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FEBRUARY 1980 **VOLUME FIVE** NUMBER TWO

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Stanley Robinson and Brent Patterson leading the Charge of the Light Brigade.
ABA/DG Grand Nationals, Las Vegas.



1000 BOLLAR CUSTOM CRUISER MORE HOT SHOTS EDITORIAL

Choice words on drawing lotsa riders

DEAR WIZ

Moto-poetry and Pud Cat

PRODUCTS

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A thousand bucks on the hoof

HOT SHOTS

Finger lickin' Nikon tricky clickin'

ODDS AND ENDOS

Numero uno and a lot of air

BICYCLE MOTOCROSS ACTION (USPS 374-490) is published 12 times per year by Wizard Publications, Inc., 2909 Oregon Court, C-5, Torrance, California 90503, Tel: (213) 533-6016. Second class postage paid at Torrance, California and at additional amiling offices, Subscriptions 30st \$1.50 pc; your for 10 issued. Perspect of 10 secure of 10 pc; you and \$4.00 pc; year and Canadian subscriptions add \$3.00 pc; year for add in the subscriptions add \$3.00 pc; year for add in the subscriptions add \$3.00 pc; year for add in the subscriptions add \$3.00 pc; year for the subscription and \$4.00 pc; year and Canadian subscriptions add \$3.00 pc; year for year

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FEBRUARY 1980



TRACK OPERATORS: WANT TO GET 500 RIDERS AT EACH OF YOUR RACES?

I don't want to sound like I'm bragging or anything, but we here at BMXA get more of the latest poop on what's happening in all phases of BMX than probably anybody else in the sport.

It's true. We get all the hot rumors, up-to-the-minute gossip, assorted drivel, outright lies, and even a few facts.

The main reason for this is our frizzy-haired Advertising Director, Yvette. She spends almost all her time with a telephone glued to her ear. She's supposed to be selling ads, but I know bet-

EDITORIAL

BOB OSBORN

ter. What she really does is gossip with BMX people all over the U.S. of A.

Many times she has to promise not to tell a soul in order to get some of the REALLY juicy gossip, but that's okay 'cause she always tells me anyway. But that's okay too, 'cause I'd never tell a soul... either.

Yeah, boy. If you want to know ANY-THING about BMX, ask Yvette. She is an absolute Dipster Dumpster of information... the Rona Barrett of BMX.

In addition to Yvette, we get somewhere over a hundred letters each day, mostly from BMX people. You might say that we have our finger squarely on the pulse of BMX. Anyway, you have to admit that we're pretty well informed. No brag, just fact.

So it was during the summer of '79 that rumors kept floating through the posh, plush, professionally decorated offices of the Most Factory Magazine about a couple tracks in the Mid-West that were drawing 400 to 500 riders at every race they ran.

I didn't pay much attention to these rumors at first 'cause I know how much I tend to exaggerate, and I figured these people were probably doing the same

Well, a few weeks ago I had occasion to fly back to Indiana, and while I was there I discovered that these people hadn't exaggerated a hair. It was true: 400 to 500 riders every time they opened their gates! And these were just local races!

Bud's BMX Track in Elkhart, Indiana is one of 'em. The other is the Capitol Area Supercross BMX Track in Lansing, Michigan. There are a fair number of other tracks operating in Indiana and Michigan, but none so successful as these two.

While in Indiana I had a chance to talk to the person in charge of each of these tracks; Jerry Edman from Elkhart, and Dennis Kalsow from Lansing. And you can bet that I was trying to pick their brains for secrets.

Of interest right off the bat was the fact that Jerry and Dennis compare notes often and run pretty much identical programs. Of almost no interest, because it doesn't prove beans, is the local populations; Elkhart 50,000, Lansing 150,000.

Reynolds 531 Cycle Tubing

They've bashed it.
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"Now you can join the most exclusive club in bicycle motocross."



First you get a prima quality, official Factory Team T-Shirt. Handsomely done up in our three competition colors, this is one shirt that'll make you look tough even when you're just just' brok!

SHIMANO

Then we toss in that hot embroidered patch you've seen sewn on the jersey of just about every factory heavy hitter around. And it'll look just as sano on your jacket or cap.

SHITIANO FACTORY TEAM

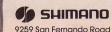
OK Bobby! Sign me up! to join the Shimano Motocross Club and take advantage

I want to join the Shimano Motocross Club and take advantage of your charler membership offer including T-Shirt, patch, decal set and I-year subscription to "On the Pedals" (A \$20.00 value) I've enclosed \$10.00 (check or money order, Calif. residents add .60 sales tax). So hurry up already!

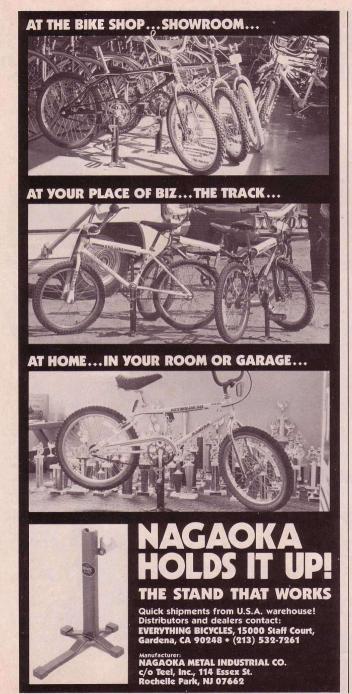
| or money | order, Calif. r | esidents add .60 | O sales tax) | . So huri | ry up already! | |
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| Member: | □ NBA | □ ABA | (Other) | Class | | |
| Track location: | | | Frame Make | | | |
| (Checks | payable to S | himano Motocro | oss Club. Pl | ease Pri | nt! You Turkeys | S.) |

And to keep you right up to date on all the action you'll get a one year subscription to "On the Pedals," official journal of the Shimano Factory Team.

Published quarterly,
"On the Pedals" is
crammed with Hot
Tips and Speed Secrets from the pros,
plus the latest on trick
new components and
Shimano racers all
over the world.



Sun Valley/California/91352



EDITORIA

As near as I could tell after talking for a while, Jerry and Dennis were doing three main things, in addition to running good races, that might account for the huge number of riders they were draw-

NON-PROFIT CORPORATION

Each track had formed a non-profit corporation of parents to govern and run it. If you think about it, this deal makes a lot of sense. First, because of the protection from individual liability that incorporation provides, it's easier to get more parents involved. Then, because there is greater clout in greater numbers, and because it is a non-profit corporation, land is easier to acquire.

SCADS OF TROPHIES

The next thing they did was award trophies to EVERYBODY who made the main. That's like ten trophies for each class! The first thing I said was, "That's too many trophies . . . they will lose their value to the racers. Nobody will care if they win one. It's too easy for them. They're gonna get spoiled."

Jerry and Dennis opened their eyes wide, turned palms up, shrugged their shoulders, and said, "500 racers."

And any way you cut it, that's tough to argue with. Maybe our thinking has been wrong on this point. According to Jerry and Dennis, this many trophies cost a lot more money, but a lot more riders come to their tracks, so it works

SPECIAL SHOWS

In actual fact, it works so well that both corporations have enough money to put on special shows at some of their races like sky divers or hot air balloonists. This in turn brings out more spectators and parents.

And if these two tracks have any secrets, that's them. Except I should add that the leadership and involvement in both corporations are dynamic and innovative, and the goal of both is to put on the best possible races for the

Please do not misunderstand what I'm saving here. I am NOT advocating an instant switch to ten trophies per class and skydivers at each race. That would probably bankrupt your track in short

What I AM saving is that these people are doing SOMETHING awfully right. If we can learn something from their experience, and CAREFULLY try some of their concepts, and they work, then the whole sport gains.



why the latest Off the Wall is the Hi-Powered Hi-Top."

Van's #38 is the newest in the finest collection of super BMX footwear. When you hit the trail, you need to depend on shoes that grip and pull you first to the finish. Van's #38 is our highest Hi-Top ever, with extra cushioning and support in the ankle and arch...right where it counts. The new toe ventilation keeps you cool, and the leather heel, toe, tongue, and eye stays assure long wear and durability. Van's exclusive waffle design sole is

... the difference that makes you a champ.

And now, you can get the same great "Off the Wall" dependability in Van's new slip on. Ask to try a pair of the new #98's!





Dealer Inquiries Invited (except in Southern California) Suggested Retail Prices: #38: \$29.95, #98: \$19.95

From Take-off... To Splashdown





There's no test too tough for Supergoose! Whether you're slicing through a sheet of water, banking your way through a berm, or landing off a jump, you've got more to think about than your bike. Mongoose factory astronaut Danny Oakley knows he can trust his Supergoose. It's designed with spacecraft quality all chromoly frame and fork. Super light anodized alloy wheels for super quick take-offs. Stainless steel handlebars and seat post for years of rough landings. It omoly crank to get all the thrust where you want it to the rear wheel. No flexing, bending or twisting—which means no power loss.

Engineered to be light-years ahead of the competition. When you are ready, Splashdown with confidence.

Supergoose - Test Fly one at your local bike shop!

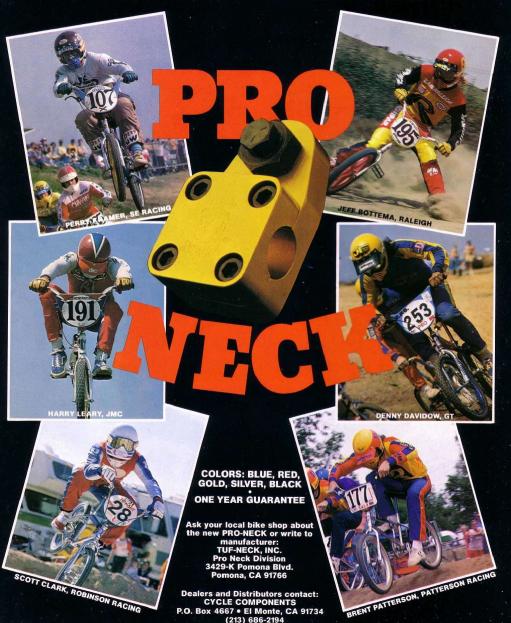
mongoose

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SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

THE NEW KING OF KINGS

STRONGER THAN EVER WITH A CHROME-MOLY STEM



DEAR WIZ

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

PUD CAT

I'd like to tell you about our version of Moto Cat. Our cat's name is Pud and he's one gnarly cat. He's sponsored by Purina and co-sponsored by Harry's BMX Pet Shop. BMXA is the only magazines he reads. He uses the other magazines to line his lightweight drilled-out aluminum alloy litter box. As for mousin', this cat reeks of trickness. He always hole-shots mice and usually thrashes on them.

Mike Daly Olympia, Washington

Sure, Pud has good taste in publications, Mike, but let's get a couple little kitty BMX bikes and little kitty crash helmets, and Moto will blow the doors off Pud.—Oz.

NO SLACK AT ALL

In the October '79 issue of BMXA you

SEMI-IMPORTANT NOTICE:

To all you racing fools who write to Hefty BMXA, we thank you each and every one. We read every letter you send. But, alas and alack, there's just no way we can run them all . . short of publishing something the size of the Sears Cataloo.

What we can do is run the most interesting and informative letters in "Dear Wiz." To the rest of you dudes . . . well, that's how the cookie crumbles. But it doesn't mean we don't still love ya'.

ran a "Profile" on Gary Renteria where you said, "Master Renteria would not be caught without his Oakley goggles." Okay, but in the Tuf-Neck advertisement in the same issue there's a picture of him without ANY goggles on. I was wondering if that was an actual race or just a picture session?

> Jeff Bafus Colfax, Washington

Yeah, Jeff, in the Tuf-Neck photo he was racing. Sorta blows Renteria's cover, huh? I gotta tell ya . . . all you sharpeyed turkeys sure keep us on our toes. But then, to catch us with our pants down, you have to read the magazine VERY CAREFULLY, don't you? Now the question is; Are these little bloopers dumb accidental mistakes on our part, or fiendishly diabolical zingers to cause everybody to read BICYCLE MOTOCROSS ACTION more?—Oz

THANK

I just want to say thanks to the Most Factory Magazine staff for finally going



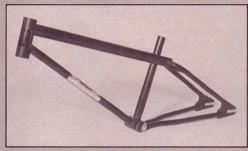
FEBRUARY 1980





They depend on





• 4130 CHROME-MOLY • 3 lbs 4 oz • IN CHROME BLACK, BLUE OR RED • EUROPEAN BOTTOM BRACKET (AMÉRICAN BOTTOM BRACKET AVAILABLE SOON)

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The Crank is the most important component on your bike. Too much flex and weight robs valuable power. Get rid of the kiddie colors and move up to the pro stuff. Gipiemme offers three styles to choose from. Prices start at \$55.00 including chainring. The pantograph is featured

Prepaid orders receive extra chainring free

above: \$95.00.

Gipiemme — Out Front Again Super Strength



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DEAR WIZ

monthly. You guys done real good, Now, how about going weekly?

> Craig Neely Allentown, Pennsylvania

WEEKLY? GASP, CHOKE! You want WEEKLY now? WHEEZE, SEIZURE. CUSS!-Oz

PARENTS, INC.

The Capitol area Supercross BMX Track closed out its 1979 season on October 7th due to the onset of winter weather. In its first year of operation the Supercross Track averaged over 550 riders per race over its 12 race season.

This track is operated by the Capitol Area Supercross Association, Inc., a non-profit organization of parents. Our only objectives have been to provide a quality track that is safe and fair in its operation, and to reward the racers' efforts with good quality trophies.

We've enjoyed working for the kids, and believe that BMX is a great youth and family activity. We want to thank all the people at BICYCLE MOTO-CROSS ACTION for bringing to the kids the latest information about the sport. its products, and its superstars.

It's great to be part of it all!

Dennis Kalsow East Lansing, Michigan

Ain't it ever! - Oz

WHY FREEWHEELS?

I get to buy some new cranks and a sprocket. I'm 12 years old, 5 foot 3, and 105 pounds. If I get 61/2 inch cranks and run an 18 tooth sprocket in back, how big of a sprocket should I have in front?

Also, I asked my dad if I could get a freewheel and he said, "What for? Calipers and a coaster are better than just calipers." Why do Pro's use free-

> Todd Miller Heppner, Oregon

With the set-up you described, Todd, vou would have to use somewhere around a 50 tooth front sprocket, which would probably hit your right side chin stay. Plus, it's kind of Mickey Mouse to run great big sprockets. For max performance try 63/4 to 7 inch cranks, a 16 tooth rear sprocket, and a 43 or 44 tooth front sprocket.

To answer your question about why the Pro's use freewheels . . . when you get to that level of racing, EVERY-THING is critical. A freewheel is

High jumping hotshoes like stompin' Stu and Bobby Encinas aren't looking to go soil prospecting when they come down to earth. That's why they're teamed up with the Tange TRX. Our new TRX fork has a tough combination to beat; it's both lightweight guick and superman strong.



Then we dialed in the rake and precision hand-welded the TRX for responsive handling over radical bumps and berms.

So take a tip from the pros; if you're

6-635 Otori Higashi-Machi Sakai

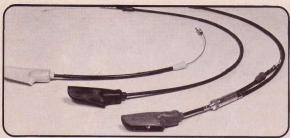
BICYCLE MOTOCROSS ACTION

Stu Thomsen's

aerial ballet.



TERRYCABLE P.O. Box 1321 Hesperia California 92345



TERRYCABLES are used by most factory sponsored motorcycle riders. NOW YOU CAN GET THE FAMOUS TERRYCABLE SPECIALLY DESIGNED FOR YOUR MOTO-

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WITH THE SUPER SMOOTH TERRYCABLE YOU WILL GET THE MOST OUT OF YOUR HIGH PERFORMANCE BRAKE PADS AND RIMS. ENERGY IS NOT LOST IN ACTIVATING THE CABLE

 Individually packaged including stickers.
 Rubber covers come in 3 colors: yellow, red, black. • Three styles available: 1) front brake 2) rear brake 3) special dual activating brake from one lever.

WRITE OR CALL FOR FREE LITERATURE

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- Sealed Ball Bearings are easily replaced.
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- Cups are highly polished and anodized Red, Blue, Gold, Black or Silver.
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DEAR WIZ

lighter and causes less turning resistance than a coaster brake. At the Prolevel, to stay competitive, you MUST run a freewheel, vou MUST run aluminium rims and .080 spokes, and you MUST perfect and use the twopedal start. Nobody will even argue about these things anymore.

Naturally there are a few exceptions to these rules, like the Corona Kid. Kevin McNeal, But then, Kevin is an exception to almost EVERY rule!-Oz

R.L. PHOTOS

Tell R.L. he does rad jumps.

Art Peterson Allendale, New Jersey

How come R.L. always gets so many photos in the test articles?

> Ron O'Brien State College, Pennsylvania

Well, Ron, ALL the BMXA test guys have great style, know a lot about handling and geometry, and are almost fearless. But R.L. is my son and I love him. That's why. -Oz

ONE BATHROOM

I just wanted to compliment you on your mag. But I don't want you to think it's just another bunch of pretty words, so see if you can read between these

We are a four person home: two boys. one mother, one father . . . one bathroom. All our monthly magazines are kept in our bathroom . . . except BICYCLE MOTOCROSS ACTION. We hang on every word.

> Carol Perrone Far Hills, New Jersey

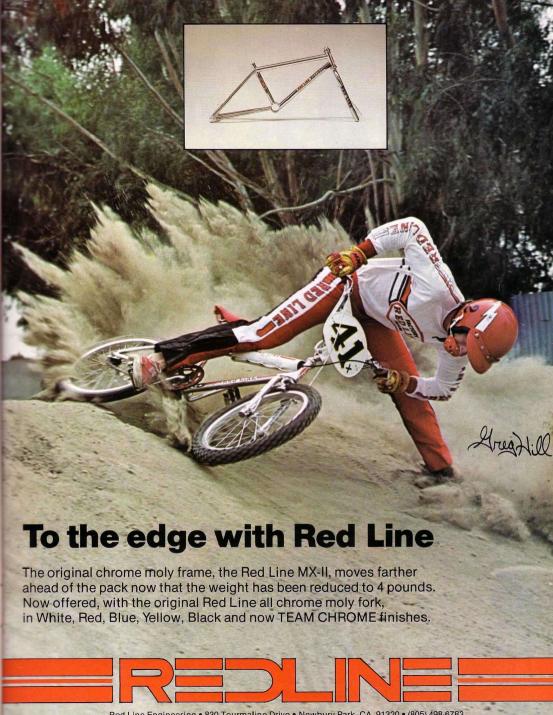
Uh, thanks a lot, Carol . . . I guess.

MUSICAL SPONSORS

How come the Jan/Feb 1979 issue of BMXA says David Clinton uses a Diamond Back frame and the June 1979 issue has a Red Line ad that says he races for them?

> Jim Grantham Spring Valley, California

Well, James, you eagle-eyed son of a gun, it sure does look like David Clinton has been playing musical sponsors lately. But you don't know the half of it. Due to an incredible string of events (that everybody is dying of





DEAR WIZ

curiosity to know about and I'm not going to tell), in the last year or so David has gone from Shimano (with a Diamond Back co-sponsorship) to Red Line to DG and now back to Shimano (again with a Diamond Back partial).

BMX . . . MY LIFE

Mess around on my bike all week, Sometimes it gets very bleak. I live for Fridays just to race. You can see it in my face. When Friday comes and school is out, Racing is all I think about. I get home in seconds flat Always forget to feed the cat. I load up my bike, tools, and gear, Woopee! Yahoo! The weekend is here! I don't always win, but I sure as (beep!)

And when I lose I try not to cry. My heros are Haro, Stu, and the rest, All the guys who race the best. I live for racing, I race to live, For cross-ups and berms, my life I would give!

All the guys at the track think my poem is worth printing in the ever-famous BMXA. It may not be great, but then again I'm not a poet.

> D.O. Gilbert, Arizona

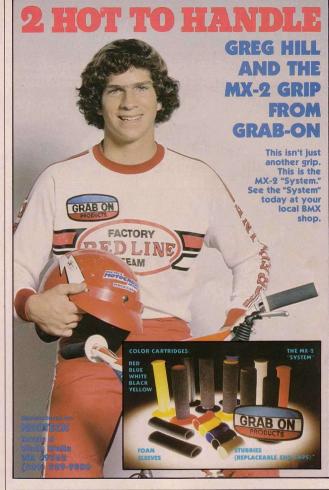
I don't like washing dishes, And I don't like knitting. About being a poet, Boy, you sure ain't kidding!-Oz

BULLETPROOF ALUMINUM RIMS

You dudes at the Most Factory Magazine are doing a bang-up job. Keep up the good work. I would like to know if there is an aluminum rim that will hold a 14 year old, 5 foot 9, 170 pound kid like me. All my friends say I'll fold an aluminum rim the minute I take it over a jump. If there is one, where can I get 'em and how much are they?

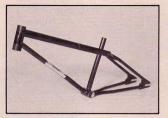
> Dennis Davidson Oak Harbor, Washington

14 and you're that big? You're a hefty devil, aren't you. Go for the Araya aluminum box rims. They are light and so strong that if we had a BMXA Seal of Approval, we'd award it to them. Lace them with 80 gauge spokes and keep the spokes snugged up. You can get 'em at most any bike shop that is into BMX. They should cost around \$14.00 for the rim only-no spokes, etc.





PRODUCTS



GT STANDS FOR "GET TROPHIES"

What do Pedlin' Lee Medlin and Dicin' Denny Davidow have in common? One, they both ride faster than goosed mooses, and two, they both race the new GT BMX frame. These first class frames are 4130 chromemoly, and available with either European or American bottom brackets. Weight with the European bottom bracket is a trim 3 pounds 4 ounces. Get 'em in blue, black, red, or chrome from: GT BMX, 2024 East Lincoln Ave., Dept. BMXA, Anaheim, CA 92806. Tel: (714) 956-1313.



RADICAL REPTILE RACER

Snake on your ridin' buddies with the new Diamond Back bike kit. This package includes a chrome-moly frame and fork equipped with the latest alloy and chromemoly components. Just add your choice of wheels, tires, and tubes to rattle the compe-



STAR CRUISER

Space travel in the 1980's is made easy with the Bassett Star Cruiser. Take a gaze at the Star's classic styling and cosmic colors. You'll notice that the mild steel heli-arc welded frame accepts all standard components. Full-flight finishes are out of this world with yellow, black, candy red, candy blue, and cruisable chrome. Be rocketed to super stardom on a Bassett Star Cruiser. For more info contact your nearest dealer on earth or: BASSETT RACING, 1911 Betmor Lane, Dept. BMXA, Anaheim, CA 92805, Tel: (714) 634-0811.

tition. These high zoot new scoots are available in reptile red, snake belly blue, and take-home chrome. Wholesale and retail inquiries should be directed to: WESTERN STATES IMPORT COMPANY, 7805 Deering Ave., Dept. BMXA, Canoga Park, CA 91304. Tel: (213) 340-7851.



GIPIEMME CRANKS IT

Throughout the history of motocross, the Europeans have always had the trickest equipment. So what's new? Well, for one thing, the trick Italian Gipiemme crankset. These forged aluminum sets are available in two models: Track (1/2x1/8), and Special (½x3/32). The Track model is offered in one length, 170mm, with sprockets from 42 to 45 teeth, while the Special comes in 1671/2, 170. 1721/2, 175, 1771/2mm, with sprocket selection from 39 to 60 teeth. Momma mia, thatsa one fine lookin' crankset. Available from your European connection: TEAM CHICAGO. 4646 North Kilpatrick Ave., Dept BMXA Chicago, IL 60630, Tel: (312) 725-2115. continued on page 22

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It's built for speed and it's built to last like no other saddle, because

weight, just 470 grams including the clamp. They can't bust it, even with its factory-drilled ventilation, because the Kashimax MX is molded in genuine, 100% nvlon 6. And a rugged, chromed steel subframe and patented safety seatclamp keep it securely in place, jump after jump. Top it off with four totally hot colors-red, blue, yellow and black-and the

So race the seat that can't be beat. Kashimax MX

Kashima Saddle Mfg. Co., Ltd. No. 30-3, 3-Chome, Hannan-Cho, Abeno-ku, Osaka, Japan





















07-770







AMOUNT







PRODUCTS

continued from page 18



REGINA CHAIN REACTIONS

Having trubs with those cheap chains of yours snapping? Does the possibility of plunging toward the top tube make you paranoid? Before you get sore, young hero, get a hot new Regina MX chain. These chains will be available in 1/2 x 1/8 inch pitch with 112 links. Having been designed especially for MX use, these new chains have extra ordinary resistance to shocks and working stress. They will be offered in three sparkling finishes; gold and black, copper and black, nickle and black, and will be appropriately called MX-1, MX-2, and MX-3. Avoid possible pain and get this chain from: CAM-PAGNOLO U.S.A., P.O. Box 37426, Dept. BMXA, Houston, TX 77006. Tel: (713) 661-9132.



BEL-RAY MOTION LOTION

The good of boys over at Bel-Ray claim their new 6 in 1 lube has 1001 uses, and you know what? . . . we believe 'em. 6 in 1 works as a penetrating and lubricating fluid, protects against nasty rust and corrosion, displaces water, reduces friction, and if all that weren't enough, it also cleans while it lubricates. This stuff is mandatory for keepin' the ol' scoot rollin', so break loose with the juice in the bright orange and blue can from: BEL-RAY COMPANY, INC., P.O. Box 526, Dept. BMXA, Farmingdale, NJ 07727. Tel: (201) 938-2421.





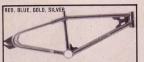


NYLON PADDED SEAT SPOKES RED, BLUE, GOLD,



























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ANAHEIM STADIUM MOTOCROSS FINALS

The sport of BMX is in some ways like a religion. Only the people involved know how neat it really is . . and they can't keep their big mouths shut, they just HAVE to spread the gospel. For this reason, when Mike Goodwin of Stadium Motorsports Corporation offered Linn Kastan of Red Line Engineering ten minutes right smack dab in the middle of the Anaheim Coca-Cola (motorcycle) Motocross Finals, he, Linn Kastan, jumped on it . . . even though the cost for the ten minutes was higher than Stu Thomsen can jump. higher than Stu Thomsen can jump. The theory was that with a full house of 50,000 people sitting there, all of whom were to some degree interested in the related sport of motorcycle motocross, the chances of winning a few converts over to BMX were pretty good. Also, as a kicker, if the demo went well there was a good possibility of putting together some BMX races in conjunction with the motorcycle stadium series in 1980. series in 1980. So Linn Kastan wiggled the ABA into orchestrating the demo. How successful was it?

Who knows? How do you measure something like this?

But even if you can't measure the results of individual efforts like this, you CAN measure the collective results of everybody from the youngest BMX racer to the biggest BMX manufacturer preaching the gospel.

And to see these results, just look

around you.

LATE FLASH: According to Linn Kastan of Red Line, there is now a good possibility of BMX involvement in the Superbowl of Motocross at the L.A. Coliseum later this year.

Ask Tinker

JERSEYS

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

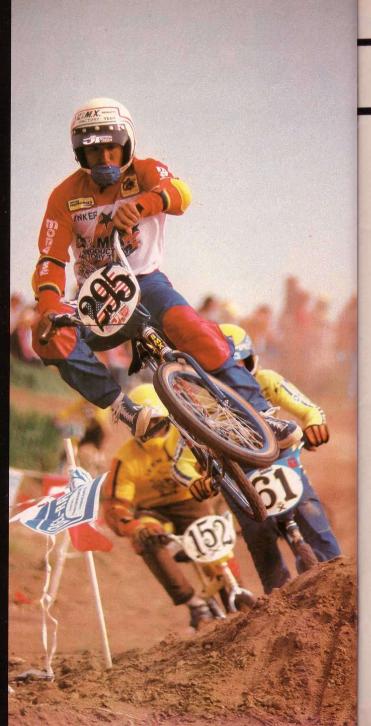
These new BMX PANTS are made of These new BMX PANTS are made of top quality, heavy-duty, double-stitched nylon and have been restyled with a special SPANDEX panel inside the leg that breathes and stretches. They are designed with padded CORDURA nylon knees, padded shins and sewn-in hip pads. The legs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

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THE INSCRUTABLE ORIENTAL ART OF ...

SAVING DACE

FOR ALL YOU FASHION CONSCIOUS DUDES. HERE'S SOME SUPER STYLIN' TO KEEP YOU SMILIN'



The fearsome Karate-trained mouser, Moto Cat, just loves having his picture taken. These guys don't realize they're messing with furcovered dynamite.

AN OSBORN/BRADLEY EFFORT

Here are a few reasons for wearing face protection:

If you have a low threshold of pain. If you're a handsome devil and prefer keeping it that way.

If you dislike the taste of bugs.

much right where it is.

If you're scared ignorant before your moto and don't want anybody to know. If you enjoy having your nose pretty If you're ugly and want to hide it.

If you prefer spending your rat-hole money on trick equipment more than on dental bills.

If you want to psych out everybody in your moto.

We could have made up a bunch more reasons, like keeping your mother from getting too hyper, or preferring Chicklets to Cheng Shins. But I think we've made our point.

And let's face it, if you look better. you feel better. And if you feel better. you ride better. And the confidence you gain from knowing that your face isn't going to change radically, doesn't hurt your speed either.

So, knowing that our reasoning is sound and our logic flawless, we suspect that everybody out there is chompin' at the bit to get over to their local BMX shop and buy some kind of face protection. So here's a rundown on what's hot, how much it costs, colors, lense selection, and all that kind of stuff.



Finland's finest face protection is produced by Sinisalo, then imported to the U.S. by JT Racing, who markets it as the Mikkola Replica rock quard. This popular face quard was named after and developed by the ex-500cc World Motocross Champion, Heikki Mikkola. This high impact plastic guard features limited frontal venting, vinyl safety ribbing, and four-snap mounting with rivet-mounting accommodations. They're available in white with blue graphic striping and red ribbing. They cost around 9 bucks. JT RACING. 303 West 35th St., Suite D. Dept. BMXA, National City, CA 92050, Tel: (714) 427-0971. ■

BACE



MXL GOGGLES

MXL goggles are available in three separate models; the X-70, X-800, and the X-600 which is pictured. All three models come in red, white, blue, black, and yellow frame colors. The X-600s feature comfortable foam-backed frames and a wide adjustable strap. Lenses are impact-resistant polycarbonate. These distortion-free lenses come in clear, yellow, and smoke. The cost is around \$16. NATIONAL HYDRON, P.O. Box 222, Dept. BMXA, East Petersberg, PA



GREAT SCOTT!

Scott face masks and goggles allow even the most terrified rider to appear calm, cool, and collected in radical situations. Wide angle frames in red. white, blue, yellow, and orange have large vents and a flashy adjustable helmet strap. Color coordinated masks have slotted vents with replaceable foam filters. Lenses are available in clear, yellow, smoke, amber, light blue, and rose. At somewhere around 16 bucks for the goggles and 7 dollars for the mask, it's not what you'd call gettin' away Scott free. Alas . . . the price you pay for BMX'n in style! SCOTT, U.S.A., Dept. BMXA, Sun Valley, ID 83353. Tel: (208) 726-4541.



SKYWAY'S FAMOUS FOAM-FIT FACE MASK

Skyway's one-piece goggle-mask deal is super light and super simple. The Zytel nylon mask comes in five fantabulous colors; red, white, blue, black, and mellow yellow. Mask ventilation consists of some mean lookin' vents below the nose. The

goggles have no vents but the foam backing keeps fogging to a minimum. Clear, smoke, and polarized lenses are available. Unique Velcro helmet attachment really rips. Cost is about 12 dollars. SKYWAY RECREATIONAL PRODUCTS, 4451 Caterpillar Road, Dept. BMXA, Redding, CA 96001. Tel: (916) 243-5151.



JOFA PUCK GUARD

No self-respecting motocrosser would be caught in public without his trick European Jofa mouth guard, Jofas are manufactured in motocross's capital city, Malung, Sweden, Originally Jofa mouth guards were used by hockey players to defend against the ol' puckin-the-mouth shot. Available for the modern motocrosser in red, blue. yellow, and white. High impact polycarbonate plastic, flow-through ventilation, durable vinyl strap, and upper and lower lip cushions have made this guard a classic favorite. Comes complete with helmet mounting snaps at about 6 dollars. HALLMAN RACING, 1300 Hill Street, Dept. BMXA. El Cajon, CA 92020. Tel: (714) 422-0431.



FOXY FACE PROTECTION

If you want to look foxy out at the track, here's your answer . . . the new Moto-X Fox goggles and the Superfox face guard. The goggles are fully vented and have a wide adjustable strap. The frames come in yellow and white. The lenses come in clear, vellow, polarized, and tear-offs. The Superfox face quard is a sano lookin' job with full frontal venting, contrasting colored vinyl ribbing, and three snaps on each side for secure mounting. With foxy graphics and a wide color assortment, the Superfox guard turns heads as well as protects 'em. Superfox guard, around 11 bucks. Fox goggles, youth model, about 8 dollars, adult model, about 15 bucks. MOTO-X FOX, 520 McGlincy Lane, Dept. BMXA, Campbell, CA 95008. Tel: (408) 371-1221.



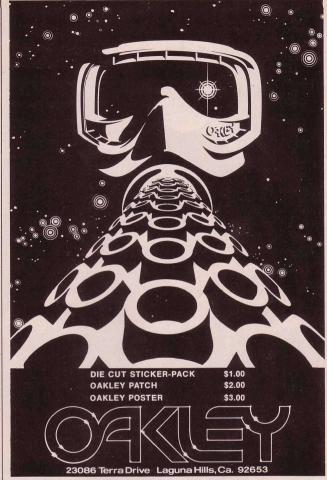
SPACE RACE FACE

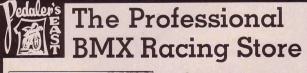
Stylish space travel is made easy with this ABS impact-resistant plastic goggle-mask combination. The goggle area has a formed-foam fit and the mask area has a foam filter behind the bullet hole vents. Colors available are: red, blue, black, white, and ol' valler. Lenses are quick-change 7-snappers that come clear, yellow, smoke, and polarized. Tear-offs and foam filter replacements are available. A wide colorful strap holds this outfit in place. Cost is about 17 frogskins. THOUGHTS AND ACTION, INC., 22212-2 Germain Street, Dept. BMXA, Chatsworth, CA 91311. Tel: (303)539-3934.



STOKED ON OAKLEY

Simply put, this is state-of-the-art stuff. The Oakley goggle frames are made of yellow, red, or blue poly vinyl chloride. The lenses are bulletproof Lexan and come clear, mirrored. polarized, or tear-off. The strap is wide, adjustable, and as colorful as a Mexican blanket. Oakley goggles go for about 13 dollars. The Oakley "Star Wars" replica face mask is made of polycarbonate, is well ventilated, and has a foam dust filter which everybody in BMX takes out because it restricts breathing. Colors available are: red, yellow, white, and blue. The masks go for around 8 bucks. Dog-gonnit, Oakley has done with face masks what they did with grips a few years ago. OAKLEY, 23086 Terra Drive, Dept. BMXA, Laguna Hills, CA 92653. Tel: (714) 951-0991. ■ continued on page 35







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· choice of blue, black, or red on white background

choice of blue, black, or red on white backgrot
 2 x 5 inches.
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and on the street. Race proven geometry delivers radical maneuvering ability assuring fast starts with controlled jumps and turns.

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The elegant finish (black, blue & white) combined with all that anodized equipment will blow your mind and blind your competition.

Unbelievable! This bullet-proof bike only costs about \$290 at the hottest BMX Bike Shops.

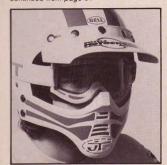
KUWAHARA, the serious racing machine from Japan, the land of Yamaha, Suzuki, Kawasaki & Honda,

Dealers & Distributors contact:

EVERYTHING



continued from page 31



SUPERCROSS SUPER GUARD

JT's very own solution to dirty mouth pollution is this impact resistant foursnap Supercross guard. The Supercross features full frontal venting. clean smooth edges, rivet-mounting holes, and super stadium styling. Colors are red, white, blue, black, yellow, with team color coordinated graphics. These buggers go for about 9 bucks. JT RACING, 303 West 35th St., Suite D, Dept. BMXA, National City, CA 92050. Tel: (714) 427-0971.



GOOD AS GOLD GOGGLES

Just by the name you'd think Gold Medal goggles would be expensive, but they're not. For somewhere around 14 frogskins you'll get a stylish, proven Malcolm Smith product.

Both goggles and mask have all kinds of foam-filtered vents to keep you and your goggles well aerated. The large frames fit easily over glasses and come in patriotic red, blue, and yellow. Great lens selection of amber, smoke, clear, mirrored, polarized, and tear-offs keep you covered in all climatic conditions. Goggle and mask available together or separately. The mask by itself goes for about 8 bucks. MALCOLM SMITH RACING PRODUCTS, 888 Marlborough, Dept. BMXA, Riverside, CA 92507, Tel: (714) 686-1006. ■

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FEBRUARY 1980







MXL MASK

Look mean, breathe clean, and be seen in this goggle-mask combo from MXL. This PVC plastic unit features foam-filtered vents, a wide adjustable strap, and functional styling. MXL uses only polycarbonate lenses, which they claim are 17 times more scratch resistant than conventional lenses. Clear, smoke, yellow, and polarized are the lens colors available. The gogglemask combo comes in red, white, blue, black, and yellow for around \$17. NATIONAL HYDRON, P.O. Box 222, Dept. BMXA, East Petersburg, PA 17520. Tel: (717) 569-8711.



SKYWAY FOAM FIT GOGGLES

Skyway's goggles are basically the same as their face mask models. Colorful Zytel plastic frames, combined with super foam fit, make for an extremely lightweight, fine fitting unit. Velcro helmet mounting tabs allow for quick and easy adjustment or removal. Frames come in red, white, blue, black, or yellow. Lenses are offered in clear, smoke, and polarized. Priced around 9 bucks. SKYWAY RECREATIONAL PRODUCTS, 4451 Caterpillar Road, Dept. BMXA, Redding, CA 96001. Tel: (916) 243-5151.



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

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

And, without a good helmet, that's exactly what he would have. No wonder Bobby rides with the Pro-tec™BMX helmet.

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

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

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

Bobby Encinas. It takes comfort.
That's another thing the Pro-tec
BMX helmet has plenty of.
It has two layers of shock-



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

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

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

Instead, do what Bobby Encinas

Use your head.

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The heartwarming yet exciting saga of the largest BMX race so far . . . Wherein Bodie Cook changed BMX history—twice... and Stu and Jason both tripled . . . and the rumble of an avalanche was heard across the nation.



After an entire year of racing, only 21 points separated these three hombres in their quest for the ABA National No. 1 plate. Kyle Fleming, Lee Medlin, and the Avalanche . . . Richie Anderson.

ABADG GRAND NATIONALS

BY THE WHOLE DANG MFM STAFF (EXCEPT MOTO CAT)

November 3, 1979. Horseman's Park. Las Vegas, Nevada. The ABA/DG Grand Nationals. This race was the largest in the history of BMX. Larger than Indy '78, the previous record holder. Larger

than last year's Mongoose Grand Nationals. Larger than any BMX race. Ever. Anywhere.

The number of sign-ups was staggering. Scary. Awesome.

1284 sign-ups. Probably 1000 riders. The Indy '79 race at the end of December may top it, but at this point in time, the record is official.

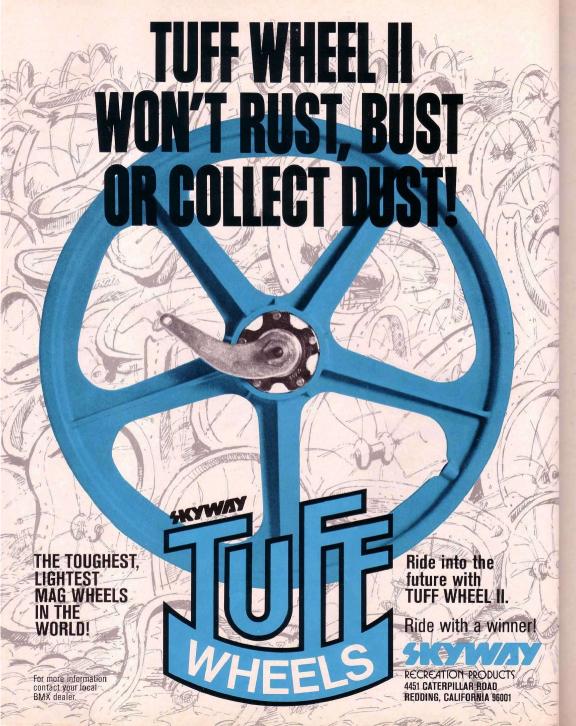
In addition to the mail-in entries, post entries had chewed up eight hours the day before the race, and another three

When sign-ups were complete, and the ABA officials realized they had a monster race on their hands, they did not panic, they did not over-react.

hours on the morning of the race.

continued on page 43 **FEBRUARY 1980**





ABA*DG

continued from page 39

They gathered up the moto-sheets, walked quietly out to the announcing tower, flipped on the mike, and got down to business.

For these ABA officials, business would include 540 motos, 205 semi's, 36 mains, the awarding of 150 trophies,



The Howard Cosell of BMX; a silvertongued (tubby) devil; eleven straight hours of screech-level announcing; Merle Mennenga . . . the pres of the ABA.

and coping with the ungodly amount of problems and conflicts that would continue throughout this longest day.

Cheerfully.

The racers had literally come from the four corners of America . . . from Washington to New Jersey to Florida to Texas to California. An astonishing 20 different states were represented here.

Some of these racers are the best, there to defend their reputations and to finalize their claims to the low-digit ABA national plates. Other racers were there to test themselves against these big guns, to see if they are perhaps national timber themselves. Others were there just to be involved, to be able to say they raced the ABA Grand Nationals.

Others were there for the bucks. These are the mercenaries . . . BMX's soldiers of fortune . . . the elite . . . the Pro's. And they had turned out in battalion strength. Moths to the flame of a \$2500 purse, \$3000 in contingencies, a \$1000 diamond ring, and various other offers of fortune and fame.

Virtually everybody who is anybody was there.

But in this teaming mass of people and purposes, three riders stood alone. For these three riders the fierce year-long battle for the ABA National No. 1 plate had come down to this race. Any one of the three could win it.



There were more riders at this race than you could shake a stick at.

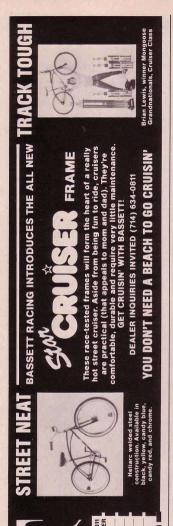
In 1978 the ABA was small potatoes. A lot of people felt that winning the National No. 1 plate then was no big thing. Kyle Fleming, from Arizona and 9 years old at the time, had won it.

But in 1979 the ABA grew into what may very well be the largest BMX sanctioning organization in the world. Most people doubted Kyle's chances of even coming close to the top in '79.

Going into the ABA/DG Grand Nationals, Kyle Fleming was one of the three who could emerge as the National No. 1 rider. The people who had doubted Kyle's abilities up to this point, were keeping quiet. This guy may be only 10, but he packs some heavy credentials.

Richie Anderson was one of the three. Richie is the fastest 12 year old in the world. We won't even debate this point with anybody. There are a few racers who are close, but there are none better. None. The Avalanche

The third rider was Lee Medlin. Lee





Kyle Fleming came so close ... but close only counts in horseshoes, hand grenades, and dancing.

is one of the quickest dudes in the 14 expert class, which is probably the toughest class in BMX due to the consistently huge number of sign-ups. Going in, Lee was sitting in first, a scant four points in front of Fleming. But he also had the most handicaps; Rod Beckering, Ron Anderson, Will Scurto, Marty Ehnat, Mike Buff, and like that

ABA*DG

Kyle Fleming was second going in, a skinny 21 points in front of the Avalanche. Lee Medlin was 4 points ahead of Kyle. That's what is generally referred to as a "Cliff-Hanger."

A win at the ABA Grand Nationals is worth 240 points plus the number of racers who signed-up in your class. Second pays 200 points plus the

number of sign-ups. Third pays 160 plus the number in your class.

Points are awarded in age classes only. Points are not awarded in open classes or Trophy Dashes. For these three guys there could be no mistakes today.

The field of honor, the battleground, the path on which these wars would be fought was hard packed, had a tendency to run a bit slippery because of the loose stuff on top, and consisted of what amounted to four short straights with enough jumps and turns thrown in to keep everyone honest.

Most riders were gearing down one tooth on their front sprocket. Competition II skinwall knobbies were the hot tip front tire to maintain some

kind of traction in the slippery turns.

In the Pro class it was bucks up if you were running the right stickers and gear.

There was a TV production company there, filming a segment for a new nationally syndicated program called "Wide World of People."

Well, dog my cats, Martha, this is just like they do it downtown.

Meanwhile, back to our three fearless protagonists . . .

Kyle Fleming, the pride of DG, slipped into the gate for his first 10 expert moto, won it, and transferred to the semi. But so did his Nemesis, Doug Davis, in the very next moto.

In his first 12 expert moto, the Avalanche yawned, stretched, jiggled



It used to be that the micro-midgets just sorta cruised and putted around the track. But not anymore. These little squirts are gettin' serious.



Big John is a salty little dude.



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the change in his pocket, won by a mile, and transferred.

Medlin DIDN'T transfer in his first expert moto. He got third. The jaws of the vise tightened just a little for Lee.

At an entirely different level, ol' Juicy Jaws, Jason Jensen, was doing his own thing. Either he or his father had devised a way for the scourge of the midget classes, the oppressor of the short people, the tyrant of the little dudes, to go for the first quad in the history of the sport.

You remember that Jase is only 8, right? What he did was enter the 8 and under open class and the 9 novice class (which is legal in the ABA). This meant that if he won both classes he would qualify for both the 8 and under Trophy Dash and the 9-10 Trophy Dash. And if he won both of these, he would have snatched the first quadruple win in history.

Oh, what diabolical tactics! What devious methods! What a scoundrel that turkey is!

But there was some fly poop in Jason's pepper shaker . . .



Country boy makes good: That wild and crazy guy, John Piant, from Missouri, picked up a full-blown factory ride from DG.





A 9-10 open moto, building steam over the mild first jump. The national tracks are getting too mello lately.



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ABA*DG



The Avalanche. The pride of Patterson Racing. The fastest 12 year old in the world. The new ABA National No. 1 plate owner. Richie Anderson.

And once again we take you back to the three heavies in this confrontation; Lee, Kyle, and the Avalanche . . . each

locked into his own private battle in the

Fleming made it through the semi's

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Ol' Juicy Jaws, Jason Jenson ... jammin' in the jolly junior jumpers' jamboree.



Rod Beckering swooped the 14 expert class and 13-14 Trophy Dash, but he (heavy sigh) bit it in his open class.

untouched . . . but so did Doug Davis. Ol' Doug was giving Kyle fits even though they had yet to meet in the same moto.

The Avalanche blazed all through his semi's . . . until the last, most important one. He slipped a pedal over a jump, came loose, and almost blew the whole hootenanny right there. But he didn't.

He had so much of a lead he could have stepped off, tied his shoe, made a date with some little sweetie, got back on, and still won by a mile.

But the mistake scared him. A bunch Medlin was lookin' good in his semi's. But so was Beckering and Ron Anderson, the Avalanche's brother. These guys were going to cause Lee bia trubs.

When the smoke of the semi mains finally cleared, all three of our heros made their expert mains.

The entire year of racing for the ABA National No. 1 plate would be decided in three mains. The jaws of the vise were screwed down tight. Butterflies is not an adequate description of what was going on in these guys' stomachs ... DC-10's is better.

And now to the nitty-gritty; the

In the 8 and under open main, Jason won, one inch in front of Bad Brad Francisco from Washington. Chalk up one for ol' Juicy Jaws ... barely.

In the 10 expert main, Kyle Fleming and Doug Davis ran into heavy weather off the line. This guy named Bodie Cook grabbed the lead like he had no respect for who he was in front of, and won the sucker. Kyle got second, Doug third. Fleming had played his hand, now it was up to Richie and Lee.

The Avalanche rendered the 12 expert class null and void. Anderson and Fleming were now tied. Now it was Lee's turn in the saddle.

Jason sizzled out of the gate, looked back just once at the 9 novice class.

continued on page 68

PRODUCT ANALYSIS



MOTOCROSS OFFICIAL TEST

INTERESTING NOTICE: When we make arrangements with a company to do a "Product Analysis" on one of their products, the deal is that we will report the cold hard facts as they happen. If it breaks, we say it breaks. Naturally we do as much testing and checking as possible to let our readers know exactly what to expect from a particular product. The point is . . . we tell it like it

pulled out of the shipping carton didn't exactly knock our socks off with their good looks. Fact is, the six-pointed star design seemed just a little hokey.

bike they looked much better. In fact, they looked great. They really jazzed up the looks of the bike. This is a wheel to warm the meticulously picky heart

RIDING IMPRESSIONS

about the same as our first visual impressions . . . not too red hot. The ACS Stokers are noticeably heavier than the aluminum rims we pulled off the test bike. After weighing them we discovered that they are also heavier than Tuff Wheels.

The additional weight gave the bike a boggish feel at first. Which brings up a point: For flat-out serious racing. alloy rims and light gauge spokes are the ONLY way to go. Nylon wheels and mags just don't cut it. The extra weight adds to the inertia that must be overcome when accelerating or turning.

But there's a flip side to this inertia



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when buying premium-priced brake shoes. The braking SURFACE is what stops your bike. The larger the surface the better you can stop, especially in rain. And the larger surface resists heat and fading better, and lasts MUCH



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INITIAL REACTIONS

The ACS Stoker wheels that we

But when we mounted them on a test of a dved-in-the-wool cafe racer.

Our first riding impressions were

coin. A gyroscopic effect is caused by the increased rotating weight of these wheels which makes wheelies a cinch and tricks a tad easier. It also makes for better jumping because the bike is more predictable and controllable in continued on page 56 the air.

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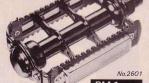
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BM-5

SYLVAN BM-7

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AMERICAN CYCLE SYSTEMS, INC. Covina, Calif.







PRODUCT ANALYSIS

continued from page 53



ADVANTAGES OF NYLON WHEELS

If your racing machine spends its offduty hours as a thrasher, cruiser, cafe racer, and/or trick bike, then nylon wheels have much to offer: Great looks, bright colors, low maintenance, and a higher shock-absorption factor that will reduce the beating your frame has to take and cause it to last longer. And these wheels are as indestructible as it is possible to make a product that is used by kids... especially BMX ers.

STRUCTURAL STUFF

The ACS Stoker resists side deflections better than Tuff Wheels. When you take a Tuff Wheel equipped bike through a fast turn on a high-traction surface, there is a certain amount of fluttering in the front wheel, depending on tire pressure. In the ACS Stoker this fluttering is so slight you probably won't even notice it. Side load stiffness of the ACS is better than the Tuff Wheel.

SUMMARY

So, equipment fans, seeing as how this almost turned into a shoot-out between ACS Stokers and Tuff Wheels, let's finish with a comparative summary of the two.

First off, Tuff Wheels came first. This means that Skyway Recreation Products, the manufacturers of Tuff Wheels, deserve credit for concept and development of nylon bicycle wheels. This does not mean that Tuff Wheels are better.



BICYCLE MOTOCROSS ACTION

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CUSTOM BICYCLE MOTOCROSS

PRODUCT ANALYSIS



ACS STOKER WHEELS SPECIFICATIONS

MANUFACTURER: American Cycle Systems

MATERIAL: Zytel, a DuPont glass-filled nylon compound CONSTRUCTION: Injection molded

RETAIL COST: Around \$32 for the front wheel, \$38 for the rear AVAILABLE COLORS: Red, blue, vellow, black

WEIGHT: 3 pounds 3 ounces for the front wheel, 4 pounds 5 ounces for the rear

HARDWARE DETAIL: Front hub is cast aluminum, molded in place; cups are case-hardened steel; axle is % inch in diameter with 26 threads per inch. Rear hub is cast aluminum, molded in place; cups are % inch in diameter with 24 threads per inch; hub accepts a Bendix 76 4-shoe coaster brake; Bendix sprockets are available in 14, 15, 16, 18, 19, 20, and 22 teeth sizes

NOTE: A freewheel ACS Stoker will be available soon GUARANTY: One year

unconditional

but if this is to be a fair comparison, it deserves saying.

And to compare the two: ACS Stokers are slightly less expensive, a little heavier, have more side load stiffness, are made of the exact same stuff, come in the same colors, and look at least as good as Tuff Wheels. And both are, or soon will be, available with freewheel rear hubs.

To put it another way, both are high zoot equipment.



CRUISERMANIA FROM RRS

"CALIFORNIA CRUISER"

A TOTALLY TRICKED-OUT SCHWINN SPITFIRE

Somebody once said, "Men shall be known by the cars they drive." And, if you think about it, the guy was pretty much right.

Macho instincts and the availability of bolt-on custom accessories have turned our streets and boulevards into movable displays of ego and image. This visual smorgasbord includes everything from the low-riders and their Chevies to the four-wheel-drive dudes to the Porsche Turbo road-racers to the minitruckers to the custom van types.

Since the advent of bicycle motocross, and more recently cruisers, the same guy now probably would add, "And kids shall be known by the bikes they ride." And he still would be pretty much right.

There are full-on racers, cafe racers, K-Mart specials, thrashers, trick bikes, and—the most-recent example of rolling image-improvement—custom cruisers.

The primo example of customizing shown here is called the "California Cruiser." It was built by those tricky devils over at RRS; the same fun guys who brought you "Advanced Trickery . . . Jeff Rutherfurd's \$800 racing machine" (BMXA, June 1979).

This custom cruiser was built by RRS as a show bike for the president of Schwinn Sales West, Sig Mork. But rumor has it that someone from the Schwinn factory in Chicago saw the California Cruiser and shanghaied the thing to take back to Chicago and show the big wheels.

But not before we got photos and specs to bring our trusty readers up on the current state of the art in custom cruisers.

By the way, this bugger would retail for around (choke, sputter) 1000 frogskins. Those guys at RRS don't mess

THE "CALIFORNIA CRUISER" customized by RRS

Tange TX-1200 forks, painted black

RRS custom bottom bracket conversion, brass plated, with a Phil No. 3 spindle

T.A. Professional 185mm crankset, anodized gold

T.A. 42T sprocket, anodized black

Schwinn Spitfire pedals Sun Tour Ultra-6 chain Edco Competition alloy headset, anodized gold, machined and shimmed to fit by RRS

Tuf-Neck, anodized gold K&N motorcycle handlebars, brass plated by RRS Grab On MX grips

Sun Tour bar-mount shifter and brake controls
Fluted alloy seat post

Xcaliber seat post clamp Spitfire (Mesinger HDD-10 Super) saddle, springs brass plated by RRS

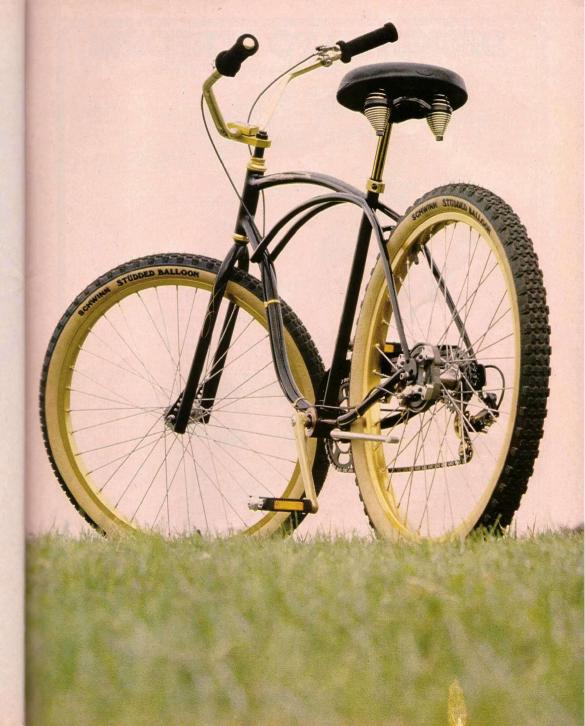
Araya alloy box rims, anodized gold

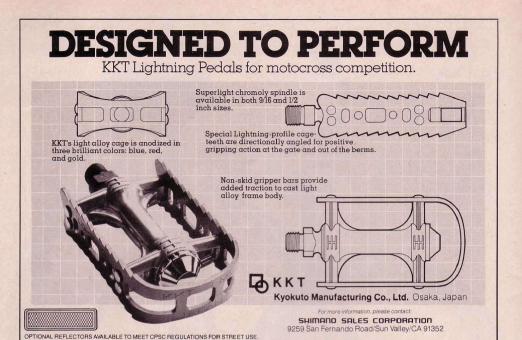
Schwinn .105 spokes Phil sealed-bearing hubs Phil rear disc-brake assembly Schwinn 26 X 2.125 gumwall balloon tires

Dura-Ace Black series rear derailleur

Sun Tour Ultra-7 rear sprocket cluster

Schwinn decals McPeak of Riverside hand lettered chain guard



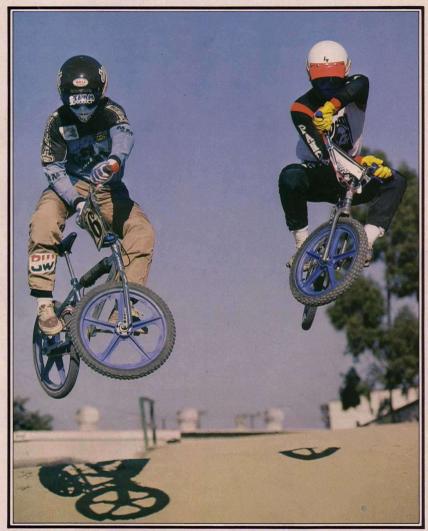






SHOTS

SHOTS



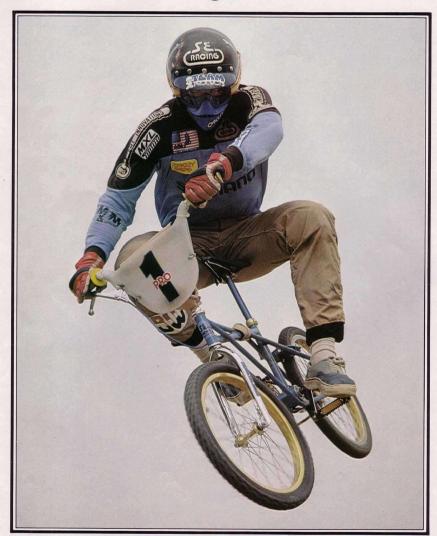
Post and PK . . . synchronized aerobatics.



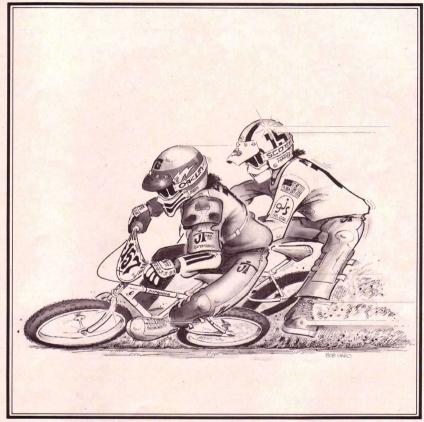
David Clinton . . . back on Shimano.

SHOTS



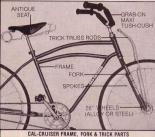


Right now, right this minute, this is the man. Stu.



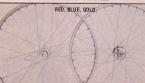
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continued from page 51 and took the win. Chalk up two for Juicy Jaws. But the fly poop's getting closer to the top of the pepper.

The 14 expert main lined up: Ron Anderson, Gossreau from Missouri

Beckering, Medlin, Zagers, Mike Poulson from Utah, Ignozitto, Chris Hopkins . . . fast hombres.

The gate dropped and Medlin totally blew his start! The most important race of his life, and he blew the start. Medlin



Will Scurto picked and poked his way to fourth in the 13-14 open main.



Position on the line is critical. At ABA races you see the draw for your starting position. You may not like what you get, but at least you know it was fair.

ABA/DG GRAND NATIONALS HORSEMAN'S PARK LAS VEGAS RESULTS

TEAM TROPHY

11 EXPERT Jeff Rutherford Robert Comptor Brian Gass

PRO MONEY Stu Thomsen Kevin McNeal Frank Post

11 NOVICE Mike Holder Lincoln Lucas Todd Parry

PRO TROPHY Stu Thomsen Harry Leary Stanley Robinson

10 EXPERT **Bodie Cook** Kyle Fleming Doug Davis

16 EXPERT Joe Aguilera Kevin Renker 16 NOVICE

10 NOVICE Denny Jackson Dave Dayton **Guy Noren**

Tom Jacobson Mark Darcy Jeff Halleih

15 OVER OPEN

9-10 TROPHY DASH **Bodie Cook**

15 OVER TROPHY DASH 9-10 OPEN Stu Thomsen

Doug Davis Kyle Fleming Mike St. Martin 9 EXPERT

Mike Bush Eddie Kina 15 EXPERT Danny Wall Eddie King

Lonnie Tatton Mike Scurto 9 NOVICE Jason Jensen Tim Ells Mark Perez

Doozer Trevino

15 NOVICE Jesse Felix Andy Patterson Todd Carter

8 YEAR OLDS Brad Francisco Ryan Poul Ron Corby

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14 NOVICE Ronnie Harper Robert Holm Sterling Rebeil

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13-14 TROPHY DASH Rod Beckering

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Jason McKeel

Mike Aguilera 13 EXPERT Mike Aguilera Sean Greening Jeff Osmus

13-14 OPEN

Lee Medlin

Tim White **David Duncan** 5 YEAR OLDS Damon Wheele Troy Kelly Justin Yancy

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ABA*DG



Mike Aguilera, proving that his sudden rise to glory was no fluke. First in 13 expert. Second in 13-14 open.

was suddenly up the creek without a paddle. Fourth at the wire. Scratch Medlin.

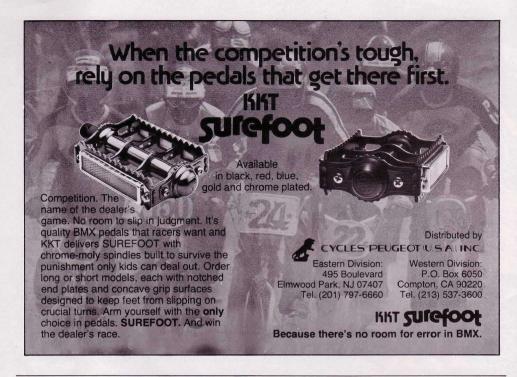
That meant that the winner of the ABA National No. 1 plate would be decided by a count of the sign-ups in Kyle Fleming's and Richie Anderson's classes! Unbelievable! Incredible!

In the 8 and under Trophy Dash, Jason Jensen, still hot on the trail of the first quad in history, thrashed on everybody. Three down, one to go. But it was at this point that the fly poop surfaced in Jason's pepper shaker. Where do you suppose the 9-10 Trophy Dash came in the program? Right after the 8 and under Trophy Dash, of course.

So ol' Juicy Jaws crawled back to the gate, panting, tongue hanging down on his number plate. But the little sucker pulled a hole-shot. And held it. Right up 'till 10 year old Bodie Cook passed him in the last turn. And if you remember, Bodie's the dude that beat Fleming and Davis in the 10 expert main, so Jason wasn't exactly racing a bunch of squids.









ABA*DG



The 13 expert class, bakin' those cakes: Zagars, Kenny Lee, and Awesome Osmus in the lead.

Well anyway, tough buns, Jason. You're just gonna have to settle for two triples in a row (first time ever) and being the fastest 8 year old in the world. It's a hard life, kid.

But the largest race in BMX history

wasn't quite over yet. The Pro's were lining up; Anthony Sewell, the Corona Kid, Stanley Robinson, Stu, David Clinton, Wild Man Frank Post, Turnell Henry, and Brent Patterson. Bucks up for grabs: \$2500 purse, \$3000 in

contingencies, and a big fat diamond ring.

ring.
Off the line Stu powered to a very slim lead. The Corona Kid, Kevin McNeal, put a bull dog bite on second, Post grabbed third, Clinton swooped into fourth.

The ferocious competition was for second. Post was closing on McNeal. Stu already had first locked up, if he made no mistakes.

In the last turn McNeal looked back and Post shot up even with him. It was time to hang it ALL out. Raw blazing power applied.

Stu won. Post and McNeal photofinished. McNeal was given a questionable second. Post settled for third

And now we're down to it. The nittygritty. Who won the ABA National No. 1

Well, sports fans, it seems like when everything was counted up, there were 13 more sign-ups in the 12 expert class than in the 10 expert class.

The rumble of an avalanche was heard across the nation.

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Bruce McDenmoortt Carl Butler 0 EYPERT Lonnie Tatton Toby Oakland

10 UNDER OPEN

Doug Davis

10 NOVICE

Mike Horten

Kyle Fleming

Victor Doneluis 15 EXPERT Eddie King Mike Bush Danny Wall 15 NOVICE

16 NOVICE

John Severin

Mike Miranda

9 NOVICE Mark Perez **Curtis Lew** 8 EXPERT Tim File

Andy Patterson James Stock Omar Herrera 14 OVER OPEN

Danny Wall Lee Medlin Eddie King

8 NOVICE Jason Adams **Dustin Drum** Shannon O'Compo 7 UNDER EXPERT Trevor Rigott

David Gugale

Rusty Jones 7 UNDER NOVICE

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Misty Dong

PHES Sara Ruttledge

Kim Johnson

Michelle McCourt

13 OVER POWDER

12 UNDER POWDER

Sue Gingrich Michelle McCourt

13 OVER POWDER PUFFS

12 UNDER POWDER PUFFS

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14 EXPERT Lee Medlin Charles Williams Trenon Jarvis

14 NOVICE Richard Palmer

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13 NOVICE John Herriera Danny Alway Peter Jones

12 EXPERT Richie Anderson John Anderson Chuck Mibel

12 NOVICE **Brett Bensen** John Probovieh Martin Hernandez

11 EXPERT Roy Daniel Geoff Rutherfurd Mike Giem

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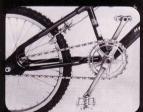


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Hey, check out the RAD ad above.

Yeah, I did, so what?

Whad ya mean so what, haven't you heard?

Heard what

Heard about Advanced Trickery.

Maybe. Are those the guys that put on the largest INDOOR DIRT track BMX race last year, with 5 foot trophies?

Yep, that's them, and they have a super fast mail service. I called up and placed an order and it was delivered within 4 days.

Yeah, but you live in Illinois where they are.

So what? They deliver OUT of STATE within 10 days to anywhere, and that's fast.

Yeah, but what do they charge for that fast service?

Well, I can't tell you because it varies, but if you call them you get a FREE BMX catalog and sticker just for calling or writing.

Hey, now that sounds pretty good. But where did they get that name?

You mean Advanced Trickery?

Yeah, it's kinda long.

Well you see, these guys got this store and ALL they sell is TRICK BMX parts and bikes, but they only sell the Advanced Trick stuff, which means you know like the BEST TRICK stuff. Well anyway, they couldn't call it Advanced Trick because it sounds dumb, so they called it Advanced Trickery. It's long, but it's "cool."

Well what trick parts do they sell?

Don't ask me again, I told you they've got everything, just call them up and they'll send you their FREE BMX catalog and a sticker.

Hey, are they gonna do another one of their indoor dirt track BMX races?

Yeah, they're workin' on it, but this one is supposed to be bigger, with a PRO purse and everything.

WOW! How can I find out about it?

Just call up Advanced Trickery and ask.

What's the number?

It's in the RAD ad above.

