a couple of pretty hairy sections we finally got into the trees.

Once in the trees the trail disappeared into a stream. We had to really trials it over logs and rocks here. This was one part where the rock guards were really a factor as to whether or not we could take the trail on the bikes or whether or not we would have to walk them. The terrain was so steep that we just locked up the back brakes and went for it, using the front brake mainly as a control brake. Once we got back on the trail we began to stop every hundred yards or so and shoot about a roll of film.

We finally stopped for lunch alongside the trail. As I sat down on a rock and prepared my eating material I was hit by a barrage of mosquitoes. I quickly scored about thirty direct hits. I only got about ten of them. I'll say one thing, CYC team jerseys are no protection against mosquitoes.

We saddled up again and took off down the trail, stopping only to take pictures. The trail was loaded with stream crossings and sections where



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we had to play trials. The stream crossings were not that deep so we just motored through. Sometimes we did it twice just for the fun of it.

About halfway down we got to the funniest part. The trail was about a foot wide and was surrounded by Aspen trees. We only stopped about twice to shoot pictures because it was so much fun to just haul through the trees as fast as we could go.

I got going a little too fast one time though. Greg was in the lead and all of a sudden he slowed down, but I didn't slow down enough and I wheeled off a rock down through some trees while my bike went bounc-

The CYC Stormer specials took all the punishment that Curt, Greg, and Pikes Peak could hit 'em with. Total damage to both bikes: One bent brake lever. >



Look! Immerging from the bushes! It's Big Foot! No it's not. It's Van Inwegen about to ford a stream.

Greg Keller makes like Joe Trials. Long sections of the trail required a pure trials style of riding. >

ing down through a rock field. I bruised my hand up pretty good but the only thing that happened to the bike was a bent brake handle.

One section was super rocky so I was really going easy trying to be Joe Trials when my front tire jammed into a crack and flipped me over the top before I knew what had happened. I ended up eating a rock. I couldn't move because the bike was jammed on top of me. Greg's brilliant comment was, "Don't move, I want to take a picture." I didn't bother to inform him that it was slightly impossible for me to try and move anyway. It turned out that I chopped up my lip pretty good

and chipped a tooth. I probably would have lost my kneecap too if the handlebar padding hadn't been there.

Greg's worst wreck came when he used a little too much front brake and his wheel went over the edge and hung up on an old log. Greg flipped and practically got gored by a tree.

Having taken all the pictures that we wanted, we crammed our helmets on, jammed our feet on the pedals, and took off like wild BMX riders toward the finish line. Forty-five hundred feet and ten miles later we were welcomed by our parents and a few bewildered onlookers who couldn't figure out what two guys with bikes could be



doing there. We really looked like we had done it. Dirty, with mud-streaked faces, I had blood on my sleeves from my chewed lip as well as gobs of mud on my helmet. We had conquered the mountain!

Greg and I don't have anything like this planned for the future as of yet, but I'm sure we're going to do something equally venturesome before we head off to the great BMX track in the sky.

One last word. This whole thing could not have been started, much less done, had it not been for Bob Osborn and the staff of BMXA. Thanks, guys.

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PATTERSON/ABA SUMMERNATIONALS

Amarillo

The rip-snortin' story of six red garters and a twenty-five hour drive in a Volkswagon bug . . . one way

BY OSBORN

JONES ALMOST LOSES HIS COOKIES IN THE PLANE AND LOSES HIS HEART AT THE AIRPORT TO A TEXAS CAN-CAN GIRL . . .

Yep, Building 'Leapin' Jones is flying to Amarillo, Texas, with me. The lure of the \$1500 pro purse at the Patterson/ABA Summernat's was just too much to resist.

Jones just told me that the last time he flew somewhere he got airsick.

Terrific. Three hours and two time changes after leaving L.A. International, the big 727 touched down in Amarillo.

Jones survived the flight without having to use the paper bag. Barely.

It took us only a very short time to find out that Texas was just about what you'd expect it to be; cows everywhere, wide open spaces, and everybody wearing cowboy boots and saying, "Hi, y'all."

The Texas hospitality was truly amazing. It started at the airport and just didn't quit. We were met by, among

other people, a couple of can-can girls. Costumes and all. Do you believe that? Where else but in Texas!

GENE RODEN DOES EVERYTHING BUT GO DOOR TO DOOR . . .

On the way out to our motel, with everybody riding in the Patterson Racing Products motor hotel, we talked about pre race publicity.

Gene Roden, who used to promote rodeos, is the man behind the Amarillo track. He could teach a Madison Ave. PR man a few tricks about publicity.

During the two weeks preceding the ABA Summernat's, Gene had managed to get an incredible amount of TV, radio, and newspaper coverage. Like twenty-five times on TV, two hundred times on the radio, and six or seven newspaper stories. Now that is promoting a race.

When the Patterson Racing Products Team arrived in Texas a week prior to the race, they added to the effort by putting on daily demos at the Amarillo shopping mall.

The ABA had also been publicizing the race in their newspaper and through direct mail.

About the only other thing that could have been done was to go door to door . . .

SIX GARTERS SOLD FOR \$370 . . .

That night Jones and I were up to our ears in Texas hospitality once again. The ABA Summernationals banquet was held at the Big Texan Restaurant. The place was jam packed. Everybody had steak dinners. The evening was a whirl of guitar and fiddle players, can-can girls (Amarillo is big on can-can girls), clowns, and western singers. The most often sung songs were "The Yellow Rose of Texas" and "Deep in the Heart of Texas." Yeah, Saturday night in Texas is just like I had it pictured. Neat people.

Towards the end of the banquet, Gene Roden (a promoter right down to the heels of his \$40 cowboy boots) decided to try and raise a little more money for the already generous pro

No. 562, Kevin McNeal (the Corona Kid), drove 25 straight hours in an overloaded Volkswagon bug with two other guys to get to Amarillo. All the way back to California he counted his first place pro money . . . and chuckled. No. 555, Kevin Ridling, got the second.



Hey, y'all, yippi ti yi and wahoo! Them Texas gals was right purty!



The Amarillo track . . . patterned after the Chandler and Azusa Tracks. Almost an ABA trademark. Hot design.



purse. What he did was auction off the red garters that the can-can girls were wearing. Six garters brought \$370! That put the total pro purse to \$1870, a new record for BMX. That's progressive marketing!

BARBEQUED BEEF AND BMX AND THE CORONA KID STRIKES . . .

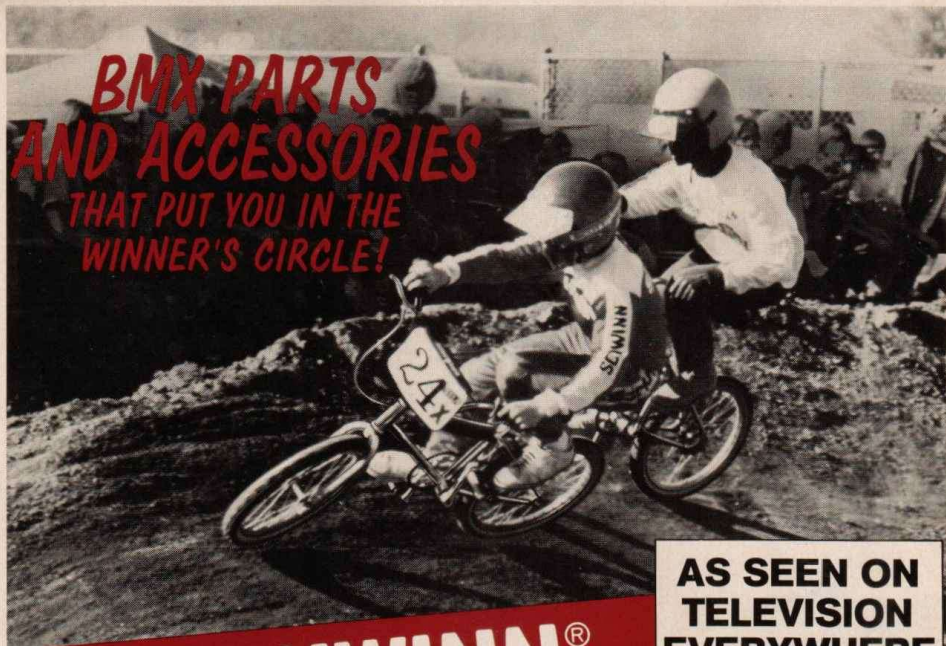
Bright and early Sunday morning, still yawning and rubbing the sleep

from our eyes, Jones and I hooked a ride out to the races. We both figured they'd be something of a letdown after last night's banquet. No way could Gene Roden top that.

At the track were fiddle and guitar players gettin' it on. The Big Texan Restaurant cooked a sausage and scrambled egg breakfast and later on an out of sight barbecued beef

dinner which was served by some of those big-eyed Texas girls. Which all the 16 experts were trying to move in on.

The races were about what you'd expect . . . with an \$1870 pro purse! Blazing, blistering excitement. Sudden heartbreak and agony. BMX racers from New Mexico, Arizona, California, Oklahoma, and Kansas had come to compete with the Texans. Mark Hanum



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No. 177, Brent Patterson (PR), on the comeback trail, won the 16 expert main. The Torker rider studying Brent's jersey so carefully is Leo Green. Leo nailed a second.

(Torker), the Wild Man from Colorado, even made it down with a few friends.

Kyle Fleming (DG) totalled Gary Burnett in the 9 expert class, changing the ABA national points leaders around a bit. In the 10 expert class Richie Anderson (PR) flat blew away the dreaded Ronnie Ames (CYC),

probably knocking him out of the ABA national points lead. That rattled a few cages.

Brent Patterson (PR), the heavy favorite to win the pro main, bombed in the semi and didn't even qualify for the main. Which, you can imagine, frosted him a bunch. Later he won the



Is it the Hole-in-the Wall Gang? The Dalton Brothers? Pancho Villa's Raiders? A bunch of 7 year old BMX'ers waiting for their moto to be called?



Pro Fab sponsored Mike Battles managed to look quite dapper and still knock the stuffin's out of the 16 novice class.



A happy Steve Mennenga is first across the line in the 15 expert main...no easy task considering that John Crews (PR) is behind him.



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Racin' Jason Wharton smoked the 6 year old class. Those fuzzy pads are a big deal in Arizona.

16 expert class, and that made him feel a little better. But not much.

Kevin McNeal, the Corona Kid, drove twenty-five straight hours to get to Amarillo . . . in a Volkswagon bug . . . with two other guys, and picked up \$775 win money in the pro main. Which probably made the trip back to California a little more pleasant.

And what of Building Leapin' Jones, brightest star of the Most Factory Magazine Test Team, faster than a speeding bullet, hero to millions,

Dangerous Dan'l Rutledge (with the ferocious look on his face) blew off the rest of the 9 novices.

The famous no false starts, no break-downs ABA starting gate. What the riders are all staring at is the Christmas tree that works in conjunction with the electronic gate release.



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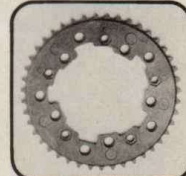
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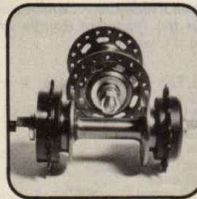
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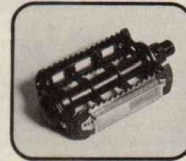
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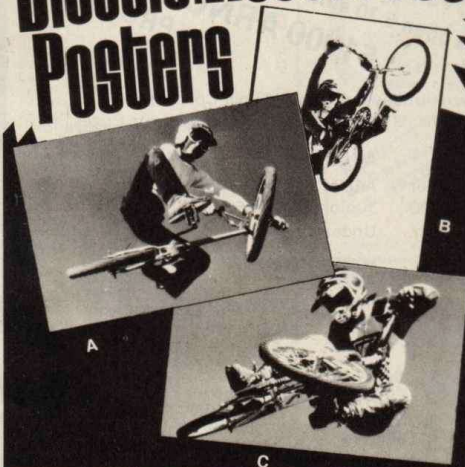
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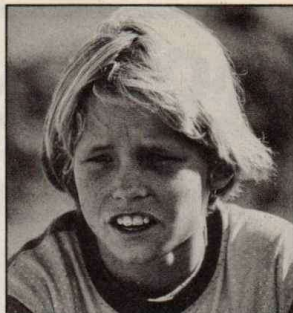
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leader of the pack, fighter of evil, friend of those who have no friend? Yeah, what happened to Jones? Don't ask . . .

In his pro semi main he had a second going, a lead pipe cinch qualification, and he slid out. Just like that . . . slid out. 775 bucks riding on it and he slid out. Sheesh. Yes . . . as we wing our way back to Torrance, leaving the friendly people of Amarillo far behind, Jones is consumed by gloom and depression . . . and air sickness. The absolute pits.

But every cloud has a silver lining. At least I don't have to listen to his crummy jokes.

Second in the 5 year old class went to Rebecca Martinez, riding for Factory Cookie Monster's Cookies.



Richie Anderson (PR), the force behind the Anderson Avalanche . . . which steam-rolled over the fearsome Ronnie Ames in Amarillo. 11 expert class.

***** PATTERSON/ABA SUMMERNATIONALS AMARILLO RESULTS *****

OPEN PRO Kevin McNeal Kevin Ridling John Crews	15 NOVICE Woody Woodruff Dean Robinson Bob Tennant	13 NOVICE Dallas Brown Jon Marzolf Denny Vaughn	11 NOVICE Ricky Jeffries Marco Figueroa Marty Hassett	9 NOVICE Dan Rutledge Kevin Holm Jon Birdsong	5 YEAR OLDS Toby Williams Rebecca Martinez Brent McLemore	TEAM TROPHY Patterson Racing Products
16 OVER EXPERT Brent Patterson Leo Green Dee Chips	14 EXPERT Dobie Nino Mike Koron Kevin Williams	12 EXPERT Albert Delgado Tim Goddard Trey Pfeilsticker	10 EXPERT Louie Stockmeyer Bret Exposito Rick Gerdes	8 YEAR OLDS Tom Chapp Eric Hassett Pat Loughran	SENIOR LADIES Cindy Bruce Carol Bruce Daria Mathis	
16 OVER NOVICE Mike Battles David Melian David Sherman	14 NOVICE Cary Brunson Scott Novotny Joe Stam	12 NOVICE Jeff Osmus Monte Sullivan Russell Anthony	10 NOVICE Bobo Cornall Kris Jones Jody Rose	7 YEAR OLDS Estaban Yslas Adrian Figueroa Jason Charlie	INTERMEDIATE LADIES Kelly Cornall Nancy Bruce Susan Wilson	
15 EXPERT Steve Mennenga John Crews Ed McInely	13 EXPERT Eric Hedstrom Frank Wilson Bobby Clark	11 EXPERT Richie Anderson Rob Grant Ronnie Ames	9 EXPERT Kyle Fleming Billy McCombs Billy Sandridge	6 YEAR OLDS Jason Wharton Mark Cornall Mike Melio	JUNIOR LADIES Rhonda Ames Wendy Anthony Tammy Roden	

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Girls: 12 & up, novice and expert classes
Open: 11 & under, 12 & 13, 14 & up
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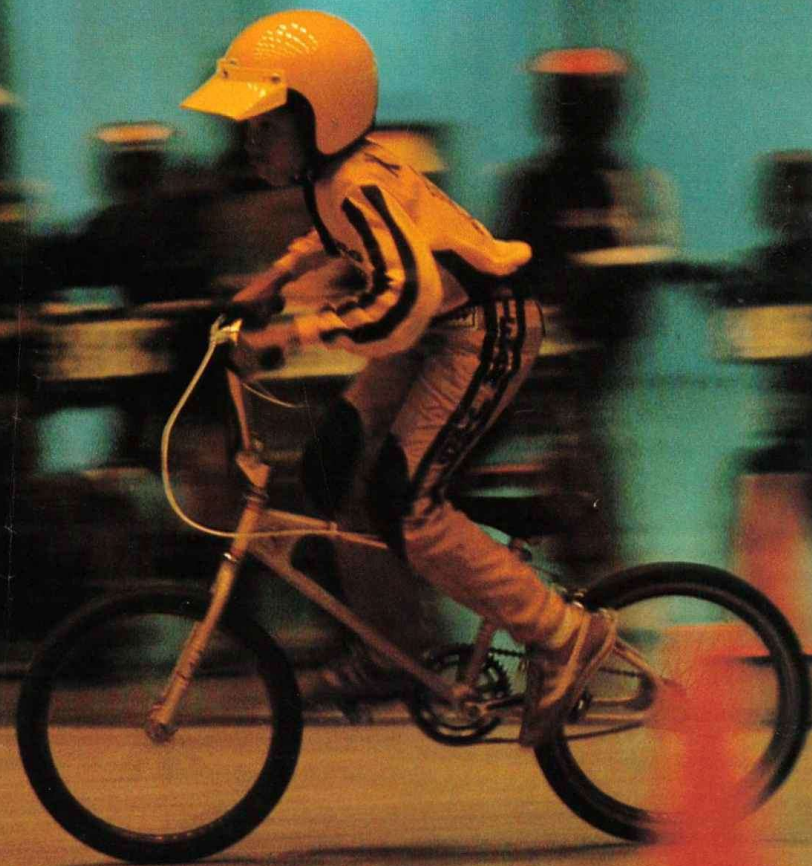


A variation of the old "Flying W." Packingham at Entro.

Photo by (finally he got a Munch and Crunch) Mark Pippin

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