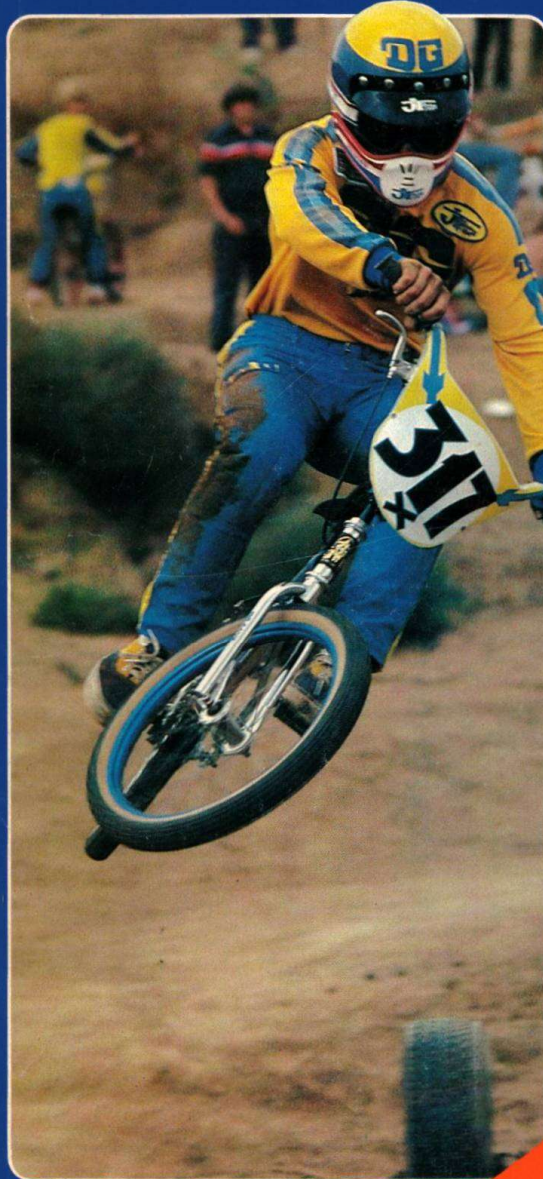


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JANUARY/FEBRUARY 1979
VOLUME FOUR
NUMBER ONE



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Clint Miller, DG factory hot dog,
hookin' it on. Photo shot at
Corona, California.

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 FORK: Laguna Ultra Lite Chromoly
 HANDLE BARS: 1010 Steel Box Bar
 PEDALS: KKT Chrome
 BRAKES: Coaster
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Editorial

by **Bob Osborn**

BMX has been growing like Jack's Beanstalk.

But what's that chopping sound?

Picture this: Bicycle motocross begins to grow in an area and a bunch of young people start racing. Soon they are experts and the kids that started after them are novices. With time, experience, and the improved physical condition that comes with racing, both novices and experts keep improving . . . so much so that within a year or two a potential racer will look with awe at even the novices.

Would you take up boxing as a hobby if you had to climb into the ring with George Foreman or Leon Spinks for your first fight? I sure wouldn't. That just doesn't sound like fun to me.

So what do you think . . . is this potential racer going to take up BMX as a sport? Some of the more rugged individuals will . . . until they get blown off into the weeds a few times. Then even the most hardy will have second thoughts about their new hobby. After all, it is supposed to be fun.

This is exactly what is happening with bicycle motocross in California. If it hasn't already started, it soon will in Arizona, Florida, New Jersey, Oklahoma, and Colorado. And later it will happen in all the other rapidly developing BMX areas across the U.S. of A.

It is the nature of the beast. It is inevitable. It is going to happen.

Unless. Unless we immediately recognize the vital importance of beginners to the lifeblood of the sport.

Unless we look at our sport through the eyes of these potential racers and remove some of the mental, physical, and financial obstacles to their participation.

Unless we begin to encourage beginners with lower entry fees, true beginners' classes, and a little friendly help at their first few races.

Unless something effective is done right now we may save our socks but we can kiss our boots goodbye.

Championships, nationals, and grand nationals are the most advertised and publicized races of all. These are the races where the largest number of potential beginners will be reached.

But if these young people check into the national they usually find that in order to race they have to join an organization (about \$10), pay an entry fee (about \$12), and sometimes even pay a spectators fee (\$2 or \$3). And for these megabucks do they get to race other beginners? No way . . . it's race the novices or nuthin'. That's pretty scary stuff for a new kid. Pretty expensive too.

With an introduction to BMX like this, I doubt if most of these kids would even come out to watch, much less race.

Another roadblock that faces beginners at some tracks is that not only are there no beginners classes, but if they do not join the association they have to race expert. They are told this prevents cherry-picking (?).

Not only are we neglecting to encourage beginners to BMX, we are actually driving them away.

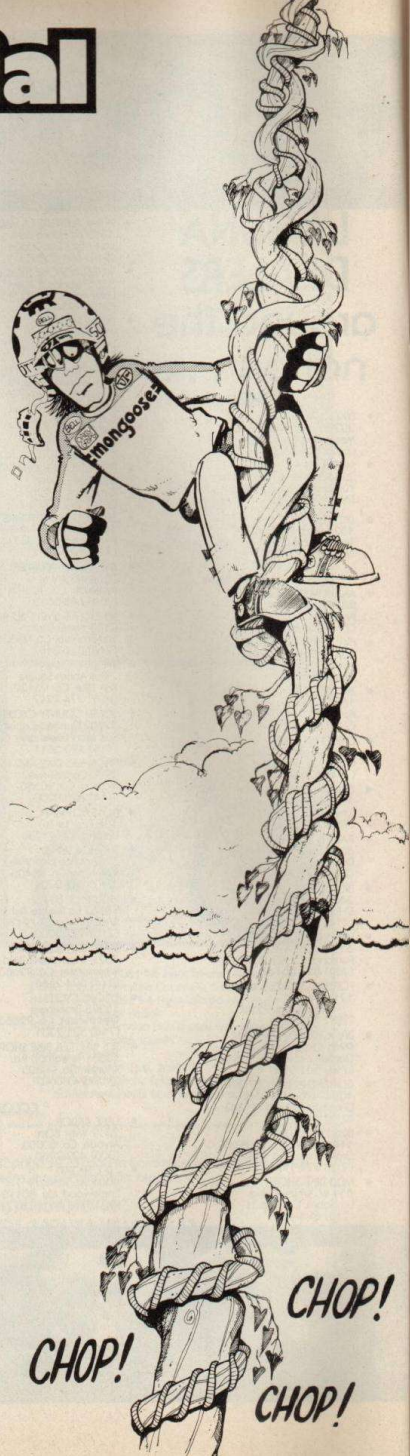
I'm sure these rules are all very logical to the sanctioning organizations who employ them. I'm also sure they have very good reasons for each and every rule.

But I'm not sure I care about their logic and reasons in this case. If we don't stop discouraging beginners there won't be anybody around to talk to about good intentions.

It seems to me that somewhere along the line some of the race promoters lost their ability to stand back and look at things objectively and fairly. It's sorta like they can no longer see the kids because of all the racers.

I think it is imperative that the sanctioning bodies, race promoters, and all the rest of us BMX people take a few minutes to look at what is going on through the eyes of a beginning racer. And then to ask ourselves how we can make starting in this sport a more pleasant experience for them . . . or at least less traumatic.

Like eliminating this bunk rule that a kid has to join an association before he can race the beginners classes. This is really stupid. Would you pay for a pair of shoes without trying them on first? Would you buy a car without test driving it?



Like establishing beginners classes at all nationals. Decrease their entry fee, eliminate their semis and mains, cut back on their trophies . . . and run 'em.

Like having beginners classes at all tracks where they don't stand a chance racing novice. Lower their fees, award only one trophy per moto, and if they win a trophy move 'em up to novice.

Like all of us showing beginners where to sign up, where the races are posted, and stuff like that. Mostly make them feel welcome instead of uncomfortable and scared.

If the sanctioning bodies, race promoters, and all the rest of us would put just a little effort into encouraging new racers instead of discouraging them, then the problem that is happening in California will be stopped cold before it spreads to the rest of the U.S.; our favorite sport will continue to grow like Jack's legendary beanstalk, and we will each be due a fair amount of smug satisfaction knowing we helped make BMX a little more healthy and a little more friendly than it already is.

Chopping noise? What chopping noise?

NOTE: Not all the sanctioning bodies have rules like the ones described in this editorial. But then not all of them really encourage beginning racers either. So, if the shoe fits . . .

NEWS FLASH

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- SPECIAL MAYOR'S TROPHY

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Place: Indianapolis, Indiana

According to the promo we received, this race will be run by the NBL, under NBL rules, in cooperation with the NBA. Points will be given to members of NBL, NBA, ABA, and NPSA.

BMX racers from all over the world have been personally invited by JAG BMX to compete for the World Championship.

Is this going to be the biggie it sounds like? Well, you've got to know Renny Roker, the owner of JAG BMX, to decide that. We know him and take our word for it, Renny boogies!

Reference articles with additional information on this subject: "Toward Smoother Running Races and Happier Racers," April 1978 BICYCLE MOTOCROSS ACTION magazine, page 36. "Editorial: What Do You Think About Adding an Intermediate Class?," June 1978 BICYCLE MOTOCROSS ACTION magazine, page 4. ★



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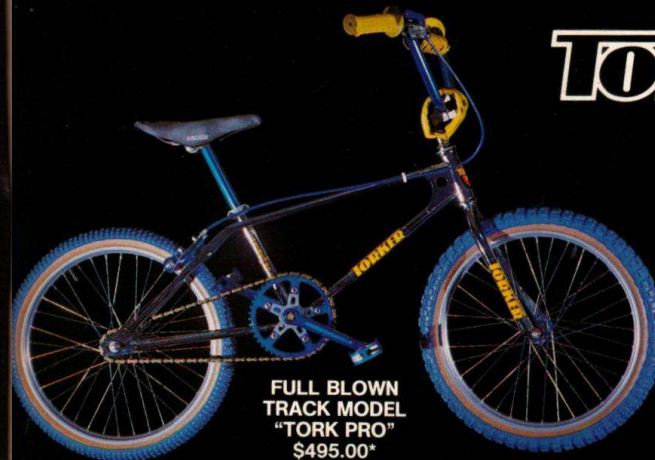
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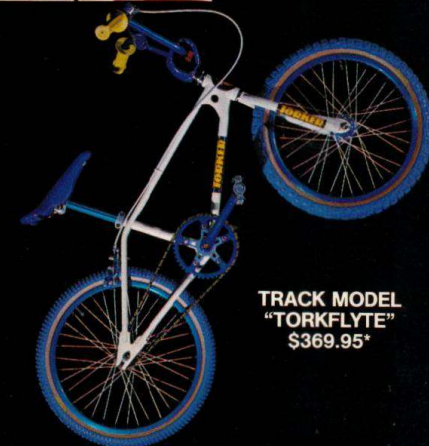
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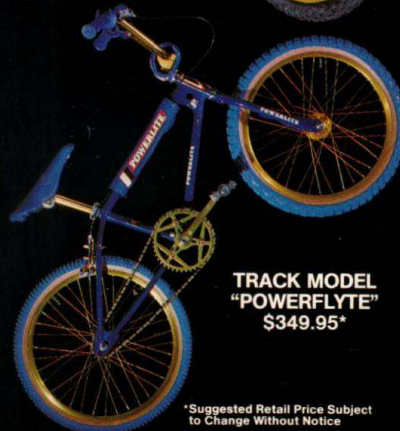
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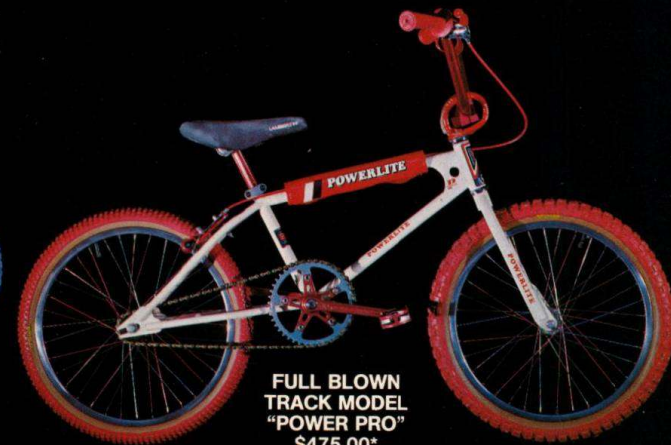


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CRAIGMEUR

... of heaven and kings and
turnpikes and big ears.



Hero of the day, Jeff Ruminer, the 'Flyin' Okie.



Frank Orlandini (No. 1276) beat the unbeatable Eddie King (No. 1s) and became an instant New Jersey hometown hero. It sorta made getting his toe run over worth it.

Bo: "Lookit all them planes out there."

Eddie: "Is it chrome with the engines in the rear?"

Bo: "Huh? What?"

Eddie: "Our plane. If it's chrome, it's a DC-10. They jam!"

Yup. Company flying to New Jersey with me. Eddie King, new Factory Torner rider and one of the quickest 13 experts anywhere, and Bo Stevens, Wheels N' Things 10 expert hot dog who races the nationals with Powerlite colors (sort of a double sponsorship). Both these guys are national caliber riders. Both are totally capable of winning their class at Craigmeur. Both are neat kids.

Eddie is going to join the Schwinn Tour. Bo is going to race Craigmeur and fly back to SoCal with me right after the race. Their travel fees and expenses are being paid primarily by their sponsors; Torner, Wheels N' Things, and Powerlite.

Somewhere over Arizona or New Mexico I asked Bo if that is his real name. Seems his name is Richard (don't call him that) but when he was a little guy, just learning to talk, everybody called him "Dumbo" because he had such big ears. (He never EVER should have told me THAT.) But, at the time, all he could manage of "Dumbo" was "Bo," so that's what it's been ever since. Just another pearl of information uncovered in the

Most Factory Magazine's never ending quest for truth, justice, beauty, and good gossip.

Another hot news item, and one more relevant to the national in New Jersey, is the TV commercials that Schwinn is running promoting their motocross bikes and the two Schwinn national races; the one at Craigmeur towards which we were presently jammin', and the one in a few weeks in Shawnee.

What makes this such hot news is all the exposure bicycle motocross is getting thanks to the Schwinn Bicycle Co. Sure, they're selling their products, but they are also giving the sport a tremendous amount of publicity in the process.

As more national and international companies begin to utilize the visual excitement of BMX racing in their advertising, and generally promote their products and the sport by sponsoring races and fielding factory teams, a snowballing effect will occur; bicycle motocross will become more popular and more accepted, it will become easier to convince parks and recreation departments and landowners the value of tracks, and more adults will become involved in operating tracks and working with teams. At the same time, the profit potential of BMX tracks will become abundantly clear to bike shops and potential track promoters.

Up to this time BMX has been growing at a fast and steady pace. But as this new trend develops... hold your Fruit-of-the-Looms 'cause things are going to get very interesting.

So—a tip of the BMXA logo hat to Schwinn for being the first large company to recognize the advantages and potential and to have the faith in BMX to go the whole route: All-media advertising, race sponsorship, factory sponsored team, and the Schwinn National Tour thrown in for good measure. We hope they sell a lot of product due to their efforts.

As we flew over the plains states we could see nothing but soft fleecy clouds below us. Hundreds of miles of them, stretching from one horizon to the other. Bo Stevens, with his nose stuck to the window, asked Eddie if this was heaven...

Immediately after landing in Newark we zipped out to Craigmeur. Notice how I said "zipped"? Notice how I did not cuss New Jersey's gawdawful turnpike system of freeways. It took us five hours to fly from the Pacific to the Atlantic, clear across the U.S. of A. It took us three hours to drive the additional sixty miles to Craigmeur. Hmmm.

The Schwinn Tour was there in force. Lots of stuff going on. Skip Hess (owner of BMX Products) had flown in with the entire Mongoose Factory Team. The Red Line guys



A low flying bird's eye view of the upper part of the beautiful Craigmeur track.



Stu had a lousy day. He only won the 16 expert main. (For Stu that's a lousy day.)



... and the Anderson Avalanche steamrolls through New Jersey.

At Craigmeur the Flyin' Okie won the 15 expert class. Ruminer was totally wired. He also won the 14 and over open class. He also won the Trophy Dash.



Bad Bo Stevens Pearl Harbored the 10 and under open class. No. 434x, Gary Renteria, had to settle for seconds.



ARRRKK! It's the terrible Helmeted Swooper Bird, ready to strike at the drop of a gate.



were there in a highly radical white motor hotel with a horizontal red stripe and a huge Red Line logo on the side. Team Jag was already there and the Robinson Racing Products Team and the Patterson Team fresh from Amarillo. SE Racing and Puch and probably a few teams I forgot were there. And these were just the factory guys. There were all kinds of local independents and bike shop teams adding to the pre-race excitement.

While Bo and Eddie were signing up, I checked around to see what was happening on the East Coast with our favorite sport. The hot bike for racing was Mongoose. Nothing else was even close. This is probably due at least in part to New Jersey's One Man BMX Band, that promotin' fool, Leapin' Charlie Litsky, who races for Mongoose. Speaking of Charlie, he had a week-long live-in BMX school scheduled to start at Craigmeur sometime after the Schwinn East Coast Nationals.

The hot local riders were Sal Zeuner (MCS), who was off racing the NBL national circuit, and Ferdie Garcia (Gapi Components). The next day, with the East Coast Nationals in full thunder, Garcia showed flashes of tremendous potential against the California racers, but was for the most part thwarted by the "front wheel against the gate" rule which is a SoCal NBA'ism that the New Jersey riders were totally unaware of until the day of this race.

Another NBA'ism that mystified many of the New Jersey parents and riders and a lot of others (myself included) is why the racers had to pay

a spectator fee on top of entry fees. The racers aren't spectators... they're the show that the real spectators come to see.

Top dog at the East Coast Nationals turned out to be the Flyin' Okie, Jeff Ruminer (RR). He did what no other 15 expert has done before; he drew three of a kind, all aces! First in 15 expert, first in 14 and over open, and first in the Trophy Dash. When you consider that Brent Patterson (PR) and Stu Thomsen (SE) were also in the Trophy Dash, it becomes clear that the triple win was no fluke; Ruminer had been under the gun! When the day ended, Jeff Ruminer, from Seminole, Oklahoma, had been catapulted into national prominence. Suddenly he was within striking distance of the 1976 NBA National No. 1 plate. The Schwinn race at Shawnee would be very important to Jeff in several ways. For one, it would establish any claim he intended to make on the No. 1 national plate. For another, it would be in his home state. The eyes of Oklahoma would be on Jeff Ruminer.

And what of my two intrepid traveling buddies? Well, Eddie King was having a tough day. He was spending a lot of time picking fights with berms and charging into trees. But, despite all his crunches, he still made the mains in both classes he entered. But bad luck followed him. Second in 13 expert and seventh in 13 and under open was the best he could muster. Actually, to us ordinary people, that sounds plenty good enough. But to the King that's lousy.

And what of Bo Stevens? Let me put it this way: If you ever want to meet



13 and under open main action: Phil Maxwell (No. 1984) overcooked in the first turn and Peddlin' Lee Medlin (No. 354x) whipped in for the win. Second went to Brian Patterson who's doing his famous toe-pivot ballet turn back there.



New Jersey's finest, Ferdie Garcia, had tremendous potential but was thwarted by the "front wheel against the gate" rule which is a Southern California NBA'ism that the back east riders were totally unaware of until the day of this race.

However, once ol' Ferd cut loose he was a bloomin' streak!



The haybales atop the fast last berm sank a lot of ships.

Photo by George Hamilton

every girl in an airport, get a 10 year old boy (it doesn't matter if he has big ears) and give him a couple huge trophies to carry. Then just hang around the airport like the two of you are waiting for a plane. I guarantee that every girl in the place will come up and talk to the 10 year old about his trophies. Then if you can just get him to introduce you as his big brother or uncle or something . . .

Anyway, got the picture? Bo went the whole day undefeated. He won all the 10 expert motos and he won all the 10 and under open motos. He hauled two trophies that were taller than he was all the way back to Southern California.

But Bo's namesake, Dumbo, could fly too, couldn't he?★



Greg McNichol (No. 317g) put a lot of pressure on Anthony Sewell (No. 268x) who in turn put a bunch on Jeff Ruminer. But neither one put quite enough.

◀ It's Leapin' Litsky, for heaven's sake, the controversial dynamo promoter of the sport in New Jersey.

WOW... What a pair!

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Jeff Ruminer
John Crews
Kenny Nachman | 10 UNDER OPEN
Bo Stevens
Gary Renteria
Jason Myres |
| 15 NOVICE
Dave Hoerr
Kurt Andrews
Bill Warren | 10 EXPERT
Bo Stevens
Todd Carcelero
Peter Heinz |
| 14 OVER OPEN
Jeff Ruminer
Anthony Sewell
Greg McNichol | 10 NOVICE
Kelly Roker
Dean Mayer
Shawn Hamilton |
| 14 EXPERT
Greg Hill
Mike Koron
Lonnie Radzinski | 9 EXPERT
Gary Renteria
Alan Russ
Eric Barber |
| 14 NOVICE
Jeff McNichol
Ed Bey
Tim Cook | 9 NOVICE
Mike Horton
Darryl Dufford
Jason Myres |
| 13 UNDER OPEN
Lee Medlin
Brian Patterson
Andy Russ | 8 NOVICE
Karl Stammer
Brad Frikkers
Keith Platt |
| 13 EXPERT
Frank Orlandini
Eddie King
Mike Chasmar | 7 UNDER EXPERT
Barry See
Jeff Long
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The Most Factory Magazine's

UNBELIEVABLY COMPLICATED AND INVOLVED

* HEAD-TO-HEAD FORK SHOOT OUT

READ 'EM AND WEEP!

***If you take the time to read the charts, most of your fork questions will be answered.**

A year and a half after the noisy dawning of the age of bicycle motocross, a small company in Northridge, California developed a new fork. This fork was designed especially for bicycle motocross racing. It was both stronger and lighter than forged forks, which had been the racers' only choice until then.

These new forks were made from tubes of 4130 chrome-moly, heli-arc welded, and nickel plated. But they cost thirty dollars! CARAMBA! At the time, forged forks cost only about seven dollars. That meant a person could totally destroy four sets of forged forks before even coming close to the cost of the tubular forks.

But the new tubulars didn't ever bend or break! And they were trick looking. And they were light. And they sold like hot chocolate to a bunch of Eskimos who just went skinny dipping.

These original tubular chrome-moly forks were made by Red Line, and they set the standard for what was to come in the industry. There are now over fifteen companies making tubular BMX forks. None of them have significantly improved the original Red Line design. All of them are far superior to forged forks, except in cost.

What The Most Factory Magazine terrors of the typewriters have done is to compile a list of all the BMX fork manufacturers, call each of them to ask if they wanted to be included in the "shoot out," and if they did . . . to send us a set of their forks for scrutinizing, photographing, etc.

All the companies that responded are included. Those that did not respond, or that neglected to return our calls, are not included. Tough buns, you guys. . . . We tried.

In order to assure fair and accurate comparisons on the chart, all weights and measurements were taken by us with the exception of the Rockwell hardness test. This was done at Inglewood Steel Treating Co. in Inglewood, California.

To determine a fair, comparative retail price, we first ascertained the single unit dealer price for each set of forks, then multiplied by a common factor.

The rake dimensions are included to give the reader an idea of how quick or how slow a particular set of forks will steer when compared to another set.

Somebody asked the purpose of this chart Actually, we're not really sure. Maybe as a fork buyers' guide? Or how about as a step toward standardizing fork dimensions throughout the BMX industry? Or to see which set of forks is lighter? Or cheaper? Or most expensive? Or how a particular set of forks might steer when bolted on a certain frame?

Or if none of those reasons get you, how about cutting the whole page out and making a paper airplane?

All puns aside, we believe this fork comparison chart will be a valuable tool for everybody involved in bicycle motocross, otherwise we wouldn't have gone to all this trouble.★

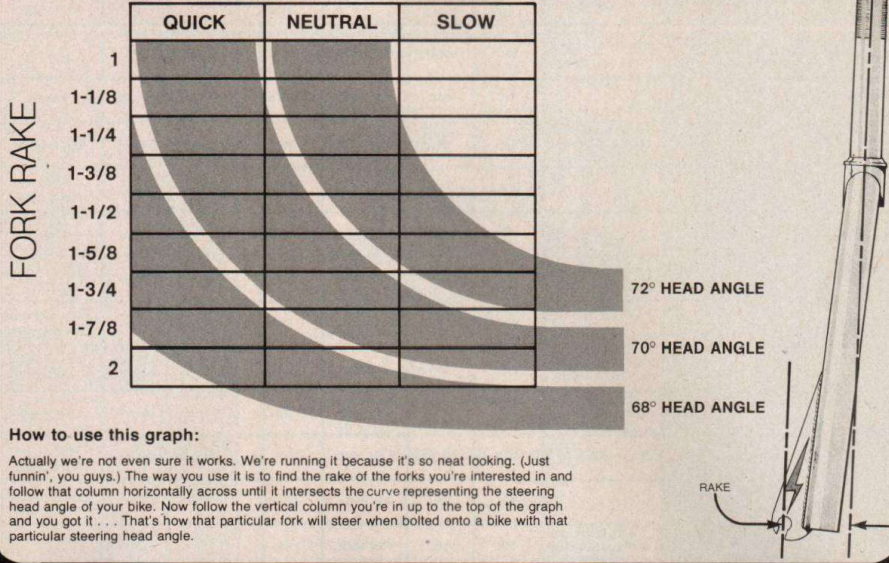
HEAD-TO-HEAD FORK COMPARISON CHART

NAME	MATERIALS		SPECIAL TREATING	ROCKWELL RATING		WEIGHT	LEG TUBE SIZE	RAKE	COST	FINISHES AVAILABLE
	LEGS	STEM		LEGS	STEM					
Red Line	chrome moly	chrome moly	stem heat treated prior to welding	25C	28C	2 lb. 8 oz.	1 in.	1 11/16 in.	\$33	nickel
Roger DeCoster	chrome moly	chrome moly		23C	23C	1 lb. 15 oz.	7/8 in.	15/16 in.	\$28.00	nickel
Torker	chrome moly	chrome moly	stem heat treated prior, forks stress relieved after	21C	35C	1 lb. 12 oz.	1 in.	1 1/4 in.	\$31.50	chrome
Tange TX-1200	mild steel	chrome moly		50A	8C	1 lb. 11 oz.	1 in.	1 3/16 in.	\$15.50	white, red, blue, black
Tange TX-500	chrome moly	chrome moly		8C	23C	1 lb. 15 oz.	1 in.	2 in.	\$27.00	chrome
Jimmy Weinert	chrome moly	chrome moly	stem heat treated prior to welding	27C	33C	1 lb. 15 oz.	1 in.	1 11/16 in.	\$30.00	chrome, yellow, orange
Diamond Back	chrome moly	chrome moly		20C	17C	2 lbs. 3 oz.	1 in.	1 3/16 in.	\$21.00	red, blue, white, black, yellow
Cook Bros.	chrome moly	chrome moly	stem heat treated prior to welding	21C	38C	2 lbs.	1 in.	1 3/4 in.	\$33.50	chrome
Robinson	chrome moly	chrome moly	stem and legs heat treated prior to welding	27C	27C	1 lb. 8 oz.	1 in.	1 1/2 in.	\$36.50	white, blue
Two Wheeler's Box	mild steel	chrome moly		45A	21C	2 lbs. 4 oz.	7/8 in. sq.	1 13/16 in.	\$33.00	chrome, red, blue, black
Powerlite	chrome moly	chrome moly		21C	21C	1 lb. 8 oz.	7/8 in.	1 9/16 in.	\$34.50	chrome, blue, red, white, black
Red Line Pro Line	chrome moly	chrome moly	heat treated and shot peened after welding	35C	35C	1 lb. 12 oz.	1 in.	1 7/8 in.	\$36.50	white
DG Racer	chrome moly	chrome moly		27C	20C	1 lb. 11 oz.	7/8 in.	1 3/8 in.	\$31.00	chrome
Skyway	chrome moly	chrome moly		16C	17C	1 lb. 12 oz.	7/8 in.	1 3/8 in.	\$30.50	nickel, black, white, yellow
Raleigh EX-400	mild steel	chrome moly		48A	21C	2 lbs. 6 oz.	1 in.	1 5/8 in.	\$17.00	chrome
Cycle Pro	chrome moly	chrome moly	heat treated after welding	35C	28C	1 lb. 9 oz.	1 in.	1 13/16 in.	\$35.50	chrome
GB	aluminum	chrome moly	legs heat treated to T6 after welding	62B	21C	1 lb. 6 oz.	1 1/16 in.	1 3/4 in.	\$33.50	chrome
Profab	aluminum	chrome moly	legs heat treated to T6 after welding	60B	4C	1 lb. 6 oz.	7/8 in. or 1 in.	1 7/8 in.	\$56.00	eight anodized colors
Laguna	chrome moly	chrome moly		21C	17C	1 lb. 15 oz.	1 in.	13/16 in.	\$28.50	chrome
Murray	mild steel	mild steel		45A	46A	2 lbs. 8 oz.	7/8 in.	1 5/8 in.	\$20.00	chrome
Raleigh R-9	chrome moly	chrome moly		27C	25C	2 lbs.	1 in.	1 15/16 in.	\$23.00	chrome, blue
Two Wheeler's Pro	chrome moly	chrome moly		25C	23C	1 lb. 14 oz.	1 in.	1 7/8 in.	\$33.00	chrome, red, blue

So what does all this mean?

- **NAME**—Just so's everyone will know . . . these forks are listed in random order, there is no pattern here like the best or the lightest first.
- **MATERIALS**—All the chrome-moly listed in this chart is 4130.
- **SPECIAL TREATING**—Any special treating claimed by the manufacturer is listed in this column.
- **ROCKWELL HARDNESS TEST**—We had this test conducted at the Inglewood Steel Treating Co. It verifies materials, heat treating, etc. Everything on the 'C' scale is definitely chrome-moly. (The higher these forks are listed in random order, the harder the chrome-moly and the less likely it is to bend.) Anything higher than 26C has been heat treated for additional hardness and strength. Everything on the 'A' scale is mild steel. The two aluminum forks tested on the 'B' scale. Both were hardened to T6, which is about as hard as aluminum gets.
- **LEG TUBE SIZE**—This is the outside diameter of the fork legs. Basically, larger is stronger and thinner is lighter You pays your money and you takes your choice.
- **RAKE**—Refer to the Fork Rake Graph to discover a veritable goldmine of information hidden in these numbers.
- **COST**—Not much we can say about this one except read 'em and weep . . . or rejoice, depending on which fork you've got the hots for.
- **FINISHES AVAILABLE**—Just what it says.
- **WEIGHT**—This one is pretty straightforward. Only thing to say is that we weighed them our selves.

STEERING TENDENCIES OF FORKS WITH VARIOUS AMOUNTS OF RAKE, WHEN MOUNTED ON MOTOCROSS BIKES WITH VARIOUS STEERING HEAD ANGLES (Phew!)



How to use this graph:

Actually we're not even sure it works. We're running it because it's so neat looking. (Just funnin', you guys.) The way you use it is to find the rake of the forks you're interested in and follow that column horizontally across until it intersects the curve representing the steering head angle of your bike. Now follow the vertical column you're in up to the top of the graph and you got it. . . . That's how that particular fork will steer when bolted onto a bike with that particular steering head angle.

Some miscellaneous notes about fork rake:

- Most experienced BMX racers seem to prefer somewhere between neutral and quick steering response.
- Generally speaking, the steeper the bicycle head angle, the less fork rake is required for neutral steering response.
- If you're corn-fused about 'quick' and 'slow' steering, try this: A unicycle has quick steering. A chopper with extended, layed-down forks has slow steering. (These are extreme examples.)
- If you use a fork with too much rake for a given steering head angle, the bike will steer slowly. This means you'll be seeing a lot of your rear wheel as you flattrack through corners.
- If there is not enough rake for a given steering head angle, the bike will steer quickly. This means that your front wheel will have a tendency to bite or crab, sometimes pitching you unceremoniously over the bars.

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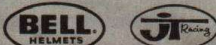
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Dear Wiz,

MONTHLY PLEASE

I just can't get enough of your magazine, it is definitely the best. I know why I can't get enough of it . . . because it's published bi-monthly. If you solve this problem (after all, you are a wizard) you will make a lot of people happy.

Like somebody said before, "BMX would not be the same without BMXA." If there was more BMXA there would be more BMX.

Steve Sproat
 Ovid, Michigan

P.S. To all you BMXA fans: If these guys get enough letters they might start publishing monthly. So come on!

How come this great magazine doesn't come out monthly? We have to wait two months. I mean . . . that's horrible. Please see if you can fix that.

Scott Young
 St. Johns, Michigan

I think your magazine is great but it isn't thick enough and it isn't published often enough. I don't mean to put down such a great magazine but I read it over and over and over and so on. BMX is just starting to come around Delaware and if it wasn't for your magazine there wouldn't even be any such thing. I think you should at least let the readers write in and vote on this magazine being published more often and made thicker. I hope this letter will be at least thought about. It means a lot to me and lots of other people. I am trying to promote BMX as much as possible and your magazine is one of the best means of promotion there is.

Daniel Meloney
 Sealord, Delaware

I read your magazine everytime it comes in to the newsstand and I think it's the greatest. I read it about ten times just to be sure I don't miss anything. I am sure you get a lot of letters like mine. So, what's the hold-up???

MONTHLY PLEASE.

Scott Tomeske
 Rutherford, New Jersey

NOTICE TO ALL OUR FAVORITE PEOPLE:

We love you all nearly as much as we love our new Red Line V bars, and we read each and every letter you send, and we consider seriously every clean suggestion you make . . . but there's just no way we can answer every letter.

What we can and do do (no pun intended) is run the best in "Dear Wiz." To the rest . . . Tough buns, you guys!

I really like your magazine . . . WHENEVER IT COMES OUT! I think more people would subscribe if you put your magazine out once a month like everybody else.

Marc Wells
 Fort Worth, Texas

Will you be going monthly soon? You've got to be blasting your competitors, and your circulation soaring. Keep up the superb work.

The Morgans
 Buena Park, California

Such devotion and enthusiasm have brought a tear of joy to the collective eye of the already overworked staff of the Most Factory Magazine . . . or anyway a tear of something. I hope everyone feels the same way after seeing our new cover price and subscription rates. These increases were necessary due to recent hikes in the costs of postage, U.P.S., shipping, paper, cokes, pizza, and very nearly everything else connected to publishing. But look at the brighter side . . . it's better than a hard poke on your nose.

To those of you who have written the stacks and stacks of letters asking us to go monthly, I'm going to give an official answer right now . . . We're thinking about it. And in the meantime, may the Bluebird of Happiness poop on your helmet!—Oz

CALIPER ON TUFF WHEELS?

My dad owns a BMX track in Marietta, Ohio. We had the Schwinn Team, Red Line Team, and Jag Team at our track on July 4th. I have a question

for you guys. I've got a Mongoose with Tuff Wheels on it. Is there any way that I can put a handbrake on it without hurting the Tuff Wheels? I already know how to make the guts a freewheel.

Joey Deem
 Marietta, Ohio

There are only two problems, Joey. First, if you let the caliper brake pads wear down to metal they will cut the Tuff Wheel. And second, according to a grouchy secretary at Skyway Recreation Products, the guarantee stops as soon as you modify the Tuff Wheel brake system . . . And I mean GROUCHY.—Oz

RAD MAG

I think this is the most rad, super light weight, drilled out, cotterless BMX mag on the market and there's a 5 in the next letter if this gets printed.

Mike Runtz
 St. Louis, Missouri

5 what?—Oz

WEIRD, FAT, AND OBNOXIOUS

I think I know what WFO means. Is it "West Coast Factory Outlet?"

Paul Stevens
 Amarillo, Texas

I know what WFO means and I'll tell you how to find out. Get hold of a '77 Superbowl of Motocross program and it's in there.

Anthony Chinello
 Northridge, California

DO IT YOURSELF

My friends and I rebuilt a BMX track that hadn't been used for a long time. The track was on a regular sized house lot. It had a 3 foot drop-off, a hill climb, and a 4 foot berm which we added later. Then the track was destroyed because the owner decided to build on the land.

After about a week we found a new location. We have now built a bigger and better track scaled down from the Supercross in New Orleans. What

I'm trying to say is that people are writing in saying that they can't get anyone to build a track or find a location. We had to go out and hunt around for our track, then find the landowner and get his permission. It seems to me that this would be a good idea unless you live in the heart of a big city.

Mike Tippie
Metairie, Louisiana

TODAY IOWA, TOMORROW THE WORLD!

All hail, BICYCLE MOTOCROSS ACTION. I'm certain Iowa and perhaps the Midwest wouldn't have BMX racing if not for your fine magazine. Congratulations on your excellent photography also. We feel you have captured the spirit of BMX. The kids can also understand the articles, which I find amazing, for I have read kids' articles and sometimes wonder how an adult can understand them, much less a seven to fourteen year old.

For my own testimonial, my son, Craig, has raced motorcycles for four years, finishing fifth last year in the Iowa Grand Prix series of twelve races. He is fifteen and still has more fun riding his Red Line all year than his Yamaha YZ 100. Kids, have your dad take note of this: I have had to spend more on parts for overhauls after two weeks of motorcycle racing than we have spent in three years of bike riding and jumping.

Perhaps you saw us at the Schwinm NBA rain-out in Chicago on June 3rd. The Iowa boys were the ones grabbing the most air off the exhibition ramps set up when the sun was shining. Drop our club a line at the shop address, give your age and interests, and you'll get an answer for sure.

Don Coppemoll
Kar City Big Wheels Shop
622 Center Point Rd. NE
Cedar Rapids, Iowa 52402

Aw shucks, Don . . . Iowa maybe, but the WHOLE Midwest?—Oz

CHUCK THE XR

I'm thirteen years old and will start racing at Shawnee BMX Track as soon as I can sell my XR-75 and buy a bike. Where did your test riders get their names on their visors?

Chris Roysie
Harrah, Oklahoma

Our stone fox designer, Yvette, did the number on the test team visors, Chris. Funny you should mention the motorcycle thing. I've been conducting a private survey purely out of idle curiosity amongst the racers I know who ride both motorcycles

and bicycles. You'd think the power scoots would be more exciting than bicycles, but when pressed for an honest answer most of these guys go for BMX.—Oz

ZOOT GOOSE

I have just purchased a new zoot Mongoose Team Replica frame with Cook Bros. forks. The combination is great. I have a slight problem though. I don't have much ground clearance. I noticed this after hitting the ground when pedalling through sweepers. I want to get 7 or 7½ inch cranks, but don't think I can. Is there any way to get more ground clearance? Your magazine is the best!

Wayne Aadal
Great Neck, New York

Actually, Wayne, the low crank hanger is just the nature of the beast. It is part of the reason why the 'Geese handle is so great. So adjust to it, learn to work with it. In long sweepers when you're not going too fast to pedal, try the side to side rocking motion that the experts use: When, for

example, your left foot pushes down, force your bars to the right and visa versa when your right foot pushes down. This accomplishes two things; firstly your inside pedal won't hit the ground, and secondly the increased leverage will make you go phaster. Also, Wayne, if you're in your teens, run 6¾ or 7 inch cranks . . . not 7½ inches. Those suckers are just too long for most folks.—Oz

AVID FAN SPEAKS

As an avid fan of your magazine, I would like to suggest some short articles on components for the guys who like their frames and are mainly interested in improving the equipment on them.

Tim Cook
Westwood, New Jersey

That's a first class suggestion. Tim, my man. There are so many hot things going on in BMX that each issue is like trying to cram ten pounds of (beep!) in a five pound bag. I'll check into doing something with the "components articles."—Oz



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15 EXPERT





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Team Jag shown CPSC approved as supplied in kit.



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- "Gold Stem" with anodized aluminum handlebars.
- Shimano Dura-Ace 170mm gold forged aluminum cranks, with 44T sprocket.
- B.M.X.-1 chrome moly shaft black pedals—double reinforced.

- Genuine Oakley 11 grips.
- Araya alloy wheels, 80 gauge, Shimano alloy hubs with 16T freewheel.
- Alloy caliper brakes.
- Super lightweight suede racing saddle.
- Conveniently packaged in kit form, with easy step-by-step instruction manual enclosed.

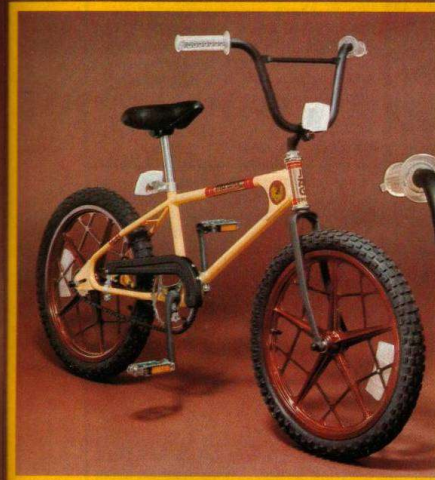
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- Bendix 76 coaster brake.

- Racing saddle with metal base.
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- MOTOMAG II., wheels—the most rigid of all bicycle wheels for transferring power to the ground. Available in root beer brown and pineapple gold.
- MX knobby tires.
- Heavy duty rat trap pedals.
- Winner's Circle octopus grips.
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- CPSC approved.

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“the hots”

hot tips, hot ideas, hot selling equipment, hot inside tricks

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

Ajax N' Addicks

The Corona Kid, Kevin McNeal, called a couple weeks ago to pass on this hot tip: To restore your Addicks sprocket to brand new colorful brilliance, scrub it with Ajax or Comet and a little water, just like you'd scrub an oil stain off the garage floor.

And a Quickie from Roy Sonboleh of Sunrise, Florida.

For cleaning hard to get at dirty places on your bike that you just can't get to with a rag, try an old toothbrush. Works great on hubs, chains, nuts and bolts, and various and sundry other stuff.

Gimme a Brake!

From Howie Cohen, the owner of Everything Bicycles, some hints about how to keep your caliper brake pads working at peak efficiency.

After a period of time, brake pads develop a kind of worn-in crud on the contact surface. This is an accumulation of gritty things, oil, and grease that get onto the rim and are transferred to the pads during braking. As this worn-in crud increases, braking efficiency decreases.

If you are one of those meticulous persons who keep their machines functioning at max tune, here is a number you can do on your brake pads: Clean the contact surface of the pads with lacquer thinner (paint thinner works too, but lacquer thinner works better). Dip a clean cloth in the thinner and scrub the pads like you would scrub a dirty frying pan. Do NOT get any lacquer thinner on the painted surfaces of your bike, it will mess them up.

When the contact surface is clean, scuff it with some sandpaper. Wipe off the shoulder of your rim with a clean rag dampened with paint thinner, and put the whole thing back together. You will be able to tell the difference. To keep your caliper brakes operating at their max, do this about once a month.

Low-Budget High-Performance Bendix Freewheel Hub Mods

And here comes one more hot tip from the ol' buckeroo, Charlie York, at Clothron's Bicycle Service in Austin, Texas.

Last issue it was how to modify a Shimano coaster brake so it would freewheel. This time it's how to do a number on a Bendix coaster brake.

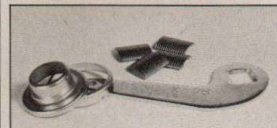
First off take the entire hub apart and chuck the brake shoes, brake arm, and dust covers. Then clean everything that's left. Paint thinner works pretty good.

You're going to need a Shimano 3-speed clutch spring (Pt. No. 321-3000) and a couple 7/8 inch flat washers with 3/8 inch holes. These are standard Bendix rear axle washers. You can get 'em and the clutch spring at most bike shops.

When you're ready to put it back together, do it just like you always do except replace the brake shoes with the washer-spring-washer set up, like in the photo. Be sure to oil or grease the bearings (we use a light oil). Adjust the bearings and tighten the lock nuts and you got it Toyota! All that's left to do is get a handbrake.



It should look like this inside when you're done. Check the spring and washers.



Scrap this stuff.

More Coaster Brake Hub Tricks

If you prefer a coaster brake to a freewheel and caliper setup but think you could go a shade faster if that bugger didn't weigh fourteen tons, or if you are one of those meticulous individuals who continuously strive to improve and perfect each part of your racing machine, you might want to remove some of the inherent excess weight from your coaster brake hub.

This can be done in a high school metal class or you can take your hub, with all the guts removed, to someone with a metal lathe and try to work out some kind of deal to get him to turn down the center of the hub. Maybe he'll let you sweep out the place or wash his car or something. You'd better be a pretty slick talker because if you have to pay for this at a machine shop your wallet is going to end up in the intensive care unit at the hospital.

If you manage to con someone into doing it, show him this photo and have him go to it. He should be able to remove three or four ounces without any trouble. And once the deed is done, not only have you shaved some weight but the hub absolutely reeks of trickness!



Which Bendix hub has been on Dr. McTrickstuff's "Guaranteed to Remove Ugly Extra Pounds" diet?

Miscellaneous Madness

Steve Giberson, hailing from Riverside, California, is a mad inventor of BMX stuff. Each time we see him at one of the large BMX events, he has at least one new brain storm to lay on us. He made these gizmos in his high school metals class.



This motorcycle 'factory replica' stand is made from rigid conduit which is pretty cheap, easy to form, and easy to weld. The handlebars of a bike are simply hooked over those grip covered projections, and you got it, Toyota. Picture a BMX team's pit area with four or five bikes in stands like this. Class.



SR goosenecks are made of aluminum. If you are in the younger age classifications, an SR will last probably forever. If you are older, and therefore larger, and therefore stronger, they will not last as long. If you ride 16 expert, an SR will crack in three weeks.

What then . . . chuck it? What Giberson did was cut off the stem, shape the remaining clamp so both sides matched, and use it as a lightweight, strong, good lookin' seat post clamp. Slick idea. Almost worth buying an SR gooseneck just for a seat post clamp.

When Things Get Dull . . .



John Tra . . . Uh . . . Brian Curnell.

This is Brian Curnell, Team Mongoose's answer to John Travolta, demonstrating the trick that he hopes to break into show biz with.

Sharp Pointy Things

How about a factory racing secret?

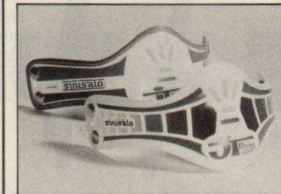
This trick was pulled on Jones in a recent pro main, and it worked great. The one who pulled it was Clint Miller, DG's new factory guy.

The starting gate was really jammed, so when Miller lined up he crouched over his bars and stuck his elbows out, just like this was his normal starting position.

Elbows, being the sharp pointy things they are, are uncomfortable in the ribs, so the guys on either side of Miller moved over a little. Jones was one of 'em.

As the starter began his chant, Miller's elbows gradually came down to a normal starting position, leaving him all kinds of room. Miller got a second, Jones got a fourth.

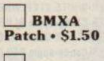
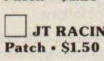
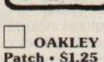
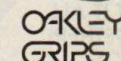
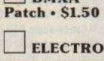
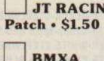
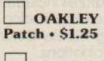
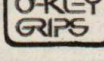
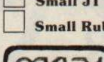
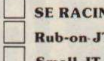
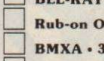
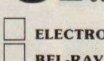
Nose Anti-Tweaking Devices



Sorta looks like the next big fashion fad in BMX will be the JT/Sinialo faceguards. They're spreading like the measles in Southern California. They look trick, have a huge psych value (which means you look mean in 'em), do not restrict breathing, and if mounted properly won't interfere with your vision. They also keep foreign objects from coming in sudden contact with your nose and teeth, and visaversa. They cost about 9 dollars. ★

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PRODUCTS



NEW FUJI FACTORY FURY

The FUJI AMERICA company, makers of fine derailleur bicycles, has joined the flood of major bicycle manufacturers who are becoming involved in BMX. Well, maybe not so much in promoting the sport, but certainly in product sales.

Fuji's entry is this trim looking mild-steel job with tubular forks, 6 1/2 inch cranks, 2.125 knobbies, etc. An interesting thing here is the newly developed Sun Tour coaster brake.

Colors are silver or metallic blue. Interested? Contact: FUJI AMERICA, 118 Bauer Drive, Dept. BMXA, Oakland, New Jersey 07436. Telephone: (201) 337-1700.



GLOVED GHOUL?

Whose hands are these? The Phantom of the Opera? The Beast from the Black lagoon? A factory sponsored yet?

Maybe the following quote from the MXL product release will shed some light: "If you relax your hand, you'll see the natural curve it takes. The new MXL Model 790 glove is painstakingly crafted to match this natural line. Dramatically styled, these gloves fight the wear and tear a conventional glove puts on your hand during a really tough ride."

Boy... that's heavy. Anyway, MXL gloves are made of real leather, have cushioned palms and foam padding on the back of the hand, have a reinforced thumb and index finger, and are available in red on yellow and yellow on red. Hot lookin' suckers too. Contact: NATIONAL HYDRON, INC., P.O. Box 222, Dept. BMXA, E. Petersburg, PA 17520. Telephone: (717) 569-8711.



MIDWEST MOTOCROSS MADNESS

We got these photos a couple weeks ago from a distributor in Chicago called STANDARD CYCLE. These guys have displayed over four hundred different BMX products on the walls and doors of a couple of Dodge Maxivans which buzz all over the Midwest (wherever the Midwest is), calling on bike shops. The guy grinning at you is Don Robertson who is selling the devil out of all that BMX stuff and promoting the sport a bunch at the same time. If you want to talk to Don, contact: STANDARD CYCLE, 1632 S. Indiana Ave., Dept. BMXA, Chicago, Illinois 60616. Telephone: (312) 341-1800.



LAGUNA GEAR BAG

Okay... when your helmet, pants, jersey, gloves, goggles, and face mask are de-cruded after a race... what do you do with them? Toss 'em on the floor of your room, right? Ugh! Total lack of class.

When your gear is spiffed up, stick it in one of these royal blue beauties and it will be ready to go for your next race. Now that's class.

Or if you don't clean your gear after a race, stuff it in one of these and nobody will know what a slob you are... until you open the bag, of course. Check with: LAGUNA DISTRIBUTORS, 23302 Vista Grande, Dept. BMXA, Laguna Hills, California 92653. Telephone: (714) 770-3131.



FAT BOLTS

Ever try to find those fat bolts that are the only thing in the world that will hold a sprocket on Sugino alloy cranks properly? Or if you REALLY like a challenge try finding the LONG fat bolts that hold an Addicks sprocket on Sugino cranks. That one could drive you sane!

Well, race fans... Howie's got 'em. Scads of them. Have your local bike shop contact him at: EVERYTHING BICYCLES, 22122-B S. Vermont Ave., Dept. BMXA, Torrance, CA 90502. Telephone: (213) 328-4222.



DAPPER SNAPPER

Signs of the times: ROSS BICYCLES, a rather conservative old company, has just jumped into the BMX market.

From the description that accompanied this photo (which was a bit vague about materials, weight, and cost) we have surmised (which means crossed our fingers and guessed) that the ROSS "Snapper" is a mild steel throughout, somewhat heavy, probably quite inexpensive, true motocross bike... Mind you now, not top of the line stuff but then not a department store wonder either. Inquiries should be aimed at: ROSS BICYCLES, 350 Beach 79th Street, Dept. BMXA, Rockaway Beach, New York 11693. Telephone: (212) 634-8400. In other words it's either a pretty fair beginner's racing bike or a really good street bike.

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Gold Stem.

BMX-1 chrome moly shaft
racing pedals.

All chrome moly
steel frame.

Dura-Ace 3-piece
aluminum cranks.

Roger DeCoster fork.

Alloy caliper brakes.

Araya alloy wheels with
Shimano alloy hubs.

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

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

of riding it. Torturing it. Testing it. Until now.

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

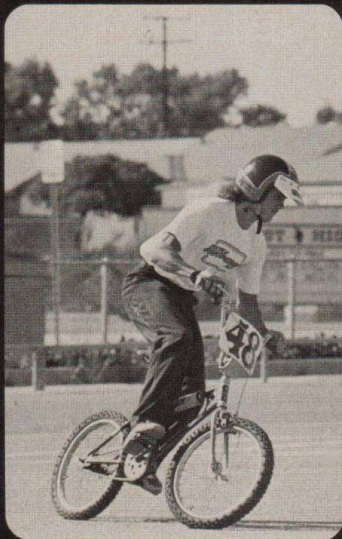
**team
mongoose**
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BIG SCOOP!

Trick Riding . . . a whole new thing

HOW TO DO A "ROCK WALK"



Stand up on the pedals. Don't roll too fast. Feel out your speed. Lean forward, unweight the rear end . . .

. . . turn slightly and whip . . .

. . . the rear around a little farther than 180 degrees.

As your rear wheel is landing, shift your weight to the rear, unweight the front end . . .

. . . and let your momentum carry you through another 180. As you land you'll find that your coaster brakes have a tendency to . . .

. . . come on and help you pivot on around. Once you've touched down, just ride on out of it.
**NOTE: WEAR A HELMET.
THIS TRICK IS TOUGH TO DO.**

Ever since the Most Factory Magazine was first published, our straight shootin' good guy writers and photogs have combed the country, leaving hardly a stone unturned, to provide our dearly beloved readers with the kind of hot, up to the minute, inside info that makes them the Leader of the Pack in their neighborhood.

Our tireless, never ending quest has taken us from our secret mountaintop hideout in Torrance to the farthest reaches of the U.S. of A. and even to Tijuana once for burritos.

But there is an old Yugoslavian proverb that goes: "Verily, the feasts

and riches and hot tips of which you seek lie not in yon distant shimmering hills, but at your own feet, if you can but see them, dummy."

And so, dearly beloved readers, it came to pass that the things we sought, when we stopped to look, lay at our own two feet . . . Namely Bob Haro.

Yes, our very own staff artist. Right out there at his desk in the warehouse, probably riding his skateboard instead of working.

We knew that Haro could draw like a centipede from L.A. Art Center, but what we didn't know was that he and John Swanguen had invented a

bunch of tricks with 20 inch bikes that would make your brains fall out.

Haro and Swanguen used to ride Skateboard Heaven in San Diego, trying to out-trick each other. Gradually the tricks evolved out of the skatepark bowls and onto the flatlands, where they were refined and improved to fit the new environment. They also got more radical.

Our two young heroes were making BMX history. They were chiseling a whole new facet into the sport. It's called trick riding and it's totally different from either speed demon racing or hairy chested jumping and thrashing.

Trick riders are the ballet dancers of bicycle motocross. They are a concert of perfect control; rider and bike joined in a symmetry of choreographed fluid movement.

And to keep you Leaders of the Packs leading your packs, the good guys here at MFM are going to attempt, before your very eyeballs, to show you a different trick with each new issue.

But there's a catch. These tricks are tough to learn. So WEAR A HELMET and maybe gloves and elbow pads. We want you back in good shape when our next issue comes out. ★

Prescott, Arizona's Diminutive Dynamic Duo

STORY BY GREGORY R. GLAU
PHOTOS BY GLAU AND LYNDA RUTLEDGE

It's Monday at 3:30 in Prescott, Arizona, and the usual things are happening; kids are drifting home from school, some are packing newspapers for their routes, others are watching television, a few are beginning their homework . . . except for Dan and Sara Rutledge.

Nine year old Dan and his eleven year old sister, Sara, are in the rear office of their family's Indian jewelry business. Back here could pass for the repair shop at the Panda Bike Works. The shelves are full of tool boxes, rims, frames, hubs, tires, tubes, etc.

On the wall hangs a motion picture screen. The shop is dark and there is a home movie showing on the screen . . . Eight BMX racers stand tensed, their front tires bending the starting gate. They're ready to rush down the sharp incline, jockey for position, build as much speed as possible before that first jump.

Suddenly they're off!
The eight leave as one, but by the time the bikes fly over the first jump, Dan Rutledge is a half-length in front. The racers pedal madly into the first turn. High in the berm the racer in second place clips Dan's rear wheel and both boys go down. The edges of the picture show people running to the downed racers, but before they reach the boys, they're up and back on their bikes and back into the race.

At this point Mr. Rutledge stops the film and rewinds it to the start of the race.
"See," Sara says, "you came down on him a little."
"I didn't either," Dan answers, "he just hit me."

Mr. Rutledge says, "The thing is, Dan, if you'd been a little faster through the first part of the turn, you wouldn't have gone down. Now, let's watch it again . . ."

Dan and Sara are watching a 'training film' taken by Mrs. Rutledge. After the movies the family will head out to a practice track where Dan and Sara will work against each other . . . and Mr. Rutledge's stopwatch . . . for a couple hours.

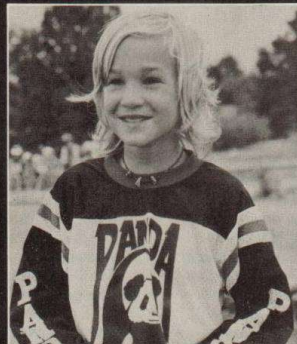
The training films—the hours spent practicing—the very best equipment—Dan and Sara Rutledge may just be the best brother and sister combination in BMX racing.



The Blue Mule, nine year old Dan Rutledge, hookin' it on.



Sara: In the current ABA Arizona District 3 points she's number 2. Guess who's number 1.



Dan doesn't seem too worried about his next race, does he?

Since October 1976, when the two first started racing, Arizona's Dynamic Duo have collected more than a hundred and thirty trophies, most of them firsts.

Dan is currently trying out a new frame for a bike manufacturer, because he's being considered for their factory racing team. "I've got to try it for a few races to see how I do on it," Dan says.

The two take on the out of town competition too. Days when Prescott doesn't race they load up their Dodge van and invade one of the tracks at Chandler, Yuma, Payson, or one of the five tracks in the Phoenix area. It's seldom an empty handed trip home. Last Thanksgiving Dan not only brought home a first place trophy, but also a ten pound frozen turkey!

When they first started racing, Mr. Rutledge knew little about BMX and its special bikes. "Dan was losing to kids who weren't better racers," he says, "but who rode better bikes." So they decided rather than band-aid up a bike not designed for the sport he would custom build one just for Dan. "I learned real fast just how complex these bikes are!"

The heart of Dan's racing machine is a Panda Mini-Elite, tricked up with Dura-Ace 175mm cranks, Reedy Ultimate pedals, Pro Fab forks, 80-60 spokes, 3/32 chain, and a Tuf-Neck, cut and drilled to make a double clamp unit. He rides with a Cook Bros. front and a Phil Wood rear hub.

Sara's bike is similar to Dan's, except the frame is a CYC Ames Replica. She runs Shimano cups and a titanium spindle, and Campy crank bearings.

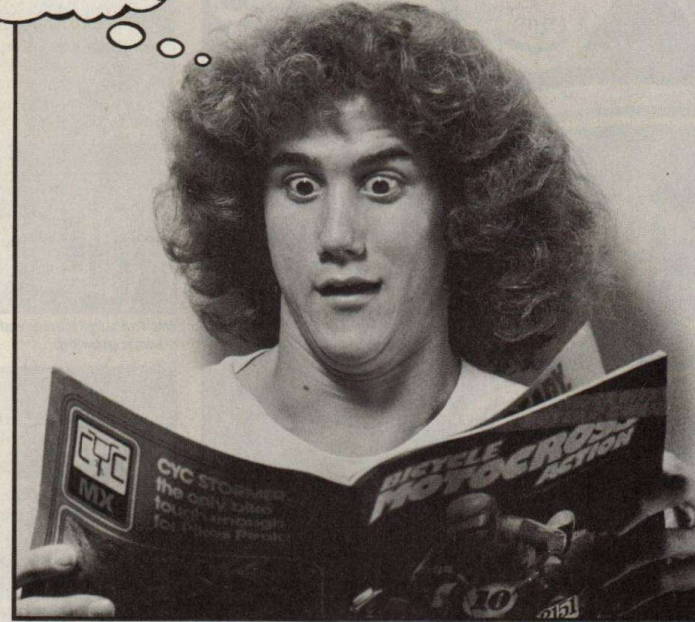
Normal gearing for both bikes is 42/14, but this varies with a 14, 15, or 16 on the rear, and from a 39 to 45 on the front, the exact combination depending on the track itself.

"After a few practice runs," Sara says, "Dad changes the chainwheel and the freewheel to help us go faster."

Dan's bike now weighs just a bit over 18 pounds. . . Sara's is a pound heavier. Mr. Rutledge recently drilled out the Tuf-Neck to lighten Dan's bike. "Sure, we're working with fractions of ounces," he says with a sly grin, "but if we can find sixteen places to take off an ounce, we've saved a whole pound!"

Mrs. Rutledge gets into the act too. Besides being the family's official

SIX BUCKS!
UGH... GASP... GURGLE!
(TOTAL SEIZURE!)



Yes, race fans, 'tis a sad fact but true. . . we have finally succumbed (???) to skyrocketing postal rates, paper costs, entry fees, and Big Mac prices.

BUT WE'RE WORTH IT!

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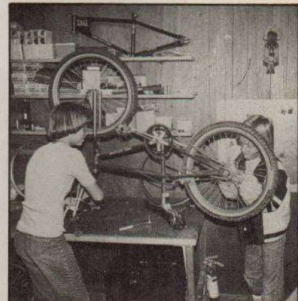
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photographer (slides and movies), she helps with the concession stand and hands out trophies at the local races. She also makes sure their van is ready to roll at a moment's notice. "We had to buy the van," she laughs, "to carry the bikes and parts and tools and things."

Dan and Sara both belong to American Bicycle Motocross (ABMX), for which Mr. Rutledge is a district director. Both also belong to the American Bicycle Association (ABA) and the National Bicycle Association (NBA). Currently Dan is the ABA No. 1 points leader in Arizona District 3.



The Rutledge trophy wall. Like the Blob, it keeps growing.



The Rugledge shop. Check the names on the frames. Class.

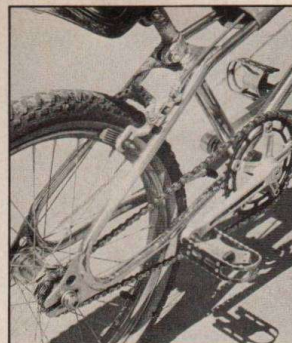
Arizona's Dynamic Duo are starting to range a little wider. Both raced a recent national in Las Vegas, Nevada.

Coming from a small town in Arizona, the two racers were not expected to do well. Sara, for instance, could muster no better than fourth place finishes in her motos. . . . But, after all, she was placed in a powder puff class against girls up to two years older than she.

So Sara didn't make the main. But she urged Dan on during his motos, watching him finish third, then second. . . . but then he ran a fifth.

The family tallied points and waited and hoped and listened for the announcement. Finally it came. Dan was —just barely—into the finals for the nine year olds!

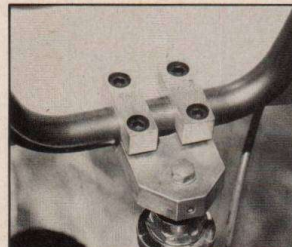
When the gate fell, Dan was last getting out. . . . against some of the best nine year olds in the country. But he worked and he pedaled and suddenly in the first turn, he found himself lead-



Count the tricks on Dan's bike: Reedy pedals, 3/32 chain, Phil Wood rear hub, drilled out calliper, Mathausser brake shoes, drilled drop outs.

ing! The other boys tested Dan again and again—none of them quit for an instant—they came up right next to him in the straights, they tried ducking under him in the turns, they tried to pass him on the jumps. . . . but Dan wouldn't let them by. At the finish line, the nine year old racer from Prescott held his fist high to signify his first national victory. . . .

Now, late in the afternoon, while other kids are watching cartoons on television. . . . or cleaning their rooms. . . . or doing their homework. . . . Dan and Sara Rutledge are watching a training film, or practicing jumping at the track, or. . . .★

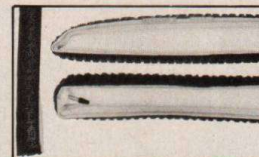


Dan's Tuf-Neck is converted to a double-clamp. Also, the bottom plate is drilled out.



In addition to being a determined, tough young racer, Dan rides with a lot of class.

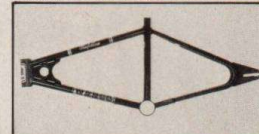
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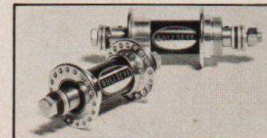
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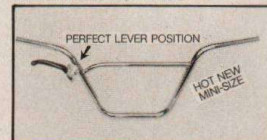
WECO TEAM REPLICA



BULLSEYE PRECISION HUBS



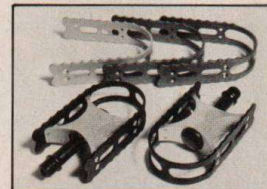
COOK BROS. FRAME SET



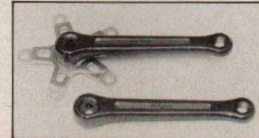
COOK BROS. SLANT-BAR



SUNTOUR VX CHAINWHEELS



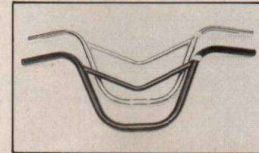
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SUNTOUR VX CRANK



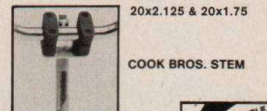
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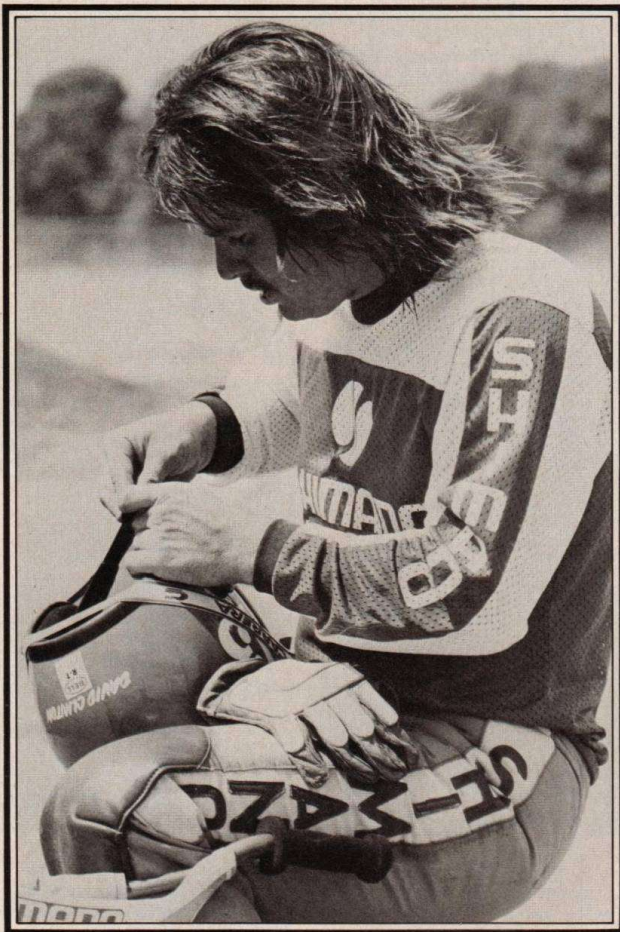
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David Clinton



AGE: 18

HOME:
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California

CLASSIFICATION:
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Grab-On

David Clinton has been racing bicycle motocross virtually since it began. In 1975 he became the sport's first full-blown superstar. As of this writing he has well over 800 trophies. According to David, the best trophy was from winning the Yamaha Gold Cup at the Los Angeles Coliseum in 1974.

David drives a new blue Ford mini-truck, usually with his race bike strapped in the back. He works for Red Line.

He has been sponsored by Peda-ler's West, the legendary Rick's

Bike Shop Team (with John Palfrayman, Thom Lund, Marvin Church, Doug Takahashi, and Bobby Encinas), and the first big bucks team; Kawasaki. After a short sabbatical spent racing motorcycles he returned to BMX and rode for Jimmy Weinert and then the DG factory team.

About a year ago David hooked up with Shimano and was once again, after a four year separation, teammates with Bobby Encinas.

Because Shimano does not manufacture a frame or grips, David was able to accept subsequent co-spon-

Above: For all you fashion conscious dudes, here's what David wears at the office: Bell R-T helmet, JT 5-snap visor, Carrera goggles, JT/Sinisalo face shield, Bill Walters jersey and pants, Fruit of the Loom boxers, Van's tennies, and JT gloves.

It's ol' lucky 13, at full wick. Van Nuys. ►

BICYCLE MOTOCROSS ACTION



sorships from Diamond Back and Grab-On. David's remuneration from these business arrangements goes something like this:

- Shimano pays him \$50 per month plus all costs including entry fees and travel. They also pay him \$100 for a win at a national.
- Diamond Back pays David \$50 per month plus \$100 for a national win. If he doubles or triples at a national, his contingencies from these two companies could total as much as \$400 to \$600 dollars.
- Grab-On pays him \$25 per month plus \$75 for a class win at a national plus another \$100 if he wins the Trophy Dash too.

Add it up. David Clinton is a hot property.

The reporter from BICYCLE MOTOCROSS ACTION met David on a Monday morning at the Van Nuys Youth Center track for an intense two hour photo session. Afterward they cruised over to the Colony Kitchen for lunch and the following interview . . .

"I think everybody's a nobody in a lot of areas and everybody's a somebody in some areas."

BMXA: I can remember back in 1975 when you were bicycle motocross's first super star. At that time you had a factory ride from Kawasaki. Fifteen or twenty people, not all kids, would follow you everywhere you went. If you burped, they burped. There were David Clinton T-shirts, you were on TV and featured in magazines and newspapers. I think you were fourteen at the time. I always wondered, how did you come through that without getting a fat head?

CLINTON: If you really think about it every person in the world is all the same. Like I may be a good bicycle rider and they could be a good tennis player. You might be a super star at the races but when you're around home and stuff like that, you're a nobody. I think everybody's a nobody in a lot of areas and everybody's a somebody in some areas. You just can't think in your regular life that, 'Well, I'm better'n you because I've won a lot of big races.'

BMXA: Didn't you live near Encinas back then?

CLINTON: Yeah, me and Encinas used to ride everyday. We'd never stop. We'd get up at 6 o'clock in



This is probably the first photographically recorded table top jump ever. The photo was taken by Windy in 1975 at Saddleback when David rode for Kawasaki.

"You just can't think that you're better'n everybody because you've won a lot of big races."

the morning and ride 'till dark. I mean . . . just energy . . . we had more energy then in racing than we do now. We would push our bicycles ten miles up the Nike Base road on Mt. Wilson and race back down.

Haystack Whitlock started us in racing 'cause he used to race motorcycles. He raced bicycles too. We used to hold races at Dyer Field. The local bike shop was Pedaler's West.



The Clinton machine: Diamond Back frame and forks, Red Line Micro Line bars, Shimano SR gooseneck, Araya square shoulder rims. Shimano alloy front hub and quick change rear hub, blue plastic seat, MKS pedals, Takagi 7 inch forged cranks, Haro number plate, Grab-On grips, Tournay side pull callipers with Mathauser shoes, 2.125 Cheng Shin in front, 1.75 Cycle Pro skinwall in back (with the sidewall painted black), 44 tooth front sprocket and a 16 tooth rear.



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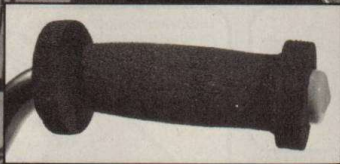
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David Clinton



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Jim Emerson took us to some races at Soledad Sands. Our first sponsorship we got a hat, a T-shirt, and a ten percent discount card at Pedaler's West.

BMXA: Emerson started a lot of guys racing, didn't he?

CLINTON: First time I raced I got a third place trophy . . . twelve-thirteen expert . . . it was neat. That was at Soledad Sands. We raced there more than anywhere. That was the first big race track. I think it was one of the greatest tracks ever.

BMXA: Well, that was then and this is now and a fair amount of years have passed in between. So how much longer are you going to be racing?

CLINTON: I'm going to race next year.

BMXA: Why?

CLINTON: I can't quit now. The money's getting big. I mean, I can make more in one day at a good race than I can working close to a month . . . That's why I'm happy being consistent . . . A lot of people, if they take a third in a national, they're really

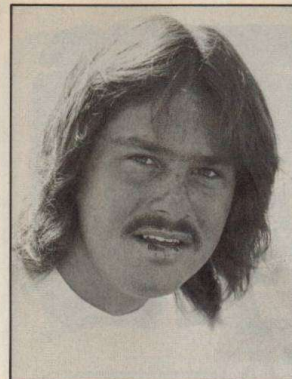


The other Clinton machine; a new Ford mini-truck.

down. I like being consistent, that's what pays off. I go home thinking, 'Wow, you know, at least I got something, I didn't go home empty-handed.'
BMXA: In other words a third is better than going over your head, falling, and getting nothing?

CLINTON: Yeah. If I'm in last and I just go for it and I succeed, I'm happy. But if I don't succeed I'm still happy because I know I put my best into it and that's as much as you can do.

BMXA: Do you have any diet or exercise tricks to lay on our readers?



David Clinton is built like a brass fire-plug. The stuff on his upper lip is a bunch of little tiny hairs. The stuff on his lower lip is sunburn.

CLINTON: Make sure you have something in your stomach when you go out to the track . . . I don't care what it is, but something. One thing that sounds funny but works for me, like for a week don't eat any sugar and then the day of the race eat a couple candybars.

BMXA: Sort of carbohydrate loading . . . Where'd you learn that?

CLINTON: Just, from different people. And it's just . . . you're wired for the day! I mean, it's not taking dope or anything like that . . . The sugar just gives you so much energy.

BMXA: How about a couple racing tips?

CLINTON: Always be confident. Never be down on yourself. I figure, if you don't want to win, don't even go to the races. You go there to win. If your parents are paying for your racing, it's not even worth wasting their money to go out there and not even try, or if you're just showing off doing wheelies and jumps and stuff. Never give up. Lots of people, if they get a bad start they quit.

BMXA: Okay, that's mental stuff. How about one racing tip like an actual maneuver of some kind?

CLINTON: Off the start get out as quick as possible and go for the inside of the first corner so no one will drop underneath you.

Another one is if you're in the back the thing to do is set up a person for the corner . . . I don't mean just to go inside and push 'em out. It's when they go inside, you go outside 'cause at the speed they're going they will drift outside and you're already there so you can cut inside when they do, and you got 'em.

BMXA: That wraps it, Dave. I just ran in out of tape, time, film, and space the book. Thanks for your comments. *

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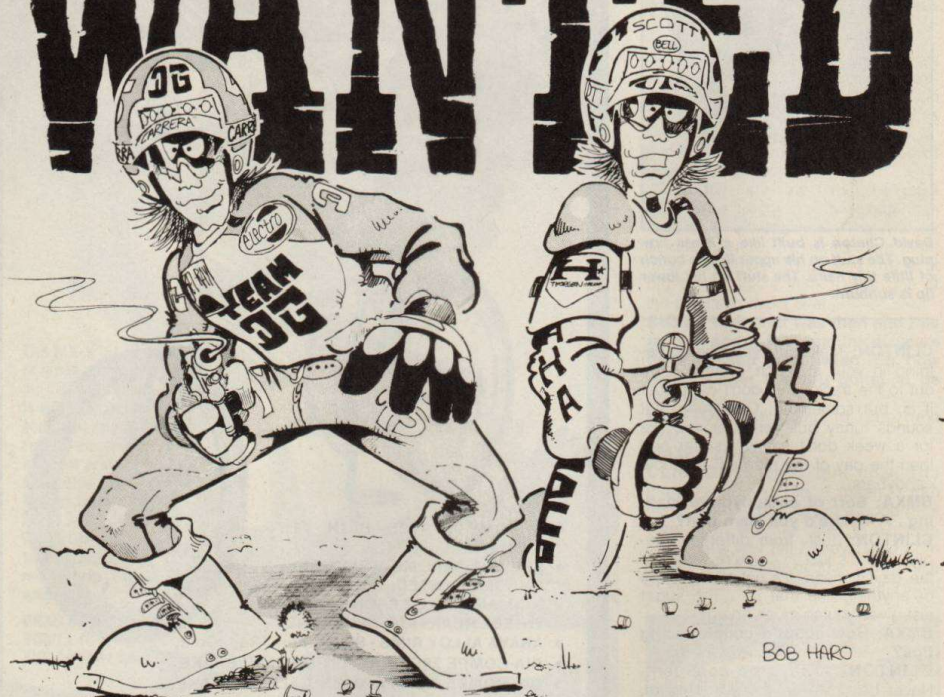
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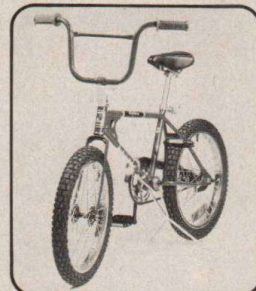


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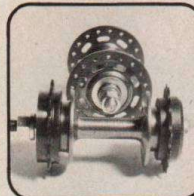
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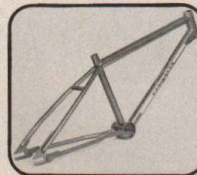
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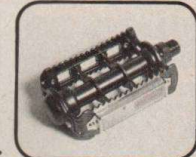
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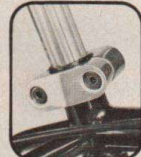
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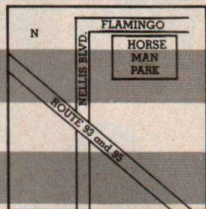
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WHAT THE RACE LADY SEZ ABOUT . . .

BMX racers. . . . Gee, they look so sharp. They're super cool, calm, collected, and never have a care in the world . . . you'd think. Well, I've seen them from another angle. Would you believe it if I told you that:

- Nature usually calls just before the gate drops in the main (many hills are noticeably wetter than others).
- Racers wear out their hand grips before the races begin, not during them (in case you're wondering why yours must be replaced so often).
- Little guys chew on their cross-bar pads, jersey cuffs, and helmet straps (if somebody could come up with flavored ones they'd make a mint!).

And the racers aren't the only ones with strange habits. Their parents and fans are prone to:

- Moustache fondling (usually a suspicious looking type).
- High jumping (generally these are mothers viewing a race for the first time, they need a lot of room because they sometimes travel sideways also).
- Pacing (they take their kid to the starting line and head for a certain spot on the track, usually with their hands in their pockets).
- Yelling loudly (that's me . . . my kid hears me before the gate drops and throughout the whole race . . . at least I'm consistent).
- Screaming Tarzan-like (they can't think fast enough of something intelligent to yell so it usually comes out sounding like EEEEEEEEEEOOOOOOOEEEE).
- Hand/arm wringers (can be easily spotted by bruises on their arms and their friends arms . . . most prone to developing ulcers).

- Finger crossers (always on both hands and no problems appear unless they try to smoke at the same time).
- Huggers and kissers (personally my favorite kind!).

Don't be surprised if you find yourself thinking twice about some of these types. More than one person, at one time, has been guilty of MANY of the above.

Please . . . don't stop! Races would be sooooo boring without people to watch OR pretty girls to gaze at. More on the pretty girls later . . .

Jeanne Tatton

WHAT'S A RENNY ROKER? AND DOES HE REALLY BOOGIE?

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Plus, Renny's got promises for articles in EBONY JR. (most of the Jag BMX team riders are black), JET, BLACK STARS, and a "sorta" promise for PEOPLE.

Another interesting thing about Renny is that he has been in several TV movies and does TV commercials. Have you seen the new Crisco commercial with the black guy barbecuing chicken? That's Renny. And he boogies!★

NEWS FLASH JAG BMX*ABA GRAND NATIONALS

Merle Mennenga of the ABA and Renny Roker of JAG BMX are both predicting somewhere around 800 racers for this Las Vegas race. What with the ABA growing like Gangbusters and Renny being a promotin' fool, this should be a biggie for sure.

Here are some of the facts, M'am:

Pro purse: \$2500
Place: Horseman's Park, Las Vegas, Nevada
Date: December 9, 1978

And some miscellaneous stuff; this will be the largest ABA race of the year. It will be held in a rodeo arena. You do NOT have to be a member of the ABA to race.

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Trophy Dash action: Kenny Nachman swoops heavily favored Stu Thomsen in the first corner. Later in the race Stu did a little swooping of his own (see text).

SCHWINN ☆ NBA SUMMERNATIONALS

SHAWNEE

OKLAHOMA TRIPLE MAKES IT A LEAD-PIPE CINCH FOR STU

STORY BY MATT RAYMER
PHOTOS BY ED BLOCHOWIAK

The date: July 18, 1975. A legend is born. Approximately fifty riders are gathered together on a hot Saturday afternoon for the grand opening of a BMX track. The races are over. The trophies handed out.

This scene could have happened almost anywhere in the U.S. It didn't happen just anywhere however, it happened in Shawnee, Oklahoma.

Cash and Carey Matthews, Mark Carlton, and Matt Raymer, the founders of BMX in Oklahoma, all combined their talents to establish their own local BMX track. Wading through a massive jungle of governmental red tape, fighting the high cost of insurance, and coping with a lot of plain ol' BS, the four youngsters finally realized a dream on that sunny July day in 1975. Through the courtesy of heavy publicity in the now extinct BMX NEWS, their struggle to secure a BMX track in Shawnee was relayed around the country, setting an example for BMX pioneers in other states. The trail was blazed for the sport to spread beyond the edges of California.

The date: July 23, 1978. The legend lives on. The Shawnee BMX Track (though changing its location after the '76 season) is still around. The occasion: The 1978 Schwinn/NBA Summer Nationals. The event climaxes a three year span of ups and downs for the local track, with the national itself being the culmination of a rags-to-riches story.

Approximately 450 riders, representing the states of Texas, Kansas, Colorado, Georgia, Minnesota, California, Arizona, and (of course) Oklahoma, are present for the second and final national of the Schwinn/NBA Tour.

The Californians are out in full force; almost 200 of them. The big names are all here to vie for coveted national points. One of the big names is Jeff Ruminer, a Seminole, Oklahoma



This view was very familiar to 450 BMX'ers who came to the Schwinn/NBA Summer Nationals in Shawnee, Oklahoma.

native who's been amazing everyone with his domination of the 15 expert class at this year's nationals.

Jeff is in third place in national points as a result of a BIG Trophy Dash win at the July 9 New Jersey national. Jeff made BMX history with that win by becoming the only non-Californian to ever win an NBA national Trophy Dash. He is the heavy favorite today. This is his local track and training ground. NBA officials have calculated that a win for Ruminer today would vault him into first place. The pressure is definitely on.

"... lately Stu has been kicking back at the local races and may be losing his edge... May finish in the top five, but not No. 1." Bob Osborn, "My First Time Ever, Annual Foot-In-My-Mouth Prediction For The NBA National Top Ten." BICYCLE MOTOCROSS ACTION, August, 1978.

July 9, 1978. The NBA releases its latest national point standings, which include that day's East Coast Nationals. In first place is Stu Thomsen. Overwhelmingly. Somewhere in Torrance, California, Bob Osborn has just placed BOTH feet firmly in my mouth.

After a very shaky early season start, Stu Thomsen defied heavy odds and took command of the national point standings for the second year in a row. With only three nationals left, a big win here at Shawnee could virtually assure Stu of his second national title.

Preceding practice on Sunday morning was a light rain shower, putting the track in primo condition. The big deep corners became total traction, as riders went beyond the limits of cohesion and laid their bikes over at insane angles. Byron Friday summed up the situation well: "Practice was a gas."

The condition of the track at race



The legendary Jeff Bottema showed everyone at the Summernationals that he still has what it takes to compete with the best.



This looks like a photo of Bob Woods (444x) and Mark Brown (7p) going for it in a 14 and over open moto. The real story however, belongs to Steve Givens (barely visible at extreme left), who has just discovered a gnarly off-the-track line and proceeds to go for it.



Kevin "I-just-turned-sixteen" Jackson (Team Schwinn) maneuvers his way to a 16 novice win.



Texas Jeff "Awesome" Osmus was cookin' in his 12 novice motos, but fell in the main and had to settle for last.



A study in bunny hopping styles (left to right): Denny Davidow, Jeff Ruminer, and Scott Stansbury from Colorado.

time was a different story however. No more rain and no water truck soon resulted in very slick hard-packed corners. This called for some new cornering techniques; mainly dive in low and hit the last part of the berm. Some riders stuck with the old "take-the-whole-berm" route, but soon found that they were being center punched by riders using the other cornering method. Nevertheless, most riders adapted well to the track conditions.

The nine year old experts were dominated by two veterans(?) of racing, Gary Renteria (RRP) and Kyle Fleming (DG) of Arizona. Renteria took the win while Fleming settled for second.

Sue (that's right, Sue) Gingrich devastated her male counterparts in the 10 novice class, never losing a moto in the process.

The 13 expert class was quietly destroyed by little-heralded Lee Medlin, who is suddenly in the thick of the national points race.

Schwinn's Greg Hill, who has been high in the national point standings ever since his Supernational win, nabbed first in the 14 expert class. Hill's win gave him a solid grip on second place in the point standings.

Jeff Ruminer, out of Robinson Racing Products, snapped under the pre-race pressure and managed "only" a second place finish in the 14 and over open class. First turn pile ups plagued Jeff all day in his 15 expert motos, and he wasn't able to make it to a qualifier.

"Nachman is so up for this race that it's unreal," Jeff Kosmala commented about Mongoose teammate Kenny Nachman before the 15 expert main. Nachman maintained his psychological attitude and won, his first national win this year.

Jeff Bottema, DG's wonder boy, fared well in early motos at the Summernationals. Qualifying for the Pro/Am main, Bottema was nursing third place going into the second corner when he did an endo mumph in every sense of the word (see "Scotomania," BICYCLE MOTOCROSS ACTION, February/March 1977). Tough break, Jeff.

To no one's surprise, Stu Thomsen won both the 16 expert main and the Pro/Am, apparently with relative ease, although David Clinton, utilizing his edge-of-insanity first corner technique, pressed Stu in the Pro/Am main.

As the class winners prepared for the Trophy Dash, the consensus of the spectators was that Stu would win easily. Lurking in the shadows however, was BMX Products' upset-minded Kenny Nachman. Nachman was counting on his superior mental attitude to win the race for him, seeing as how this was his first Trophy Dash, while it was Stu's tenth or eleventh.

Out of the gate and into the first

corner it was Stu and Nachman, with the rest of the pack far behind. Stu slips a pedal and Nachman takes over the lead. The crowd is on its feet! It's Nachman, leading through the last half of the track and approaching the finish straight.

Stu, however, has played this game before. He knows that the less experienced Nachman is obsessed with one thought: "How far behind is Stu?" Not nearly far enough, as he will soon find out.

Carefully Stu maneuvers in order to set up for his last burst of speed. Pulling to the outside of Nachman on the finish straight, Stu reaches deep into his seemingly unlimited power reserve and blows by Nachman as if it were nothing new.

Stu Thomsen is the 1978 Schwinn/NBA Summernational Champion. For Nachman, an impressive showing and the revelation of a future national win, although he had to be disappointed that Stu snatched the win right out from under him. For Stu, a probable second national title in the bag. ★

SCHWINN ★ NBA SUMMERNATIONALS RESULTS

TROPHY DASH Stu Thomsen Kenny Nachman Greg Hill	13 UNDER OPEN Chris Hopkins Phil Maxwell Collin Porterfield
OPEN PRO Stu Thomsen David Clinton Perry Kramer	12 EXPERT Al Delgado Jim Spicka Mike Stansbury
16 EXPERT Stu Thomsen Tinker Juarez Scott Clark	12 NOVICE Chris Ou Tony Raiback Russ Anthony
16 NOVICE Kevin Jackson Paul Wegener Todd Frauen	10 AND 11 EXPERT Richie Anderson Bo Stevens Duane Balenger
15 EXPERT Kenny Nachman Denny Davidow Kevin Renker	11 NOVICE Mike Hacker Tony Lecavalier Ray Lowe
15 NOVICE Mike Tisdale Dennis O'Brien Steve Shobert	10 NOVICE Sue Gingrich Curt Kastan Lance Lacre
14 OVER OPEN Anthony Sewell Jeff Ruminer Bill Anderson	10 UNDER OPEN Bo Stevens Danny Martin Todd Carcello
14 EXPERT Greg Hill Steve Givens Mike Bush	9 EXPERT Gary Renteria Kyle Fleming Doug Davis
14 NOVICE Brian Hunting George Fox Scott Mabry	9 NOVICE Seth Peterson Dustin Langford Pat Qualls
13 EXPERT Lee Medlin Phil Maxwell Richard Zagaris	8 YEAR OLDS Jeff Long Shane Burns Dave Porterfield
13 NOVICE Don Jollie Alvin Abney Dave Reynolds	7 AND UNDERS Chuck Coleman Wes Field Ed Boyce

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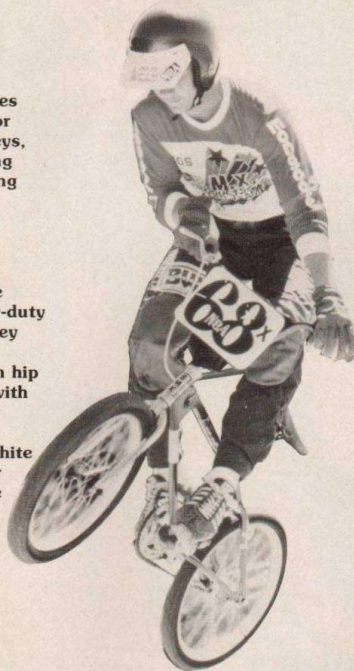
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JAMMIN'

continued from page 29

me a seventh, first, and first for a series total of nine points. The person who won the first national (who shall go nameless here because what happened wasn't his fault) had a first, second, and an eighth for an eleven point total.

At the trophy awards they said I was the Number One East Coast Rider, but when I got back to the motel that night, the race promoter and the team manager told me they made a mistake... the racer who got eleven points (whose father was the team manager) had won because the first national counted more.

That really hurt 'cause I knew something was wrong. I couldn't beat that kind of situation no matter how hard I tried. I thought about quitting.

Should I have hung it up? What would you have done?

Another of life's rainstorms came in 1976 at a national in Arizona. John George and I were pretty quick on sidehacks, but we didn't bring our hack with us. A couple local hotshoe sidehackers who were supposed to be the best in the state challenged us to enter the hack class. They even got us a sidehack to race. The sign-up lady said she would sign us up right the. We told her our money was in the and she said she'd get it later. So raced.

In the first moto we crashed but got up quick and finished third. The next two motos we won which gave us the overall win.

But then a nightmare happened, something I never thought would happen. They disqualified us because we had not payed our entry fee.

I explained why we hadn't paid yet and that we would pay right now. All they said was, "Sorry." I found out later that the protest came from the two guys who wanted us to race them in the first place.

More rainstorms. More thoughts about whether it's worth it.

Now in 1978 I'm still with it. And I can look back and see things more clearly now. There has been an awful lot of hard work and disappointment and boredom and pain in the last six years of racing. But there has also been a lot of excitement and fun and interesting travel and new friends. And there has always been the challenge... and the pride that comes with meeting a challenge to the best of your ability.

Did you get the moral?

Don't let anything stop you from going after your personal goals. Stay with it. Don't be a person who gives up. You will not get anywhere in life.★

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