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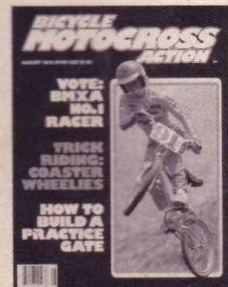
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BMXA test woobie, Mike Buff, flyin' a
new model Mongoose. (More on this bike
in our next action-packed issue.)



4 EDITORIAL

Cherry-picking... another of our famous "open letters"

8 DEAR WIZ,

Fairbanks, Moscow, Issaquah, and Motoland

12 HOTS AND HEAVIES

Buffalo Chips and the Great Poobah

23 PRODUCTS

The saga of the Snake and the Mongoose

26 CYC STORMER MX TEST

One of the best values in thrashers

39 PRODUCT ANALYSIS: BELL MOTOSTAR III

You can see, you can breath, and it's not heavy

42 TACOMA

ABA Washington State Championships

54 MOTO PHOTO

A rose is a rose is a rose...

55 VOTE: 1979 BICYCLE MOTOCROSS ACTION MAGAZINE NUMBER ONE RACER AWARD

The prestigious NORA Cup... and you pick 'em

56 TRICK RIDING: COASTER WHEELIES

Would you believe a one-hander one-footer coaster?

59 HOW TO BUILD A PRACTICE STARTING GATE

Hone your technique to a razor's edge

63 STATE OF THE ART MIDGET'S RACER

Shrimp boats is a comin'...

65 RUNNIN' HOT

Factors for jammin'

70 ODDS AND ENDOS

The creature from the Boggy Lagoon

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Editorial

by
Bob Osborn

An open letter to sanctioning organizations, racers, parents, sponsors, and anybody else who is fed up with seeing trophies ripped off by racers who falsify their age.

cher-ry-pick-ing (cher'i pik'ing), v.t. the act of one who lies about his age in order to race a class easier than his own, thereby winning more trophies than if he were to race his proper age class.

About two years ago I wrote an article condemning cherrypicking and suggesting a method by which sanctioning bodies could drastically reduce the problem. Since that article was published the cherrypicking situation has improved somewhat, but is still short of acceptable. Not a whole lot has been done.

I can hear the sanctioning organizations groaning, "Oh no, here he goes again." But before all you sanctioning people bail out on me, consider this . . . Racers, parents, and sponsors spend enormous amounts of money, energy, and time on bicycle motocross racing. Much of this money comes to its final resting place in the cash registers of the sanctioning organizations. These people have a right to expect fair age competition in return for their membership and entry fees. The primary reason for competing vanishes when the competition is unfair.

But, to be fair, we must look at the flip side of this record too. For one thing, it would be next to impossible for the sanctioning organizations to get a bona-fide birth certificate (as opposed to some kind of questionable copy) from each and every person who joins their organizations. Can you imagine all the letters and phone calls this would require? They just don't have the personnel to check out every membership that comes in, and if they hired them, membership fees would probably triple!

The other seemingly logical time for sanctioning people to check birth certificates is at important championship and national events. But picture seven hundred racers having to produce bona-fide proof of age before some big race. Once again we have a personnel problem . . . just not enough people. And even if they could get volunteers

(which would be a terrible disaster at a big national), the race would take twice as long to run.

So, at least on the surface, we have a Mexican standoff.

But cherrypicking remains a plague that causes frustration and disappointment. Racers who have one of these jerks in their class sometimes know it's happening, sometimes wonder about the guy's age, and sometimes just figure they are totally outclassed. All three situations are frustrating and completely unfair.

And what about the kid that is lying about his age? He is winning by cheating. He knows it and his parents know it. Parents who encourage or participate in this fraud are helping their kids form habits that will follow them into adult life. They are trading their kid's honesty and integrity for a few trophies that can't mean much because they were unfairly won. I can't even think of a way to describe how I feel about people like this.

Surprisingly, when you come right down to it, there's not much that can be done about cherrypicking by a racer, parent or sponsor. If you protest someone's age, you feel and sometimes are treated like a whimp or rat fink that complains everytime someone beats you. And if you are courageous enough to protest it anyway, chances are that not much will be done about it . . . or can be done, if you really think about it.

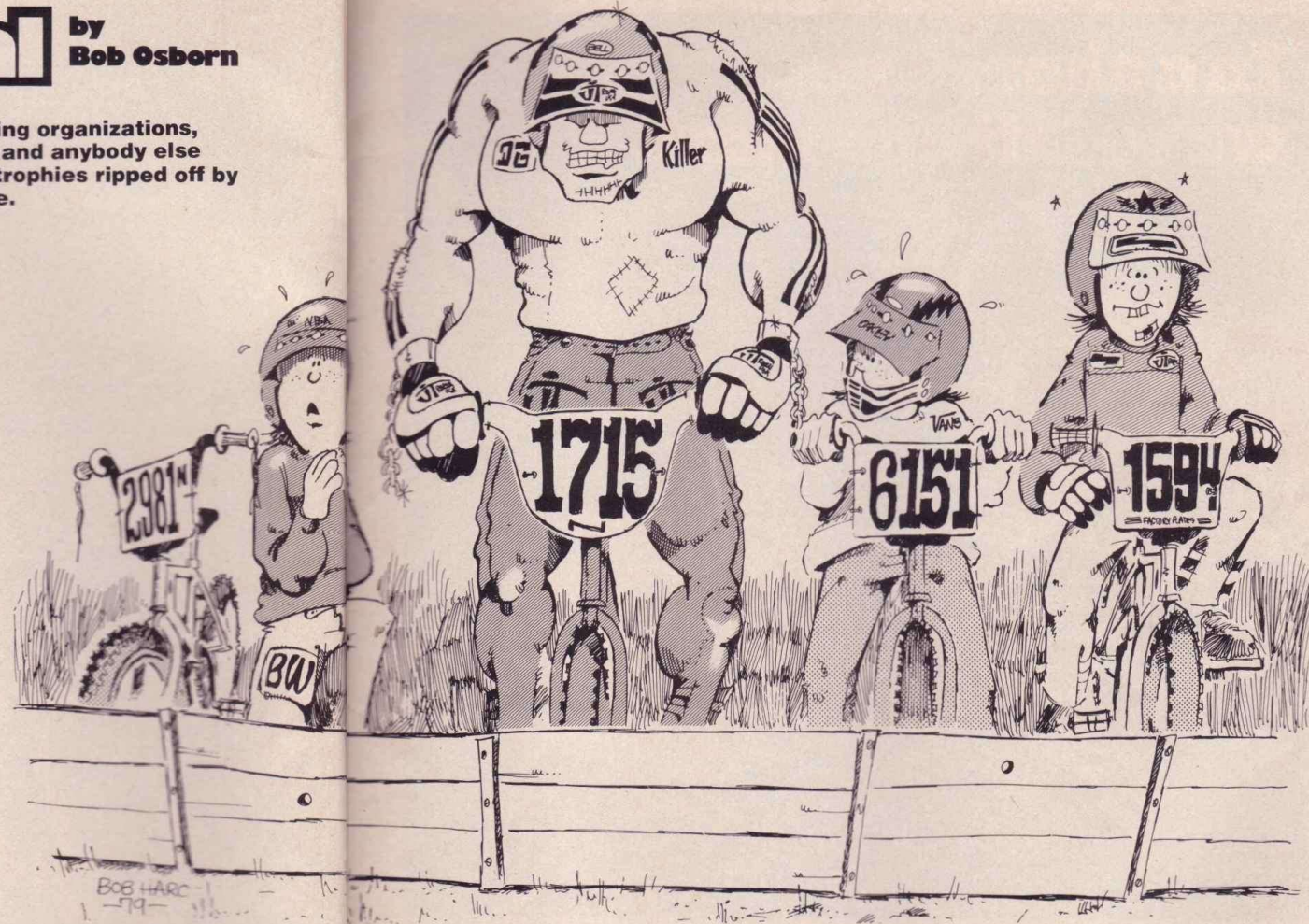
But we have strayed from the point: A racer or parent or sponsor shouldn't have to go through the humiliation of protesting someone's age. It is not their responsibility . . . it is the responsibility of the sanctioning organization to provide fair age competition in the first place.

But how?
Two years ago in this column I suggested to the sanctioning organizations a method that could work:

Require all trophy winners at all major events (nationals, etc.) to present bona-fide proof of age when they pick up their trophy. No proof of age, no trophy.

I'm not saying that there isn't some better way of solving the problem . . . But if there is, I haven't seen it put into operation yet.

Ah ha! And what have we now? We



have a situation where a racer that does not win a trophy knows for an absolute fact that he was beaten fairly. We also have a situation that does not require any extra personnel, and doesn't appreciably extend the time frame for a particular event.

Just have the trophy winners flash bona-fide birth certificates when they pick up their trophies.

But what constitutes bona-fide proof of age? you ask, now that you are thoroughly interested in what I'm talking about.

To get an official answer to this I called the local DMV and asked what they accepted as legitimate proof of age. They accepted either the original

hospital birth certificate with the hospital's seal on it, or a photostatic copy of the birth certificate with the Hall of Records seal stamped on it. They will not accept Xerox copies of either of these because they can be altered too easily.

A certified photostat of a birth certificate can be obtained from the Hall of Records in the county where the person was born. It costs two dollars and takes about a week to get. Call your Hall of Records for details.

The addition of "CERTIFIED PROOF OF AGE REQUIRED OF ALL TROPHY WINNERS" on the race announcements should prevent most problems on race day. Naturally, the first time a sanction-

ing organization does this, a certain amount of people will try to slide, not taking them seriously. But if the sanction people stick to their guns, it won't be long before every racer keeps a birth certificate in his car or truck . . . a bona-fide birth certificate.

The success or failure of this proposal lies with the sanctioning organizations. Do they check every trophy winner (16 and overs excluded for obvious reasons) . . . even the kids they know personally? Do they do it on a continuing basis, at every major race?

If this check is passed over even one time, the whole thing is blown and we're right back where we started. It comes down to whether it's worth the extra

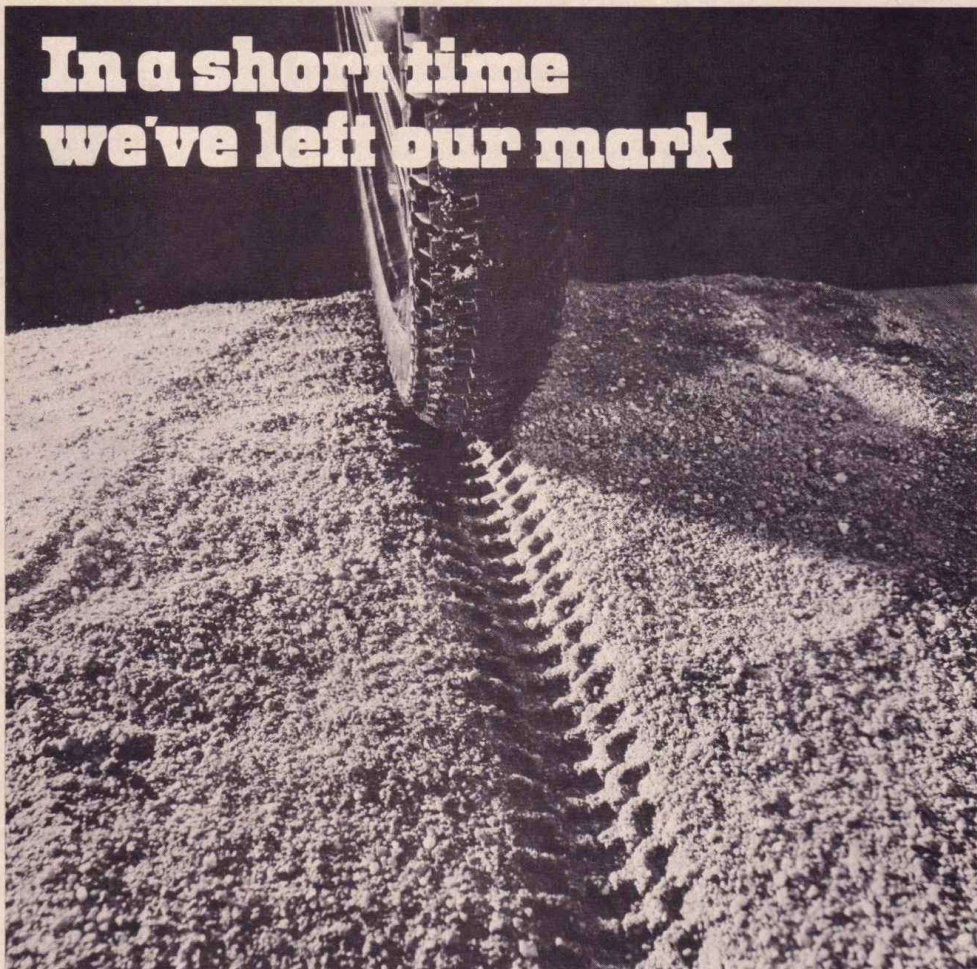
effort to insure against the unfairness of cherrypicking.

If your sanctioning organization sees fit to institute this policy or one similar to it, just remember that they are doing it in the interest of fair competition for everybody. So go to the trouble of getting a certified birth certificate and be sure you always have it with you at the races.

And when they check you, tell them thanks for keeping the racing fair and honest. And if you forget to bring it or were too lazy to get it in the first place and don't get your trophy, be big enough to keep cool and thank them anyway.

Well, maybe that's too much to ask. But at least don't hassle them. ★

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Dear Wiz,

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

OPEN MOUTH, INSERT FOOT

I think it's about time you guys started testing some bikes that are within reach of the average racer. I'm not criticizing you people or anything, but my wallet feels deflated after reading one of your tests.

P.S. I know a lot of people who would like to see a test of the Panda Elite.

Bikin' Bill Todd
Beale A.F.B., California

(Snickering, chuckle. I just love answering letters like this.) Say there, Bikin' Bill, is that your foot in your mouth or is it just egg on your face? The Panda Elite retails for close to 300 bucks . . . Seriously though, I hear what you're saying. But there's a method to our madness, however obscure it may seem. We figure that tests of the flat-out racing bikes, which no two ways about it cost big bucks, accomplish two

things at the same time: First, naturally, is the test itself. Second, if you think about it, the expensive bikes always have the trickiest equipment on them, which means that you as a reader get to examine both the test bike, and some of the neatest component parts available. Even considering this, we still test a fair amount of thrashers and cafe racers, which are less expensive . . . like the CYC in this issue. By the way, we will be testing the Panda Elite in an upcoming issue. —Oz

RUSHIN' AROUND

The Institute of Scientific Information of the Academy of Sciences publishes a series of Abstracts Journals dealing with the major fields of science and technology. We are trying to supply our readers with maximum information about the latest achievements in science and technology. Therefore we kindly ask you to send us free of charge

a specimen copy of your publication, BICYCLA MOTOCROSS ACTION. Your journal will be studied carefully with the view of reviewing it in our Abstracts Journal.

USSR Academy of Sciences
Moscow, Russia

Well hot dang, you guys. Just so you don't say that you invented BMX (that's an inside parents' joke). —Oz

HEFTY SKOOT

Does weight really count on a motocross bike? Mine weighs 36 pounds but pedals easy and jumps great.

Dan Funk
Minneapolis, Minnesota

Bike weight is a relative thing, Dan. If you don't race the bike it's not too important as long as you're not riding a

boat anchor. If you do race, the larger you are, the less critical vehicle weight is. Conversely, the smaller the racer the more critical vehicle weight becomes. To put it another way; most of the older experts' bikes weigh in at about 24 or 25 pounds. In the 7 and 8-year-old classes, the really hot bikes weigh about 13 to 15 pounds. —Oz

NORTHERN CHEW

I am sending you a "Munch and Crunch" so you can see how we do it



MARCIA BURNSIDE PHOTO

in Fairbanks, Alaska. This was taken in August last year, when we had just begun BMX at North Pole Speedway. We will begin BMX again this year around the 1st of June, and expect 75

to 100 weekly participants. Also, would you please send us information about carrying BMX for sale at our track souvenir stand?

Alana Bergh
North Pole Speedway
Fairbanks, Alaska

Sure thing, Alana. By the way, last time I was in Alaska I saw your brother, Ice. —Oz

RADICALIZE TRAX

I've seen the pictures in BMXA of the ABA Fallnationals at the Pioneer Arena, but the track is too simple. I'm not trying to brag, but me and my buddies ride homemade tracks that are much more radical. If you ask me, I think the bikers should ask for tougher courses. What do you think?

The East Coast Radicals
Silver Spring, Maryland

I agree with you guys. So do most of the racers I've talked to. BMX tracks mostly used to be more gnarly than they are now. But I'll tell you guys something . . . Homemade tracks are almost always more radical than tracks where races are held. I think it has something to do with the designers of home-

made tracks not having to worry about liability. However, there does seem to be a gradual move toward more radical tracks by the sanctioning organizations. —Oz

WRITING WROTE ROTTEN

I would like to point out that in the last two issues of your magazine you misspelled the word 'motocross' on the logo patch hat in the U.S. Sales advertisement. You spelled it with only one 'S'. Even if you guys can't spell, you put out a good magazine.

Mark Garrity
Denver, Colorado

Do you believe it, Mark? Those nurds over at U.S. Sales picked the only BMXA patch in the whole world with a mistake on it to photograph, color separate, and strip into the advertisement. Sheesh. —Oz

TANGE TESTIMONIAL

In the May issue of BMXA (Dear Wiz, Rampars . . . Ducks) you guys said that Pro Line forks should be stronger than Tange TX-500's. Well, I hate to disagree with the pro's but I happen to be a long time Tange TX-500 owner . . . and slightly crazy . . . and so far I have had

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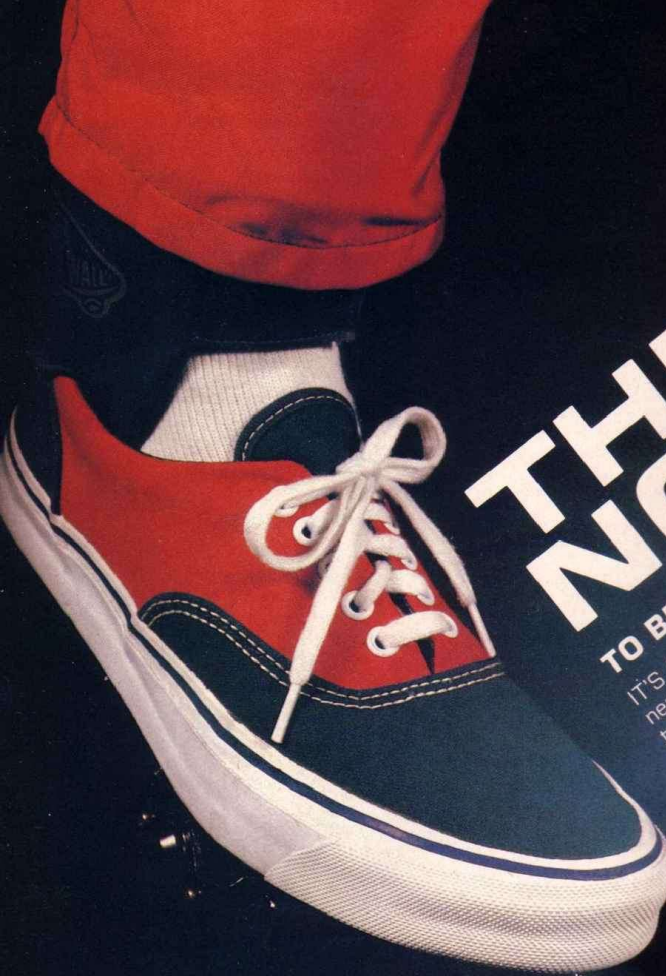
Greg Hill
Dennis "the Red Baron" Dain
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Dear Wiz,

no probs with mine. Tanges are reinforced at the stem with some kind of thick crown, and the legs are bent to provide the rake instead of having triangles welded on to the legs that can break off on harsh contact. Pro Lines do kick on Tanges for racing though. Well, sort of.

Also, if you want a near indestructible bike, try a Mongoose frame, Tange TX-500's, Tuff Wheels, some bullet proof neck (I like Tuf-Neck), Red Line V bars, and Takagi cranks. Now that's a tough bike!

Terry Jones
 Issaquah, Washington

Actually, Terry, at least one style of Tange TX-500 forks (for some mysterious reason Tange has several styles of forks for each letter-number designation) has straight legs and welded-on dropouts just like the Pro Lines. But I know which ones you mean . . . And far be it from me to disagree with someone who is slightly crazy. -Oz

UPWARD MOBILITY

I live in State College, Pennsylvania and am 16 years old. I just started in BMX last year. It is the greatest thing since the invention of the bicycle. Before I started racing I had lots of time with nothing to do. That meant trouble. But now that I am racing I have no time for trouble.

The track I race at now is too far away. I live near a park with an undeveloped hillside that I want to build a track on. I will have to present my plan to the State College Parks and Recreation Department and the State College Borough. I will probably have to go to quite a few meetings, but it will be worth it. There are a couple bike shops that are just getting into BMX and I'm going to get one of them to sponsor the track.

Tim Cook
 State College, Pennsylvania

Hey, are you people out there paying attention? This is a 16-year-old kid who isn't talking about smoking dope or floating or destroying something. He's talking about improving his community, going to Parks and Recreation Commission meetings, and building things. I wonder how the Parks and Recreation people will handle this. I wonder if they will work with this guy, or shut him off. I wonder if they will understand and recognize the tremendous constructive potential this 16-year-old kid represents. I hope so. -Oz ★

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FEARLESS FRANK

After a long ferocious East Coast winter, New Jersey's famous Craigmeur track came out of hibernation roaring and snapping. 561 BMX-starved racers descended on the place like a swarm of locusts on opening day.

Out in front in this photo is Frank Oriandini, the NBA New York/New Jersey area top dog No. 1 plate holder. Right on him like body odor is "Insane" See. Oriandini rides for Puch. See rides for Powerlight.

Rumor has it that Puch will be marketing a first class BMX bike of their own soon.

(Race info courtesy of G. Hamilton.)



GEORGE HAMILTON PHOTO

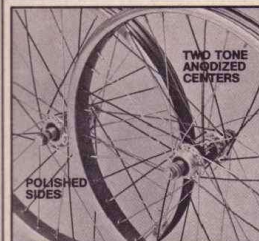
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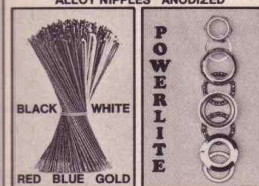
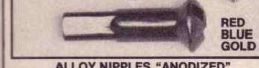
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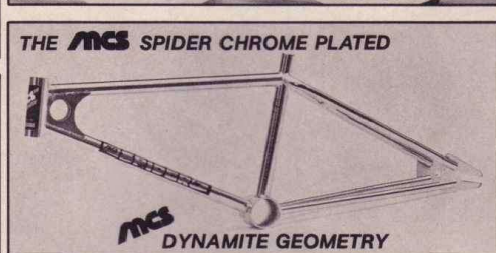
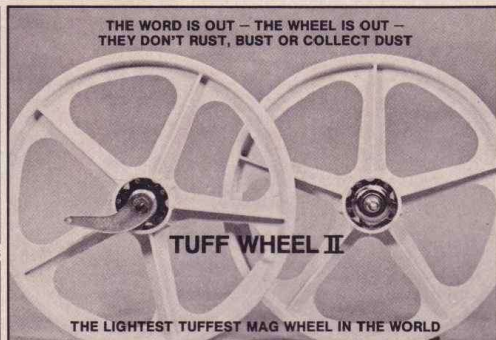
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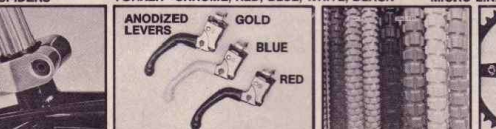
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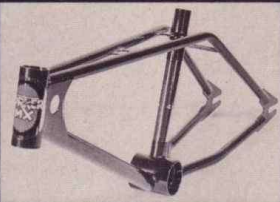
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PROVEN ON THE TRACKS!

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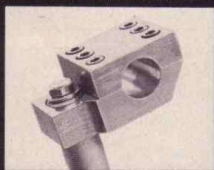
- 3 team trophies at major races
- Doug Davis, Bo Stevens and Eddie King won their NBA national age classification
- 33 wins and 18 seconds at national events

The 1979 Team Torker is Jason Jensen (7 yrs.), Doug Davis (9 yrs.), Bo Stevens (11 yrs.), Eddie King (14 yrs.), Dave Renfrow (15 yrs.)

SEND FOR OUR:

- Sticker and Brochure \$5.00
- Torker Logo Hats \$6.00
(one size fits all)
- Torker Logo T-shirts \$7.00
(Boys' S,M,L — Mens' S,M,L,XL)
- Torker Racing Jersey \$17.00
(Boys' S,M,L — Mens' S,M,L,XL)
- Torker E.K. Poster \$3.00
- Torker Helmet and Gear Bag \$16.00
- Torker Sew-on Patch \$1.25

Here it is...
The new Torker stem

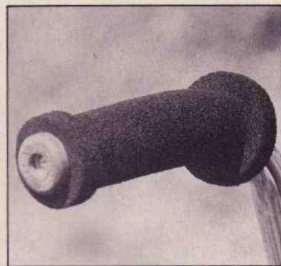


TORKER

1889-J W. Commonwealth • Fullerton • CA 92633 • (714) 738-3503

SEND CHECK OR MONEY ORDER ONLY (NO CASH PLEASE)

hots & heavies



GRIP TIPS

Our man Buff and a buddy of his named Dale came up with this idea. Instead of those red plastic things that go in the end of Grab On grips, use the rubber screw-in jobs like on ten-speed bikes. Very sano, you guys.

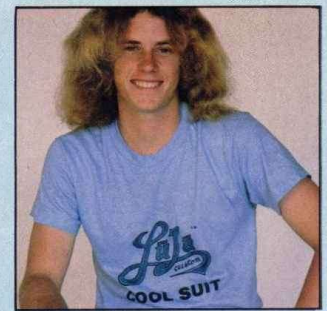


STICK IT

We ought to have a contest. Like, "Guess who's ice box this is." Or, "Send in a photo of your stickered ice box and win a zillion bucks." Or maybe we'll just take a photo of the different refrigerators at the different BMX factories, and stick 'em in the "Hots and Heavies" every so often.

Oh, you want to know whose ice box this is? Well, puzzle fans, the answer is somewhere amid all the action that is packed in this issue.

THE GREAT YOU-NAME-'EM CONTEST



Luja Custom BMX pants need a name. Our motorcycle racing suit was named the Cool Suit by motorcycle riders. Luja Custom BMX pants are of the same cordura nylon material and quality that have made our Cool Suit a favorite of many professional motorcycle racers. These suits have protected riders in the dirt and spills of many national motocross events. They are tough enough to have survived the asphalt at Searspoint, Daytona, and Laguna Seca. All this protection and yet the comfort necessary to earn the rider-given nickname, "The Cool Suit."

Now, we want to let all you BMX'ers pick a handle for



our BMX pants. The contest is simple:

1. Just think of a good name.
2. Fill out the entry blank and follow the mailing instructions.
3. Be sure to have a local BMX bike shop stamp your entry in order to be eligible for the Grand Prize.
4. (There's nothing to buy.)

★ GRAND PRIZE:

C.Y.C. STORMER AND TAILOR-MADE LUJA CUSTOM BMX PANTS

★ 20 SECOND PRIZES:

LUJA CUSTOM BMX PANTS

★ 30 THIRD PRIZES:

LUJA CUSTOM T-SHIRTS

IMPORTANT: Entries must be post-marked by October 1, 1979. In case of duplicate entries earliest postmark wins. A complete list of winners will appear in our December ad in BMXA. All winners will be notified by mail.

ENTRY BLANK

Mail this entry blank to:
C.Y.C. DISTRIBUTING
LUJA CONTEST
P.O. Box 467
Hawthorne, CA 90250

NAME FOR PANTS

LOCAL DEALER ADDRESS STAMP

YOUR NAME

ADDRESS

CITY

STATE

ZIP

PHONE

(All names submitted become the property of Luja Custom Products)



Luja Custom Products is a division of Sportsburst Corporation

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Dealer inquiries are invited

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future with
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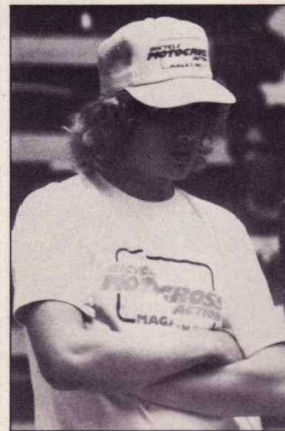
Ride with a winner!

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For more information
contact your local
BMX dealer.

hots & heavies

PLAINS STATES PLUNDERERS



Kevin Renker, No. 1w.

In the Kansas/Missouri/Nebraska district of the NBA, Kevin Renker rules . . . numero uno. Nebraska is Kevin's home turf. He is sponsored by SER and is classified as a 16 expert. Last year he won the Nebraska State Championship. Heavy dude.



Tim Richardson, No. 4w.

In the same NBA district, the No. 4 plate is zip-tied to a blue Mongoose, the personal racing vehicle of Tim Richardson, Mongoose factory sponsored 15 expert. Wichita, Kansas is Tim's stompin' grounds.

DIE CUT STICKER-PACK \$1.00
OAKLEY PATCH \$2.00
OAKLEY POSTER \$3.00

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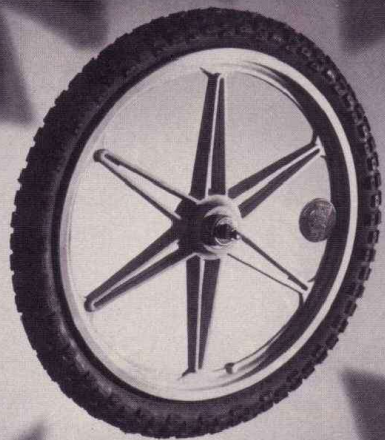
★ TORKER ★

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★ JT ★ BILL WALTERS ★ COOK BROS. ★ CYC ★ REDLINE ★ BULLSEYE ★

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Go Light — You and ACS Stoker

American Cycle Systems  Covina, California

hots & heavies

CHIPS OFF THE OLD BLOCK



Dee Chips, Fort Worth, Texas.

Just a quickie to introduce you to BICYCLE MOTOCROSS ACTION's new 16 expert factory dude out there in the Lone Star State . . . Dee Chips. Say howdy to the folks, Dee. And don't you people out there say nuthin' about corn chips, or potato chips, or chocolate chips, or cheese 'n chips. And for SURE don't say anything about buffalo chips or cow chips.



LOUSY MEMORY

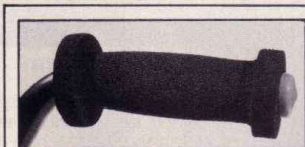
Here's a neat idea that was invented by one of the MFM test rider dudes. It was one of those "Necessity is the mother of invention" things. After forgetting his membership card a bunch of times and causing endless hassles with the signpur ladies, one day a light bulb came on over his head. That's when he invented the idea of taping his membership card on the underside of his visor. Far out! He never left it home again. We gave him three smiley faces for that one.

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MAGNUM frame available in Chrome, Red, Blue, Black, White and Maroon, weight 3lb. 12oz.

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hots & heavies

SPECTATING AS AN ART FORM

Jim Jannard, the Great Poobah of Oakley Products, likes to consider himself the complete spectator. He takes much pride in being fully equipped with every portable form of comfort known to civilized man when he attends a BMX race. Such as this umbrella gizmo . . .



Jim Jannard

Never can tell when there's going to be a sudden shower or typhoon or something. Now if he could just get a little tiny umbrella for his telephoto lens . . .

. . . at speed.



Colorado's Derek Brown . . .



THE COLORADO CRUSHER

Time was when watching the little guys was every bit as exciting as watching paint dry. But that was a while back. All of a sudden the squirts are coming into national prominence. Hot dogs in their own time. Lots of flash and style. Like Derek Brown. This guy is about as hefty a little dude as you'd care to meet. He's raced on BMX tracks from one end of the U.S. to the other. His sponsor, SE Racing, has named a bike after him; the SE DB-IV. He currently holds down the No. 4 plate in the Colorado/Wyoming/Utah NBA district. Those are some pretty big footprints for an 8 year old from Colorado. ★

THE CHAIN PRODUCED FOR BMX...

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FEATURES

- Rivetted pin at 4 points for the ultimate in connection strength
- Screw type connecting link for ease in disassembly. Also available with regular connecting link.
- Impregnated with special formulated petroleum lubricant for smooth effortless rolling.
- Outer links in gold finish; rollers finished in gun metal blue.
- Special high tensile steel material is used to minimize (almost eliminate) chain stretch.
- Available in two sizes—1/2 X 1/8" (For coaster brakes and steel chainwheels). Also 1/2 x 3/32" ten-speed size (for 3/32" freewheels and alloy chainwheels).

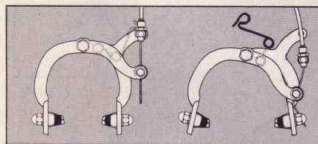
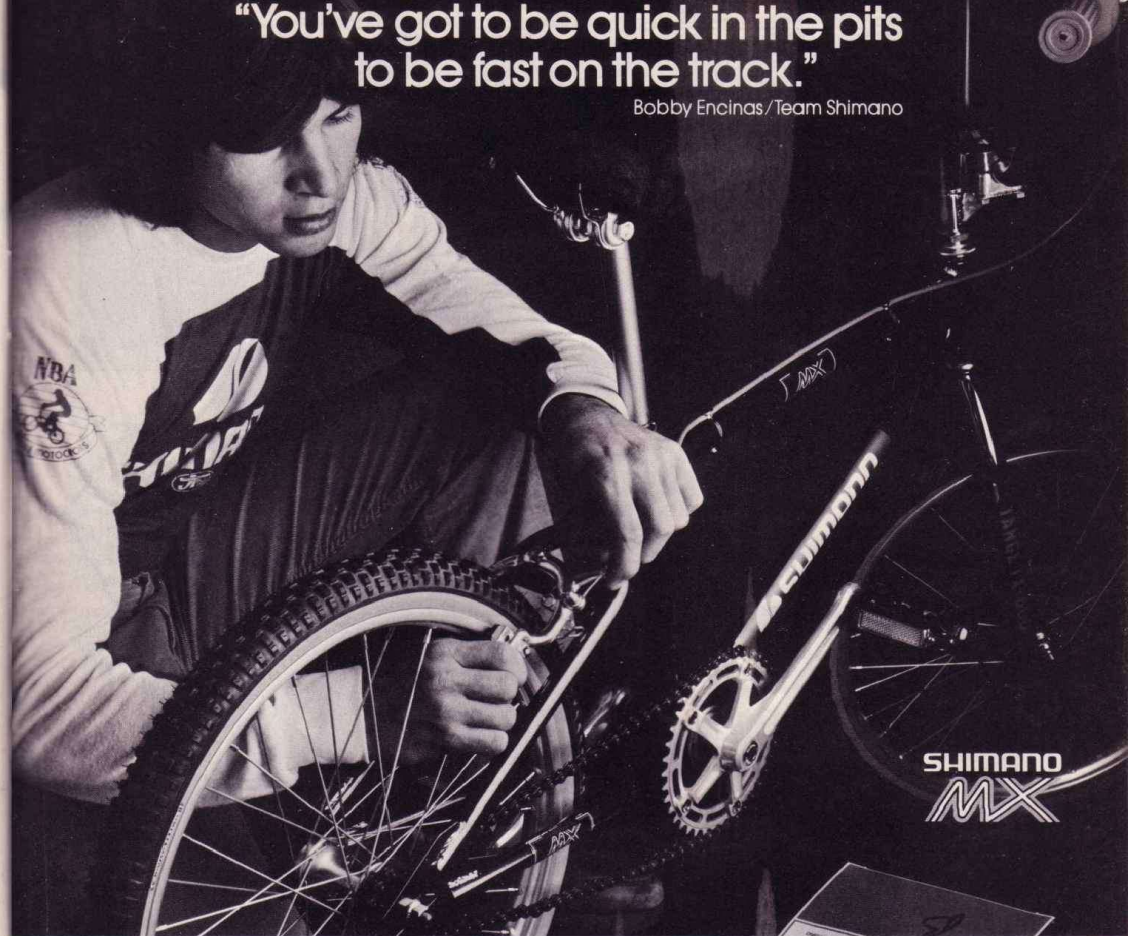
Available at leading bike shops throughout the world...

For further information contact:

HKK CHAIN CORPORATION
OF AMERICA
45 U.S. Highway-46
Pine Brook, New Jersey 07058

"You've got to be quick in the pits to be fast on the track."

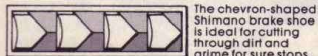
Bobby Encinas / Team Shimano



Shimano's quick-release alloy sidepull brake eliminates cable adjustment hassles.

Race-winning performances are often made in the pits, where champions like Bobby fine-tune their motocross machines to perfection. But Bobby likes to get out of the pits fast, to get back on the track for more radical action.

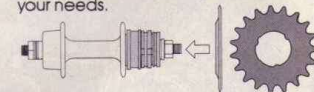
That's why Shimano's new concept MX components feature quick-changeability. Check out our alloy motocross sidepulls. A simple, quick-



The chevron-shaped Shimano brake shoe is ideal for cutting through dirt and grime for sure stops.

release mechanism allows rapid wheel removal without altering brake adjustment. And when you're back on the track you'll get smooth, responsive stopping power with Shimano's exclusive Synpul design and chevron-shaped brake shoes.

MX quick-change artists will also love Shimano's alloy Motocross Freehub, the latest word in hub technology. Our unique, integral cassette freehub means speedy gear selection and installation, plus wide-track ball bearing positioning for increased rigidity and reduced wear. And Shimano lets you choose sprockets from 13 to 20 teeth for the right ratio for your needs.



Our new alloy Motocross Freehub. 13 through 20 tooth, quick-change sprockets available.



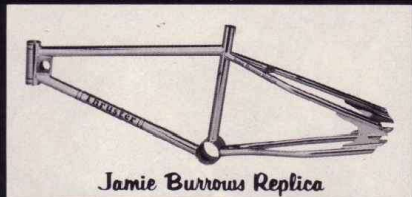
The Factory Guys, Team Shimano Racers Bobby Encinas, Chris Allen and Steve Givens.

Get the components that keep you quick . . . in the pit or on the track. Shimano. At your local MX shop.

SHIMANO

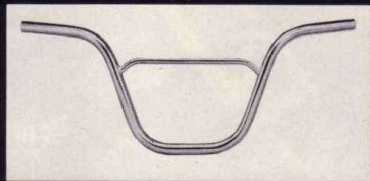
Thruster.. FASTEST GUN IN THE EAST!

Thruster's Jamie Burrows Replica Frame is 100% chrome-moly (4130) and lightweight.



Jamie Burrows Replica

It's super strength and superb handling make it the winner's choice. New design rear axle dropouts put all the thrust you put on the pedal to the rear wheel...no flex! Also available with English bottom bracket, in red, white, and blue.



Thruster Power Bars come in either 100% chrome-moly or 6061-T6 aluminum. Look for the new Thruster II Power Bars. Both available in red, blue and gold.

THRUSTER logo T-shirts available for \$6.00 in Boys: M, L, Mens: S, M, L, XL. Send 50¢ for our brochure and sticker.

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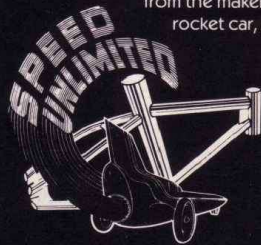
ISE
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Quality THRUSTER products from the makers of the world's fastest rocket car, Vanishing Point.

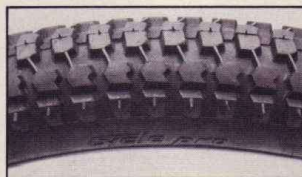
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PRODUCTS



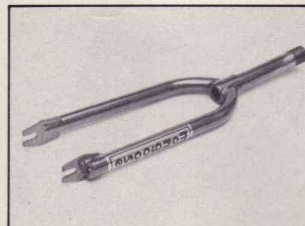
NEW SNAKEBELLY

Probably the best selling tire for motocross racing is the famous Cycle Pro skinwall from West Coast Cycle... commonly referred to as the Snakebelly.

And, even though a couple of our team guys run 'em, and even though they're light and quick and go fast, we've just never completely adjusted to their appearance on a racing bike. It's kinda like runnin' whitewalls on an Indy car.

There is no telling how many of you guys agree with our tastes tire-wise, but for those who do... it's Cycle Pro to the rescue. Now they've come out with a Snakebelly Cycle Pro blackwall. It has the same hot tread pattern, weighs a bit more because it's not a skin-wall, and costs a bit less for the same reason. Neat tire.

For info check with your local dealer or contact: WEST COAST CYCLE, 8631 Hayden Pl., Dept. BMXA, Culver City, CA 90230. Tel: (213) 204-1660. ■



FROM MONGOOSE WITH LOVE

Mongoose forks (aka DeCosters) are totally fabricated from chrome-moly steel. They are heli-arc welded and have a flared dropout to prevent the axle from dropping out of the dropout at an embarrassing moment.

If you want to make your steering geometry quicker, try a set of these jobs. The rake is less than one inch... and that's ultra-quick. Just be careful about putting them on a frame with an ultra-quick steering head angle. That's a good way of causing your ear to come in sudden contact with the ground.

You can get 'em nickel plated, or finished in candy red or candy blue. BMX PRODUCTS, 9621 Irondale Ave., Dept. BMXA, Chatsworth, CA 91311. Tel: (213) 341-5455. ■



IRON JAW

According to Laguna Distributors, these helmets have been designed especially for BMX racing by Premier. The "Iron Jaw" incorporates a new patented face guard that attaches firmly to the helmet and yet is adjustable in size. The color combo is red, white and blue. Contact: LAGUNA DISTRIBUTORS, 23302 Vista Grande, Dept. BMXA, Laguna Hills, CA 92652. Tel: (714) 770-3131. ■



127mm! CARAMBA!

What we have here is one of the first ten-speed size bottom bracket sets made especially for BMX bicycles. Powerlite is having them manufactured in Japan. The spindle is 127mm (5 inches) long to provide clearance at the chain stays for alloy cranks. The ball cups are threaded for the English size bottom bracket, which is standard on all BMX bikes.

The bearings are caged, the ball cups are hardened, and what else can we say? The place for dealers to get 'em is: EVERYTHING BICYCLES, 22122-B South Vermont Ave., Dept. BMXA, Torrance, CA 90502. Tel: (213) 328-4222. ■



RECYCLED BEEF

A lot of rumors floated back to us from the Japanese Bicycle Show in Osaka or Tokyo or wherever it was, about exotic products that the Japanese are creating for BMX.

One of these products that has already reached U.S. shores is the new Sun Tour VX crankset that has beefed-up pedal arms designed to stop the flex that occurs under max power. Before you say it, we know that we already ran a product release on these in the June issue of Mighty BMX. But the photo was kind of lame, and what the heck? they are hot cranks and the least they deserve is a decent photo.

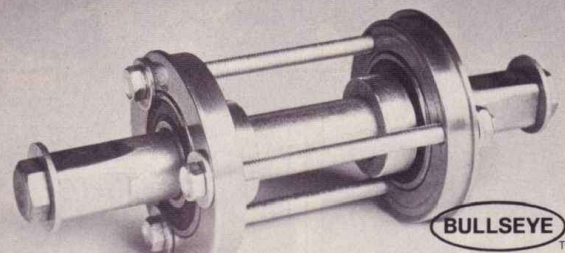
And, because we're doing the photo again, we might as well twinkle-toe through the vital statistics one more time. Ready? An a one, an a two, an a... (isn't that how Lawrence Welk does it?): Red, blue, gold, 152mm, 170mm, 175mm, cold forged aluminum, and beefed-up pedal arms. Tough buggers for sure. For info contact: SUN TOUR USA, 18730 Oxnard St., No. 209, Dept. BMXA, Tarzana, CA 91356. Tel: (213) 705-4815. ■



THE SNAKE AND THE MONGOOSE

Here are some interesting excerpts from a product release we received recently... "Snake bite... Look out Mongoose! Introducing the Don Prudhomme Snake bike from Huff. The race car graphics, patterned after Don Prudhomme's championship funny car, make this bicycle unique in the BMX category. The price value puts the Snake out in front of the pack. The Snake bike will be Don Prudhomme's personal mode of transportation around the race tracks when he races his funny car."

For facts and figures and vital statistics contact: HUFFY CORPORATION, P.O. Box 1204, Dept. BMXA, Dayton, Ohio 45401. ■



BULLSEYE™

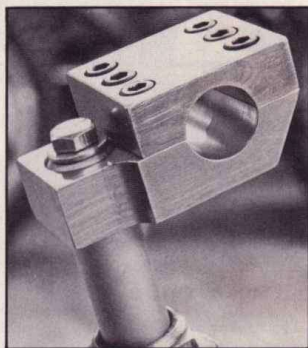
BULLSEYE BALLBRACKET™

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- Sealed Ball Bearings are easily replaced.
- Adjust laterally for precise chain alignment.
- Cups slip into frame and are securely held in place by cross bolts. No press fit hassle.
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PRODUCTS



GONZO GOOSENECK

Hey, whazzat?
Whuz what?
Thet thar tricko whachamacallit goose-neck thing.
Oh! The Torker stem?
Yeah, hey, gonzo!
Yeah . . . high zoot 2024 aluminum. Chrome-moly stem. Six allen bolts.
Bet that sucker holds!
Yup, and colors; gold red, blue, silver, black.

This little ditty has been brought to you courtesy of: Torker, Inc., 1889-J West Commonwealth, Dept. BMXA, Fullerton, CA 92633. Tel: (714) 738-3503. ■

THINK !

TOUGH, STRONG, LIGHTWEIGHT



Now think **BMX AVOCET**

BMX PRO SADDLE

AVOCET, the leading manufacturer of quality 10 speed saddles now introduces a complete line of saddles for BMX competition. The BMX Pro model has the anatomical design which cushions the rider from the bumps. Special pockets of padding are placed where the bones contact the saddle to absorb the shock. This model is available in four different sharp colors to match your machine: Blue, Red, Yellow, or Black.

SEALED HUBS

These BMX hubs have the same proven sealed bearings used on the Avocet 10 speed hubs. The seals fight off the dirt and water, to keep the wheels turning smoothly and easily. If necessary these bearings can be adjusted and even removed. A bargain buy for the professional quality. Anodized in bright blue, red, or gold.

CRANKSET

One piece forged crankset made for fast turning competition. Beautiful smooth finish with heavy colorful anodization to withstand the wear. Matching chainrings from 42 teeth on up to 48. Arm lengths are 170mm and 175mm. Colors are to match the hubs and saddles: Blue, red, or gold.

BMX SUPER PRO

The Super Pro is for the real competitor. A layer of specially tapered competition padding is molded over a rugged nylon shell to allow both comfort and efficiency. We have designed a new BMX seat clamp to withstand the punishment of the tracks. All Super Pro models come with this new clamp. The model is available with either a thick vinyl covering, or for super ruggedness, a textured suede leather cover. Black only.

New BMX Clamp

This hardened clamp will stand up against the most strenuous tests. An extra thick stainless steel bolt which tightens the clamp is too strong to break. The tapered 5mm allen fittings on each side of the bolt prevent the clamp from bulging the seat. This eliminates chaffing and friction caused on most saddles in the clamp area.



There is so much room for improvement in present BMX components that Avocet will develop the future.

Inquire at your local dealer

AVOCET Incorporated
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Quality Lightweight Bicycle Components



Mesinger's R-3 is becoming a household item for most of the Motocross Bikes we see these days.

BMX Action
Oct. 1977

The R-3 is now available in colors yellow, red and blue



If you are in to Motocross you should be on a Mesinger R-3

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Bethel, Conn. 06801 (203) 743-6714



MORE POWERFUL THAN A SHORT LOCOMOTIVE

What's faster than a speeding bullet? Can leap three whoop-de-doo's in a single bound? Is shorter than a fire hydrant?

Who else but the eight-year-old Colorado whizzer, Derek Brown, mounted on the DB-IV from SE Racing . . . DB standing for Derek Brown, of course.

This scaled-down-for-midgets racing bike has a 6061 aluminum frame that is hardened to T-6 after heli-arcing. It is equipped with alloy bars, cranks, rims and seat post and chrome-moly forks and stem. JT grips are also a stock item.

Interested human beans can contact: SE RACING, 1667 East 28th St., Dept. BMXA, Signal Hill, Ca 90806. Tel: (213) 426-6461. ■

BICYCLE MOTOCROSS ACTION

**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

CYC STORMER

THRASHER-BASHER DELUXE



Okay, okay. You don't have to light off an M-80 in our crash helmet to make a point with us. We keep our ear to the

ground (you can always tell who is listening carefully because of their dirty ear). We know what you want. And, while we don't even try to keep everybody happy (an absolute impossibility), we do work our buns off trying to maintain a good average. So stick with us, pard, and sooner or later we'll do a test article on the EXACT bike you want to read about. Of course it will probably be a lot sooner if you shoot off a letter and let us know your fondest wish, article-wise.

Which is why we're testing this here CYC Stormer MX . . . 'cause a lot of buckeroos out there wanted to see a test of a cheapo . . . uh, inexpensive . . . bike that could be raced and thrashed. And the Stormer MX qualifies on both counts although it was built primarily as a thrasher.

Perhaps it is time that we clarified what is meant by 'thrasher.' Most serious racers have two bikes. They use one of them for racing only, and when we say "only," we mean "only." It is never used for street transportation because it

Ah, magnificent! Poetry in machinery! Class thrashing equipment! Gadzooks! Eureka!Zounds!And cheap! (Who knows whose toes are those?)

would be ripped off three minutes after it was left somewhere . . . locked or not. Also, the first trip down to the local hot bananas jumping area would thrash it and most race bikes cost too many bucks to thrash.

Enter the serious racers' second bike which, obviously, is his thrasher. This one is equipped with heftier parts so it can survive the pain inflicted upon it from massive doses of jumping and thrashing. Generally a thrasher will cost way less than a race bike because it doesn't require the extensive use of exotic metals to keep weight down to a minimum. And naturally, the less it costs the less effort some creep will put into trying to steal it. Which means you can lock it up somewhere and expect it to usually still be there when you get back.

There is one more point that con-

xcaliber

CLAMPS YOUR STYLE



THE ORIGINAL ONE PIECE SEAT POST CLAMP. 6061-T6 ALUMINUM ANODIZED IN GOLD, RED AND BLUE. SEND \$1.00 FOR DECAL PACKAGE TO:

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SO. BAY RECREATIONAL PRODUCTS
2423 Moreton St. • Torrance • CA 90505

CYC STORMER

CYC STORMER MX SPECIFICATIONS

FINISHES: Chrome plated, candy apple red, candy apple blue

WEIGHT: 32 lbs. 8 oz.

RETAIL COST: Around \$135

FRAME: Stormer mild steel

FORKS: Tange TX-500 chrome-moly

HANDLEBARS: Mild steel tall box

GRIPS: Winners Circle

STEM: Ashtabula black forged single-clamp

WHEELS: Femco steel dimpled rims laced with .105 spokes

REAR BRAKE: Bendix 76 coaster

TIRES: Cheng Shin 20X2.125 knobbies front and rear

PEDALS: KKT with chrome-moly heat treated shaft

CRANKS: Ashtabula black heat treated 6 1/2"

FRONT SPROCKET: Steel 44T

REAR SPROCKET: Bendix 16T

SEAT: Mesinger 2-wire padded

SEAT POST: Mild steel

EXTRAS: Stormer crossbar pad included

IT TOOK A PRO TO DO IT

A 4 1/2 POUND CHROME-MOLY FRAME THAT RETAILS FOR UNDER \$70.00.



- 4 main tubes chrome-moly
- Nickel-plated chrome finish for durability
- Tight wheel base for better hill-climbing
- Perfect head-angle for quick response

Dealer and Distributor inquiries welcome.

SEKAI BMX

Sekai Incorporated
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206-323-8200



Tange TX-500 forks, Cheng Shin knobbies, 36/.105 spokes, Femco dimpled steel rims ... bulletproof equipment.

continued



RAVE REVIEWS!

SCHWINN



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HERE'S WHAT THE EXPERTS SAY. . . BICYCLE MOTOCROSS ACTION . . .

"We were totally blown away by this unique frame and fork combo."
"The forks are heli-arc welded while the frame is hand-brazed in Schwinn's Paramount assembly room . . . which means totally meticulous methods of construction."

"The Sting forks are tapered and according to Schwinn have been especially tuned to work in concert with the frame for best handling. And, after taking a few hot laps on a set up Sting, we can tell you that they do."

" . . . these tubes are ovalized and butted where it is necessary for greater strength, and thin walled and round for reduced weight where strength is less critical. Amazing!"

" . . . it is the considered opinion of everybody at the Most Factory Magazine that Schwinn has come up with the Big Razoo this time. The Sting frame and fork combo is a honey!"

BMX PLUS! MAGAZINE . . .

"The brazing that Schwinn uses on many of the joints are very nearly a Schwinn trademark. The smooth flowing welds that this process produces give the Schwinn Sting a finished look that you might normally find on an elaborate 10-speed racing machine."

"Carl (Burriss) really put the "Sting" through its paces, doing almost anything with superb control and ease."

"The test rider's first comment, "Can I keep it to race?" set the mood for the entire testing phase. It became difficult to find even minor flaws in the way the bike handled."

"From the first time I got on the bike it just felt different." "The bike felt lighter than other bikes. It handled really great. The frame had less flex in it than any other bike I've ever ridden."

"The Schwinn Sting is a very special kind of bike with several very unique items that make it a bike for the top of the line BMX enthusiast."

" . . . you can be sure that the bike is one of the finest constructed bikes available today."

The Schwinn Sting™ is also available as a frameset . . . same new Tri-Oval frame—weighs just 3 $\frac{3}{4}$ lbs.—same new tapered front fork . . . add the goodies yourself!

Sold equipped with reflectors and chainguard required by CPSC standards.

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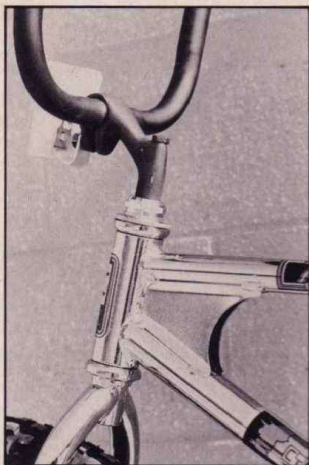
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CYC STORMER

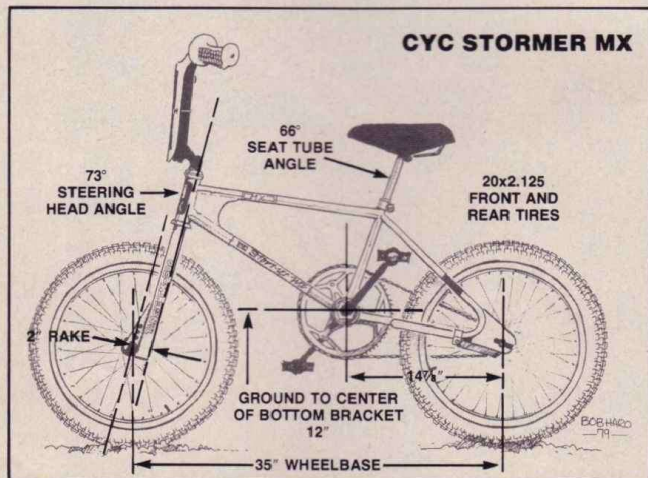


The new Stormer frame has double-gussets and quicker steering. The Ashtabula forged gooseneck helps keep the price down, but will bend under heavy stressing.

OZ: Well, what do you think of it?
R.L.: Uh, it handles good . . . like a Mongoose . . . everything is the way it's supposed to be. Nothin' funny. **Feels good.**
OZ: It costs 135 dollars.
R.L.: Huh?
OZ: One . . . three . . . five.
R.L.: They'll sell tons. Millions.

A full-on race bike will weigh 23 or 24 pounds and cost at least 275 dollars. The Stormer MX weighs 32 1/2 pounds and costs about 135 dollars. There is a message here, racing heroes: If you're just getting into BMX and want a bike that doesn't cost megabucks, and can be both raced and thrashed; or if you want a tough, good handling thrasher so you don't destroy your zenith-of-works-perfection racer, then you'd better take a long hard look at the CYC Stormer MX.

One interesting fact that we're going to lay on you is that in the last three years the Stormer has increased only ten dollars in retail price. And now you get the Tange TX-500 tubular forks in-



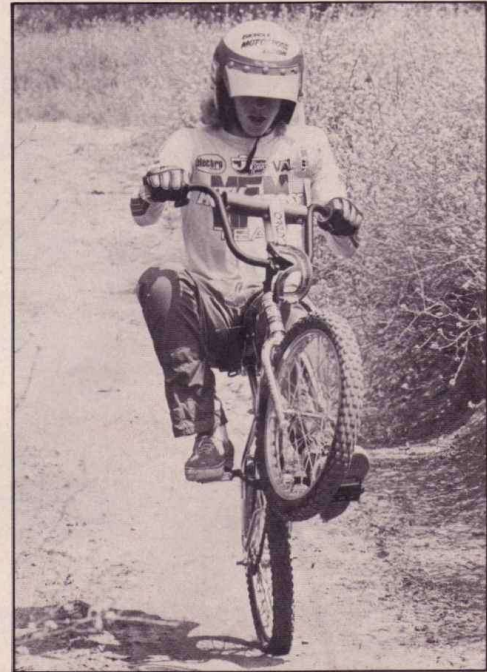
stitutes a good thrasher . . . The geometry and balance must be every bit as good as a race bike because BMX'ers usually get way more radical when they're jumping and thrashing than when they're racing. In other words, the only thing that would hinder a primo thrasher from doing double duty as a racer is weight.

stead of the Ashtabula forged blade forks. When you consider how much the price of everything has inflated during the same period of time, this is incredible! Our Electros are off to CYC for holding the price line. We may buy a dozen Stormer MX bikes just because at that price they're such a good investment. *continued*

BICYCLE MOTOCROSS ACTION



Berms, slides, jumps, wheelies, or whatever . . . the CYC Stormer MX is quick, instantly precise, at times hairy, and always a gas to ride.



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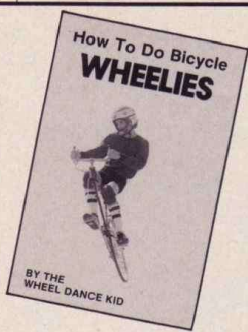
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CYC STORMER

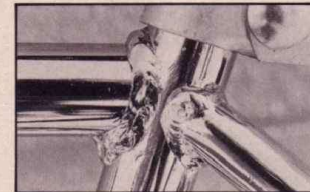


matured, things became somewhat more manageable.

But the new Stormer MX is a different breed of cat entirely. The bottom bracket has been moved back a bunch, the wheelbase has been shortened a hair, and the steering head angle has been increased a few degrees. Translated into handling, this new geometry is: Quick... instantly precise... at times hairy... and always great fun!

You don't get much help from this bike when you're peaked, flying down a trail or track. You have to ride it. You have to control it... master it. If you do something wrong, it will not smooth out the mistake... the rear wheel will whip past you quicker'n greased owl poop!

But do it right and this Stormer will stick with you like glue. It'll do anything you're crazy enough to do, and do it extremely well... right up to where you are limited-out. Which is exactly what a thrasher is supposed to do. Exactly.



The welding on the Stormer MX is stronger than Superman... and uglier than seagull poop.

The Stormer MX is not, however, free of fault. By now you should know us well enough to realize that we can always find something to snivel about, no matter how good a bike is. Like the Ash-tabula forged stem will bend if too much stress is put on it (and what thrasher isn't over-stressed occasionally?). And the grips could be improved on. And medium butterfly bars would be our choice over the tall box bars that come with it. But even these few flaws fade to insignificance in light of the Stormer's easy-to-swallow price.

CONCLUSIONS

As a street bike, the CYC Stormer MX will still be around when you're reading test reports on the latest rocking chairs.

As a thrasher, if price is no object, the Stormer MX is one of the best you can get. If price is an important factor, the Stormer is the best. Period.

As a race bike, the Stormer is just right for a beginner. He doesn't have the initial megabucks investment; he can race it as is for awhile, then later on he can switch to the more exotic component parts that will reduce the overall weight for peak performance.

Of course when he does that, he'll have to get another Stormer MX for thrashing and bashing. ★

The Ultimate BMX Machine



The new DG BMX ROOSTER gives you the best of both worlds. It's strong enough for the street yet light enough for racing.

The complete bike is available in a steel DG 3 frame with chrome moly racing forks, a complete pad set and a choice of 4 tough epoxy colors and 3 different wheel combinations.



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\$170.00	BMX-R0S-12-8	BLACK-GOLD ALLOY WHEELS
\$185.00	BMX-R0S-29-3	RED-GOLD ALLOY WHEELS
\$185.00	BMX-R0S-29-6	RED-GOLD ALLOY WHEELS Candy-apple BLUE-GOLD ALLOY WHEELS
\$185.00	BMX-R0S-29-8	WHITE-BLUE TUFF WHEELS
\$205.00	BMX-R0S-34-7	BLACK-YELLOW TUFF WHEELS
\$205.00	BMX-R0S-35-3	Candy-apple RED-YELLOW TUFF WHEELS
\$205.00	BMX-R0S-35-6	Candy-apple BLUE-YELLOW TUFF WHEELS

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If you dig doin' it in the dirt, here's a hot bike to do it on.

Speaking of the Old Stormers, their handling was not exactly what you would call perfecto mundo. The location of the bottom bracket used to be about two inches forward of where it is on the new Stormer MX. This resulted in pretty close to a fifty-fifty split of fore and aft weight distribution... which sounds good on paper, but in actual fact caused some terrifying moments for those uninitiated into the wonders and mysteries of the aerial dynamics of the old Stormers.

When one of these old buggers was launched off a jump, it was a toss-up whether the thing would loop or endo. The only thing you knew for sure was that it would do something weird. Until such time as the individual rider adjusted to the idiosyncrasies of the beast, things could get pretty hairy. Naturally, once the driver/vehicle relationship

New Anti-Gravity Machine



Do you love to fly? Need a bike to blast-off on that's strong enough to take any landing? Check out the new anti-gravity machine - Supergoose. All chrome moly frame and fork, 7" chrome moly cranks. Anodized alloy wheels, seat post and handlebars. Supergoose pilots know that breaks, bends, and cracks aren't for them. Get airborne, and touch down with confidence. Mongoose factory ace Kenny Nachman does, he wins with race-proven reliability. It's easy to soar with Supergoose - geometrically designed for precision balance and handling. Components matched to maximize YOUR performance. With a price that's not sky high, Supergoose - performance you can trust. From the Mongoose Factory, who else?

Test Fly One at Your Local Bike Shop!

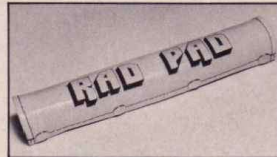
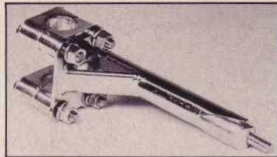
ADDICKS SPROCKET
The innovators of the quick-change sprocket. In popular sizes, 39-48, for dial-in your skoot in for even the most hectic tracks. Colors too! Red, blue, yellow and white.



FLUTED SEAT POST
Can take the pounding of fast paced moto-xing and can handle it. (Meets CPSC marking requirements.) Gnarly colors too: red, blue, gold, black and silver. 16" and 12" lengths and 7/8" and 13/16" diameters available in bullet-proof 6061-T6 aluminum. Manufactured by VD Products.

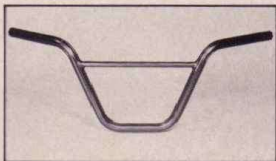
RACE WINNING EQUIPMENT

SLIM LINE STEM
Boss lookin' and primo construction make this stem a stand-out from the rest. Dyno lookin' colors: gold, red, blue and chrome. Manufactured by the Cebe Co.



RAD PAD
The perfect pad when gettin' rad, with zillions of rad colors too! Manufactured by Johar of California. Gnarly, ain't it?

PRO-TEC HELMET
Lookin' for the perfect helmet? Well, look no more! Pro-Tec manufactures the totally primo helmet with the perfect fit. It's light-weight and vented for cool comfort when battlin' in heavy moto sessions.



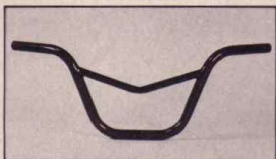
FLUTED HANDLEBAR
You know how tough those fluted seat posts are. Well, hold on to your shorts 'cause available now are sano lookin' 6061-T6 aluminum fluted bars to match. In five cool lookin' colors: red, blue, gold, black and silver. Manufactured by VD Products.

FINISH LINE GRIPS
This grip sounds like a winner already. When gettin' gnarly you need something to really hang on to and the Finish Line Grips are made of a new rubber-like material. Available in four blazing hot colors: blue, red, black and yellow.



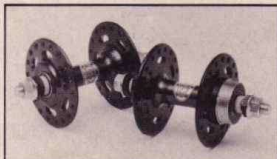
XCALIBER SEAT POST CLAMP
Sano new one-piece seat post clamp, made of anodized 6061-T6 aluminum. Available in three hot new colors: gold, red and blue.

RACE FACE GOGGLES
Protect those vulnerable parts from the radical action of BMX with the latest in total face protection. Featuring quick-change snap-on lense and five dazzling colors. The special open-cell foam filters out dust.



REPLICA V-BAR
Probably the last pair of bars you'll ever buy. Reeks of sano construction and quality. Willing and able to handle anything you throw at 'em. Totally hot colors available: red, blue and chrome. Manufactured by the Cebe Co.

ACS STOKER HUB
Stoker hub? Should be more like smoker hub, 'cause these hubs will help you blaze on the comp. Maintenance-free grade 100 nichrome precision sealed-bearing. So cool colors too: so-red, so-blue, so-gold and silver.



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PRODUCT ANALYSIS

BELL MOTOSTAR III



Motostar III: Good vision, reasonable weight, breathing vents, five snaps for visor mounting, hot appearance, room for goggles, etc.

Most weekends will find Steve Giberson nursing his elderly senile Ford Econoline van out to a BMX race somewhere or other. Either that or hanging around Riverside/Redlands Schwinn. Steve races the 16 expert class. He fools around a lot inventing, modifying and building all sorts of weird things for his racing bike. He looks like a young skinny version of Clark Kent.

With qualifications like these we figured Steve would be a lead-pipe cinch as a writer for the Most Factory Magazine.

So we put it to him, "Hey, Kid, how'd you like to take a shot at big time reporting?"

To which he replied enthusiastically, "Who're you?"

"The Most Factory Magazine! Numero uno periodical! The colorful famous

hombres from Wizard Pubs, Inc!"

"Who?"

"Uh . . . Bicycle Motocross Action Magazine. See . . . here's a copy."

"Hmmm. And you guys want me to write for you, huh? I'll tell ya, I got a lot of important resting to do for BMX racing. And I intended to watch some paint drying this weekend. And there's Captain Kangaroo on . . ."

"For money . . ."

"Why shore! Wha'd you fellers like me to write about anyway? Wha'd you say the name of that magazine wuz? Now you wouldn't expect me to write anything dirty, would you?"

And that's the story of how Steve Giberson came to join those elite few who breathe the rarefied air of involvement in the mighty BMXA!

P.S. Steve also works for Malcolm

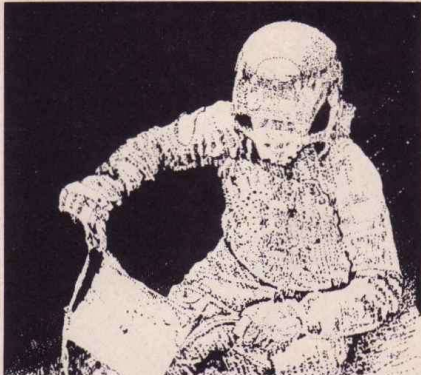
Smith Racing Products, those dabblers in motorcycle motocross equipment.

BY STEVE GIBERSON

I'm bookin' around the warehouse on my skateboard pulling orders when word comes out of the front office that Bell helmets are coming in today. Nothing unusual, except for the fact that we're finally going to receive our shipment of Bell Motostar III's.

Hot dang! New helmet time. Old Faithful has about had it. Paint's dusted. Naugahyde on the chin strap is cracked. Inside lining's compacted. Time to retire it before it retires me.

In case you haven't seen a Motostar III I'll give you a rundown on changes, comparing it to a standard Motostar. The most obvious change is the addition of milled vents in the front to aid



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Bicycle Motocross Action Magazine says,
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PRODUCT ANALYSIS

breathing. The vision area has been increased mostly by bringing the cheek area in and leaving a contoured bulge for nose clearance. Peripheral vision is good. Down-in-front vision has been improved too. With the increased size of the opening there is plenty of room for goggles.

You're probably saying, "Now wait a minute, with all the extra fiberglass the thing is a tank, right?" Not so. Once



The new Bell dental insurance policy.

you put on the Motostar III, strap it up, shake your head from side to side and up and down, you find that the majority of the mass has been moved inward to reduce bulk. Total weight is three pounds.

Another improvement is that the Motostar III comes stock with a five-snap set up for visors. Someone over there at Bell is listening.

Finally we come to the good stuff; how it all adds up. About the best way to sum it all up would be to explain what happened at a local track recently. I was leading the pack coming out of the first turn when the back end slid out leaving me laying on my back stretched across the track. Everyone missed me except one rider who didn't have a chance to turn. He ended up going straight across my face. There was no damage except for a scuffed chin. With any other helmet I would have had to get a full replacement set of teeth.

Before you get your heart set on a Bell Motostar III, the retail will be somewhere around 109 dollars (ugh, gasp, croak!). Agreed, the price is outrageous, but the first time you have someone drive across your face you'll be paid up. It's like having a teeth insurance policy. ★

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SEKAI/ABA
WASHINGTON STATE CHAMPIONSHIPS

TACOMA



Some of the heaviest racers in Washington; (left to right) Halverson, Jensen, Skornakoff, Rice, and Stuck.

This was a well promo'd race. The Sekai Bicycle Co. is going full bore into BMX.



STORY BY BOB OSBORN

Ever get an obscene phone call? Everybody I know has had at least one or two. Except me. I never get any.

Until the night before I had had early reservations to fly out of LA International to Seattle for the Sekai/ABA Washington State Championships.

Then I got one. I always thought I was missing something . . . like these were a really big deal.

Maybe I got an amateur. All this person would do was breathe into the phone. And not even very heavily. I couldn't even tell if it was a male or female, and that's very important to know when you're the callee.

I told the Breather that he/she was botching the job. That this was my first obscene phone call and, frankly, I was disappointed. Maybe if he/she could breathe a bit louder and throw in a couple dirty words?

He/she hung up. Jeez. It was eleven PM. And I had to be at the airport at five in the morning. My night's sleep was rapidly going south . . . because of a nurd obscene phone caller . . . and my kid, R.L. He came cruisin' in at twelve-thirty having just seen the "Exorcist" for the first time. Naturally he had to tell me all about it. And naturally I had to listen and try to keep my eyes open and not yawn, or he might feel rejected or think

TACOMA

that I wasn't interested in what he did ... the nurd.

A couple hours later, bleary eyed and late, I picked up our ace staff photog, Windy, and jammed for the airport. We did our usual O.J. Simpson num-

13 year old Marty Ehnat had all the hot moves. He pulled off a big honkin' triple.

ber heading for the Western Airlines boarding gate.

As our plane was getting ready to take off, and the chilling bony fingers of abject fear were slowly closing around my rational thought processes, I glanced at the lady across the aisle. She was reading a newspaper. The headline read, "270 DIE IN JET CRASH." The lady was very calm and serene. I was scared ignorant. My stomach was taking a ride on the Colossus at Magic Mountain.

Everybody had told us it would be beautiful in Seattle and Tacoma. Trees, grass, flowers, bushes . . . all the wonderful things that grow naturally and vigorously when there is plenty of rain. Which is what we landed in . . . plenty of rain.

Let's see now . . . one lame obscene phone call, one amazingly graphic description of the "Exorcist," less than three hours sleep, a mad dash through the airport, two hours of teeth-rattling terror in the sky, and to top it off . . .

thunder and lightning and rain to greet us in Seattle.

This is what you might call an "inauspicious" beginning.

And to add to the excitement, we had a deadline in three days. If the Washington State Championships were rained out, we would have what is commonly referred to in the publishing trade as "a hole in the magazine." Which would put your two intrepid photojournalists in deep yogurt.

But, what to us SoCal softies seemed

a torrential monsoon, was looked on by the Washington natives as only a slight drizzle. They didn't even slow down running the motos when another shower would cruise by, dumping everything it had on us.

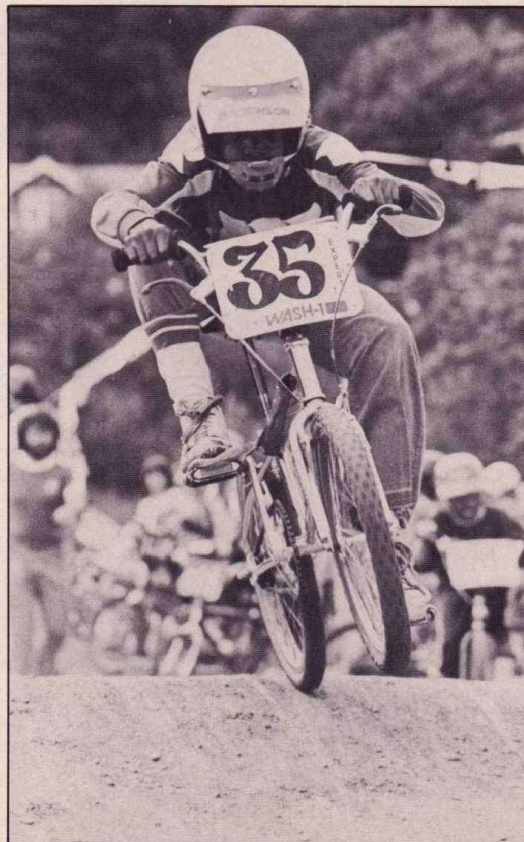
As long as our Nikons didn't short out from being wet most of the time, our bacon was saved. And, once we adjusted to working mostly under-water, things got to fairly well cookin'.

These guys in Washington were not lacking for equipment at all. There was

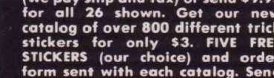
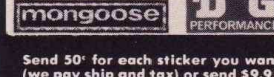


The Swan Creek BMX track in Tacoma. The location of some heavy jousting.

14 year old Grant Carpenter with his bionics turned up to full. This guy is national class real estate.



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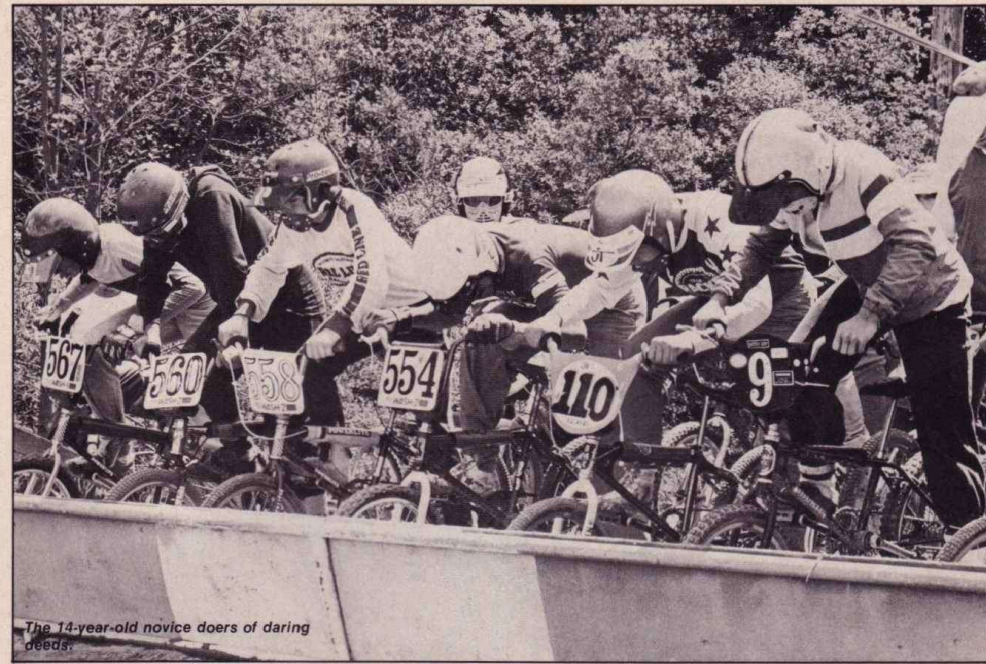
The hot set-up at the Tacoma track was Pro-Tec helmets and Cycle Pro Spoiler bikes. And during the races, two-pedal starts, team riding, and lots of sportsmanship were the big things.

As the motos progressed, and we got to know the racers better, they all wanted to know how they stacked up with the Californians. We told them that they have the trick equipment, the style, and the desire . . . but they don't have the experience yet. They haven't been racing long enough to discover their limits. There is a basic law of racing that says, "You only go as fast as you have to." Long ago the California racers were pushed to their limits and beyond. The Washington racers still have a ways to go . . . but they're closin' in fast.

Even considering this lack of experience, there are a few guys up there with great talent. A month or so of racing the top California tracks could forge these guys into national caliber riders. 13-year-old Marty Ehnat, who pulled



A 13 novice moto at full tilt. Law and Moody riding point.

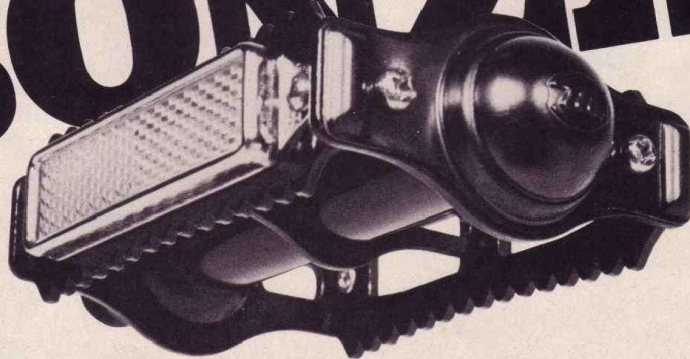


The 14-year-old novice doers of daring deeds.

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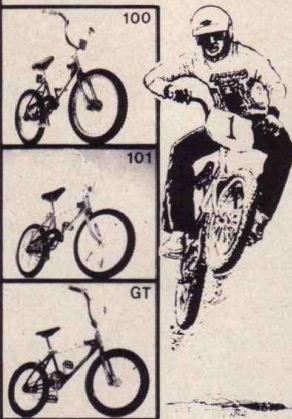
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TACOMA

off a triple at Tacoma, is one of 'em. Grant Carpenter, with the style and drive of a small Greg Hill, is another. Carpenter races 14 expert. Bart McDaniel and Jeff Whitbeck, in the 15 expert class, have their heads on straight for racing. Whitbeck is a thinking racer, much like Bottema.

In the 16 and over class there is Clarence Perry. This racer has incredible power. He could stay with the best national Pros, and maybe even beat them... on the straights. But he isn't the swiftest guy around in the turns. A little time at school in California would turn this guy into a racin' earthquake!

In the motos leading up to the 14 and over Trophy Dash, which would decide the ABA Washington State Champion, it was shaping like the only



The in-style helmet in Washington is Pro-Tec, modeled here by Mike Rice who is more than just another pretty face. This dude is quick.



Ah... poetry in motion. Racing dynamics. A study in style.

rider with a chance to beat Clarence Perry was Bjarke Jensen. Both were winning all of their 16 expert motos. Both were huge powerful riders. But the consensus of opinion around the track was that Perry would ultimately stomp.

Riders like 15-year-old Jeff Whitbeck might qualify for the Trophy Dash, but he didn't have the chance of a (beep) in a windstorm against the awesome power of Perry, or the speed of Jensen. Perry won the 16 expert main and

SEKAI/ABA WASHINGTON STATE CHAMPIONSHIPS

ABA WASHINGTON STATE CHAMPION
Jeff Whitbeck

ABA WASHINGTON STATE JR. CHAMPION
Marty Ehnat

14 OVER OPEN
Clarence Perry
Brent Brown
Mike Rice

16 EXPERT
Clarence Perry
Mike Rice
Roger Thompson

16 NOVICE
Jere Sweet
Art Bussing
Roger Storm

15 EXPERT
Jeff Whitbeck
Ben Goss
Jeff Gillespie

15 NOVICE
Shawn Roberti
Scott Talik
Chuck Blakeslee

14 EXPERT
Stan Gebarowski
Anthony Perry
Dave Howell

14 NOVICE
John Cordero
Allen Pitt
Dan Laur

13 UNDER OPEN
Marty Ehnat
TJ Landis
Gary Ellis

13 EXPERT
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Scott McDaniel
Gary Ellis

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Dan Gray
Scott Konarski
Tracy Moody

12 EXPERT
Dan Duvall
Brock Graue
James Allen

12 NOVICE
Mike Tate
Mike Storm
Bryan Smith

11 EXPERT
Joe Duran
Mike Wright
Jeff Alder

11 NOVICE
Jeff Harmon
Jeff Crawford
Joe Cox

10 UNDER OPEN
Chris Goad
Kyle Patterson
Clint Manny

10 EXPERT
Chris Goad
Brian Watts
Trevor Robison

10 NOVICE
Bobby Carey
Jerry Baily
Lowell Erb

9 YEAR OLD
Sean Sweet
Rick Reinholdsten
Robert Gorringer

8 YEAR OLD
Brad Francisco
Brian Hempstead
Donny Caswell

7 YEAR OLD
Julie Nemmo
Darin Jensen
Travis Grossman

6 YEAR OLD
Myke Landis
Ricky Abbott
Rainy Wright

13 EXPERT
Marty Ehnat
Scott McDaniel
Gary Ellis

13 NOVICE
Dan Gray
Scott Konarski
Tracy Moody

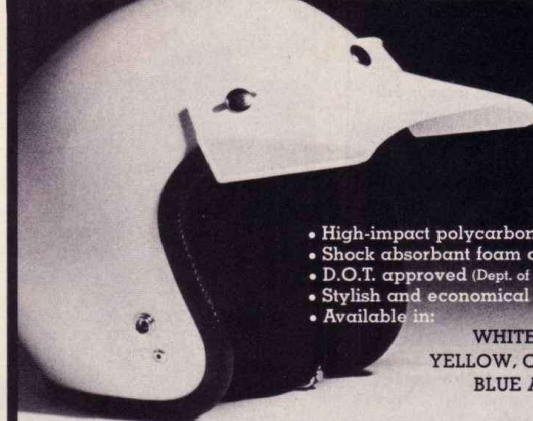
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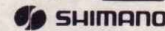
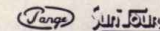
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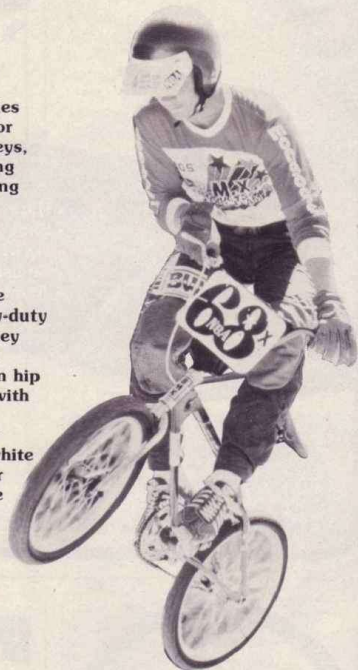
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TACOMA

steam to pass him. Jeff Whitbeck, the 15 expert qualifier, stayed fairly close, but it wasn't much of a race really... unless... could it be that Whitbeck was setting up for something? Nah... he doesn't have enough marbles in his pocket to choose off Earthquake Clarence.

But he did it anyway! He took on Perry. One on one.

Forty feet short of the last sharp banked right-hand turn, Whitbeck started building speed and easing over to the outside of the track.

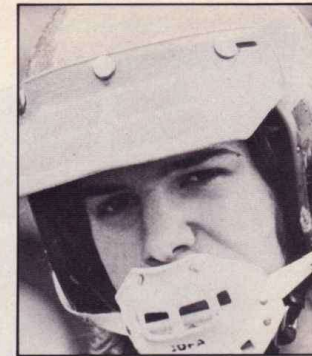
While Perry dove into the turn low, Whitbeck was jamming in on a fast, high trajectory. At the downstream end,



You don't tug on Superman's cape, you don't spit in the wind, and you don't mess around with Clarence Perry.



It was a pleasure to see beginners' classes at a major race. Guys like Gary Byrnes are the future of the sport.



Da winnah and new ABA Washington State Champion, Jeff Whitbeck. This guy waded through some heavy compo.



No. 557, Earthquake Clarence Perry. He wasn't the swiftest rider through the turns, but he was so ferocious on the straights that it didn't matter much.

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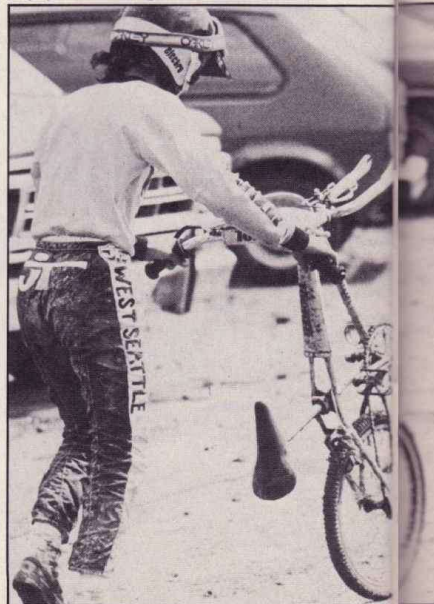
Stuart Thomson

**We make the pads.
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16 novice top dog, Jere Sweet.



When this photo was taken, Paul Skornakoff's chances of scarfing on a trophy were circling the drain.



During the numerous monsoons, the track got slipperier than a door-to-door encyclopedia salesman.



TACOMA

Perry swept up high and Whitbeck swooped under, squirting out in front, closing the door on the human earthquake. This was a hairy move for a rain-slippery track like this.

The spectators went bonkers!

But it wasn't over yet! With fifty feet to go to the finish, Perry found some available real estate and shifted into brute strength. He started pulling Whitbeck!

But we told you that Whitbeck was a thinking racer . . . He had been sandbagging; budgeting his energy until the exactly right moment. And if ever there was an exactly right moment, this was it! But had he saved enough to stay in front of Perry's wild bull charge?

At the finish line . . . the moment of truth . . . a scant two inches separated the new Washington State Champion from the racer who came close. But close only counts in horseshoes, hand grenades, and dancing.

Maybe the Washington racers don't quite have the experience of the Californians, but their races sure don't lack for hair-raising excitement!

15-year-old Jeff Whitbeck won.
Phew!

★

MOTO PHOTO



A rose by any other name will still smell like a rose . . .

NORA* IS CALLING...

*NUMBER ONE RACER AWARD

The prestigious 'NORA' Cup was created to honor the one racer each year who best exemplifies all that is good about bicycle motocross: The sportsmanship, the competitive spirit, the personal growth, the color, the excitement. 'NORA' is calling . . . for your vote.

The staff of BICYCLE MOTOCROSS ACTION Magazine could select who they think most qualified, but this award is too important to be decided by a handful of people. Much better that bicycle motocross enthusiasts around the world each vote for their favorite. In this way the rider who wins will truly deserve the . . .

1979 BICYCLE MOTOCROSS ACTION Magazine No. 1 Racer Award

Note: BMXA will present in addition to the 'NORA' Cup, a cash award of \$500 to the winner.

TEAM AWARD

In conjunction with the presentation of 'NORA', there will be a similar cup awarded to the 1979 No. 1 Team, as selected by the readers of BICYCLE MOTOCROSS ACTION Magazine. This cup will be presented to the sponsor of the winning team. Incidentally, both cups are silver plated, stand about a foot and a half tall, and will be engraved with the winners' names.

RULES OF VOTING

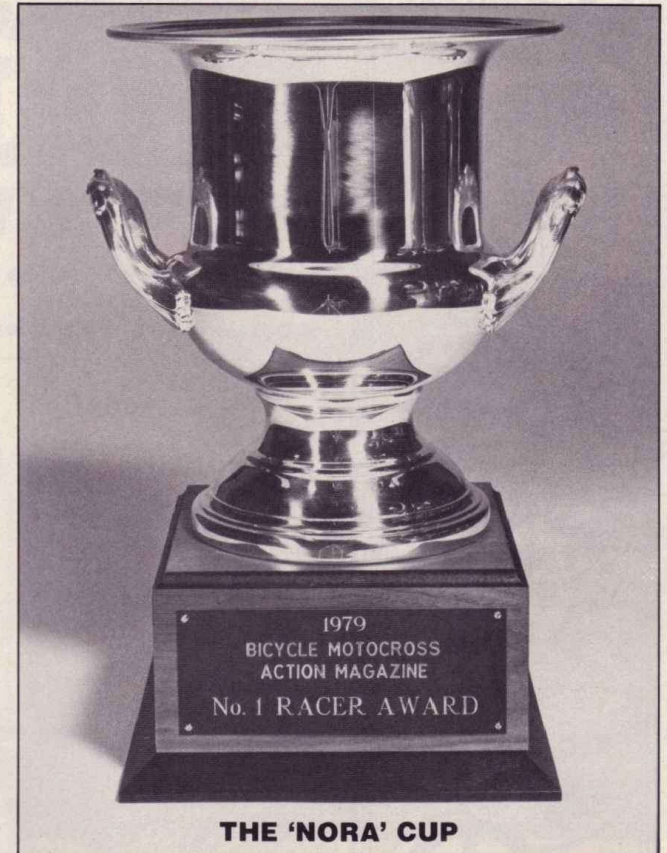
1. You may vote for any racer and any team you wish. The team you vote for does not have to be the same team that sponsors your choice for No. 1 Racer.
2. Each vote must be submitted on an official ballot printed in BMXA. No copies will be accepted.
3. To have your vote counted it must be postmarked by September 31, 1979.

VOTE FOR YOUR FAVORITE

The presentation of these awards will be made in November at the:

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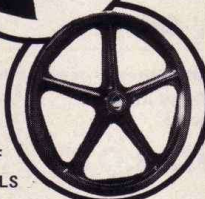
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BY BOB HARO

Doing coaster wheelies is a lot like having a stereo that'll blow the lips off a chicken . . . it's just cool.

Coasters are like regular wheelies except instead of pedaling to keep your balance, you use your coaster brake. Or, if you go for a Masters in coaster wheelies, you learn to use a rear caliper brake to maintain balance. Whichever, once you get 'em wired . . . look out McDonald's!

Remember to protect your bod from contusions, concussions, and miscellaneous abrasions when you're learning to do them. Wear a helmet at the very least, and maybe gloves and elbow pads. A great place to practice is at the local school on a weekend. That way, if you dump there won't be forty cars trying to nail you. Also there won't be a lot of people to see you looking stupid during the first stages of learning.

Start off with a reasonable amount of speed, preferably down a mild hill, and pull up into a regular wheelie. When you get to the balance point, very slightly touch your brakes . . . kinda like you're riding the brakes . . . and lean back a skosh to compensate.

While you are coasting at the balance point, your body weight will help tons to keep you balanced.

Once you get coaster wheelies wired you'll find yourself going for some of the variations. A few tasty tidbits to try are . . . one-handers, no-handers, one-foot and one-handers, coasters and turn the bars 180 degrees backwards, coasters and grab the front wheel with your hand or foot, etcetera.

You can get pretty rad doing coaster wheelies and they're cool for spacin' out people as you fly through parking lots and intersections (on the green, of course). Just remember to use your head and be careful.

Oh, yeah . . . all the tricks described in the sacred hallowed pages of the Fearsome BMXA, including coasters, take much practice. . . . So hang in and don't get discouraged if you don't get 'em right off. If these tricks were easy, everybody would be doing them. And then where's the personal satisfaction and feeling of accomplishment? ★

Your basic one-hander, one-footer coaster wheelie. A great place to practice these tricks is at your local school grounds on the weekend. That way there won't be a lot of people snickering and pointing their fingers while you're struggling through the initial learning stages.

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How to build a practice starting gate

Sharpen your reaction time, technique, and speed out of the gate to a razor edge.

It never ceases to amaze us how sharp-eyed our readers are about some things. Like they'll write in and ask what kind of a seat post clamp it was that the eighth place rider was using in a race photo that was about the size of a postage stamp. Or they want to know where to get the gear chart some spectator was reading in a photo that showed six hundred spectators sitting on a hillside.

But announce a story in half-inch tall, bold, electric-green type, right on the front cover of the magazine, and then neglect to run the story, and nobody notices. There's got to be some kind of tricky psychological explanation for that.

Like the "Scientific Gate Start" story. Because of a boo boo, the cover blurb appeared way back on the March/April issue, but the story didn't run until the July issue. And nobody noticed . . . or if they did, they didn't write in about it . . . and our readers write in about EVERYTHING.

By now you're probably beginning to wonder why this guy is spending so much time on a big nothing that happened months ago. Well, actually, I'm wondering the same thing. It had something to do with a lead-in to "How To Build A Practice . . ." Ah! Now it comes back. I started to say something about you people reading about how to do quick starts in the last issue of *Mighty BMXA*, and now maybe you'd like to build a small starting gate to practice them with. Then I remembered about our blurb blooper and thought it would make an interesting lead-in because . . .

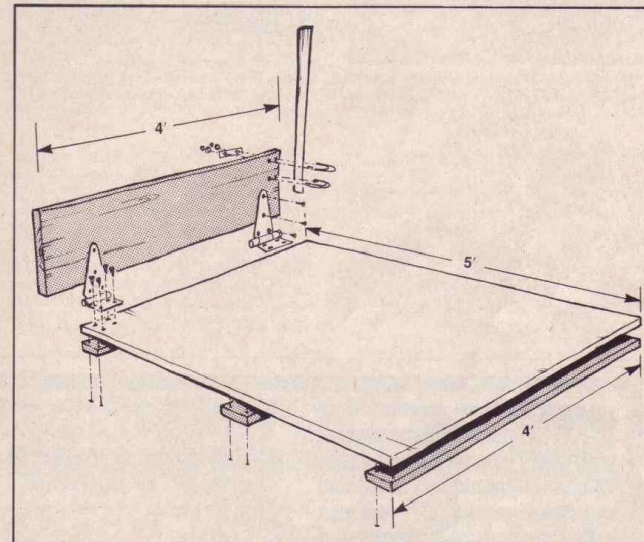
Oh? You think I'm doing it again, huh?

Okay. Let's cut all the foo-fa-rah and get on with the meat of the thing.

Wanna build a practice starting gate? It'll cost you about 43 dollars.

Here's how to do it. . . .

First check the photos and drawing so you know what you're trying to accomplish. And, even though we give you step-by-step instructions about how to do it, don't take your brain out of gear. If you bugger something up, at today's inflated prices it will probably

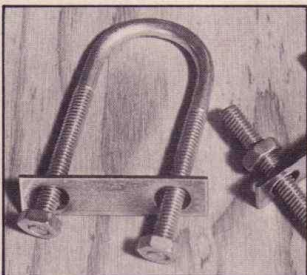


PRACTICE STARTING GATE LIST OF MATERIALS AND APPROXIMATE COST

1 sheet of 3/4 in. fir exterior plywood cut to 4 ft. by 5 ft.	\$17.00
3 strips of 3/4 in. plywood cut 4 ft. long by 3 in. wide	
1 piece of 1/2 in. mesh wire fencing cut to 4 ft. by 5 ft.	\$10.00
1 piece of 2 in. by 12 in. fir cut to 4 ft. long	\$ 4.00
1 sledge hammer handle or axe handle	\$ 5.00
2 U-bolts, 3 in. long by 1 3/4 in. wide	\$ 1.00
2 gate hinges, 10 in. long	\$ 4.50
18 flat-head wood screws, 1 1/4 in. long	\$ 1.50
	\$43.00

NOTE: If your European mechanic (father) does not have a complete cabinet shop in the garage, have the wire fencing, 2X12, and plywood cut to size where you buy it. From the leftover plywood have them cut the 3 strips listed above. These prices include the cost of cutting.

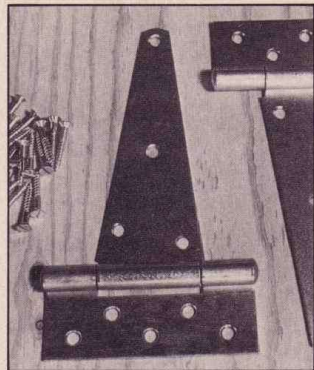
starting gate



These are the jobbers that hold the sledge hammer handle on the gate . . . commonly referred to as U-bolts.

put a permanent tweak in your finances. So pay attention.

1. Once you get all the materials together, pull out the three plywood strips and the large piece of plywood, and get some white glue like Elmer's and some 1 1/4 inch nails. The purpose of these strips is to space the platform high enough to keep it flush with the gate when it has dropped.

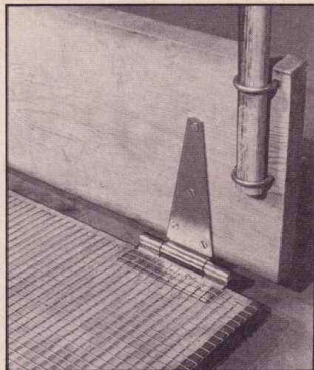


You want to get some heavy-duty hinges for this thing 'cause they're going to take a beating. These 10-inch gate hinges will fill the bill.

Glue and nail these strips to the bottom of the platform as shown in the photos and drawings.

2. Next, on the floor, lay the platform, gate, and hinges down in their correct relationship. Keep a half-inch space between the end of the platform and the gate so that nothing gets pinched in there when the gate drops.

Mark and pre-drill the screw holes



If you study it, this photo pretty well tells the whole story. The only thing you can't see too well is the front spacer strip under the platform . . . but it's there.

for the hinges. These are just pilot holes, so be sure they're smaller than the actual screws. Once drilled, go ahead on and screw them together.

3. Shorten the sledge hammer handle so it is 28 to 30 inches long. Locate it on the gate as it shows in the photos and drawing. Mark and drill the holes for the U-bolts. These holes must be slightly larger than the bolts because



And here it is, sports fans, in all its glory . . . completed. Sure is amazing how stickers pop up everywhere. Ever hear the

they'll be backed up with washers and nuts. When the nuts are tightened securely, cut any excess off the bolts with a hacksaw.

4. The final step is probably the easiest. Get one of those staple guns that everybody uses to put race flyers on telephone poles, lay the wire fencing on the platform, and staple it down. If you can't locate a staple gun, use

saying about how nature abhors a vacuum? Well, kids feel the same way about unslickered surfaces.

some nails and bend them over (flakey but effective). This wire fencing provides a max-traction surface. If this isn't too important to you, save yourself ten bucks and skip the fencing.

And voila! (pronounced "Wa la!") . . . you have just built a perfecto mundo personal practice starting gate. Now go back to the last issue and read the "Scientific Gate Start" article.



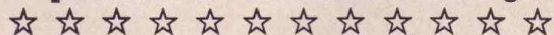
Even though this photo shows only one guy in the gate, it will hold two at a time . . . which is really better for practice because both guys will try harder.

When you consider that the start to the first turn is the most critical part of a BMX race, and then you realize that it is a lead-pipe-cinch fact that if you practice a few gate starts each day your reaction time, technique, and speed out of the gate will sharpen to a razor edge, then you begin to understand how much of a difference a practice gate can make in your racing. ★



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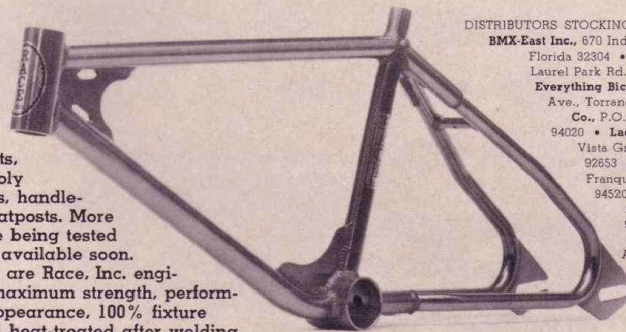
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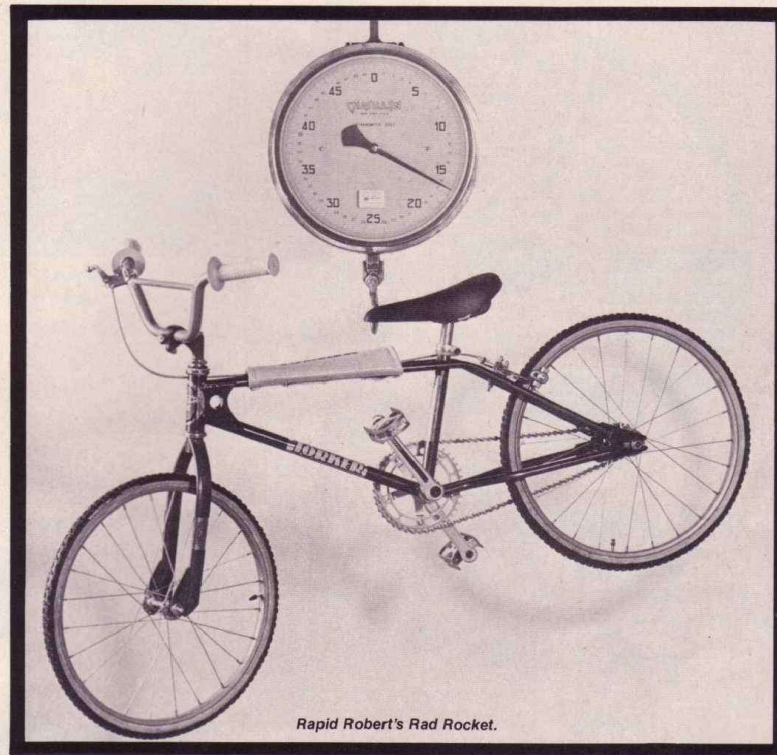
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STATE OF THE ART SHRIMP'S RACER



Rapid Robert's Rad Rocket.

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Because of this, the littlest racers' bikes are where it's at in BMX equipment. These squirts run the wildest, trickiest, most exotic stuff around.

Recently, our token midget, Rapid Robert Emrich, got a new mount which we are showing here as a kind of quick updating of the state of the art of building racing machines for little bionic dudes.

Robert's Rocket peaks out on our certified weight scale at an honest 16½ pounds. Man, that's a lean, mean, racin' machine.

If there is a single outstanding reason for this light-as-a-feather weight, it's the wheels. Clemente knobby sew-ups on 20-inch Nisi rims with Union .080 spokes laced to a Shimano Freehub set is what does the number.

A word of caution . . . or instruction, depending on how you look at it . . . is probably in order at this point: If sew-ups are not glued to the rim, they will roll off the rim the first time the bike is taken through a corner at speed. For BMX racing bikes, 3M Weatherstrip Adhesive works best. Spread it on the rim, let it get tacky, and kind of roll the sew-up tire onto it.

The other hot stuff on the Rocket goes like this . . . A Torker E.K. chrome-moly frame, JMC streamline chrome-moly forks, alloy low butterfly bars with Oakley II grips and an SR alloy gooseneck, Shimano calipers, Reedy Ultimate pedals, Dura-Ace cranks and front sprocket, Troxel Suzuki-type seat, alloy seat post, Sun Tour alloy seat post clamp, and an SR bottom bracket set with a Powerlite spindle.

For those fashion conscious racers out there; the frame and forks are that kind of maroonish-red that comes stock on the Torkers, and all the alloy stuff has been specially color anodized to a rich gold.

This is one purty bike, pard. ★

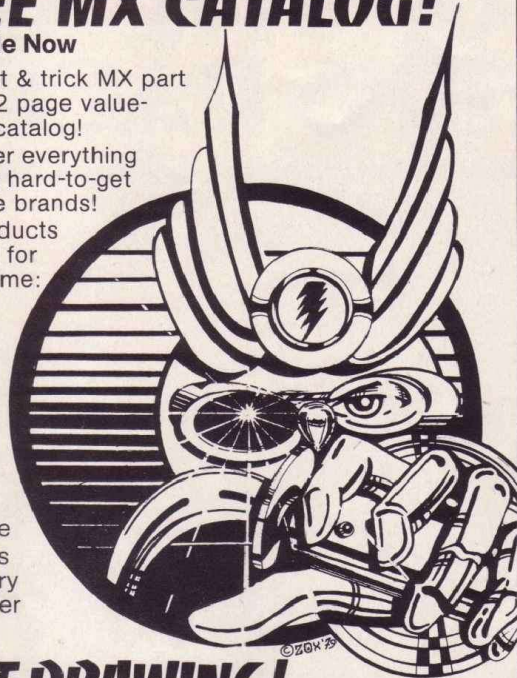
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Runnin' Hot

By Matt Raymer

"On a certain day all the factors come together and you jam like you never jammed before!"

"Man, I just can't even believe we're going."

"Yeah, it's pretty rad."

Cash Matthews and I were reflecting on how lucky we were to be sitting in a 727 headed for Phoenix. It was April 7, 1977, the beginning of one of the highlights of my BMX career. Thanks to the Shawnee Optimist Club, Skip Hess (they provided funding), and especially the Bill Bear Family (they kept us while we were in Phoenix), Cash and I were headed for the NBA Winterinternals to clash with the nation's best. This would be our fourth national, and we kicked ourselves in the rear training for it. I wasn't sure about Cash, but I knew I was ready for this race. Still, it was going to be my first time in 16 over expert, and that meant stiff competition. As we glided over the Arizona desert, I asked Cash if he thought we had a pretty good chance of winning.



"Lookit, all I know is that on any given day, anybody can win," he casually replied.

"What is that supposed to mean?"

"You know, like on a certain day all the factors come together and you jam

like you've never jammed before. Your bike is in top condition, the track is situated to bring out the best in your style, your head is in a primo mental state, your body feels loose and relaxed . . . in other words, everything is full on."

"Yeah, I see what you're getting at. But what about guys like Stuart and Clinton and Patterson? They do well at almost every race."

"Well, they're just naturally fast. Guys like you and me have to work at it. Not that we're squids or anything, it's just that our best chance of winning a national is when all the factors come together on a certain day."

"I don't know. It still sounds a little shaky to me. But if your so-called 'factors' come together on Saturday and make me a winner, I'll be sold on your theory."

But the factors weren't around on Saturday. I didn't even make it to the semi's, much less the Trophy Dash. Instead, it seems that things fell into place one day too early.

Friday at the Thunderbird Park Track just outside of Phoenix, there was a sort of warm up race. About half of the

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Winternational-bound Californians had arrived in time to race, so it was going to be a semi biggie.

The first time (during Friday's race)

that I thought I had a chance of winning was after my first couple of motos. The factors for a Matt Raymer victory were there. It was going to be my day.

I was getting out of the gate real well . . . holeshot every moto. I wasn't winning any of my motos or anything, but I was placing pretty high because I just jammed out of the gate. And my gearing was rad-i-call! Most everybody was running 46-16 gearing, but I opted for a big ol' 48, which kicked into gear right when everybody else was heavily wound out. I was feeling pretty good throughout the day, my 'goose was running excellent, I wasn't crashing very much, my head was pretty clear . . . everything was shaping up real well.

The announcer called the 16 over main. My time had come. I'd made the main with a convincing victory in the semi. An insane swoop in the first corner got me that win, and after that, people started to realize that I was a potential main event threat. Hey, wait a minute? What's an Okie like me doing thinking he can pull off a gnarly upset one thousand miles from home. No way. "On any given day . . ." Huh? "ON ANY GIVEN DAY . . ." On any given day what? "On any given day, anybody can win, stupid!" Oh, yeah. For sure, I still had a chance. Why am I getting down on myself? This is my day. I'm gonna . . . "Matt Raymer, position one" . . . win this baby.

Everybody was lined up now, adjusting pedals, turning their cranks to the proper position, cracking jokes . . . generally trying to put the psych on as many people as they could. I wasn't too good at snow jobs, so I pretty much kept to myself. What I was really concerned with was my line to the first corner.

I was lucky to get position one. Out of the gate it gave you a solid, well packed line to the corner, whereas the outside line was really sandy. One problem though, there were so many guys on the line, somebody had to get squeezed out in the first straight. If I could get a good start, I thought I could stay away from the heavy traffic and maybe go home with a fourth.

The starter warned us of the impending gate drop, and we all went into deep concentration. "Remember, stay away from heavy traffic," I thought to myself. Suddenly, the gate was down. I went for it, tucking my head and generating max power out of the gate. When I looked up, I had an unobstructed view of the first corner. Talk about staying away from heavy traffic! I was leading this baby! Just as suddenly as I'd come out of the gate, my subconscious started to work again. "Come on, Matt. You've holeshotted in big races before, and remember what happened? You got swooped in the first corner. It's going to be the same old thing." Not if I can help it.

I approached the corner, pedaling my guts out in order to keep my lead. I dived low. Whoosh! I was back out and still in the lead. No swoop, no crash, no nuttin'. "This race is over," I thought to myself. "All I have to do is stay up."

Now I was approaching the second corner and getting really tense. I had this funny feeling that somebody was right behind me, just waiting for my first mistake. There was, but my worries were unjustified . . . I wasn't going to make any mistakes in this race.

I started setting up for the gnarly fast high line through the berm, when I glanced up and saw these two spectators going berserk. It was Cash and Mr. Bear just letting me know that if I didn't win the race, it would be the choke of the year. Thanks guys. I came out of the second corner with no major difficulties.

Now there was only one obstruction between me and that huge purple and gold first place trophy . . . the last corner. Many a rider has been known to blow a race in the final turn. I had done it in my first moto; I was in second and went outside to pass when I ran into this really loose dirt. I bogged completely and fell back to sixth. So this time I carefully took the extreme inside, waved goodbye to the loose stuff on the outside, and tucked my body in and headed for home. "And there's the winner of the 16 and over class. No. 1k from Oklahoma, Matt Raymer!"

Far out! I finally did it. Perry Kramer was over shaking my hand, and all I can remember saying is, "That baby's mine, that baby's mine!" I knew I probably wouldn't win another biggie for a long time, but who cares . . . just winning that one race was enough for me.

So the next time you start getting ready for a national, don't blow it off and

say, "Well, Stu and them will thrash me anyway, so why should I train." What if all the factors come together for you at the next national, except for one . . . training. You blew it off, didn't think it would make any difference. So do you think that because most of the factors are around, you'll win anyway? No

way. You've got to have them all. Any "missing links" and you might as well forget about your once-in-a-lifetime BIG win. And all because you didn't feel like training. If you give the factors a chance and cooperate with them, you could be the next BMX hero. Don't kick back . . . keep pushin'.

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INDEX OF ADVERTISERS

ABA	60
ACS	18
ADDICKS ENGINEERING	66
ALAN F. COHAN INC.	38
AVOCET, INC.	25
BARON'S BIKE SHOP	68
BAUER CYCLE SUPPLY INC.	49
BEAVER'S BIKE SHOP	50
BIKECOLOGY	64
BIKEFACTORY	68
BIKE MASTER	57
BILL WALTERS LEATHERS	50
BMX PRODUCTS	36, 37
BYRON'S	69
CDI DISTRIBUTING	56
DG PERFORMANCE SPECIALTIES	35
DURHAM BICYCLES	24
ENERGONICS	40
EVERYTHING BICYCLES	63
FACTORY PLATES	68
GJS	49
GUS DANDOS BICYCLES	67
HANK AND FRANK BICYCLES	34
HARE BMX PRODUCTS	67
HKK CHAIN CORP.	20
HOT STICKIES CO.	65
HUTCH'S BMX RACING	68
INTERNATIONAL SPORT EQUIPMENT	49
JM CYCLERY	57
JOHAR MANUFACTURING	52, 53
KAR-CITY	66
KOOL STOP	47
LAGUNA DISTRIBUTORS	48
LANGLEY'S	17
LICKTON CYCLE CITY	67
LUJA CUSTOM PRODUCTS	15
MCS	18
MESINGER MANUFACTURING CO., INC.	24
MKS PEDAL	46
NATIONAL HYDRON (MEX.)	11
NEOTECH INTERNATIONAL CORP. (GRAB-ON)	19
OAKLEY	17
OSAKA GRIP MANUFACTURING	69
PRO-TEC	12
RACE, INC.	61
RACER'S EDGE	69
RED LINE ENGINEERING	8, 9
ROBINSON RACING PRODUCTS	67
SCHWINN BICYCLE CO.	30, 31, 72
SCOTT/MATHAUSER CORP.	34
SEKAI BICYCLE COMPANY	28
SHIMANO SALES CORPORATION	21
SKYWAY RECREATION PRODUCTS	16
SOUTH BAY RECREATIONAL PRODUCTS	28
SPEED UNLIMITED	22
STICK-EM-UP	45
SUPERBYKE	58
TAKARA	2
TARTAN BICYCLE SALES	40
TINLEY SCHWINN CYCLERY	68
TORKER, INC.	14
U.S. SALES CO.	32, 41, 69
VAN DOREN RUBBER CO.	10
WEBCO	71
WEST COAST CYCLE	6
WHEEL DANCE KID	34
WOODEN WHEELS	68



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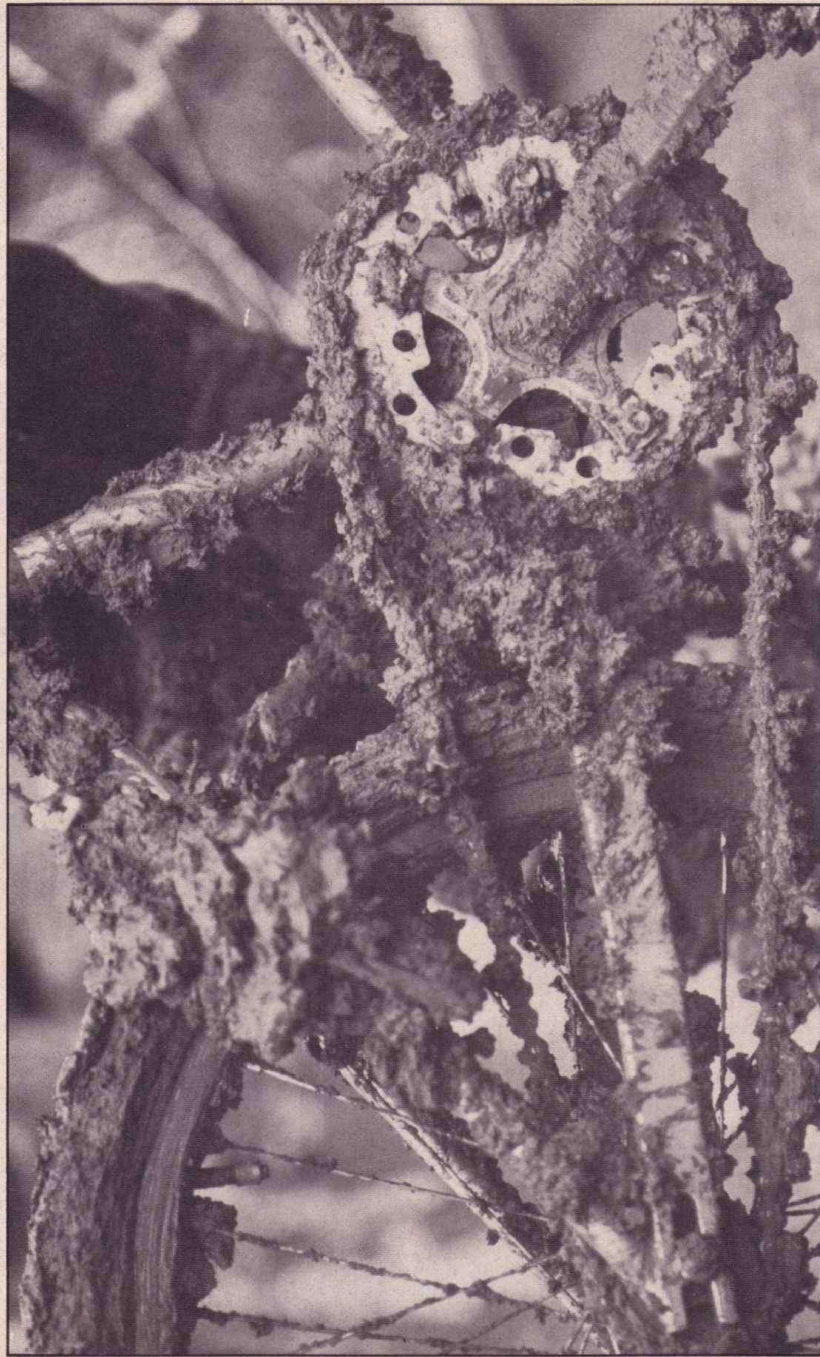


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BMX is our business, and we've been in it a long time. Experience has taught us a lot about bikes and a lot about bike riders. For example, we know the youngest and smallest riders smash berms as fast, get off jumps as high and land as hard as older and bigger riders. So we build every bike to take the punishment any fast, active, full-sized rider will dish out. You can ride any of our bikes at any track, psyche out the starting line toy-riders and do battle with the pack, confident your equipment is the best. No matter where you go or which bike you ride, when it says Webco on it, it's more than just a bicycle. It is a racing bicycle.

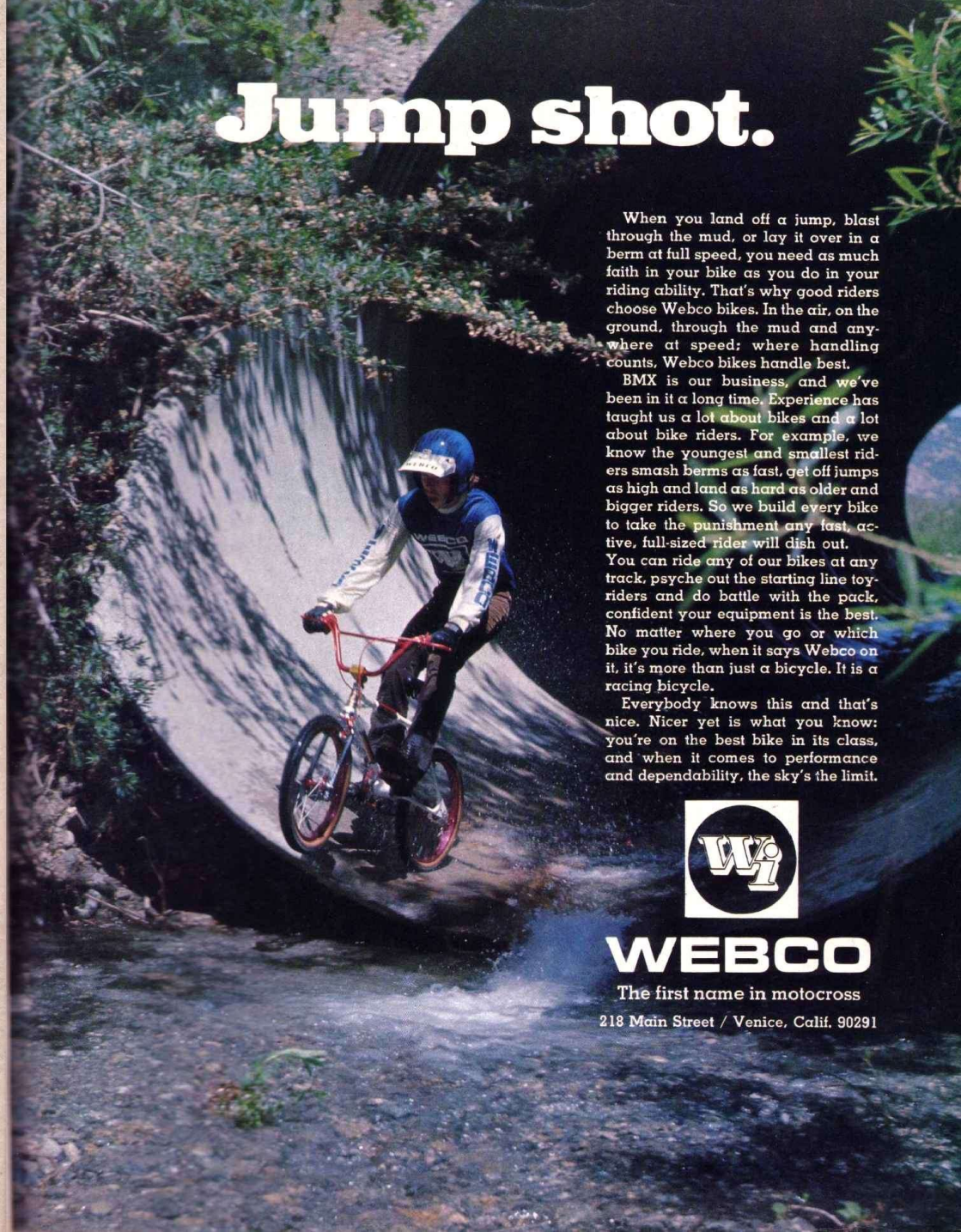
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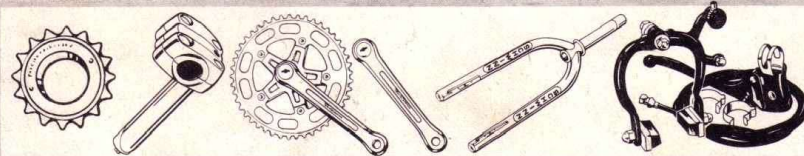
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