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BICYCLE MOTOCROSS ACTION™

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RACING: EVANSVILLE

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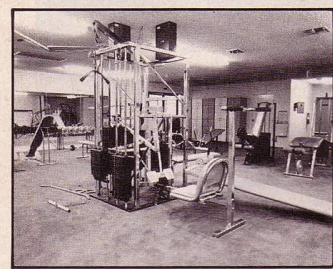
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BICYCLE MOTOCROSS ACTION



DECEMBER 1980
VOLUME FIVE
NUMBER TWELVE



BICYCLE MOTOCROSS ACTION
THE WORLD'S LARGEST BMX PUBLICATION

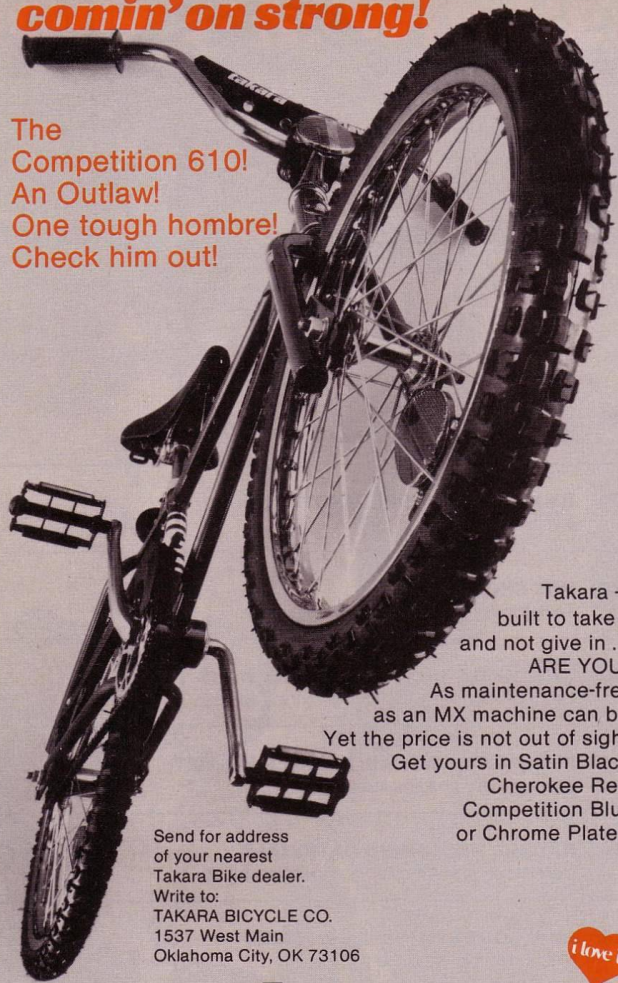
TEST: TORKER RACING: EVANSVILLE

COVER: BMX's all time all timer, Stu Thomsen. Amazingly, this is Stu's first time on the cover of Mighty BMXA. Photo by Oz.

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BMX brooms to leapt over tables

comin' on strong!

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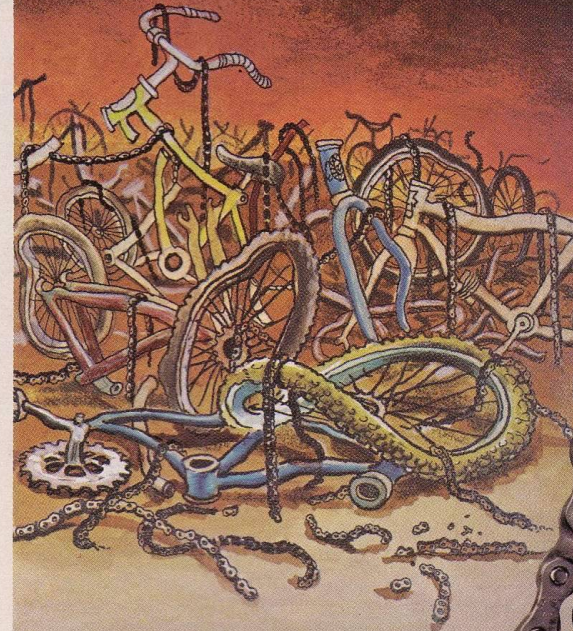
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FACTORY RACING TEAM TIPS



Crank lengths are stamped on the backside of the arm.



The Myth of the Long Crank.

How do you crank up a storm without cramping your style?

It seems a lot of riders figure that the longer the crank, the faster the start. Wrong.

There's some logic there, though. Lengthening the crank arm will give you more leverage for that critical starting gate stomp. But if it's more torque you're looking for, you should try out some lower gears.

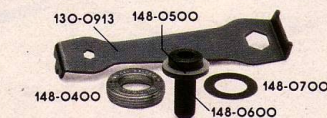


Dura-Ace cranks are available in 160, 165, 170 and 175mm lengths.

We do use different length cranks for track-to-track fine tuning, but the real reason for different size crank arms is different size riders. A good example is our Dura-Ace light alloy 160's. Now when little Chris Allen joined the Shimano Factory Team his legs were just too short to "spin" a standard 170mm crank. That means that by the time the pedal reached 6 o'clock, Chris' leg straightened out and his foot was just going along for the ride. So we switched him to 160's. The shorter stroke meant the Allen boots could kick dirt right around the clock, or at least as long as his lungs held out.

The moral of the story? Choose your crank length to match your height, not your ego. We make them in a size to fit you. And we got 'em in colors, too.

One-key Release



Update your Dura-Ace or 600 cranks with our One-key mechanism

If you're one of the hotshots fiddling with crank lengths, or just looking for an easier system for bottom bracket maintenance, this tip's for you.

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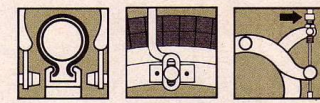
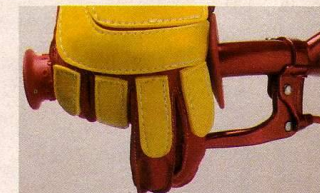


Figure 1 Figure 2 Figure 3

Fine-tuning starts with centering the brake for equal rim clearance on either side. (Fig. 1) You should also check to see that your wheel is perfectly true. Next align the Chevron brake shoe, arrows pointing back, for maximum rim contact. (Fig. 2) The knurled fitting (Fig. 3) and thumb screw is a cable adjusting barrel, and by turning it counter-clockwise you can compensate for brake shoe wear without re-adjusting the cable.



Get a good grip on your lever with proper positioning.

Lever positioning is critical, too. The alloy "bent" lever Tourney is angled for a comfortable, strong grip, but must be positioned to match the size of your hand.

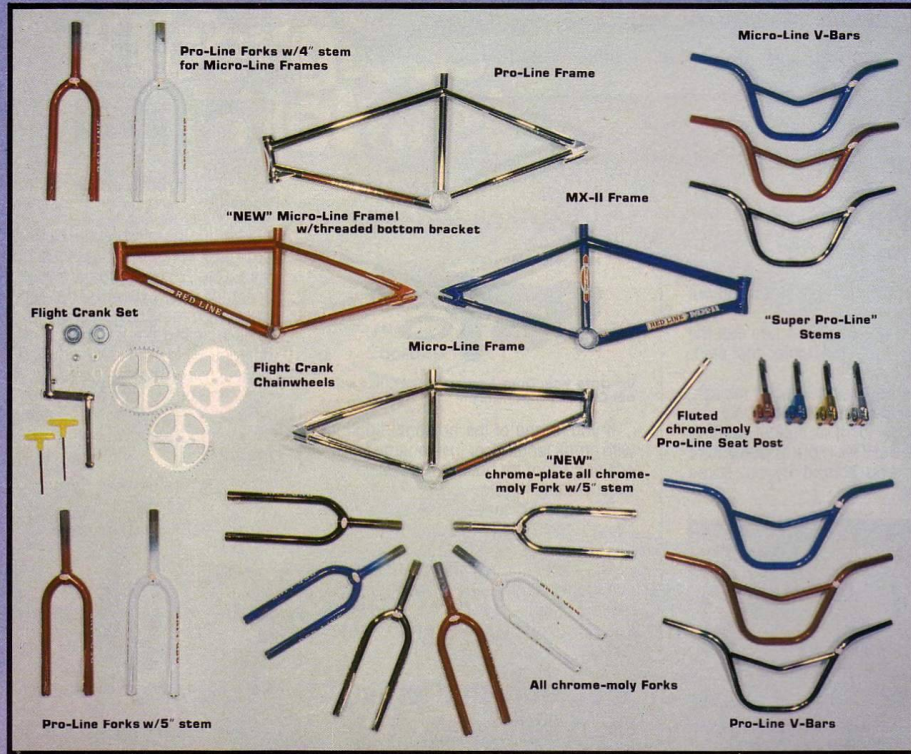
Using the popular, pro-style two-finger grip, make sure the open lever is just above the middle joint of your index and middle fingers.

This is really a trial-and-error adjustment, so take some time and slide the lever up and down a bit before locking it in place.

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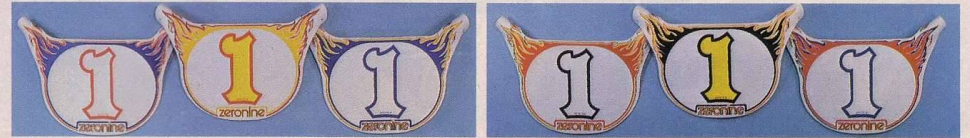
T-1

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B-134

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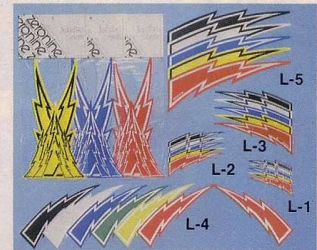
E-15

E-18

E-17

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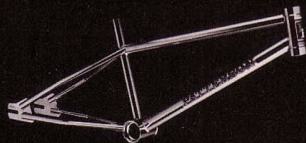
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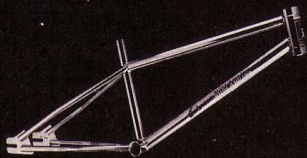
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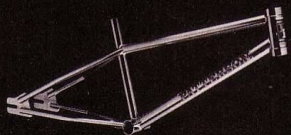
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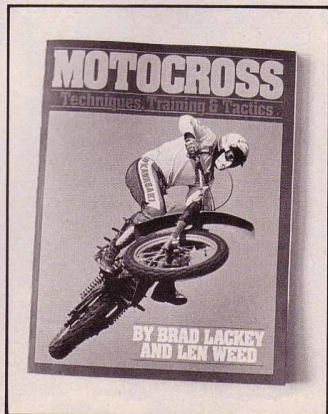
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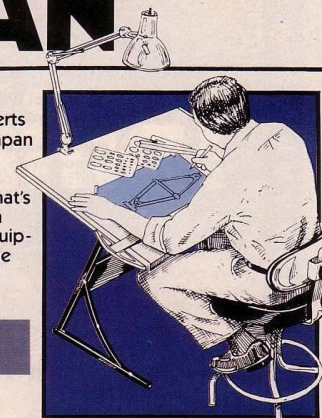
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START



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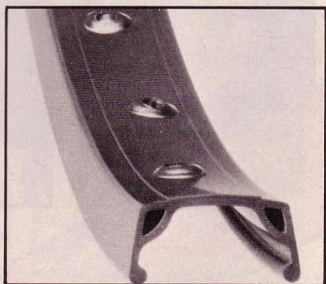
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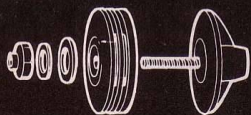


ABSOLUTE PERFECTION

The New Standard in Braking

THE WORRY FREE BRAKE SHOE PAD • NO BONDING TO FAIL • NO HOLDER FOR THE SHOE TO POP OUT OF • THE WORLD'S ONLY 100% INTEGRATED (MOULDED) BRAKE SHOE • WHEN IT IS YOUR SAFETY INSIST ON KOOL STOP ALL WEATHER BRAKE SHOE PADS • THEY STOP QUICK — WET OR DRY.

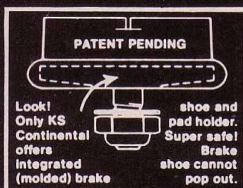
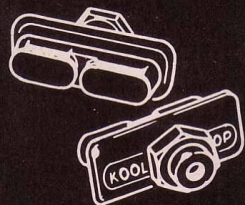
The Sting is out of buying a set of premium quality brake shoe pads. When you buy the all new KOOL-STOP INTERNATIONAL (KS-I) you only buy the heat sink once! That's because the new KS-I has a replaceable pad.



INTERNATIONAL
(Sug. Retail \$7.50 pr.)

KS-I features a round heat sink with cooling fins to dissipate the heat fast. Concave and convex washers that mesh like a ball and socket so that block angle can be adjusted without bending brake arms. Replaceable pad — now available in colors — anodized blue, red, gold, silver and black.

CONTINENTAL
(Sug. Retail \$3.50 pr.)



KS-C — Totally moulded brake shoe KOOL-STOP quality at an affordable price.

CYCLE COMPONENTS
P. O. Box 4363, Fullerton, CA 92634
(714) 738-4971

Available in most bike shops now. Dealer and Distributor inquiries invited.

PRODUCTS

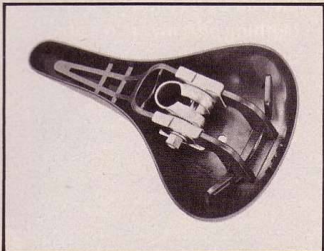
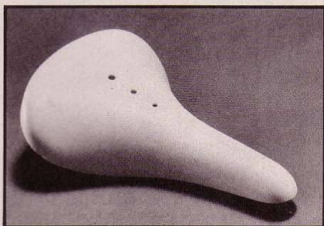
24 and 26-inch sizes. Color choices are red, blue, gold, and silver. Make your way-ah to your local heavy duty dealer today-ah and say-ah: make mine Araya. Okay-ah? They're from ARAYA INDUSTRIAL CO., No. 5, 3-chome, Sueyoshibashi-Dori, Minami-ku, Dept. BMXA, Osaka, Japan.



AMF ROADMASTER HAWK 6

Here's a number that flat reeks of sano scoot-erness. The Hawk 6 features a competition MIG-welded Black Diamond frame, two-speed rear hub, rear caliper brake, high-clearance crank hanger, and extra-long twelve-inch seat post. Tires are gumwall MX. Pads included.

If AMF sounds familiar, they're the same outfit responsible for many popular sporting goods including Harley-Davidson motorcycles. A product of AMF WHEEL GOODS DIVISION, P. O. Box 344, Dept. BMXA, Olney, Illinois 62450. Tel: (618) 393-2991.



THE SUZUKI SEAT LIVES

Zounds... one of the most primo seats ever to hit BMX, the seat that came stock on the old Suzuki BMX bike, is alive and well and manufactured by Troxel.

The thing has a saddle and unitized undercarriage of high-impact polypropylene which keeps this seat very light. Comes in red, yellow, blue,

continued on page 109

INTRODUCING S&S PERFORMANCE PRODUCTS.



With over a decade of experience in engineering and manufacturing superior products for the automotive and motorcycle industries... S&S

Performance Products turns its quality craftsmanship to producing super Beach Cruisers and BMX for you...

BEACH CRUISERS—Named the "Newport," featuring authentic 26" cruiser styling. Available in four dynamite colors—Candy Apple Red, Blue, Jet Black, or Glacier White. Cruisers are available in 6 different models, featuring Mild Steel or 4130 Chromoly frames. All aircraft heliarc construction.

Also your choice of steel or alloy components. S&S is introducing a new 24" wheel mini cruiser and a new 3 speed Coaster Brake model.

BMX—Four models

in four price ranges available now.

So we want you to know about S&S Performance Products and how with our bikes, you can be a winner.



DEPT. BMA 1280
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Team co-sponsored by AME Products Send \$2.00 for 4 decals and catalog. DEALER INQUIRIES INVITED (714) 970-2202

COAST WHEELS • 19761 Esperanza Rd.
Yorba Linda, CA 92686

MIGHTY BMXA'S NEW WORLD DICTIONARY

DEFINITIONS OF BMX'S TRICK LINGO FOR ALL YOU DIALED-IN DUDES, SEMI- DIALED-IN DUDES, AND PARENTS WHO WANT TO KNOW WHAT YOUR KIDS ARE SAYING.

Arnold Average: AKA for Sheldon Squidley.

bad: good, cool, trick.

ballooner: a cruiser.

bake those cakes: gettin' it on, flyin', racing very fast.

banzai: hanging it way out.

beater: refer to thrasher.

berm: a banked mound used for a turn.

berm warfare: BMX racing.

biff: to chew; to crash.

big rig: a cruiser.

bite it: bite the dust, crash, biff.

blazin': refer to bookin', cookin', or hookin' it on.

bogus: lame, unfair, improper, not right, a snaky deal.

bookin': moving with great haste over a BMX track.



Henderson doin' a Henderson.

bought the farm: refer to chew.

bozo: a cross between a squid and a dork.

buns out: haulin' freight, hangin' it out, wide open, full bore.

cafe racer: a custom BMX bike with a racing appearance but used primarily for street riding.

chew: to biff, to crash, to eat it.

circling the drain: hitting the skids . . . training program off, racing off, burned out.

compo: the other racers in your class, your competition.

cookin': blazin' around a BMX track.

cool: hot.

cosmo: very sophisticated, very classy, cool.

crit: a contraction of critical.

critical: pushing limits, gettin' rad.

deep do-do: big trubs.

deep yogurt: a more refined version of deep do-do.

dialed-in: fine-tuned to the max.

dookie: synonym for do-do.

dork: a total turkey, no saving social graces.

dyno-rhino: first class stuff, neat, trick, boss, primo.

eatin' dookie: crashing bad.

eat it: bite the dust, crash and burn.

European mechanic: how you introduce your father to other racers.

factory: trick, highly modified, ultimate equipment; also the manufacturing facility where a bike is made.

factory ride: a full sponsorship from a BMX manufacturer.

far out: really good, excellent, innovative, unique.

fast: a contraction of far out.

faster than greased moose poop: self-explanatory.

finer'n frog hair: pretty good.

fruit loops: a little bit weird, somewhere between a nurd and a bozo.

full-grunt: heavily applying the torque, max physical effort put into a race.

full-tilt-bozo: full-toot with a little crazy thrown in.

full-toot: wide open, going as fast as you can.

geek: almost as lame as a squid.

gnarly: rough, rugged, scary, spooky, good, hot, cool, factory.

gospel: Mighty BMXA.

gremie-pud: one who is not receiving all his stations, not quite as dumb as a geek.

grind: eat, chow down, munch.

haulin' bazoonies: refer to bookin'.

heavy duty, Judy: a compliment; neat stuff.

hectic: really good, wild.

helicopter: a 180 degree reversal of the bars while airborne.

Henderson: a one-hander one-footer with arm and leg fully extended.

hookin' it on: moving with great dispatch.

honkin': big.

hot: cool.

hot licks: hot moves on a race track.

hummingbird brains, alligator mouths: our competitors.

insane: wild, radical, lots of courage.

intense: total concentration; goin' for it; scary stuff.

jeez, Louise: exclamatory phrase.

jersey sponsored: usually a jersey and a ten percent discount.

kamikazi: totally crazy; goin' for it.

kawabunga: African exclamatory phrase meaning don't step in the elephant dookie.

kickin' bootie: winning; beating everybody.

klutz: even worse than a squid.

La Berm and Squirrly: famous BMX sidehack team.

lame: crummy, inferior.

mean motor scooter: a fast hombre.

Morgan: a tabletop with the rear wheel much higher than the front.

motion lotion: oil, grease.

neato jet: pretty cool, qual stuff.

not receiving all his stations: a couple bricks short of a load; a little out of focus; not playing with a full deck.

novocain: to immobilize the other guys in your moto; to dust 'em; to win.

nurd: friendlier than a squid but still ain't firin' on all his cylinders.

nurdette: a female of the species nurd.

OTB: over the bars.



Morgan doin' a Morgan.

outrageous: hectic, intense, unreal, far out, gnarly, rad.

Pearl Harbor: to stomp, pillage, and raid; not to just win but to annihilate.

pit tootsies: a Chauvinist term referring to the moon babes at BMX races.

powderpuff: another male Chauvinist pig term, this time referring to feminine racers.

qual: very good, close to the best, quality.

rad: contraction of radical.

radical: wild, insane, unreal, outrageous, crazy.

roost: to slide into some loose stuff and throw dirt all over the place, kind of in the shape of a rooster tail.

sano: clean, well maintained, fine equipment, sanitary.

scriptures: Mighty BMXA.

showboat: show off, hot dog.

skoot: a bicycle; a derivation of scooter.

soil sample: to biff on your face taking copious amounts of dirt into your mouth.

stuff: to intentionally cause somebody to go over a berm; to stuff over a berm.

superqual: the finest quality, the best available.

swoop: to pass someone in a turn, like a big bird.

tabletop: a jump wherein the bicycle is lifted to a flat, laid-out position; sometimes referred to as a pancake.

tanker: a cruiser.

the pits: the designated area at a BMX race where bikes are worked on; can also mean some place or some thing that is really lame, lower than whale poop . . . a derivation of arm pit.

thrasher: a bike used primarily for thrashing.

thrashing: jumping, sliding, and generally getting crazy in the dirt.

tombstoned: to put a move on someone that totally leaves them in the dust.

trash canned: completely destroyed.

trick: an item of racing equipment that is really hot, often modified.

trickenometry: the advanced study of trickology.

trickivity: a variation of trick; usage popular in Australia.

triple: to win your age class, open class, and Trophy Dash all at the same event.

twanged: the inadvertent reshaping of some structural member of your bike.

tweaked: a slight variation from an object's original configuration.

twinked: a cross between a tweak and a kink.

ultradyno: even better than dyno-rhino.

ultragnarly: gnarly times three.

under the gun: under extreme pressure to win.

unreal: far out, unbelievable, rad, wild.

WFO: wound flat out, without falling over, wide (beep) open.

whooper: one in a series of whoop-de-dos.

woobie: a mello bozo.

yo yo: somewhere between a squid and a klutz. ■

WHEN THE COMPETITION'S ROUGH,



KUWAHARA HANGS TOUGH.

It's tough to make it in BMX—the competition is rough. It takes strength, speed, wit, wisdom and a supreme effort to succeed. Kuwahara's got these qualities in a bike that's already hanging tough against the competition.

This is the bike you've rated as one of the four most desired BMX bikes in the world.* But that's

not good enough. Kuwahara, like you, wants to be Number 1.

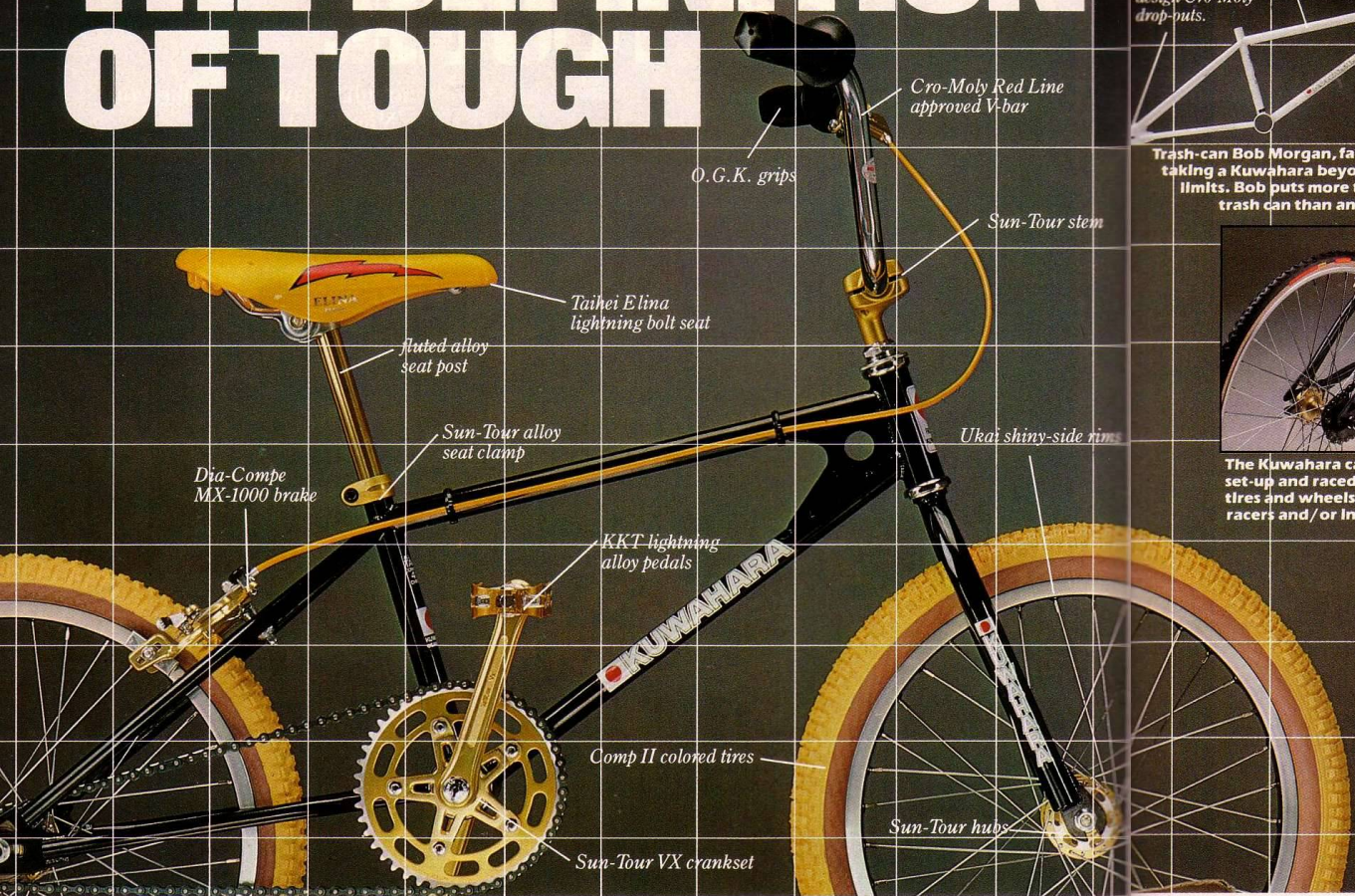
That's why Kuwahara will continue to develop, test and improve their bikes until they are well above all others. So, if you're tough enough, grab the bike that's beating the best and *don't stop until you've hit the top.*

 **KUWAHARA**



* According to Bicycle Motocross Action Magazine's 1980 Readership Survey.

THE DEFINITION OF TOUGH



Frame and fork built of aircraft quality Cro-Moly milled tubing

Stress absorbing double gusset at head tube. (Center-pull hook-up provided)

Special Kuwahara design Cro-Moly drop-outs.

Beautifully finished in black, blue, red, white or chrome

Trash-can Bob Morgan, factory test rider, taking a Kuwahara beyond its specified limits. Bob puts more test parts in the trash can than anyone we know.



The Kuwahara can also be set-up and raced with sew-up tires and wheels for lightweight racers and/or indoor racing.



The Kuwahara factory team races for trophies and money against the toughest competition. They must have the best. Like: Kevin McNeal, No. 5 Pro, 1979, top 5 Pro Money standings, 1980. Jon Marzolf, 15 Expert, contending for the top in 1980.



Kuwahara has an Ultra-Light Ultra-Mini frame and fork for you little guys (4 to 8 year olds). Team testing is going on now. The lightest and lightest 20" wheel set-up known to BMX mankind will be in bike shops January, 1981.

又又桑原

KUWAHARA

CPSC equipment included, but not shown

BOX STOCK, RACE READY,

Success doesn't come easy or fast. A total effort and dedication are required to compete and win. We spend the money and double check every detail to produce the bike that's everything you demand to be Number 1.

The Kuwahara KZ-1 is the result of designers, engineers and competitive test riders working with one thing in mind—putting together a bike that beats them

all. From its light, highly refined Cro-Moly frame and fork to its combination of the best quality, lightweight alloy components, the KZ-1 is a total system for winning from the ground up.

BUILT TO TAKE IT.

Check out the KZ-2. You'll be on the same tough Kuwahara frame and fork with select components that combine

REFINED EXCELLENCE

quality, performance and durability. Like a one piece Cro-Moly crank, Kusuki's Cro-Moly stem, Ukai alloy rims and a Red Line approved V-bar.

Whether it's the KZ-1 or KZ-2, you've got the best to beat the rest. So get on a Kuwahara and hang tough.

See them today at your favorite bike shop and get with a winning system.



KZ-2

KZ-1

WINNING NEVER LOOKED SO GOOD!



If you're gonna win you gotta look good. On or off the track, Kuwahara has the gear that makes everybody look like a winner.

Racing Jerseys: Youth and Adult; small, medium large & X-large

Racing Leathers: Waist size 26, 28, 30, 32 & 34

Ladies T-Shirt: Small, medium, large & X-large

Adult T-Shirt: Small, medium, large & X-large

Youth T-Shirt: Small, medium & large

Men's Golf Shirt: Small, medium, large & X-large

Kuwahara Stickers: Head Badge, Seat Tube, Down Tube and Fork.

Kuwahara Cloth Patch

Kuwahara Hat: One size fits all

Check out these fine duds and the incredible Kuwahara bikes at your favorite bike shop, today!

KUWAHARA

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Phone: 0203/27071 + 310220



PEPSI COLA PRESENTS THE



Here they are! The new Mountain Dew All-Stars are spreading the word about BMX... and the "dews" and "don'ts" of bicycle safety.

MOUNTAIN DEW ALL-STARS

Additional All-Stars: Brent Patterson
Stu Thomsen Ted Guilmette

The Mountain Dew All-Stars will be showing thousands of kids around the country what this exciting sport of BMX is all about. The All-Stars have been organized to give demonstrations at schools, stressing safety as much as fun, and to put on special events, TV shows, etc. Look for the Mountain Dew All-Stars coming to your area soon. And whenever you work up a big thirst from a tough race, just say, "Give me a Dew!"

Mountain Dew is a product of Pepsi Cola.

For more information write to: Mountain Dew All-Stars, 1801 Century Park East, Suite 2911, Los Angeles, CA 90067.
Bottled by Pepsi Cola Bottling Co. of Los Angeles under appointment of PepsiCo, Inc., Purchase, N.Y.



NEW!! JT BMX POWER PANTS™ —
 Features built-in shin guard, original "calf-wrap" system, and striking spandex racing stripe for perfect fit. Waist Sizes: 22,24,26,28,30,32,34.....\$65.95

70-271 JT rear logo \$5.00
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 70-277 JT front leg logos \$4.00/each
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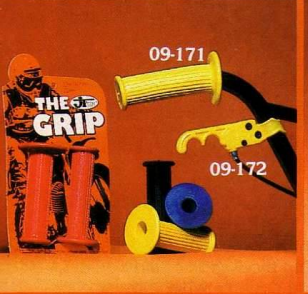
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JT DIRT DIGITS —
 Trick and colorful and numbers come in Black/yellow, Black/red, White/red, solid white and solid black. (In paks of ten) Specify number and color \$7.00



JT STICKIES —
 19 Super-Trick stickers \$3.95
 Only \$3.95

JT BOLTS —
 Specify Color 05-200 ... \$.95
 05-201 ... \$1.25 05-202 ... \$1.50



JT HARO LEVER —
 New two-fingered brake lever from JT is available in red, yellow, blue, or black \$7.00

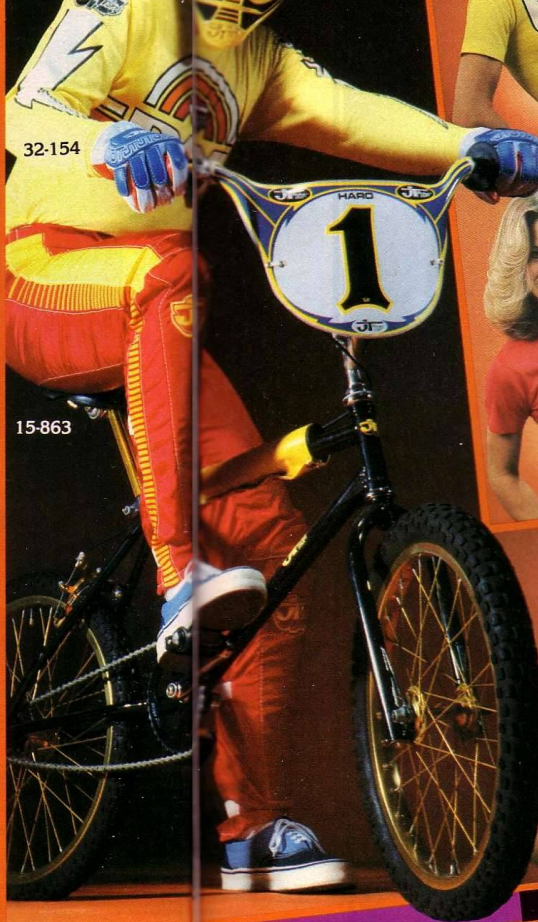
JT HARO PLATE
 The hot new set up for the trick track bikes. Specify Part No. and color \$9.95



JT WONDER WALLETS
 Fantastic, colorful and washable. Available in colors shown. Only \$8.25

JT SUPERCOOL RAINBOW JERSEY
 32-154 Spectacular new racing jersey is made of 100% cool cotton and features a rainbow design on the front and lightning bolt sleeves. Yellow only. Adult and Kids sizes: S,M,L,XL...\$14.95

Custom Lettering 70-820
 Letters \$1.25 each
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32-154 15-863

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 Womens (s, m and l) \$7.95
 Kids (s, m and l) \$5.50
 Your Choice Red, Yellow or Blue



07-573 07-770 07-768



JT TEAM HATS —
 02-112 JT BMX — Yellow only \$6.50
 02-105 JT TEAM HATS — Specify color \$6.50



JT HALFBREED™
 Nylon vented and lambskin
 Sizes 8,9,10,11 \$26.15
 Kids 5,6,7 \$25.40

JT CHAMPION II —
 Fully leather inside palm padding
 Sizes 8,9,10 and 11 \$28.00
 Kids 5,6, and 7 \$25.40



JT VISOR 04-109 —
 Red, White, Blue, or Yellow \$4.95

JT MOUTHGUARD 04-175
 Red, Wht, Yel, Blu or Blk \$8.95

JT TEAM SCREEN
 Fully adjustable in four color combos. Black/Yellow, Blue/Yellow, Red/Yellow and Red/White \$47.75

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BMX

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 DEALER: Send for free catalog on letterhead. 7/BMX/JUNE

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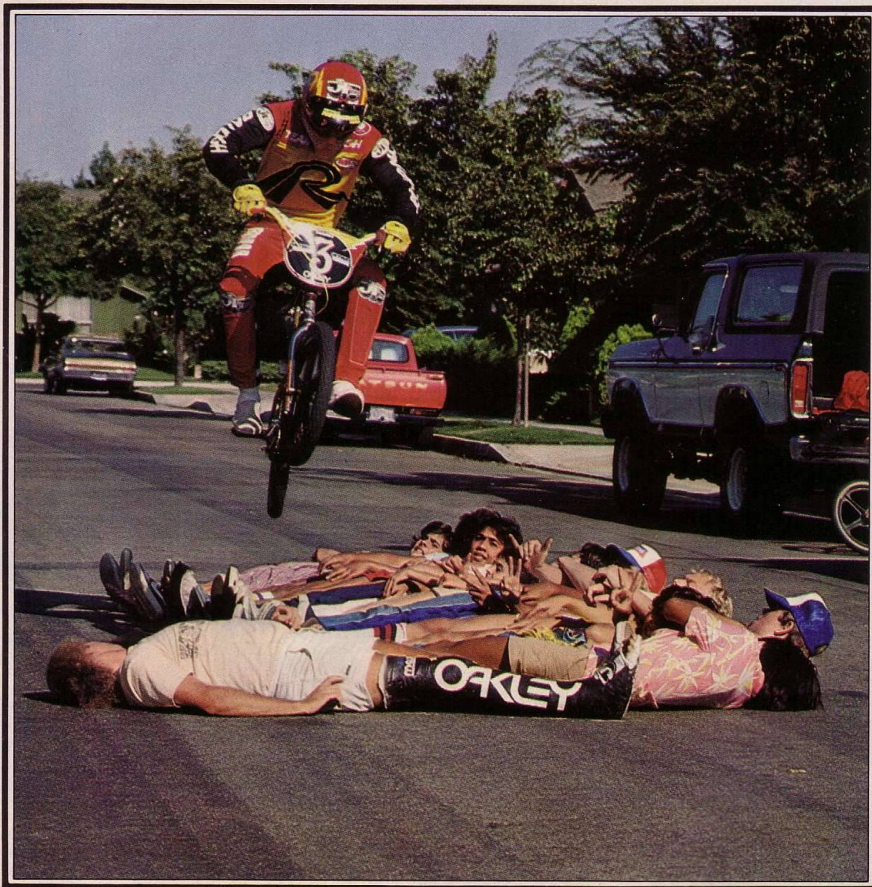
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JT RACING USA, 303 West 35th Street
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HOT SHOTS



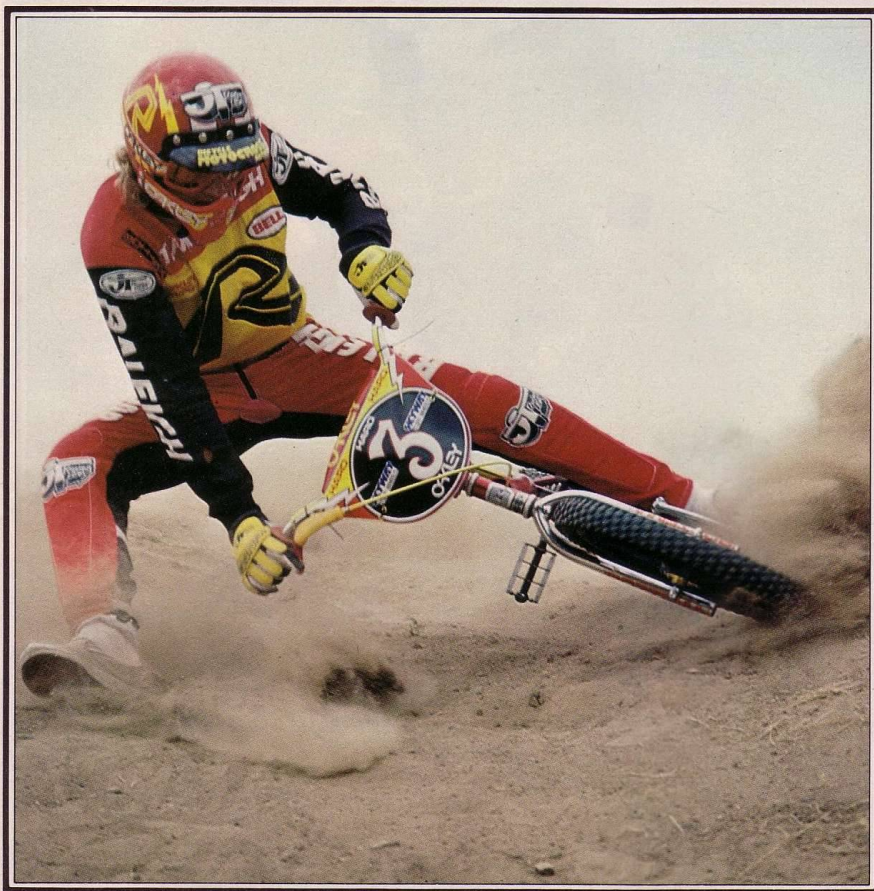
Toby Henderson, breaking his own world record by bunny-hopping fifteen people. If you look closely you'll find Stu Thomsen and Jeff Bottema (Skyway hat) among the jumpees. The guy in the Oakley cast is Bottema's brother. And if you can see the purple dress up towards the front, that's Toby's momma! We keep tellin' ya . . . BMX is a family affair.

HOT SHOTS



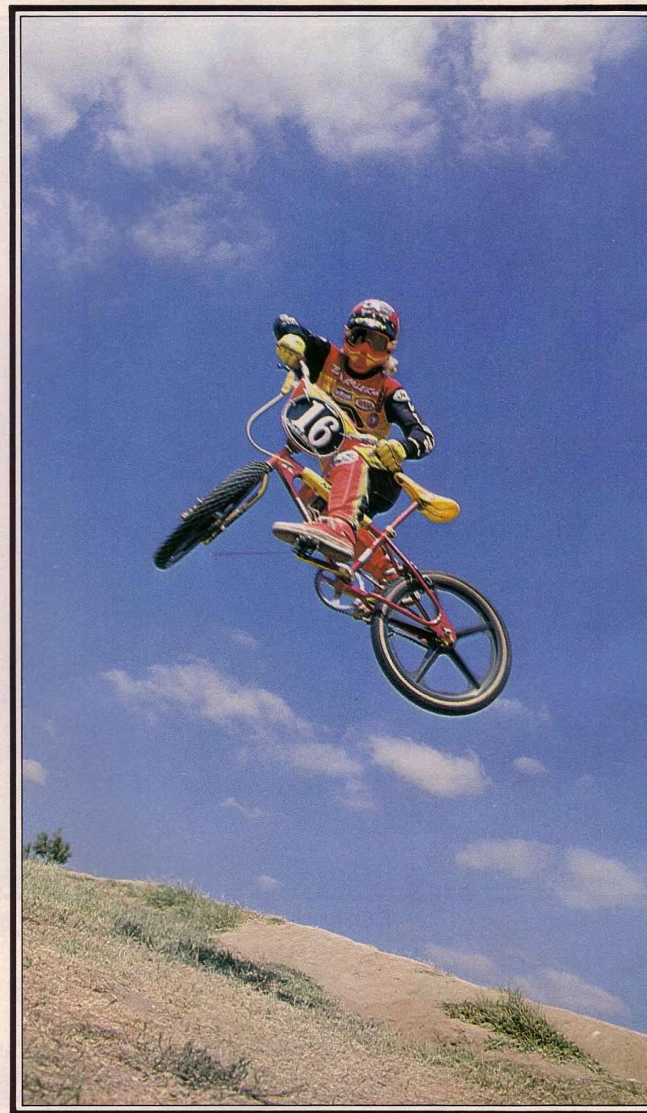
Tinker . . . tabletopped and crossed-up in the Snake Bowl at Lakewood.

HOT SHOTS



It's Toby Henderson . . . every schoolgirl's dream . . . bookin'.

HOT SHOTS



Bottema; up tight, outa sight, all right!

HOT SHOTS



P.K., roostin'.

**WHETHER IT'S
FULL-GRUNT RACIN'
OR LAID-BACK CRUISIN',
LAGUNA'S GOT IT ALL.**



LAGUNA PRO

You asked for a full-toot racin' rig, and now you got it. Laguna has just unveiled their top-of-the-line Pro BMX model with chrome-moly frame and forks and superqual alloy components from one end to the other. Color is Arctic Polar White, graphics are outrageous.



LAGUNA SUPER CRUISER

This big rig is the Rolls Royce of cruisers... the best money can buy. It is equipped with the finest components available, like a Shimano internal-shifting three-speed hub, Araya alloy rims, chrome-moly tubular forks, alloy pedal arms, a rear caliper brake, et cetera. This Laguna balloonier is available powder epoxy coated in all the Laguna colors.

**AND DON'T FORGET THE
MOST FULL-BORE BMX
CATALOG EVER PRINTED:**

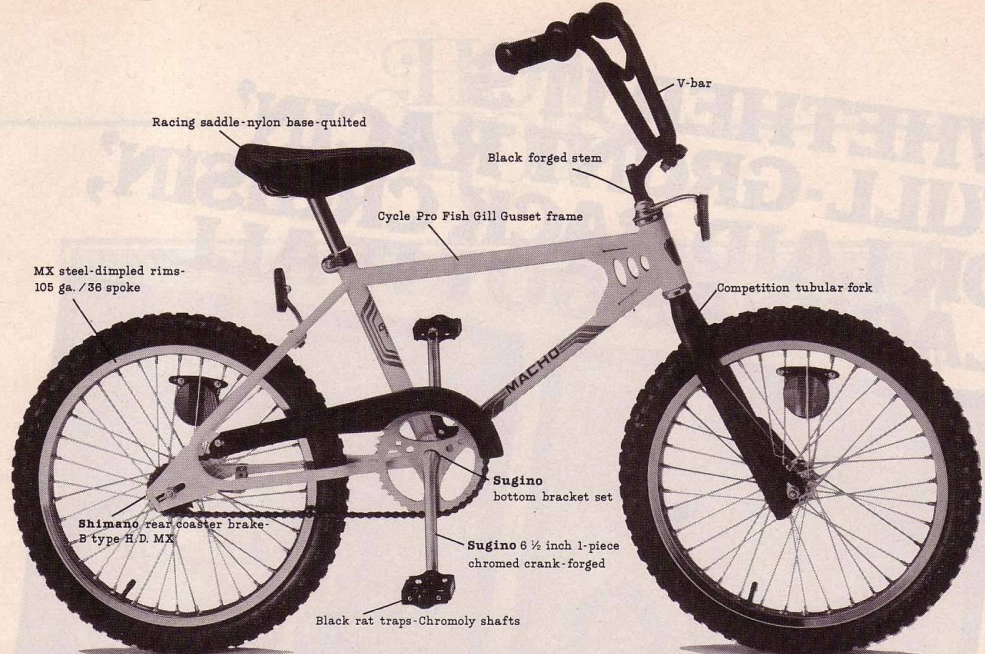
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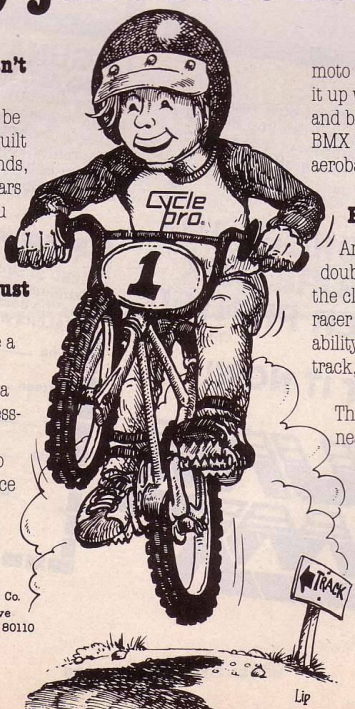
Expensive bikes don't go faster, they just cost more.

A great BMX machine doesn't have to be expensive...

It has to be tough, and it has to be quick. Like CyclePro's Macho, built to keep you on the track weekends, not mowing lawns or washing cars to pay for it. With the Macho you can get into real moto action.

The Macho isn't cheap. It just costs less.

A lot of bargain BMX bikes have a nasty habit of becoming instant garbage the first time you blast a berm. That can get pretty depressing, and very expensive. So the Macho was carefully designed to deliver race-winning performance



moto after moto. We avoided hoking it up with useless, quasi-moto junk, and bolted on rugged, competition BMX components to handle radical aerobatics in stride.

Race-proven design.

And the Macho's high-strength, double-gusseted diamond frame is the class of the field with its factory racer design and flat-out cornering ability. So when you get to the track, you're ready to win.

The Macho. By CyclePro. At your nearest dealer.

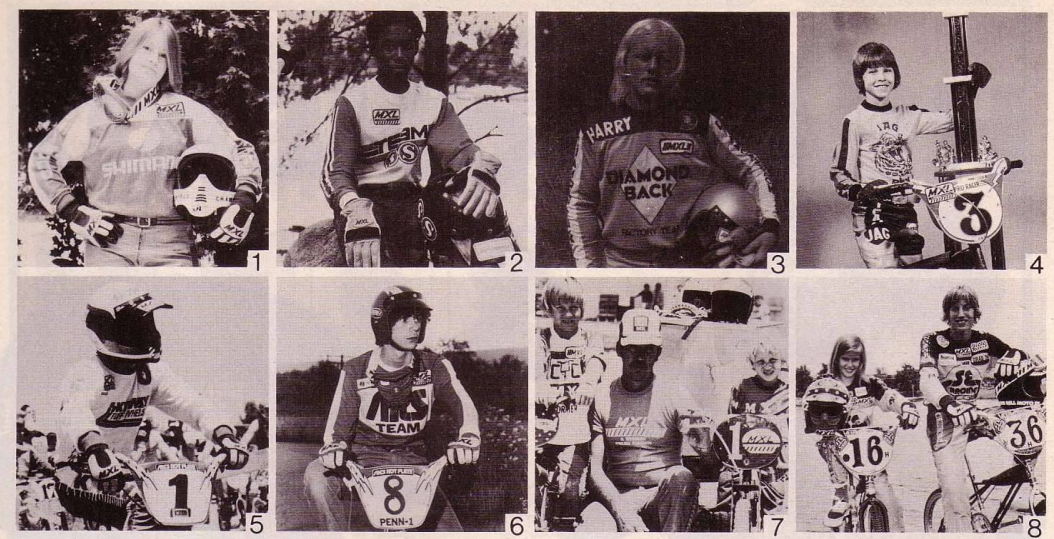


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Guess these "Guys", Win these Goggles!



MODEL 800 STARR GOGGLE

MODEL 600 SNAPPER GOGGLE

MODEL 700 UNI-RACER MASK

MODEL 70 JUNIOR GOGGLE

It's Christmas time and all of us Santa's Helpers here at MXL Products want to give you a chance to give yourself a present. Pictured are eight of the thirty BMX Racers Co-Sponsored by MXL Products. All you do is match up the names from the list with the number in the pictures and write them in the blanks on the official entry coupon.

Then fill out all of the other information (Please Print Clearly... If We Can't Read It, You Can't Win!!!) on the entry form and mail it to us. The first fifty correct entries will receive a free pair of famous MXL Goggles.

Official Entry Form

- 1. _____ Tony "The Tiger" Luke
- 2. _____ Greg Esser
- 3. _____ Lance Jones
- 4. _____ Harry Leary
- 5. _____ Kathy Schackel
- 6. _____ Bonnie & John Hutelin
- 7. _____ Jimmy "Pennsylvania Kid" Prywara
- 8. _____ Jimmy & Randy Harness & Jim, Sr.

Official Rules

Deadline for entry is midnight, December 31, 1980. All entries become the property of National Hydron, Inc. None can be acknowledged or returned. Winners will be chosen on the basis of correctness of entries and earliest postmark. All prizes will be awarded. Decision will be final. This contest is subject to local, state and federal laws and is void where prohibited by law. National Hydron reserves the right to make color/model substitutions to winners subject to product availability.

Name: _____
Address: _____
Age: _____
Goggle Model Wanted _____
Frame Color Wanted _____

Mail to:
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HEAD to HEAD



MOTORCYCLE HELMETS

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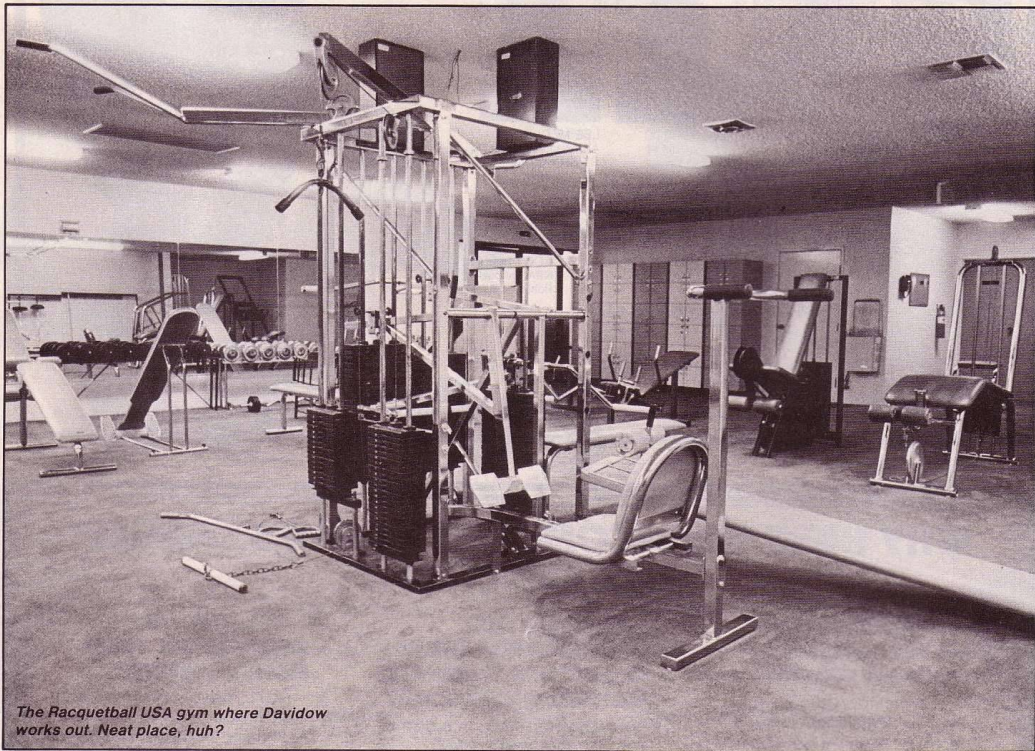
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PRO TRAINING METHODS OF DENNY DAVIDOW



The Racquetball USA gym where Davidow works out. Neat place, huh?

SKYWAY'S DOUBLE-D DEMONSTRATES HIS WAY OF BUILDING THE BMX BOD

ARTICLE BY LEN WEED
PHOTOS BY OZ

Denny Davidow, 17, says racing has been in his blood since he was four years old. Motorcycles were his first passion. His dad went desert racing regularly. Denny and his younger brother, Dirk, used to tag along, and they got into racing some motorcycle motocross, too.

Then the first gas crunch hit, way back in 1974, and the sagebrush excursions became less frequent. Dirk started racing bicycles. Denny tried it, too, got cookin', and stayed hooked.

Until this year, Denny would ride his bike, go racing, and ride his bike some more. Then something happened. He noticed that some of the California top

dudes he used to blow away were converting him from the blower to the blowee. That didn't set too well with Denny because he felt that on a given day he could handle anybody. But those given days seemed to be dwindling. So Denny figured it was time for him to look at some sort of a training program.

Before his current sponsorship Denny had a brilliant but erratic riding

style. Often, if he could keep it on the track, he was unbeatable. He's always been super fast. When he was twelve or thirteen he used to get protested on his age. More than one parent figured nobody that age could be that fast.

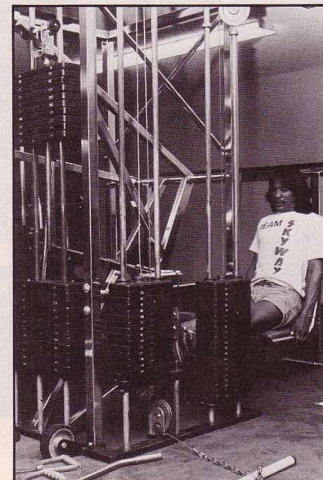
However, his relationship with his new sponsor, Skyway, and his newfound enthusiasm for training seem to be producing more consistent results.

So much so, that when he's pumpin' like he can, he has to be rated among the top five Pro riders in the world.

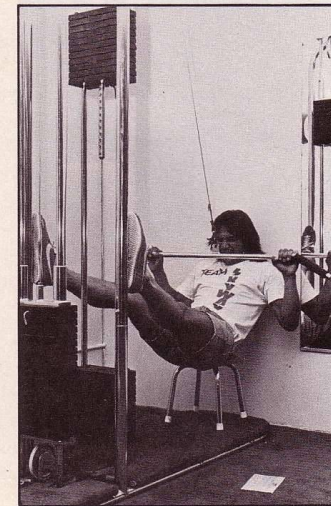
Denny began his serious training program early this year. He popped into the Racquetball USA athletic club in Santa Ana, California, and checked out what they had to offer. The specialists there designed a program for overall physical conditioning. Then Denny got out the chisel and hammer.



The Dynavit computerized cardiovascular conditioning exercycle. Denny tested out to age nine physiologically. Which means he is in super condition. Is that your trainer, Denny?



Leg Press. Denny did 65 reps at 165 pounds. He'll vary the reps from 65 to 100, increase the weight when it starts getting too easy.



Lat Pull Downs. This exercise simulates pulling up on the bars. 110 pound, 15 reps.



He refined their program, custom tailoring it to his specific needs as a pedal pumper. "I kept what I thought was good, then minused the stuff that I didn't need, and put my own stuff in there."

Denny observes the every-other-day approach to weight training recommended by most experts in the field. Most specialists feel that heavy-duty weight training on consecutive days can do more harm than good, unless it is very carefully supervised by qualified personnel. Muscles need time to rest, recover, and grow in between workouts.

Yet if an athlete lays off just four days he loses much of the benefit of his last workout.

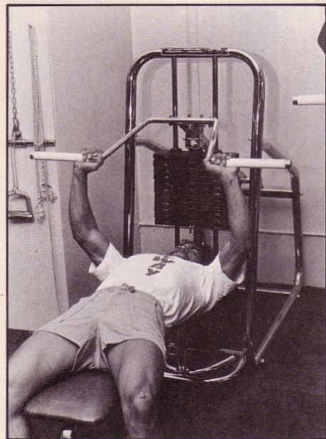
Denny works out Monday, Wednesday, and Friday, or Tuesday and Thursday, depending on his race schedule. With the three-day program, he'll work hard on Monday,

BMXA co-editor, Len Weed, himself a physical fitness advocate, getting Denny's exercise program on tape for this article.

TRAINING

back off a bit on Wednesday, and come back with a hard workout on Friday.

His program combines both power



Bench Press. Denny goes for one max lift as a measure of overall upper body strength. Here he pressed 160 pounds.

(or strength) and endurance training. One of the basic concepts of weight training is that power or strength is best developed by moving more resistance (weight) for a low number of repetitions, while endurance is best developed by moving a lighter resistance for more repetitions. Denny applies this concept to fine-tune his training from session to session.

For example, if he feels his starts have been strong, but he was fading a bit near the end of a straight, then he concentrates on endurance. So he reduces the weight resistance and increases the repetitions to improve muscular endurance.

If he feels his starts were sluggish, then he concentrates on developing more explosive power by upping the weight resistance and lowering the reps.

So, summarizing his fine tuning, it's: Slow starts—work on power—more weight, less reps.

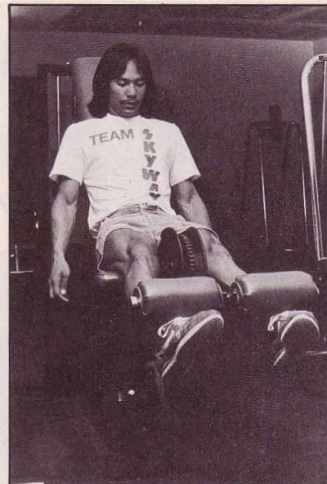
Running out of gas on the straights—work on endurance—less weight, more reps.

Denny keeps analyzing how he performs at the track. As he sees it, he

can't always be one hundred percent totally tuned: he's losing a little here, gaining a little there. So he tries to stay on top of what's happening with his body and his racing and apply the extra effort where it's needed most.

He keeps a card to record his workouts so he can review what he has been doing. That's a good idea for any training program.

Now that you're tuned into the



Leg Extensions. A slow two-count is used to raise the weight resistance, then a slow four-count is used to lower it. Denny did eight reps with eight plates.

why's and wherefore's of Denny's training attack, let's take a closer look at one of his grunt sessions.

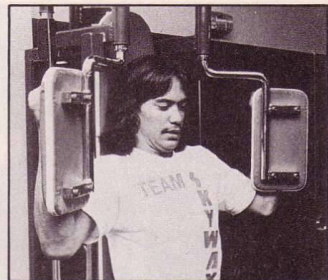
One other point about weight training is worth mentioning here before taking that look. Generally, it is felt that younger athletes should not overdo it with heavy weights because their bodies are so involved with growing. Many athletic specialists feel that an athlete should be about sixteen or seventeen before he starts pumping heavy iron.

DYNAVIT CONDITIONING CYCLE

About once a week Denny has his pulse monitored on the Dynavit, a computerized cardiovascular conditioning exercycle. An athlete's age, sex, and weight are fed into the computer and a pulse rate goal reads out. The Dynavit rider is programmed to get up to the pulse goal in seven minutes, and hold it for the final three minutes of the ten-minute workout. Denny's pulse goal was 160 per min-

ute. The resistance of the pedals is dialed in, and then a panel of control lights tells the Dynavit rider whether to speed up or slow down his pedalling to stay on target.

With the average person, the pulse rate will normally go up, level off, and then rise a bit more toward the end of the ten-minute workout. The pulse of someone out of shape usually just keeps rising.



Pectorals. The PecDeck pumps up the chest. Denny did 10 reps at 70 pounds.

For an athlete in good shape, like Denny, the pulse rate usually rises at first, levels off, and then generally drops some as his body more or less gets its second wind.

At the end of the workout, the exerciser's physiological age is computed. The average person will test out about the same as his chronological (real) age. On his last test, Denny had calculated out to a physiological age of thirteen. This time the figure dropped to age nine. What this means is, if Denny keeps improving, he may wind up in diapers.

LEG PRESS

Four years ago Denny could leg press over 500 pounds for as many as fifteen repetitions. But now, training more specifically for racing, he goes for endurance rather than max power. He doesn't want to be able to leap over tall buildings in a single bound. What he wants is the ability to spin those cranks around as hard as he can for a minute or so. His current resistance is 160 pounds.

Denny does 65 to 100 reps. He figured that's how many times he spins the crank in a race. Figure a tire five feet in circumference, spun by 2.75:1 gearing. The rear wheel covers almost fourteen feet for each revolution of the crank. A quarter mile track has 1320 feet, so that figures out to one hundred revolutions. What Denny did to specialize the leg press is a perfect

example of dialing in resistance and repetitions to suit his racing needs.

LATERAL PULL DOWNS

While Denny will vary his leg workouts for both power and endurance, he zeros-in for power with his upper body. Usually he goes for about a dozen or so reps.

The lateral pull-downs more or less simulate pulling up on the bars.



Leg Curls. 43 pounds, 15 reps. Toughening up the weak link in the Davidow racing machine.

Denny's workout dialed in 110 pounds for 15 reps the day we visited the gym.

BENCH PRESS

Denny uses the bench press as a progress check. He cranks the weight up as high as he figures he can handle for one or two reps. Denny grunted up 160 pounds, just ten under his personal record.

NAUTILUS LEG EXTENSION

Most Nautilus equipment has been designed to provide a continuous resistance through the full range of movement. With conventional weights, like barbells, the resistance gets relatively "lighter" during the movement after the initial jerk. That's because the weight is moving and the skeletal structure takes over, assisting the muscles.

Denny dialed in eight weight plates on the leg extension machine. He did eight slow repetitions. He uses a slow two-count lifting his legs, then a slow four-count lowering them to the start position.

Slow reps are recommended by

many training specialists as a way of increasing the value of a workout. The slower pace requires more coordination and smoothness, and the slow count increases the time that the muscles must work.

The longer time used for the lowering or negative portion of an exercise also reflects another popular concept. The body can generally handle more weight resistance in the negative

(lowering) portion of the exercise. So, by slowing the return to the start position, the athlete must also resist gravity as well as the weight.

PECTORALS

Denny knocked off ten reps of seventy pounds on the PecDeck. His general guideline is do it until it hurts. The pectorals are the large muscles across the top of the chest.

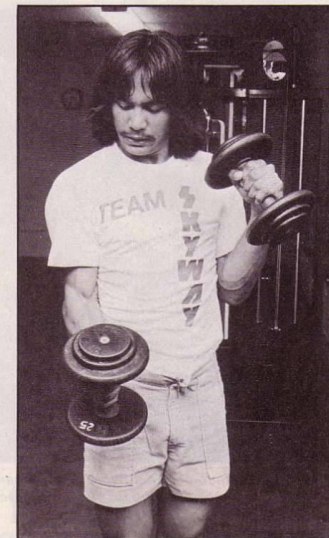
Upper body strength lets a racer create a power leverage platform, pulling up on the bars so he can push down into the pedals as hard as possible. In effect, a well-conditioned racer is actually trying to break his bike apart—pulling the bars up while trying to pump the bottom bracket into the ground. That force-against-force, like a baseball bat against a fastball, creates explosive power and speed. The greater the arm resistance on the bars, the harder a BMXer can pedal. That's why Denny spends plenty of time on his upper body as well as his legs.

LEG CURL

Denny feels he's weakest in his upper legs, back in the hamstring area. The leg curl machine develops this area. His workout was 15 reps of 43 pounds.

HAND WEIGHT CURLS

This exercise combines the regular (palm up) curl and the reverse (palm down) curl. Denny begins with a regular curl for the lift or positive part of the exercise, then rotates his wrist at the top so he can do a reverse curl to lower the weight. The reverse curl is done in conjunction with a regular curl on the other arm. He continues this opposing coordination until comple-



Hand Weight Curls. 25 pounds, 25 reps. A hand weight exercise with a twist. Denny does a regular (palm up) curl to lift the weights, then 180° his wrists to lower the weights with a reverse (palm down) curl. While one is going down, the other is going up.

tion of the exercise. In other words, when one is going up, the other is going down.

This curling exercise builds the wrists, forearms, and biceps for hanging on to the bars and developing power. Denny did 25 reps with 25 pound hand weights.

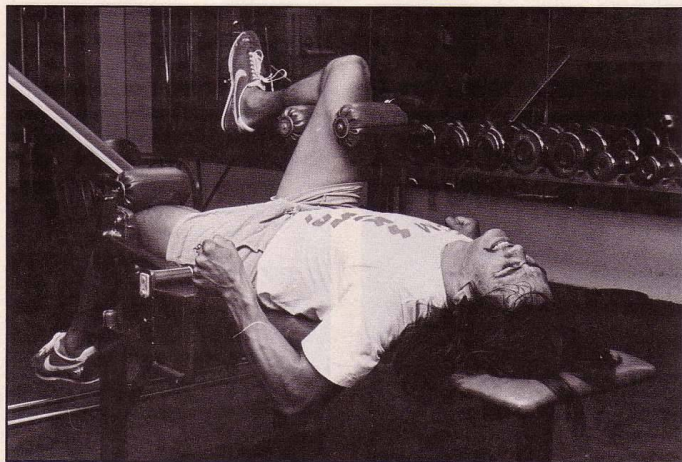
HIP AND BACK MACHINE

The Hydra Gym brand machine works both the back and the upper leg and hip muscles. It's like sprinting flat on your back wearing cement sneakers. The athlete determines the resistance by how hard he pumps his legs. The apparatus has a pair of air shock absorbers. The faster the athlete pumps, the more the air shocks resist.

That's it for the gym portion of

TRAINING

Denny's training. Normally he will do a second lap or circuit from station to station. Now let's take a look at what else Denny is into.



Hip and Back Machine. This Hydra Gym apparatus uses air shocks to create an increasing resistance to the legs' pumping action.

BIKE RIDING

Denny tries to put in five miles, non-stop, for endurance. He doesn't frequent skateparks, and doesn't do much jumping except for some goofing around now and then.

He doesn't practice sprints on his bike, preferring to leave that to the actual racing. In fact, he prefers not to do anything he does at a race, except for practice starts and some occasional play racing.

This approach is used by some motorcycle motocrossers. Their feeling is there's less chance of getting burned out by practicing racing all the time. When Denny gets to the track on race day, he's really pumped to go racing and give each one lap burst everything he has.

Denny generally practices starts until he gets tired or starts "fumbling up," as he refers to it. When performance starts to fall off, he kicks back, does something else, and then comes back to it refreshed. For practice starts, he'll burn about 25 to 30 feet, no more. Generally, he does 40 to 50 starts during one session.

Denny also uses a specific ap-

proach to his practice on race day. He'll work specifically on what he feels may give him the most trouble in the race. Once he gets the start dialed in, he'll head for the turn or jump he figures is the toughest or offers the best strategic chance of improving his results. Instead of just pumping out laps, he goes right to one part of the track. That conserves energy and time, and gets him fully prepared for

half pound ankle weights to school, but he doesn't use them for riding his bike. He feels they screw up his pedalling.

He also uses hand grips. In addition to normal squeezing, he also uses them statically, turning them upside down and trying to hold them closed for two minutes or more.

He also works out with a Dyna-Bee, a wrist and forearm strengthening de-



Denny goes for one minute burns on his stationary roller, followed by a five minute rest period. The roller develops sprint endurance, balance, and split-second recovery skills.

the toughest test on the track.

ROLLER TRAINING

Denny has a stationary roller that he uses to fine tune his spinning, balance, and sprint endurance. His goal is a one minute burn, followed by five minutes of rest.

He'll get on the roller after going to the gym to get his leg speed back after the weight workout. And the roller comes in handy on rainy days when he can't ride outside. Then he'll run about six one-minute motos, rest an hour, and do it again.

RUNNING

Denny's basic goal is running one and a half miles in eight minutes. That pace is a shade slower than a world class marathoner, so it's pretty brisk.

The thing that most motivates his running is getting pulled at a race by a rider he figures he should beat. Then he does some serious running until he gets back to where he figures he should be—in front.

OTHER TRAINING AIDS

Denny sometimes wears two and a

vice that utilizes resistance against a gyro force generated by the apparatus.

MENTAL ATTITUDE

Denny feels that BMX racing, even though it's a big burst sprint, is still a highly mental activity. He rates success about seventy percent mental and thirty percent physical performance. "If you can go off thinking you're Superman, you're going to do good."

He also points out that his mental energy can sometimes get him to do things his body is telling him he can't. Sometimes he'll just freak out and crank like crazy and come out ahead after his body told him he was beaten.

Setting up and sticking to a physical training program can help any racer up his mental confidence as well as his physical ability. Put those two together and you get a tough combination to beat. At least that's the way the Double-D sees it. ■



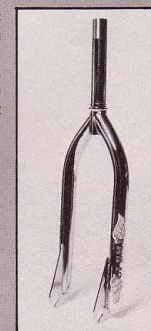
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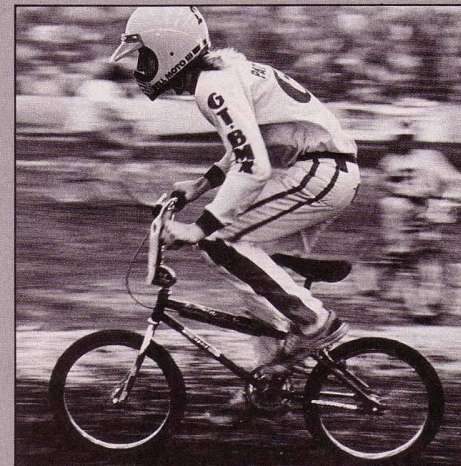
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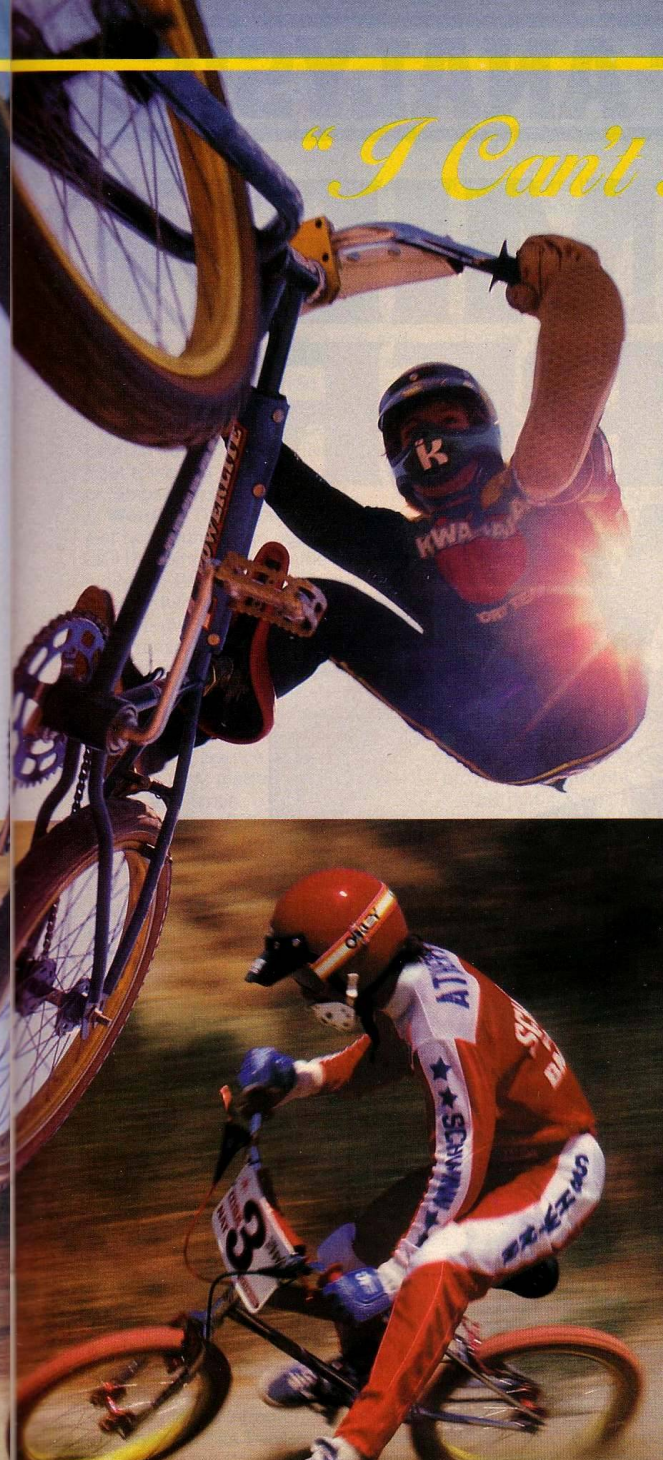
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ACS Z-RIMS



Donny Atherton, Schwinn team member and 1980 winner of 9 Nationals (so far). He's the first racer in BMX history to win the Trophy Dash at both the ABA and NBA Winter Nationals. He's one of a growing list of riders who have switched to Z-rims.

Bob Morgan, maniac rider for team Kuwahara, invented several new tricks while trying, unsuccessfully, to destroy his Z-rims. His riding style is not recommended for everyone — but Z-rims are.



TEST RESULTS:
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Waves of raves are pouring in as more riders test the new ACS Z-rims. Most of their reports begin, "I can't believe it..." They've thrashed, crashed, banged and raced these wheels to limits no other wheel could survive. But Z-rims hang in — ignoring punishment and withstanding any shock. Riders pulled out all the stops, but the Z's bounced back for more of the same.

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Z-rims are almost as light as alloy rims, but spoked up, they're tougher than any wheel ever made. Their incredible strength is due to the use of Zytel® ST, combined with steel spokes. This construction provides the highest strength to weight ratio available. And we make it even stronger by preferentially drilling for the 36 (0.080) spokes. Available in black, yellow, blue or red, the colors stay bright because Zytel® doesn't chip, flake or ding. The biggest surprise of all — they cost less than alloy rims.

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PRODUCT ANALYSIS

PREMIER SUPER BMX



FULL COVERAGE AT HALF THE PRICE

Premier Helmets spent close to two years soliciting input from about two dozen test riders to help

design the first full coverage helmet made specifically for bicycle motatin'. Included among those test consultants was BMXA's own Mighty-Fine Design Group which was once mentioned in the same sentence as the Porsche Design Group.

Premier began with the basic full

Two pounds, two ounces. Sixty-six bucks. Sizes for little dudes too. This skid-lid gets the BMXA Function-Style-Price Seal of Approval!

coverage motorcycle helmet concept—then refined and defined it for pedal power.

The Super BMX, a multi-layer, hand-laminated fiber glass full coverage helmet, features all the goodies of the motor troops' tops, but it's lighter, cheaper, and trickier because it's pure BMX.

Let's take a stroll down the cobblestones of Critical Look Lane and grab a closer gander at the numerous pluses the Premier skid lid has to offer:

Price. A solid-color Super BMX retails for less than fifty-five dollars. That's like half of a full coverage Bell or Simpson motorcycle helmet.

Weight. The Super BMX weighs just two pounds, two ounces. That is LIGHT. Compare that to the following weights: Bell Moto Star III—three pounds, two ounces. Simpson Supercross I—two pounds, eight ounces. The Premier Super BMX is lighter than most open-faced motorcycle helmets. The Electro Pro Series 2 open-facer weighs two pounds, fourteen ounces.

Not only is a lighter helmet lighter, it also doesn't bounce around and jangle your gray matter as much over bumps and jumps.

Protection. Full coverage means better mouth and jaw protection than any face mask or chin guard attached to an open-face helmet can deliver.

Visibility. The Super BMX has to sport the largest opening this side of the Grand Canyon. You could slip half the Chinese army in there—plus two pairs of goggles. That means your peripheral vision can keep an eye out for bandits at ten o'clock or t-bone terrorists.

Helmet rubber. Historically, the rubber on Premier helmets has been top quality stick-where-it-was-stuck stuff. You can't really make that statement about every major helmet maker.

Ventilation. The mouth piece is slotted for better breathing and screened to keep out clods, moths, flying ants, and intercontinental ballistic missiles.

Suitability. The Super BMX was specifically designed for BMX. It isn't a motorcycle helmet. As such, it bears a sticker that advises that it was designed for and should only be used for non-motorized off-road use. It carries no DOT or Snell stickers and is not legal for the street. Obviously, one

of the reasons this model Premier is so light is because it doesn't have to meet motorcycle standards shaped to protect cycle riders for crashes at speeds in excess of 100 miles per hour. If your track is that radical, you better get a motorcycle helmet.

On the down side, we offer the following comments:

Visor snaps. Three snaps is a good idea. Five snaps always seems to be a hassle. Only Premier has always seemed to have a problem getting their three snaps to line up spot-on. It took some struggling to pop a visor on our Super BMX.

Face mask. To our way of thinkin' the face mask portion of the helmet juts out a smidgeon too far and is a bit too low. We'd bring the face guard in about one-half inch and also raise it about the same amount. We'd also go with a slightly wider hunk of fiberglass to connect the face guard to the rest of the helmet shell. That would offer a bit more protection and shell strength, and to our way of thinking, would improve design integrity.

And that's all we're going to miss and poan about.

Six different colors are available in the solid version: black, white, yellow, red, blue, and orange. Suggested retail is \$54.95.

You can also get a two-color version in any combination of the six basic colors. Suggested retail for this high-zoot model is \$65.95. There's also a red, white, and blue model available for the same \$65.95. The custom conscious can special order other colors.

Helmet sizes range from 6¼ to 7¾. The mini sizes feature a scaled-down helmet shell while the larger sizes are just what you'd expect in urban macho battle gear.

If you want more info about the super light, super priced, super protection Super BMX, check with your local Premier dealer. If you don't know who dat is, write to Premier and they'll be glad to send you a brochure and point you in the right direction.

For more info, contact: PREMIER HELMET DIVISION, International Helmet Corporation, 1559 W. 135th Street, Dept. BMXA, Gardena, California 90249, (213) 515-5861. ■



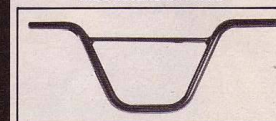
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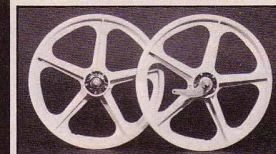
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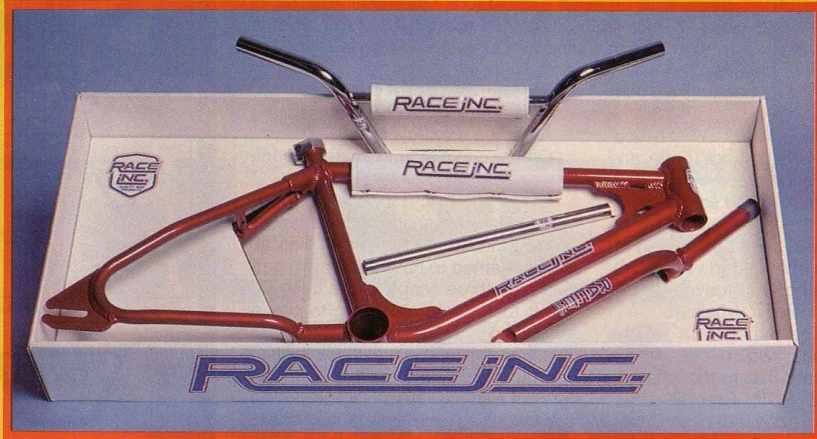


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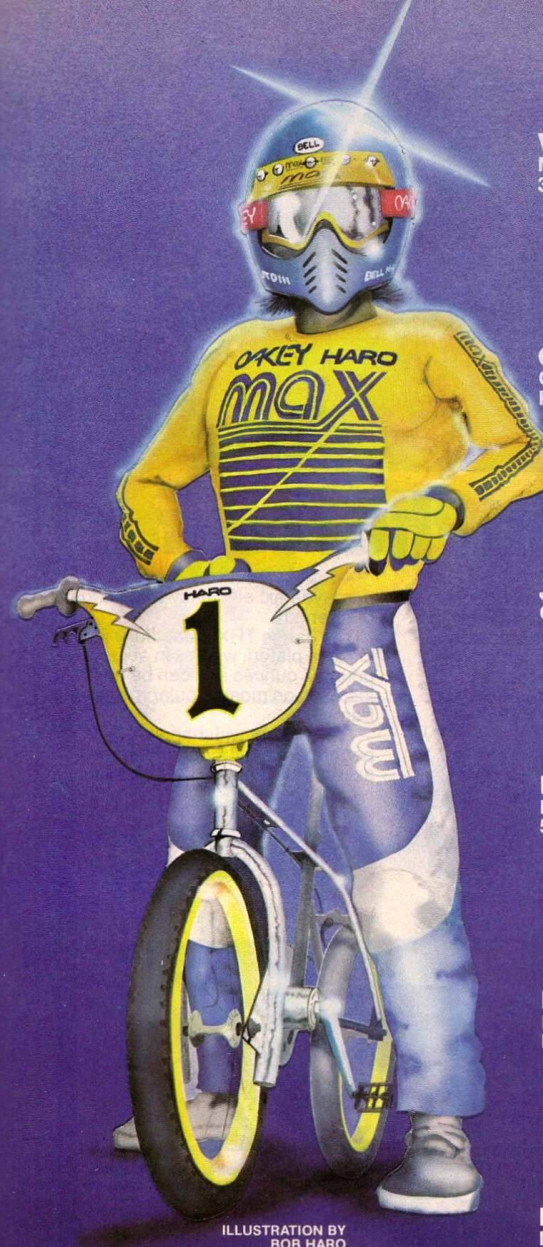


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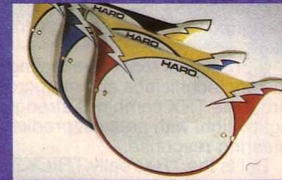
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100% CroMoly construction. Only the finest for TRX.

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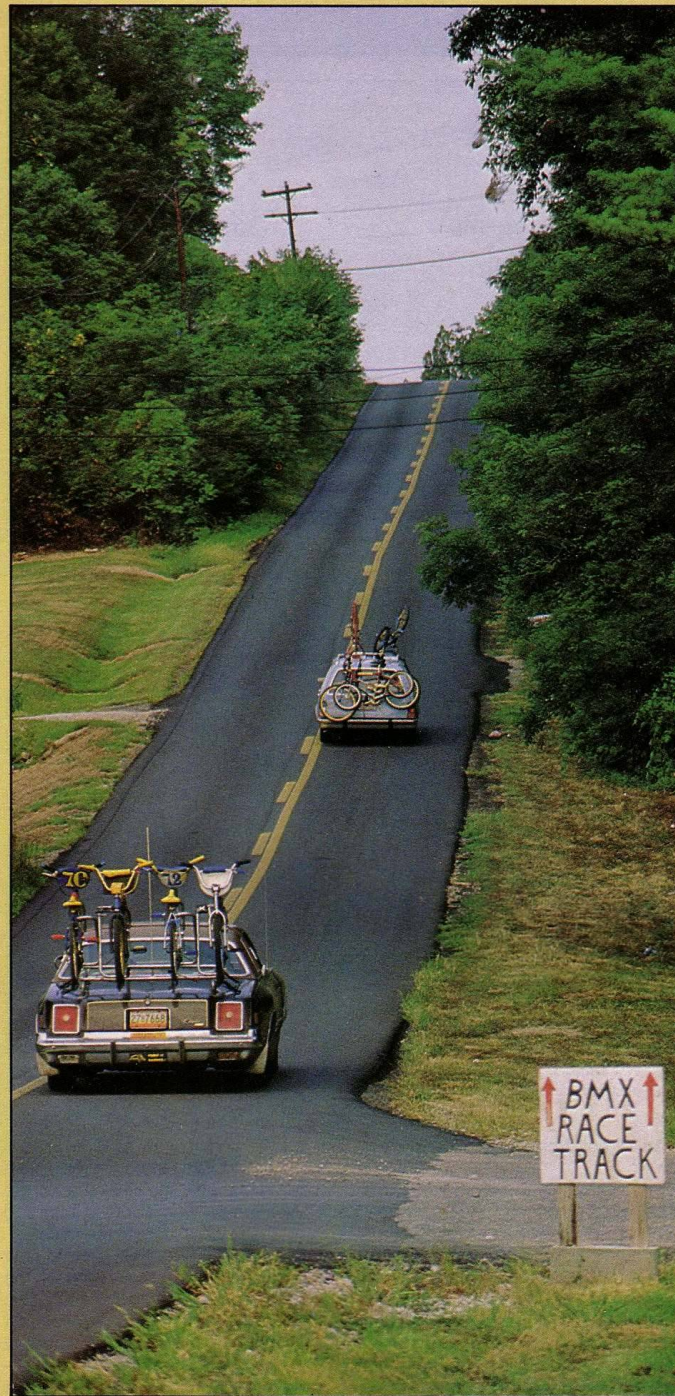
EVANSVILLE



The Avalanche in Indiana: First in the 11-13 open, first in 13 expert. The dude goin' for the swoop is Denny Owens. But you don't tug on Superman's cape; you don't spit in the wind; and you don't swoop the avalanche.



This guy books! It's Jammin' Jimmy Feret, gettin' down to biz. Sixth in the 9 expert class.



Headin' for Burdette Park BMX Track in Evansville, Indiana. Pretty neat country, huh?

WAR OF THE STARS SERIES III RACE XVII

ARTICLE BY LEN WEED
PHOTOS BY BOB OSBORN

War of the Stars III zigged and zagged its way across the continent all summer. Beginning last Memorial Day Weekend, the tour made stops in Tennessee, Georgia, Pennsylvania, Florida, Missouri, Indiana, Kentucky, Pennsylvania, New Jersey, and Illinois. Finally, Labor Day Weekend, round seventeen at Evansville, Indiana.

The NBL Grand National is a two-day, double points series showdown. The final gunfight. The moment of truth. Resolution.

As the troops converged in Hoosier-land to determine who's-yer-No. 1, the race for NBL No. 1 Pro was still a tossup. The points standings read:

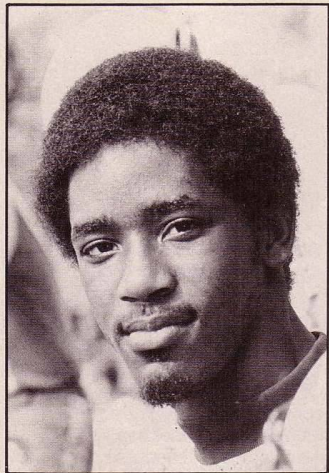
Toby Henderson	690
Eric Rupe	690
Anthony Sewell	650
Kevin Jackson	630
Mark Wegner	625
Clint Miller	620

With double points on the line and three motos, a hot rider could collect as many as 300 points. So anything could happen. And it did.

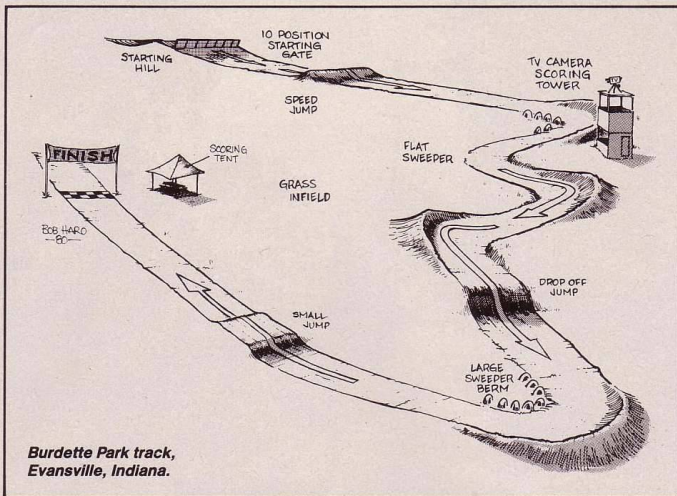
Just to make things interesting, several aces not in the running for the NBL top plate but gunning for a chunk of the three thousand dollar purse, showed up: current ABA dollar leader Brent Patterson; Red Line rocketeer Stu Thomsen; Greg Hill. So it was shaping up as a totally terrific go-fast get-together.

EVANSVILLE

Who else was there? A film crew that's covered the Schwinn sponsored races in the series. That film will be used for winter TV viewing.



The NBL scoring system is so convoluted that it's hard to tell exactly what's going on at any one time . . . but NOBODY doubted what Anthony Sewell accomplished. He won the Pro main, the lion's share of the Pro purse, and the NBL Nat'l No. 1 Pro plate for 1980.



Who is that dude in the Kuwahara threads? Why that's Lee Medlin. With a brand new sponsor. Goin' bonkers. First in 15 expert.

Sign-ups ran about 1,100. The Grand National was open to all, but only racers who had entered at least five of the War of the Stars series were eligible to win a class championship.

The past year has seen the NBL, the only major sanctioning body based in the East, emerge and claim the No. 2 spot in racer participation behind the ABA. While the NBL has about ninety tracks, only a few are west of the Mississippi—in Texas, Utah, and Nevada.

But this doesn't stop the California Pro crankers from dominating the eastern nationals. Those guys are like the Europeans used to be in motorcycle motocross—the main men—swooping into town to rake up the loot.

If you doubt the California domination, then look at the top riders in the Pro class standings: Four of them—Henderson, Sewell, Jackson, and Miller—are West Coasters. And Eric Rupe, who now lives in Alabama,

used to hail from the Golden State, too.

The track in Evansville looked like a triangle with a case of the squiggles. Each of the three legs of the triangle ran down a slope. The low start hill led to a hundred yard straight with a speed jump, a bump really, in the middle. Next came the esses. A right, off a big gollywhopper berm, and then in rapid succession, a left, a right, and a left. Then a dropoff and the second straight. Overshoot the big berm at

the end, and it was air time into a mess of bushes, trees, shrubs, and other nasties. The final leg of the track triangle was about a hundred yard dash with a jump in the middle.

Saturday's two Pro motos saw Toby Henderson remain King of the Hill. He scored a first and second. Eric Rupe dropped behind Toby with a first and fourth. Meanwhile, Anthony Sewell hung tough with a first and second while Kevin Jackson flashed two wins.



Upon entering beautiful, rural Evansville, you are immediately aware of the warm, friendly inhabitants who are more than anxious to embrace the newly arrived visitor.

**BICYCLE
MOTOCROSS
ACTION**
MAGAZINE



Thundering off the line in the open main comes some of the heaviest real estate in BMX. The Schwinn rider is Robby Rupe; the two Torker dudes are Clint Miller and Mat Harris; the SE guy in the back is P.K.; Medlin and McNeal (who has really cleaned his act up lately) are the Kuwahara contingent; the guy in Levis down at the end is Randy Smithson; and the Jag hombre is Anthony Sewell, who won it.

So, awaiting Sunday's no-points semi and the Main, the standing looked like this:

Toby Henderson880
 Eric Rupe860
 Anthony Sewell840
 Kevin Jackson830
 Clint Miller810

The calculators and adding machines came out to figure who had to do what to whom to wind up where. Remember, it's 100, 90, 80, 70 on



Look out, momma, they turned loose the mini moto maniacs! Ol' Chad Cornelius (No. 41) totally blitzed the 6 expert class.



Class BMX transpo in times of rampaging inflation and insane gas prices; the Luke contingent takin' a shortcut.



Urban Cowboy stylin' hits the Mid-West.



Heidi Mirisola (No. 53) and Kathy Hannah (No. 2) were tearing up the powderpuff racing at Evansville. They finished their Main just like you see 'em pictured... one and two.

UNDERSTANDING NBL SCORING

Once upon a midnight dreary, while I pondered, weak and weary...
 Quoth the Raven, "Nevermore."

What does Poe's poetry have to do with the NBL? Actually, we were thinking of Poe's prose. Only Edgar Allan's short story, *The Pit and the Pendulum*, doesn't have a catchy line that everybody recognizes right off. Well, then, what does *The Pit and the Pendulum* have to do with the NBL?

A lot of people considered the NBL's method of determining their No. 1 plates in 1979 the real pits. Whoever got hot for one weekend got it all.

One could say the pendulum swung a full 180 in 1980. The NBL switched to a cumulative moto system and counted a rider's best five events plus the Grand National.

None could question that the NBL's approach was much fairer this year. Still, it left some perplexed, confused, or discombobulated. With the cumulative moto system, a rider could win the Main, but not be the event's overall class winner. That's because the Main counted no more than either of the first two motos.

The new scoring system pays points (50 for first, 45 for second, 40 for third, on down to five for tenth) for the first moto, the second moto, and the main. The overall event winner is determined by adding the finishes in those three races.

Some question why the first two motos count, but the semi doesn't. That's easily enough explained. Some of the smaller classes don't require a semi to qualify for the main. So awarding semi points would in effect penalize riders in those smaller classes.

Under the accumulated moto system, a racer could earn as much as 150 points at an event by sweeping the two motos and the Main. Thus a score of 750, five times 150, is the maximum possible score going into the Grand National. For example, Donny Atherton had a perfect 750 going in, had some problems in Evansville, and failed to capture top honors for the year.

Since the final two-day Grand National paid double points (100, 90, 80, 70, etc.), 300 points was possible for a sweep. This means the Grand National still puts a lot of pressure on the riders to shape their final point total. Look at No. 1 Anthony Sewell. He had 650 points from his best five events, then was able to add another 290 to finish with 940.

Ties are broken by who does best in the Main. Henderson and Rupe both scored 220 points in the Pro class. So that tie was resolved by looking at who finished best in the Main.

While the new scoring system is more complex, and does detract somewhat from the mystique of the Main, it certainly seems fairer than last year's wham-bam-sorry-Sam approach.

Now, if it was only easier to understand. ■



Missouri Outlaw makes good: John Plant (No. 5) snatched the NBL Nat'l No. 1 16 expert plate right out of the clutches of one Donny Atherton in a right-down-to-the-wire battle royal. Mark Driscoll (No. 21) took home third place brass in the same class.



Mid-West bumper sticker.



This is the Evansville finish area and the scoring ladies' tent. In the background is staging and the starting gate.

down for the double-point placings. Henderson was in the driver's seat. If he finished first or second, he had the No. 1 plate regardless of what anyone else did. All he had to do, basically, was finish no more than one place behind Rupe or three places behind Sewell.

Rupe knew he had to finish at least two places ahead of Henderson.

Things looked kinda grim for Sewell. He had to finish four places ahead of Henderson and three places ahead of Rupe to win.

Complicating the plot was the presence of Stu Thomsen and Brent Patterson, racing solely for gold rather than number plate glory. Stu had just barely made it, taking a fifth in his semi. Greg Hill failed to qualify. The

SCHWINN/NBL WAR OF THE STARS GRAND NATIONALS EVANSVILLE, INDIANA

PRO	10 EXPERT
Anthony Sewell	Jeff West
Clint Miller	Nick Phipps
Kevin Jackson	Scott Willett
Brent Patterson	10 NOVICE
Perry Kramer	Doug Huff
Eric Rupe	Tom Wyatt
Toby Henderson	Kevin Seidehamei
Seth Buccieri	9 EXPERT
Stu Thomsen	Steve Moore
Jamie Burrows	Mitch Bingham
14 OVER OPEN	Dana Overholser
Anthony Sewell	9 NOVICE
Kevin McNeal	Dan Pliske
Perry Kramer	Sami Rahman
16 EXPERT	Marc Jackson
Tommy Brackens	8 EXPERT
John Plant	Perry Cook
Mark Driscoll	John Snider
16 NOVICE	Jeff Kauertz
Jim Vaughn	8 NOVICE
Roger Watson	Jason Kick
Jack McDaniel	Mike Ross
15 EXPERT	Chad Ball
Lee Medlin	7 UNDER OPEN
Mat Harris	Andrew Soule
Tim Judge	Troy Overholser
15 NOVICE	Mark Bachardy
Matt Rose	7 EXPERT
Tom Swint	Andrew Soule
Dave Spaw	Cullum Miller
14 EXPERT	Cody Weakley
Vince Asbury	7 NOVICE
Richard Farside	Jason Holt
David Argyle	Tony Geyston
14 NOVICE	Jon Michael Fox
Dave Rush	6 EXPERT
Jeff Lawlor	Chad Cornelius
Anthony Romero	Bryan Padli
11-13 OPEN	Sean Miller
Richie Anderson	6 NOVICE
David Murray	John T. Brunner
Leroy Kopf	Rye Brown
13 EXPERT	Kim McWilliams
Richie Anderson	14 OVER GIRLS
Denny Owens	Heidi Mirisola
Jeff Owen	Kathy Hannah
13 NOVICE	Margo Carroll
Rocky Rockwell	11-13 GIRLS
Michael Skladany	Kathy Schackel
Shawn Carmody	Shelly Hunter
12 EXPERT	Jenny Green
Michael Goody	8-10 GIRLS
Bill Morici	Stacey Berry
Stacey Scott	Toohi Smith
12 NOVICE	Angela Frierson
Tony Portillo	7 UNDER GIRLS
Rob Kelley	Ginger Elfinger
Donald Wyant	Melissa Fred
11 EXPERT	Wendi Bondurant
Vance Justice	29 UNDER
Eddie Lorkowski	CRUISERS
Freddy Hooper	Bobby Encinas
11 NOVICE	Jim Wallace
John Roskos	Mike Siegel
Britt Decker	30 OVER
David Bunch	CRUISERS
8-10 OPEN	Pete Miller
Brent Hanlin	Robert Knapp
Nick Phipps	John Becker
Tony Luke	

lineup for the Main saw: Henderson, Rupe, Sewell, Miller, Jackson, Perry Kramer, Seth Buccieri, Jamie Burrows, Patterson, and Thomsen.

So, ranch hands, hodads, and square-shooters, the tension was

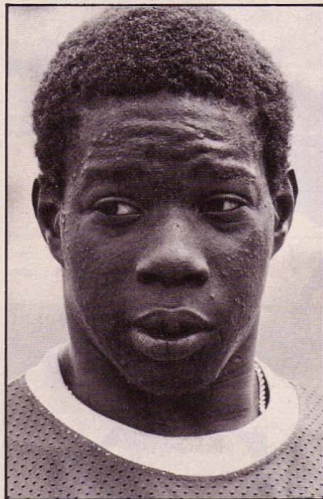
EVANSVILLE

mounting by the millisecond. It was so tense you'd need a diamond bladed buzz saw just to cut the air. Pure gut-crunching, get-it-up-and-go-for-it time.

So right here, midst all these flutterings and flip-flops on the start line, how about some race predictions? First, Bob (Gonzo) Hunt, who along with Missouri Outlaw compatriot John Piant, produces a mini-magazine, *The BMX Express*. Bob's picks: Thomsen, Sewell or Miller, Rupe fourth, Henderson fifth.

And from the home team, Oz's prognostications: Henderson, Rupe, Patterson, Thomsen, Sewell.

And now, the race. Seth Buccieri got the holeshot with Jackson and Miller on his tail. Henderson, hampered by an outside starting position, made a major move-up by cutting inside and freight-training first and second places. Coming into the esses Jackson nudged ahead of Buccieri. Then



The famous Kerensky Bullard was there.



In the hotly contested 16 expert class, Tommy Brackens blew 'em away.

Jackson slid out and Buccieri got sideways. With no place to go, Stu Thomsen tried to bunny hop over Seth. He almost pulled it off. Almost. It was a great try, but he bailed. And with Buccieri down in front of him, Henderson could do nothing except sample the soil.

Meanwhile, Sewell pumped right

through the carnage with Patterson and Miller on his tail. And that's how they finished. Perry Kramer took fourth, followed by Jackson and Rupe. Henderson was eighth and Thomsen came in last.

Everybody immediately whipped out their score pads. And the NBL No. 1 Pro was, and is . . . Anthony Sewell.

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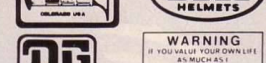
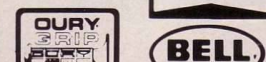
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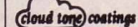
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Uno, dos, and tres in 12 expert: M. Goeddy (No. 26), B. Morici (No. 28), and S. Scott (No. 64).

1980 NBL War of the Stars Series Pro Winners

May 24	Knoxville, TN	Frank Post (Panda)
May 25	Powder Springs, GA	Frank Post (Panda)
June 7	Coral Springs, FL	Frank Post (Panda)
June 8	Miami, FL	Denny Davidow (Skyway)
June 14	Collinsville, IL	Stu Thomsen (Red Line)
June 15	St. Louis, MO	Stu Thomsen (Red Line)
June 21	Wakarusa, IN	Kevin Jackson (Schwinn)
June 22	Goshen, IN	Greg Esser (Skyway)
July 4	Henderson, KY	Toby Henderson (Raleigh)
July 5	Petersburg, IN	Eric Rupe (Schwinn)
July 6	Vincennes, IN	Larry Ruiz (JBM)
July 13	Pittsburgh, PA	Anthony Sewell (JAG)
July 18	Flemington, NJ	Scott Clark (Robinson)
July 19	Lawrenceville, NJ	Anthony Sewell (JAG)
August 2	Springfield, IL	Clint Miller (Torker)
August 3	Itasca, IL	Toby Henderson (Raleigh)
August 30-31	Evansville, IN	Anthony Sewell (JAG)

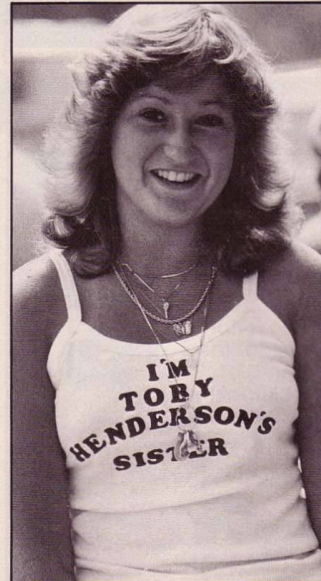
Final NBL Pro Point Standings

1. Anthony Sewell (JAG)	940
2. Eric Rupe (Schwinn)	910
3. Toby Henderson (Raleigh)	910
4. Clint Miller (Torker)	890
5. Kevin Jackson (Schwinn)	890
6. Perry Kramer (SE Racing)	800
7. Mark Wegener (Robinson)	785
8. Greg Hill (Bobby Encinas)	775
9. Seth Buccieri (Skyway)	760
10. Robbie Rupe (Schwinn)	755

Anthony, down 40 points going in, finished 30 points ahead of Rupe and Henderson. Talk about hanging in there and giving it all you got. Rupe grabbed the No. 2 plate from Henderson on the last moto tie breaker.

Anthony Sewell, who was the 1978 JAG BMX World Champion, is also leading the NBA points race and isn't too far off the pace in the ABA. Can he pull a double or maybe an NBL, NBA, ABA triple? It does seem likely that his sponsor, JAG, will make sure he makes the rest of the ABA and NBA nationals. No doubt, Sewell's success will have a sell-well affect on JAG business.

And that was it. War of the Stars was over for another year. Series III provided a galaxy of chills, thrills, spills, and a dilly of a climax. As they say in outer space—it was really far out. And the brightest of the shining stars this year is NBL No. 1 Pro An-



(Hi, I'm R.L.'s father.)

thony Sewell. His riding in this series completely torpedoed the rumor that Anthony was fast only on the smooth indoor tracks.

Yeah, ol' Anthony, the War of the Stars star-duster, proved that he is a very sudden dude in the dirt, too. ■

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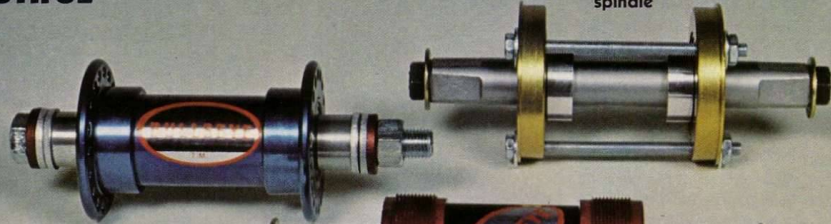
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The new Araya 7X is available in four factory anodized colors.

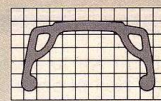
You might wonder how Araya could build a better bicycle rim.

Araya light alloy rims dominate motocross competition and have been praised as the toughest of the tough. Araya rims have even won back-to-back World Sprint Championships for track bikes.

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NEW FROM MITSUBOSHI:

COMPETITION III KNOBBIES

IF YOUR MAIN COMPO GETS A SET OF THESE AND YOU DON'T, IT MAY BE ADIOS TROPHIES

Ever notice that you can almost sense it's time for something new, only you don't know what? And then, faster than you can say chickory chick cha la cha la—something new pops out of left field, totally unannounced.

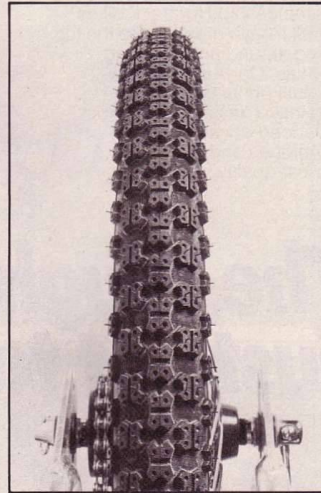
That's how it was with the new Competition III tires. Like, they just appeared. Nobody knew anything about them until last September when a few advance samples were sent out to some of the top racing outfits for their main motovators to try. And then the word got around quick.

The Comp III's were designed and manufactured by Mitsubishi in Japan. Apparently, there was no direct test input from American BMX. However, the tire-tech whizzes at Mitsubishi do make two or three trips over here every year.

The Competition III is Mitsubishi's way of gently saying to the Competition II: you've been a good ol' wagon, but your wagon done run down. In other words, step aside for progress. Mitsubishi knew it was time for a new tire that performed better than the old one—some radical rubber that would tickle the fancy of pedal pumpers everywhere, and get the cash registers ringing too. So they decided to make their new tire both different and super good. And that's just what they did.

The first thing you notice about the Comp III is its tread. It sure is different from the Comp II. In some ways, it's reminiscent of a "claw" tread Honda introduced a couple of years ago on some of their dirt motorcycles.

There's a heck of a lot of rubber right down the middle of the tread. That means less rolling resistance when a Comp III is motatin' down a straight.



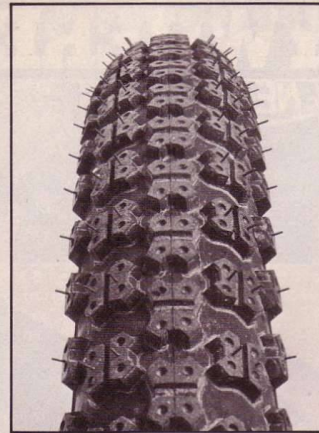
The brand new Mitsubishi Competition III may shortly prove to be the best BMX knobby tire available. According to our preliminary testing, a set of Comp III's may even surpass the popular combo of a Carlisle Aggressor on the front and either a Comp II or a Cycle Pro Snakebelly on the rear.

The three-sided scoopers or min-claws are a distinctive feature of the tread design. Run your hand over 'em. You'll feel how they try to grab your fingers just like they grab the ground.

Notice how the knob pattern is turned around ninety degrees on the sides of the tread. That's so the scoopers can grip the ground and keep the bike more stable while leaned over.

The wider spacing between the side knobs allows the tire to sink down in the soil and find traction in a turn just like a motorcycle knobby tire.

The final row of knobs, right on the



Compare the profiles of the two tires: The Comp III (on the left) has a thin strip of knobs down the center to reduce rolling resistance when the bike is motatin' down a straight, and a kind of "flat foot" for more traction when it's leaned over in a turn. The Comp II is round, which means that when it's leaned over you get about the same "foot" as when it's upright.



Compare the scoopers on the sides of the knobs on the Comp III (on the top) to the knob pattern on the Comp II: There's more gription when you accelerate, and more grab when you lay it over.

edge of the tread, provide one last chance to hold traction when you're really cranked over.

We plopped a pair of the extremely-hard-to-come-by Comp III's on one of our own Nurd Herd bikes. Gangly Steve Giberson promptly went out and won a couple of races with 'em.

Normally, Steve is only allowed up out of the BMXA basement area, where the missile silos are, so he can go racing, clean the moat, or feed the crocodiles. But we made an exception to get his first hand comments after two outings on the super-duper scoopers.

Tape's rollin', Steve. Give all those hard crankin' yahoos out there in readerland the full skinny.

"I usually run a Carlisle Aggressor on the front and a Competition II on the back. The new rear tire felt good right away, but I found the front tire a little scary at first because I'm not used to running a skinwall on the front. The sides of the Comp III aren't as stiff. They're more springy. Because of that, they don't deaden the bumps as much.

"I could really feel the knobs dig in when I leaned it over. The new tires really feel light, too. I didn't get any outstanding starts, but I pulled real quick, so I figure I was getting my acceleration because of the reduced rotating weight.

"I'm still getting used to the tires, but I think I'd want to stay with them because of the lower rolling resistance, the reduced rotating weight, and the grip you get when you lean it over."

Are you drooling and slobbering all over the page yet? Well, hang on, 'cause you'll be able to pick up a set of Comp III's any day now. Shimano Sales, the American importer, told us they'd be out to the shops right after the first of the year.

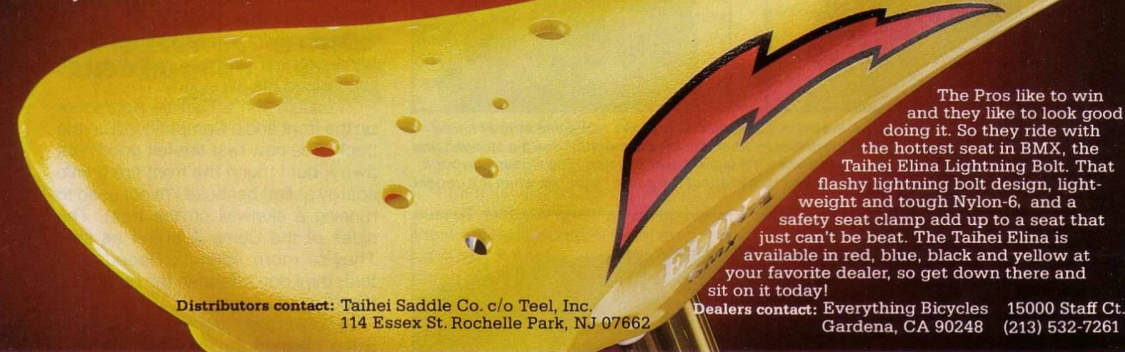
And here's some more good news. The price should be in the same range as the Comp II's, unless those OPEC heavies start getting rascally again, and up the price of Japan's oil supply.

It's our guess that the Comp III's will prove as popular as snowshoes at the South Pole. Their design is dyno-rhino right on. They look different, and the hot guys like 'em because they work. No doubt these will be the hot tires for awhile, until Comp IV's or somebody else's dynamic design comes along.

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Schwinn alloy seatpost
Schwinn alloy seatpost clamp
Johar safety pads
ACS Z-Rims
Campagnolo hubs
80-60 double-butted stainless steel spokes
Edco alloy spoke nipples
Cheng Shin 1.75 front tire
Schwinn gumwall 1.75 rear tire
16 x 1.75 tubes front and rear
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Shimano Uniglide 3/32 inch chain
KKT pedals
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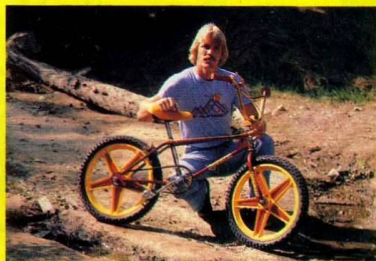
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BMX Bike courtesy of Torker

available in five customized racing colors with optional colored inserts to color coordinate wheels with frame for striking effects.

Starmag rear wheels are supplied with Bendix coaster brake or free wheel and front wheel with 3/8" axle, bearings, etc. installed. Starmag's will accept most 20" x 1.75 or 2.125 tires and can be ordered in pairs or separately.

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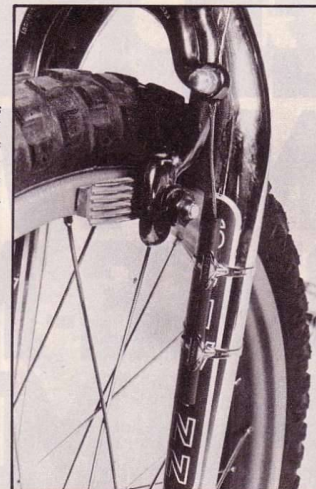


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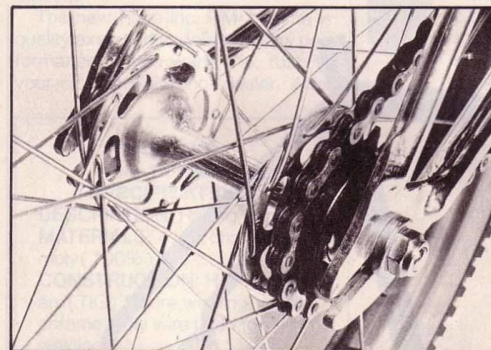
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ATHERTON & SCHWINN

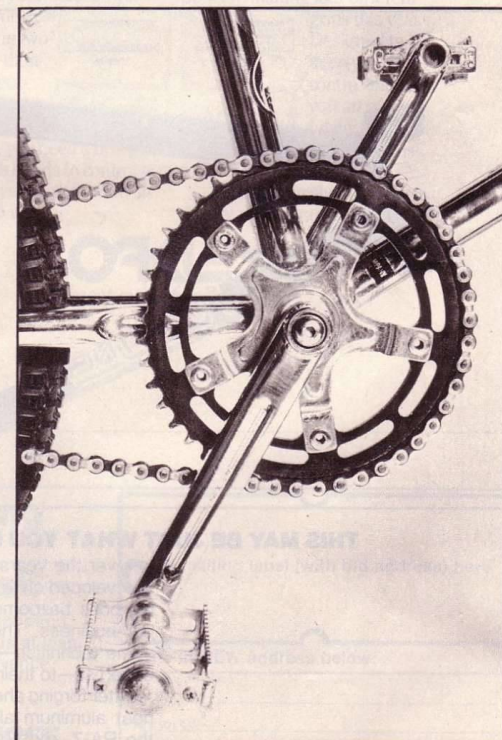
This is trick: Atherton runs the end of his front brake cable into a short length of casing which is held in place on the forks with two Dura-Ace cable clips. This set-up keeps the cable from fraying. But mostly it looks trick.



Check the dust cover and the Allen bolt in the brake lever clamp. This is a sano bike.



Campy hubs, front and rear. Beverly Hills equipment.



Atherton runs Red Line Flight Cranks with a Mongoose spider, a Shimano Dura-Ace 46 tooth chainwheel, KKT pedals, and a Shimano Uniglide chain.



One of the three or four most popular stems in BMX: Pro-Neck.

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RACE INC.'S NEW CHROME-MOLY FRAME



THIS MAY BE JUST WHAT YOU NEED TO GRAB SOME RACE INK

Over the years Race Inc. has developed quite a reputation as the big boss bazoomers of the butterfly bar business. They also apply that same technitise—short for technical expertise—to their frames and forks.

After forging ahead with a couple of neat aluminum alloy racing frames, the RA-7 and RA-8, the Race Inc. crew has just delivered the chrome-

moly RM-1. It's all chrome-moly. Even the wire used for welding is 4130.

The frame is totally fixture welded. That means it's cinched down and nothing moves until the torch work is completely finished.

What about weight? The RM-1 frame lowers the lubs scale to the tune of three pounds, fourteen ounces. That makes it only six ounces heavier than Race Inc.'s super-light aluminum frames. In fact, the entire seven piece RAK race kit—RM-1 frame, RF-2M centerline fork, RH-6MC handlebars, RSP-14MC seat post, alloy seat post clamp, frame pad, and bar pad—seven pieces, totals just seven pounds, thirteen ounces.

The frame is a no-frill full-racing design. Aside from the classy construction, it features 1½-inch rear wheel adjustment and ¾-inch adjustability with the slotted rear brake bracket. And, with an eye to possible future trends, the frame has been designed so that a 2.125 rear tire can be utilized.

The new Race Inc. RM-1 frame is quality executed to deliver quality performance. If you want one, rush to your closest Race Inc. dealer. After

RACE INC. RM-1 FRAME SPECIFICATIONS

DESCRIPTION: Racing frame.

MATERIALS: 4130 chrome-moly (100%).

CONSTRUCTION: Heli-arc (TIG) fixture welding. 4130 chrome-moly wire used for welding.

WEIGHT: 3 pounds, 14 ounces.

SUGGESTED RETAIL: Approximately \$129.

FINISHES: Red, blue, gold, black, or white. Epoxy paint.

GUARANTY: 90 days for defects in materials or workmanship.

MANUFACTURER:
Race Inc.
1632 West 139th Street
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all, you know what they say about Bill Ray Bob Sink: When it comes to getting race ink, Ray Sink races Race Inc. ■

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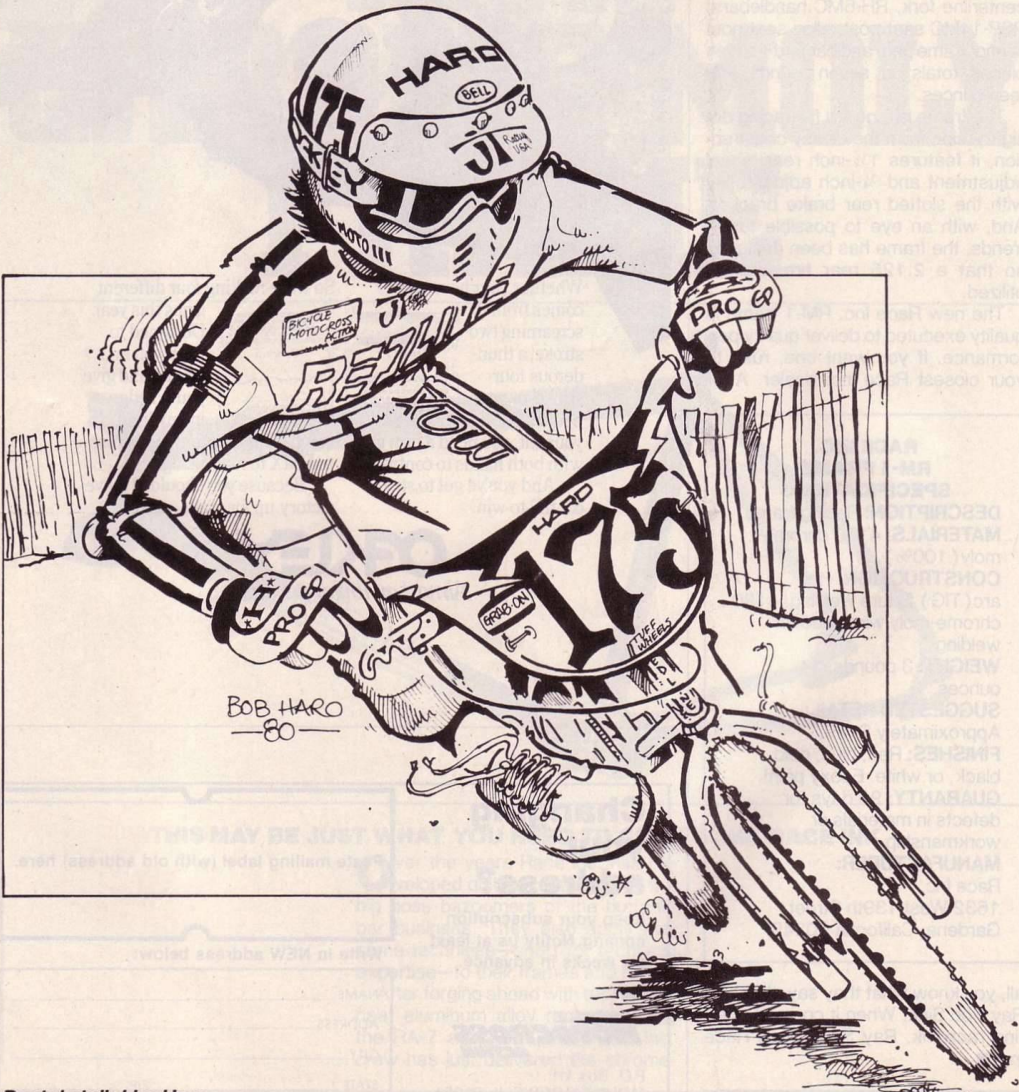
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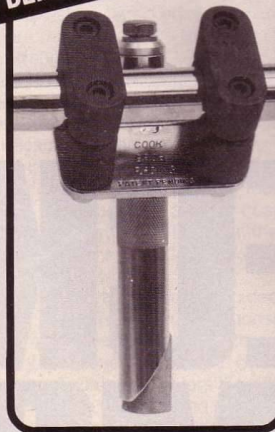
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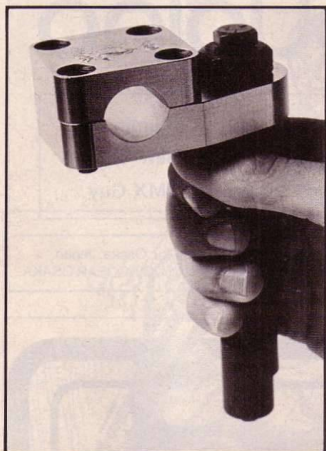
PRODUCT ANALYSIS

Actually, the hardest part of a Pro-Neck gooseneck report is getting the names straight. Until recently the name of the company that made the Pro-Neck was Tuf-Neck, Inc. Perplexing, to say the least. But that's all ancient history now. The new name of the manufacturer of the Pro-Neck is Pro-Neck, Inc. What could be simpler?

Look at the list of Pro-Neck co-

sponsored riders: Richie Anderson, ABA No. 1; Brent Patterson, current ABA Pro money leader; Denny Davidow; Harry Leary; the rippingly radical Perry Kramer; Bullet Jeff Botema; Scott Clark, NBA No. 1; Will Scurto, NBA No. 2.

The Pro-Neck is made of 2024 heat-treated aluminum, often referred to as the chrome-moly of aluminum. The stem is 4130 chrome-moly. The



This is yer normal, ordinary, everyday Pro-Neck stem, the backbone of the Pro-Neck line and one of the most popular stems in BMX racing. Yer bars don't slip, it allows max vertical adjustment, and the power position is excellent.

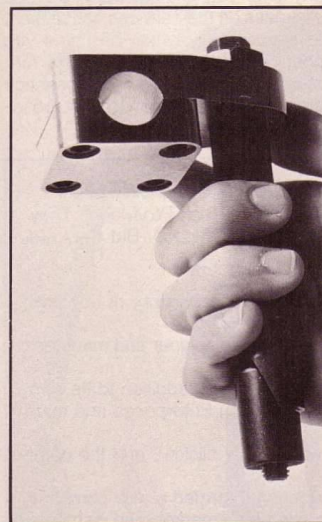


This is the brand new Junior Pro-Neck. For the little hombres this is going to be a red hot number.



This is the Pro-Neck Beach Cruiser stem. It has a one inch hole to accept flared bars.

PRO-NECK STEMS



When you race cruisers you find out very quickly that almost every kind of handlebar available is too tall for max power. So Scot Breithaupt conned Pro-Neck into doing an occasional special run with an upside-down clamp, thus lowering the bars about one inch. As far as we know, SE Racing is the only place that distributes these bears.

hardened steel clamp bolts and stem bolt are rated grade five for hardness and strength.

Pro-Neck guarantees that their goosenecks will not crack, break, or bend. They offer this one year guarantee because the replacement factor is so mini-school . . . ah, miniscule—sumpin' like two units per ten thousand or thereabouts. It actually costs Pro-Neck more to put together their guarantee card system than it does to replace the rare failure.

According to Mike Scurto, top deck director of Pro-Neck, Inc., the goosenecks have been designed with one primary purpose—front end quickness—performance that lets the rider pull up hard on the bars and still keep pedalling to get max power to the rear wheel.

Durability and quick lift have helped make the Pro-Neck popular. Another sales spur is adjustability. A rider can slide the Pro-Neck up and down to dial-in his preferred bar positioning for the best power advantage.

But even with that adjustability, the Pro-Neck may not meet the exact needs of the younger rider. That's why, for the twelve or younger set, Pro-Neck is introducing the Junior

Pro-Neck. It's lighter, shorter, and has a quarter-inch less forward cant to make it easier for younger pedallers to lift their front wheel.

Just like the standard Pro-Neck, the clamp is 2024 heat-treated aluminum and the stem, one and a half inches shorter than the regular Pro-Neck, is chrome-moly.

Pro-Neck tested the Junior prototype with 150-pound-plus riders. That fact suggests a tremendous reliability factor for the smaller Junior users.

Another newbie is the Beach Cruiser Pro-Neck. Don't let the name fool you. It'll fit a 20-incher, too. It's designed for the one-inch handlebars commonly found on the ballooners. The Beach Cruiser is a virtual duplicate of the standard Pro-Neck. The clamp is slightly larger to compensate for the larger bar diameter.

PRO-NECK SPECIFICATIONS

CLAMP MATERIAL: 2024 heat-treated aluminum.

CLAMP BOLTS: Grade five Allen-head cap screws.

WEDGE NUT: Hardened steel.

STEM: 4130 chrome-moly.

STEM BOLT: Grade five $\frac{3}{8}$ x 6 inch bolt.

FORWARD CANT: 1 $\frac{3}{4}$ inches.

WEIGHT: 1 pound, 4 ounces.

COLORS: Red, blue, gold, silver, black.

SUGGESTED RETAIL:

Approximately \$29.

GUARANTY: One year against bending, breaking, or cracking.

NOTE: Above specifications are identical for the Pro-Neck Beach Cruiser stem and the Pro-Neck OM variation that SE markets.

JUNIOR PRO-NECK SPECIFICATIONS

STEM BOLT: Grade five $\frac{5}{16}$ x $4\frac{1}{2}$ inch bolt.

FORWARD CANT: 1 $\frac{1}{2}$ inches.

WEIGHT: 13 ounces.

SUGGESTED RETAIL:

Approximately \$25.

NOTE: All other specs same as the Pro-Neck. A larger rider could use the Junior Pro-Neck without fear of it breaking, but he would experience an excessive amount of side flex in his bars due to the more narrow clamp.

MANUFACTURER

Pro-Neck, Inc.
3429-K Pomona Blvd.
Pomona, CA 91776
Tel: (714) 594-1007

DISTRIBUTOR:

Cycle Components
P.O. Box 4363
Fullerton, CA 92634
Tel: (714) 738-4971

And let us not forget the OM Pro-Neck, made especially for SE Racing. How that came about is kind of an interesting story. It seems SE's Scot Breithaupt was en route to Las Vegas for a race. Bein' a ramblin', gamblin', last minute sort of guy, he was building his bike in the back of the van as it sped its intrepid course through the sizzling sagebrush.

Finally, he looked upon his creation and saw that it was good. "Oh, man, this is sleeee-ick . . . but the bars are too high."

Being short on low bars, Scot resorted to blantant bodgery. That's a British term for making do with whatever is at hand. Snatching hammer and crescent wrench, Scot pulled the Pro-Neck apart, flipped the bar clamp upside down, and reassembled it. His bars could then be mounted a full bar width lower.

This topsy turvy arrangement wasn't too secure on the stem, but it held long enough for Scot to win his race. Then Mike Scurto saw the bottom-up clamp and pleaded with Scot to deep-six it. He promised to build him a structurally sound clamp to do the job. And he did. And it's offered as standard equipment on SE's OM Flyer factory kit and is also available to anybody else with the inclination and the shekels. Just contact SE Racing.

So, there you have it. Four different

THE BEST



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STEMS

Pro-Necks. And don't forget the newly named T-N by Pro-Neck. This replaces the original Tuf-Neck and features a chrome-moly stem.

How about a tip? Keep an eye on the big hex nut located just under the stem bolt. It's tightened by the factory

any time you change bars. Surface slickness on the bars can cause them to slip. And, likewise, any time you change stems, make sure the fork stem you're dropping the gooseneck stem down into is clean to avoid possible slippage.

PRO-NECK AND TUF-NECK: AN IDENTITY CONFLICT

Two identical stems: the Pro-Neck and the Tuf-Neck Pro-Model. They both even use animals with studed collars in their logos. But they are manufactured by totally different companies.

Pretty confusing, hey?

This sidebar is a careful, hopefully objective, short history of how this came to be. Oversimplified, of course.

First there was Bakton Enterprises, the original designer and manufacturer of the original Tuf-Neck stem.

Then came a company called Superbyke which, in addition to its own products, purchased Tuf-Neck stems from Bakton Enterprises and marketed and distributed them.

But Superbyke's management was not exactly clickin', and the company went down the tubes.

Whereupon one of the investors in Superbyke formed a new company and made arrangements with Bakton to purchase, market, and distribute Tuf-Neck stems. This new company was called Tuf-Neck, Inc.

Are you with us so far? This is where the plot thickens.

All this was cool until the defunct Superbyke company was purchased. At this point the new owner began marketing and distributing an identical Tuf-Neck stem—not manufactured by Bakton—along with their other products.

This, of course, created a multitude of identity problems what with two companies advertising and distributing identical stems with identical names but manufactured by different companies.

So Tuf-Neck, Inc. and Bakton Enterprises changed the design of their stem by radiusing the corners, and changed the name of the stem to Pro-Neck.

At this point the situation was thus: The Pro-Neck was distributed by Tuf-Neck, Inc., and the Tuf-Neck was distributed by Superbyke. Which wouldn't do at all. So Tuf-Neck, Inc. changed its name to Pro-Neck, Inc., and the identity conflict eased somewhat.

Until Superbyke came out with a newer version of the Tuf-Neck—with radiused corners—called the Pro-Model Tuf-Neck.

Ah . . . what terrible, tangled webs we weave.—Bob Osborn

and shouldn't loosen up, but if it does, the bar clamp (and bars) can start twisting from side to side.

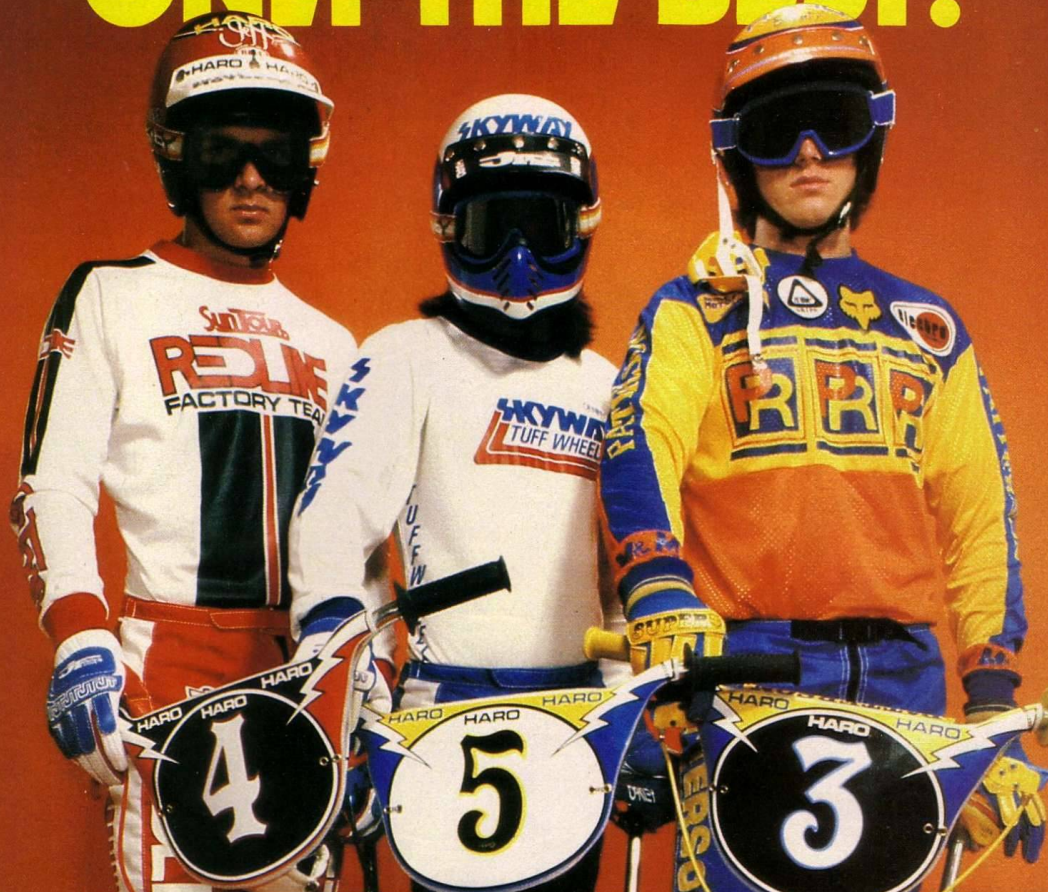
Pro-Neck does not recommend tightening the nut if it loosens. This loosening suggests a possible imperfection in the machining of the gooseneck. They would prefer to have the unit returned to them for inspection and possible replacement rather than having riders trying to correct an imperfection with a wrench.

Another tip from Pro-Neck. Make sure you clean the bars and the clamp

And here's a tightening tip for the four Allen head clamp bolts. Use a cross pattern to gradually tighten them down. Don't tighten one bolt all the way and move on to the next one. Instead, give each bolt a few turns in a cross pattern and repeat until everything is snugged down properly.

That's about it for Pro-Neck. What more can you say after you say quality components, designed for competitive competence, and backed by a one-year guarantee. No wonder so many Pros go Pro. ■

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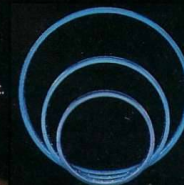


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The MX-5 Adjusting Cup

Tange-Seiki takes the mystery out of headset design.

Most people don't know a headset from a headphone. Some don't even know their bicycle has one. And even fewer ever think to adjust them.

If you're a serious racer, you can't afford to ignore your headset. Headsets that loosen, shake, rattle and roll can give you a real Headache.

Our MX-series of competition motocross headsets are designed for total performance on or off the track.

What makes these headsets so hot? Take apart our new MX-5 pro set and you'll see for yourself.

Right from the top you can spot the MX-5's light alloy, anodized locknut and washer. First class looks and nearly weightless.

Our exclusive adjusting cup is next. The forged light alloy body features a full-shroud design to keep excess dust and dirt out. And for super reliability a ball race of nickle chromoly steel is added inside.

Using the 30mm hex nut integrated into the adjusting cup of our MX-5, precise and positive fine-tuning is a snap. There isn't an easier, more reliable way to adjust a headset.

Under the cup roll Tange-Seiki's own precision ball retainers. 15 SuperHard, SuperRound chrome steel balls in a



retaining ring that maintains accurate spacing for minimal friction under heavy loads. The ball retainers are factory-lubricated with the finest grade grease for smooth rotation.

The upper stationary cone is next. The upper cone is drilled to reduce weight. And the lower cone is light alloy and nickel chromoly inside, styled and anodized in blue, red, or gold.

A second ball retainer then slips into the lower cone, and the crown ball race finishes it up.

Now that's what we call a headset.



Two more top-flight headsets from Tange-Seiki. The pro-style MX-3 (left) and the rugged MX-2 are both wrench adjustable.

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saddle, the 700's quality is second to none.

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WINNING VALUE

Move up to a real value with the Red Line 600. The 600 features the

same frame, fork, stem, V-bar, hubs and rims as the 700, but with one major difference. Price. The super tough Sugino one-piece, chrome-moly crank and quick change spyder make the Red Line 600 a winning value for your buck.

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When you're ready to give BMX a shot, the Red Line 520 is waiting. With the same frame, fork and V-bars as the 600 and 700, and the almost

indestructible Tuff Wheels, you have a great place to start or finish.

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So, whether you're going for that elusive number 1, or a newcomer to BMX, Red Line is waiting with a bike for you.

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Stu Thompson, ABA Pro #1 Red Line Factory Team.



Red Line 700
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Red Line 600
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Red Line 520
Approx. retail price, as shown
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**According to the 1980 Bicycle Motocross Action Readership Survey, more kids intend to buy Red Line than any other single brand of BMX bike.*

Note: CPSC equipment included, but not shown. Pads not included.

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Two, four, six, eight, who do we appreciate . . . Yay, team. Go, team, go . . . Images of purty li'l pom pom girls in letter sweaters. Hot dogs and autumn leaves. That's football, a team sport. BMX is a team sport, too, for the manufacturers.

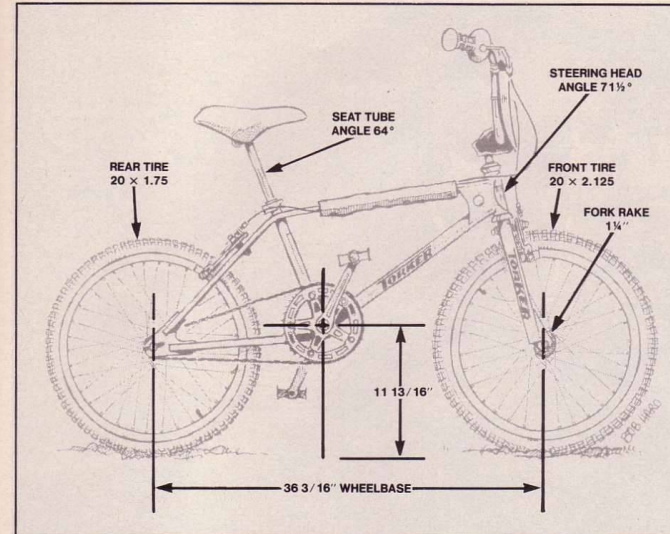
So, who had the most successful team results in motocross last year in both the ABA and the NBA?



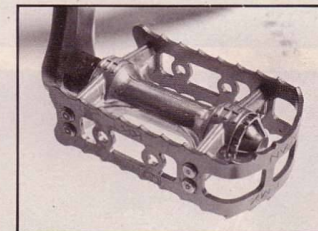
Clint, whippin' it in powder.

**BICYCLE
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ACTION**
OFFICIAL TEST

One of the best handling frame and fork combos in BMX.



That's Buff The Fluff flyin' the Torker. Way in the background Haro and P.K. await their shot at the jump. Most of these photos were taken at Buff's secret training grounds.



The new rip-saw cages on the KKT Lightnings grab great, Godfrey. They're stock on the MaxFlyte.

Didja guess Team Torker? Well, put 'er there, pardner. Now, how about the NBA's number one team in 1978. Torker? You betchum.

And, as of this past September, what team was leading the NBA and tied for first in the ABA? Once again, the answer is Torker. Sounds like these guys have teamwork down pat.

'Course, having a couple of 1979 No. 1 riders on the team helps. Guys like Mike Aguilera, NBA No. 1-13 Expert, and Jason Jenson, NBA No. 1-8 Expert. And full-wick clickers like Mike King and Pro Clint Miller aren't exactly slouches either.

Success in team trophying requires both a talented team and some scientific maneuvering. Sorting through the regulations guiding team nominations can be as frustrating as trying to

TORKER MAXFLYTE SPECIFICATIONS

FINISH: Chrome, red, blue, white, or black. (Blue, red, or gold components.)

WEIGHT: 23 pounds, 2 ounces.

RETAIL COST: Approximately \$350.

FRAME: Torker Twin Top Tube, 100% 4130 chrome-moly.

FORKS: Torker leading axle, 4130 chrome-moly.

HANDLEBARS: Torker, alloy, V-type.

GRIPS: Finish Line.

STEM: Torker chrome-moly stem, with alloy single clamp (six Allen bolts).

RIMS: Araya 7X aluminum alloy.

SPOKES: .080/36.

HUBS: Shimano Freehub set.

BRAKES: Shimano Tourney side-pull calipers front and rear, pre-bent Shimano hand levers.

TIRES: Mitsuboshi Competition III when available.

PEDALS: KKT Lightning, chrome-moly and alloy, rattrap.

CRANKS: Shimano 600EX, alloy, 175mm, one-key release.

FRONT SPROCKET: 44T.

REAR SPROCKET: 16T cassette for Freehub.

SEAT: Kashimax MX.

SEAT POST: 7/8 inch chrome-moly, 12 inches long.

SEAT POST CLAMP: Addicks Zytel nylon with chrome-moly insert.

CPSC APPROVED: Yes.

OPTIONS: Choice of one-inch longer frame or regular frame with American or European bottom bracket.

FOR MORE INFO: Send for free brochure and sticker.

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The MaxFlyte, with Clint Miller aboard, living up to its name.



The Torker 6-bolt stem. Alloy clamp, chrome-moly stem. Qual merchandise.



The Brooke Shields and Bo Derek of BMX ... Patti Gammill and Kathy Hannah. Both are factory riders. Torker's cup runneth over.

Next up the ladder, the two chrome-moly framed racers—the TorkFlyte, and the top-of-the-line team racing bike, the MaxFlyte.

Rip snorters and hip daughters

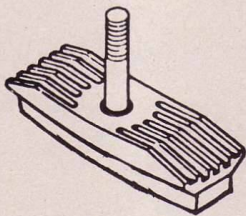
(like Torker-sponsored Kathy Hanna) have a choice of three different frames. Bigger guys or gals will favor the long frame. The shorter, regular frame comes with either American or European bottom brackets. The long frame, which has an American bottom bracket, is an inch longer. This inch was added to the front half of the frame which also sports a beefier



Patti Gammill, distaff factory rider from the Lone Star State, torquin' a Torker. This lady gets it on.

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CLINT MILLER INSIGHT ON DA MAXFLYTE

Torker team Pro Clint Miller joined us for some photos during the test session. Clint was just back from Evansville, Indiana, where he was second overall in the Pro Class at the NBL Grand National. That performance earned him the NBL National No. 4 Pro plate for 1980.

In between sprints, aerials, slides, corner carvers, and such, we caught Clint long enough to check out how he sets up his own MaxFlyte.

Bein' an iron pumpin', well-filled-out fellow, Clint is kinda tough on bars. He runs Cook Brothers bars. He seemed to keep crushing everything else he tried.

He added a Haro handle for braking.

Clint didn't have any problems with our killer jump because he runs Red Line Flite cranks. (So does Haro. Neither of them had even a glimmer of bananeness while jumping.)

Clint runs a Carlisle Aggressor, 20 x 2.125, up front. He tried a 1.75 front tire this past summer, but came back to his Carlisle, deciding it was the way to go after all.

Clint had a stock Mitsuboshi Competition II on the back. He'll be slipping on the new Comp III as soon as they become available. The Comp III will also be stock on the MaxFlyte. And, to save a little rotating weight, Clint runs a 16-inch tube in the back tire, stretches it out, and hopes it doesn't pop.

The only other change in the bike is the forks. Clint likes a really quick front end, so Torker built him a special pair of forks that bring the front axle in quite a bit. Haro runs the same forks on his Torker for his quick trick turns. But 99 out of every 100 racers would likely prefer the production forks. That's neat, because Clint's and Bob's forks are one-offs . . . two-offs?

That's it for the Millerized MaxFlyte. Just a few personal touches that separate the Miller moto-scooter from the MaxFlyte at your local bikeshop. ■

TORKER

downtube for the bigger berserkos.

A real distinctive feature of any Torker model is the twin top tube frame. Torker was the first to bring out this design, about the same time Red Line was coming out with the first rigid chrome-moly frame. That was eons and centuries ago, like about 1975.

The twin-tuber was developed to increase frame strength while reducing weight. Frame stress is spread over a larger (two tube) but lighter surface. The triangulation of the twin tubes against the head and seat tubes helps to tame any frame flex.

Torker frame tubes feature precision fixture-machined joints. This means more frame strength and cleaner welds. Since frame tubes butt against each other, ground or cut frame tubes don't always match up perfectly.

So much for how it's put together. How's it all come together out on the track? Well, we have some good news and some bad news. Let's leap into the shark infested waters first.

Oh, yeah. Did we mention that Torker supplied us with two identical MaxFlytes for this test. And did we tell you that our guest test woobie was none other than Torker-sponsored Pro, Clint Miller?

Well, anyway, back to the shark infested waters. What happened was that Clint and Buff each took a Torker over a medium sized jump at Buff's secret practice site by the sea. All they were doing was getting warmed up for the real kaphloompers to come.

But, on both bikes, on the first warm up jump, the Shimano 600EX alloy pedal arms bent and the spindles in the new Torker sealed-bearing bottom bracket sets twisted. Neither rider landed THAT hard. These parts really shouldn't have bent. One shudders to think what might have happened if Trash Can Morgan had been along.

About three jumps later, after replacing the alloy cranksets with Takagi Cr-Mo one-piece cranks, Buff egged one of the new Araya 7X rims. But this was after the test hombies were starting to get crazy. But still and all, we've seen many of the old Araya 7C rims go over the same jump without becoming eggular.

Later that day, we informed Shimano of our experience with the

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Patty, Kathy, and Torker The Wonder Dog, kickin' back between motos. This relaxing and refreshing moment of visual enjoyment brought to you courtesy of BICYCLE MOTOCROSS ACTION Magazine.



Clint Miller, using the camera as a berm. The Torker sticks in turns.



Buff doin' a one-hander one-footer. Or is he cheating and holding the bars with his foot?

TORKER

600EX pedal arms, and immediately Telex's began flying between Japan and Shimano's San Fernando Valley

had were the same as all the other 600EX pedal arms, and not part of some limited manufacturing mistake,



No doubt about it, the Torker is a handlin' fool. After this test Buff decided to get one for his race bike.

location. But at deadline, we still had received nothing that might explain the problem. Therefore, we must assume that if the 600EX pedal arms were

the forging of this particular model of Shimano crank is too soft for general BMX use.

The only thing we might add is that it has been our experience that Shimano has always put out top quality products, and that this 600EX crank problem will be solved shortly.

continued on page 107

RAD PAD

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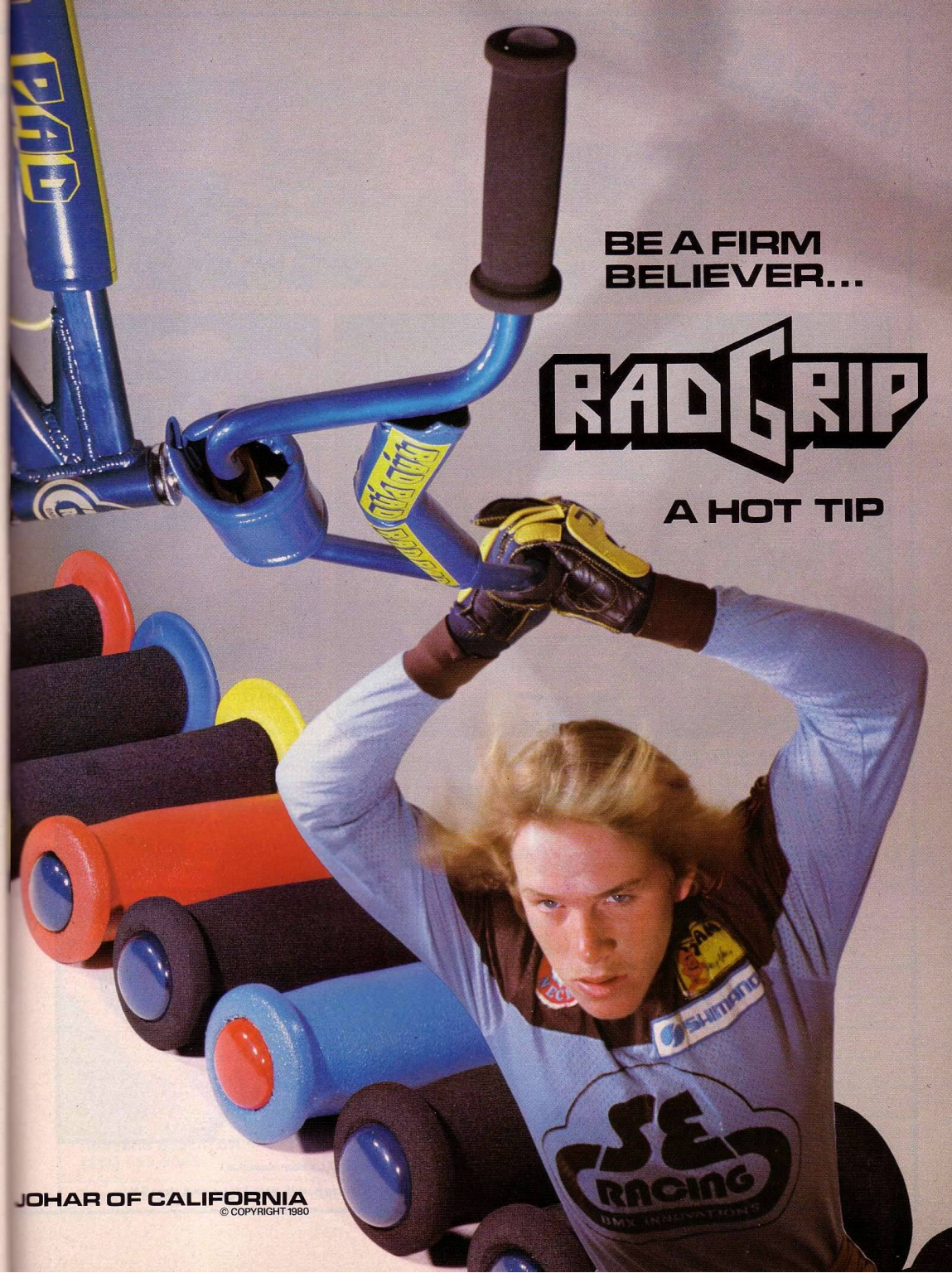
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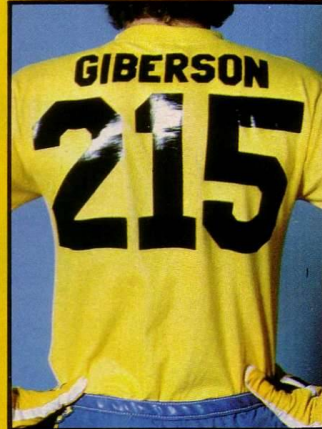
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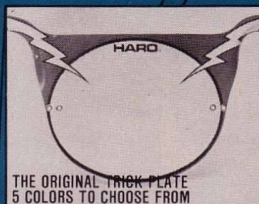


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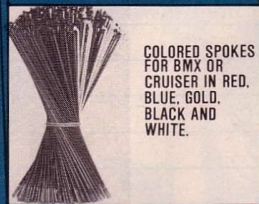
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TORKER

continued from page 102

When we informed Torker of the bent spindles in their new sealed-bearing bottom bracket set, they immediately went to their experts to find out what went wrong. They determined that drilling the un-heat-treated



Ah yes, 'tis a sad fact but true; the Shimano 600EX pedal arms AND the spindle of the new Torker sealed-bearing bottom bracket set BOTH went south on the first jump. See text for more detail.

spindle had weakened it just enough to enable the ends to twist when our anti-gravitational maniacs wreaked their havoc.

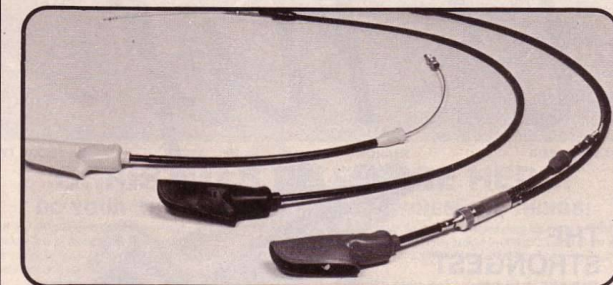
Torker then decided that induction-heat-treating the end of the spindles would make them bullet proof. The spindles which had already been shipped to bicycle dealers were immediately recalled for replacement with heat-treated spindles. Torker's prompt action upon learning of this problem certainly reflects their dedication to producing the best quality product possible.

Also, this is one more example of BICYCLE MOTOCROSS ACTION Magazine working directly with riders and industry to improve the technology of the sport.

So much for the trubs. Any complaints? Only two worth mentioning. The grips. One tester called them the worst, capable of killing hands to the max. Another just said they were hard to hang on to. Torker seems to be on



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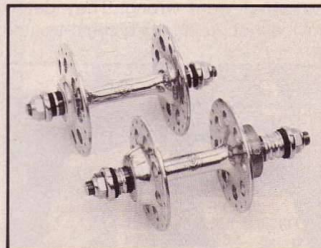
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continued from page 18
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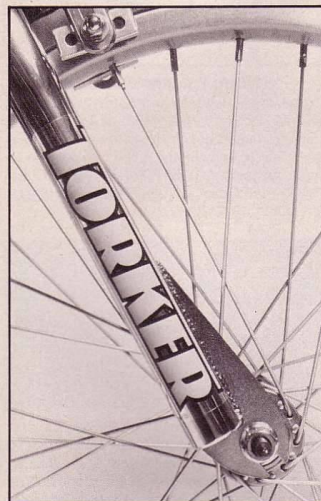
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Rohrerstown Road, P. O. Box 222, Dept. BMXA,

TORKER

top of that situation. They told us that the
new .5 Oakleys are going on the bike when they
become available.

The seat post angle came in for a
little shelling. Not shelling really, just a
mild assault, like hurling marsh-
mallows at a Sherman tank. Our guys



Super handling forks.

would like to see the seat post angle
forward a smidgeon.

Now, how about the good news,
the happy face stuff?

Buff: "Probably one of the best
bikes we've ever tested. Everything
felt good on it, except the cranks. As
long as the pedals stay straight, it's
great."

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riding or skateparking too."

Bob Haro: "I just signed with
Torker. I'll be using a Torker as my
Trick Team bike."

What's happening right here in
BMXA's own backyard seems to
reflect what's been going on across the
nation. A lot of go-fasters, ganglies,
bo-diddies, and jam-slammers are
getting tuned into Torker.

We'd change the cranks, lame for
radical rocketry, and the grips, and
nudge the seat post angle forward a
bit. But one thing we wouldn't do is
change our opinion that the Torker is
righteously right-on. For trackin',
trickin', or flyin', the MaxFlyte is close
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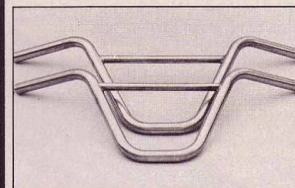
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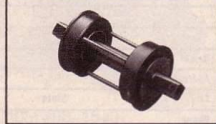
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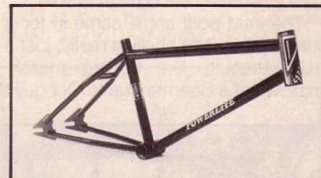
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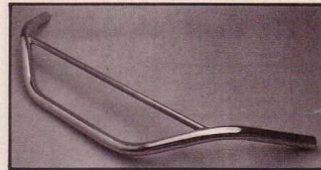
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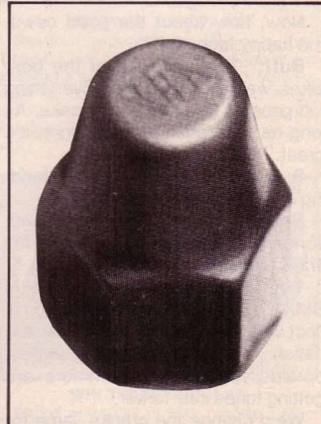
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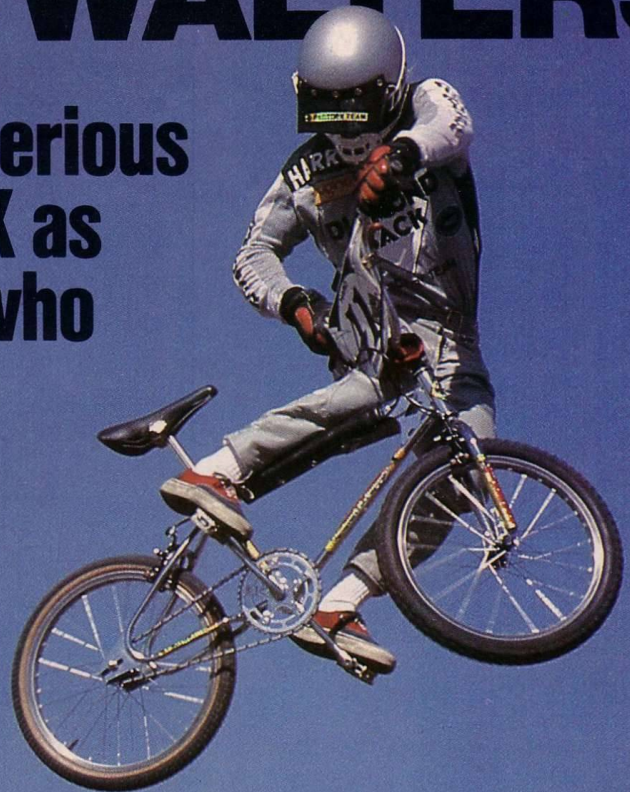


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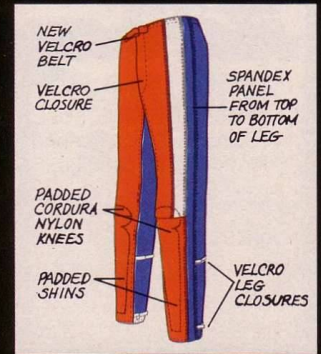
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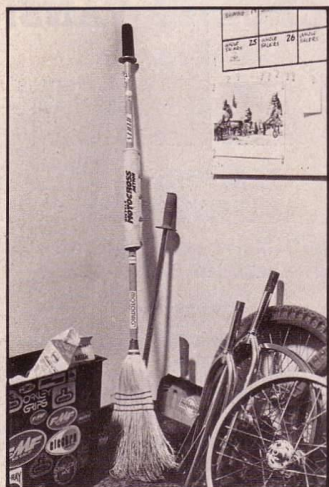
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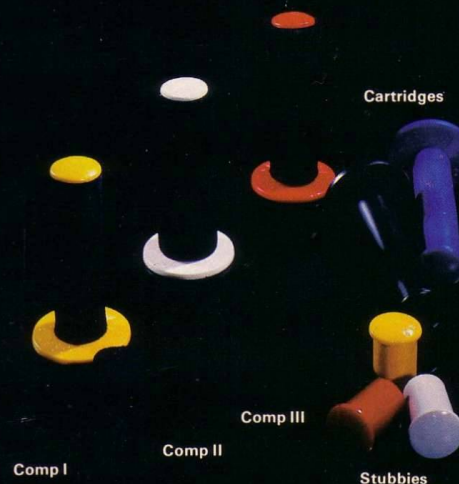
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