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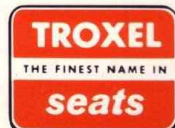
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OCTOBER 1979
VOLUME FOUR
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Publisher and Editor
BOB OSBORN

Advertising Director
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Art Director
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Distribution
EDDIE HAMBY

Assistant Editor and Graphics
BOB HARO

Subscriptions and Photography
WINDY

Customer Relations
VALERIE DEMIRJIAN

Test Consultants
R.L. OSBORN
MIKE BUFF
LIL' ROBERT EMRICH

Photo Production
COMPETITION PHOTOGRAPHERS

Contributing Editors
MATT RAYMER
STEVE GIBERSON

Editorial and Advertising Offices
WIZARD PUBLICATIONS
2909 OREGON COURT C-5
TORRANCE, CA 90503
TEL: (213) 533-6016

Advertising Representative
in Japan
TANDEM, INC.
301 NAKATO BLDG.
15-22 DOHYAMA-CHO
KITA-KU, OSAKA 530, JAPAN
TEL: 06-315-6800

COVER: Tim Judge, the popular east coast Thruster Factory rider, doing the one-footer that he made famous... or made him famous, one or the other.



4 EDITORIAL

Hectic stuff comin'

6 HOW TO GET A CO-SPONSORSHIP

Raymer's home study course for getting a ride

12 TRICK RIDING: 360 ROLL OUT

Them kids are at it again, Martha

20 CRUISER REPORT: LAGUNA

Cruisers are beginning to rock 'n roll

26 PROFILES: GARY RENTERIA

Robinson Racing's half-pint legend

28 HEAD-TO-HEAD GOOSENECK SHOOTOUT

... the most complete ever attempted by human beans

SPECIAL REPORT: ABA/NBL/NBA NATIONAL RACES AND TOURS

38 ABA SUMMERNATIONALS; AMARILLO, TEXAS

The ABA has a real biggie on their hands

50 ABA SUMMER TOUR

... a sort of "y'all come" type of thing

54 NBL SUPERNATIONALS; LAWRENCEBURG, TENNESSEE

O! Davy Crockett would have been proud

70 NBL WAR OF THE STARS SERIES

Not really a tour... but then not really not a tour either

72 NBA EAST COAST NATIONALS; CRAIGMEUR, NEW JERSEY

East and west heavies meet head on

80 NBA NATIONAL BMX TOUR

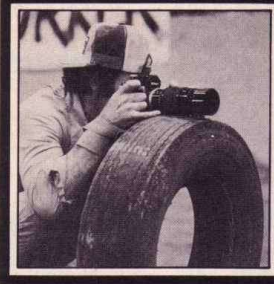
Coast to coast on a BMX bike

86 ODDS AND ENDOS

A Batycki/Bucciari production

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EDITORIAL BY BOB OSBORN

Hectic stuff now and later on down the road from Mighty BMXA

ribbons, stayed in 5 different motels, bought 86 meals out, and got 125 pairs of socks dirty.

Phew!

With that in mind, you will probably understand why the issue after this one, which is going to be another special, will be done a bit closer to the ol' secret MFM headquarters high atop the forbidding mountains of Torrance. What we had in mind is writing it from an easy chair with our Vans tennies up on the coffee table, a D.P. close at hand, and our faithful and trusty dog, Ralph, keeping us quiet company. Things may not work out quite like this, but it's still what we've got in mind.

So, sports fans and buckeroos, our next special is going to be a Super Buyers' Guide . . . the most complete

listing of BMX equipment ever assembled.

Of course we're going to jazz it up with a few of our normal informative articles too. And probably a few outrageous style shots of some of the national big-name dudes. And a race article. And like that.

This Super Buyers' Guide will be the November issue of Mighty BMXA. Hopefully we won't have as many dirty socks when this one is over.

And just one more hint of things to come sometime . . . a special photo issue. Almost totally filled with wild and crazy photos and some of the famous Haro drawings.

Yes, my friends, at the Most Factory Magazine we have some really hectic stuff in store for you. So stay tuned. ★

Hi and howdy, buckeroos. What you have here is the first of several "special issues" of the Most Factory Magazine that will be detonated on an unsuspecting populace each year. This one is our stupendous Three-Major-National-Sanctions'-Race-and-Tour-Zoomy-Special.

To build this issue, during the month of July—the absolutely most hectic month of the BMX year—your intrepid MFM reporters collectively travelled 20,000 miles, shot between 100 and 200 rolls of film—those motor drives scarf on film, went through 18 yellow legal tablets, wore out 3 typewriter

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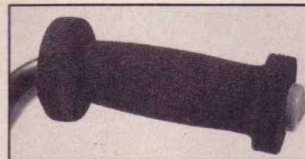
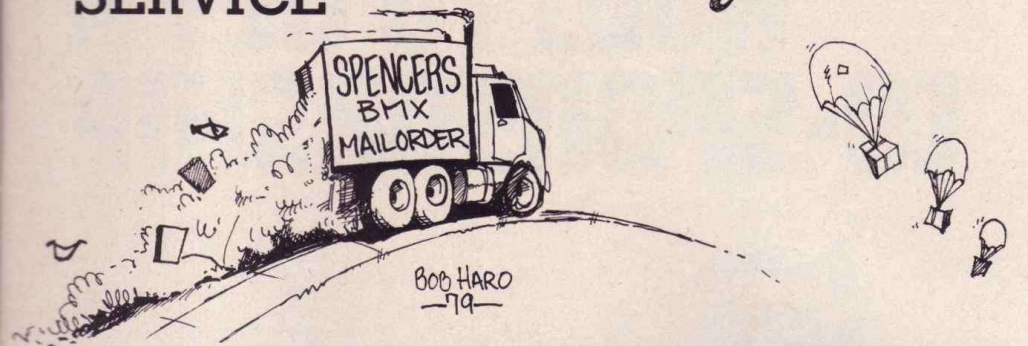
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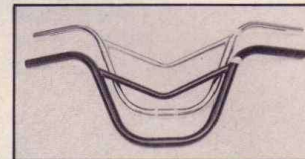
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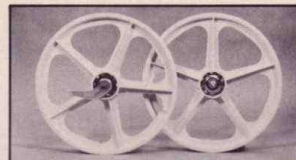
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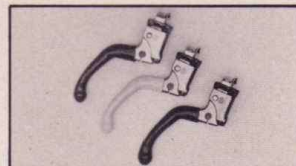
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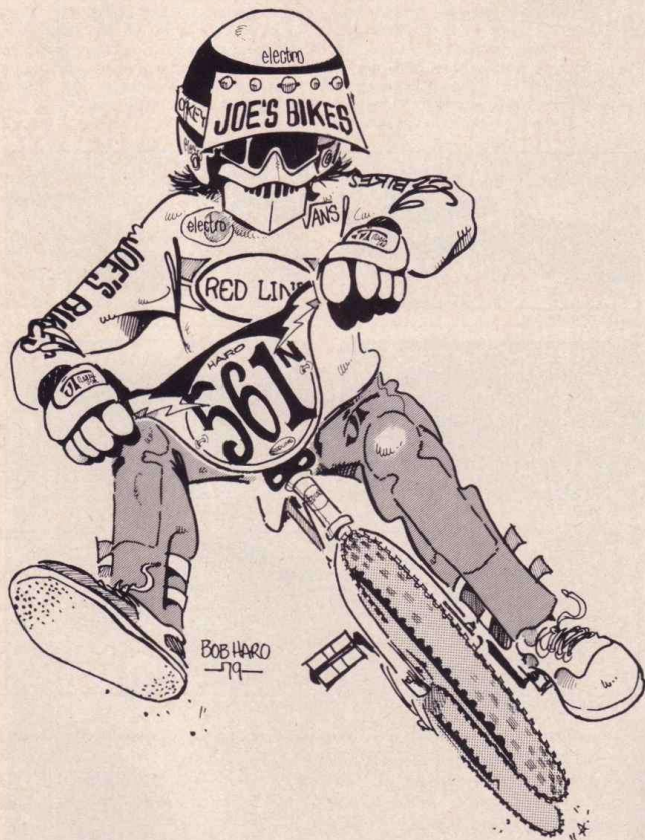
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IF YOU'VE EARNED YOUR SPURS
AT THE LOCAL TRACKS, AND YOU
FIGURE YOU'RE READY FOR IT, HERE'S . . .

HOW TO GET A CO-SPONSORSHIP



BY MATT RAYMER

So maybe you've been getting discouraged lately because your factory sponsorship plans have been stifled by the consistent shaft you get from every company you write. Well, nobody

said it was going to be a yellow brick road.

If you've reached the point where you feel it's useless to keep trying for factory hardware, it's time for a compromise.

First of all, don't get down on the fac-

ories for not catering to you. A large number of the premier BMX companies have strict budgets for their teams, and sometimes these budgets leave out plans for a rising star like yourself. Also, many of the companies are hesitant to invest about 500 dollars in factory equipment for someone they know very little about.

Is there an answer to the dilemma? Sure. If you compromise between privateer and factory, the bike shop/factory co-sponsorship situation will surface as the best alternative.

Before we get into the specifics of getting some co-sponsors, let's go over a little background on what sponsorship is all about. Basically, the name of the game is influence. The duty of every sponsored rider is to influence others to buy the products of their particular sponsor or sponsors.

Let's look at a fictional case example. . .

Byron Kite, a privateer, has been rapidly rising to the top of the BMX scene. He kicked PK's rear at the last national, and he consistently wales on Stanley Robinson. All of Byron's feats have not gone unnoticed, though. JP Gnarler, the president of BMX Specialties, Inc., has recognized Byron's talent and in conjunction with The Wheel and Rim, a local bike shop, has signed Byron for a co-sponsorship.

When Byron accepted the co-sponsorship of BMX Specialties and The Wheel and Rim, he assumed a massive obligation. . . the position of ambassador for both the factory and the bike shop. This means he is responsible for promoting BOTH companies ALL the time.

At this point you may well ask, "Oh, you mean he has to win a lot of races?"

Well, that's only part of it. The other part consists of aiding and abetting fellow racers, talking things up before the races, and generally lending a hand to anyone at the track who needs help.

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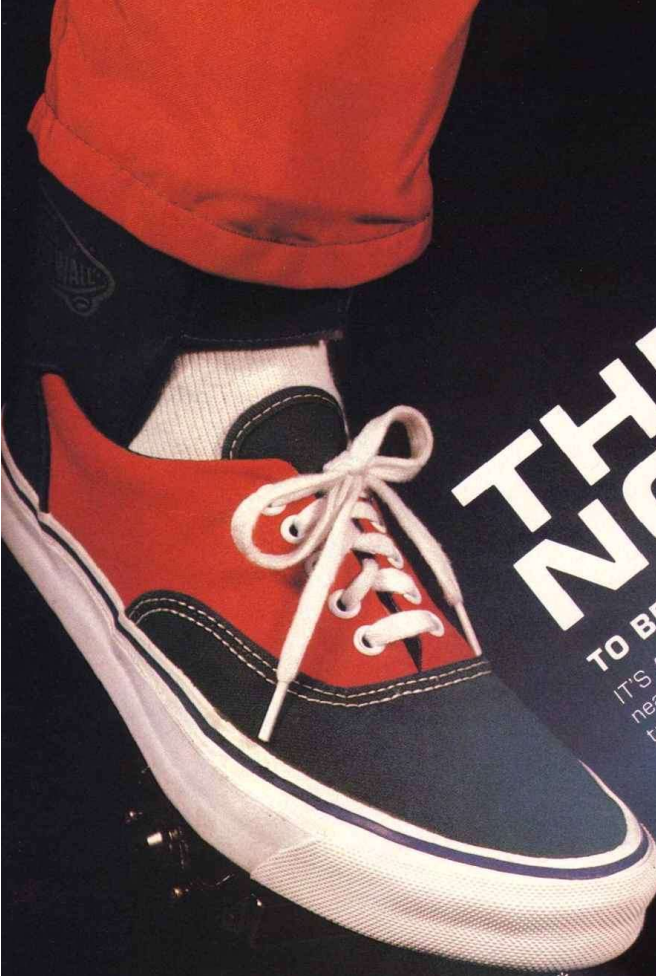


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CO-SPONSORSHIP

don't think you're too good to talk to the non-sponsored riders. Remember that those other guys are potential customers for your sponsors. Besides, it just plain makes sense to buddy up . . . you meet a lot of nice people that way.

If you're the type of person that has plenty of energy and is willing to work full-buns for a factory and bike shop, then you would make a good prospect for co-sponsorship. If you win a lot of races but aren't into the public relations aspect of BMX . . . forget it.

Anyway, it's time to get back to the "how to" of getting co-sponsors.

The first thing you need to do is contact your favorite local bike shop. You know, the one where you hang out all the time and generally do most of your business. I hope you're on good terms with the owner . . . otherwise you'll have a hard time talking him into investing a little money.

Your job at this point is to convince this guy that you're the hottest thing since the Hula-Hoop; that his business will increase with you spreading the word at the local tracks; and that you are a walking reference library about what's hot in BMX equipment . . . and what's lame. This last point by itself could easily save him the cost of the sponsorship.

Be sure to stress that he's actually going to be putting out very little money . . . just enough to cover jerseys, maybe entry fees, a discount on parts, and a few other odds and ends. This is pretty much your basic bike shop sponsorship.

But now enter the second part of the deal . . . The Factory.

If you can put it together, the factory is going to come in where the bike shop leaves off . . . parts and accessories, stickers and hats, and good deals on things like team pants and helmets. Not a full-factory freebie deal, but considerably better than trying to do it on your own.

But wait a minute. Maybe you're saying to yourself, "Man, I was blown away at the last national, so there's no way I can get a co-sponsorship." Ah, but you've been deceived, my friend. How many bike shops do you know that do business on a nationwide scale? Not very many, huh?

You see, your bike shop probably has a customer radius of anywhere from 10 to a 100 miles. Same goes for the track radius . . . 10 to a 100 miles is about the distance riders will travel to the races.

Translation: As long as you jam at the local track, you could qualify for a bike shop—and possibly a bike shop/factory—sponsorship situation.

Sure, Clinton and Stuart may come

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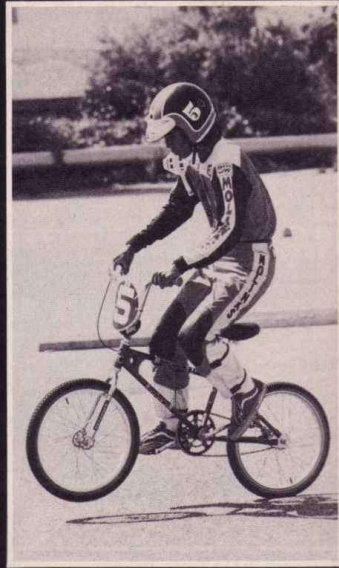
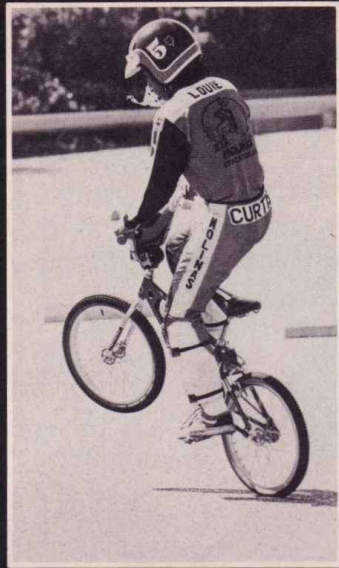
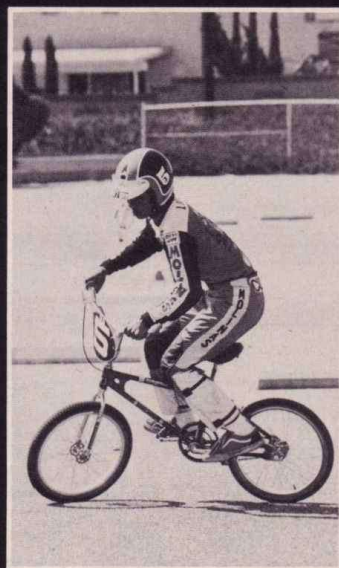
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1 Start off with moderate speed. Do not haul buns. Just be comfortable. Ride standing, mostly.

2 Pedals should be level. You should visualize yourself going around in a 360. (Check Curtis' facial expression.)

3 Lift the front end and kick out like for a 180 only farther. Do not land at the 180 point or you'll roll back and blow the trick.

4 As you land, crank to keep the front wheel airborne. Your momentum should . . .

5 . . . carry you the rest of the way around.

6 Then just roll out of it. Sometimes you can almost do a 540.

TRICK RIDING

2nd SEMESTER TRICKENOMETRY

360 ROLL OUT

RIDING: CURTIS LOUIE
WRITING: BOB HARO

Just when you think there's nothin' else you can do on a bicycle, somebody comes up with a new trick that blows holes in your shorts. And it usually happens so fast you'd think the pastrami, onion, and anchovy burger you had for lunch is playing tricks on your eyes. Well, boys and girls, break out your trick bike 'cause the magazine which is most factory has a new one.

Similar to the famed Rock Walk, but

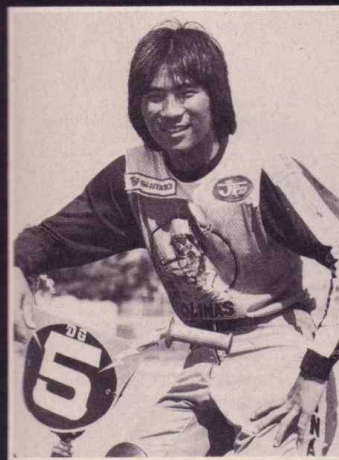
slightly more advanced, is the 360 Roll Out. I'd suggest that as a prerequisite you at least know how to do a Rock Walk (BMXA, Jan/Feb 1979), as the 360 Roll Out is pretty tough.

The inventor of this rad trick is my ol' army buddy, Curtis Louie. Curtis rides for Molina's Cycle Center in Stockton. Molina's was cool enough to pay the freight to get Curtis down to SoCal for this photo session. If you're ever in the NorCal area, check this shop out. It's totally first class BMX equipped.

When told of this trick I thought it was going to be just the regular standstill 360. But no, it's done at cruisin' speed. Pretty hectic, Curtis!

Enough intro, now for the news. As always, wear protective gear. A helmet and elbow pads are the bare minimum. Trick riding is more than just doing the trick. You must also learn how to bail out without gettin' thrashed. So wear gear.

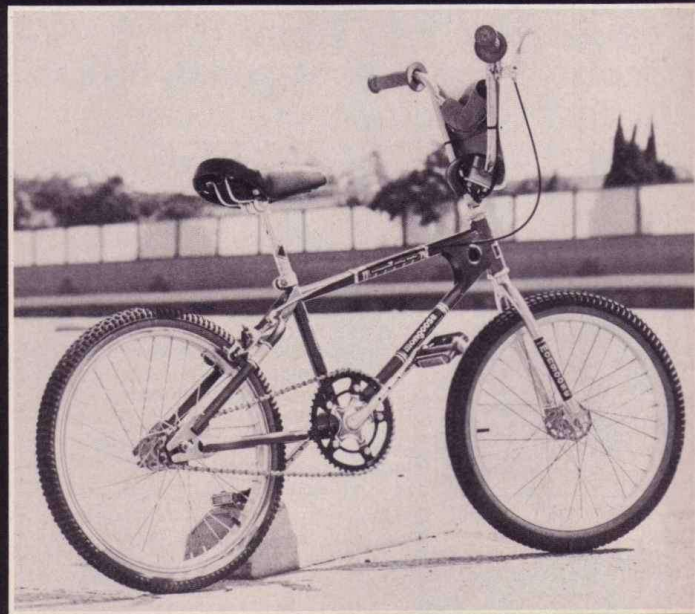
360 Roll Outs should be performed on a fairly flat and smooth surface.



Curtis Louie, trick rider and thrillseeker. The creator of the 360 Roll Out. (Seen here trying to look very cosmo.)

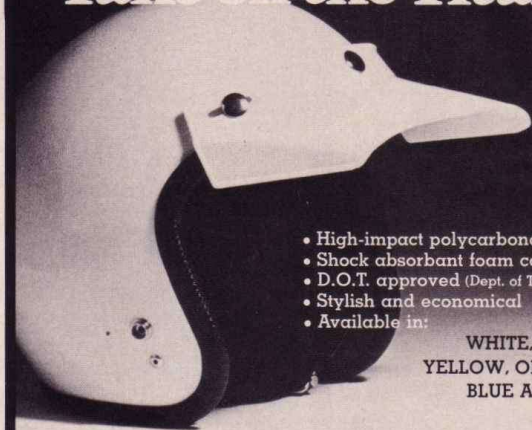
Newly paved parking lots are tops.

The following step-by-step instructions are your path to becoming the local trickster. Good luck, wear protective gear, and stay tuned for more prime time trickery. Toot-a-loo. ★



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CO-SPONSORSHIP

around once in a while to try and spread the word of SER and Red Line, but the main thrust will consist of YOU; the dude that's out there every week, rain or shine. And if you're flying the flag for a bike shop and a factory while you're out there, there's going to be a lot of influence floatin' around. So don't think you have to be nationally ranked to get some sponsors.

Okay, let's assume that you are one of the few who put the whole program together and picked up a co-sponsorship. So what are the bike shop and the factory getting out of all this?

Plenty. Say, for instance, you're out at the track one Saturday and you clean up in your main. Ted Smith, a younger, newer racer, happened to watch your race and was very impressed. So impressed, in fact, that he talked his dad into buying him a bike just like yours. After the races, it's off to the local shop (the one you ride for, of course), where Ted's father goes for the whole enchilada and lays out 300 dollars for a bike.

"Sure," you say, "the bike shop cleans up on that kind of deal, but what about the factory?" Simple. If the bike shop starts selling a lot of your make of bike, they'll have to start ordering more from the factory to replace the ones they've sold. The factory kicks at this point.

So now you've nabbed a co-sponsorship and everything's cool, except for one thing . . . you're greedy and still want that full-factory ride.

No sweat. Besides winning a national number one plate, the best way to get factory sponsored is via a co-sponsor deal. Remember when I told you that factories are reluctant to invest 500 dollars in someone they know very little about? Well, a good way for them to get to know you is through your deeds as a rider under the co-sponsorship plan.

If you've really gotten with the program while riding for a certain factory, they're going to take notice. If they feel your caliber of riding is approaching the national level, they're going to consider promoting you to full-factory, and maybe even fly you to a few nationals. This program has been successfully used by many East Coast riders who live far from their SoCal based sponsors. And it works.

That's about the gist of the co-sponsorship deal. Keep in mind that these things are not given away to anybody who walks in off the street. They must be earned . . . in spades. Also keep in mind that it's a whole lot easier to talk bike shops and factories into splitting costs than trying to talk one of the two into paying the whole tab. ★

BICYCLE MOTOCROSS ACTION

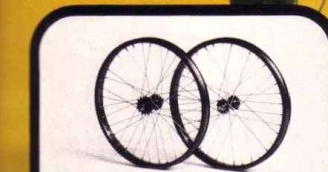


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Bicycle Motocross Action, August '79.

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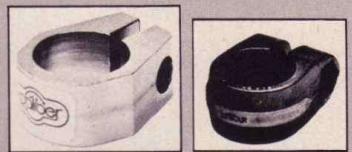
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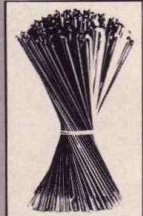


X-CALIPER SEAT CLAMP (WITH WRENCH) ANODIZED RED, BLUE, GOLD
SUN TOUR ALLOY SEAT CLAMP RED, BLUE, GOLD, SILVER, BLACK

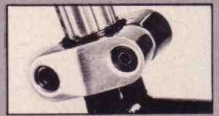


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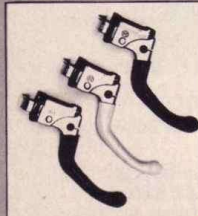
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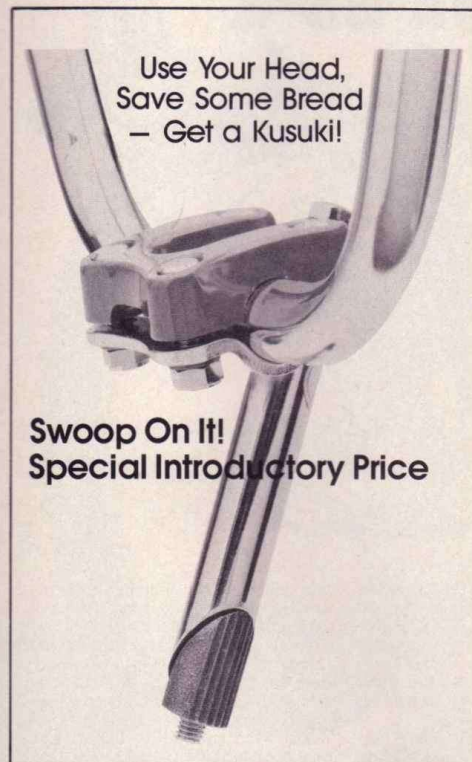
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CRUISIN' A LAGUNA

BICYCLE
MOTOCROSS
ACTION
CRUISER REPORT

BY BOB HARO

When told about doing this article, I thought it would be a piece of cake picking a test bike, seeing as how there are only a few companies manufacturing cruisers. Not so, I learned shortly. Most major bicycle companies are either making them already, tooling up for it, or thinking about it very seriously.

So, to pick this month's test cruiser, I put the names of all the possibles in a hat, and pulled out Laguna. (That's just so's ya know we do things fair around here.)

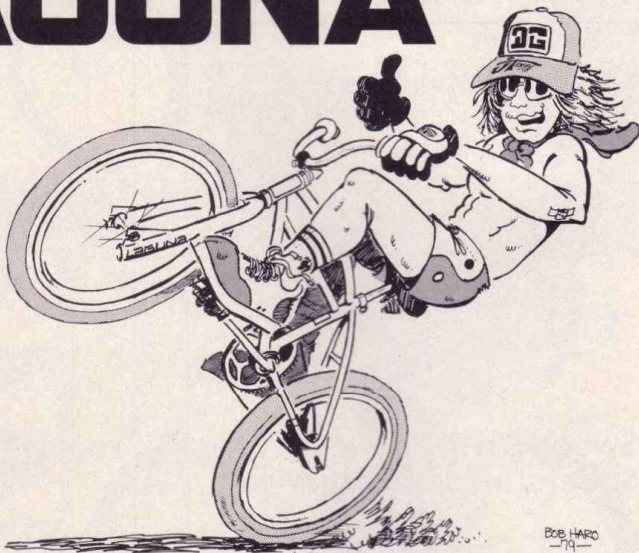
The Laguna cruiser has a mild steel frame with double top tube construction. It is hell-arc welded throughout with the same care and effort put forth on the Laguna BMX machines. Sano work.

In the steering department the Laguna is graced with leading axle forks made of chrome-moly.

Well, you've got to know us well enough by now to know that we can't leave a good thing alone. So, it was off to the tool box and then minor surgery on the bars. We removed three inches from each end, junked the plastic grips, and added Oakleys. We also removed all the reflectors and the chain guard, and basically set it up according to our personal preferences. Once this stuff was done, the Laguna was tons more cruisable.

The Laguna cruiser has a functional look to it. Instead of the bent down tube and seat stays found on the Schwinn, it has all straight tubes except for the top tube. Although the price is higher than the Schwinn Spitfire, the clean lines and tubular forks are going to make this bike hard to beat. Jammin' around on it is just too cool for school. Fun City. And once the Bendix rear coaster brake is worn in, coaster wheelies become a cinch.

The Laguna comes with chromed steel rims laced with 80 gauge spokes. These relatively light wheels keep the overall package at a not-quite feathery 37½ pounds, which is light for a cruiser.



But light weight also means sacrificing strength. During one of our test sessions we tweaked the rear wheel. We suggest that you run 105 gauge spokes if you plan on jumpin' and thrashin' your cruiser. If you are just going to be a mello rider then 80 gauge spokes will hold up just fine.

If your buns have been cryin' the Plastic Seat Blues, then they're gonna love you now. Laguna equips their cruisers with top class sitters—the Cadillac of cruiser seats—Mesinger. It's one of those super-wide coil-spring seats with tons of padding, made to handle gnarly bumps.

Shimano makes the Ashtabula-style forged steel gooseneck that comes stock on the Laguna. Although this stem is fine for local buzzin', it is a tad on the weak side for heavy jammin'. A BMX stem would assure no bar slippage. The only one we know of off hand that fits the flare of the steerhorn bars is the Tuf-Neck with a one inch clamp. Or you can

use one that has enough space between the clamps to span the flare, like the Mongoose Gold Stem.

When we first started riding the Laguna we expected it to be very sluggish. But this bike, because of its fairly light weight, picks up and boogies (remember this isn't your 300 buck BMX racer). With practice an experienced rider could learn to get pretty stylish and do some fairly hectic tricks on this bike. We'll keep you posted on any new developments in this area.

As far as really having to change anything on the Laguna, it depends on personal preference and on what you plan to use it for. Already available are those class looking anodized alloy cruiser rims from Araya. Customizing is part of the fun of owning one of these bikes. Because there's tons of BMX parts available for cruisers, in the future we will cover the tricking-out of one of these bikes. So stay tuned.

The overview of the Laguna is first

Class cruisin' by Laguna.



CRUISERS



We took a Schwinn Spitfire down to a local abandoned skatepark to see just how radical you can get with a cruiser. The answer is . . . not very. In these shots Haro was flying out of a huge bowl. He tweaked the bars and tubular forks after three or four jumps. Check the number of MX bikes the camera-shy locals were riding in the bowls.

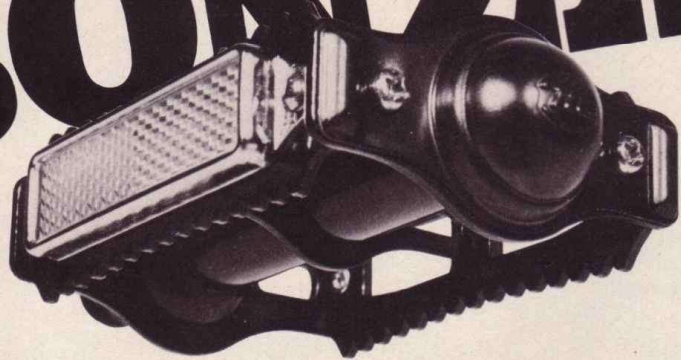


Your buns are gonna love the extra-wide and extra-soft Mesinger cruiser seat.

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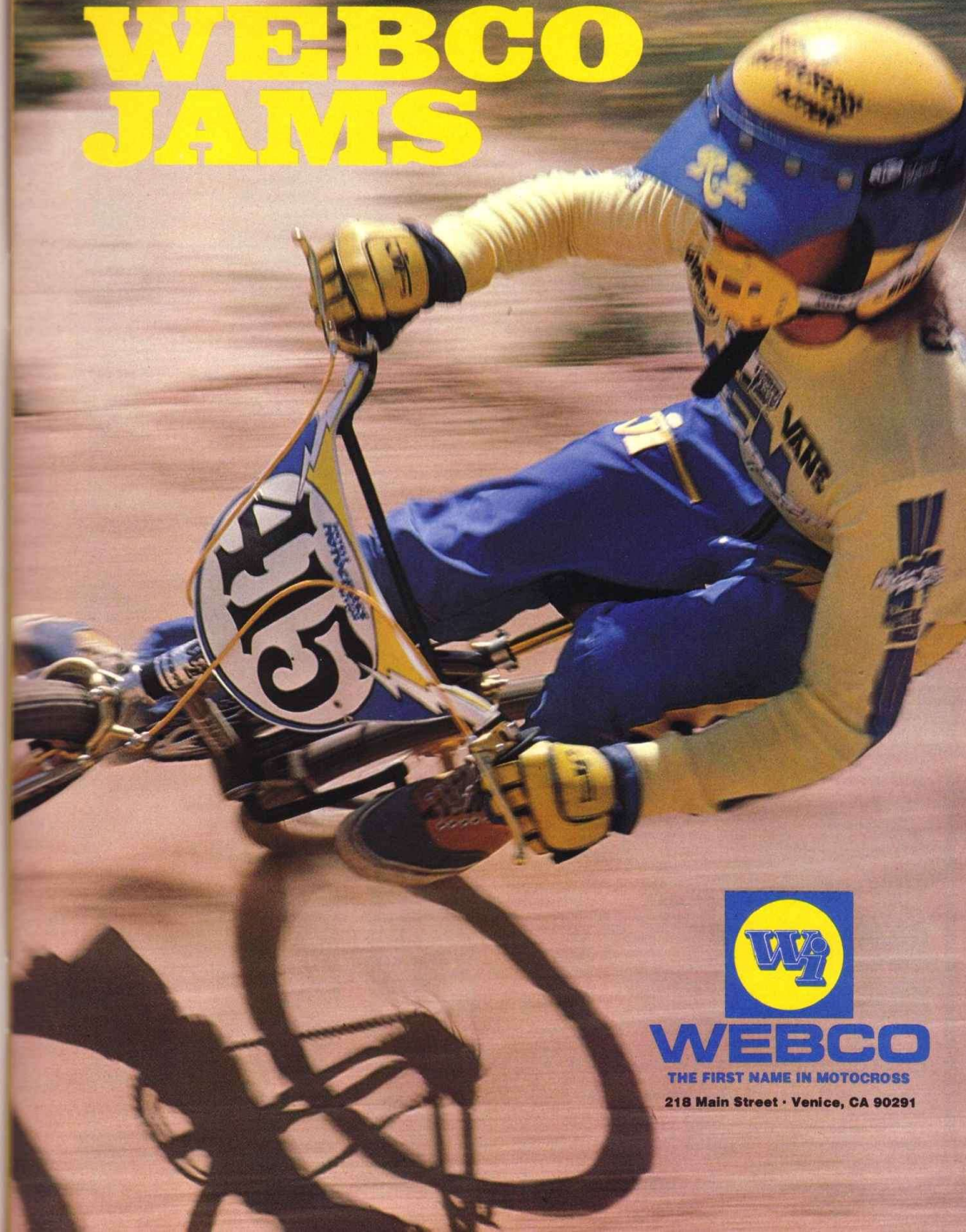


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Mesinger's R-3 is becoming a household item for most of the Motocross Bikes we see these days.

BMX Action
Oct. 1977

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CRUISERS

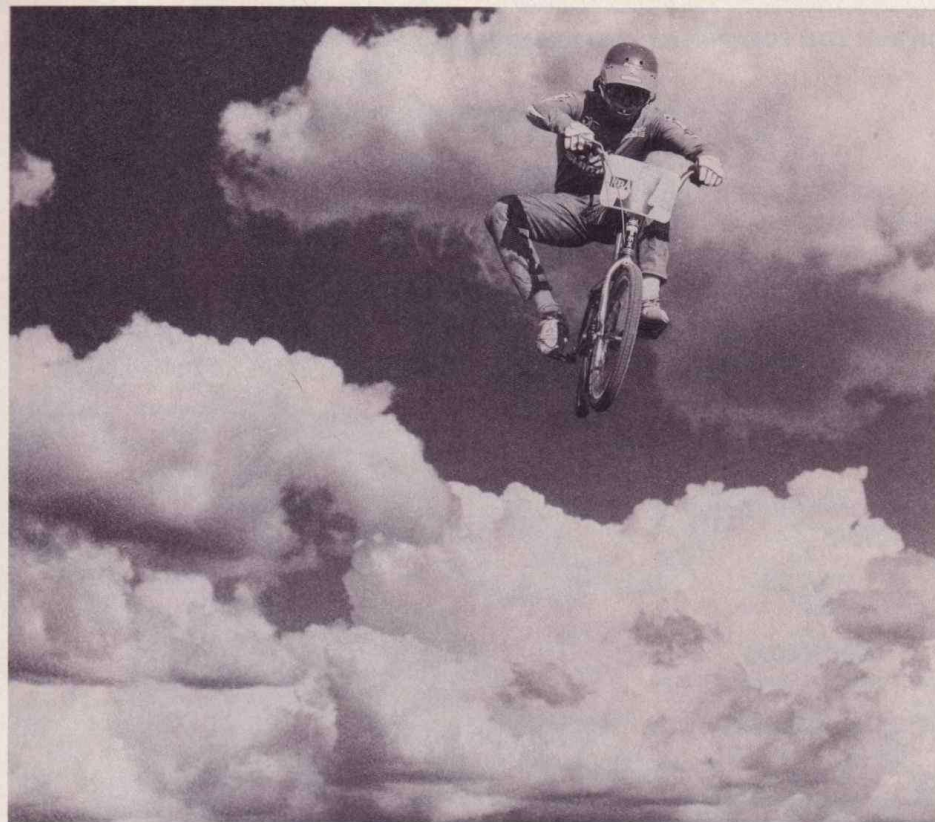
LAGUNA CRUISER SPECIFICATIONS

COLORS AVAILABLE: Black, red, and blue.
WEIGHT: 37½ lbs.
RETAIL COST: Approximately \$185
FRAME: Laguna mild steel
FORKS: Laguna chrome-moly tubulars, available in chrome
HANDLEBARS: Steerhorn mild steel
GRIPS: Winner's Circle
STEM: Shimano black forged steel
RIMS: Sun Metal Products 26 in. steel
SPOKES: .080/36
BRAKE: Bendix 76
TIRES: 26X2.125 Cheng Shin whitewalls
PEDALS: KKT chrome
CRANKS: Takagi 6½ in.
FRONT SPROCKET: Steel 44
REAR SPROCKET: Bendix 19
SEAT: Mesinger wide padded
SEAT POST: Steel



In the steering department the Laguna is graced with leading axle forks made of chrome-moly.

rate, and with a few changes this bike can be really neat. Good handling, light weight, and quality construction are a tough combo to whip. ★



TRICK RIDE BY BOBBY ENCINAS. TRICK HELMET BY PRO-TEC.

People tell Bobby Encinas that he's got rocks in his head for trying a stunt like this.

And, without a good helmet, that's exactly what he would have.

No wonder Bobby rides with the Pro-tec™ BMX helmet.

This helmet is strong enough to come bouncing back from even the worst wipe-out. Yet it's surprisingly lightweight. Less than 16 ounces.

That's about two pounds less than the average motorcycle-type helmet. And that's two less pounds you have to drag across the finish line.

Of course, it takes more than light weight and strength to impress

Bobby Encinas. It takes comfort.

That's another thing the Pro-tec BMX helmet has plenty of.

It has two layers of shock-

absorbing foam for extra cushioning. Plenty of ventilation ports to help you keep your cool. And the Pro-tec BMX helmet doesn't block your hearing. So you can keep an ear out for riders coming up from behind.

All in all, there's no better helmet for BMX than Pro-tec.

So don't be swayed by some hot-dog looking motorcycle helmet the next time you buy headgear.

Instead, do what Bobby Encinas does.

Use your head.

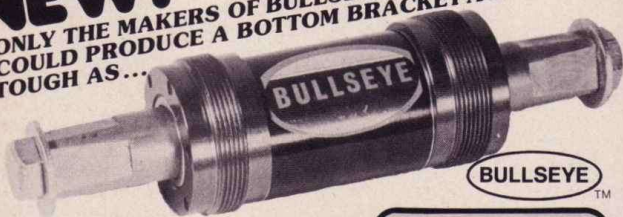


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Vans, TDS,
Tuf-Neck, Hi-Point



In the 10 year old class, this is the man. When he is at the office, which can range anywhere from Corona to Craigmeur, he wears the very fashionable Bill Walters pants and jersey, Vans tennies, and a Bell helmet. For vogue facial protection Master Renteria would not be caught without his Oakley goggles and Jofa face mask. And in case of sudden spills our young hero is prepared in fine fashion with his genuine leather Hi-Point gloves. Gary's ensemble is color coordinated, of course, in the Team Robinson red, white, and blue.



And here we have the Renteria vehicle. The forks are stock Robinson but the frame is a special lightweight factory job made by Robinson. The rest of the equipment goes like this: Cycle Pro Snakebelly tires, 20X1.75 front and rear; Red Line bars; Oakley II grips; a Haro plate; Tuf-Neck stem; the old style Araya alloy rims with .080 spokes; Bullseye sealed-bearing hubs; a Dia-Compe center-pull caliper brake; fluted alloy seat post; Luca plastic seat; Shimano 333 16T freewheel; Sugino Mighty Compe 171mm alloy cranks with a Sugino 44T chain-wheel; Union pedals; TDS brake pads; and some kind of a fancy gold chain.

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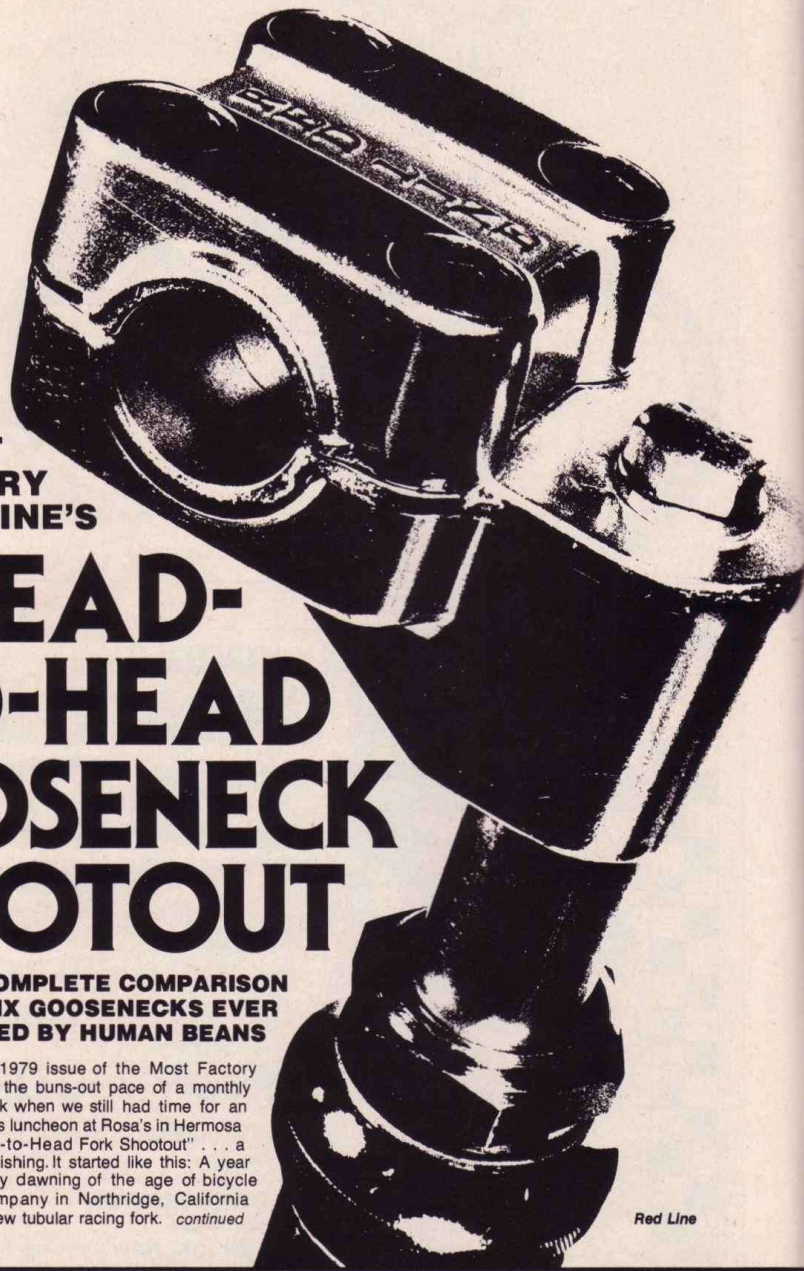
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HEAD-TO-HEAD GOOSENECK SHOOTOUT

THE MOST FACTORY MAGAZINE'S

THE MOST COMPLETE COMPARISON OF BMX GOOSENECKS EVER ATTEMPTED BY HUMAN BEANS

In the January/February 1979 issue of the Most Factory Magazine, back before the buns-out pace of a monthly publishing schedule, back when we still had time for an occasional three-coke business luncheon at Rosa's in Hermosa Beach, we ran the "Head-to-Head Fork Shootout" . . . a literary milestone in BMX publishing. It started like this: A year and a half after the noisy dawning of the age of bicycle motocross, a small company in Northridge, California developed a new tubular racing fork. *continued*



Red Line

HEAD-TO-HEAD GOOSENECK COMPARISON CHART

NAME	CLAMP		TYPE	CLAMP BOLTS		STEM MATERIAL	STEM HARDENED		WEDGE BOLT TYPE	HARDENED	FORWARD CANT	WEIGHT	COLORS	PRICE	GUARANTY
	MATERIAL	HARDENED		NUMBER	HARDENED		YES	NO							
Tut-Neck	aluminum	yes	Allen	4	yes	mild steel	no	hex	yes	1 1/4 in.	1 lb. 5 oz.	red, blue, gold, silver, black	\$27	1 year, unconditional	
Torker	aluminum	no	Allen	6	yes	chrome moly	yes	hex	yes	1 1/2 in.	14 1/2 oz.	red, blue, gold, silver, black	\$28		
Thruster	cast aluminum	no	Allen	4	yes	chrome moly	yes	hex	yes	1 1/4 in.	1 lb. 5 1/2 oz.	red, blue, gold, silver, black	\$30	unconditional	
Sun Tour	cold forged aluminum	yes	Allen	4	yes	gold aluminum	yes	Allen	yes	1/2 in.	12 oz.	red, blue, gold, silver, black	\$22		
SR	cold forged aluminum	no	Allen	4	no	cold forged aluminum	no	Allen	no	3/4 in.	11 oz.	red, blue, gold, silver	\$20		
*Slimline	aluminum	no	Allen bolts, hex nuts	4	yes	chrome moly	no	hex	yes	1 1/4 in.	1 lb. 4 1/2 oz.	red, blue, gold, chrome	\$19	collated, material and workmanship	
Schwinn	hot forged steel	no	hex	1	yes	hot forged steel	no	hex	no	2 1/2 in.	1 lb. 4 oz.	black	\$10		
Red Line	cold forged aluminum	yes	Allen	4	yes	chrome moly	yes	hex	yes	1 1/4 in.	1 lb. 4 oz.	silver (colors coming)	\$30	1 year, unconditional	
MCS	aluminum	yes	Allen	6	yes	chrome moly	yes	hex	yes	1 1/2 in.	1 lb. 2 1/2 oz.	red, blue, gold, silver, black	\$30	unconditional	
Kusuki	cast aluminum	no	eccentric head bolts, hex nuts	4	no	chrome moly	no	hex	yes	1 in.	1 lb. 5 1/2 oz.	red, blue, yellow	\$13		
Cook Bros.	aluminum	yes	Allen bolts, hex nuts	4	yes	chrome moly	yes	hex	yes	1 1/2 in.	1 lb. 5 1/2 oz.	red, blue, silver	\$28	90 days material and workmanship	
BMX Products	aluminum	yes	Allen bolts, hex nuts	4	yes	chrome moly	no	hex	yes	1 1/2 in.	1 lb. 5 oz.	gold	\$18	unlimited material and workmanship	
**Ashtabula	hot forged steel	no	hex	1	yes	hot forged steel	no	hex	no	2 1/2 in.	1 lb. 4 oz.	black	\$11		

*The Slimline stem is exactly the same as the CYC Siderinder stem. They are both manufactured by the Cebe Company. Only the names are different. **There are two models of Ashtabula forged stems. The one listed here is the heavy-duty job with the Ashtabula name on the neck. The other one bends under heavy thrashing.

NAME—Just so's nobody starts getting confused, the names listed here are NOT listed best first or anything like that. They are listed for lack of a better way of doing it, in reverse alphabetical order.

CLAMP—Note that while we have included whether or not the individual clamps are hardened, for all practical purposes hardening does not improve

an aluminum clamp. We have included whether or not the stem is hardened. **CLAMP BOLTS**—This column is pretty self-explanatory. **STEM**—This column refers to the platform (if any) and the part that is inserted into the fork stem. But you already knew that, didn't you?

WEDGE BOLTS—You can figure that out for yourself. The reason is that it will probably stretch and loosen and possibly strip the threads when cranked down hard, like when getting ready for some heavy-duty thrashing and jump-landing. **FORWARD CANT**—This is the centerline to centerline distance from the steering head to the handlebars. In

other words, how far the bars stick out from the fork stem. The reason is that a high dimension. The reason is that the vertical location of a particular gooseneck in the fork stem can vary in length. **WEIGHT**—This figure includes the wedge bolt and wedge.

AN EXPLANATION OF THE COLUMN HEADINGS, SOME RELEVANT FACTS, AND A BIT OF MISCELLANEOUS DRIVEL.

COLORS AVAILABLE—This is obvious. **PRICE**—In this column we have tried to establish a fair retail price with coast-to-coast shipping charges taken into account. **GUARANTEES**—Have they got 'em, and what do they cover. If the space is left open that gooseneck doesn't have a guaranty.

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GOOSENECK

And here's the start of the "Head-to-Head Gooseneck Shootout:" About two years after the noisy dawning of the age of bicycle motocross, a small company in Northridge, California developed a new chrome-moly double-clamp racing gooseneck.

In both cases the new technology established the standard for things to come in the BMX equipment industry. In both cases the small company was Red Line Engineering, which is now a big company in Newbury Park, California.

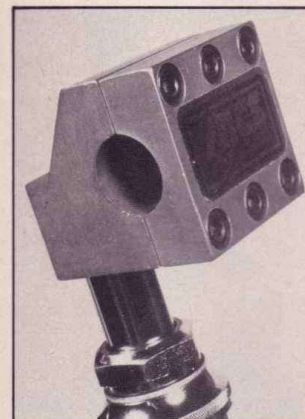
The foregoing paragraphs fall under the heading of "Credit Where Credit's Due."
continued



Slimline/Sidewinder



Sun Tour



MCS



Tuf-Neck



Torker



Thruster



BMX Products



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We've got Goggles for big BMX'ers, little BMX'ers and BMX'ers who wear glasses. And we haven't even counted our UNI-RACER™ one-piece mask, the absolute best mask goin' (Try the black frame, you'll look just like Darth Vader!) We have a quality, impact resistant LEXAN® lens with our famous Anti-Scratch coating for X-tra life. Our wide, trick strap is sewn, not (ugh!) stapled. Frames come in 4 different colors.

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terials, reinforcement at key wear points and heavy double-stitching keep em' running. Choice of styles & colors.

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GOOSENECK

The following paragraphs fall under the heading of "Gleaning Some Kind of Useful Info From This Chart."

To wit; if you just want an inexpensive gooseneck for normal street cruisin' or mild thrashing, go for the Schwinn or Ashtabula forged steel jobbers.



Cook Bros.



Ashtabula

If you're a little guy (6 to 10 years old) and need a primo racing stem, check the SR and Sun Tour on the chart. These two stems weigh the least and have the least forward cant, which keeps the bars back where the squirts can reach them.

Or let's say you're a gorilla, and a lightweight all-aluminum gooseneck wouldn't last worth a darn when subjected to the insane thrashing that you



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This blazin' hot glove was developed for gnarly off-road racing and offers super protection when gettin' crazy or just cruisin'. Stylish looking, quality workmanship and an affordable price make this BMX glove tough to beat! Available in all adult and children's sizes. Colors are red, white and blue or black, white and yellow.



RAD PAD

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

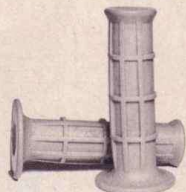


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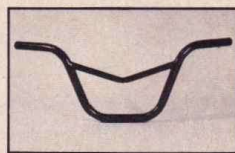
This grip sounds like a winner already. When gettin' gnarly you need something to really hang on to and the Finish Line Grips are made of a new rubber-like material. Available in four blazing hot colors: blue, red, black and yellow.



Find all this race winning equipment at your local bike shop. If he doesn't have it, tell him to contact his distributor. Distributors only contact Alan F. Cohan Co.

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.

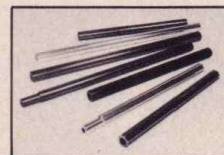
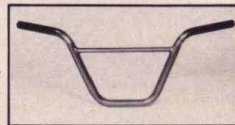


XCALIBER SEAT POST CLAMP

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

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.

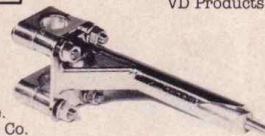


FLUTED SEAT POST

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.

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.



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.



THIS IS THE KIND OF STUFF WINNERS ARE MADE OF.

BW's will improve your racing image.

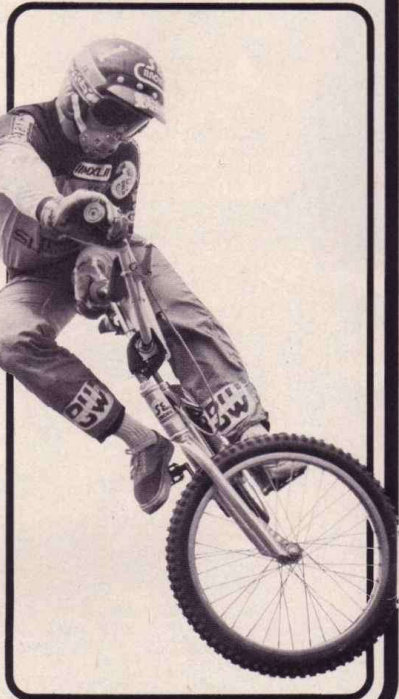
JERSEYS

Custom-made jerseys are available in any color combination and quantities desired. When your team or shop is interested in jerseys, send us a drawing showing detailed colors, silk-screening, and quantity and let us quote you. Specify 100% nylon mesh or 100% nylon double-knit solid material, or a combination of both.

PANTS

These new BMX PANTS are made of top quality, heavy-duty, double-stitched nylon and have been re-styled with a special SPANDEX panel inside the leg that breathes and stretches. They are designed with padded CORDURA nylon knees, padded shins and sewn-in hip pads. The legs are fitted with VELCRO closures for your comfort and safety. Order blue, black, red, yellow, gold, white, green, dark brown or orange nylon, with your choice of contrasting side stripes. Custom lettering available.

Ask Stu.



Bill Walters Leathers
7359 Varna Avenue
No. Hollywood, CA 91605
(213) 982-3738

GOOSENECK

have in mind. Then you should check into the goosenecks with heavy-duty stems and large-surface multi-bolt aluminum clamps for the best handlebar holding properties.

Then compare the forward cant dimensions and the photos of the individual goosenecks to determine where



SR



Kusuki

a certain one will place your bars. Compare this info to where your current gooseneck locates your bars, and you should be starting to zero in on the best gooseneck for you.

Then, to fine-tune your selection even further, compare weight, colors, price, and guarantees.

Are you getting the picture of how to use the chart? It requires a bit of logical thinking, but once you get the hang of it it will help tons with your gooseneck shopping. ★

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MORE THRASH FOR YOUR CASH!

First off, you have to understand even a Rampar BMX machine can only do so much for you.

If you ride like an old lady, you might as well get yourself one of those balloon tire jobs with the basket and a little bell.

But if you aim to boogie and jam in the gnarliest possible fashion, get yourself a Rampar. You will be putting your money into a very sweet piece of work.

Take the new R-11XL.

The frame is chrome-moly steel, double gusseted to withstand the heaviest BMX crunching.

The fork is Rampar's 400X, with chrome-plated, hi-tensile steel tubular blades.

The stem is heavy-duty forged steel with an extra-strength binder bolt.

Tough? You can take the R-11XL

through the Baja if you want to. Just remember to wear your helmet.

If you are into braking, the R-11XL has some of the best: Dia Compe forged alloy side pulls with alloy levers.

The crankset is a forged one-piece, with seven-inch cranks, and a lightweight 40T Williams pattern chainwheel.

The tires are 20" x 2.125" MX knobby gumwalls on Araya 7C light alloy rims.

7C light alloy rims.

The R-11XL also comes with black plastic octopus grips you would be crazy to replace, Sunshine BMX alloy hubs, and a special Rampar Hi-Tail saddle.

Now does all this thrash cost a lot of cash? No way. Check it out with your Raleigh/Rampar dealer. The R-11XL is a millionaire's bike just plain-folks can afford.



Race proven geometry



Leading axle design

There's more than one way to burn a berm.

Raleigh/Rampar builds other BMX machines. All are beautifully engineered, tightly built competition cycles.

For you highrollers, we have the R-9. This super-lightweight is the max in BMX technology.

All chrome-moly frame and fork,

heli arc welded. A forged four-bolt light alloy stem. Sugino 5-pin alloy cotterless crankset. Dia Compe side pull brakes. Low profile knobbies on rims of anodized alloy. KKT MX pedals with chrome-moly axles. In other words, the works.

The R-9 weighs in at under 26 pounds, but it's tough as a battleship. Take it over the high side once or twice and see for yourself.

Next, consider Rampar's R-10. This is the hottest-selling BMX machine in

the U.S. Test thrash an R-10 and you will understand why.

The R-10's competition frame geometry makes it a natural for the heaviest motocross action.

This bike has the guts to go head to head with the best: a gusseted frame, high-traction knobbies, and seven-inch cranks. Whether you are running motos or just thrashing, the R-10 can really boogie.

And while we are on the subject, there's a scaled-down version of the R-10 for little guys, the R-10 Mite-Y-Mite.

Now, if you know more about BMX than the average dude, we call your attention to Rampar's R-11. We think you will find it a beautiful combination of technology and economy.

Chrome-moly maintubes. Hi-tensile fork. Araya 7B alloy rims. A forged steel stem with extra-strength binder bolt. MX knobby gumwalls. Gnarly octopus grips.

You can really go far on an R-11. And you will be going first class.

Tear us apart.

The real test of BMX machines is in the riding. So make it a point to eyeball the entire Rampar line in person.

Analyze details. Ask questions. Don't be afraid to bounce our bikes around a little.

When we decided to get into BMX, we knew we would have to satisfy the toughest customers on earth. People like you.

So we build Rampar BMX equipment right.

Because we want to give you more thrash for your cash than anybody else. It's as simple as that.



Ultra-light alloy stem



One piece crank and spider



Sugino 7" cranks

Rampar R-11XL



Rampar R-9



Rampar R-10

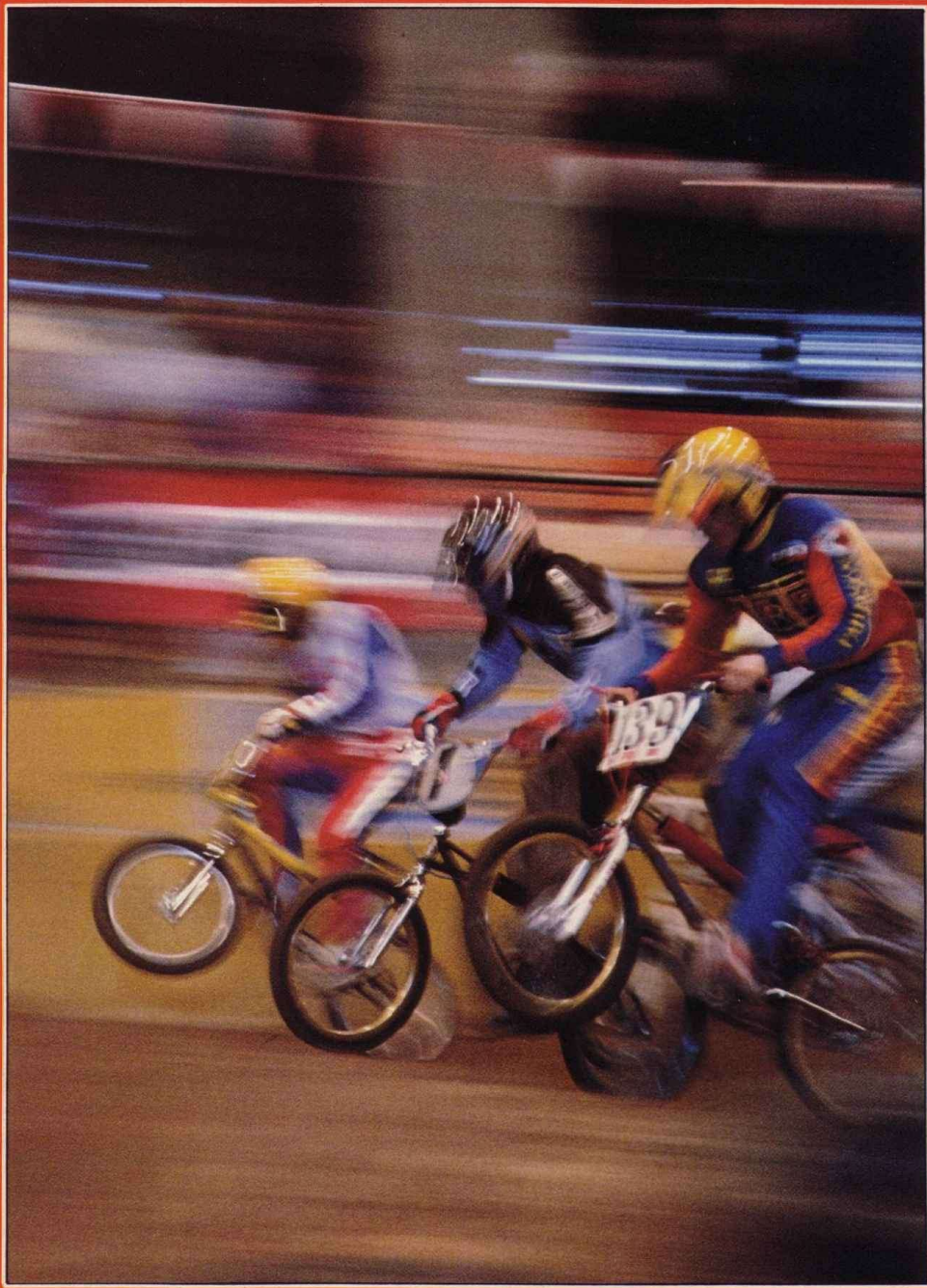


Rampar R-11



RAMPAR® BMX

TI Raleigh (USA) Inc. / 1170 Commonwealth Avenue / Boston, MA 02134



Fluid violence: Davidow, Thomsen, Post. First jump at Amarillo.



Don't know why these guys look so tense . . . there's only a thousand dollar purse, a diamond ring that would choke a horse, and probably another two thou' in contingencies up for grab. Clinton, PK, Greg Hill, Stu, Denny Davidow, Patterson, the Corona Kid, and Stanley Robinson. The Pro main.

RED LINE ★ ABA SUMMERNATIONALS

AMARILLO

**SECOND VERSE,
SAME AS THE FIRST,
LITTLE BIT LOUDER,
LITTLE BIT WORSE.**

—OLD BOY SCOUT SONG

**PHOTOS BY OSBORN AND WINDY
COACHING BY YVETTE
STORY BY EVERYBODY**

The most remarkable thing about Texas is that the Texans look and act just like you'd expect Texans to look and act . . . cowboy boots, cowboy hats, Okie accents, friendly, big Cadillacs with steer horns on the hood, biscuits and gravy for breakfast . . . the whole thing.

TOBY HENDERSON: *I like the indoor thing. The turns are a little tight.*

The Pro purse was a cool grand. And the first place Pro finisher would win a ring. Which sounded a little hokey to some of the Pro's . . . until they saw it. There were enough diamonds on it to use as bearings in your steering head! Things get un-hokey pretty quick when you start talking about diamonds.

DANNY OAKLEY: *This is Tinker's kind of track. . .*

Last year the Amarillo race was held outside, victim to the quicksilver whirms

of summer Texas weather. This year the ABA wanted no truck with the sudden monsoons. They wanted a lead-pipe cinch, so they took the show indoors.

The Amarillo Coliseum, a big ol' hulk of a building that more commonly hosts rodeos and horse shows, became the field of honor for the ABA 1979 Summernationals.

To the best of our knowledge, this is the first major national indoor race on a dirt track. Zounds! It's the bicycle Superbowl of Motocross!

GREG HILL: *I never thought they'd have this . . . a thousand dollar purse AND a thousand dollar diamond ring. That's pretty cool.*

AMARILLO

You know the third light's busted. You concentrate on not letting it throw your timing off. You're up on two pedals, the hot tip start for ABA electronic gates. Your gearing is an incredibly low 42-16 because of the short straights, tight turns, and total traction of the indoor Amarillo track.

Your entire being is focused like a laser beam on the lights. If only that third light . . .

Because this is practice, you picture in your mind the loudspeaker reverberating off the walls of the arena: RIDERS READY . . . WATCH THE LIGHTS . . .

Red! (It's coming. Tighten up!)
Yellow! (Timing . . . watch your timing!)

(The burned-out light . . . should be another yellow. Don't let it . . .)
GREEN!!!

You're out of the gate . . . exploded into a wild, thrashing, silent world that is a total concentration of power and effort. You know there's a little power left . . . you just don't quite know how to reach it, how to apply it. Maybe it'll come when you need it most.

Assume you've got the hole shot . . . now you must move toward the hot inside line, closing the door on those to your left if you can. You know that during this critical section between the gate and the first jump (an eternity in three seconds) harsh body contact (that the spectators rarely see) can throw your concentration off . . . and you MUST hold concentration, or it's all over.

The first jump. A speed jump. Bunny-hop it, wheelie over it, whatever gets you over quickest. Pedal right over it if you can. One extra pedal can win the race.

First berm. Got to be inside. Anywhere else buys you a hay bale lunch. Stay close to the tires. Use minimal brakes. Try it feet up.

Second straight. Extremely short. Get back on the pedals, drift out a little, keep the door closed, get in as many pedals as possible before diving into . . . the second turn. Shoot through on the inside. Only go up on the berm to pass. Move to the outside as soon as you exit the turn. Re-apply max power. You should be flyin'. Drift to the far outside line on this straight, right up against the concrete arena wall.

Second jump . . . splitting the straight . . . kind of a low table-top. You gotta wheelie . . . it doesn't work to bunny-hop it. Keep your weight back to keep from getting pitched over the bars. Stick the front end down on the far side.

Keep the back wheel on the ground, drivin'. You lose by mistakes . . . you win by inches gained.

Max power. The straight is aiming you right at a high-banked full-hairpin left turn. Dive in kind of wide, brake hard, rise up on the berm, muscle the front end around, pedal hard and wheelie coming out so the front wheel doesn't crab on you in the patch of soft stuff. This turn is boggish coming out.

Pedal as hard as you can down the straight. Best thing on the next turn is to hit the bank on the outside, wide. This berm is so short that if somebody swoops you on the inside, you still have a chance of holding them off. So come in wide and fast, watch the loose stuff on top, brake hard, let off half way through, stay high on the bank. Keep your front wheel down and use the backside of the berm to slingshot you onto the finish straight.

From there it's time to use up any last reserves of energy sprinting to the finish.

DAVID CLINTON: Didja see that ring? Man, this is gonna be WFO!

Through the motos Tinker was flyin'. Ruminer and Frank Post, Patterson's new factory dude, were hot. David had dollar signs in his eyes, and that's bad for the other racers 'cause Clinton is a jackpot competitor.

Stu was cool, consistent. Stanley Robinson was blowin' everybody off.

Bottema and Henderson, carrying the Raleigh banner for the first time, were in the top three every moto.

Denny Davidow was totally insane. Almost over his head most of the time.

Dee Chips, the local Texas hero, was hanging in surprisingly well . . . which had the mostly Texas crowd on their feet every time Dee was in the chute.

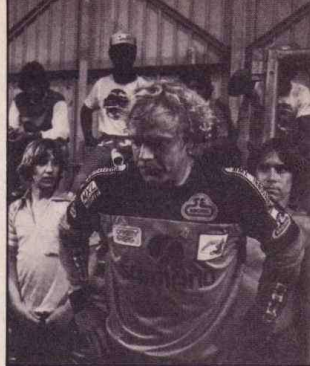
BRYAN CURNELL: I been training' . . . Hard workouts, a diet, no girls.

PERRY KRAMER: Ppppppp!

The ABA is runnin' a new open class arrangement. They now have 8 and under, 9 and 10, 11 and 12, 13 and 14, and 15 and over open classes, which decreases the number of age groups in each open class, makes for more trophies per number of competitors, and seems a lot more fair than the old method.

The Pro main. The heavies. At this level of competition just to make the main is an incredible accomplishment. Those who had survived the battles at Amarillo were: David Clinton, Perry Kramer, Greg Hill, Stu Thomsen, Denny Davidow, Brent Patterson, Kevin McNeal, and Stanley Robinson.

Stu pulled the hole shot. Clinton was



In BMX, this is the man.



Check it out: A knobby tire on a Tuff Wheel with 16 stones between the spokes . . . and they ain't zircons, pal. That's 1000 dollars worth of hardware. Stu won it in the Pro main.



It's ol' slow-walkin' fast-talkin' Gene Roden, ABA Texas promoter, and Linn Kastan, the main man at Red Line. Roden's the horny one.



Denny Davidow was totally insane all day. You couldn't believe how fast he was going.



Hey, man, the shrimps are getting more and more stylish.



First time out Raleigh-mounted, Bottema was the acme of BMX fashion. He sizzled in the motos . . . fizzled in the mains.

AMARILLO

on him and crankin'. And Robinson was buzzin' David's back tire.

The first turn funneled the pack into single file with Stu in front, David, Robinson, and Greg Hill . . . jammin'. The Texas crowd was screaming.

Perry made a move in the third turn, couldn't maintain the pace in the world traffic, and gave it up. Meanwhile McNeal had busted into fourth spot.

Stu won the hefty bucks and the diamond ring. David landed a solid second. Robinson third. And the Corona Kid fourth.

And it was over.
Whew!

★ ★ ★

Last year was Amarillo's first major national BMX event. There was a lot of local and national pre-race publicity and a more than generous pro purse, either of which would normally insure a successful turnout. But in Texas?

It was a tense situation for the ABA because they were just earning their spurs as a national sanctioning organization. If the race had been in California or Arizona or New Jersey or



Florida, the tried-and-true BMX areas, no sweat. Guaranteed 500 minimum sign-ups.

Some of these little buckeroos wear mighty big boots, pard. Like ABA Nat'l Numero Uno, Kyle Fleming. Or the Torker dude at the far end, Doug Davis.

continued on page 47

KASHIMAX

BMX KASHIMAX

FEATURES:

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WITH SEAT POST STOP

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BUT YOU'LL LOOK SO GOOD
WHO CARES?



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\$5.95

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- Top quality 100% cotton
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- Adult sizes: S,M,L



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• BMXA team colors: Blue and yellow

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NUMBERS
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• 6 inches tall
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Please allow 2 to 4 weeks for delivery.



RED LINE
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"The Professional Racing People"

START
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ENGINEERING

Some heavy real estate on the line for the first Pro moto of the ABA Summernationals: (L to R) Toby Henderson, Steve Mennenga, Stu Thomsen, Mike Long, David Clinton, Buckwheat Pasquale, Kevin McCarthy.

**BICYCLE
MOTOCROSS
ACTION**

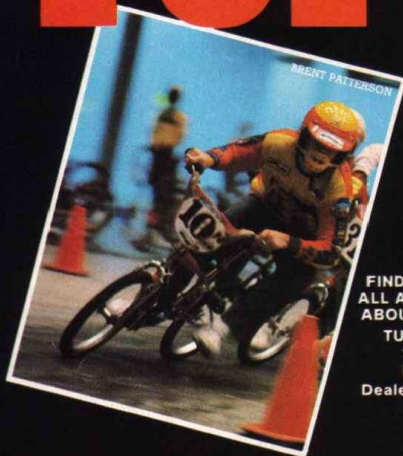
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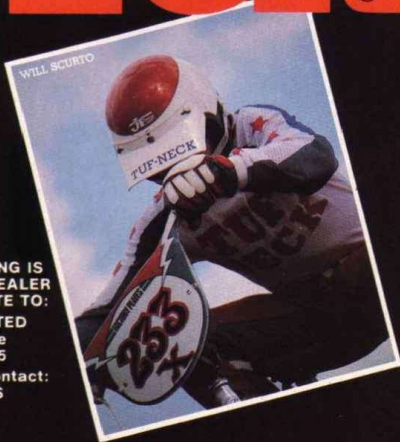
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AMARILLO

continued from page 42

But in Texas? Would it work? Would enough racers show to make it a successful race?

When you've got 2500 dollars worth

RESULTS REDLINE/ABA SUMMATIONALS AMARILLO

- | | |
|--|--|
| OPEN PRO
Stu Thomsen
David Clinton
Stanley Robinson | 11 NOVICE
Brett Benson
Roger McDaniel
Mark Starr |
| 16 EXPERT
Stanley Robinson
Stu Thomsen
Denny Davidow | 10 UNDER TROPHY
DASH
Kyle Fleming |
| 16 NOVICE
Rick Linn
Melvin Ball
Mark Mouldner | 9 & 10 OPEN
Doug Davis
Kyle Fleming
Mike Scurto |
| 15 OVER OPEN
Anthony Sewell
Steve Shobert
Danny Wall | 10 EXPERT
Kyle Fleming
Kenny Fox
Doug Davis |
| 15 EXPERT
Greg Hill
Mike Bush
Danny Wall | 10 NOVICE
Karl Johansen
Todd Baldwin
Chris Hall |
| 15 NOVICE
Mark Owen
Damon Reddick
Mark Sipes | 9 EXPERT
Mike Horton
Lonnie Tatton
Mike Scurto |
| 13 & 14 OPEN
Lee Medlin
Rod Beckering
Don Jolie | 9 NOVICE
Richie Journeay
Jason Charlie
Stance Labaj |
| 14 EXPERT
Lee Medlin
Steve Haynes
Frank Wilson | 8 UNDER OPEN
Jason Charlie
Jason Jensen
Jason Wharton |
| 14 NOVICE
George Lacavaller
Dwayne Caswell
Mike Delmas | 8 YEAR OLD
Grady Ingram
Chris Spurlock
Big John Romero |
| 13 UNDER TROPHY
DASH
Richie Anderson | 7 UNDER TROPHY
DASH
Jason Wharton |
| 13 EXPERT
Rich May
David Smith
Scott Herrell | 7 YEAR OLD
Jason Wharton
Dean Bennett
Mike Hutherson |
| 13 NOVICE
Richard Galbraith
Art Garcia
David Pennington | 6 YEAR OLD
Jason McKeel
Moose Kastan
Mikey John Trevino |
| 11 & 12 OPEN
Brett Benson
Todd Slavik
Mike Aguilera | 5 YEAR OLD
Jason Baskin
Damon Wheeler
Boozier Benton |
| 12 EXPERT
Richie Anderson
Ronnie Ames
Mike Aguilera | SENIOR POWDER PUFF
Misty Dong
Kelly Curnall
Debbie Shobert |
| 12 NOVICE
Tom Stroh
John Buercer
David Williams | INTERMEDIATE
POWDER PUFF
Susan Wilson
Michelle Fleming
Rhonda Trower |
| 11 EXPERT
Todd Carcelero
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WHAT DOES TRUCKIN' CHUCK HAVE THAT HARRY LEARY AND CLINT MILLER WANT?



Truckin' Chuck's got the new Tartan mail-order catalog with all the latest hot trick stuff. As an added bonus, this new TRT racing bike will be given away.

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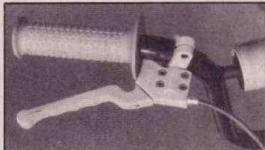


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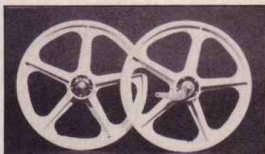
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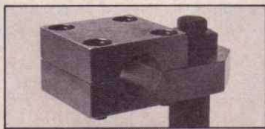
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AMARILLO



David Clinton, feet-up and sideways, haulin' bananas through the first turn. David was very serious about this race.



Stanley Robinson, totally concentrated on a two-pedal start. 1st 16 expert, 3rd Pro ... a passable day's toil.

of trophies settin' there, a 1500 dollar Pro purse promised, and gross amounts of other things like insurance and rent and advertising gobbling up your money like some kind of giant monster In-Sink-Erator, then things can get just a little tense.

But it all came out fine. Maybe it wasn't the biggest race in the history of the sport, and maybe there was something less than scads of out-of-state racers there, and maybe most of the Pro's didn't show. But it turned out to be one of those magical times when (to quote Matt Raymer) all the factors come together. It was a great race. It was a class affair. Everybody who was there went back to wherever they came from and, wide-eyed, told tales of amazing and wondrous things. Like the Amarillo "Y'all come" hospitality, and the hot competition at the race, and all them Texas moon babes.

That was last year. This year at Amarillo there were nearly 800 sign-ups, scads and scads of out-of-staters, most of the big time factory teams, and almost every big name Pro in the U.S. of A.

Texas, in one short year, has placed itself solidly on the BMX map. And the Amarillo race has shouldered its way in among the heavies ... the giants ... the national classics. To the list that contains the Mongoose Grand Nationals, Craigmeur, the ABA Grand Nationals, and maybe Indy ... add Amarillo. *

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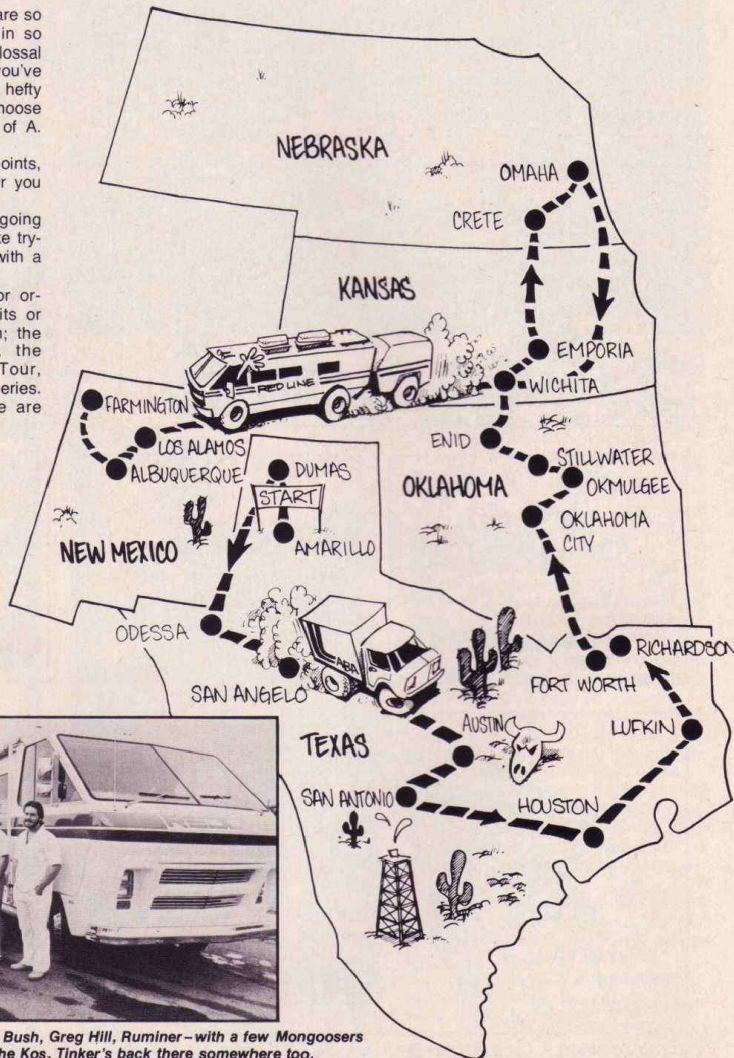
REDLINE★ABA SUMMER TOUR

During the summer months there are so many different races going on, in so many different places, it's like a colossal smorgasbord of BMX racing. If you've got the wheels and the bucks, or a hefty sponsorship, you can pick and choose just about anywhere in the U.S. of A. to go racing.

You can pursue Pro purses, points, powder puffers, or pit tootsies. Or you can just go for a neat vacation.

But, trying to describe what's going on with all the different tours is like trying to describe what's going on with a Chinese fire drill.

Basically there are three major organized tours or series or circuits or whatever you want to call them; the Red Line/ABA Summer Tour, the Schwinn/NBA National BMX Tour, and the NBL War of the Stars Series. In conjunction with these, there are



The Red Line Machine Team—David, Bush, Greg Hill, Rumliner—with a few Mongoosers tossed in, like Curnell, Oakley, and the Kos. Tinker's back there somewhere too.



The Red Line/ABA Tour began with the Summernationals, in the Amarillo Coliseum, with an indoor dirt track no less. What will they think of next, Martha?



The vanguard vehicle... breaking trail, hauling trophies, riding shotgun.

many factory teams, families, and small groups of privateers that are truckin' around the U.S. catching whatever races in whatever places that turn them on.

The ABA Tour consists of 22 scheduled races spread like peanut butter across 5 states. It lasts almost a month. Pro purses for this entire tour add up to a hefty 10 grand.

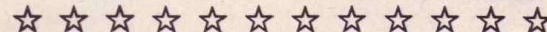
This tour is not a thing you can buy a ticket for. What you do is just sort of join in and follow the ABA truck and the



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Red Line Team motorhome from one race to the next. Stay with 'em for as long or as short as you want. The last time we checked with the

ABA, there were over 200 people following them around. What a great way to spend part of a summer vacation. ★



When flying to an important business meeting, what do busy executives read? The Most Factory Magazine of course. (A

surprising number of riders are flying to the major races like Amarillo. Enjoying the friendly skies are Tinker, Danny

Oakley, Paul and Big John Romero, and our own resident fox, Yvette, grinnin' over the seat.)



All of the travelling done in connection with BMX has produced some far out team vans. This one looks like a rolling cat house. . . . Those Tuf-Neck guys are spoiled rotten.



None of the tours consisted of an exact amount of people that stayed together through the whole thing. Rather, each consisted of a nucleus of people and vehicles which swelled and diminished as other racers and teams would hook up for a while, then buzz off to some big race somewhere else. The Mongoose Team was one of the inners-and-outers.

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Just A Few Of The Stars
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Mike Bush

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Greg Hill
Dennis "the Red Baron" Dain
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Through the first turn at Lawrenceburg, Greg Esser already had a strangle-hold on the 14 over open class winner's trophy.



The only question was who would be second . . . Buccieri (No. 111), Smithson (No. 9), or Paul Wegener (No. 177).



Wegener slid, Buccieri was locked to the long outside line, and Randy Smithson got second.



MURRAY ★ NBL SUPERNATIONALS LAWRENCEBURG

**DUELS IN THE SUN:
THE ESSERS VS. THE WEGENERS
EDDIE KING VS. TIMMY JUDGE
MURRAY VS. JUSTICE VS. DAVIS
JASON JENSEN VS. CHIP FARTHING**



I love it! I love it!
Country music . . . Johnny Cash, Charlie Pride, Merle Haggard . . . all them guys singin' all them hit songs. . . The Grand Ole Opry in Nashville . . . I was buzzin' to Lawrenceburg, Tennessee on a two-lane country road in the red Camaro I'd rented at the Huntsville airport. Country tunes full-bore on the radio of course. Small farms, green rolling fields divided by thick stands of hardwoods, and an occasional clap-board store with one old gasoline pump in front were zipping past just outside the Camaro's windows. The sign said; David Crockett Restaurant . . . Catfish, Country Ham, Rooster Fries. It was just inside the Lawrenceburg city limits.

Wild eyed crazies John Piant and A.J. Lojek at warp four speeds. They went one and two in the 15 expert class. These guys would be competitive with anybody . . . anywhere.

Hi, y'all. Hep ya?

Yes. Would you recommend the fried oysters or the catfish?

Y'all would just luv the way we fix catfish heah.

Yes, it does sound like excellent cuisine, miss.

Y'all want the small or the all-y'all-kin-eat dinner?

Gimme the big ol' honkin' gnarly one. My ribs are rubbin'. My hungry hurts. (I can talk funny too.)

He he he, y'all sure talk funny. You from California?

Now how'd she know that?

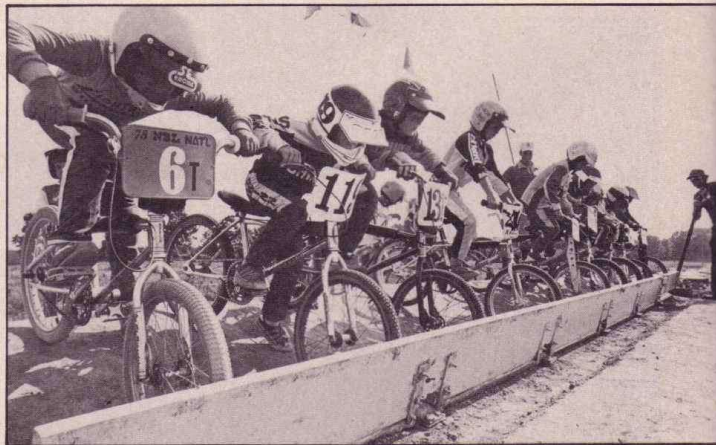
Well anyway . . . here I sit in the David (not Davy) Crockett Restaurant, deep in the heart of Dixie; where everybody has catfish dinners all the time; and where all the houses are big and white and old and have porches where everybody sits in the evenings; and where everything is called the David Crockett something-or-other (man, the South is proud of its heros); and where the Baptist church has a sign out front that reads, "As the twig is bent, so shall the tree grow"; and where nobody locks their doors at night; and where the David Crockett Do-It-Yourself Carwash has a sign that reads, "Plenty soap and



One of the tightest duels of the day: No. 1, Paul Murray; No. 11, Vance Justice; and No. 2, Doug Davis. These guys competed furiously through the long, hot, humid Tennessee day. Then, ironically, they all bit it in the 10 expert main.



Well dog my cats! It's the Flying Dust Mop; the King of the East Coast; Zoomin' Sai Zeuner . . . but not exactly having a wonderful time, mom, at the Supnationals. He had a tweaked arm from pounding fence posts a few weeks before.



The 8 expert wobblers . . . in the chute. Jason Jensen (the Torker dude) and Chip Farthing (way down at the other end) were tooth and nail all day. But they

both chewed in the main and Troy Watkins (No. 61) twinkle-toed off with the win.



The legendary Eddie King clashes with the legendary Timmy Judge. The Judge had driven all night to get to Lawrenceburg. Around noon he faded. Fast Eddie won.

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Louisville, KY 40221
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LAWRENCEBURG



Mark Wegener (Robinson) gettin' down. Greg Esser (MCS) gettin' it on.



The Florida Flash, Greg Esser . . . pumpin' iron. Top eliminator in 16 expert and 14 over open.

hot wawa"; and where the Murray/NBL Supernationals are going to explode at the David Crockett BMX Track in the morning.

STORY AND PHOTOS BY BOB OSBORN

(The catfish dinner was primo, but I never did find out what "Rooster Fries" were, or why they don't call him Davy like everybody else.)

This was to be the eighth event of the NBL War of the Stars; a series of races that would culminate at the National Championships in Knoxville, Tennessee in September.

In the NBL, to win a National No. 1 plate, a racer has to qualify for the National Championships by competing in at least five of the War of the Stars events. He can also get his ticket by competing in fifteen local races which will qualify him for a regional final where if he finishes in the top twenty-five in his class he will have qualified for the National Championships. Once there you either

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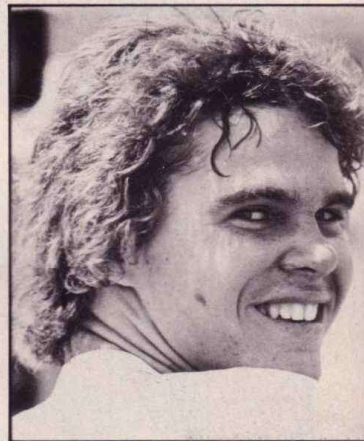
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LAWRENCEBURG

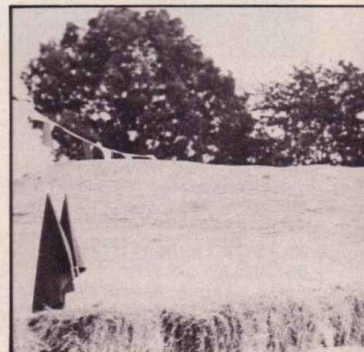


13 experts; Gossrau, Beasley, and Martin. All very sudden dudes. All took home brass. All were torpedooed in the 13 under open main by 12 year old Mike Aguilera of Werks Torker.



The absolute commander of the Confederate States of America . . . Greg Esser.

The Lone Stranger; Doug Davis, thinkin' it over before the mains.



Seth Buccleri; NPSA National No.1. Fourth in 16 expert, fourth in 14 over open . . . bridesmaid for the day.

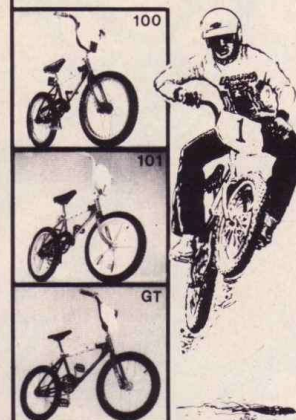


put up or shut up. The whole national number plate thing will be decided at this one event. The War of the Stars series is for qualification only. It's sudden death at Knoxville.

It seems to me that this takes much of the purpose out of following the entire NBL War of the Stars series. You cannot earn points toward a low number, you cannot back up a poor showing with a good one at the next national, you can only qualify for the finals where the numbers will be decided. And if you have an off day or an injury or something goes wrong at the finals, then woe is you 'cause that's the whole enchilada.

But enough of this snivelling, let's get back to Lawrenceburg.

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Quotes from Bicycle Motocross Action - Oct. '78

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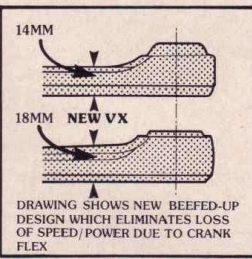


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LAWRENCEBURG



John Plant, a wild and crazy guy.

continued



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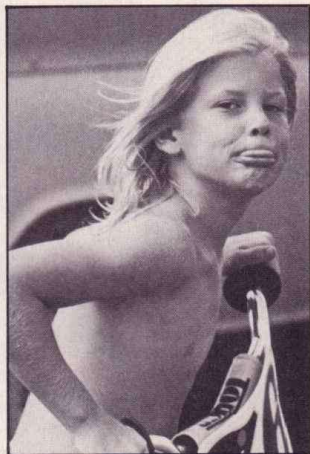


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LAWRENCEBURG



Can you believe that in real life this turkey is the fastest 7 year old in the world? Julcy Jaws Jensen, out of costume.

The NBL organization was flawless. 328 racers, most doubling up on classes, went through 140 total motos with the precision of a marching band. Conscientious staging and the 10-slot starting gate didn't hurt the situation at all. Class announcing by Moto-Mouth Productions, and an ambulance with qualified paramedics completed the picture of a very professional event.

The David Crockett BMX Track was a class layout. Obviously built with a lot of care. It was lots like Corona. Except it was twice as long. Over a half-mile. Ugh! Add the incredible Tennessee humidity and near 100 degree temperature, and this was a bear. The track, humidity, and heat were to exact a heavy toll at the Murray Supernationals.

45-16 gearing was the hot set-up for this long downhill. There were even a few rumors going around that Mark and Paul Wegener, the Robinson factory dudes from Georgia, were running 47-16 gears. Wow.

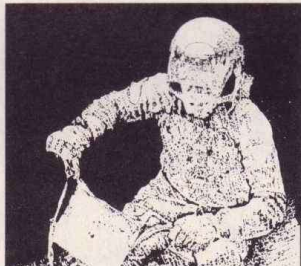
Endurance and overall strategy were of critical importance at Lawrenceburg. After running a couple motos, many racers who had entered two classes pulled from one so they could concentrate their rapidly diminishing supplies of energy on whichever was their more important class.

But while many racers were near collapse at the finish line—getting oxygen from the paramedics or tossing their cookies—others were buns-out all day. Greg Esser, MCS factory wild man,



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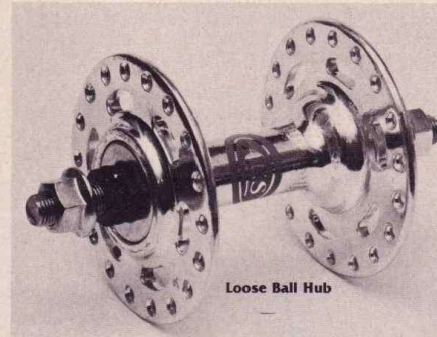
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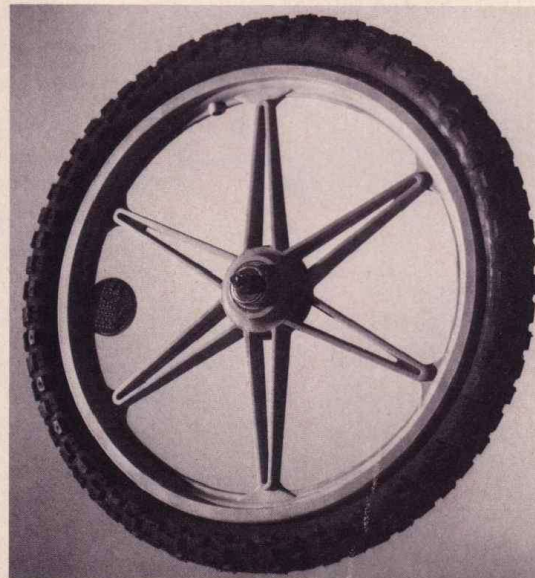
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LAWRENCEBURG

just flat tombstoned the 16 expert and 14 over open classes. When this guy clashes with the California Pro's at Craigmour, look out! The sparks are gonna fly.

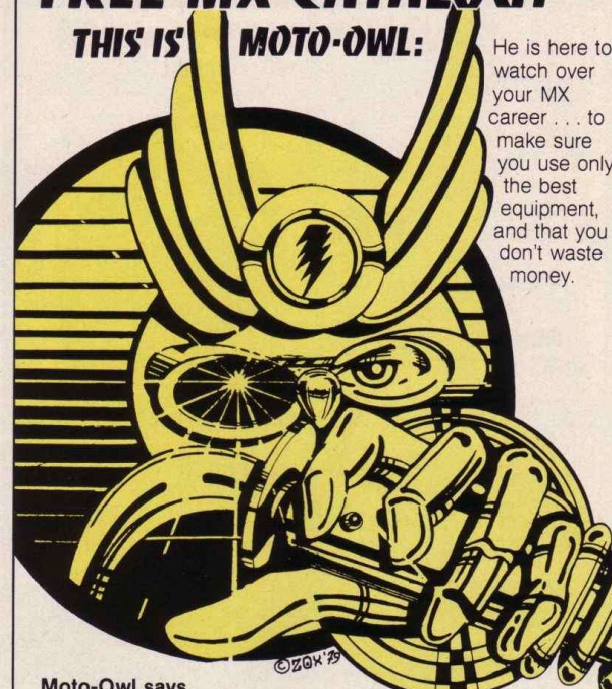
One of the wildest duels of the day was in the 10 year old expert class. It was a shootout between Vance Justice, Paul Murray, and Doug Davis (add Kyle Fleming and you've got the meanest, orneriest, quickest 10 experts in the

RESULTS MURRAY/NBL SUPERNATIONALS LAWRENCEBURG, TENNESSEE

- | | |
|--|--|
| 14 OVER OPEN
Greg Esser
Randy Smithson
Paul Wegener | 8-10 OPEN
Glen Johnston
Paul Murray
David Gulwn |
| 16 EXPERT
Greg Esser
James Burrows
Paul Wegener | 10 EXPERT
Edwin Lorkowski
Doug Davis
Vance Justice |
| 16 NOVICE
Curtis Rogers
Randy Clifford
Craig Renck | 9 EXPERT
Nick Phipps
Glen Johnston
Todd Fleming |
| 15 EXPERT
John Plant
A.J. Lojak
Tracy Smithson | 9 NOVICE
Joseph LaRue
Susan Mahne
Tyler Steckler |
| 15 NOVICE
Kevin Johnson
Sammy Bass
Jimmy Regan | 8 EXPERT
Troy Watkins
Chip Farthing
Jason Jensen |
| 14 EXPERT
Eddie King
Moose Skiles
Joe Glover | 8 NOVICE
Eddie White
T.J. DeCurrevant
Rod Earnest |
| 14 NOVICE
Jay Becker
Lewis Guentel
Kenneth Threatkill | 7 UNDER OPEN
Greg Epley
Sean Carroll
Ronald Lindsey |
| 11-13 OPEN
Mike Aguilera
Donald Beasley
Paul Gossrau | 7 EXPERT
Sean Carroll
Greg Epley
Angela Frierson |
| 13 EXPERT
Hal Orr
Donald Beasley
Paul Gossrau | 7 NOVICE
Jeff Kauerz
Seark Patton |
| 13 NOVICE
Chris White
Dave Marshall
Ryan Hane | 6 UNDER EXPERT
Chris Willman
Dylan Spears
Troy Overholser |
| 12 EXPERT
Mike Aguilera
Edward Mason
Steven Fowler | 6 UNDER NOVICE
Jason Austin
Ginger Effinger
Chris Cooper |
| 12 NOVICE
Joey Formosa
Andy McCain
Scott Reeves | EXPERT POWDER PUFF
Cathy Hanna
Teri Harbridge
Jenny Mason |
| 11 EXPERT
Bobby Mylius
Barry Cole
Paul Buchanan | NOVICE POWDER PUFF
Karen Frierson
Susan Malone |
| 11 NOVICE
Randy Atkins
Dean York
David Smith | |

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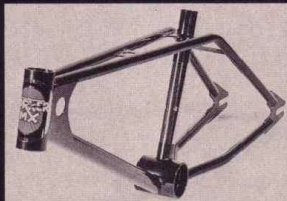
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LAWRENCEBURG



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world). They battled furiously all day, finishing within inches of each other every time they went down the half-mile track. Incredibly, when it came to the mains, first turn chews blew all of them out of their saddles... none of the three ended up with a first place trophy in either the expert or open class.

Team Thruster—Jamie Burrows, Timmy Judge, Frank Orlandini, et al—raced in St. Petersburg, Florida on Saturday, packed up after the race, drove all night, and made sign-ups at Lawrenceburg Sunday morning. And then raced all day. Man, that's dedication. They did not leave without their fair share of the brass.

Two other stand-up guys were Eddie King and Mike Aguilera, the 12 year old A-bomb that Factory Torker recently signed. They packed off three first place trophies between them. Torker has one of the most impressive teams in BMX currently.

And that's pretty much how it went in Lawrenceburg, Tennessee, sports fans.

National class racing, all day long. If you ever doubted it, the NBL is alive and well. ★

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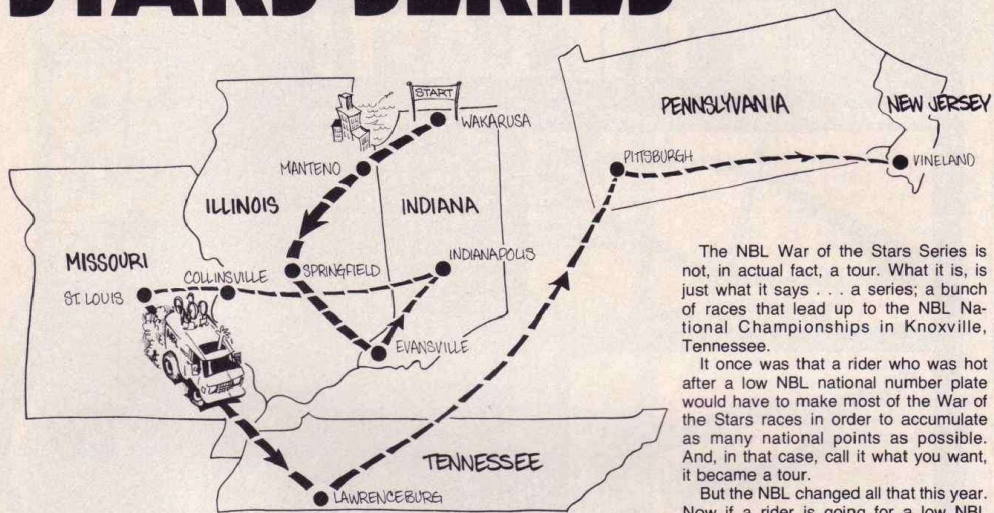
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NBL WAR OF THE STARS SERIES



The NBL War of the Stars Series is not, in actual fact, a tour. What it is, is just what it says . . . a series; a bunch of races that lead up to the NBL National Championships in Knoxville, Tennessee.

It once was that a rider who was hot after a low NBL national number plate would have to make most of the War of the Stars races in order to accumulate as many national points as possible. And, in that case, call it what you want, it became a tour.

But the NBL changed all that this year. Now if a rider is going for a low NBL national plate he has to enter any five of the War of the Stars races to qualify for the biggie in Knoxville. Then, once qualified, the whole thing is decided in the two days of the National Championships.

However, despite the five-race-qualification-thing, there are still many NBL riders spending the entire month of July on the road following the NBL series.

Some of the heavy real estate following the War of the Stars Series, even though they're not earning national points this year, are: Greg and Bryan Esser, Sal and Terry Zeuner, Mark and Paul Wegener, Randy and Tracy Smithson (lot of heavy-duty brother acts in the NBL), Timmy Judge, Seth Buccieri, Jamie Burrows, Hal Orr, A.J. Lojek, John Piant, Kevin Murray, and probably a few others that we forgot about.

If it's not for national points, it must be for fame and fortune (the NBL recently created a pro class). Or the pit tootsies. . . . ★

The Thruster Factory Team drove all night to make sign-ups at Lawrenceburg. Then raced all day. Tough dudes.



Seth Buccieri and Bonnie and John Hutelin are ridin' the NBL trail in this zoomy new van. Check out all their

sponsors. They've even got a partial from Circus Circus in Las Vegas.



Team Torker has their own tour going which is pretty much non-sectarian. In other words, they are not following any one sanctioning body's tour, they're just

picking the best races and going there . . . which is exactly what a lot of the travelling racers are doing, especially the Pros.



Lots of bike shops and non-factory teams are makin' the circuit this year.

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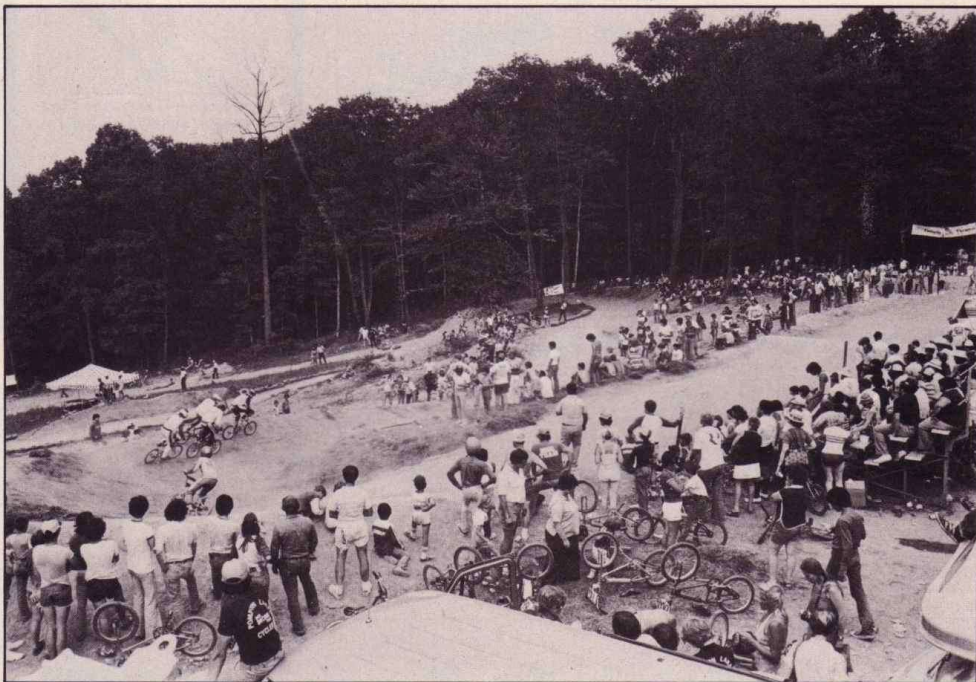
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SCHWINN★NBA EAST COAST NATIONALS

CRAIGMEUR

MOMMA GOOSE'S TWO FINE SONS, KOSMO AND CURNEL, DO HER PROUD.



PHOTOS AND STORY BY WINDY
(with help from Haro, Yvette, Oz, Val, Garnet, Eddie, R.L., Buff, Kyle Fleming, and the entire Zeuner family)

Craigmeur's atmosphere was heavy metal BMX surrounded by lush green hillsides. Good track, good turnout.

Wow! What a weekend. I'm amazed I actually survived.

It all started at the airport. I was given the honor of being escorted by DG's blazing BMX star, Kyle Fleming. But I think he forgot I was a girl.

I was carrying 20 pounds of camera equipment, my purse, and a suitcase when Kyle decides he wants a candy-bar. Next thing I know I'm carrying not only my junk but Kyle's helmet bag, bike, suitcase, and this dumb bag of grapes that was his survival kit for the

long flight to New Jersey. I felt like a U-haul truck.

As Kyle scarfed down a Bit-O-Honey we had to jam to make the plane on time.

From L.A. to New Jersey the flight is about six hours. Which is a long time to sit on a plane.

Arriving in Newark my old friend Sal Zeuner greeted us and volunteered to play chauffer for the day. What a mistake. Sal thinks he's Rick Mears. (Sal, just stick to racing bikes.)

After all of Saturday's activities, like

going to the top of the Empire State Building and road racing all over New York and New Jersey, I was looking forward to the relative calm of Sunday's racing.

Race day was like a big BMX family reunion as Craigmeur turned out to be one of the largest NBA events of the year. With everyone being so far from the homelands, meetin' old friends makes it easier to be away.

After parking my camera gear in the pits, I wandered around talking with all the Pro's. Everybody who was anybody was there.

Team Raleigh's factory hot dogs, Bottema and Henderson, were there, styling in new team colors. Mr. Encinas



THE PRO MAIN, BOOK TWO: Curnel went inside, Clark went outside, and Stu got up quick.



THE PRO MAIN, EPILOGUE: It had been a long dry spell for Curnel, and suddenly he could taste it. How sweet it is, huh Bryan?

CRAIGMEUR



DG's excitable boy racer, Doozer Trevino, nailed down first in his motos, fell short in the main.



Scott Clark's pre-race motivation technique pays off pretty well. Two seconds at Craigmour. (Nice truck.)



Craigmour's firing line; an ABA-type starting gate which is proving to be the hot setup for tracks.

CRAIGMEUR

made a rare appearance with dollar signs in his eyes and a thousand buck bankroll in his pocket that he snagged at the Pittsburgh NBL race.

Torker really flew in the troops for this one. But it paid off when their racers totally dominated each of their classes. Eddie, Doug, Mike, and Jason; you guys have made your boss, Steve Johnson, a happy man.

The Pro class was up in the air. Who would it be this time? Stu, just back from a hot win in Amarillo, was looking pumped with his thousand buck ABA ring. Greg Esser, the dyno rhino

SCHWINN/NBA EAST COAST NATIONALS CRAIGMEUR, NEW JERSEY

TROPHY DASH
Jeff Kosmala
Greg Hill
Eddie King

12 NOVICE
Dan Walthour
Michael Talbat
Kevin Johns

OPEN PRO
Bryan Curnel
Scott Clark
Stu Thomsen

11 EXPERT
Todd Carallero
Mike Pagnozzi
Keith Albelli

16 OVER EXPERT
Jeff Kosmala
Scott Clark
Greg Esser

11 NOVICE
Ron Afflitto
Ronald Pasternak
Troy Terlizzi

16 OVER NOVICE
Russ Taylor
Thomas Thaken
Ronald McLaughlin

10 UNDER OPEN
Mike Scuto
(2nd and 3rd results not available)

15 EXPERT
Greg Hill
Donny Atherton
Tim Judge

10 EXPERT
Doug Davis
Alan Russ
Kyle Fleming

15 NOVICE
Kerensky Bullard
Jimmy White
Mike Huendorf

10 NOVICE
Bernardo Periera
Joe Pilio
Brian Horn

14 OVER OPEN
Donny Atherton
Hank Russ
Eddie King

9 EXPERT
Mike Horton
Lonnie Tattson
Keith Platt

14 EXPERT
Eddie King
Ron Anderson
Scott Robbins

9 NOVICE
Chris Jordan
Collin Frament
Richard Kucharski

14 NOVICE
Gary Stracquandis
Sal Lomonaco
Harry McDonald

8 EXPERT
Jason Jensen
Barry See
Bobby Natoli

11-13 OPEN
Will Scuto
Mike Aguilera
Doug Tedesco

8 NOVICE
Brandon Gee
Bob Lingo
Brad Platt

13 EXPERT
Will Scuto
Albert Delgado
Doug Tedesco

7 UNDER NOVICE
Todd Summers
Alex Periera
Brian Conforti

13 NOVICE
Stuart Kapp
Rory Falson
Eric Andrews

13 OVER POWDER PUFF
Debbie Shabert
Kathy Schachel
Christean Kaufman

12 EXPERT
Mike Aguilera
Steven Cohen
Duane Balenger

12 UNDER POWDER PUFF
Sue Ginrich
Jennifer Zeuner
Christine Zeuner



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CRAIGMEUR



12 expert rock-and-rollers Ballenger (13), Cohen (2), and Vivolo (33). Cohen and Ballenger bumped elbows all day long. Cohen finally beat Ballenger. But Aguilera beat 'em both.

of the East Coast was ready to show some rebel force. Greg Hill was pulling out all stops. Robinson's Scotty Clark has been using the mini-truck-picture psych job and was there to do business. The Schwinn team was there with new Stings, out to see that justice was done for the factory. And the Kos and Curnel were just plain overdue.

Some heavy real estate had made it to New Jersey.

As the Pro class lined up, the tension-charged air reflected just how much was at stake . . . namely, a thousand bones.

When the gate dropped and the Pro's were crankin' towards turn one, it was Mongoose out front. Kosmo pulled the hole shot. But the glory was short lived. He, Stu, and Hill all tangled in the turn. Curnel, waiting for the least mistake, found it, dove for the inside, saw

daylight, and vanished. Clark went wide around the smoking remains, and he too vanished. Stuart finally broke loose from the mess and lit out after Clark.

Curnel finished a cool first. Clark scooped second place dollars. And Stu grumbled in for third. And Kos? Well, he ended up with a not so hot sixth. Oh well, it's only money.

In the 16 expert class the worm turned. Kos had the luck, making up for the bunk Pro main, he cooked in and snagged top honors. Clark was seeing double as he cashed in two for two with seconds in both Pro and 16 expert. And the absolute commander of the South, Greg Esser, sailed his MCS in for a well earned third.

It seemed the Kos hadn't had enough 'cause he was back for the Trophy Dash. Kosmo: Wire to wire. Red Line's boy wonder, Greg Hill, was next and the famous Eddie King boogied in for third.

Yes, it was a big day for Momma Goose. She was justifiably proud of her fine sons who had cut loose for three heavy wins. Congrats, guys, it was hot! ★

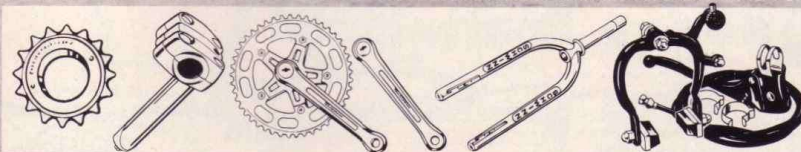
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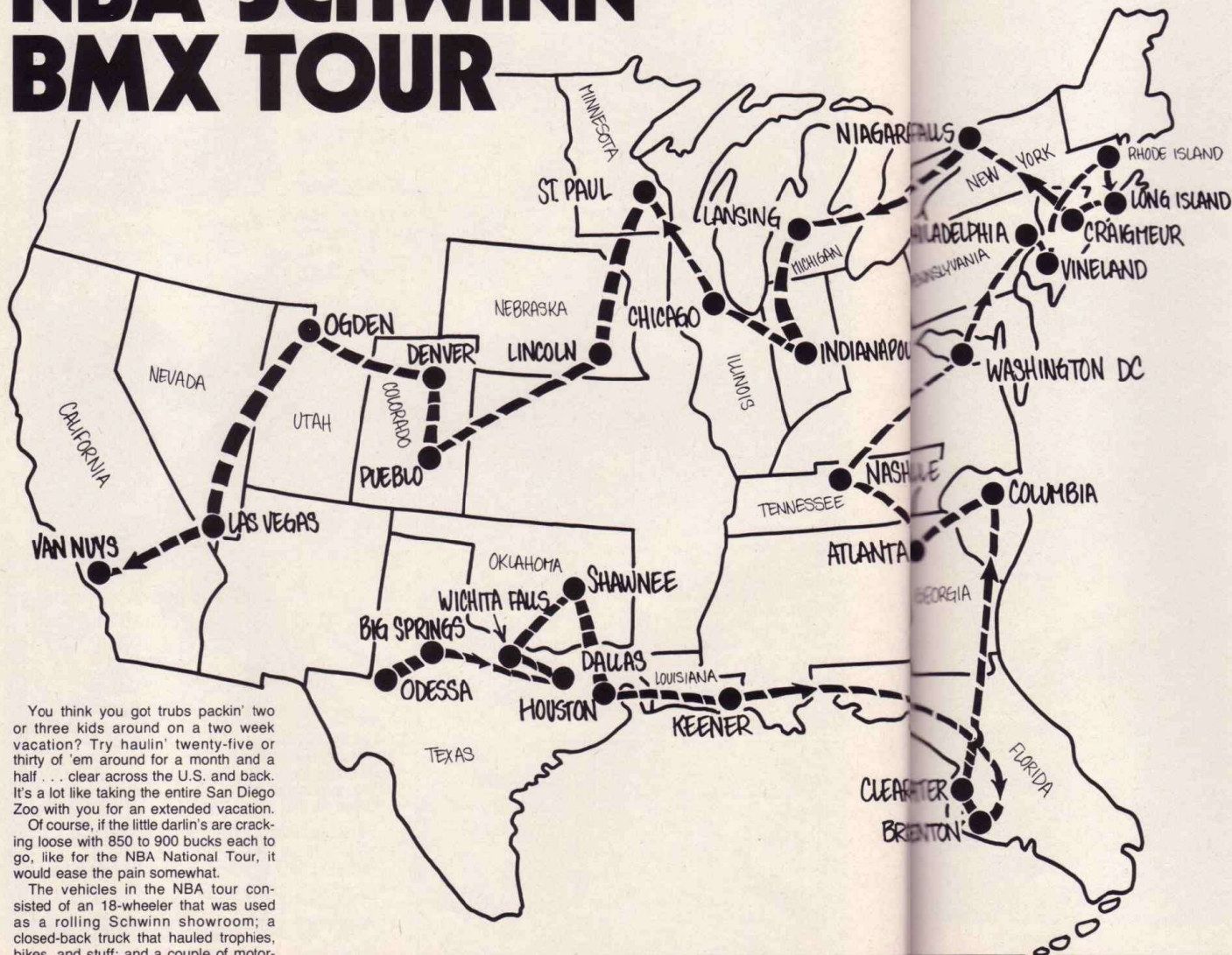
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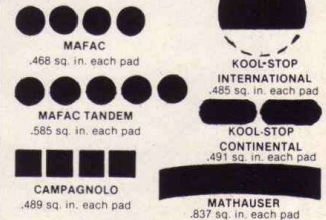
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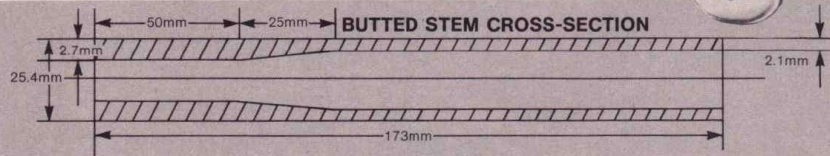
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**INDEX OF
ADVERTISERS**

ABA	51
ACS	65
ADVANCED TRICKERY ON WHEELS	82
ALAN F. COHAN CO.	33
AMERICAN BIKE CO.	14
BARON'S BIKE SHOP	85
BAUER CYCLE SUPPLY INC.	78
BEAVER'S BIKE SHOP	82
BIKECLOGY	67
BIKEFACTORY	81
BIKE MASTER	34
BILL WALTERS LEATHERS	34
BMX PRODUCTS	8, 9
BYRON'S	85
CDI	48
CYC	15
DG PERFORMANCE SPECIALTIES	50
DURHAM BICYCLES	24
ENERGONICS	64
EVERYTHING BICYCLES	18
FACTORY PLATES	76
GJS	71
HARE BMX PRODUCTS	66
HKK CHAIN CORP.	27
HOT STICKIES CO.	63
HUTCH'S BMX RACING	81
INTERNATIONAL SPORT EQUIPMENT	14
JOHAR MANUFACTURING	35
JT RACING	87
KAR-CITY	83
KASHIMAX	42
KUSUKI	19
LAGUNA DISTRIBUTORS	61
LANGLEY'S	47
LUJA CUSTOM PRODUCTS	7
MESINGER MANUFACTURING	24
MKS PEDAL	22
MOLINA'S	71
NAGAOKA	19
NATIONAL HYDRON (MXL)	32
NEOTECH INTERNATIONAL CORP.	49
NORM'S BICYCLE	76
OAKLEY	11
OSAKA	81
PANDA	77
PHIL WOOD	64
PRO-TEC, INC.	25
RACER'S EDGE	11
RALEIGH INDUSTRIES OF AMERICA, INC.	36, 37
RED LINE ENGINEERING	52, 53
ROBINSON RACING PRODUCTS	64
SCHWINN BICYCLE CO.	79, 88
SCOTT/MATHAUSER	81
SKYWAY RECREATION PRODUCTS	16
SOUTHEASTERN SALES	83
SPEEDO	30
SPEED UNLIMITED	59
SPENCER'S BMX	5
STICK-EM-UP	76
SUN TOUR	62
TANGE	84
TANGE SEIKI	4
TARTAN BICYCLE SALES	47
TINLEY SCHWINN CYCLERY	78
TORKER, INC.	68
TROXEL MANUFACTURING CO.	2
TUP-NECK	48
U. S. SALES CO.	43, 59, 82, 85
VAN'S	10
WEBCO	23
WEST COAST CYCLE	58
WOODEN WHEELS	85

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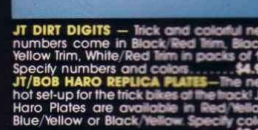
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