

# BICYCLE MOTOCROSS

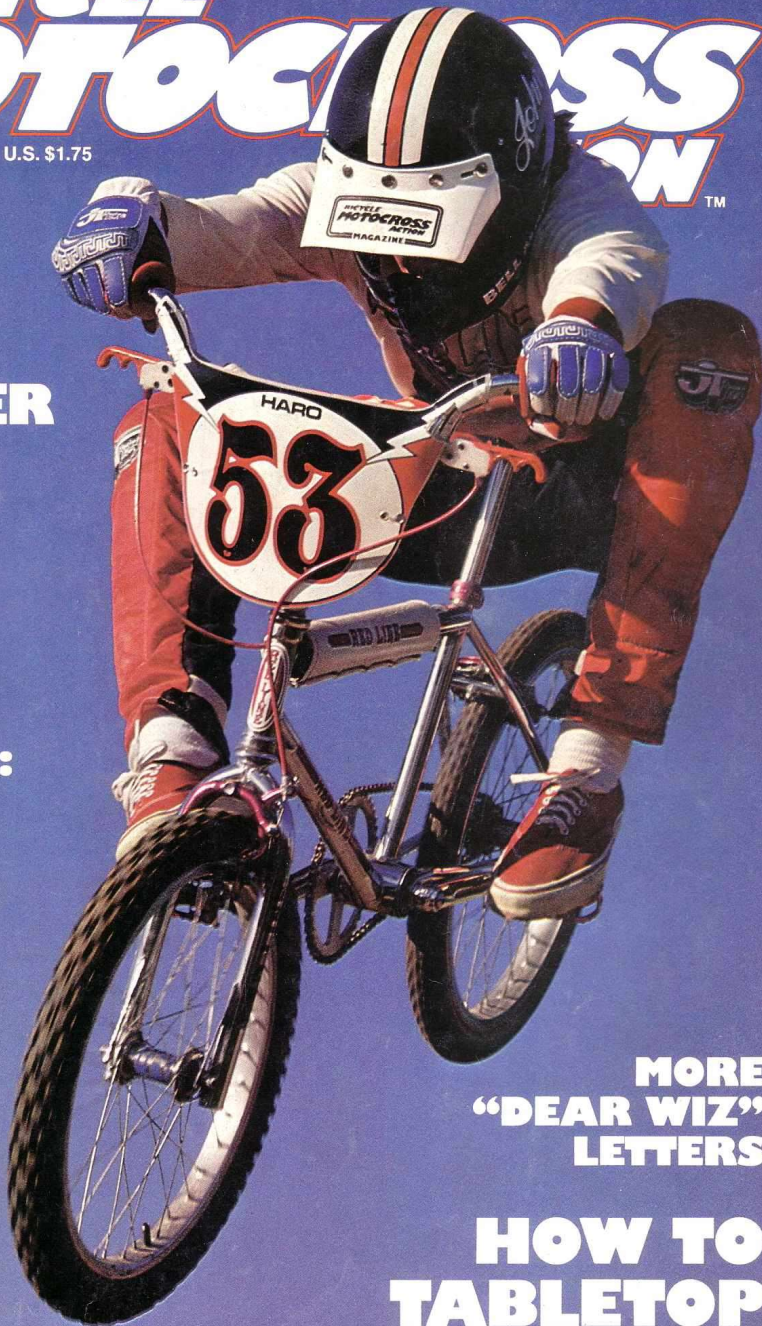
48853 THE WORLD'S LARGEST BMX PUBLICATION

JULY 1980 U.K. £1.25 U.S. \$1.75

**TEST:  
CYC  
PANTHER**

**HOW TO  
SET UP  
YOUR  
CRUISER  
FOR  
RACING**

**PICTORIAL:  
WILL &  
MIKE  
SCURTO**



**MORE  
"DEAR WIZ"  
LETTERS**

**HOW TO  
TABLETOP**

RETAILERS: SEE PAGE 100  
FOR SPECIAL RETAIL  
DISPLAY ALLOWANCE PLAN.





# GO FOR IT!

with Troxel's  
Trakmaster  
Trio



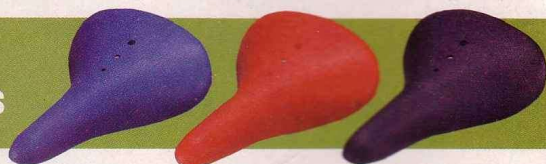
Performance  
plus Flash

## The Wheels



Molded of glass-filled (reinforced) nylon, they're light, but tough enough to stand up to anything you can lay on 'em! Won't bend or break with sharp impact. Color is molded into plastic to last. Rear is complete with coaster brake assembled; front has strong 3/8" diameter axle assembled. Available in sets, ready for tire mounting (tires not included). They meet or exceed all CPSC standards.

## The Seats



The lightest in the world—a mere 12½ oz. (354.4 grams). Strongest, too. Undercarriage and seat are molded in ONE piece of high-impact polypropylene with extra support in center impact area. Strong plated steel mounting clamp. Meets all CPSC standards.

## The Pads



For bar, frame and stem, are super-shiny, high gloss vinyl over thick, shock absorbing foam padding. Strong snaps fasten securely.

All three color-matched  
in red, yellow, blue, black  
and available now at  
your bike dealer



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dependable, quality  
bicycle products  
for over 80 years

TROXEL MANUFACTURING CO., MOSCOW, TN 38057

# BICYCLE MOTOCROSS ACTION



JULY 1980  
VOLUME FIVE  
NUMBER SEVEN



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COVER: John Crews, the master of style and grace, flyin' a Red Line at Chandler. Photo by Windy.





**WE MAKE IT HAPPEN!**

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**MAKE IT HAPPEN TO YOU!**



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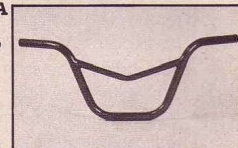
BICYCLE MOTOCROSS ACTION

# THIS IS THE KIND OF STUFF WINNERS ARE MADE OF.



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

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



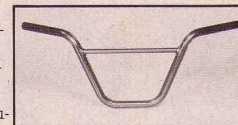
**HATCH GLOVE STYLE 66**  
This blazin' hot glove was developed for gnarly off-road racing and offers super protection when gettin' crazy or just cruisin'. Stylish looking, quality workmanship and an affordable price make this BMX glove tough to beat! Available in all adult and children's sizes. Colors are red, white and blue or black, white and yellow.



**XCALIBER SEAT POST CLAMP**

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

**RACE INC. ALLOY BARS**  
They are constructed of 6061-T6 aircraft-qual aluminum; hell-arc welded. They come in four size rises; 3, 6, 7, and 8 inch. The bends, angles, and rise have been carefully calculated for max power. They come anodized red, gold, blue, and silver.



**RAD PAD**

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

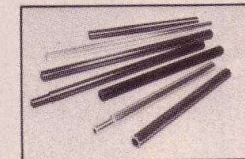
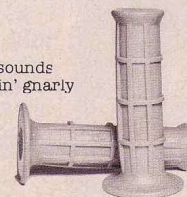
**ADDICKS SEAT POST CLAMP**

Supreme trickness from Addicks; a chrome-moly seat post clamp with a molded-on coating of Zytel nylon. It has bulletproof bolts, state-of-the-art engineering, and eyeball catching design. Available in red, blue, black, and yellow. Addicks makes 'em light and strong for hookin' it on'.



**FINISH LINE GRIPS**

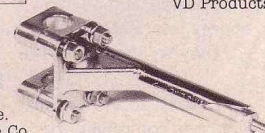
This grip from Neal Enterprises sounds like a winner already. When gettin' gnarly you need something to really hang on to and the Finish Line Grips are made of a new rubber-like material. Available in four blazing hot colors: blue, red, black and yellow.



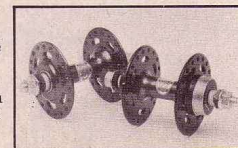
**FLUTED SEAT POST**  
Can take the pounding of fast paced moto-xing and can handle it. (Meets CPSC marking requirements.)

Gnarly colors too: red, blue, gold, black and silver. 16" and 12" lengths and 7/8" and 13/16" diameters available in bullet-proof 6061-T6 aluminum. Manufactured by VD Products.

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



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



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



# Competition II now prepares you for the Great Indoors.

You can shave off the knobbies. You can smother it in hairspray. No matter how you cut it, slice it or talk to it, though, an outdoor BMX tire was made for dirt tracks.

Nothing but the Mitsubishi Competition II Stadium Tire knows how to perform on an indoor track.

## You've got special needs.

The BMX'er who heads indoors for the winter will find a new challenge. Smooth, slippery, unyieldingly hard, paved cement tracks and wood jumps. The stuff that reduces softer outdoor tires very quickly to mush.

When you're riding to win, you need a tire that's solid but flexible, easy to control with maximum traction.

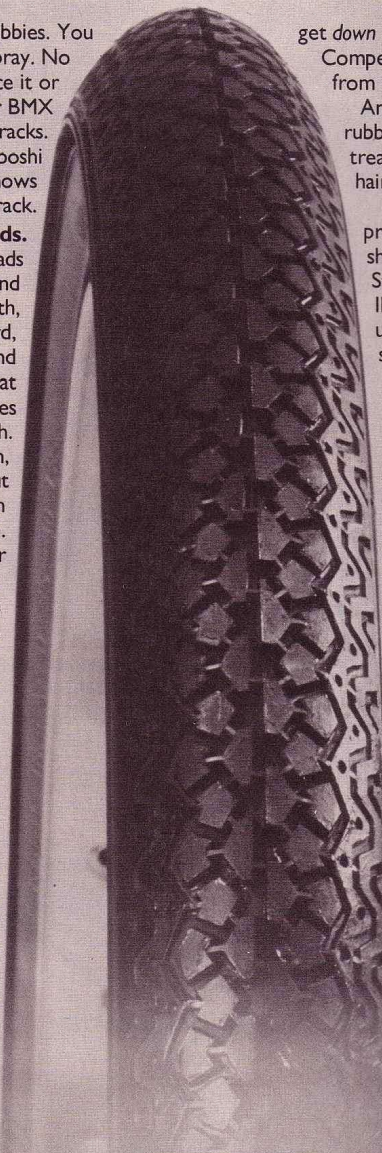
Mitsuboshi knows your needs and now builds the BMX tire built for the Great Indoors. The Stadium Tire.



The solution is the design.

Start with the inside story. The high density nylon cords. Not steel. Not fiberglass. NYLON. It keeps the overall weight light, increases the strength of the sidewall, and decreases energy loss. Ride 'em hard ... they've been tested to take it.

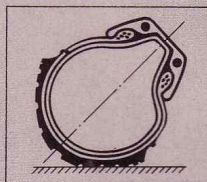
Next, an exceptional rubber compound that's flexible enough to



get down to the ground and grip! Competition II's won't slide out from under.

And because the strength of the rubber lessens abrasion of tire treads, you needn't fear calling it a hairy day due to bald tires.

Now take a closer look at that profile. Mitsuboshi changed the shape of high performance Stadium Racing, with the Comp II tire. That extra slope and the unique tread design get more surface into the turns.



There's less rolling resistance on the straights. Maximum traction at take-off. And don't wait too long to feel how beautifully Comp II's handle!

## Your track record must improve.

Finishing races is the first step to winning trophies. Armed with the tires that are as tough as you, you know that your track record has got to improve.

So rack in the points and get there first on Competition II's Stadium Tires. Built for the Great Indoors of BMX.

Available in sizzling tread colors: red, blue, yellow, black; 20" x 2.125" and 20" x 1.75".

**MITSUBOSHI Stadium TIRES**  
**Competition II**  
**BUILT FOR THE GREAT INDOORS**

# SHIMANO BMX

## 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



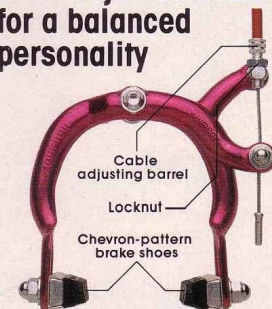
Up-date your Dura-Ace or 600 cranks with our One-key mechanism

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.

Shimano EX series One-key Release fittings can be incorporated into standard Dura-Ace (and 600) cranks.

The simple conversion means positive, convenient removal and mounting using one allen key (6mm)... no more special tools. Ask your moto shop dealer.

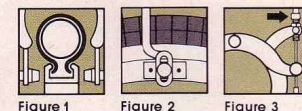
## Well-adjusted brakes for a balanced personality



No brake works worth beans if you don't take care of it.

Even perfectly set-up brakes can lose their edge with hard racing, fast downhills and an occasional nurd dumping right in front of you.

Shimano Tourney alloy sidepulls are the brakes for you. Tourney motocross brakes use light alloy arms and our exclusive Chevron shoes for stopping power to match your speed. And the Tourney can be precisely adjusted for peak braking efficiency.



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.

Need to know more about the components that make your bike competitive? Want to find out about the latest in Shimano Factory action?

Join the Shimano Motocross Club and get "On the Pedals," our club newsletter. Write today for complete details.





**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

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**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 BMX GRIPS** —  
 The perfect match for the new Haro levers, the JT grip is especially designed for a sure grip and positive control. Red, Black, Blue, or Yellow . . . . . \$4.45



**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 SUPER CROSS 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

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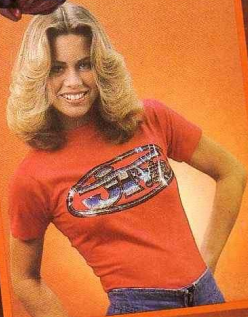
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 Your Choice Red, Yellow or Blue



07-770



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**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  
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 All leather inside palm padding  
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**JT VISOR 04-109** —  
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**JT TEAM SCREEN**  
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There are six Hawks in the series, with a variety of custom features; from dirt-grabbing, knobby wrap-around gum walls to a 2-speed internal hub shift that can help you get the "Hole Shot."

Check them out for the one that's right for you. They're all just waiting for a rider who's ready to rip.



**The Hawk BMX series from AMF.**

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Quite simply, it protects like no other faceguard.

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# EDITORIAL BY BOB OSBORN

Hey, Oz. Long time no see! Old Injun saying. But enough with the small talk. Are you gonna stick your foot in your mouth again and predict who the top ten NBA plateholders will be at the end of the year? Didn't think anyone remembered, did ya?

Erick Weinstetter  
"The Keystone Kid"

Washington Crossing, Pennsylvania

Hey, Keystone, you must be older

than dirt if you remember my first "Foot in Mouth NBA National Top Ten Predictions." That was over two years ago! Ancient history.

Tell you what . . . because things would get awful dull around here if somebody wasn't frosted at me for something . . . I'm gonna do a Quickie Top Ten Pro Prediction. This will be non-denominational. It's just who I think will be the big overall money winners by the end of 1980 regardless of sanctioning body. ■

## OPEN MOUTH, INSERT FOOT

### THE WIZ'S QUICKIE TOP TEN PRO PREDICTION FOR 1980

<b>1</b>	GREG HILL	RED LINE	The Businessman. Coldly professional. A machine. Peak physical condition.
<b>2</b>	BOB WOODS	ROBINSON RACING	Totally fast. Always psyched. Fresh.
<b>3</b>	STU THOMSEN	RED LINE	Peaked last year but still stronger than anyone. Needs new motivation.
<b>4</b>	FRANK POST	PANDA	The Wild Man. Improves with every national.
<b>5</b>	PERRY KRAMER	SE RACING	Has always finished high. Will finish in the bucks in '80.
<b>6</b>	CLINT MILLER	TORKER	Will surprise everyone. Strong. Fast. Motivated.
<b>7</b>	JOHN CREWS	RED LINE	Style and finesse. Resembles Bottema in his heyday. Most improved rider I've ever seen.
<b>8</b>	SCOTT CLARK	ROBINSON RACING	Peaked last year. Needs re-psychoing. Always super fast.
<b>9</b>	DENNY DAVIDOW	TW RACING	Too fast. Makes errors that cost. Needs to back off a hair.
<b>10</b>	ANTHONY SEWELL	JAG	Extremely strong on smooth surfaces. Loses concentration on radical tracks. Missing nationals.

NOTES: Kevin McNeal (RRS) could be well up in the placings but he's developing an outlaw reputation . . . involved in too many crashes. Probably unintentional, but . . .

Greg Esser (MCS) could be well up there but doesn't make enough NBA and ABA nationals. Should spend a year in the West. Strong. Fast. Colorful.

Stanley Robinson has the potential to be up towards the the top. Was recently booted from the Mongoose team. Has become a question mark.

Jeff Ruminer (Red Line) is smooth, strong, fast, consistent, and always finishes third. But the money adds up. Could be in top ten.



## Cycle Pro Snake Belly

In virtually every MX track throughout the world, you'll see this famous Snake Belly tread pattern. Cycle Pro in conjunction with National Tire Company, Ltd., the leading tire company in Japan, has developed this unique tread design which is self-cleaning, unbeatable on the straight-aways and corners like no other tire. Combining these qualities with the finest rubber available anywhere results in a tire which lasts longer and performs better.

Cycle Pro was not only the first to introduce this now often imitated tread

pattern, but was also the first to introduce a MX skin side tire in colors—red, blue and yellow.

We are happy to announce this Snake Belly tire is now available in a medium priced black wall.

Snake Belly tires really work best. Insist on Cycle Pro.

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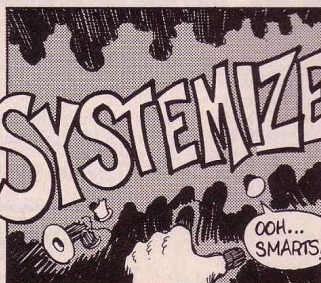
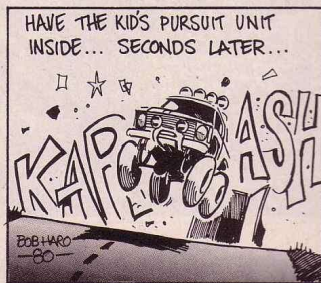
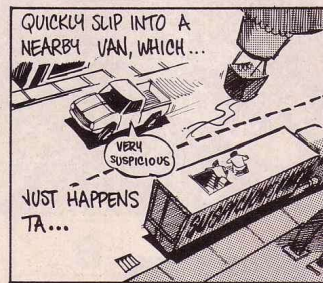
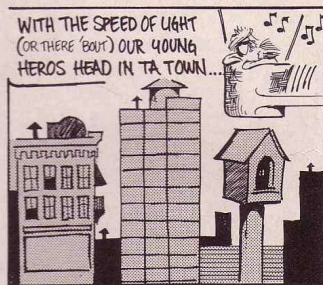
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# THE GRAB ON KID

PRODUCTS



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# AVOCET TALKS ABOUT GETTING TOUGH.

The moment both hands are wrapped tightly around the bar grips and your feet are positioned on the pedals . . . it's time to get tough.



Avocet's BMX Racing Hubs  
Are Also Available With Standard Bearing Races.

### What Is Tough?

Interval training is tough. That's when you start at the bottom of a hill and sprint up it for just over 100 yards at 85% effort. Turn around. Come back down and do it five or six more times. And if at the end of the sixth or seventh sprint you aren't a little weak and a bit delirious . . . then you weren't tough enough.

World-class cyclists on race tracks know how important interval training is. It's one of the best methods for preparing your mind and body for the toughest competition.

Tough is also making sure that your diet consists of only the finest, nutritional food stuffs, eliminating any and all junk food that can contaminate your body.

And tough means getting plenty of rest throughout the week.

### Why All The Concern For Your Body?

Avocet engineers know that the cyclist is the most effective component on any racing machine. Manufacturing the finest racing equipment in the world is to no avail if the cyclist is in poor condition. Avocet wants you to be able to actually feel every design advantage of their BMX Racing Components as you get tough on training courses and race tracks.

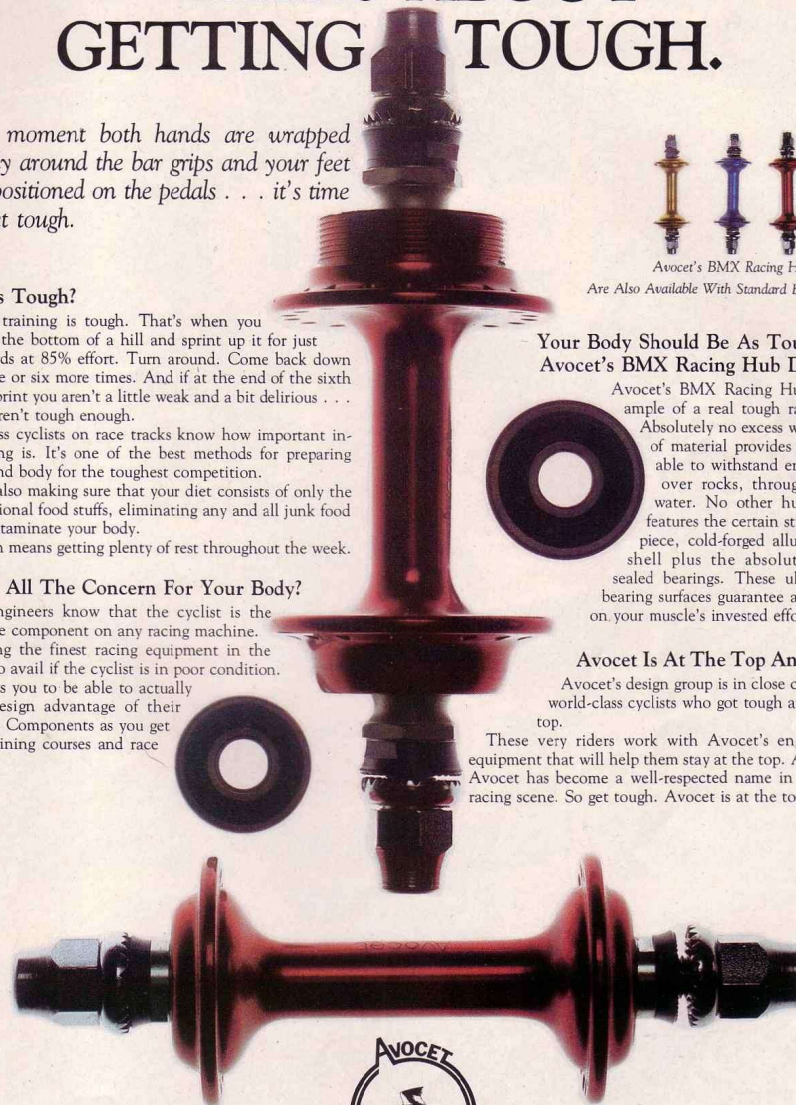
### Your Body Should Be As Tough As Avocet's BMX Racing Hub Design.

Avocet's BMX Racing Hub is a prime example of a real tough racing component. Absolutely no excess weight. Every gram of material provides designed strength able to withstand endless punishment over rocks, through thick dirt and water. No other hub on the market features the certain strength of a single-piece, cold-forged aluminum alloy hub shell plus the absolute cleanliness of sealed bearings. These ultra-fine, polished bearing surfaces guarantee a maximum return on your muscle's invested effort.

### Avocet Is At The Top And Very Tough.

Avocet's design group is in close contact with many world-class cyclists who got tough and climbed to the top.

These very riders work with Avocet's engineers to design equipment that will help them stay at the top. Around the world, Avocet has become a well-respected name in the international racing scene. So get tough. Avocet is at the top waiting for you.



Where Cyclists Look  
For Technical Innovation.

Inquire at your local dealer or write:  
Avocet Inc., P.O. Box 7615, Menlo Park, California 94025 U.S.A.  
Phone (415) 321-8501



# THE NEW KING OF KINGS

**STRONGER THAN EVER  
WITH A CHROME-MOLY STEM**

# PRO

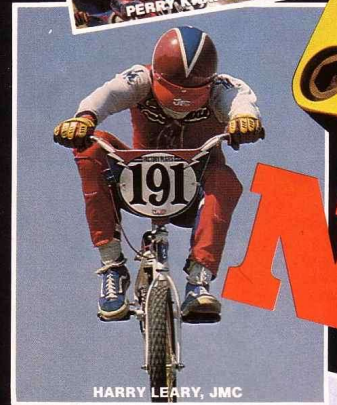
# NECK



PERRY KRAMER, SE RACING



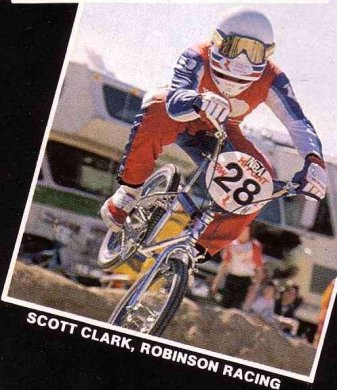
JEFF BOTTEMA, RALEIGH



HARRY LEARY, JMC



DENNY DAVIDOW, GT

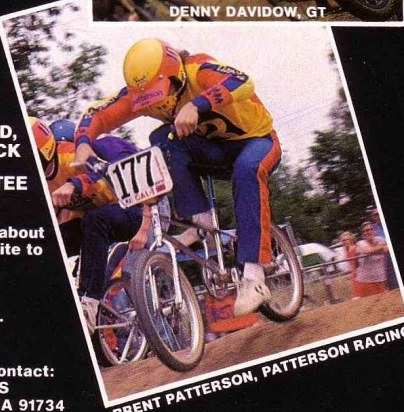


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ONE YEAR GUARANTEE**

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(213) 686-2194



BRENT PATTERSON, PATTERSON RACING

# DEAR WIZ

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

### MILDLY INTERESTING NOTE

Do you have something of monumental importance to communicate? A social contribution to make? A poem? A drawing? A hot photo? Criticism? Drivel?

Well, this here's the place, sports fan.

The only problem is that we get tons of mail every day, so the Law of the Jungle applies: Only the best make it. But we still read every single one of 'em, and I'll tell you, we get some high zoot letters. You people are pretty cool.

Anyway, if you want to shoot us a line, here's the address:

**BICYCLE MOTOCROSS ACTION**  
Box 5277  
Torrance, CA 90510

### WIGGLY QUIGLEY

I was wondering if you could use this photo of Tim Quigley in your magazine?

Sharon Quigley  
Missouri City, Texas



Tim Quigley

Is that the best he can do? Only a turned-down tabletop higher than the roof of a house? Sheesh. -Oz

### QUICKIES

Did you know that ten issues is the same as tennis shoes?

Brian Parr  
Clarksville, Maryland

Jesus loves BMX.

Jerry Goodman  
Houston, Texas

How about an advice column on starting, middling, and finishing?

J. Pass  
Foster City, California

**PUT THIS ON  
HEADSET ON  
and be quick in the pits**

**BEFORE A RACE MAKE A COMPLETE ADJUSTMENT OF HEADSET**

**GOLD COLOR WASHER**

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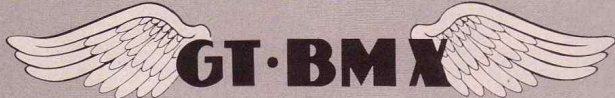


After three years...

Lee Medlin:  
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 \* ABA National #3 in 1979  
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## DEAR WIZ

Your mag is the BMX scriptures.

Justin Bourke  
 Hampton, Melbourne  
 Australia

*I have to tell all you people out there that one of the neatest jobs at Wiz Pubs is reading all the "Dear Wiz" letters that come in. And one of the hardest jobs is picking which ones to run. We get some class mail at this place. -Oz*

### DUMP THE STUNTS

This letter refers to your article in the April issue dealing with stunt riding ("The King of the Skateparks, Tinker Juarez"). Cook Bros. does not condone stunt riding with BMX equipment. Our effort in the BMX field is RACING, not circus acts. Furthermore, we feel these stunts should not be exposed to the younger riding public.

Tinker may know how to jump over five cars end-on-end and land on both wheels, but a less experienced, impressionable young rider may not be so lucky. Let's get back to racing and leave the clowning around to the circus.

Gary and Craig Cook  
 Cook Bros. Racing  
 Santa Ana, California

*Hmmm. I think we may get a few comments on this letter.*

*As for yours truly, I'll vote for "stunt riding," as the Cook Bros. call it.*

*Kids are going to blow off a certain amount of steam. This is a lead-pipe cinch. The only question is, will their outlets be physically and mentally healthy or unhealthy?*

*Stunt riding improves strength, coordination, endurance, timing, and confidence. And it sure beats some of the options our kids are faced with, like dope and vandalism.*

*I don't know how everyone will take this, but I've told my kid many times over the past few years that I'd far prefer he come home with a broken arm from BMX racing or trick riding than with a dope habit or police record.*

continued on page 23

BICYCLE MOTOCROSS ACTION

# Good and Tough MOTO-X-ROSS



## Ready for Action!

If you're a tough rider, you need a Ross RMX. Tested tough and ready for you at a nearby Ross dealer!

- New RMX customized gusseted frame.
- New RMX heavy-duty tempered steel tubular fork.
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- RMX gumwall or black mud stud tires, 20 x 2.125".
- 5-step paint finishing process. Available in silver, black, red or blue.
- Tough, reflectorized ball-bearing pedals.



Check the yellow pages for the Ross Bicycle dealer nearest you.

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 Quality BMX Bicycles & Parts  
 for Competitive Racing  
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# HERE COMES LESTER

For years, Lester "Mag" Wheels have set the standard for high performance motorcycle wheels. Now, you can put Lesters, synonymous with precision, quality and high performance, on your BMX bicycle.

Lesters are cast lightweight aluminum alloy for maximum strength and safety. There is no doubt about it. With Lesters on your BMX bike, you'll have the hottest wheels on the track or on the street.

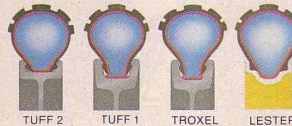
**SHARP APPEARANCE:** Lester "Mag" wheels look great. When it comes to color and finish, no one comes close to Lester.



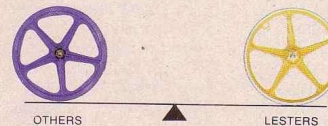
And they stay lookin' good, because they're easy to clean. They say "Class."

**CONTROLLED RIGIDITY:** Lester's alloy casting and precise construction results in a perfectly round wheel—one that stays round and will not bow or flex under stress or when cornering. In other words, Lester's allow you (not your wheels) to control the bike.

**RIM CONTOUR:** Lesters have proven motorcycle rim contours for complete and positive tire seating. It's virtually impossible to unseat a tire from a Lester wheel—even during impact. Lester's wider rim provides for a greater tire footprint on the ground, improving traction during acceleration and turns, too. And Lester's exclusive drop-center rim design allows a tire to be easily mounted.



**WEIGHT:** Lesters are light. There is little weight difference between Lester light-weight aluminum alloy wheels and spoke or plastic wheels. But there is a lot of difference in strength, rigidity, and ruggedness for that extra ounce or two of weight.



Here comes Lester. You can't ride on a better wheel.

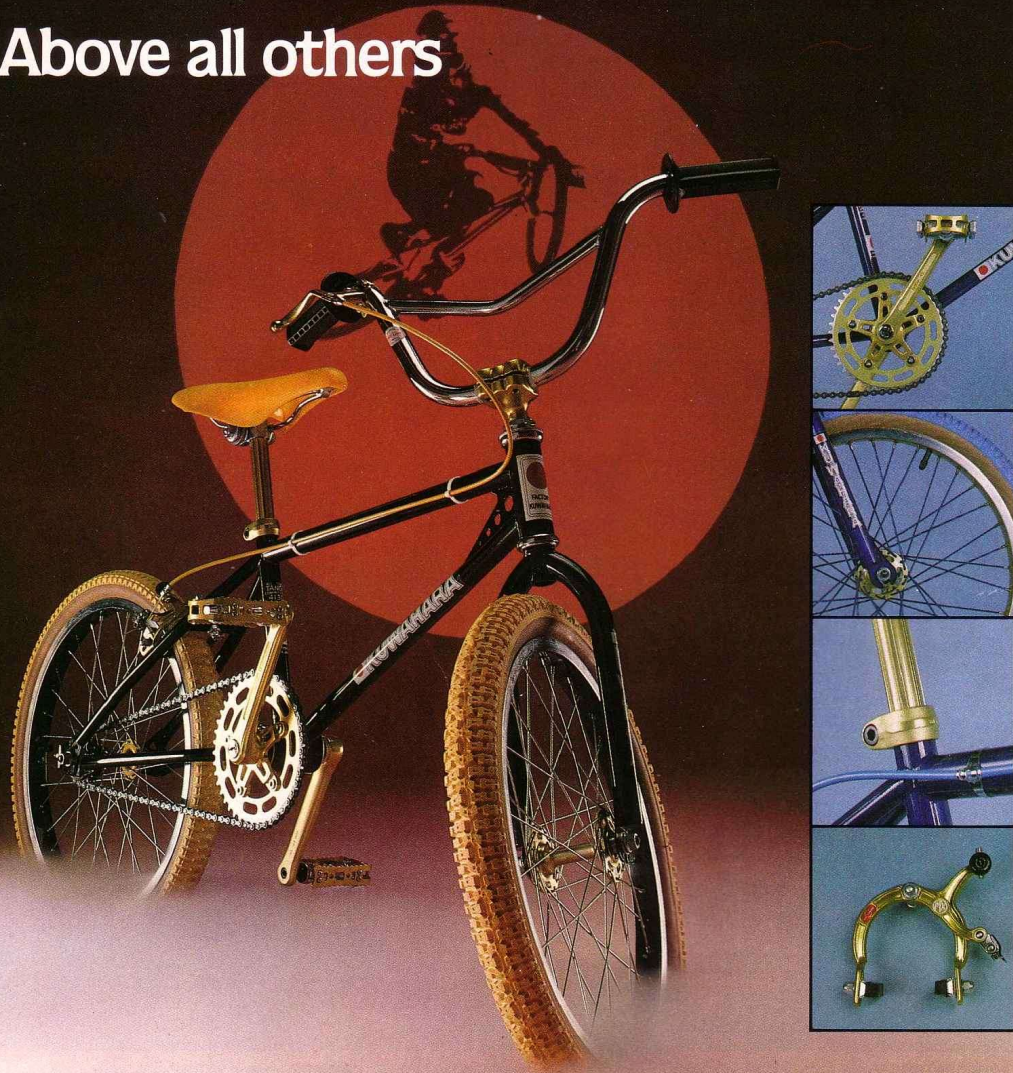
**NEW IDEAS...** Look for Lester's advanced engineering to be introducing new models with freewheel (to be used with caliper brakes) 2-speed internal hub and exciting all new design. Lester is the name that stands for the ultimate in mag wheels.

Lester Wheel Co.  
A Division of ITT Lester, Inc.  
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Bedford Heights, Ohio 94146  
(216) 439-7200

# LESTER 'MAG' WHEELS



Above all others



# KUWAHARA

When your shooting for the top, start with a bike that's already there. **KUWAHARA**. This precision racing machine begins with a tough chrome-molly frame and fork. It's loaded with the hottest parts around, Sun-Tour stem, hubs, seat clamp and V/X crankset, Dia-Compe MX 1000 brakes with micro-adjuster and quick release, Redline V-bar, KKT Lighting alloy pedals, Ukai shinny-side box rims, alloy seat post and Taihei Elina nylon seat.

The **KUWAHARA** will make you look like a winner too, with a beautiful black, blue or white finish and super

clean matching anodized alloy equipment.

This dynamite bike sells for under \$300 at selected BMX bike shops, check it out today.

Put yourself on top of the pack with a **KUWAHARA** between you and the track.

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## DEAR WIZ

continued from page 18

So far he hasn't come home with any of these. And he spends hours each day riding on a half-pipe and practicing tricks. And he fairly well hangs it out, too. -Oz

### ICONOCLASTIC DISQUISITION

Salutations. I deem that your pamphlet labeled BICYCLE MOTOCROSS ACTION signifies genius lying in the range of disquisition attributed to iconoclastic epics of demented cyclemen. Furthermore, the supplementation of cruisers to your circular has whittled at your eminence for being the paramount bicycle motocross publication.

Mitchell R. Olson  
Salt Lake City, Utah

I'll bet this guy spent eight hours with his Funk and Wagnalls to write this letter. I just spent six with mine and I still don't know what he said. -Oz

### BANANAS OVER HANNA

I saw the picture of Kathy Hanna in your April issue and, man, is she cute! I mean, she can ride my Red Line anytime!

Ron Dillow  
Elgin, Illinois

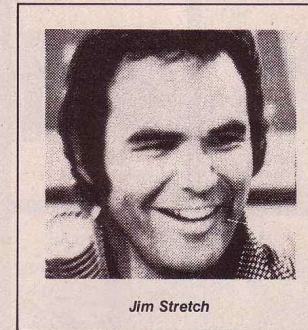


10? 12½? 20?

JULY 1980

Howz about some info on Kathy Hanna. You boyz only gave her a 10. I'd say she's at least a 12½. Oh, I am also including my picture.

Jim Stretch  
East Lansing, Michigan



Jim Stretch

Kathy Hanna could take Bo Derrick's place, no sweat!

John Bruce  
Houston, Texas

Kathy Hanna is a total F-O-X, wa wa wa!

Ben Miller  
Lincoln, Nebraska

P.S. Good luck to the guys on the Trick Team!

Kathy Hanna is the best sano lookin' babe I ever did see. She's not a perfect 10. She's a 20!

Chris R.  
West Palm Beach, Florida

Kathy Hanna is the Farrah Fawcett of bicycle motocross. If she's interested in a 15 year old, dark haired, six foot Italian, give her my address.

Ed "Crash" Davis  
Marlton, New Jersey

You guys think Kathy's a fox, you ought to see her older sister! On an 0 to 10 scale, Kathy's sister would go about a 25! Wa wa wa! -Oz

## LOOK LIKE A WINNER

### KUWAHARA



#### Racing Jerseys

Youth \$26.00  
S, M & L  
Adult \$27.00  
S, M & L

#### Racing Leathers

Custom Made  
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Waist Size 26, 28,  
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Production leathers soon available at \$60.00



Ladies T-Shirt  
S, M, L & XL \$8.50



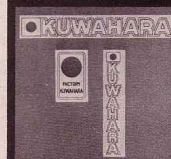
Adult T-Shirt  
S, M, L & XL \$8.50



Youth T-Shirt  
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Men's Golf Shirt  
S, M, L & XL \$15.50



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**TRICK STUFF**  
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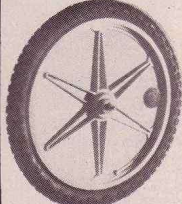
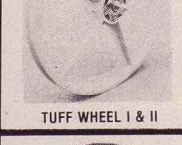
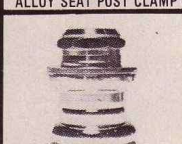
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SHIMANO  
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RED • BLUE • GOLD



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DIA COMPE MX-1000 CALIPER BRAKE SET  
RED • BLUE • GOLD



PRO-LINE FRAME  
RED LINE MX-II FRAME

RACE INC.  
ALLOY FRAME



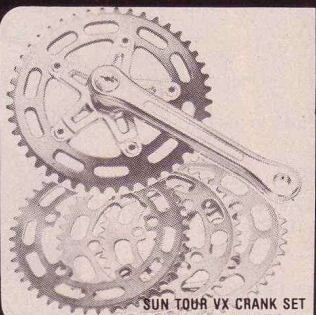
STEEL V-BAR

TROXEL BMX SEAT



COLORLED SPOKES

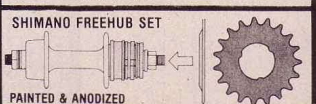
PRO PLATE ROUND  
HARD FACTORY PLATE  
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SUN TOUR VX CRANK SET  
SUN TOUR CHAINWHEELS



SUN TOUR MP-1000 BMX PEDAL  
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# DEAR WIZ

## BELATED GIFT FOR MOTO

From DDD Racing—a riding club of crazy, foolish, airborne, nurdish nuts—a gift for Moto Cat—one teaspoon of gnarly, berm bustin', purr-inducin', racing catnip, good for 360's and 25 second motos.

Chris Saulnier  
DDD Racing Club  
Waltham, Massachusetts



Mark Hason, Chris Saulnier . . . DDD Racing Club.

Jeez . . . I don't know how to tell you this, Chris, but (sniff) Moto Cat is history. He bailed on us. All because of the demon catnip . . . and loose women cats. Yes, Chris . . . Moto is now a (heavy sigh) catnipoholic, living down on Kitty Skid Row. Oh, it's just too terrible to talk about. But I'll see that he gets the catnip you sent. I guess it doesn't matter now.

By the way, what are you guys doing in the picture? —Oz

## HELLO? WHO? STU?

I am writing to you about something that really made me feel great. It started when we were planning to go to the Rondo/Mongoose race on March 22nd in Minnesota. I was so excited to be going!

Can you believe that I came down with the Chicken Pox! Some of my teammates were going and I was bummed out the whole weekend knowing that they would get to see all the Pro's, especially Stu Thomsen, and I wouldn't get to.

So there I was on the night of the race, lying on my bed reading your latest mag and bummed out. But then the phone rang and I got up and answered it with a real low hello.

continued on page 95

# WE DON'T MAKE KITS!

To convert the MXL® Uni-Racer™ Mask into a two-piece goggle-mask combination, you're really gonna have to do some work! You see, the MXL® Uni-Racer™ Mask is one piece. Solid. Comfortable. Functional. Tough. Dependable. For real.

If you want a play mask, go buy their kit and pop the pieces together. But first, think about a couple of things: At \$17.25, our real mask is probably a lot less expensive than their kit; with the MXL® Uni-Racer™ Mask, you get GE LEXAN® lenses with your choice of MXL® Scratch-Resistant or HYDRON® Anti-Fog treatment; and, our mask accepts the fantastic, fool-proof MXL™ Flip-Tab™ Tear-Off System . . .



Model 700 Uni-Racer™



Most of all, think about why you're buying a mask in the first place. What do YOU want in front of your face, a piece of equipment or just pieces?

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& HYDRON™ CYCLING PRODUCTS

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Send \$1 for Lit/Decals/Patch. \$5 for T-Shirt (Specify S/M/L/XL). USA Only.



# PICTORIAL: WILL & MIKE SCURTO



Nine year old Mike Scurto told us he could do a one-hander. But we didn't believe him.

## MIKE SCURTO PERSONAL GEAR

Electro Pro full-face helmet  
Hallman Crosspeak visor  
BW nylon jersey  
JT pants  
JT gloves  
Van's high-top tennies

## SKOOT

GT-BMX chrome-moly frame  
GT-BMX Junior chrome-moly forks  
Race Inc. 3 inch rise aluminum butterfly bars  
Pro-Neck double-clamp stem  
Oakley II grips  
Tange headset  
Dia-Compe rear caliper brake  
Dia-Compe brake pads  
Dia-Compe pre-bent brake lever  
Dia-Compe brake cable  
Shimano Dura-Ace 165mm aluminum pedal arms  
Shimano Dura-Ace 42T chainwheel  
Takagi bottom bracket set  
Titanium spindle  
HKK Smoker chain  
Sun Tour 16T freewheel  
Campagnolo Record wide-flange aluminum hubs  
.080-.060/36 double-buttled spokes  
Araya C-type box aluminum rims  
Raleigh Red Dot 1.75 tires  
Kashimax seat  
Pro-Neck fluted aluminum seat post  
Sun Tour aluminum seat post clamp  
D.J. Scott safety pads  
Number plate made by Will's girlfriend  
**LUBRICANT**  
Tri-Flon

NOTE: Both Will's and Mike's bikes were set up for an indoor race, hence the 42-16 gearing and Raleigh Red Dot and Competition II Stadium tires.

## WILL SCURTO PERSONAL GEAR

Electro Pro Series helmet  
Hallman Crosspeak visor  
Jofa mouth guard  
Oakley goggles  
BW nylon jersey  
JT pants  
JT gloves  
Van's low-cut tennies.

## SKOOT

GT-BMX Pro chrome-moly frame  
Cycle Pro chrome-moly forks  
Red Line Pro Line V bars  
Pro-Neck double-clamp stem  
Oakley II grips  
Tange headset  
Weinmann center-pull rear caliper brake  
Kool-Stop Continental brake pads  
Dia-Compe pre-bent brake lever



Dia-Compe brake cable  
KKT RT-B pedals, filed  
Takagi MX Cr-Mo 175mm one-piece crank  
Takagi aluminum 42T front sprocket  
Tange bottom bracket set  
HKK Smoker chain  
Campagnolo Record front hub  
Shimano Freehub rear hub  
Shimano Freehub cassette 16T rear sprocket  
.080/36 spokes  
Araya C-type box aluminum rims  
Competition II Stadium skinwall tires, 2.125 front, 1.75 rear  
Kashimax MX saddle  
Pro-Neck fluted aluminum seat post  
Standard steel seat post clamp  
D.J. Scott safety pads  
Haro number plate  
JT number

## LUBRICANT

Energonics Gold



# WILL & MIKE



Will Scurto is 14 years old and comes from Diamond Bar, California. He currently holds the NBA National No. 2 plate, which ain't too shabby. Will is sponsored by Pro-Neck and co-sponsored by GT-BMX, JT, Electro, Cycle Pro, and Campagnolo. As a point of trivia, Will can bench press 180 pounds (freebar) and can leg press 810 pounds on a Universal Gym. This guy is built like a nail keg.



Keeping hold of your bike when you go down is a sign of a seasoned veteran. At nine years old, Mike Scurto is already a seasoned veteran. Mike finished last year as the top nine year old nationally in the NBA. In the ABA he holds the National No. 17 plate. Mike is sponsored by Pro-Neck and co-sponsored by Electro, JT, GT-BMX, and Campagnolo. Pound for pound, Mike Scurto is tougher than a junkyard dog.





# WILL & MIKE



In 1979 Mike and Will Scurto traveled over 50,000 miles to compete in BMX races all over the U.S. Both of them are among the very best in their class in the world.



**MAX GRANDNATIONAL JERSEYS**  
 Made from 100% cotton, this jersey is great for warm or cool weather racing. Sizes: Kids S,M,L, Adult S,M,L,XL.  
 Comes in yellow only ..... \$15.95  
 50/50 poly-cotton jerseys ..... \$19.95  
**CUSTOM NAME AND NUMBER**  
 Each letter ..... 75¢ Each number ..... \$1.25



**MAX TEAM VISORS**  
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**MAX T-SHIRTS**  
 Made from 100% cotton. Torker Team T-Shirts come in yellow only. Sizes: Kids S,M,L, Adult S,M,L,XL. .... \$7.95  
**MAX TEAM MANAGER SHIRT**  
 This sporty button-down collar shirt comes in red, blue, white and yellow. Adult sizes only. .... \$11.95

# max max



**MAX STICKER PAC !!**  
 Strictly for the serious BMX sticker hound, this pac of 16 assorted BMX stickers will include trick stickers such as HARO, BASSETT, OAKLEY, DG, RED LINE, TORKER, MAX, SHIMANO, ELECTRO, and many more. (Stickers will vary from pac to pac.) ..... \$3.95



**MAX BMX PANTS**  
 With nylon pac cloth construction and Cordura side panels for added protection, these pants also come with hip pads, knee guards, and of course, lining. Available in 6 team colors: Mongoco, DG, Red Line, Shimano, Raleigh, and Torker. Waist sizes: 22-38. Standard inseam ..... \$59.95

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Send check or money-order only. No cash or C.O.D.s please. Allow 3 weeks for delivery. (For orders paid by personal check allow an additional 3 weeks.)				Name on jersey		Calif. res. add 6% sales tax
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**NEW!**

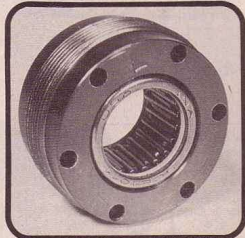
ONLY THE MAKERS OF BULLSEYE HUBS  
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## PRODUCTS



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Jeff Bottema, that limit exploder, is now in the munitions business making bullet-proof forks. Both Jazzy Jeff and the ol' one-hander-one-footer himself, Toby Henderson, have subjected these babies to months of thrash survival testing. They're hell-arc'd 4130 chromoly with hefty .065 wall thickness and heavier than usual dropouts for even more rugged dependability. They're also designed so the legs are a parallel extension of the center line of the head tube. That means less compression stress and flex. Bottema forks come in two models: C-1 for Cruisers and M-1 for Motocross. They're designed for quick steering with about a 1¼-inch rake. Both Jeff and Toby say they'll really help your rubber dig in and bite. Another feature, borrowing from the long travel look of motorcycle motocross, is the design that drops the fork tubes down below the dropouts. For retail or wholesale info on Bottema Bullets contact: RALPH'S BICYCLES, 8039 E. Imperial Hwy, Dept. BMXA, Downey, CA 90242. Tel: (213) 862-5142. ■



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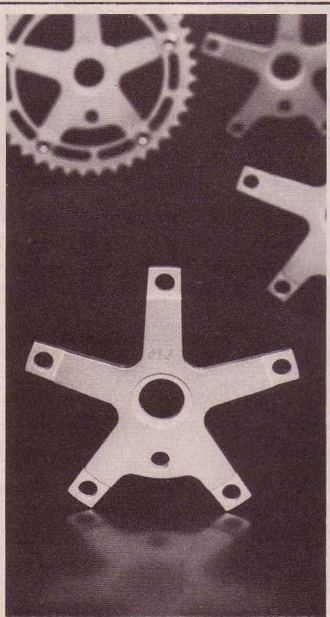
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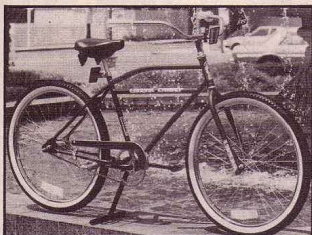
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100% CroMoly construction.  
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Exclusive superlight, superstrong CroMoly fork blades. Special oval tubes cut flex and wind resistance to a minimum.

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CrMo Construction Throughout. There's no skimping on materials in the TRX. The stem, fork blades and even the fork ends are high grade Chrome Molybdenum steel, all precision hand-welded.

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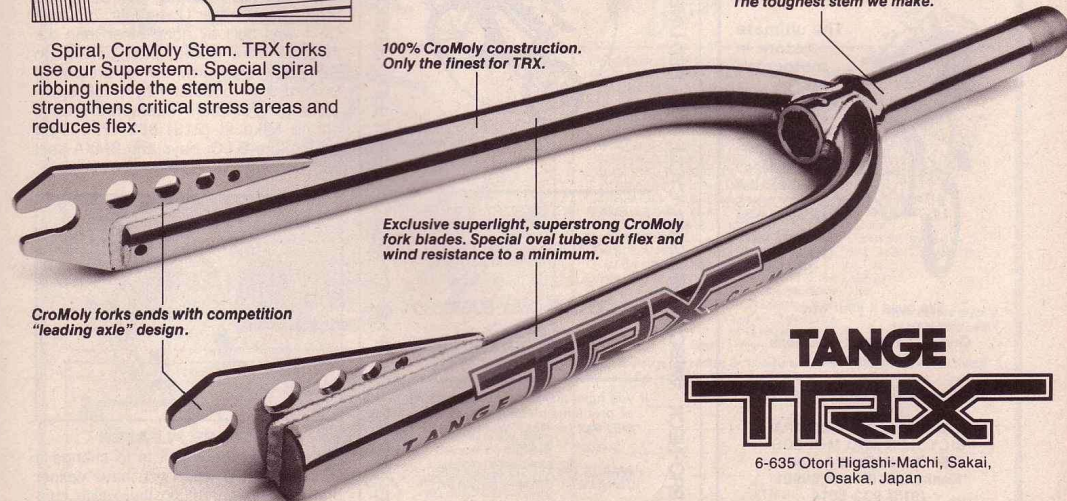


aerodynamic efficiency with no loss of strength.

The Tange TRX, beautifully factory chrome plated, weighs in at just 1 pound 7 ounces and can be easily installed on most popular motocross frames.

Get up front with handling performance for tough motocross action. Put Tange TRX up front on your machine.

Spiral CroMoly stem.  
The toughest stem we make.



# TANGE TRX

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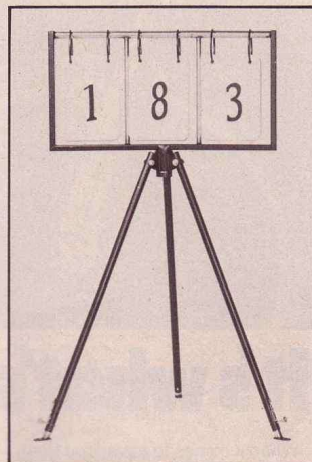
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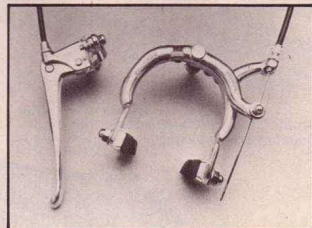


# PRODUCTS



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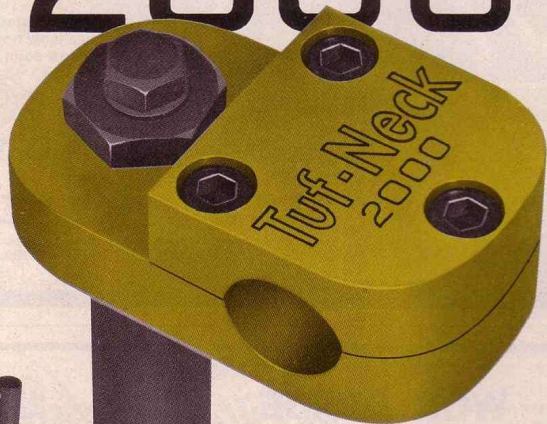


# Tuf-Neck

## 2000



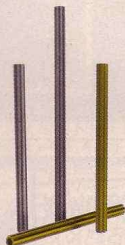
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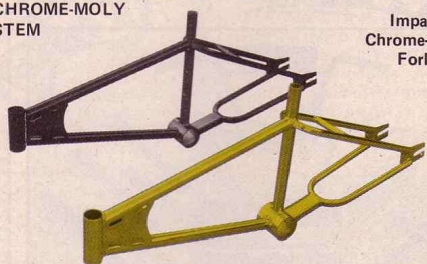
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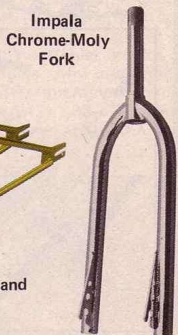
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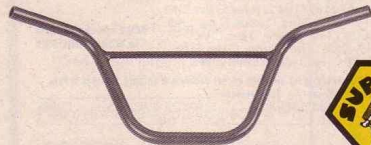
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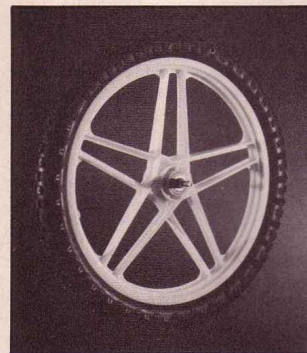
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From Rovam Industries we get a new style nylon wheel. This beaut' is called the Starmag. It's molded of a tough glass-reinforced nylon material. Flavors available are red, blue, black, white, and yellow. A set of Starmags will come complete with a front 3/8 inch axle and bearings, and a rear Bendix coaster brake and sprocket. The Starmag's drop-center rim design permits easy installation of any 20 X 2.125 or 20 X 1.75 tire. For more info contact: ROVAM INDUSTRIES, INC., 2511 Seaman Ave., Dept. BMXA, South El Monte, CA 91733. Tel: (213) 579-4147. ■

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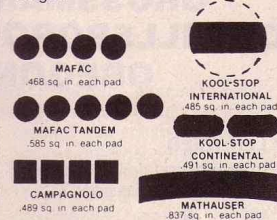


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# BMXA PROJECT MINI RACER CONTEST RESULTS

**AND DA  
WINNAH IS . . .  
TRAVIS  
GROSSMAN  
OF HILLSBORO,  
OREGON**

BY LEN WEED

Rrrrrinnngggg! Rrrriinnngggg!

"Is this Travis Grossman?"

"Yes."

"Hi, Travis. This is BICYCLE MOTOCROSS ACTION Magazine calling to tell you that you've won the BMXA Project Mini Racer! Congratulations!"

"Who is this?"

"This is the Most Factory Magazine calling to tell you you're a winner."

"Huh?"

"And we understand today is your birthday. So that's really a great birthday present, isn't it?"

" . . . ."  
Shell shock. Total befuddlement. Silence. And then mom gets on the phone. "You're kidding . . . Oh, my goodness . . . Travis kept looking at me like huh, huh, huh? . . . I don't think he believes this . . . Well, isn't that exciting."

That's the way it goes here at BMXA. Another day, another really satisfied reader. You all remember the contest announcement that appeared in the March issue? Sure you do, if you're nine or younger. Entries closed on March 31st. We said we'd draw a winner on April 8th, but we flubbed that a bit. It was really April 17th. And when the vivacious Valerie, our new Advertising Director, pulled Travis' entry, one eagle-eye noted that the date of birth read: 4-17-72.

How 'bout the odds on that one? Send it into Ripley's Believe It or Not. Travis got his name picked on his birthday. He had just turned eight years old.

So now Travis has 19 pounds of genuine bonneroo berm battering bazooka bicycle valued at \$27 a pound. Our winner, who's been racing for three years, lives in Hillsboro, Oregon and races ABA novice. His 1980 ABA racing number is 21.

The entire Grossman family is into bikes and racing. Travis' dad, Noel, started his own shop, the BMX Pro Shop, in nearby Aloha, Oregon last year. Sister Lisa, age ten, races powderpuff.

When our call came, Travis' dad was busy building him a JMC that he had just gotten a co-sponsorship on.

Travis' mom, Jill, explained that our winner really didn't believe us when we called because his dad is such a practical joker. But now Travis must believe in the Good Tooth Fairy, Ma Bell, and BMXA.

So to all you little dyna-minimitters who entered: Thanks for taking the trouble and better luck next time.

And to you, Travis: It was just a joke. Your dad put us up to it. So send back the bike.

Just kidding, really. It's yours. ■

*This beaut' is now the property of one Travis Grossman of Hillsboro, Oregon. Travis turned eight years old on the same exact day that we drew his entry out of the box. Pretty amazing, huh?*



## BICYCLE MOTOCROSS ACTION PROJECT MINI-RACER SPECIFICATIONS AND MODIFICATIONS

WEIGHT; 19 lbs even  
SE Mini-Ripper frame, anodized black  
JMC mini forks, painted black  
Bullseye sealed-bearing hubs  
T-D .080/.060 stainless spokes  
Aluminum spoke nipples

Ukai Powerbrite aluminum rims  
Bullseye sealed-bearing bottom bracket with polished alloy flanges, internal seals removed, lubed with Energonics Gold  
O.M.A.S. "Big Sliding" Oro light alloy freeball headset, shimmed to fit the SE head tube by Beavers  
SR aluminum 4 bolt gooseneck, polished  
SE aluminum 4.5 inch rise handlebars, anodized gold  
Oakley II grips, black  
Dia-Compe brake lever, bent, polished, with a black plastic sleeve  
Stainless steel brake housing cable, unsheathed

Sun Tour seat post clamp, polished  
SE chrome-moly seat post, chromed and polished  
Cycle Pro Anatomic Superleggero seat with aluminum rails and an Avocet BMX seat clamp with hex key adjustment  
Tourney 79-S side-pull caliper rear brake  
Mathauser finned brake pads  
Dura-Ace 170mm forged aluminum crank arms, machined, polished, and drilled out  
Dura-Ace 43T chainwheel, black, drilled out  
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Regina Record "S" chain  
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*Between motos Jason was out in the boonies training lizards to stay on his hat. By the way, Jase . . . there's a round furry thing on there too, and it ain't a lizard.*

*No. 4 is Jon Anderson. He was wilder than Rosa's hot sauce. Two firsts and a second. Pretty passable, Jon.*



*Racin' ain't always big bucks, pit tootsies, and glory. Sometimes you fall down go boom.*



*The No. 8 starting position was a kamikazi situation. If you had the lead by the time you reached the tree, everything was dyno-rhino. If not . . . well, that's what the mattress was for.*



*Stu stomped the Pro money class and the Trophy Dash.*

**GRAB ON ★ ABA SPRINGNATIONALS**

# GRASS VALLEY

**STORY BY BOB OSBORN  
PHOTOGRAPHY BY WINDY AND OSBORN  
COACHING BY VAL**

If Buff's momma only knew . . . Winsome Windy, Vivacious Val (our brand new Advertising

Director—wa wa wa!), and yours truly were walkin' back to our motel rooms when we discovered this trail of water going right under the door of the room next to Windy's . . . R.L., Buff, and Little Robert's room.

Right off we figured something fishy was going on 'cause we

hadn't been in Grass Valley long enough for those guys to go swimming.

We also noticed a motel security guard downstairs by the pool . . . studying the other end of the trail of water. He was rubbin' his chin and lookin' first at the water trail, then





*Brent Patterson is back in the saddle again and runnin' hotter than ever. Here Henderson, Kramer, and Sewell are trying to figure out what happened.*





off in our direction, which is where the trail went.

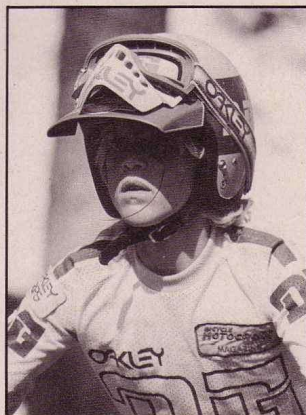
Then we got to lookin' a little more carefully at the water trail and noticed amongst the large blobs, a wet knobby tire trail.

Well, it didn't take Sherlock Holmes to figure out what had happened. The only question was which one of them had taken the dare.

*In the foreground Kelly McDougal is showing Jon Anderson the prime line through the third berm. In the background the Grab On balloon lurks.*

When Little Robert opened the door—you don't think Buff or R.L. would open it, do you?—the three members of the Nurd Herd were the picture of absolute innocence. You could almost see their halos.

*Triple threes . . . not a bad poker hand. Left to right: Lee Medlin, Keith Peel, and Ron Anderson. No. 2 back there is Jeff Whitbeck, one of Washington's hot dogs.*



*Bubba Hayes is a mean motor scooter in the 12 expert class. He nailed down third place brass. Good lookin' dude too, huh?*



*No. 18, Andy Patterson, trophied in the 16 expert class and his open. This guy hauls bananas.*



*This is the Chinese-fire-drill start of the parade lap. Three spectators were impaled on flags before it was over.*





*The view from the Grab On ballon. There were a million campers and motorhomes back among the pines. If the guy holding the rope had turned loose, we'd have been in deep do do.*

Even Little Robert. But most especially Buff . . . whose hair was suspiciously wet and clothes suspiciously fresh.

But other than that, the room was very neat and orderly . . . and there was nary a bike to be seen. Dry or wet.

When they saw we were not the security guard, the halos disappeared with a fizzle. When we

asked them what happened to their bikes (the evidence), they all snickered and chortled and pointed to the bathroom.

Sheesh. All three bikes were stuffed in that little tiny bathroom. One of 'em was even in the tub. Buff's was nicely dried off, with only a small puddle forming under the bottom bracket. I guess they figured they were hiding the evidence. These guys are real Al Capones.

Then Windy and Val and I peeked out the curtain, made our eyes real big, and said something like, "Oh brother! Here he comes!" Whereupon we beat feet out of

there to our own rooms as the Nurd Herd's halos popped back on and a light sweat suddenly appeared on their foreheads.

Of course the security guard wasn't really coming, but we just love to pick on those turkeys . . . they're so easy. And anyway, bikes have no business in a swimming pool . . . they don't float worth beans.

"Course, if there were a jump of some sort set up, and you could get a good run at it, it might be kinda' fun.

But don't you do it! You'll get me in ALL kinds of trouble.



*Trevor Pigott (549), Jason Wharton (7), and Dustin Drum (4) pretty much tombstoned the 8 year old classes.*



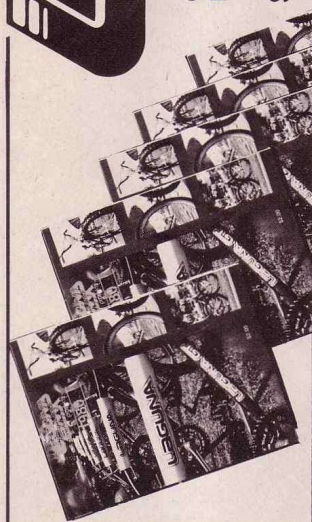
*What do you do when the motel security guard is after you for jumping your bike into the swimming pool? Hide it in the bathroom, right? He'd never notice the trail of water leading to your door, right? Sheesh . . . the Nurd Herd in action.*



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## GRASS VALLEY



Kevin Jackson was full-tilt bozo all day. As with most of the best riders, he is now on a hard training program. It do make a difference. Fourth in the Pro Money main.



This guy got so close to a triple he could smell it; first in 10 expert, first in his Trophy Dash, and third in the open. In the process he beat some bad real estate, like Jason, Bodie, Mikey King, Rod Stufflebean, etc. Ladies and gents, introducing Flash Farmer... Danny to his mother.

love it! Daniel Boone; back to nature; sittin' around the ol' campfire; and all that kind of stuff.

\*\*\*

The track wound among the big pine trees, and it was really beautiful. Which was almost enough to make up for it being a dull layout. It just wasn't radical enough. We need more interesting and challenging national tracks. Something that's more fun to ride.

\*\*\*

A new wrinkle had been added to the electronic starting gate at Grass Valley. In addition to the red-yellow-yellow-green traffic light, there was an audible tone that matched the sequential light starting signal. It sounded like a computer tone, or like something R2D2 would have said in Star Wars. Which at a BMX track is kind of startling when you first hear it.

All the racers liked it. It gave them a choice of watching the lights or listening to the tone. A lot of them said that it was hard getting dialed in to the tone after being used to the traffic light.

continued on page 54

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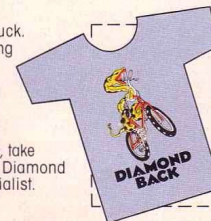
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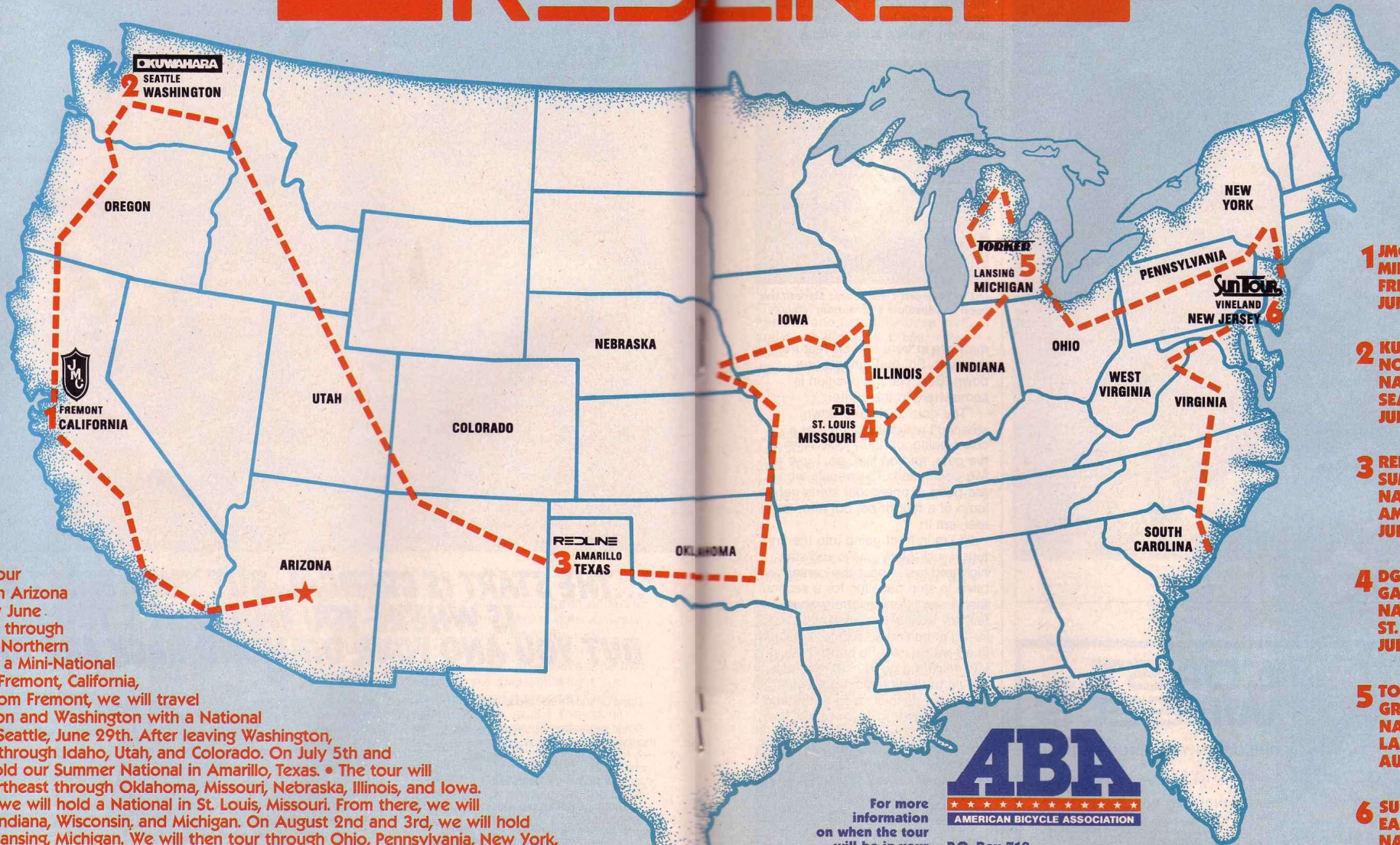
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- 1 JMC MININATIONALS  
FREMONT, CA  
JUNE 21
- 2 KUWAHARA NORTHWEST NATIONALS  
SEATTLE, WA  
JUNE 29
- 3 REDLINE SUMMER-NATIONALS  
AMARILLO, TX  
JULY 5 & 6
- 4 DG GATEWAY NATIONALS  
ST. LOUIS, MO  
JULY 20
- 5 TORKER GREAT LAKES NATIONALS  
LANSING, MI  
AUGUST 2 & 3
- 6 SUN TOUR EAST COAST NATIONALS  
VINELAND, NJ  
AUGUST 17

**ABA**  
AMERICAN BICYCLE ASSOCIATION

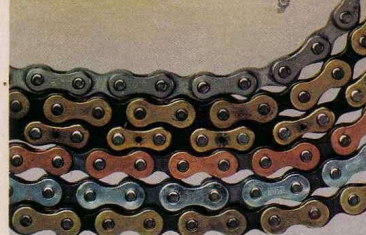
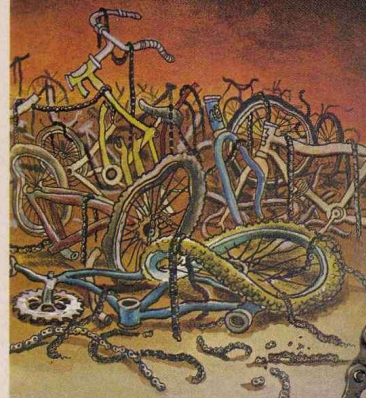
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## GRASS VALLEY

continued from page 50

Denny Davidow on the Grass Valley start and first turn: "Number 1 and number 8 positions on the gate squeeze you in. Number 1, on the right, you come up against a tree about 20 feet out. The 8 position, there's a tree with a



In the 14 expert class, David Marietti has been the absolute commander lately.

mattress in front of it 50 feet from the start. So, that funnels you down. Best starting position is somewhere in the center.

"The gate is slanted down steeply. I watch the light, get a count going, on four, look down at the gate, and on five, go. I use a two-pedal start. The people who are good at one-pedal starts get a jump of a foot or so, but after that I reel 'em in.

"If I'm in front going into the first turn, I just totally gas it and stay high and fast. About the center you have to stop pedaling for a second, then I start crankin' again when I feel my front wheel stickin'.

"If I'm behind someone, I dial him in as we go into the berm. If he's low goin' in, I go in high, and use the berm to slingshot under him when he has to go high at the end. If the guy goes in high, I go in low and try to come up under him, close and strong, so he gets kinda' rattled. He'll be wondering if he can pull it down before the high part of the berm ends. I don't hit him, just worry him."

Several interesting notes about Denny Davidow: At Grass Valley he was running 43-16 gearing with 175mm cranks . . . he spins! When

he stops pedaling for a split second in a berm, he regains control of his bike by really crankin' hard coming out. Denny now has a trainer and is on a hard, consistent workout program.

\*\*\*

Brent Patterson has completely recovered from his winter injuries, and is looking faster and sharper than ever. If he can keep it going, he will quickly move back into the elite ranks of the top five or six Pro racers. At Grass Valley he won the Pro Trophy class, inches in front of Ruminer and Post, who aren't exactly squids.

\*\*\*

The hot tip at the finish line was to go rippin' into the shut-down area, which is covered with pine needles and bark and loose stuff, and roost all your buddies. You could total about twenty of them if you were really cookin'.

\*\*\*

Factory Schwinn Pro, Kevin Jackson, was faster than we've ever seen him. And it paid off . . . with a fourth in the Pro Money main.

\*\*\*

In between moto's, Jason Jensen was out in the boonies chasing



Jon Anderson spent all his non-racing time manicuring the Grass Valley track. And, just in case there was a flash flood, he wore his high-water pants.

## ABA/GRAB ON SPRINGNATIONALS RESULTS

PRO MONEY  
Stu Thomsen  
Kevin McCarthy  
Denny Davidow

PRO TROPHY  
Brent Patterson  
Jeff Ruminer  
Frank Post

TEAM TROPHY  
Torker

CRUISERS  
Jeff Kosmala  
Eric Shimp  
Tim Horning

16 EXPERT  
Donny Atherton  
Andy Patterson  
Bryan Walker

16 NOVICE  
Rocky Caravello  
Tony Thuesen  
Stefan Huntley

15 OVER  
TROPHY DASH  
Stu Thomsen

15 OVER OPEN  
Mike Poulson  
Eddy King  
Andy Patterson

15 EXPERT  
Frank Wilson  
Lee Medlin  
Eddy King

15 NOVICE  
Omar Herrera  
Hector Gonzales  
Kenny Lane

13 & 14  
TROPHY DASH  
David Marietti

13 & 14 OPEN  
Scott Herrell  
Richie Anderson  
Danny Mayer

14 EXPERT  
David Marietti  
Andy Zirzon  
Pete Loncarevich

14 NOVICE  
Roger Linder  
Paul Sisson  
John Lukens

13 EXPERT  
Darrell Young  
Richie Anderson  
Joe Porter

13 NOVICE  
Michael Casteel  
Paul Ruiz  
Erik Braegger

11 & 12  
TROPHY DASH  
Jon Anderson

11 & 12 OPEN  
Jon Anderson  
Kelly McDougall  
Todd Henry

12 EXPERT  
Kelly McDougall  
Jon Anderson  
Bubba Hayes

12 NOVICE  
George Gera  
Andy Cook  
John Stack

11 EXPERT  
Kenny Fox  
Joe Duran  
Doug Davis

11 NOVICE  
Chris Stealer  
Steve Gordon  
Matt Lewis

9 & 10  
TROPHY DASH  
Danny Farmer

9 & 10 OPEN  
Mikey King  
Rod Stufflebean  
Danny Farmer

10 EXPERT  
Danny Farmer  
Bodie Cook  
Chuck Southwick

10 NOVICE  
Danny Steplight  
Todd Skaggs  
Mark Miramontez

9 EXPERT  
Jason Jensen  
Steve Hayes  
Mark Perez

9 NOVICE  
Robbie Morris  
Geoff Girouard  
Kelly Crowell

8 UNDER  
TROPHY DASH  
Jason Wharton

8 UNDER OPEN  
Trevor Pigott  
Jason Wharton  
Eloy Sanchez

8 EXPERT  
Jason Wharton  
Trevor Pigott  
Dustin Drumm

8 NOVICE  
Jeff Moten  
Devin Swanson  
Robbie Fox

7 EXPERT  
Myke Landis  
Toby Williams  
Ricky Abbott

7 NOVICE  
Scott Wilding  
Tommy Clower  
Scott Woessner

6 YEAR OLDS  
Damon Wheeler  
Billy Bonita  
Troy Kelly

5 YEAR OLDS  
Josh Donahue  
Michael Erk  
Jeremy Glusing

SENIOR GIRLS  
Misty Dong  
Susan Wilson  
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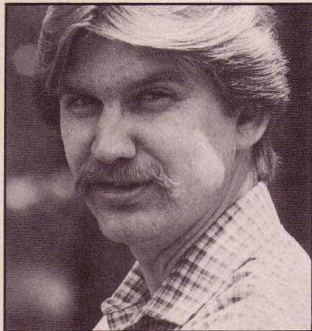
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lizards. He put a couple of them in a Tupperware container, which he put on a shelf in the Torker motorhome.

A little later Eddy King came in looking for something to eat, thought it was a cookie jar, reached



*If you have Grab On grips on your bike, this guy made 'em. Zane Seely from Walla Walla; sponsor of the Springnationals. He came down to Grass Valley in his balloon. It took a while but he got great mileage.*

in and was nailed by one of the lizards.

For the next hour or so, Jason was nowhere to be seen.

\*\*\*

This was a hefty race. The second largest ever in the state of California. The NBA/Mongoose Grand Nationals last year nudged it out by a slim margin. Grass Valley went 164 motos and way over 1100 sign-ups.

There was just no way this thing could end before 11 o'clock that night. But it did. At exactly 8 o'clock, Stu Thomsen blistered across the finish line, having just won the final Trophy Dash of the event.

Which meant that Gene Roden, of the ABA, had slicked me out of a steak dinner. Oh well, maybe I'll win it back at the Skyway/Pro-Tec race coming up in Elkhart, Indiana. Or maybe I just won't bet against the ABA anymore. Those people run pretty smooth events. Grass Valley went off like a finely-tuned YZ up on the pipe. ■

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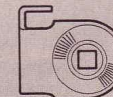
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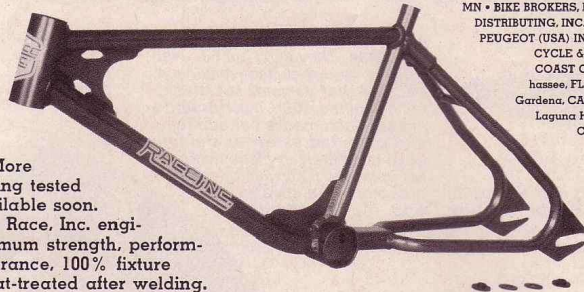


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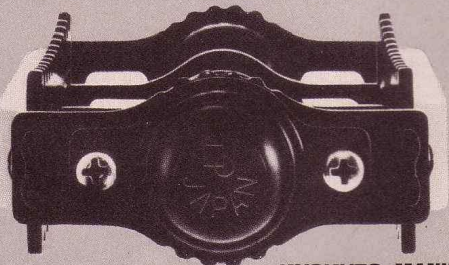
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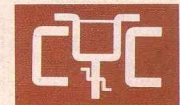
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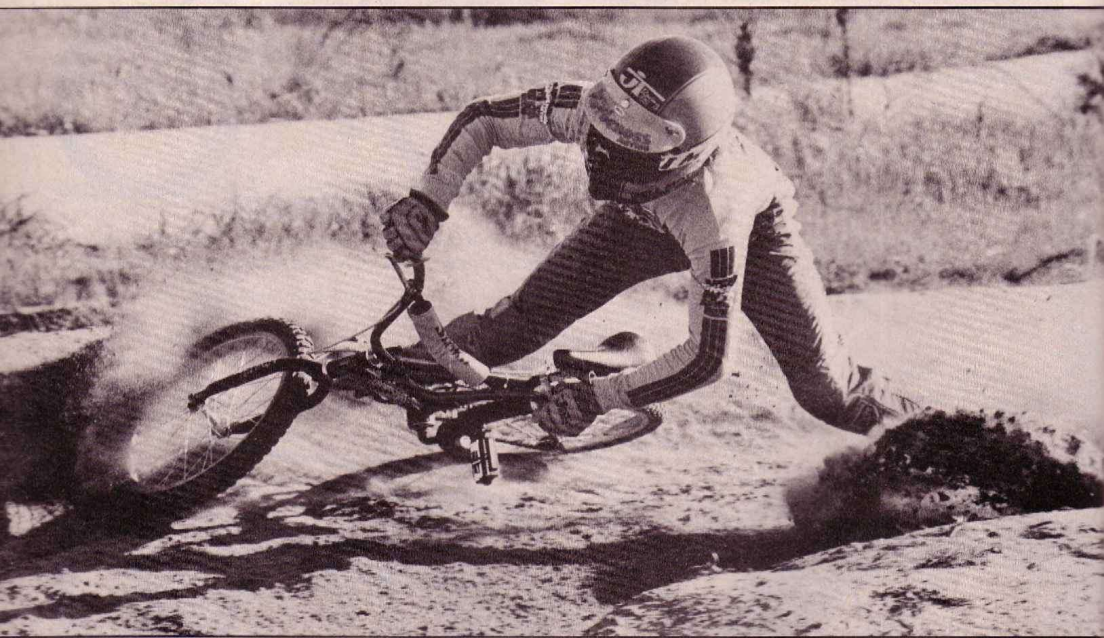
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LEAPIN' LEOPARDS, BATMAN, IT'S A . . .

# CYC PANTHER



When your front wheel crabs (turns under) on you, it is usually the result of very quick steering and a moment's inattention to biz.

**BICYCLE  
MOTOCROSS  
ACTION**  
**OFFICIAL TEST**

**WOULD YOU RATHER  
HAVE A TIGER BY THE  
TAIL OR A PANTHER BY  
THE PEDALS?**

STORY BY LEN WEED  
PHOTOS BY WEED AND OSBORN

The Panther stalks the middle ground of CYC's wham-bam jammin'

jungle. A rung down the price ladder is the Stormer MX ("If the price is important, it's the best, period."—BMXA). The Stormer is the econo-cornerstone of the CYC pyramid. Atop the mountain—the Ames Stormer.

One thing that ought to dazzle prospective Panther purchasers is the one year warranty on the frame. No jive—a full three-six-five—even if you race it or thrash it or trick ride it until your feet turn blue. Natchery, don't come lookin' for a new frame if Dad runs over it with the family Sherman Tank. But basically, you break it and they take it—and give

you a new one. Sorta' indicates CYC expects their chrome-moly frames to hold up, doesn't it?

Borrowing from its namesake, the Panther is shiny black, with a choice of gold anodized Araya alloy 80 gauge spokes or yellow Tuff Wheels. Or you can pick their Silver Panther—chromed frame, forks and bars.

The Panther's set to go prowlin' with Shimano Freehubs, Race Inc. alloy seat post, high tensile steel Tange TX-1200 forks, steel bars, and forged steel cranks. Even though the Panther is aimed at the beginning or novice racer, it weighs



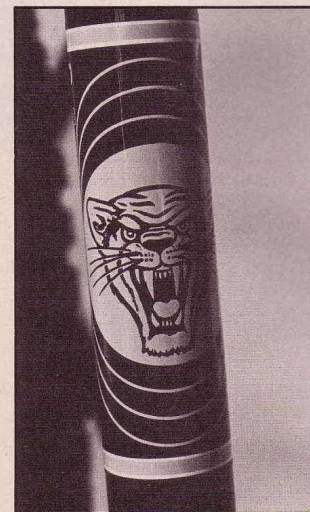
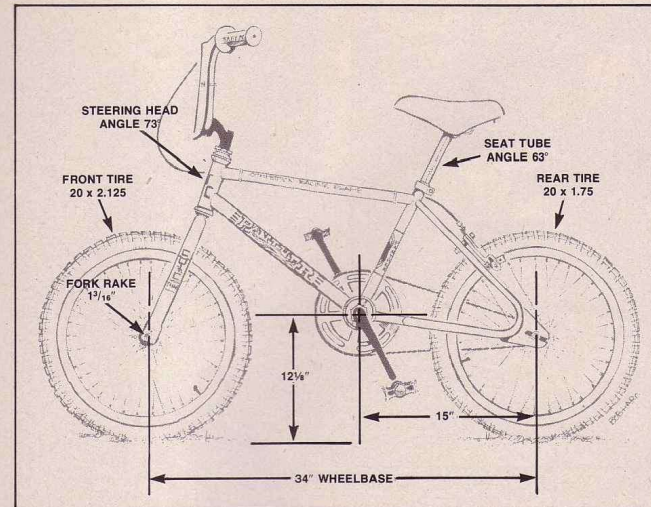
With a 73 degree steering head angle, 34 inch wheelbase, and 1<sup>3</sup>/<sub>16</sub> inch fork rake, this is a QUICK handling bike. And we do mean QUICK.



What are heroes for if not for doing daring deeds? Like Buffy leapin' the Panther.



Rippin' down mountain trails was wild on the ultra-quick handling Panther.



Graphics are where it's at lately.

in just over 27 pounds. That's purty darn good for a bike with a suggested retail of under \$200. And, for what it's worth, CYC hasn't raised their price during the past year.

\*\*\*

Now for your listening pleasure, we'll take a brief musical interlude

while our gnarly gang gets into their go-gear . . .

Sha boom, sha boom. Yadada, yadada, yadada, yadada.

\*\*\*

And there goes R.L. with the first jump of the day. And there goes the Ashtabula single clamp gooseneck. Bent. It's flunked its high flyin', long leapin', ground poundin' test. By day's end the bars were also tweaked. The Ashtabula stem does help keep the cost of the Panther riding. But if you're a buckin' buckeroo, it's best to replace it with a double clamp gooseneck. Problem is, you can't use just any double clamp. You need one wide enough to fit around the flair of the bars. Either the Mongoose Gold-Stem or the Cook Brothers Slantline stem will do the job.

The Panther's 34 inch wheelbase and steep 73 degree steering head angle make for a quick handler that the smaller guys will feel right at home on. Sixteen R.L. found the bike too small. He also felt the center of gravity was a bit on the high side. While jumping he didn't want to shift his weight much because the red warning light on his loop-out indicator panel kept coming on.

Buff, a couple of years smaller,

## CYC PANTHER SPECIFICATIONS

**FINISH:** Black with gold anodized Araya rims or yellow Tuff Wheels. Also available: Chrome frame, forks, and bars  
**WEIGHT:** 27 pounds 3 ounces

**RETAIL COST:** Approximately \$175

**FRAME:** CYC Panther, 4130 chrome-moly

**FORKS:** Tange TX-1200, high tensile steel with heat-treated stem

**HANDLEBARS:** Mild steel butterfly V-bars, gold

**GRIPS:** Winners Circle vinyl

**STEM:** Ashtabula single-clamp forged steel gooseneck

**RIMS:** Araya box C-type aluminum

**SPOKES:** .080/36

**HUBS:** Shimano Freehub set, aluminum

**BRAKE:** Shimano Tourney side-pull caliper, rear only, pre-bent lever

**TIRES:** Swallow Motocross knobbies

**PEDALS:** Chair No. 2500 with chrome-moly shafts

**CRANKS:** Ashtabula black heat-treated 6 1/2 inches.

**FRONT SPROCKET:** 44T steel

**REAR SPROCKET:** 16T cassette for Freehub

**SEAT:** Kashimax padded plastic

**SEAT POST:** Race Inc. heat-treated aluminum

**SEAT POST CLAMP:** Regular old-fashioned steel jobber

**MANUFACTURER:**

CYC Distributing  
P.O. Box 467

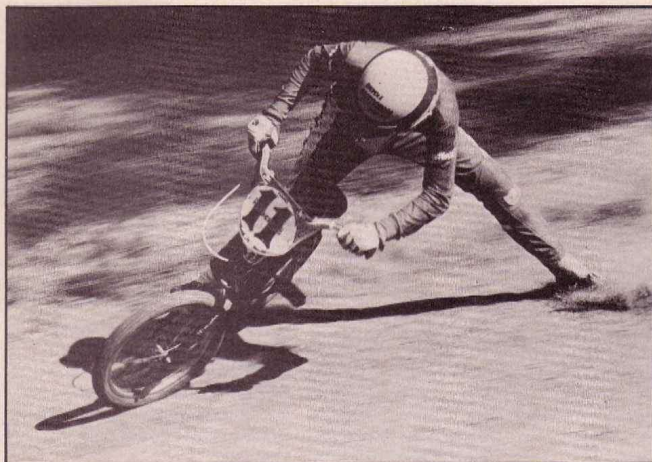
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**MISCELLANEOUS:** Send \$2 for a CYC catalog. Send name and address to get on CYC's new product mailing list.

kept raving about the neat "hang time" of the Panther while jumping. Hang time? Maybe Buff is really Charlie Brown's Mad Punter.

Despite its short wheelbase, the





Short bikes are a buzz to slide . . . just get up some speed, lay it over, whip out the rear end, then just hang on.



The Panther was great for flattrackin'. It wasn't the least bit inhibited about stickin' its rear end out.



Buff was jumpin' the CYC farther than you can 4-iron a buffalo chip.

Panther had sound ground balance. Buff kept chuffing along with full confidence while R.L. was hanging back some, de-stoked by the shortness.

Buff thought the Panther would make a good racer—once a sturdy double clamp gooseneck was added. Oh yeah—a different set of grips. He started moaning about them while loading the bike in the truck.

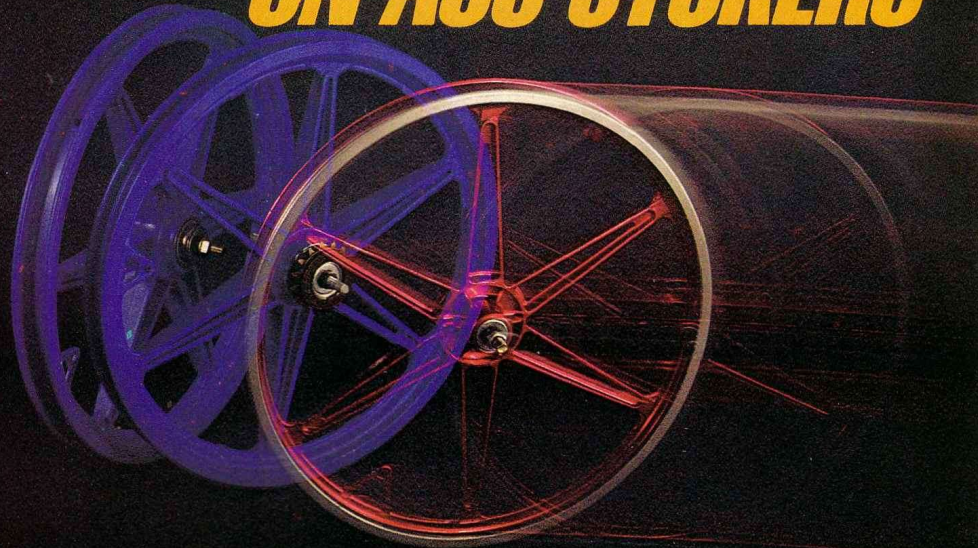
Bar shape? Fine.

Power position. Good.

The Swallow tires. Buff liked them while R.L. found them slidey.

The Panther shapes up as a snarlin' catquick crosser, offering light weight for a good price. It seems best suited to riders 13 or younger. Make the stem swap and it could put you in the beginner or novice trophy hunt. Or, as Louie the Lisp thez, "The Panther may be your anther." ■

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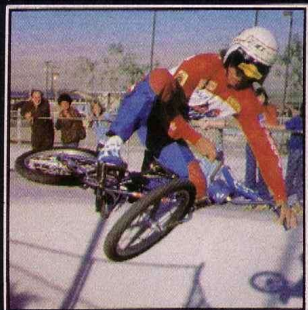
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## CRUISERS

# SETTING UP A RACING CRUISER

**BICYCLE  
MOTOCROSS  
ACTION**  
CRUISER REPORT

## KEVIN HARLOW DIALS-IN A POWERLITE

BY LEN WEED

It's canine-eat-canine in big time cruiser competition when the twenty-six inchers mix it up. Just because those guys are big and old doesn't mean they don't get it on.

Right now the No. 1 get-it-on'er



Kevin Harlow is the current points leader in the hotly-contested, new ABA national cruiser class. Even in black and white photos you can tell he has red hair.



in the ABA national cruiser class is Kevin Harlow, age 19.

It's been a rapid rise for Kevin. He went cruiser racin' for the first time last summer. Pretty much on a lark. Bought an old junker and started winning local races. Then he tried some nationals and found himself running seconds and thirds, still on the junker. It's easy to figure that a guy who can place or show on junk can win on premium equipment. So Kevin now finds himself sponsored by Powerlite.

devotion to all our readers between the oceans?

Seein' as how Kevin rides for Powerlite, it figures that he runs a Powerlite frame. As this is written, Powerlite is the only cruiser frame currently available with a 4 inch head tube. The other cruiser frames run 5½ inch head tubes. The disadvantage of a long head tube is that it places the bars in too high of a position relative to the bottom bracket location. Power and leverage are lost. That's why the Power-

for big bike racing. A lot of cruisers, especially street klunkers, tend to be slower-than-neutral steerers. Going the opposite way, quicker steering doesn't seem to be an asset with a big bike.

Another thing Kevin likes about the Powerlite is its high bottom bracket. You can run longer cranks for more leverage and still not grind the pedals around the corners. Kevin runs an extra long 7½ inch one-piece Takagi hardened steel crank and the new MKS alloy pedals.



Micro Lines and a Tuf-Neck or Pro-Neck are the inside hot tip for cruiser racing.

The thing about cruiser racing is that it's a brand new art form. Only a very few of the best have their cruisers dialed to the max for serious racing. Kevin Harlow is one of the few.

With that in mind, we grabbed Kevin and kept pouring Mountain Dew's into him to loosen his tongue. That's how we got him to reveal all his secrets for setting up a racing cruiser. So don't anybody show Kevin a copy of this issue. Then he'll never be the wiser that BMXA has spread his secrets across the nation. How's that for dedicated

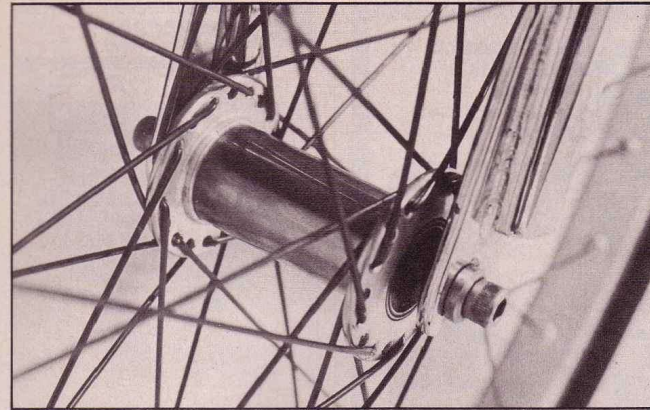
lite 4 inch head tube provides a certain power advantage . . . it lowers the bars and gooseneck. Naturally Kevin uses Powerlite forks, which are made to fit the short head tube.

But let's say you're running the Powerlite frame and you want to use somebody else's forks. No big deal. What you have to do is track down a shop with a fork threading thingamajig. Have them run the threads on the fork stem farther down. Then cut off the top 1½ inches and slip 'em on.

With the Powerlite frame, Kevin gets the neutral steering he prefers

If you have just decided that you must have a set of either the Takagi or the Ashtabula 7½ inch cranks, you'd better beat feet down to a few local shops. These long suckers have been out of production for a long time. The only ones you're likely to find will be leftovers.

Harlow runs Araya aluminum rims, .080 spokes, and Phil Wood sealed-bearing hubs. The rubber that's available for 26 inch racing right now is rather limited, but some knobbies will no doubt show up shortly to feed the growing cruiser-mania. Kevin uses a 26 X 1.75 Capri



The Harlow Hauler sports Phil Wood sealed-bearing hubs, .080 spokes, and Araya rims.

## ADVANCED PHYSICAL DYNAMICS: DUAL-BRAKE TURNING SECRETS

Kevin Harlow runs front and rear caliper brakes on his racing cruiser.

So equipped, he can go full bore right up to a turn, slam on both binders at the last possible millisecond, and thereby gain a few precious feet on his single-rear-brake equipped compo.

**PRINCIPLE NO. 1:** What makes this work is the fact that a front brake will provide about 70 percent of the total stopping power of a two-wheeled vehicle due to the shifting of weight/mass onto the front wheel as the brakes are applied. Traction increases on the front wheel as it decreases on the rear wheel in direct proportion to how hard the brakes are applied.

This principle works great, right up to where the front wheel is no longer perpendicular to the track surface. Beyond that point, if you grab a hair too much front brake, the front wheel will wash, and you will find that your ear is in sudden close proximity to the ground.

**PRINCIPLE NO. 2:** However, when going into a berm turn, if you stay perpendicular to the surface of the berm, your bike thinks it's on level ground. And when your bike is on level ground you can lock up the front wheel and skid straight ahead, provided you know what you're doing.

Kevin has figured out a way to apply both these principles and to throw in a zinger or two of his own to produce lightning-quick changes of direction.

What he does is pedal hard into a berm turn, delay braking until it looks like sure destruction, use both brakes hard—which shifts weight to the front wheel and un-weights the rear wheel—and with a little body english flicks the rear end around. All this is done with the bike more or less perpendicular to the berm surface. He is pedaling again almost before the rear end whip is complete. All of this means faster in, a quick square-off, and faster out.

If someone with just a rear brake wants to play "chicken" with Kevin while boogying toward a turn, refusing to back off until Kevin does, he's in for a tough time. Kevin waits until he knows he has to use both brakes hard to keep from overshooting the berm. If the back-brake rider waits that long and tries to stop . . . no way. He'll either do a big slideout or shoot over the berm.

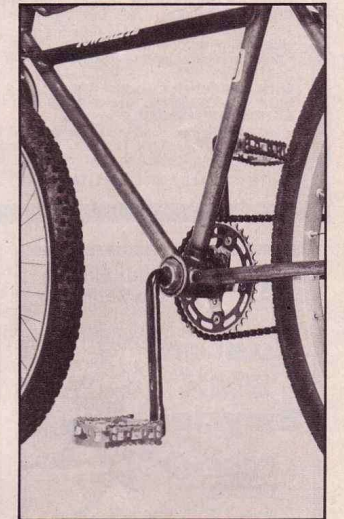
Where's Kevin Harlow getting these tricks from? Simple. He comes from a motorcycle family. His dad is Gary Harlow, the owner of DG Performance Specialties. Kevin has raced both mini and big motorcycles for the DG motocross team. So what Kevin has done is transpose some motorcycle racing techniques to bicycle racing. ■

out back. Up front he runs a 2.125 front tire with no name on it that he found laying around.

Here's a tip on tubes. High Wheel-in' Harlow uses 24 X 1½ inch tubes front and rear. Inflate them and if they pop, they pop. If they don't, you're in business. How's that for techno-trickery? Going to the smaller tubes shaves some precious rotating weight.

If you want to duplicate Harlow's gearing, get a 39 tooth Sugino front and an 18 tooth Shimano freewheel rear sprocket.

Krusin' Kevin runs front and rear



Ground clearance on the Powerlite is generous enough to allow use of the superlong 7½ inch cranks which Harlow says gives him max torque. The Powerlite frame was unpainted for some strange reason that we never quite understood.

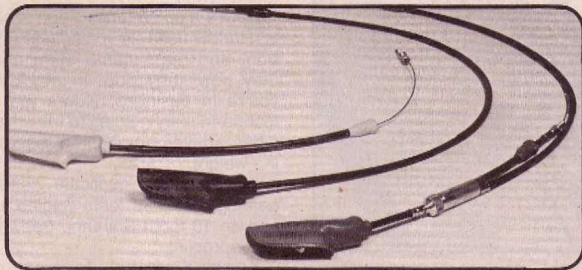
Dia-Compe caliper brakes with Mathauser pads. Because his bike weighs 29 pounds he needs more stopping power. Another reason he runs two calipers is to be able to dazzle the pit tootsies in the corners with a turning trick that's really trick. See the sidebar for the full dope on this speed secret.

Up in the pilot's cockpit, you'll find Red Line Micro Line bars with Oakley II grips. Kevin uses a Pro-Neck double-clamp gooseneck. He



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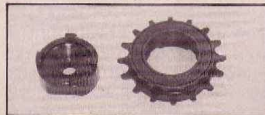
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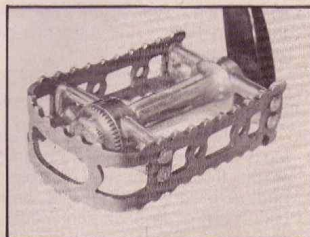
THE CONTINENTAL

## CRUISERS



Kevin's Pop is Gary Harlow, the owner of DG... uh, the motorcycle DG, not the bicycle DG.

picked this bar and stem combo because lower bars provide a better overall power position on the 26 incher's big frame. Right now, the hot setup for anybody who knows



According to Kevin, you stick on the new MKS aluminum pedals.

what they're doing in cruiser racing is the Micro Line bars and either a Pro-Neck or Tuf-Neck.

Seating appointments on this Powerlite are by Kashimax. Seat post clamp by DCMX.

And that's all there is. Everything you need to know about the point leader's open-wheeler is now out in the open. ■



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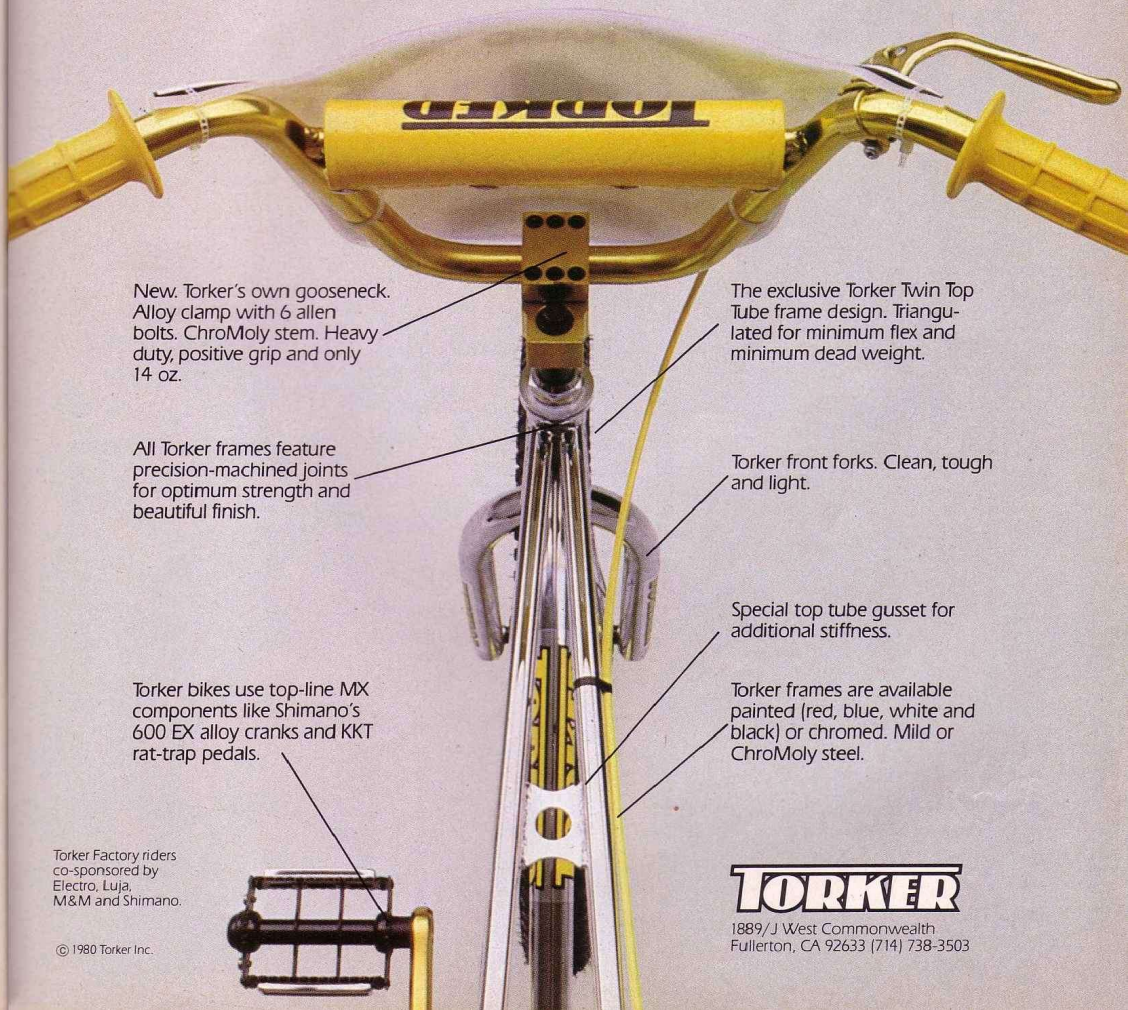


**Our Team:**  
Clint Miller (Pro)  
Mike King (10x)  
Mike Aguilera  
(13x), Jason Jensen  
(8x), Doug Olsen  
(16x), and Eddy King  
(15x)



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# HOW TO TABLETOP

## BUILDING LEAPIN' JONES RIDES AGAIN!

Dear BMXA,

I know that some riders out there can perform a tabletop. But there are a bunch of us honest dudes who know what one is, but can't figure out how to do it. So, if possible, get a test rider of yours to do one for a photo and then explain how it's done.

Confused Performer  
Robbinsville, New Jersey

Dear Confused,

Your problems are over. It just so happens that on this very staff is the Master of the Tabletop, the legendary Building Leapin' Jones, to whom tabletops are an art form.

BLJ would rather do tabletops than eat enchiladas at Rosa's. He was ecstatic (which DOESN'T mean noise on the radio) when we

asked him to whup on us a few of his famous tabletoppers.

*NOTE:: Do all of you know why this particular jump is called a tabletop?*

*Oh, you do?*

*Okay, never mind then.*

So here goes . . . BLJ's step-by-step instructions and handy hints on how to do a tabletop.

1. First off you need a jump with a good lip on it . . . one that will give you plenty of lift. Without this lip you

will never be able to get a full tabletop.

2. Before you get goin', picture to yourself what you want to accomplish. See yourself doing a tabletop. Completing this jump is as much mental as it is physical . . . but then, that's true of almost everything, isn't it?

3. Just before you hit the lip you want to "load" or crouch down onto your bike. As you hit the lip, unload—like a mono-shock; like when you bunny-hop—and fling it up in the air. Also, as you hit the lip you should begin to turn your bike to establish a twisting momentum that will help in getting up to a flat tabletop. This slight turn is probably more mental than physical. Also, when

you're taking off you have to make yourself part of your bike.

4. Now this is where things get critical. You have to do a bunch of things at once. As you are rising into the air, keep an extremely strong grip on your bars and use your strength to hold the pedals against your feet. Push the front end of the bike down with your hands and, at the same time, lift the rear end up

with your feet using the traction of your shoes on the pedals as a grip. This should be accompanied with a swivelling of the hips in the direction of lift.

If you did everything right, the result should be a tabletop. If not . . . total destruction.

To get out of this mess gracefully, just reverse step No. 4.

When you are first learning to tabletop, be sure you have a nice soft landing area. And wear a helmet, gloves, elbow pads, and any other safety gear you can lay your hands on, 'cause for a while you're gonna need all the safety gear you can get.

And . . . th-th-that's all, folks.

Thanks, Jones. *continued*

BICYCLE MOTOCROSS ACTION

JULY 1980

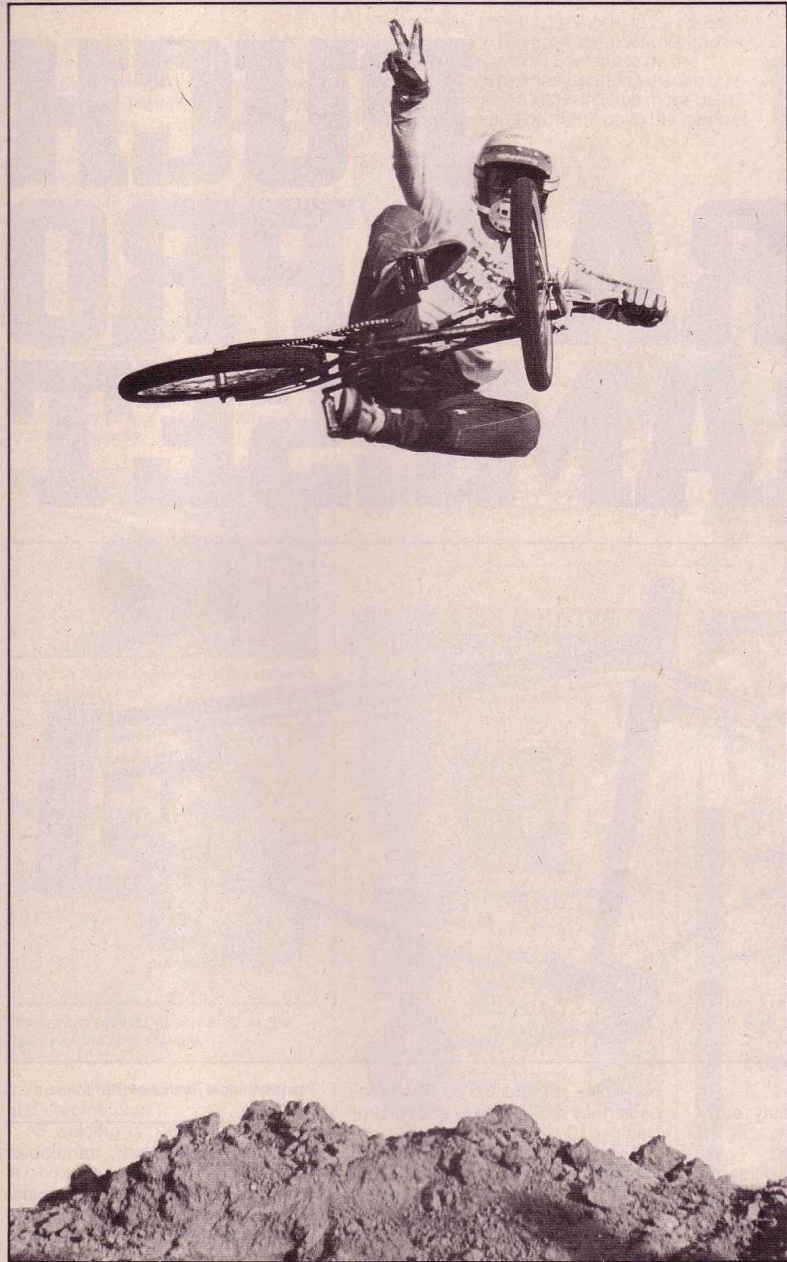


Donny Jones would rather do tabletops than eat enchiladas at Rosa's.





*This is your ordinary, everyday, garden variety crossed-up tabletop.*

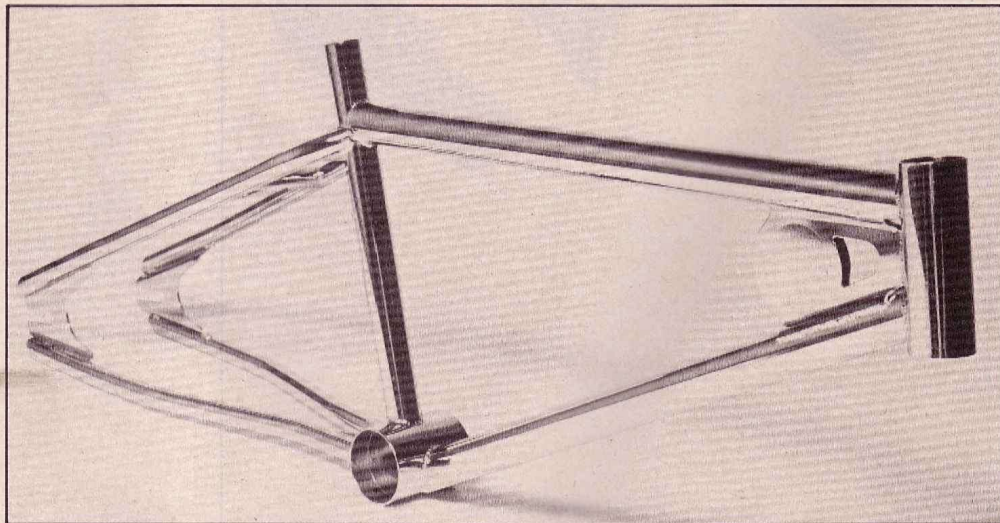


*As far as we know, this is the first time in history that a human bean has done a tabletop and given the peace sign at the same time. Building Leapin' Jones in the saddle.*



# PRODUCT ANALYSIS

# PUCH TRAK/PRO FRAMESET



Steyr Daimler Puch. Sounds like a heavy-duty outfit, huh?

Well, buckeroos . . . it is. Steyr Daimler Puch is an international corporation with headquarters in Austria and branches all over the place. Like in the U.S. of A., where they sell more mopeds than any-

body else. In addition to Puch mopeds, they market Puch and Austro-Daimler 10-speed bicycles.

And now the Steyr Daimler Puch cannons are ponderously swinging around to take aim at the rapidly mushrooming BMX market. One of their first projectiles will be the Puch Trak/Pro frameset which con-

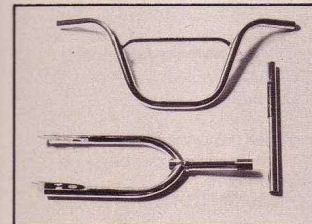
The primo qual Puch Trak/Pro frame.

sists of a frame, fork, handlebar, and seat post.

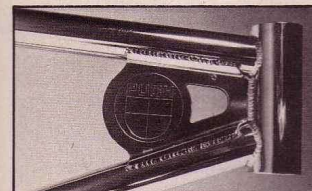
If you are familiar with the Thruster quality and engineering, then you are already familiar with the Puch Trak/Pro . . . which is to say that

both are total Mercedes Benz quality. And that both are fabricated by Speed Unlimited in New Jersey.

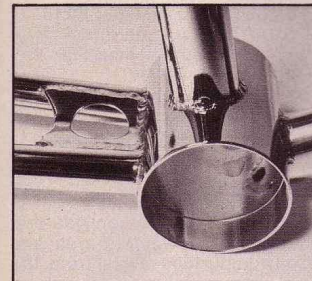
The Puch Trak/Pro tubing, gussets, dropouts, seat posts, forks,



The Trak/Pro frameset includes frame, handlebar, fork, and seat post. All are 4130 chrome-moly.



The Puch logo is engraved in the steering head gusset.



The bottom bracket gusset adds to the rigidity of the rear triangle.

bars, etcetera are all chrome-moly and chrome plated.

All welding is TIG heli-arc. "TIG" stands for "tungsten inert gas." Which means that the concentrated super-heat necessary for welding comes from an intense electrical arc thrown from a tungsten element. The "inert gas" part of TIG refers

# More balls?

That's right, sister. 33% more, to be exact, and they're chrome molybdenum steel, too.

The new Tange BR-12 is built to be the toughest bottom bracket bearing you can buy.

Pro motocrossers know it takes more balls to dial out the slop and stand up to the loads of all-out competition.



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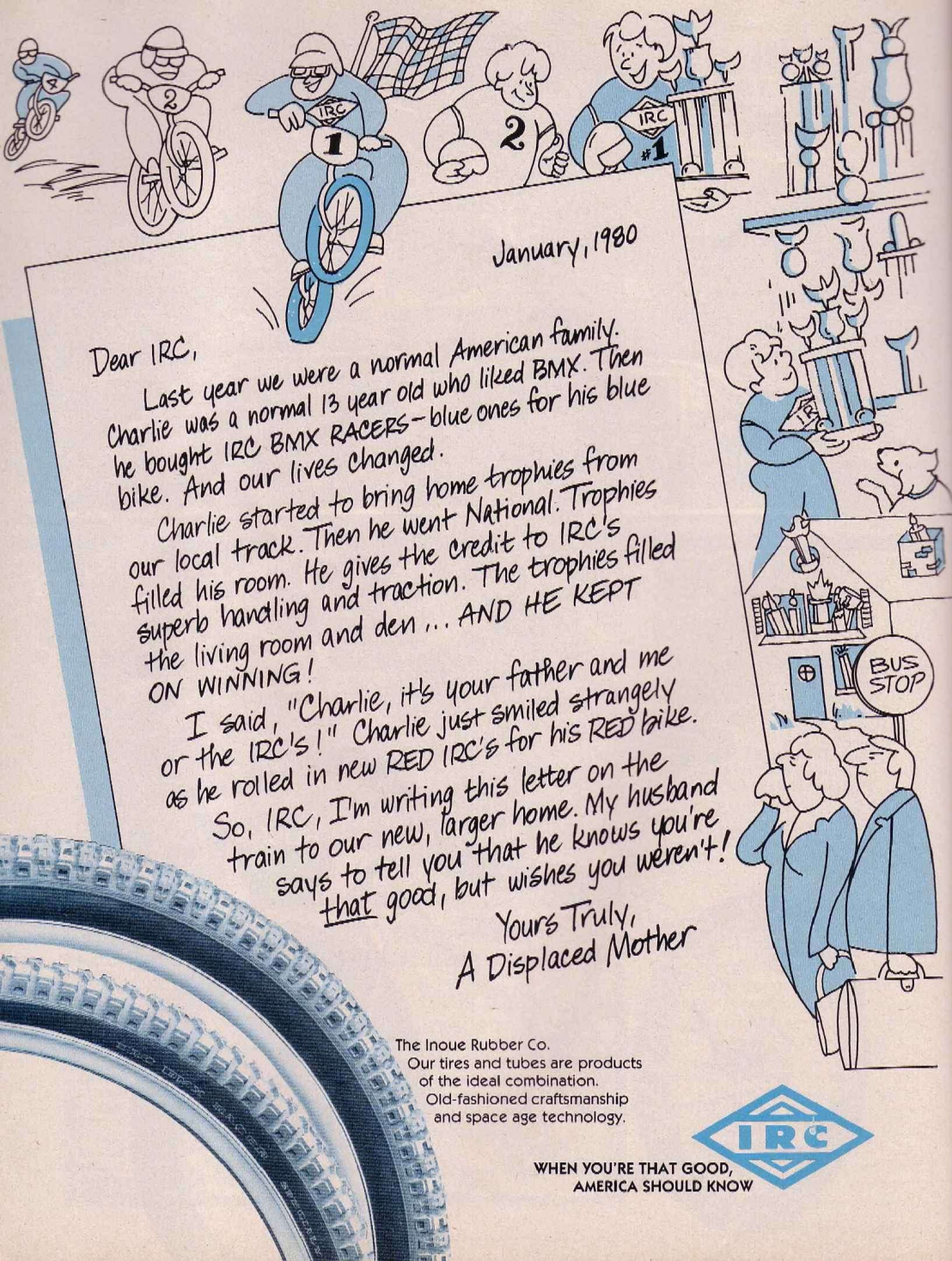
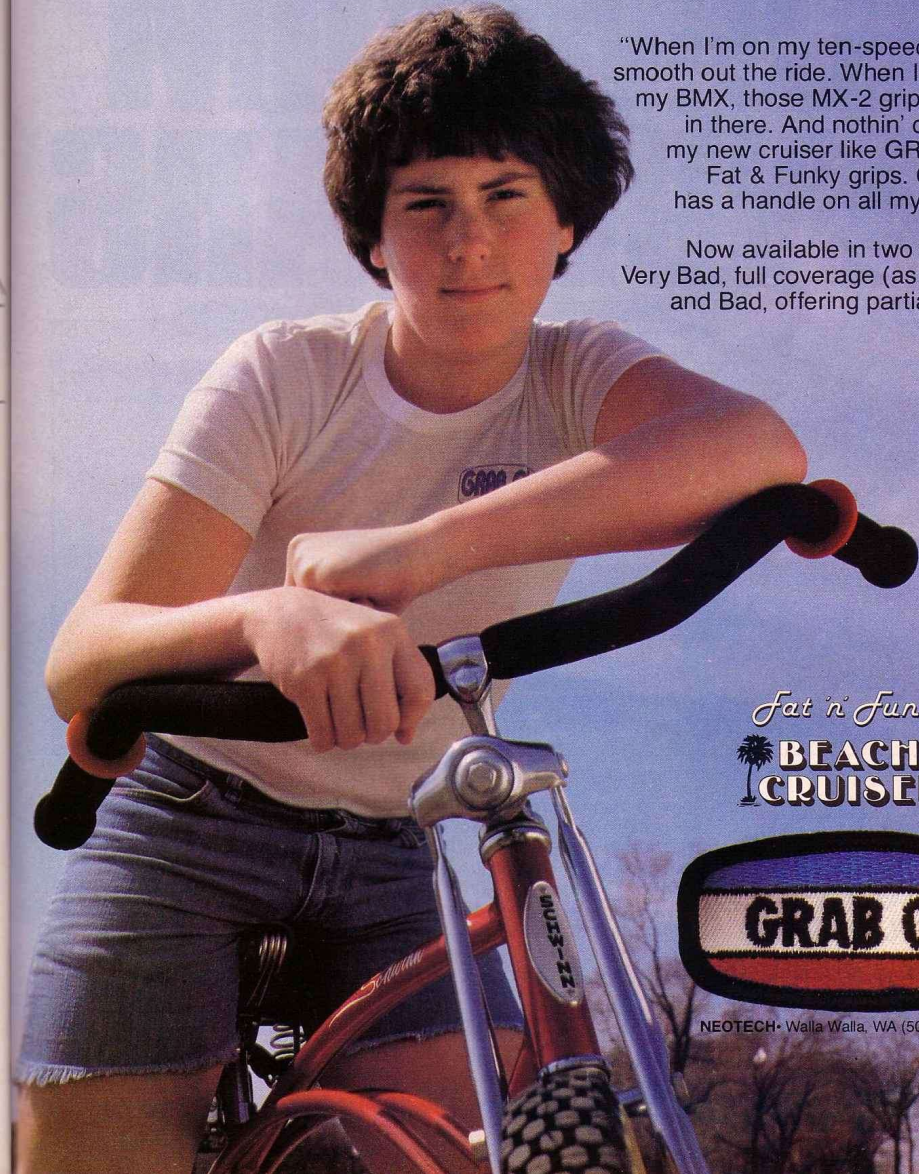
"When I'm on my ten-speed, Maxi-Grips smooth out the ride. When I go for it on my BMX, those MX-2 grips really hang in there. And nothin' can *trick-out* my new cruiser like GRAB ON Fat & Funky grips. GRAB ON has a handle on all my bikes."

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and Bad, offering partial coverage.

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Dear IRC,

Last year we were a normal American family. Charlie was a normal 13 year old who liked BMX. Then he bought IRC BMX RACERS—blue ones for his blue bike. And our lives changed.

Charlie started to bring home trophies from our local track. Then he went National. Trophies filled his room. He gives the credit to IRC's superb handling and traction. The trophies filled the living room and den ... AND HE KEPT ON WINNING!

I said, "Charlie, it's your father and me or the IRC's!" Charlie just smiled strangely as he rolled in new RED IRC's for his RED bike.

So, IRC, I'm writing this letter on the train to our new, larger home. My husband says to tell you that he knows you're that good, but wishes you weren't!

Yours Truly,  
A Displaced Mother

The Inoue Rubber Co.  
Our tires and tubes are products of the ideal combination. Old-fashioned craftsmanship and space age technology.

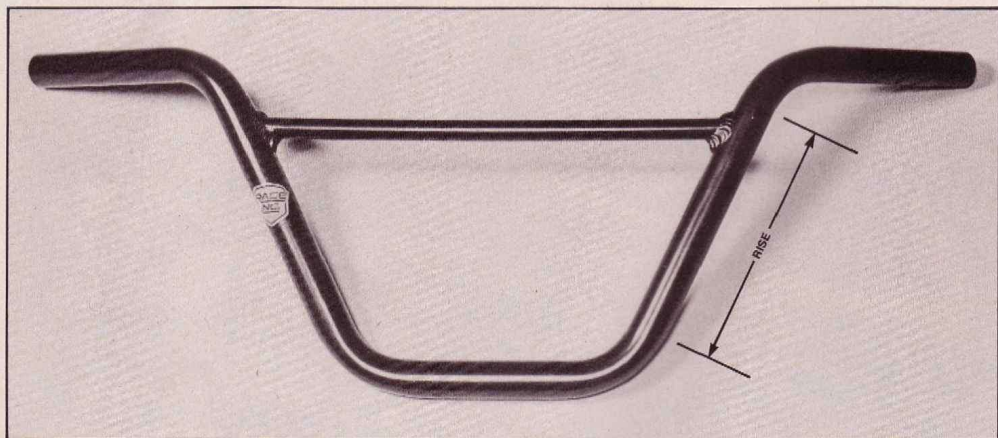


WHEN YOU'RE THAT GOOD,  
AMERICA SHOULD KNOW





# RACE INC. ALUMINUM HANDLEBARS



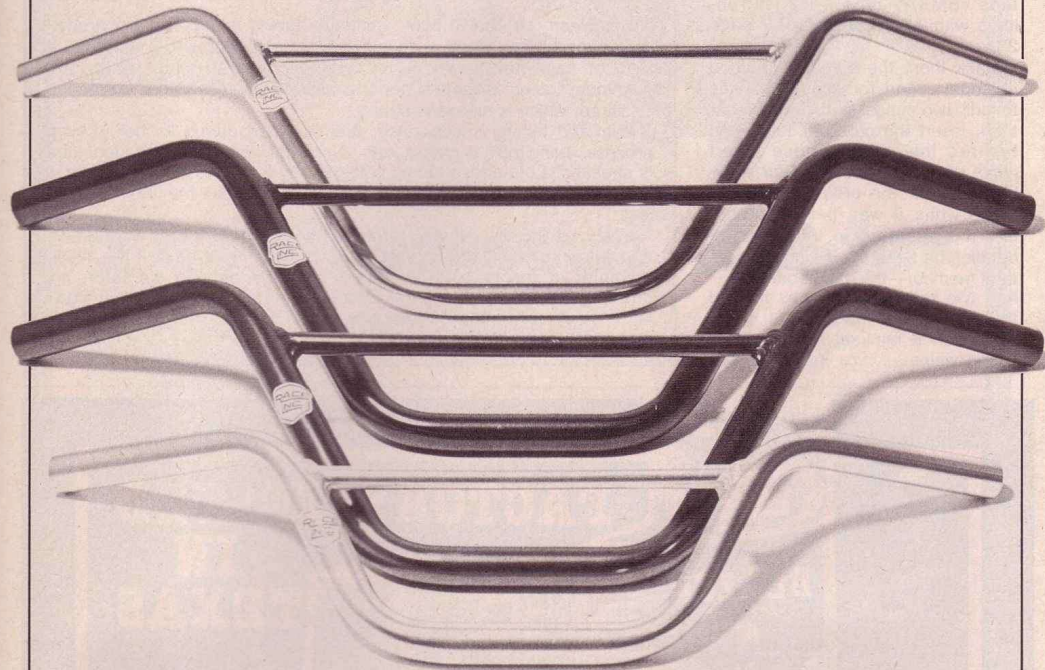
**RACE INC.,  
PROBABLY THE  
BEST AND MOST  
PROLIFIC  
FABRICATOR OF  
ALUMINUM BMX  
EQUIPMENT,  
COMES OUT OF  
THE CLOSET**

In the world of BMX racing, two types of handlebars totally rule. In the geriatric classes, V bars dominate. In the 14 and under classes, aluminum butterfly bars are where it's at.

Ask anybody . . . your mother, your grandmother, whoever . . . what company makes V bars, and every one of 'em will tell you Red Line. Ask the very same people what company makes most of the aluminum butterfly bars, and all you'll get will be big eyes and palms up.

*To determine the rise of a handlebar, you measure the flat between the bends of the section of tubing that rises . . . like in the photo. Race Inc. alloy bars come in 3, 6, 7, and 8 Inch rise sizes.*

Well, young heroes, it's time to give credit where credit's due . . . Race Inc. is the company. They are currently manufacturing alloy BMX bars at the mind boggling rate of 10,000 each month! There are other companies making alloy bars, but none even come close to Race Inc. These Race Inc. bars are top qual,



*With Race Inc. aluminum bars there's a size for everyone. You got the 3 inch rise bars for the shrimps, clear up to the 8 inch rise bars for the tall-in-the-saddle dudes.*



# HANDLEBARS

engineered to absolute perfection, and the hot tip when minimum weight is of maximum importance.

However, back in the covered wagon days of BMX, aluminum bars were definitely NOT the hot tip, even though they were far lighter than anything else going at the time (BMXA, June 1977, "Problems with Alloy Handlebars," page 29).

Back then, the standard method of construction for alloy bars was to drill two holes in the handlebar tube, insert the crossbar tube, and heli-arc the joints. These insert joints eliminated the need for a fixture to hold the crossbar tube in place while it was being welded. But this resulted in low-strength handlebars because the main structural member—the handlebar tube—had two rather large holes in it at the main points of stress. If there was even a minimal flaw in either of the welds . . . zoomo, down the

toilet. Alloy bars were breaking right and left.

This was when Race Inc. got down to biz and quietly began build-

ing their reputation as THE top fabricator of aluminum BMX bars . . . and aluminum frames too, for that matter.

## HOW TO TELL SEAMLESS FROM EXTRUDED ALUMINUM HANDLEBARS

Seamless cold-drawn 6061 aluminum tubing is superior to extruded aluminum tubing. When aluminum tubing is cold-drawn, it assumes a kind of case-hardened or denser molecular structure. Extruded aluminum tubing is formed hot and assumes a less dense molecular structure, which is also less strong.

Extruded tubing is separated, then rejoined during its hot forming process. Longitudinal cracks can form later when the extruded tube is stressed. Cold-drawn tubing is formed by a more expensive process that eliminates the separating and rejoining . . . thus the name "seamless."

You can usually tell the difference between seamless cold-drawn and extruded aluminum handlebars by looking at the end. If the inside diameter of the tube is concentric with the outside diameter, it's probably seamless. If it's not concentric, it's extruded. If you don't know what concentric means, ask your Pop. Tell him you're giving him an IQ test. ■

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# Another original from Kingsbury



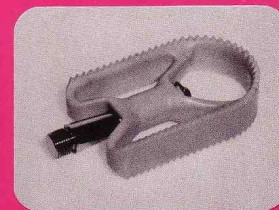
## The "Universal" Spider



Kingsbury's spider is one of a kind. It fits most bicycles and sprockets. Saves you a lot of time and hassle.

Forget about buying a lot of spiders just to use certain sprockets. Changing from one sprocket to another is simple and fast. You remove only 5 retainers and it takes just a few minutes to change sprockets.

The Kingsbury spider is made from high impact polycarbonate for long, reliable service. It's available in clear, blue, black, red or yellow colors.



And if you haven't heard about Kingsbury's BMX pedal—meet *the* racing pedal. It has deep serrated edges and center clearance that gives your foot a sure grip on extra tough nylon.

The spindle is made of super high tensile steel, heat-treated, precision ground, and chromed. It can take a hellish ride because it has a rated stress strength of 132,000 psi, minimum. This tough pedal comes in a choice of blue, black, red or yellow colors. A spare parts kit is available.

Give your bike a racing edge with Kingsbury's BMX universal spider—and *the* racing pedal.

# KINGSBURY PRODUCTS, INC.



Jackson, Michigan



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## HANDLEBARS

Race Inc. eliminated insert joints by developing a fixture to hold the crossbar in place during welding. They use only seamless cold-drawn



Race Inc. aluminum handlebars have a bend and angle to the grip section that allows a rider to apply maximum power to the pedals.

6061 aluminum tubing, which is absolute top-drawer stuff.

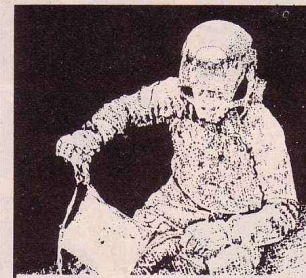
Race Inc. handlebar geometry concerns itself with three factors: Height, width, and grip position. All three factors are aimed at giving a rider max power and leverage into the pedals. Race Inc. has researched and developed handlebar geometry to a point where it has become the standard of the industry.

After Race Inc. bars are bent and heli-arc welded, they are heat-treated to T6 hardness, which is about as hard as you can go with aluminum short of making it as brittle as glass.

Anodizing and stickering are the final steps. Red, blue, gold, and silver are the colors.

To sum it up: Race Inc. makes qual aluminum racing handlebars! There are a few as good as, but none better. And nowhere else can you get this selection of sizes.

We'd give 'em a ten. ■



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## Suntour Seat Clamp

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## Bullseye Conversion Spindle

Lightweight, sealed bearing. Engineered for reduced maintenance and long life. Red on silver foil "Bullseye" decal and wrench included.

## C.Y.C. Panther

Tricked out in high-gloss black and gold. 4 chrome-molybdenum frametubes, matching Tange TX-1200 forks. Heat treated one-piece cranks, chrome-moly pedals, alloy wheels.

## Titan Helmet

D.O.T. approved high-impact polycarbonate shell with shock absorbent foam core. Sano styling, inexpensive in white, black, yellow, orange, blue and red.



## Kingsbury Pedals

Non-slip sharp teeth. Light, patented design especially for off-street. Chrome-molybdenum shaft for toughness. Red, blue, black and yellow.

## Kashimax MX Saddle

470 grams light, including BMX safety clamp with seat post stop. Ultra strong one-piece construction, factory machined and chamfered holes for extra lightness with no sharp edges. Unbreakable nylon base.

## Un-Brake

Hot item. BMX coaster brake eliminator turns coaster brake into free hub in minutes. Fits all current Bendix Brake hubs.

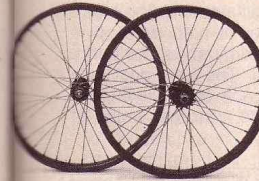
## MX-1 Grab On's

Run what winners run. Special rubber compound for comfort and sure grip. End plugs included.



## KKT Lighting Pedals

Concave grip surface, notched end plate and chrome molybdenum spindle add up to a non-slip pedal. Sealed bearings, alloy cage. Red, blue, gold.



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Protect expensive alloy wheels. Pedals, feet, other people's handlebars can't get jammed in spokes.

## X-Caliber Seat Post Clamp

Original one-piece clamp of 6061-T6 aluminum. Allen wrench and decal included. Anodized in gold, red and blue.

## Tange Bottom Bracket Set

The top quality bottom bracket set from Tange's MX II Group, for one-piece cranks. Encased roller bearings for easy care, long wear. Adjustable with a wrench.

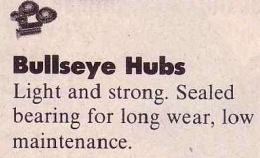
## Tuff-Neck Gooseneck

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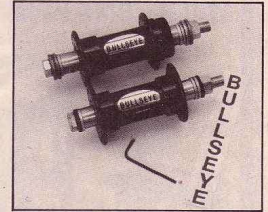
## Jofa Rockguard

Protect teeth with our most popular guard. Hardware for mounting to helmet included. Red, blue, yellow, white.



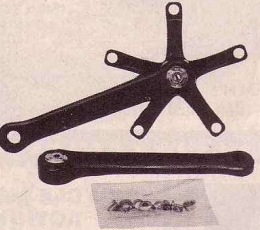
## Bullseye Hubs

Light and strong. Sealed bearing for long wear, low maintenance.



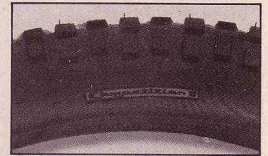
## Dura-Ace Cranks by Shimano

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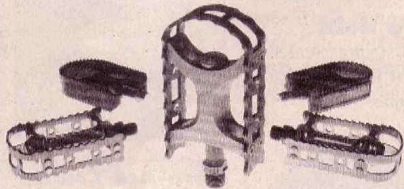
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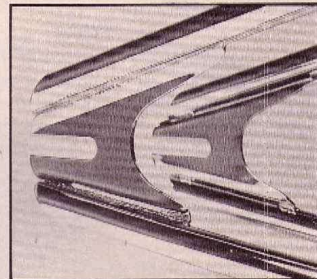
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# PRODUCT ANALYSIS

continued from page 82

crossbar to facilitate mounting brake levers on either or both sides. It is the hot tip butterfly style and about a medium rise. The seat post is a normal ol' 7/8 inch by 12 inch seat post. Both are chrome-moly, of course.



The patented Speed Unlimited dropout treatment.

The forks have Thruster-style leading axle bent-tab dropouts and a standard collar arrangement.

Where this frameset really comes on full-bore is with the frame. It has a double steering head gusset with the Puch logo engraved in both sides. The top and down tubes are "floval" tubing, which means something like "flat-side oval." This shape imparts a tad more rigidity to the frame due to the increased joint contact with the steering head along the axis of greater stress.

The rear end of this Puch frame is engineered for total rigidity. The seat stays wrap around the seat tube and are gusseted; the chain stays are gusseted where they meet the bottom bracket; both seat and chain stays extend beyond the point where the axle bolts to the dropouts; and the dropouts have a kind of I-beam configuration. Each of these details add to the overall rear triangle rigidity.

Like we said: Steyr Daimler Puch is aiming some big guns at the BMX market . . . and the Puch Trak/Pro frameset is one of 'em.

This is top qual racing equipment. It will stand comparison with the best available. ■

# DEAR WIZ

continued from page 25

And you wouldn't believe who it was . . . STU THOMSEN!!! I screamed in the phone because I was so happy!

I think a person like that has really got a lot of class, especially being that he is ranked the National No. 1 Rider in the ABA. To take time out to cheer up a 12 year old kid with the Chicken Pox that he doesn't even know is really neat.

When he called I was so excited I didn't have a chance to say thanks. I would totally appreciate it if you could tell him I said thanks a lot.

Paul Reed  
Taylor, Michigan

There are some pretty decent people in BMX, huh, Paul?—Oz

### WHO NOSE?

Would you please tell me what you personally think of my picture.

Chris Gardino  
Chino, California



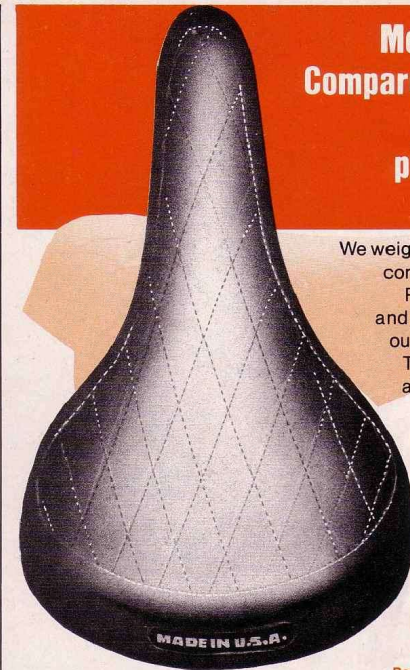
Have you considered getting into poetry?—Oz

### REV KEV

Just a note to say thanks for your far out mag! I'm a youth minister with the Assemblies of God and have a boys' club called Royal Rangers. We developed a BMX team and call ourselves BMX Rangers. I enjoy working with kids very much, and to

continued on page 100

## Mesinger's latest... Compares NEW LIGHTER R3S (Steel) with plastic competitor



We weighed both seats under the same conditions and the results were — Plastic Competitor seat with top and pad weighed approximately 20 ounces.

The Mesinger R3S seat with top and pad weighed approximately 20 ounces *plus*

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**DEAR WIZ**

continued from page 95  
 reach them we must approach them where they're at. And that is, of course, BMX!

What I'm writing for is to say a big thank you for what you are doing. BMXA has taught me much about the sport of BMX. Just six months ago I knew nothing about it. A bike shop owner gave me a copy of your mag and now I can actually talk BMX and know what I'm talking about, plus being able to answer kids' questions and give them advice. I really enjoy reading your mag, and I know I can pass it on to my kids because it's a clean publication.

Reverend Kevin Patterson  
 "Rev Kev"  
 Manasquah, New Jersey

*Outa' sight, Rev Kev. Tell you what . . . to make up for saying, "faster than greased moose poop" in the last issue, we're going to shoot out a bunch of BMXA stickies for the BMX Rangers. -Oz*

**WRRRRING—HUMMM**

I have a set of Schwinn S-2 rims. Everytime I pedal there is a wrrring-humming type of noise. The same thing happens with my Tuff Wheels. What do I do to stop this? Also, why don't you turkeys at BMXA put the "Dear Wiz" address where everybody can see it, instead of in a corner near the front of the magazine where you have to have a microscope to read it. I had a heck of a time finding it.

Jack Loyd  
 Owasso, Oklahoma

*Jeez, it never even occurred to me to do that. But if you'll check the beginning of "Dear Wiz", you'll see that that bugger is sure there now.*

*As to the strange noises coming from your rear wheels, flip your bike over and turn the cranks through a complete revolution while checking the chain for deflection. I think you'll find that at some point it is tighter than a fiddle string. In the future, first find the tight spot, then adjust the chain with about a half-inch deflection . . . turkey! -Oz* ■

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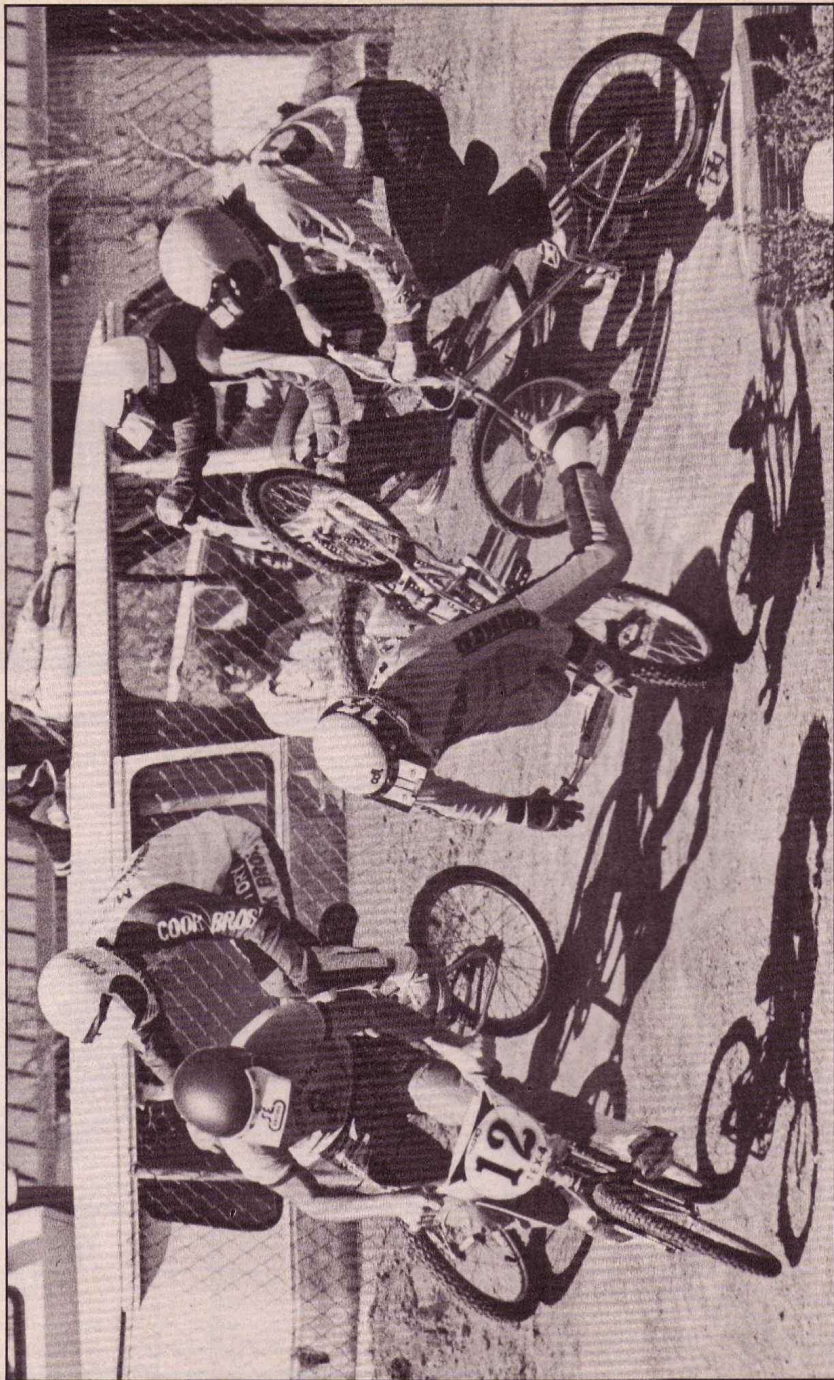
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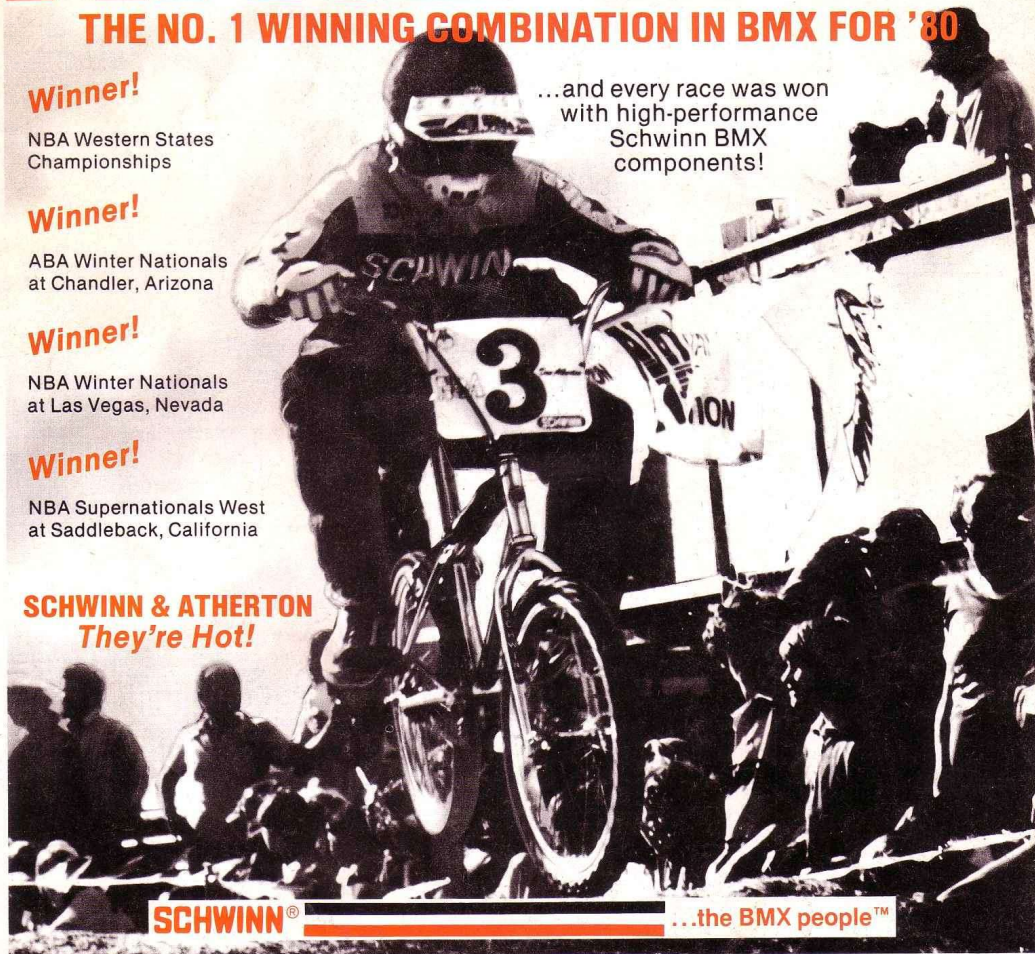
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