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PRO-AM**

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CURB-ENDO
VARIATIONS**

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SHOOT-OUT**

**BOTTOM
BRACKET
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**MORE
HOT
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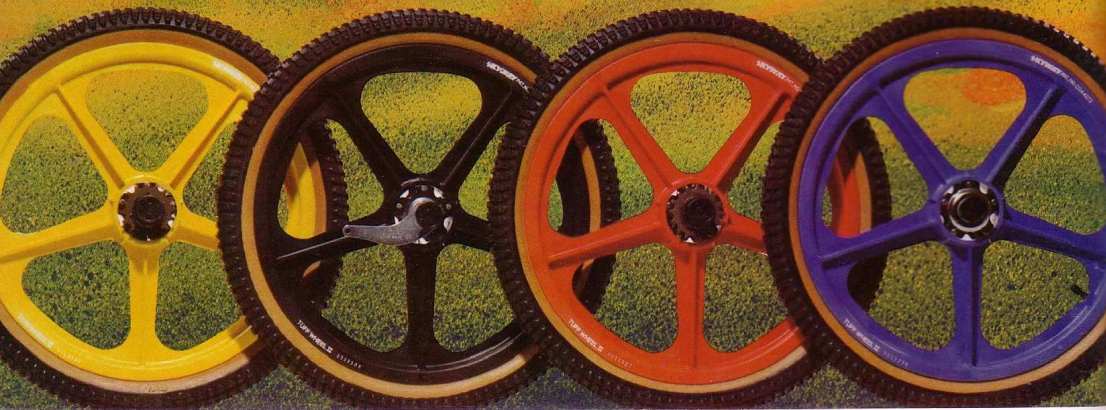
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**BICYCLE
MOTOCROSS
ACTION**



MARCH 1980
 VOLUME FIVE
 NUMBER THREE

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4 DEAR WIZ

The big cruiser controversy rages on

20 BMX PANTS SHOOT-OUT

Everything you wanted to know about getting pantsed

24 PRODUCTS

Sano stuff for your skoot

28 LOOSE-BALL BOTTOM BRACKET MODIFICATION

Tricks of the trade from Beavers

38 TEST: PANDA PRO-AM

Bearfootin' through the tulips of BMX

64 HOT SHOTS

What class! What style! What grace!

68 BMXA PROJECT MINI-RACER

A hot bananas bike for short racers

70 PROJECT MINI-RACER DRAWING ENTRY BLANK

Wherein (hopefully) a little dude will win it

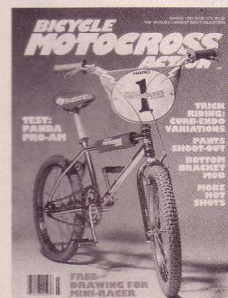
74 TRICK RIDING: CURB-ENDO VARIATIONS

Recycling one of the basics

78 ODDS AND ENDS

Encinas comments on his love life

COVER: The sleeper of the year... Panda's Pro-Am. About to be discovered.



BICYCLE MOTOCROSS ACTION (USPS 374-490) is published 12 times per year by Wizard Publications, Inc., 2909 Oregon Court, C-5, Torrance, California 90503. Tel: (213) 533-6016. Second class postage paid at Torrance, California and at additional mailing offices. Subscriptions cost \$14.50 per year for 12 issues. Foreign subscriptions add \$4.00 per year and Canadian subscriptions add \$3.00 per year for additional postage. Copyright © 1980 by Wizard Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express written permission of the publisher.

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DEAR WIZ

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

FLEX

My neighbor saw the Thruster Product Analysis in the December '79 issue of BMXA and now he says he's gonna get all this Thruster stuff. He also read the part about flex. That's the problem. Since then he says everything has flex. He got on my friend's \$300 race bike and said, "Too much flex!"

To tell you the truth, I don't think he knows what flex is.

Please tell me what the heck flex is and what parts of the bike have it.

Chris Reed
Portland, Michigan

Flex is when you bend your arm and make a tight fist and all the girls snicker. Also, flex is what happens just before something bends. In other words, if something flexes and stays there, it's bent. But if it returns to its original shape, it only flexed.

SEMI-IMPORTANT NOTICE:

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

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

The parts of a motocross bike that have it are aluminum crank arms and the bottom bracket area of frames. But with the quality of most motocross

bikes, it takes a really hefty dude to apply enough power to the pedals to make either flex much. So, if your neighbor is much under 14 years old, he just plain doesn't have enough marbles in his pocket to make a good MX frame or cranks flex . . . unless he's the Incredible Hulk's kid. And if that's the case, you'd better just agree with whatever he says. -Oz

THE BIG CRUISER CONTROVERSY

I thought your magazine was called BICYCLE MOTOCROSS ACTION, not BICYCLE CRUISER ACTION. Not a single person rides one of those tanks around here.

Gary Fly
Friendswood, Texas

The title of your magazine is BICYCLE MOTOCROSS ACTION, not 20 INCH

"Now you can join the most exclusive club in bicycle motocross."



Shimano's Factory Team/West: Bobby Encinas, Chris Allen and David Clinton.

Shimano's Factory Team has led the way since the very first bicycle motocross race. Shimano sponsored it. And since then living legends of the sport, like John George, David Clinton and Bobby Encinas, have raced Shimano's colors and components to victory.

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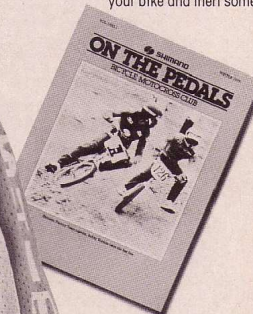


Then we toss in that hot embroidered patch you've seen sewn on the jersey of just about every factory heavy hitter around. And it'll look just as sano on your jacket or cap.

Bobby Encinas



Club members also get what just may be the last word in super decal sets, with a two sheet package of 9 (count em!) full-color/chrome mylar stickers . . . enough for every tube on your bike and then some.



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

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

OK Bobby! Sign me up!

BMXA

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DEAR WIZ

BICYCLE MOTOCROSS ACTION. We race cruisers on motocross tracks. We know they can get rad. Keep up the cruiser coverage.

Steve Boehmke
La Mirada, California

Cruisers are for grannys!

Dave Cohen
Creve Coeur Cyclery Racing Team
Creve Coeur, Missouri

We, the undersigned, love cruisers and dislike San Bruno, California and Lansing, Michigan.

205 signatures
From all over Arizona

In the December issue of BMXA three dudes wrote and said that cruisers s____k. Frankly, I think those dudes s____k! Here in Iowa we think cruisers are great.

Marty Edwards
Council Bluffs, Iowa

I hate cruisers! When I say this I am speaking for the entire population of the world, except for a few people in SoCal. Dump 'em!

Steve Laws
San Bruno, California

If it wasn't for us Californians, BMX might not have become what it is today. Now we come out with cruisers and these guys in Michigan start spazzing! And for those guys in San Bruno, for living by the beach they sure sound like squids.

Paul Mitchell
San Bernardino, California

Cruisers are lame, rank, ancient, ugly, slow, bad jumpers, too big, and we don't want 'em in the MFM. I mean, what's the beef? Cruisers are from the 1930's.

Sam Howen
Saylorsburg, Pennsylvania

Hey, cruisers rule.

El Sal, El Gordo, El Sam
Varrio Ninth Street Locos
Phoenix, Arizona

Regarding the anti-cruiser letters in the December issue, me and all my friends who retired from BMX years ago now ride cruisers and have a blast. The
continued on page 10

BICYCLE MOTOCROSS ACTION

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DEAR WIZ

continued from page 6

more BMXA prints on clunkers, the better. The 51 signatories from Lansing sound like they are from some place like Michigan.

Dave Ivy
Austin, Texas

In the December BMXA some squid said that cruisers s___k! Bogus, I say. When you get tired of going buns-out on your BMX machine, grab your cruiser and JAM! I repeat; JAM!

Rick Liskowitz
Waukesha, Wisconsin

These letters are just a sampling of the response we got to the two original complaints about cruiser articles (BMXA, December 1979, "Dear Wiz"). I gotta say that you people sure don't beat around the bush. NOBODY can say that readers of the Most Factory Magazine are WISHY-WASHY.

So far, 40 percent say, "Dump 'em," and 60 percent say they dig the tankers. More on this later, as the big cruiser controversy rages on. —Oz

WORD OF MOON MAN

Well, we didn't get to send you a picture, but Moon Man Snickems is still here. Moon Man sold his bike a while back and I wouldn't let him use mine to get rad for a picture because he really goes for it on everybody's bike but his own.

Moon Man was out at Lawrenceburg when the NBL had their big race that BMXA covered. In fact, you've got a picture of his legs and arm on the cover of that issue (BMXA, October 1979). He didn't do well that day. He chewed.

Moon Man found him a girl and I ran full blast into a mail box when I looked back to see if my rear tire was flat, so he and I have been out of the racing scene since about midway through the season here in Tennessee.

We'll try to get you a picture soon.

Bo Davis
Lenoir City, Tennessee

Is that him behind the guy with the cut-offs and no shirt? You mean I was THAT close to Moon Man Snickems and never even knew it? For those of you who don't know, Moon Man Snickems was the last place finisher in the 1978 BMXA No. 1 Racer contest. We've been trying to get a picture of him for almost two years now. And now he pops up on the COVER of BMXA? That's almost spooky. —Oz

WORLD'S LARGEST BMX SPECIALIST

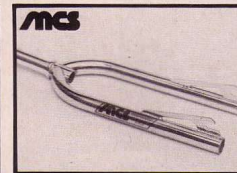
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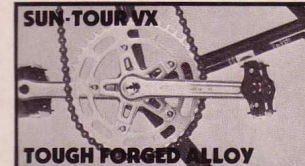
BLUE/YELLOW, BLACK/YELLOW,
BLACK/RED, BLUE/RED



ALL CRO-MOLY



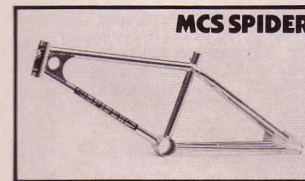
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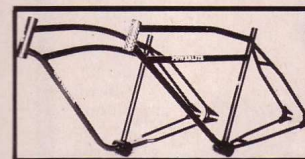
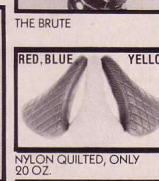
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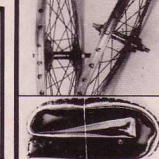
RED, BLUE, YELLOW



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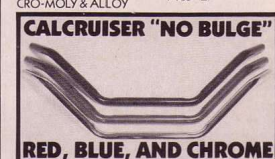
CRO-MOLY & ALLOY



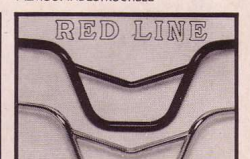
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 Eddy King 15x
 Doug Olson 16x

The Big Wins:

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 Davis 1

NBA Western States Nationals

Newhall Jensen 1
 Davis 1

NBA Super Nationals

Saddleback Jensen 1
 Davis 1

NBA U.S. Nationals

San Diego Jensen 1
 Aguilera 1

NBA Spring Nationals

Watsonville Jensen 1
 Davis 1/1
 E. King 1

NBA Summer Nationals

Oklahoma City Jensen 1
 Aguilera 1

NBA Mile High Nationals

Denver Jensen 1
 Aguilera 1

NBA East Coast Nationals

Craigmeur Jensen 1
 Aguilera 1
 Davis 1
 E. King 1

NBA Fall Nationals

Corona Jensen 1
 Aguilera 1

NBA Mini Nationals

Seattle E. King 1

NBA Grand Nationals

Devonshire Downs Aguilera 1/1
 Davis 1
 E. King 1

NBA Big Mama

Corona Davis 1
 Aguilera 1

NBA World Championships

Indianapolis E. King 1

NBA U.S.G.P.

Los Angeles Jensen 1
 Davis 1

ABA Winter Nationals

Chandler Jensen 1

ABA Summer Nationals

Amarillo Davis 1

ABA Fall Nationals

Tacoma Jensen 1

ABA Mini Nationals

Corona Jensen 1/1/1
 Aguilera 1
 Davis 1

ABA Grand Nationals

Las Vegas Jensen 1/1/1
 Aguilera 1
 Davis 1

NBL Super Nationals

Lawrenceburg Aguilera 1
 E. King 1

NBL War of the Stars Tour

Pittsburgh Jensen 1/1
 Aguilera 1
 Davis 1
 E. King 1

NBL Great Race

Chicago Jensen 1
 Aguilera 1/1
 Davis 1/1
 E. King 1

When all the scores were tallied, Team Torker riders were credited with an incredible 84 national wins and were awarded the National Team Trophy.

We at Torker are extremely proud of our young, exciting team and we're taking this opportunity to congratulate them all. Their record speaks for itself.

Special thanks also go out to Doug Olson and Mike King (winner at the ABA Winter Nationals, NBA U.S.G.P., Spring and Western States Nationals) as well as our fine co-sponsors: Electro, M&M, Luja and Shimano.

You helped make 1979 a very special year for us.



Team Torker '79:
 Mike Aguilera,
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 New riders for 1980 are
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 Mike King (10x)

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DEAR WIZ

WINE BOTTLE CORK TRICK

Hey, all you dudes out there in motoland, are you tired of having the stem bolt and wedge of your 35 dollar stem getting wet and rusting? Well, I've got a simple solution to this problem. Just find yourself a cork from a wine bottle, and stick it in the hole at the bottom of the fork collar. This also prevents the inside of the fork stem from rusting, which could cause it to weaken later on.

Amado Cross
 Mendocino, California

Hey, we got a cat with almost the same name as you. In fact, we got a SPORT with almost the same name.
 -OZ

MFM

MFM also stands for Most Factory Mouser!

J.F. McLaughlin, Jr.
 Clinton, Massachusetts

SOMEWHAT TRICK

Thought you might enjoy seeing this somewhat trick motocross tandem. It



handles pretty well, although wheelies are definitely out of the question. We're going to install some tubular forks before we try jumping it. The frame is an old Gitane from France. The whole thing weighs about 42 pounds.

Lyle Roof
 Jerry's Bike Center
 College Place, Washington

That's what my dog says all the time,
 Lyle. -Oz

HARRY'S SPINDLY SPINDLE

On the cover of your July 1979 issue you had a picture of Harry Leary doing one heck of a rad jump. But any dude can tell that his spindle is twisted. If he has a factory sponsorship and gets bulk frogskins, why doesn't he buy a decent spindle?

Grahame Heap
 Sydney, Australia

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| OLYMPIC SUPPLY CO.
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Denver, CO
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Distributors only contact
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RAD PAD

I really get into a
RAD PAD

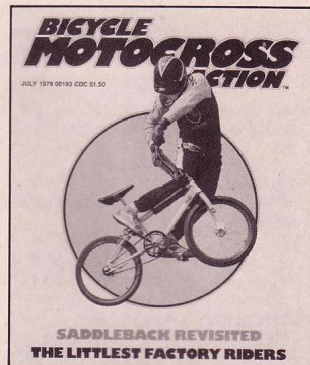
Shuart Thomson

Johar of California

DEAR WIZ

up that name to sound funny didn't you? You sound like a pile of crackers, Grahame! (Heh, heh, heh . . . I just love picking on foreigners.)

But seriously, all you Australian guys think that all us Americans are filthy rich, and it's just not true. I happen to know that at the time that cover was shot, poor Harry didn't have hardly any money at all. He had just been



forced to buy a new limo 'cause the ashtray was full on his old one, and he was buying a cabin cruiser for his swimming pool, and that's not even mentioning the additional cost of building the dock.

So, Grahame, the sad truth is that Harry just plain couldn't afford a new spindle at the time. Now aren't you ashamed? -Oz

NO-FOOTER

This is Buddy Higgins doing a no-footer at Burdett Park in Evansville,



BICYCLE MOTOCROSS ACTION



When you're serious... Only the best is good enough.

Red Line introduces the New MX-3-700 Series bicycles. The MX-3-700 has an all cro-moly frame, fork and V-bar; a unit rear hub; Sun Tour VX crank and a Red Line Super Pro-Line stem.

Check out the new MX-3-700 bicycles in White, Red, Yellow, Black and Blue at your local dealer. They're from Red Line... What more do you need to know.

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

Graef Hill



Jeff Rimmer

REDLINE

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

PANTS

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

Send 50¢ for brochure and sticker.



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DEAR WIZ

Indiana. His sponsor is Striker. His copponsors are BW, ISE Helmets and Shimano.

Anon
Evansville, Indiana

PIONEERS

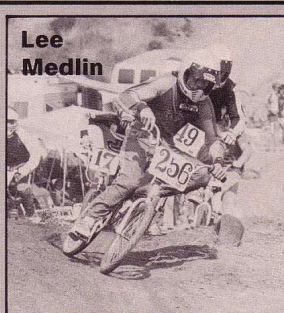
The other day I found an old June 1976 issue of BICYCLING Magazine (which is mostly about 10-speed stuff). Near the back I found an article about sponsoring a BMX rider. The article was about you and R.L., and it said that you two were pioneers in the BMX field long before anyone started sponsoring riders. There was a picture of R.L. with the article. Does he still look like that?

Mike McFadden
Black Forest, Colorado

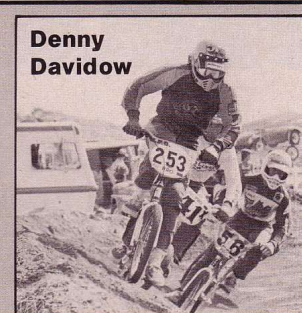


Worse. Ugh, it's terrible. He got tall and skinny and obnoxious and now all these little tiny hairs stick out of his upper lip. Actually, McFadden, to give credit where it's due, there were several sponsored teams at the very beginning of the sport; Rick's Bike Shop, Dirtmaster, Pedalers' West, Bikette, and Matthews. Also, while we're slogging around in the muck and mire of trivia, the first organized BMX race—trophies, motos, age groups, and the whole number—was held in Long Beach, California by none other than Scot Breithaupt, modern day pres. of SE Racing. —Oz ★

BMX RULES!

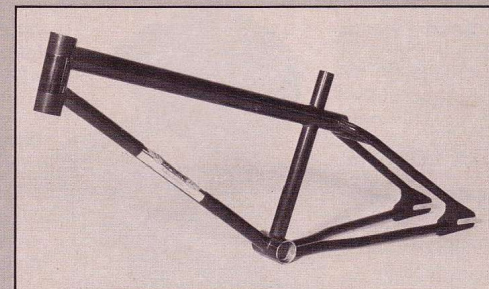
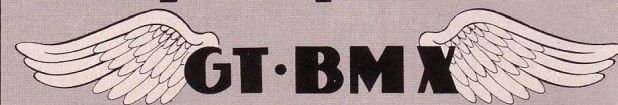


Lee
Medlin



Denny
Davidow

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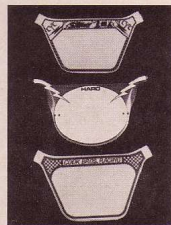
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Strong T-6 hardened original race design. Feather light. Our most popular bend.

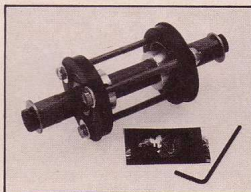


Number Plates
Super BMX racing number plates. Selection of Haro, Stormer BMX and Cook Bros. Racing designs.

Suntour Seat Clamp
Cold forged micro alloy. If we knew of a stronger clamp, this picture wouldn't be here. Anodized colors available.



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.



C.Y.C. Panther



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.



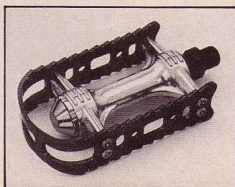
Un-Brake

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

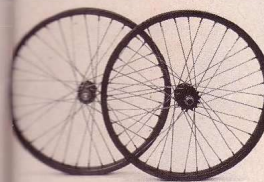


MX-1 Grab On's

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



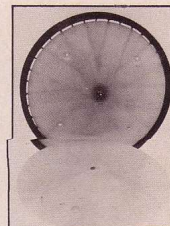
KKT Lightning Pedals
Concave grip surface, notched end plate and chrome molybdenum spindle add up to a non-slip pedal. Sealed bearings, alloy cage. Red, blue, gold.



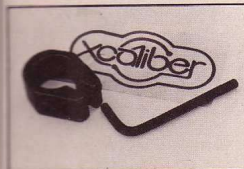
Araya Wheel
Lightweight alloy rims with .080 spokes and Suzui hubs. The best you can buy.



Pads
Protection where it counts. The latest pads for getting rad.



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

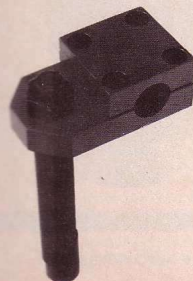


X-Caliber Seat Post Clamp
Original one-piece clamp of 6061-T6 aluminum. Allen wrench and decal included. Anodized in gold, red and blue.

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.

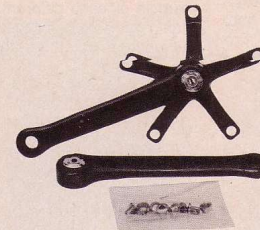
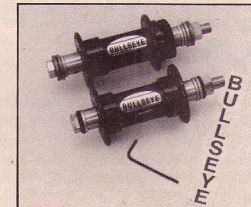


Tuff-Neck Gooseneck
Unconditional 1-year guarantee not to bend or crack. No welds to break. Aluminum clamp, mild steel stem, precision finished surfaces, 4 allen-head clamp bolts, hardened hex wedge bolt. 1 1/4" forward cant. Red, blue, gold, silver, black.



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
You can't buy a stronger alloy crank. Six lengths available: 160, 165, 167.5, 170, 172.5 and 175 mm. "Shimano Equipped" MX decal and bolts included. Order red, blue, gold.

Competition II Tires
Hottest skinwall on the market, by Mitsubishi. Race-light nylon with moto-tough knobs in black, red, yellow, blue.



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BMX PANTS

HOW TO GET PANTSED OR... SOME HIGH ZOOT SUITS FOR ALL YOU GALOOTS

We at Mighty BMXA go to great lengths to bring our readers the truth. Sometimes it's tough . . . sometimes downright impossible. But we try. In fact, we are usually going BUNS-OUT

Moto-X-Fox and Moto-X-Cat



Griffs



Bill Walters



testing one thing or another for that very reason . . . to bring you the truth.

(IRRELEVANT NOTE: Truth, beauty, and contact lenses are in the eye of the beholder.)

But this article is a bit different. This time we've gone BUNS-IN, searching for the truth. (ARH! ARH! Humor . . . get it?)

Yeah, we really got into this article . . . literally. (More humor . . . we got a million of 'em!)

You better hold onto your Fruit-of-the-Looms, folks, 'cause pants-wise this is the inside scoop, the low down poop, the straight skinny, the hot tip.

What we have done, right before your very eyeballs, is gather together a sample of each different brand of BMX pants currently available. Then we collected data, photographed, organized,

analyzed, theorized, summarized, and put it all into one of our famous Comparison Charts.

So, now, when you're ready to fork over the bucks for a new pair of racing pants, all the relevant info will be at your finger tips.

However, before all you fashion-conscious dudes dive into this informative, entertaining, warm-hearted-yet-exciting Pants Comparison Chart, there are a few things you should take into consideration.

SHOOT-OUT

Endo



Luja



JT Racing



Vera's



Like your styling preferences.

The quality and features each pair of pants offer.

And naturally, your price range.

And the climate (temperature, humidity, etc.) in which you will be wearing them most often.

And weight. We discovered that weight is the single most important factor to consider when buying racing pants. But don't misunderstand, this is not meant to imply that the lightest pair is best.

Actually, what we have here is a trade-

off of sorts. For example, the heavier the pants, the more protection and durability they provide, AND the more restrictive to movement and hotter they are. The lighter the pants, the less protection and durability they provide, AND the less restrictive to movement and cooler they are. Like we said, it's a trade-off.

So . . . you pays your money and you takes your choice. Check the photos for styling. Check the chart for the facts.

And remember . . . if your current racing pants are on their last legs (another zinger!), and you're scopin' out a new pair, the chart will help.

But if you've been gettin' your pants blown off by your competition (another pun . . . it's almost too much to bear!), the chart won't help.

But a little practice might.

BMX PANTS SHOOT-OUT COMPARISON CHART

MANUFACTURER	STANDARD WAIST SIZES	COLORS	PADDING			MATERIAL		STANDARD FEATURES	OPTIONAL EXTRA-COST FEATURES	WEIGHT	RETAIL COST
			HIP	KNEE	SHIN	OUTER	LINING				
BILL WALTERS	23 to 34	black, blue, green, orange, white, yellow	foam	nylon pile	nylon pile	nylon	nylon tricot	built-in leather belt, change pocket, Spandex crotch panel	custom colors, lettering, sizing	(size 30) 26 ounces	\$40 to \$55
ENDO	22 to 38	black, blue, brown, grey, orange, rust, white	foam	foam	optional	nylon	none	belt loops, nylon belt, change pocket, 3 inch nylon stretch panel in leg, tapered legs	custom colors, heat transfers, lettering, numbers, silkscreening, sizing	(size 30) 13 ounces	\$29 to \$38
GRIFFS	21 to 36	blue with red, blue with white, red with yellow	compressed foam	compressed foam	none	nylon	none	non-slip waist band, built-in nylon belt, change pocket, barrier cloth, knee and crotch piping, tapered legs with Velcro closures		(size 30) 17 ounces	\$39 to \$90
JT RACING	22 to 34	blue with white, blue with yellow, red and blue	compressed foam	compressed foam	compressed foam	nylon	nylon tricot	built-in belt with Velcro and snaps, snap-in swiveling hip pads, light, crotch padding, Spandex side-leg panel, tapered legs with Soft Wrap Velcro closures	custom lettering, JT logos	(size 30) 18 ounces	\$55
LUJA	26 to 34	black, blue, brown, cranberry, green, gold, red, orange, rust, white, yellow	foam	foam	none	Condura nylon	nylon tricot	built-in nylon belt, hidden zipper, compressed foam tail-bone padding, straight legs with zippers	custom colors	(size 30) 24 ounces	\$49
MOTO-X-FOX	24 to 30	blue with yellow, orange, red and white and blue	compressed foam	compressed foam	none	nylon	nylon tricot	built-in leather belt, Spandex side-leg panel, tapered legs with Velcro or zippers	custom lettering	(size 30) 19 ounces	\$59
VERA'S	22 to 34	black, blue, brown, orange, red, white, yellow	foam	foam	optional	nylon	nylon tricot	built-in leather belt, change pocket, tapered legs with Velcro or zippers	custom colors, lettering, sizing	(size 30) 20 ounces	\$41 to \$75

BMX PANTS MANUFACTURERS

ENDO PRODUCTS
16885 Avenue 344
Visalia, CA 93277
Tel: (209) 798-1909

JT RACING
303 West 35th St., Suite D
National City, CA 92050
Tel: (714) 427-0971

MOTO-X-FOX
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Tel: (408) 371-1221

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GRIFFIN VISA-THERM (GRIFFS)
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Bridgeport, CT 06604
Tel: (203) 335-0721

LUJA CUSTOM PRODUCTS
3413 Alma St.
Palo Alto, CA 94306
Tel: (415) 494-7688

VERA'S LEATHERS
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Whittier, CA 90606
Tel: (213) 695-3826

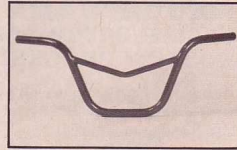
THIS IS THE KIND OF STUFF WINNERS ARE MADE OF.



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 lense and five dazzling colors. The special open-cell foam filters out dust.

REPLICA V-BAR

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



KCALIBER 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.

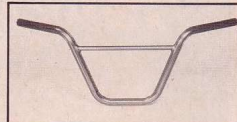
HATCH GLOVE STYLE 66

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.



FLUTED HANDLEBAR

You know how tough those fluted seat posts are. Well, hold on to your shorts 'cause available now are sano lookin' 6061-T6 aluminum fluted bars to match. In five cool lookin' colors: red, blue, gold, black and silver. Manufactured by VD Products.



PROTO-PLATE

Show off your number on this trick new plastic Proto-Plate. Hot shape with safe, smooth edges. Comes in five gnarly color combos: red plate with yellow and white graphics, black plate with yellow and white graphics, and dark blue plate with either yellow and white or light blue and white graphics. Sano.

ADDICKS SEAT POST CLAMP

Supreme trickiness 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'.



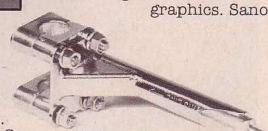
RAD PAD

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



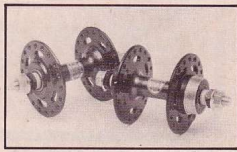
SLIM LINE STEM

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.



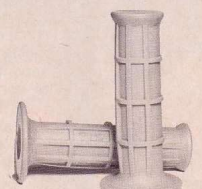
ACS STOKER HUB

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.



FINISH LINE GRIPS

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



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

NEW!

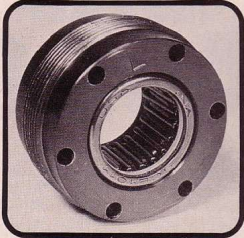
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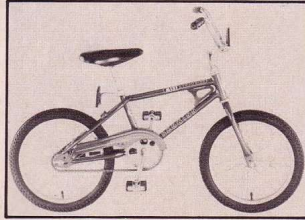


- Caged Roller Bearings with low friction seals.
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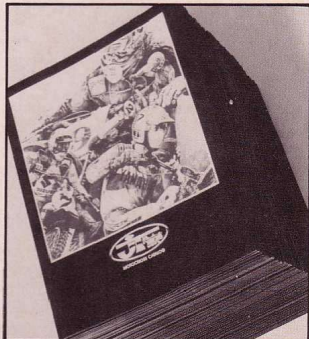
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MINI TO THE MAX

Just 'cause BMX is a big sport doesn't mean you can't ride a little bike. Here's the plan, my little man... Just swing that tiny little leg of yours over a new Schwinn Mini-Scrambler. The mini is a scaled down replica of their popular 20 inch Scrambler. It features a straight-tubing frame, tubular forks, cross-braced handlebars, and 16 inch knobby tires. After all, just 'cause you're small doesn't mean you can't have it all. See your local Schwinn dealer or contact: SCHWINN BICYCLE COMPANY, 1856 North Kostner Ave., Dept. BMXA, Chicago, IL 60639. Tel: (312) 292-3493. ■



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In just a few short years, JT Racing's list of products has grown so large they were in desperate need of a catalog. Well now, JT hasn't put together any of catalog, they've made up a full color "racing catalog." This high performance racing catalog does zero to 32 pages in seconds flat, displaying JT's 1980 line of speedy products. Included are sections on protective gear, casual wear, stickers, posters, and assorted products extraordinaire. Four bucks will get you the racing catalog and a chrome JT logo sticker. Write to: JT RACING, 303 West 35th Street, Suite C, Dept. BMXA, National City, CA 92050. Tel: (714) 427-0971. ■

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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.
- New RMX racing black sport handlebar with crossbar pad and forged stem.
- 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.



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- D.O.T. approved (Dept. of Transport)
- Stylish and economical
- Available in:

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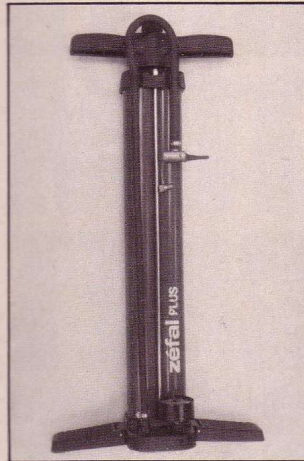
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LOOSE-BALL BOTTOM BRACKET MODIFICATION

MECHANICAL TRICKERY
BY BRUCE McCONNELL

Were he given to wearing old seedy raincoats, the bearded Bruce McConnell would look like your standard mad bomber or flasher.

But he doesn't wear old raincoats . . . at least that we're aware of.

If the truth be told, Bruce McConnell is the owner of Beavers Bicycles, a bike shop in Tarzana, California, and of McConnell Racing, a new super-tuning service for the Pro's.

If all goes as planned, McConnell Racing will have a service tent at most of the major nationals this year to keep the Pro's bikes dialed-in to perfection.

If you haven't figured it out yet, as a BMX wrench, Bruce is the flower of the flock . . . a real rip-hummer . . . full-tilt bozo.

The trick Bruce is divulging in this article is how he sets up the bottom bracket on Scott Clark's nationals' bike. This has been classified information right up 'till this very moment, sports fans.

McConnell's theory is that torque applied to a spindle causes a certain amount of side-loading on the bearing cages. This results in heavy friction against the balls, and the very real possibility of the cages fragmenting. If this happens you can pretty well count on damage to the race and balls.

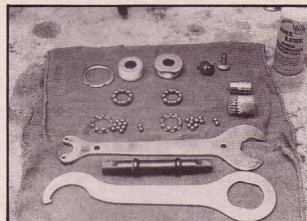
TOP SECRET CLASSIFIED INFO

Scott Clark races a Robinson frame with a European bottom bracket. The bottom bracket set . . . cups, bearings, and spindle . . . is all Powerlite. The spindle measures 126.7mm and provides about $\frac{3}{8}$ inch chain stay clearance for Scott's 180mm Campagnolo aluminum crank arms. No parts are switched. The only major change is the removal of the bearing cages.

So, primarily this is an article on how to install loose ball bearings in a European bottom bracket. But before you try it, remember that this loose-ball modification is not a thing for the average racer. If you're not yet ready to devote the time and energy required to keep a full-on race bike dialed-in, then stick with the caged bearings which are much simpler and easier to maintain.

Okay, now that everybody has decided that they can't race another moto without switching to the loose-ball set-up, and that they are ABSOLUTELY going to maintain and adjust and clean and lube that bugger every single time they race, and that they are just the man to keep it dialed-in to a gnat's buns . . . let's get down to the nuts and bolts of the job.

First off, buy another caged bearing identical to the ones already in your

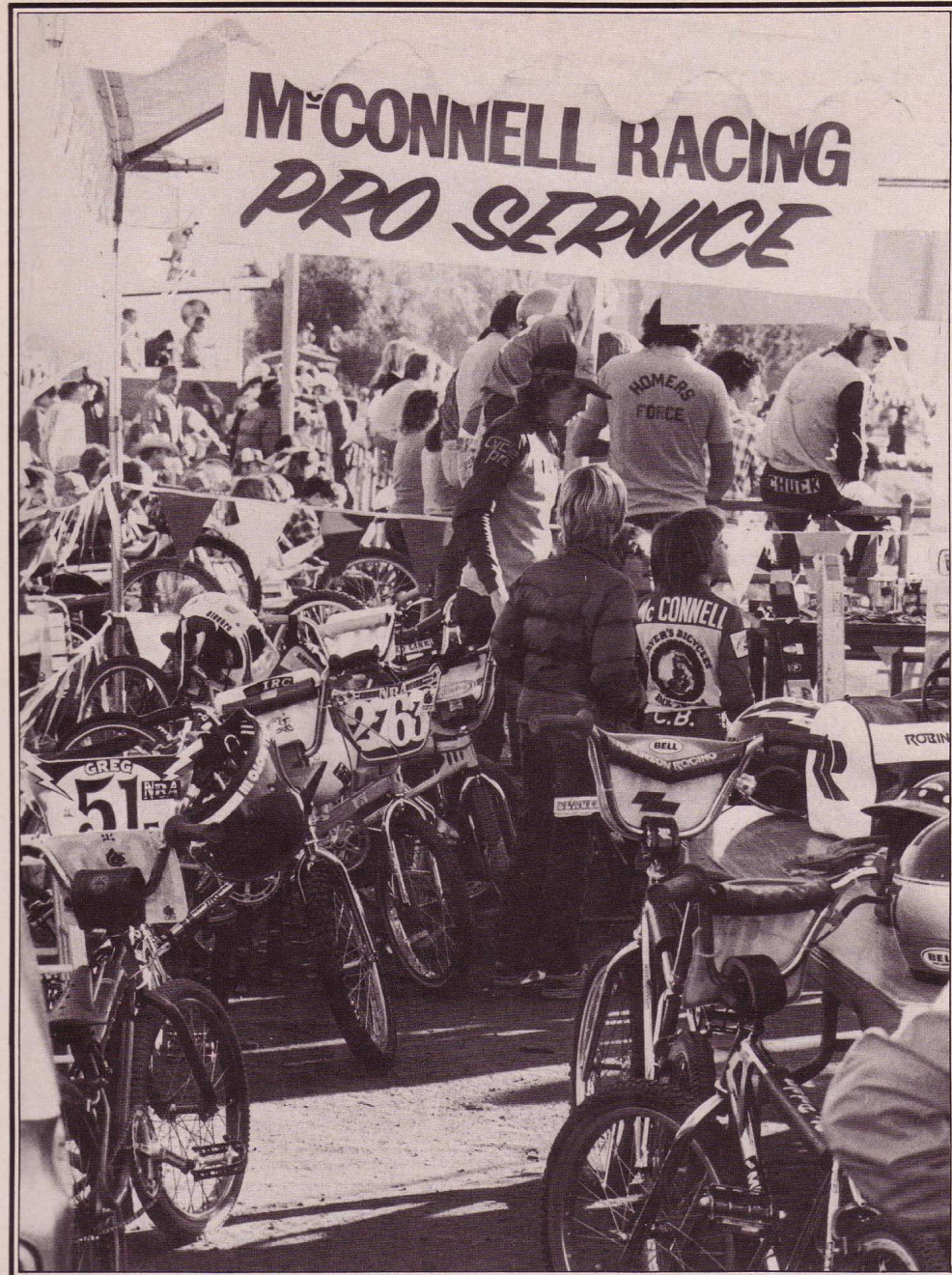


This is the stuff you'll need for the loose-ball mod. Check the text for details.

bottom bracket. Count the number of balls in each caged bearing because when the cages are removed you will need two more bearings on each side.

After you've counted the balls, bend all those little tabs back and dump all the balls out of the cages. If you want to be a fanatic about this whole thing, you can use Campagnolo ball bearings, just so's they are the identical size of your current ball bearings.

Now clean your entire bottom bracket assembly in paint thinner or something that won't eat the paint on your bike frame. When you're through cleaning it, all the parts should look brand new.



McConnell Racing's service tent will be popping up at major nationals all over the U.S. of A. this summer to keep the Pro's bikes dialed-in to the max.

LOOSE-BALL

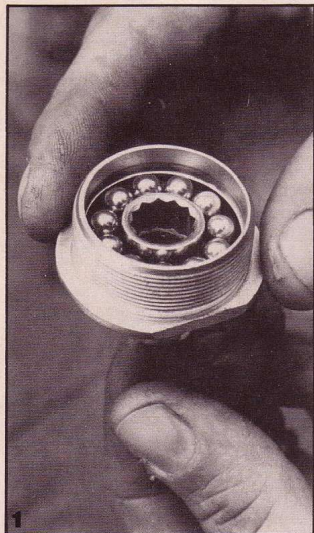


PHOTO 1

Lay your bike on its right side or clamp it in a bike vise with the right side down. Screw the right-side fixed cup into the bottom bracket. Hold a socket or something in the hole so the bearings won't fall out. Drop the proper number of bearings in and lube them with a light oil. Bruce uses Energonics Gold.

Keep in mind that while the photo shows this move outside the bike, that's just so you can see what's happening. It's really done inside the bottom bracket.

PHOTO 2

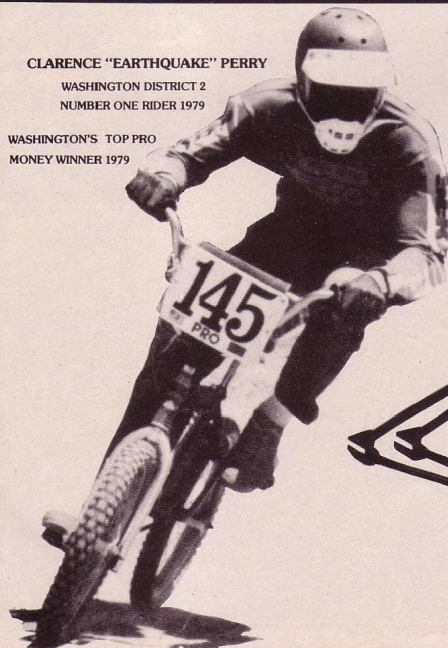
Lower the spindle down into the bottom bracket and push the socket out. If you are careful, you'll end up with the spindle race resting on the loose balls. The socket will be removed and none of the bearings lost.

Now you will notice that if you don't get something other than your fingers to hold the spindle in place, you could conceivably be here the rest of your life.

continued on page 35


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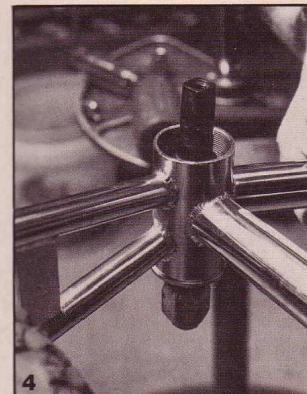
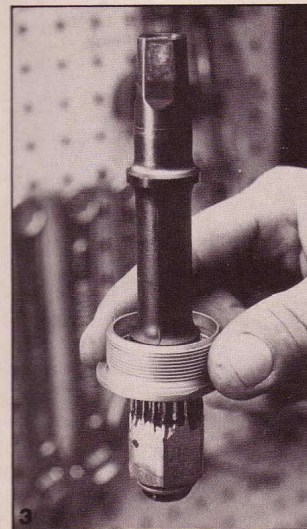
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TM

LOOSE-BALL

continued from page 30



PHOTOS 3 AND 4

You can get a friend to hold it, but what with turning the bike over and all, that could get pretty awkward. Cut a piece of seat post tubing slightly longer than the protruding end of the spindle, slip it over the spindle, put a washer that is larger in diameter than the seat post on the spindle bolt, and screw it in. You'll be amazed. The whole thing will hold itself together nicely. Bruce used an Atom freewheel removing tool for this, but the seat post section will work just as well.

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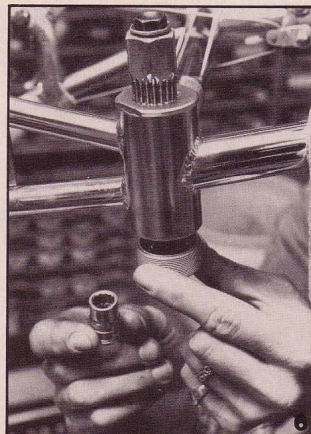
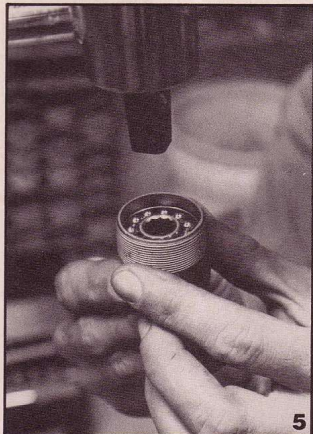


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LOOSE-BALL



PHOTOS 5, 6, 7, AND 8

Now turn the whole bike over so that the left side is down. Take the adjustable

cup, do the socket/bearings trick again . . . outside the bike this time . . . put some Energonics Gold on the loose balls, and slide this cup up onto the

spindle allowing the socket once again to be pushed out by the spindle. Screw the cup all the way into the bottom bracket and screw the lock-ring onto it.

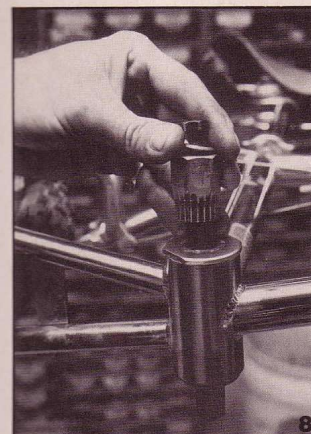


PHOTO 9

Remove the Atom freewheel thing, seat post tube section, your buddy's fingers, or whatever has been holding the spindle in place.

The next to the last step is adjusting the bearings. For this you will need a peg spanner and a lock-ring tool.

Screw the adjustable cup in until there is no more play in the bearings, then snug up the lock-ring. At this point you

should have both wrenches involved. There is enough space between the threads of the cup so that the adjustment will change if the lock-ring is tightened down after adjustment. So hold the lock-ring tight with the lock-ring wrench and turn the adjustable cup in or out with the peg spanner to adjust the bearings.

Bruce adjusts the bearings to that exact point where they spin completely free, and yet there is zero side-play. To accomplish this, spin the spindle, loosen or tighten the adjustable cup a bit, spin the spindle again, and like that until the bearings are dialed-in exactly right.

The last step in the McConnell super-tuned loose-ball bottom bracket set-up is putting the cranks back on. Bruce smears a little white lithium grease on the tapered surfaces of the spindle and on the threads of the spindle bolt. He says this prevents seizure when you're trying to remove the crank arms at a later date.

And that's it, racing fools. You got the whole boogie. ★



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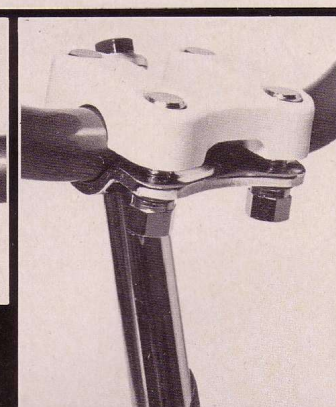
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SCRATCHED INTRO

One of the first things we did while searching for a good intro to this article was look in our dog-eared old Funky Wagnalls for the definition of bear (Get it? Panda . . . bear?).

The dictionary said that it's a large mammal with long shaggy hair.

Which described our test riders perfectly, but just didn't get it for the Pro-Am.

Scratch that intro.

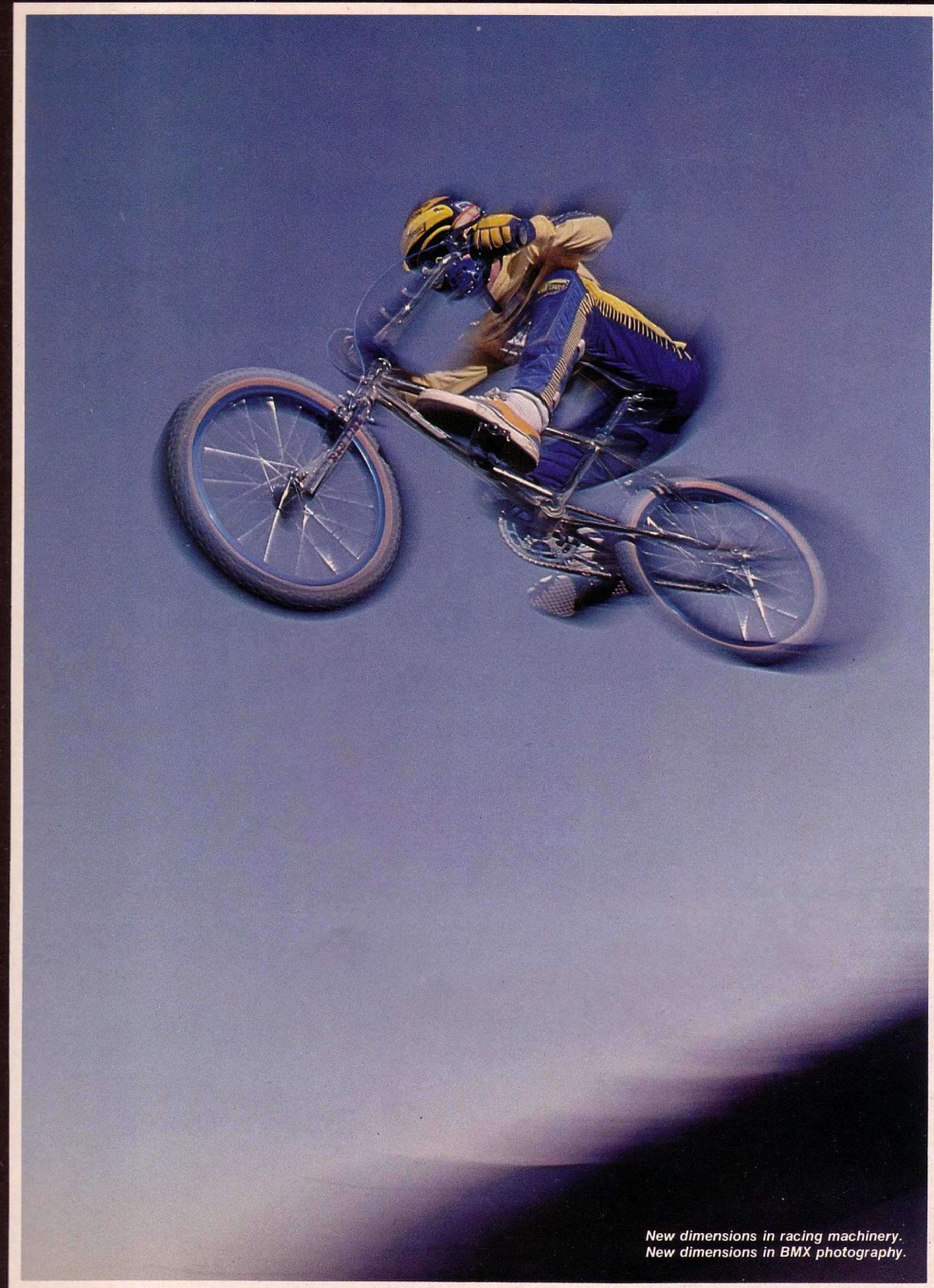
REAL INTRO

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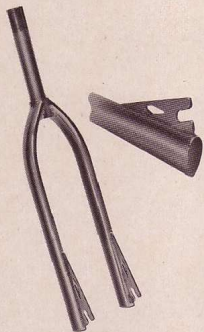


Panda Pro-Am.

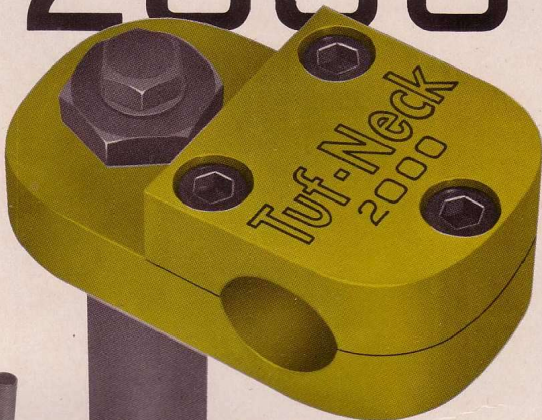
**BICYCLE
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Tuf-Neck

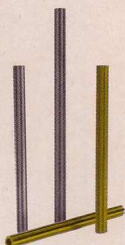
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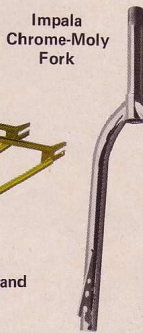
Superflight Streamline Chrome-Moly Fork



Tuf-Neck Stem

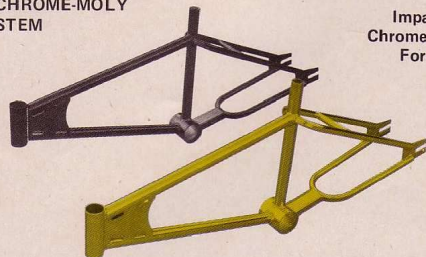


Fluted Aluminum Posts



Impala Chrome-Moly Fork

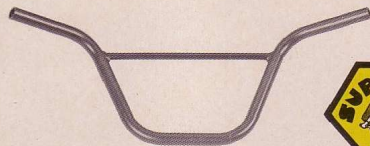
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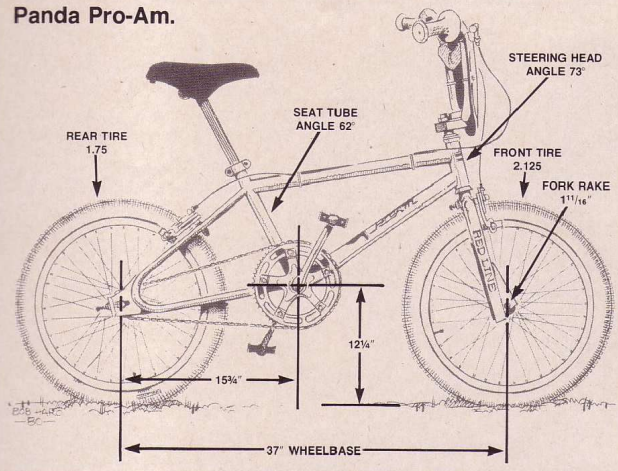
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PANDA PRO-AM

Panda Pro-Am.



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WEIGHT: 26 pounds 4 ounces
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FORKS: Panda Pro-Am, 4130 chrome-moly, leading axle, chrome plated
HANDLEBARS: Red Line Micro Line, chrome-moly, chrome plated
GRIPS: Oakley II
STEM: Superbyke Tuf-Neck 2000
RIMS: Araya box aluminum
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PEDALS: KKT MX, chrome-moly shaft
CRANKS: 7 inch Takagi, chrome-moly, chrome plated
FRONT SPROCKET: Shimano 44T alloy, Takagi chrome plated spider
REAR SPROCKET: 16T Shimano cassette sprocket for the Freehub
SEAT: Frecca D'Oro plastic, steel rails
SEAT POST: Aluminum fluted
EXTRAS: Crossbar pad

image could best be described as low key. But that's up 'til now. From here on out things are gonna change.

You see, they recently introduced a new racing bike. The Panda Pro-Am. And it's trick.

So trick that their low key image is blown. Forever. Totally. Them boyz at the Bear Factory better get ready to build some bikes, 'cause the Pro-Am is gonna sell bunches.

So it seems only fitting that for our March issue, a month when bears traditionally come out of hibernation, we test the new Panda Pro-Am.

Yeah, sports fans, the BMXA Test Team is goin' bear huntin'.

THE BEAR FRAME

The Pro-Am frame is long and lean. It is constructed of chrome-moly and is noticeably lower in profile than any of its predecessors. The seat tube angle and long front triangle provide ample room for larger riders. When you combine this space with the new Superbyke Tuf-Neck 2000, which comes stock on the Pro-Am, there's plenty of room to strut your stuff. No two ways about it, this is a bike for big dudes.

But if you are ten years old and are a tall gangly sucker with four foot long arms, then maybe . . . just maybe . . .

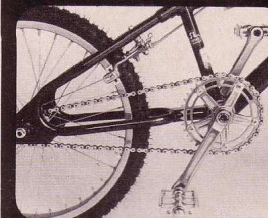
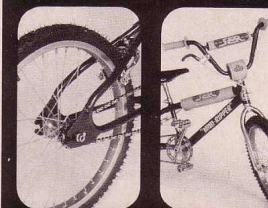
The frame geometry on the Pro-Am is kinda weird. It contradicts itself. The wheelbase is a long 37 inches and the steering head is a steep 73 degrees. We couldn't figure out if it would handle slow or fast.



PRO SERIES



(C.P.S.C. approved reflectors and chain guard included.)



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SE Racing Pro Series Bike Kits available in P.K. Ripper, Mini-Ripper, GJS, Race Inc., STR and O.M. 26" Models. For more information on the full line of SE Racing bikes, Actionwear, safety equipment and components, contact us.

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R.L., dangling his participle.

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.



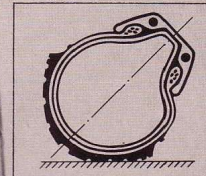
Start with the inside story. The high density nylon cords. Not steel. Not fiberglass. NYLON. It keeps the overall weight light, increases the strength of the sidewall, and decreases energy loss. Ride 'em hard ... they've been tested to take it.

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.

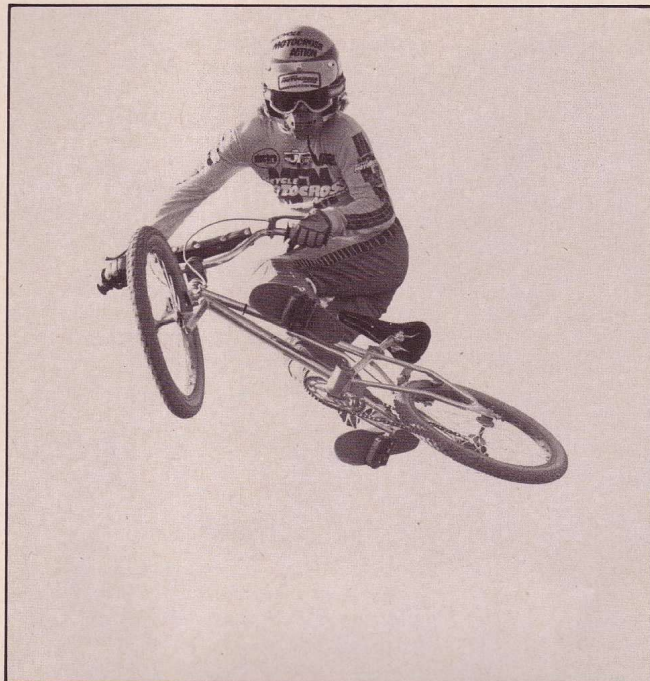
Finishing races is the first step to winning trophies. Armed with the tires that are as tough as you, you know that your track record has got to improve.

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".

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PANDA PRO-AM



The Pro-Am is a red hot momma. For larger riders it just almost doesn't have any flaws.



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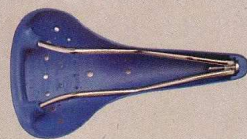
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weight, just 470 grams including the clamp. They can't bust it, even with its factory-drilled ventilation, because the Kashimax MX is molded in genuine, 100% nylon 6. And a rugged, chromed steel subframe and patented safety seatclamp keep it securely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

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

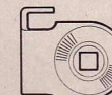
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Seat base color—molded in pure nylon 6 for optimum strength.

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like to do easier. And makes it easier for you to do more.

From little touches you'll appreciate, like the screaming decals—to big payoffs, like waiting for the riders who finished behind you—it just feels good. In the dirt or on the street.

We're not saying any CYC makes anything else you've ridden into a ho-hum two-wheeler.

But you will.

When you test ride our three race-light, tank-tough ways to thrash, bash and win, start with Stormer MX. "... If price is important," says BMXA, it's "the best. Period." Then move up. Let the tricked-out Panther and state-of-the-art Ames speak for themselves.

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PANTHER

4 CR-MO frametubes, matching TX-1200 forks. Heat-treated 1-piece cranks, CR-MO pedals, Araya alloy wheels.



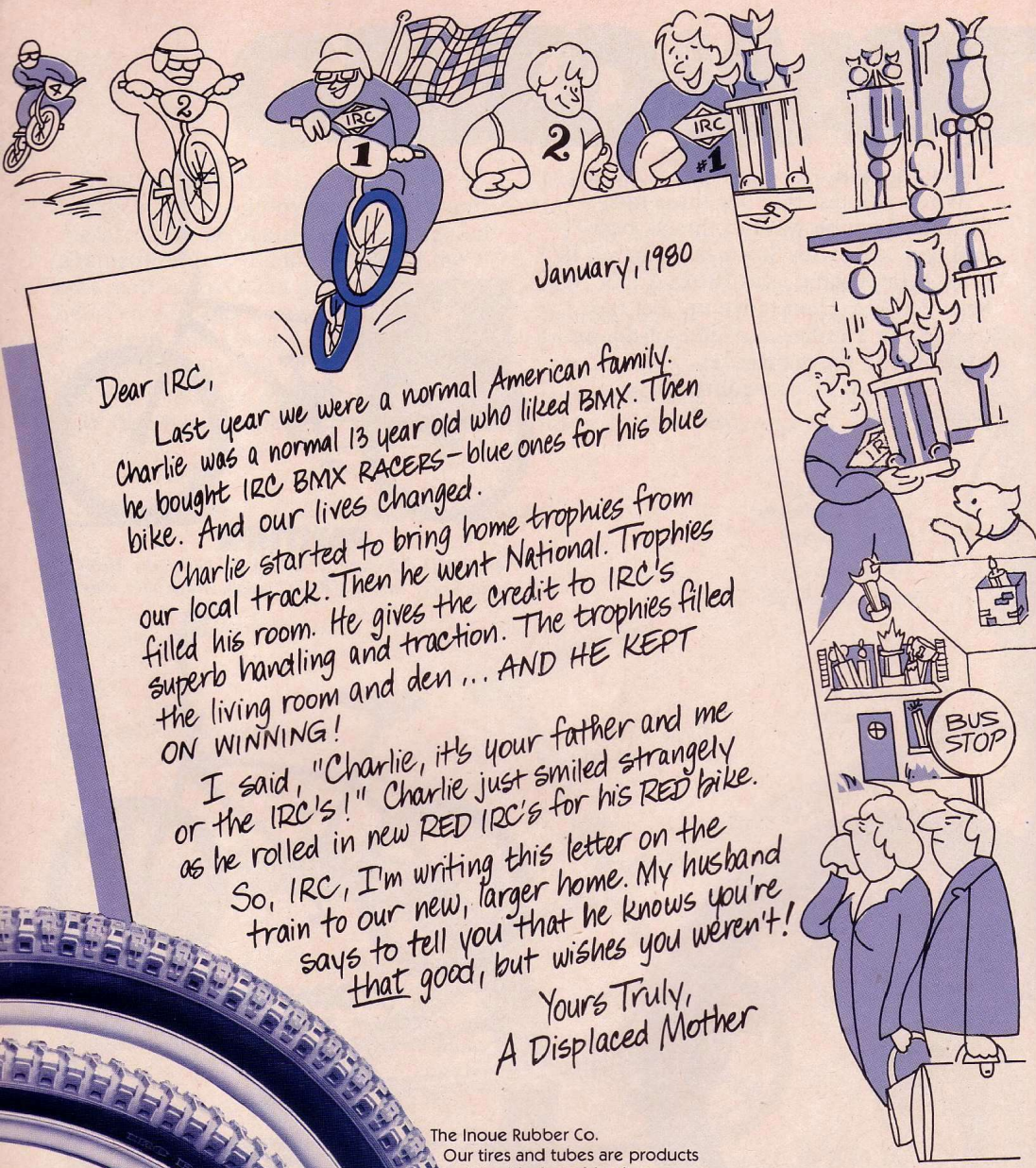
STORMER MX

Tange TX-1200 forks. BMX Knobbies. CR-MO pedals. Araya dimpled steel rims laced with .105 spokes.



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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.

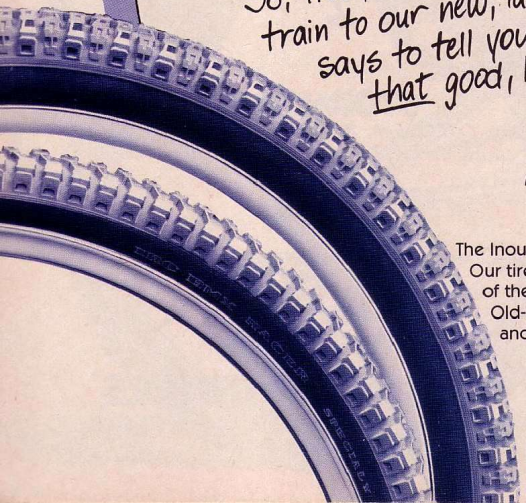
So, IRC, I'm writing this letter on the train to our new, larger home. My husband says to tell you that he knows you're that good, but wishes you weren't!

Yours Truly,
A Displaced Mother

The Inoue Rubber Co.
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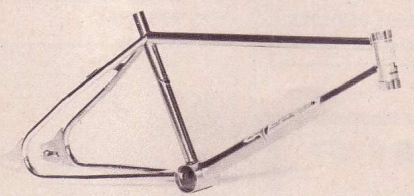
WHEN YOU'RE THAT GOOD,
AMERICA SHOULD KNOW



PANDA PRO-AM continued from page 46



R.L. gettin' down. For larger riders the Pro-Am will work magic.



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PANDA PRO-AM

The frame features a four inch machined head tube. Besides lookin' trick, the flanges at each end lend strength where it's most needed; where the headset cups seat into the tube. It's sanitary, and strong too.

The large diameter down tube gives the frame a beefy aggressive look and adds strength to the frame due to the greater surface contact where it is hell-arc welded to the head tube and bottom bracket.

THE BEAR COMPONENTS

Without going into volumes of detail, suffice it to say that the Pro-Am's list



Class materials, class welding, class components.



Ah, the grace of a ballerina.

BICYCLE MOTOCROSS ACTION



Buff doin'a Henderson.

of components reads like the WHO'S WHO of trick BMX equipment.

The only thing that wasn't there was the new Pro-Am chrome-moly tubular forks. They are in the final stages of development. So our test bike was supplied with Red Line forks . . . a worthy

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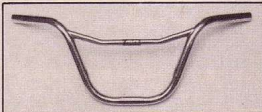


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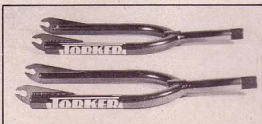
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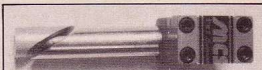
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PANDA PRO-AM



Buff doin' his stuff . . . smokin' the Panda.

substitute. In the future the Pro-Am will come with Pro-Am forks.

When you add up the weight of all the component parts, the Pro-Am is not the lightest racing bike available. But remember, this is a bike for hefty guys . . . heavies . . . the hunks . . . the burly dudes.

So a little bit of weight has been sacrificed for strength and durability.

Just a little, though.

The Pro-Am, complete with air in the tires, weighs in at 26 lbs.

Not too shabby.

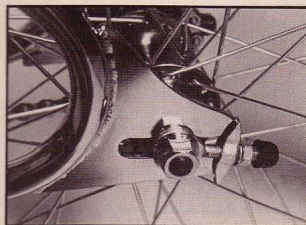
Not too flabby.

And for somewhere in the \$300 to \$350 price range, there's no need for gettin' crabby.

THE BEAR FACTS

How did it perform? How did it handle? Was it bearable or unbearable? Was it beauty or beast? Well, bear with us and we'll lay the facts on you.

From the moment the Panda's



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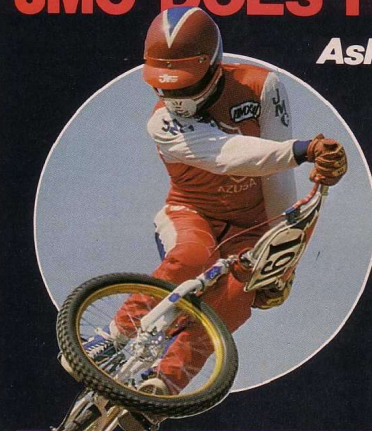
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Ask Harry Leary



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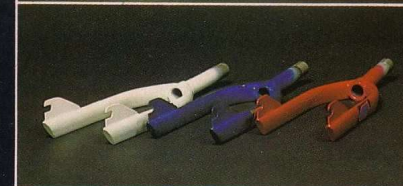
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PANDA PRO-AM



This is how Buff put a fair sized tweak in an almost untweakable Araya alloy box rim. Surprised us.



The Pro-Am has boss components throughout. Like the Superbyke Tuf-Neck 2000.

knobbies clawed into the dirt, the test guys loved it.

Except it was a little long for 14 year old medium-sized Buff. But that's tough, Buff, 'cause it was just right for 16 year old large-sized R.L. But Buff is no fluff, he could fly on the Pro-Am anyway.

It was easy to adjust to. Perfectly balanced. Cornered predictably. Stable down hills. Smooth through bumps. Jumped gracefully. And it felt fast.

Do you remember the weird frame geometry we were talking about at the front of this article? The 73 degree steering head angle and 37 inch wheelbase?

Actually it's weirder than we said 'cause the seat tube angle is a layed back 62 degrees.

This is what Panda refers to as their "Competition Geometry."

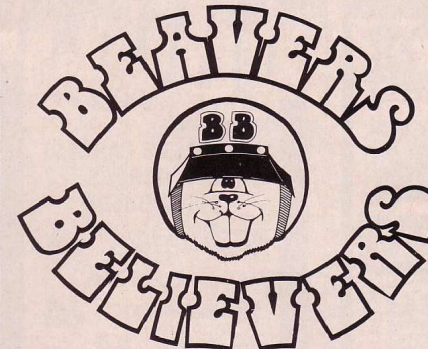
Either Panda lucked out or they really know their smoke. This thing is great. The power position on the Pro-Am is . . . well . . . powerful. It flat ACCELERATES!

No spinning.

No looping.

Just point the front wheel in the direction of your choice and put your foot to

Who are



They're the Southern California Pros and winning riders who trust the professional people at Beavers to maintain and repair their racing machines. Ask them why.

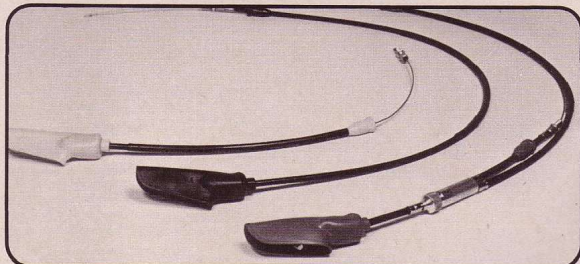
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PANDA PRO-AM

the pedal. The Pro-Am tracks like a freight train.

Through the whoops or blazin' down hills... it's smooth. Good Corona bike. The Panda's long low profile puts the power to the ground.

In the wild blue yonder there are no sudden surprises. Once you're up there



The Pro-Am head tube has machined flanges for added strength at the bearings. Quality stuff.

you could almost let go of her and fly on instruments.

Overall, the Panda Pro-Am was predictable in its handling and didn't hit us with anything unexpected. Except Buff tweaked the rear Araya box rim, which really surprised us. But bear in mind (pun intended) that Buff and the Panda got BIG air when it happened.

AND TO SUMMARIZE

The Pro-Am is a sleeper. We were surprised... amazed... at the handling and quality AND appearance. This thing has that brutal look of the full-bore racer.

EVERYTHING worked well... except the stock Dia-Compe brake shoes. No biggie.

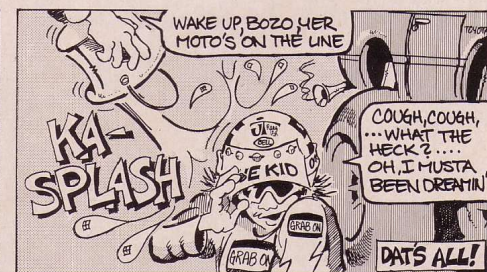
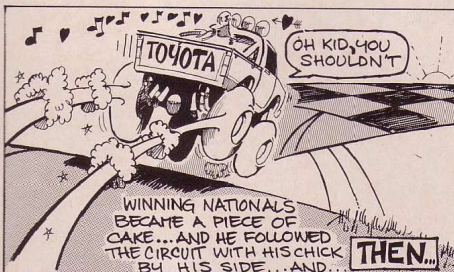
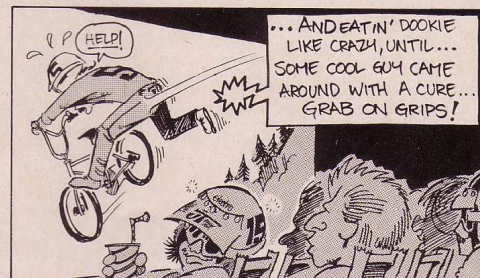
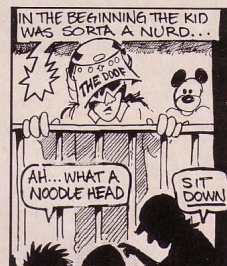
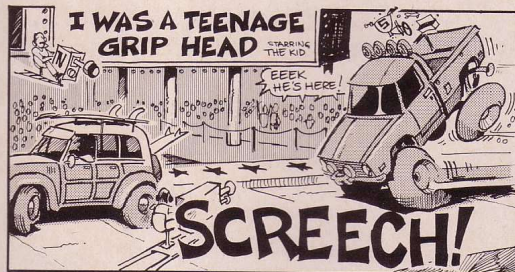
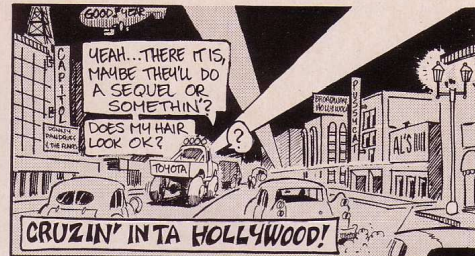
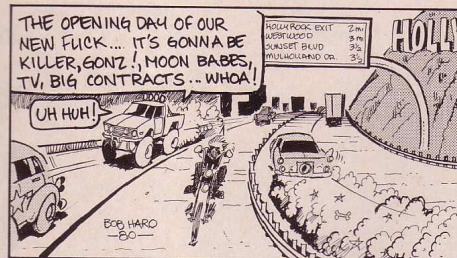
After the thrash-and-bash-and-hook-it-on testing, during the test guys' expression session, R.L. summed it up; "It's the ultimate race bike for a big guy."

Enough said. Unless you're a tall gangly sucker, about ten years old, with four foot long arms, then maybe... just maybe... *

BICYCLE MOTOCROSS ACTION

EPISODES OF

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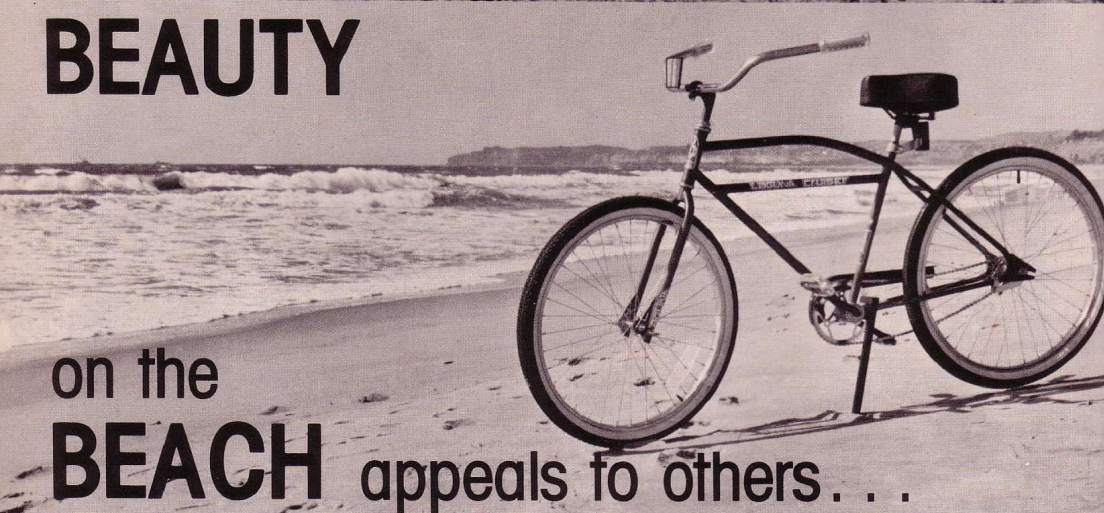


while **KING** of the **HILL**



appeals to some, or

BEAUTY



on the **BEACH** appeals to others...

whichever you prefer, get the most for your money! We, at Laguna, feel that we can't compromise on the quality we provide, and neither should you. If you want the absolute best in component parts... look to Laguna. The way we build them—on our BMX models, on any given day, you could be King of the Hill... and nobody questions the fact that Laguna Cruisers are eyecatchers wherever they are. Stop by your dealer and ask for Laguna, or call us... we'll refer you to the dealer nearest you.



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NEW
from
PRO-TEC

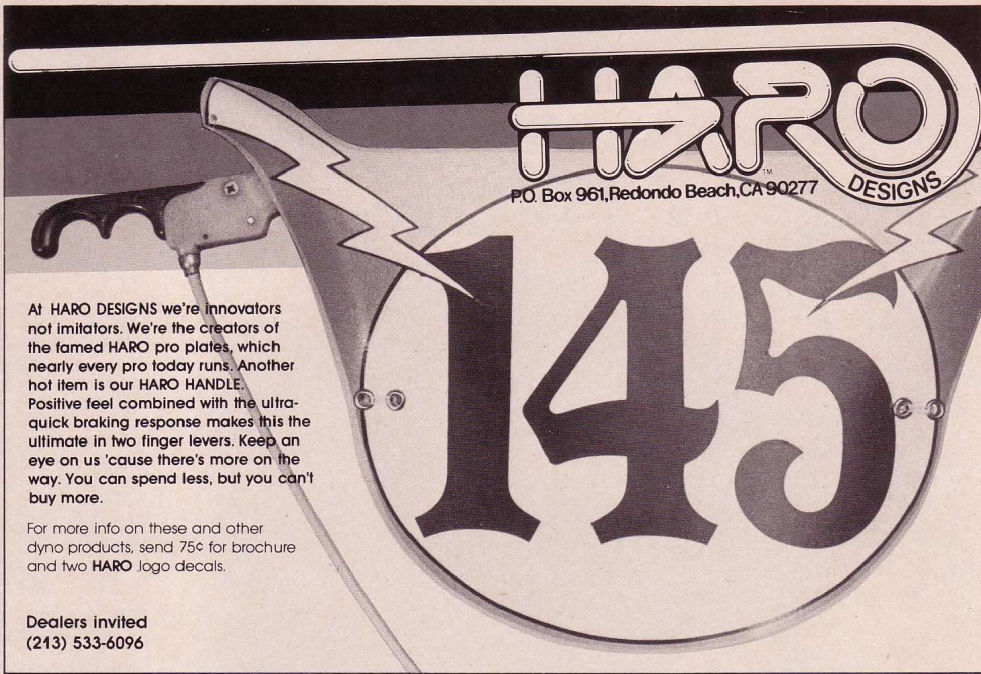


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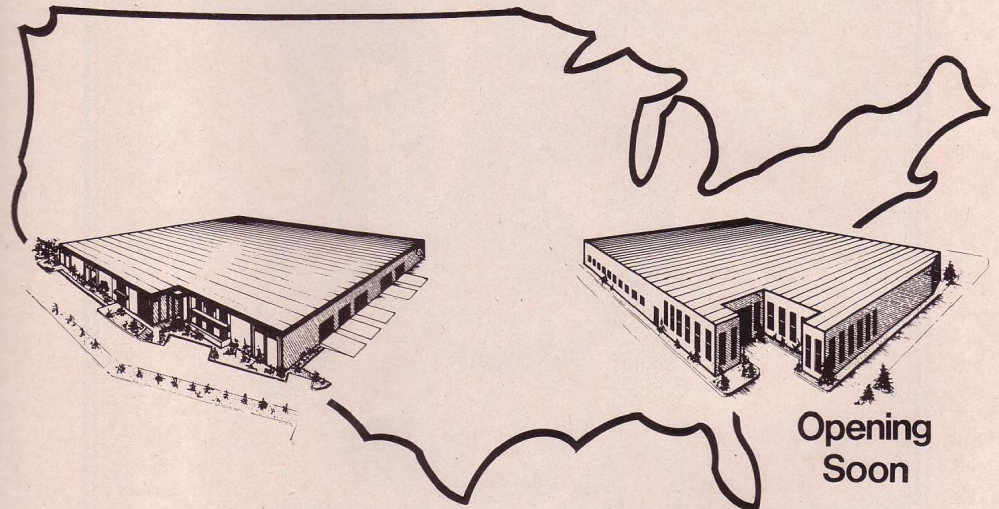
At HARO DESIGNS we're innovators not imitators. We're the creators of the famed HARO pro plates, which nearly every pro today runs. Another hot item is our HARO HANDLE. Positive feel combined with the ultra-quick braking response makes this the ultimate in two finger levers. Keep an eye on us 'cause there's more on the way. You can spend less, but you can't buy more.

For more info on these and other dyno products, send 75¢ for brochure and two HARO logo decals.

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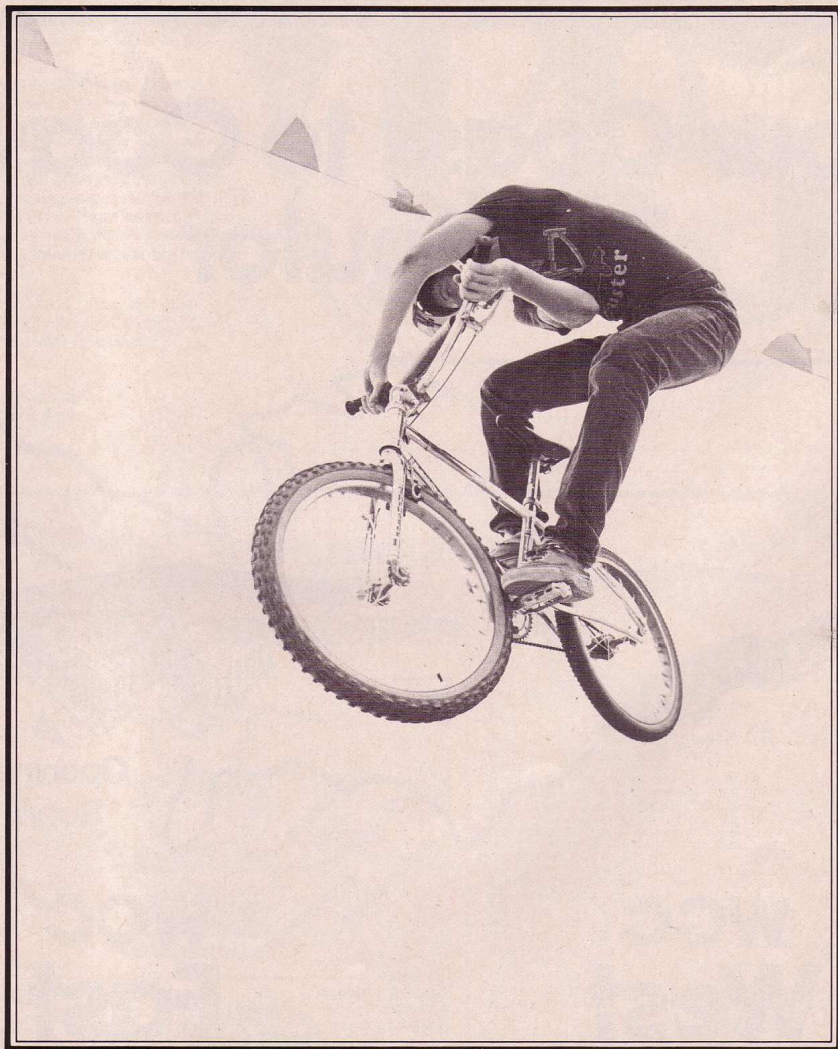
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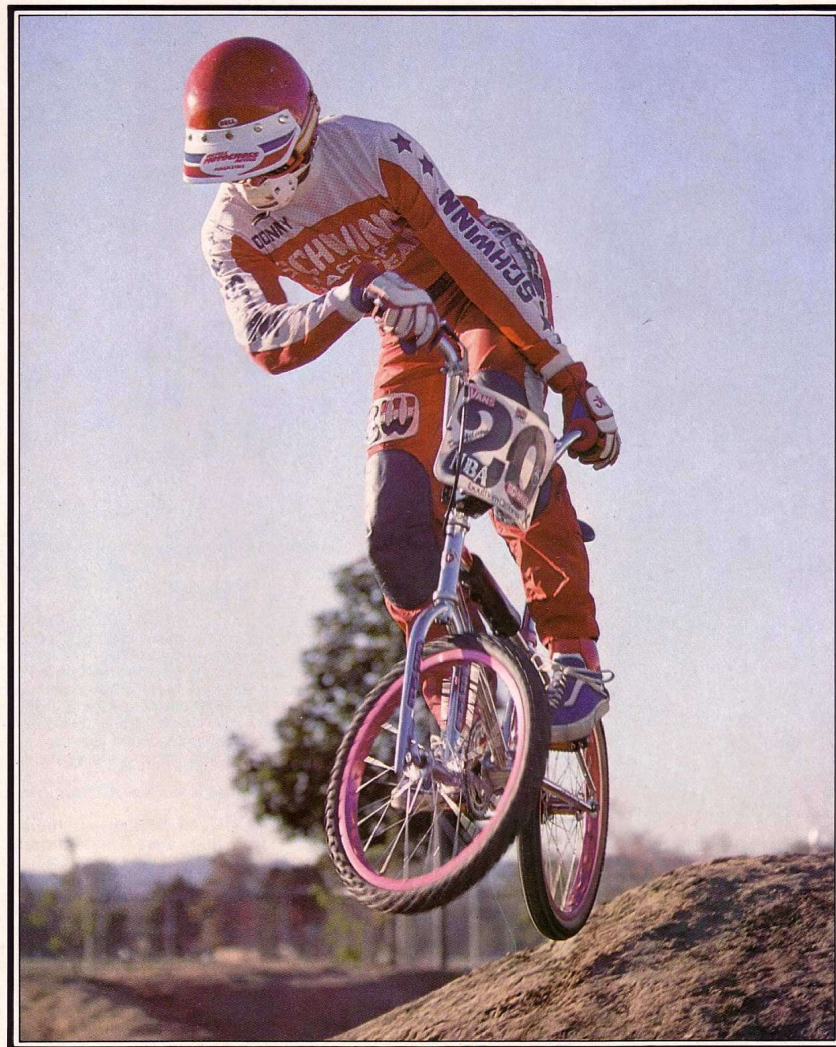
All items in this advertisement are manufactured for **WORLDWIDE BMX and COAST WHEELS**. ALL PRICES ARE RETAIL.

HOT SHOTS



Timmy Judge . . . critical stylin' at a back-east skatepark.

HOT SHOTS



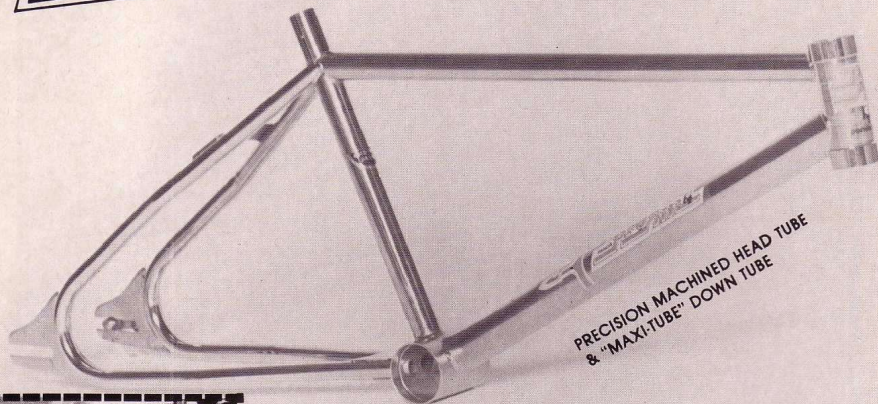
Donny Atherton . . . a joy and a blessing to behold.

TRICK
STUFF

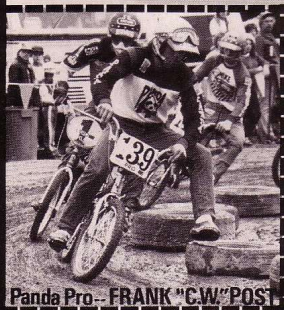
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bikes.....

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PRECISION MACHINED HEAD TUBE
& "MAXI-TUBE" DOWN TUBE



Panda Pro--FRANK "C.W." POST

THE PRO-AM 4130
CHROME-MOLY FORK

Light weight with tapered design for strength. Chrome-plated. The perfect compliment to the Pro-Am frame ... Trick Stuff!



*Check These Features

- **WELDING:** Heliarc tungsten inert gas welding process. Strong and beautiful.
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- **PRECISION MACHINED:** Head tube & hanger machined. Joints machined for precise tubing fit. Pre-drilled brake bar.
- **JIG FITTED & WELDED:** To insure precise alignment.
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- **BALANCED:** The Pro-Am retains the famed Panda "Competition Geometry" for precise balance & control, but now in a new lower profile. Great for small and large riders.
- **LIGHTWEIGHT:** The Pro-Am incorporates a fine balance between the ultra-light weight and the proper amount of material necessary for a really tough durable, precision frame.
- **NICKEL PLATED:** Beautiful high-luster & long lasting nickel plating.
- **QUALITY CONTROL:** Each Pro-Am frame is thoroughly inspected to make sure you have the finest frame available.

PANDA **ProAm**

DISTRIBUTOR/MANUFACTURER



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Talk about a tough life!

Carlisle's Aggressor Series takes Motocross bicycles anywhere they want to go!

This tough AGGRESSOR trio is built especially for Motocross bicycles but matches Carlisle's famous Motocross motorcycle tires in rugged endurance and fantastic life. The AGGRESSOR MX, Carlisle's original entry, even has a similar

super-studded tread and AGGRESSOR 200 and 300 both have new wrap-around patterns to give sidewalls more grip on the curves. All three are extra heavy-duty with the kind of heavy cord carcasses a long, hard life demands!

NAME	SIZE	MAXIMUM INFLATION	RIM TYPE
CARLISLE AGGRESSOR MX	20 x 2.125	40 PSI	American Balloon, HB 9, Schwinn S-2
CARLISLE AGGRESSOR MX 200	20 x 2.125*	40 PSI	American Balloon, HB 9, Schwinn S-2
	20 x 1.75	50 PSI	American 1.75, HB 5
	20 x 1-3/4	50 PSI	British F., SS 8, Schwinn S.7
CARLISLE AGGRESSOR MX 300	20 x 2.125	40 PSI	American Balloon, HB 9, Schwinn S-2
	20 x 1.75	50 PSI	American 1.75, HB 5
	20 x 1-3/4	50 PSI	British F., SS 8, Schwinn S.7

* Also available in Gum Wall style.



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CARLISLE



BMXA PROJECT MINI RACER

IS THIS A SHORT JOKE?

19 POUNDS OF PURE DYNAMITE AT ABOUT 27 DOLLARS PER POUND

When you're out at a big race, and you want to check out some REALLY trick motocross bicycles, don't wait for the Pro's to come up to the line... take a look at the 6 to 9 year old classes. These little buggers are running some works scoots that will make your brains fall out.

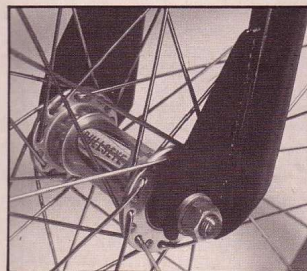
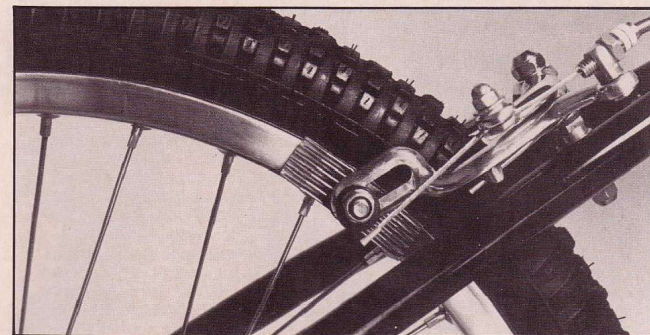
These are the classes where trickery and technology produce max results. The little dudes are small enough and light enough that a few pounds shaved off their bike, or bearings that are dialed-in to absolute perfection, or spot-on crank length and tuned gearing will produce spectacular results.

These are also the classes where the European mechanics go totally bananas in tricking out their kids' bikes.

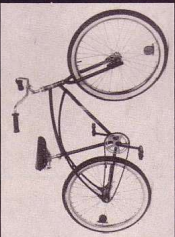
Despite the fact that full-bore racing machines for these little turkeys are a gross mega-bucks proposition, everybody just loves buildin' them. Bikes for the big guys have to be dependable and strong because of all the weight they must support. But with the little guys you can go hog wild (almost) and still maintain a safe margin of strength.

So what we have done is build a state-of-the-art tricked out midget's racer that may give the European mechanics out there some new ideas to try on their own kid's bike.

Originally we were going to build this bike for that racin' fool, our own resident midget, Robert Emrich, who is 8 years old. But the little bugger already has a



STREET NEAT



Available in black, yellow, candy blue, candy red, and chrome.

BASSETT RACING INTRODUCES THE ALL NEW

SUN CRUISER FRAME

These race-tested frames will form the heart of a really hot street cruiser. Aside from being fun to ride, cruisers are practical (that appeals to mom and dad). They're comfortable, durable and require very little maintenance. GET CRUISIN' WITH BASSETT!

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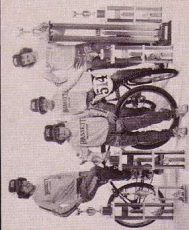
City _____

State _____

Offer expires March 30, 1980

Zip _____

TRACK TOUGH



Bassett Works Riders

RACER

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
Sun Tour 16T 3/32 freewheel
Regina Record "S"
Reedy aluminum sealed-bearing pedals, filed gold anodized cages, polished centers, internal seals removed, lubed with Energonics Gold
Competition II black skinwalls

OFFICIAL ENTRY BLANK BICYCLE MOTOCROSS ACTION PROJECT MINI-RACER DRAWING

NAME _____
AGE _____ DATE OF BIRTH _____
ADDRESS _____
TELEPHONE NUMBER _____
CITY _____
STATE _____ ZIP _____

If you are a current registered member of the ABA, NBA, or NBL answer the questions in this box.

SANCTIONING ORGANIZATION: ABA NBA NBL
AGE CLASS _____
1980 RACING NUMBER _____
 NOVICE EXPERT

If you are NOT a current registered member of the ABA, NBA, or NBL have one of your parents read this and sign below. PARENTS NOTE: We are trying to keep this contest for little guys and girls only. To be fair, we are going to have a huge contest next month that everyone can enter.

I CERTIFY THAT THE AGE AND DATE OF BIRTH OF THE PERSON ENTERING THIS CONTEST IS CORRECT AS WRITTEN ON THIS ENTRY BLANK.

SIGNED _____ DATE _____

BICYCLE MOTOCROSS ACTION

couple race bikes, a practice bike, and a couple thrashers.

Had we built it for Little Robert, we would have ran sew-up tires. But we didn't build it for Emrich.

CONTEST

What we're gonna do is give the BMXA Project Mini-Racer away in a contest . . . to a mini-rider, of course. And because we weren't exactly sure who would win it, we decided on 20X1.75 tires.

Next month we're going to have a mind boggling contest that EVERYBODY can enter. But this BMXA Project Mini-Racer is for 9 and unders only.

If you read the following rules you'll see how we're going to try to accomplish this. We'd appreciate it if everybody would help us out to see that the Project Mini-Racer goes to a little guy or girl.



CONTEST RULES

1. You must use the official BMXA cut-out entry blank printed in this magazine.
2. You must be 9 years old or under to win the bike.
3. If you are not a current registered member of the ABA, NBA, or NBL you must have your age verified by one of your parents. Don't try to whiz us on this one 'cause we can tell from the handwriting if a kid signed it. We will also verify age by telephone just in case some kid has good handwriting. (We think of everything!)
4. Entries must be post-marked no later than March 31, 1980.
5. The drawing will be held at the BMXA offices in Torrance, California on April 8, 1980.
6. The winner will be announced in a subsequent issue of BMXA. ★

MARCH 1980

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*

THE STRENGTH AND SAFETY OF STEEL.

Check it out, test ride one today.



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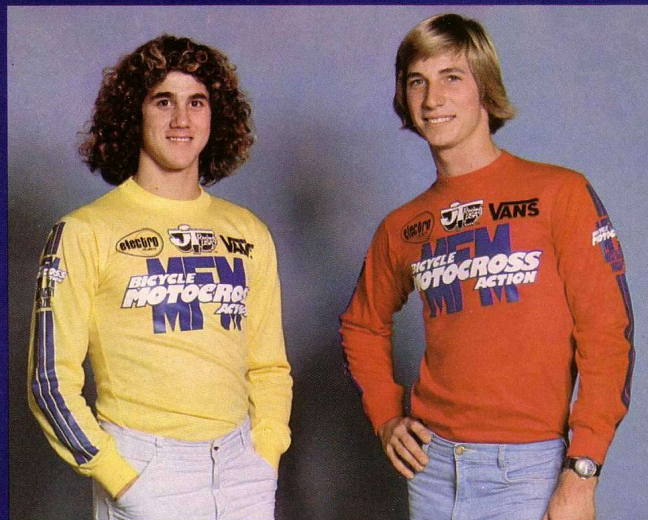
Phil



When your BMX hubs are autographed by Phil, you know you're riding on the finest: rugged, precision-sealed Phil Wood hubs are maintenance-free and guaranteed forever! If you can't find 'em in your area, write or phone Phil today.

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WE CAN'T MAKE YOU GO ANY FASTER... BUT YOU'LL LOOK SO GOOD WHO CARES?



TEAM REPLICA RACING JERSEY • \$13.95
 • red or yellow • 100% cotton • cool, comfortable • youth sizes: S,M,L • adult sizes: S,M,L



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 • block numbers
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NO EXCHANGES ON PERSONALIZED JERSEYS



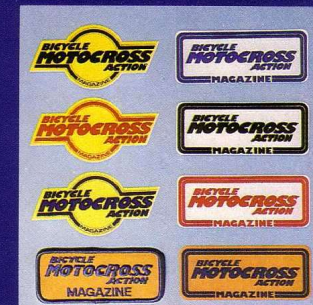
12" FRAME PAD • \$3.95 - 9" CROSSBAR PAD • \$2.95 - DOUBLE CLAMP STEM PAD • \$2.95 - SET OF 3 PADS • \$8.95
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 • foam padded front
 • one size fits all



COLOR T-SHIRTS • \$6.95 EACH
 • red or yellow • top quality 100% cotton • youth sizes: S,M,L • adult sizes: S,M,L
ORIGINAL WHITE T-SHIRT • \$5.95
 • heat transfer on front and back • top quality 100% cotton • youth sizes: S,M,L • adult sizes: S,M,L



CIRCLE STICKER • 50¢ EACH • 3 PER \$1.00
 • choice of black, red, or blue on yellow background
 • 2-1/4 x 4-3/4 inches
LOGO PATCH • \$1.25 EACH
 • gold and blue • 2 x 4-3/4 inches
VISOR STICKERS • 50¢ EACH • 3 PER \$1.00
 • choice of blue, black, or red on white background
 • 2 x 5 inches
STICKER PATCH • \$1.25 EACH
 • gold and blue • 2 x 5 inches • lasts through 5 washings or sew on



BMX A FACTORY VISORS WITH LOGO
 • 3 SNAP \$3.50 • 5 SNAP \$3.95 • choice of red, blue, white, black, or yellow



HARO FACTORY PLATES • \$9.95
 • includes 4 ties and mounting instructions
 • BMX A team colors: blue and yellow
HARO WERKS NUMBERS • 50¢ EACH
 • numbers 0 through 9 • self adhesive • 6 inches tall
 • black vinyl

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PLEASE ALLOW 2 TO 4 WEEKS FOR DELIVERY • NOW AVAILABLE AT YOUR LOCAL BIKE SHOP		TOTAL ENCLOSED

TRICK RIDING

AN EASY ONE FOR THE NOVICE TRICKSTERS AND A COUPLE HARD ONES FOR THE OLD SALTS

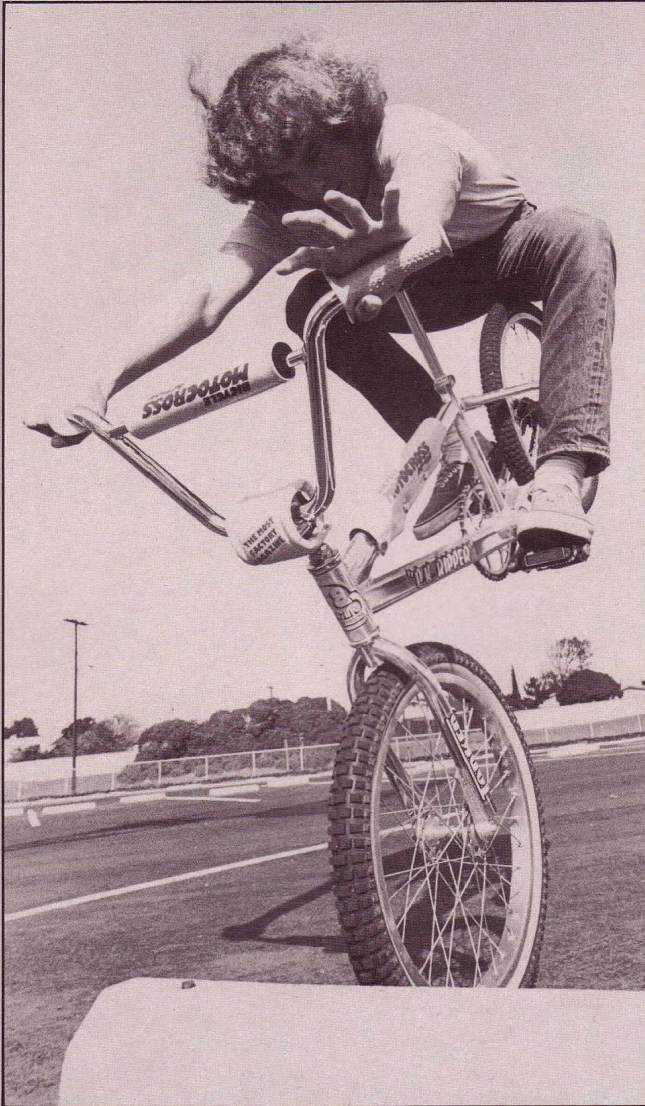
Seems as though trick riding is really starting to catch hold. Some of the racers are finding that it develops coordination, concentration, control, and strength. Street riders prefer the inner challenge of trick riding to the competitive challenge of motocross racing. The vacant-lot thrashers, who are sometimes the wildest guys in the sport, are finding that trick riding is a heavy-metal addition to their arsenal of things to do in the dirt. And the cruiser types are learning that you can do it on a cruiser too.

So, with this in mind, we're going to go back to one of the basics, the humble Curb-Endo, and see if we can up-date it and up-grade it to keep pace with the expanding popularity of trick riding.

The basic Curb-Endo is a good way to get started if you are a novice trickster. And the variations should challenge those with a black belt in trick riding.

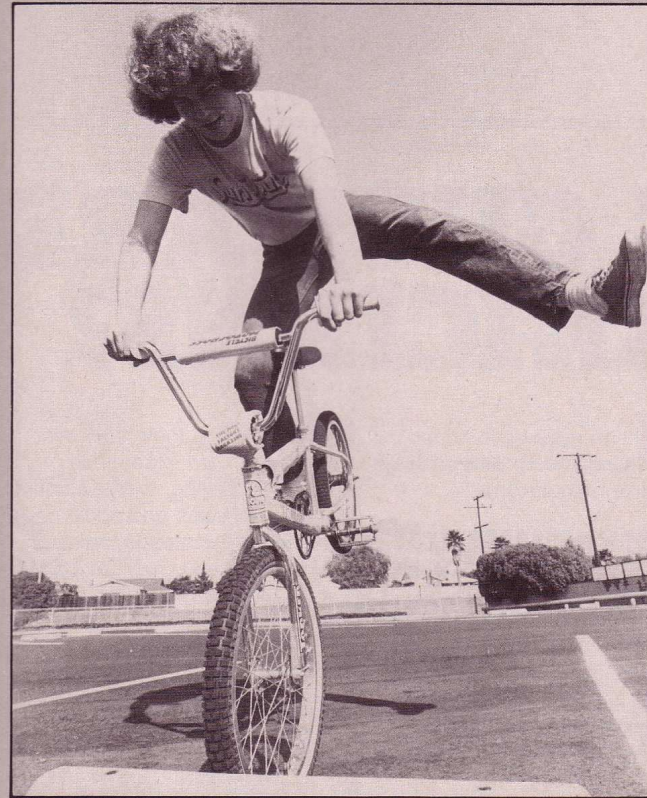
If you're an old hand at Curb-Endos you may want to dispense with the use of safety gear because it is a fairly easy trick. Okay, that's cool. But if you're just learning, for the sake of your bod, wear a helmet and elbow pads at least.

REMEMBER: Helmets for beginners. ★



THE ORDINARY, NORMAL CURB-ENDO: Approach the curb slowly, sitting down, with your cranks horizontal. Picture in your mind what you want to happen. When you get to within a few inches of the curb, stand up and shift your weight well back over the rear tire. Carefully set your front tire against the curb, then throw your weight forward, push your bars forward and down, and bend your knees to let the bike come up under you. To exit the Curb-Endo with pomp and ceremony you should do some kind of Roll-Back.

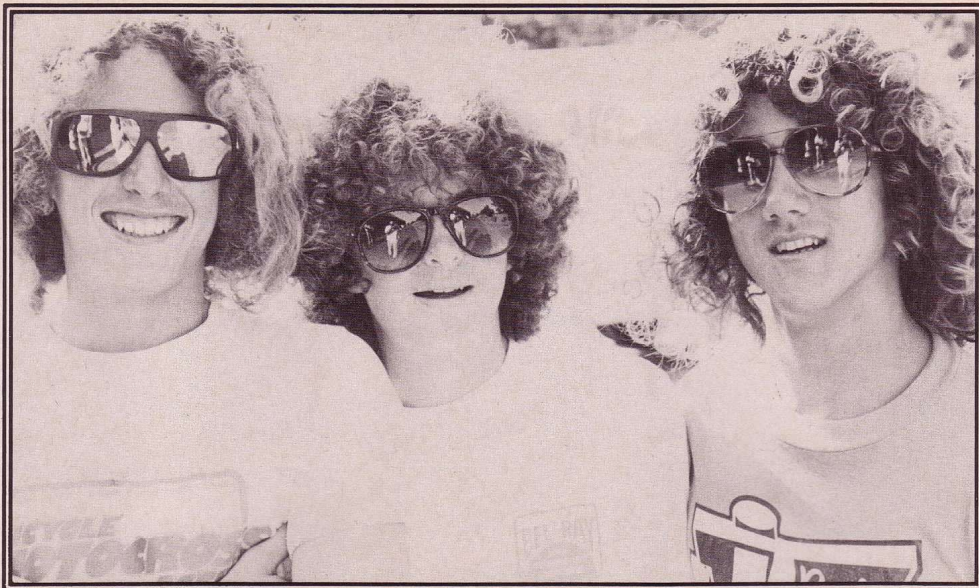
CURB-ENDO VARIATIONS



THE ONE-FOOTER CURB-ENDO: Approach the curb just as in the normal Curb-Endo except you should be just lightly riding your coaster brake (you cannot do this with a freewheel . . . it's a no gonna work). Do the same business where you shift your weight back then un-weight and lift the rear end of the bike. Somewhere in here you stand on the pedal that is riding against the brake, shift your weight to the side a bit, and stick your foot out as far as it will go. To get back down, just reverse the procedure.



THE ONE-HANDER CURB-ENDO: This one gets a little hairy. You do everything like in the One-Footer except don't kick the bike up quite so high because when you put your foot on the crossbar it will push the bars down more than with either of the previous variations. Anyway, when your foot is where it's supposed to be, stick your hand up in the air. In case you're curious, the guy in the pictures is R.L.



R.L., Buff, and Haro.

THESE GUYS ARE TECHNICIANS?

Sure, they look like your standard scraggly teen-ager. But looks can be deceiving.

These guys have ridden virtually every kind of BMX bike manufactured.

Collectively, they have over fifteen years experience racing, testing, and evaluating BMX bicycles and equipment. They know more about the handling and "feel" of a BMX bicycle than probably anybody else in the world.

So, are these guys technicians? You can bet your buns they are! And they tell it like it is in . . .



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INDEX OF ADVERTISERS

ABA	52	KAR-CITY	17
ACS	31	KASHIMAX	46, 47
ADVANCED TRICKERY	79	KOOL STOP	53
ALAN COHAN CO.	23	KUSUKI	37
BARON'S BIKE SHOP	77	KUWAHARA	7
BASSETT RACING	70	LAGUNA DISTRIBUTORS	60
BAUER CYCLE SUPPLY INC.	58	LUJA	26
BEAVERS BIKE SHOP	57	MESINGER MANUFACTURING	56, 71
BIKECOLOGY	57	M & M APPAREL	10
BIKEFACTORY	77	NAGAOKA	35
BILL WALTERS LEATHERS	16	NEOTECH INTERNATIONAL CORP.	6, 59
BMX PRODUCTS	8, 9	OAKLEY	27
BYRON'S	52	PANDA BIKE CO.	51, 66
CARLISLE TIRE	67	PHIL WOOD	71
CDI	54	PRO-TEC, INC.	61
CHAIN BIKE/ROSS	25	RACE, INC.	13
COMPETITION II	45	RED LINE ENGINEERING	15
CYC	18, 19, 48, 49	RRS	6
DG PERFORMANCE	58	SCHWINN BICYCLE CO.	80
DURHAM BICYCLES	24	SCOTT/MATHAUSER	77
EVERYTHING BICYCLES	11	SEKAI BICYCLE CO.	30
GJS	77	SE RACING	43
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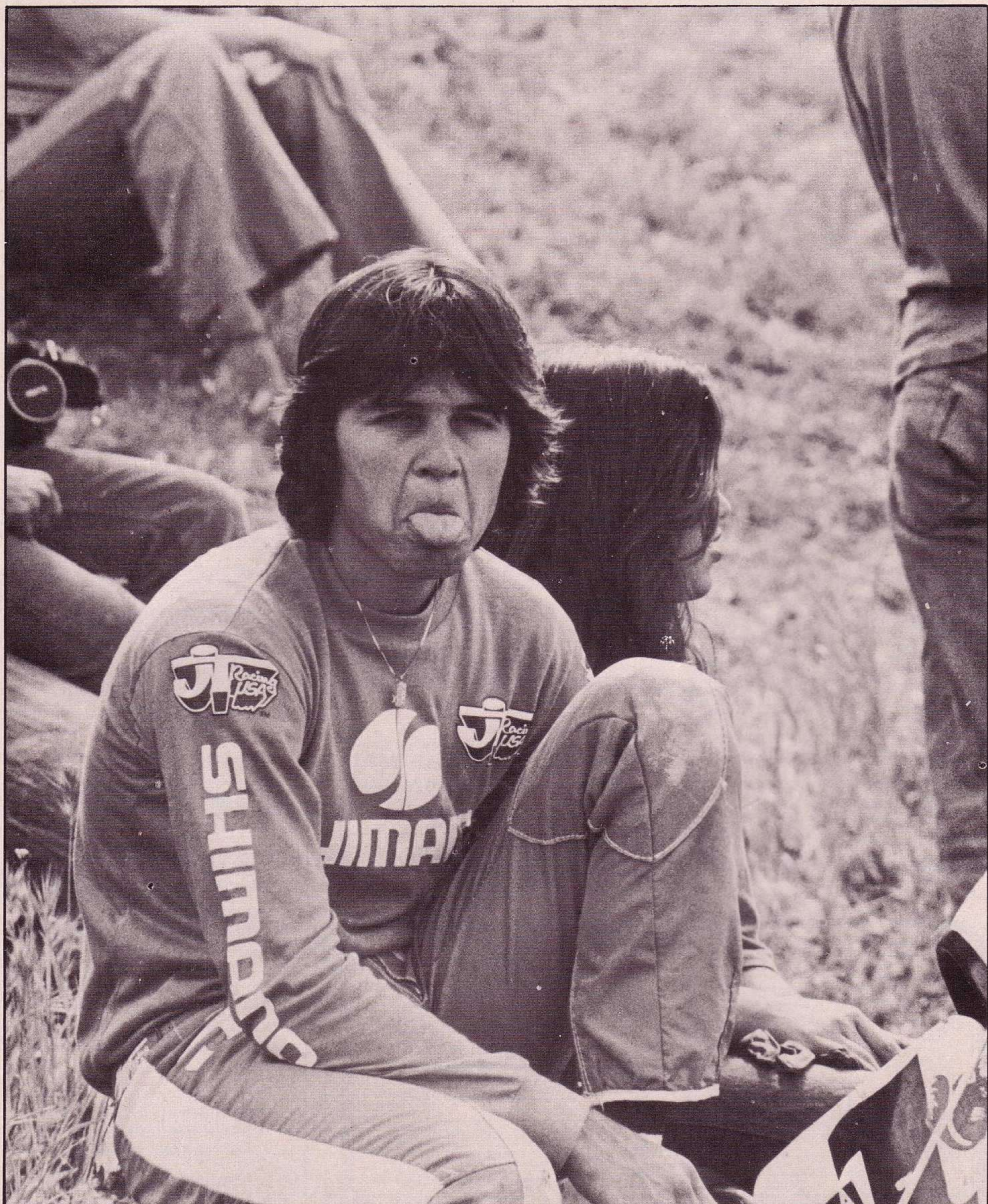
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FOR THOSE WHO ALREADY KNOW US,
thanks for your business and
cooperation. We have
expanded and now
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Hey, check out the RAD ad above. ↷

Yeah, I did, so what?

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

Heard what?

Heard about Advanced Trickery.

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

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

Yeah, but you live in Illinois where they are.

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

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

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

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

You mean Advanced Trickery?

Yeah, it's kinda long.

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

Well what trick parts do they sell?

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

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

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

WOW! How can I find out about it?

Just call up Advanced Trickery and ask.

What's the number?

It's in the RAD ad above. ↷

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