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PUBLICATION

# BMX ACTION™

DECEMBER 1982  
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**RACING: NBL GRAND NATIONAL**  
**TRICK TEAM SUMMER TOUR**

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# BMX ACTION

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VOLUME SEVEN  
NUMBER TWELVE

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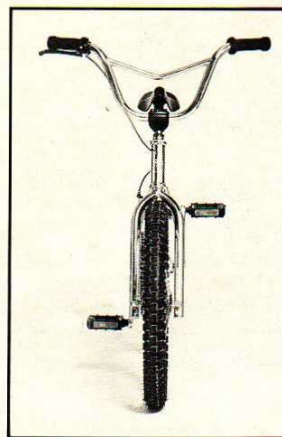
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# Predator.<sup>™</sup> An arsenal of chrome- moly BMX machines.

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Cr+Mo+Mag	Mag wheels/coaster brake	\$189.95*
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\*Suggested dealer price. Prices may vary in some areas. Every Predator comes fully assembled and is covered by a free 30-day tune-up and a No-Time-Limit Warranty: Schwinn will replace or repair any defective part. No time limit. No charge—except for dealer labor after 30 days or after a year in case of defective frame. Ask your Schwinn dealer for details.

steel. This allows for thinner walls in the tubing and a significant weight savings.

And it stands to reason that the less weight you have to move, the more energy you can translate into blazing speed and cat-like agility.

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All too often, the parts that get bolted onto a BMX machine are decided by "bean-counting" accountants instead of BMX experts.

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Our components are hand-picked and precisely matched to the function of each Predator. That's why you see superb components from the likes of Dia-Compe, Sugino and Araya, to name a few.

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Even if you're only halfway serious about BMX, you owe it to yourself to visit a Schwinn dealer and experience the Predator arsenal firsthand.

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Bicycles shown, Predator Team + Alloy, Cr+Mo+Free and Team+24, are race-ready. All Schwinn Bicycles meet U.S. Consumer Product Safety Commission Regulations.



PROJECT: BMX PREDATOR SERIES  
ANALYSIS: 4130 CR+MO MAINFRAMES  
COMPONENT VARIABLES: PRECISION ALLOY/STEEL  
FUNCTION MODES: COMPETITIVE TRACK+OFF-ROAD  
+URBAN STREET RACE LEVELS  
INPUT SCAN: CRITICAL STRESS FACTORS  
END

PREDATOR<sup>™</sup> BY SCHWINN<sup>®</sup>

## Part of the arsenal is better than none.

If you're not ready to buy a completely-armed Predator, consider retro-fitting your present machine with our Predator components.

Each is designed for out and out technical superiority.

Each is engineered for exceptional durability and strength before it's crafted to exacting tolerances.

And each is ready and waiting at your Schwinn dealer.

### A. & C. The Predator Brakeset.

Once you squeeze the finger-tip lever, you'll feel the incredible stopping power of these chrome-alloy side-pulls.

The cable is shielded by a stainless steel flex-housing that won't rust. This eliminates the friction commonly caused by rust particles inside the housing.

The lever is specially-designed to stand up to excessive grip forces, holding its adjustment better than any other lever on the market.

### B. The Predator Chain.

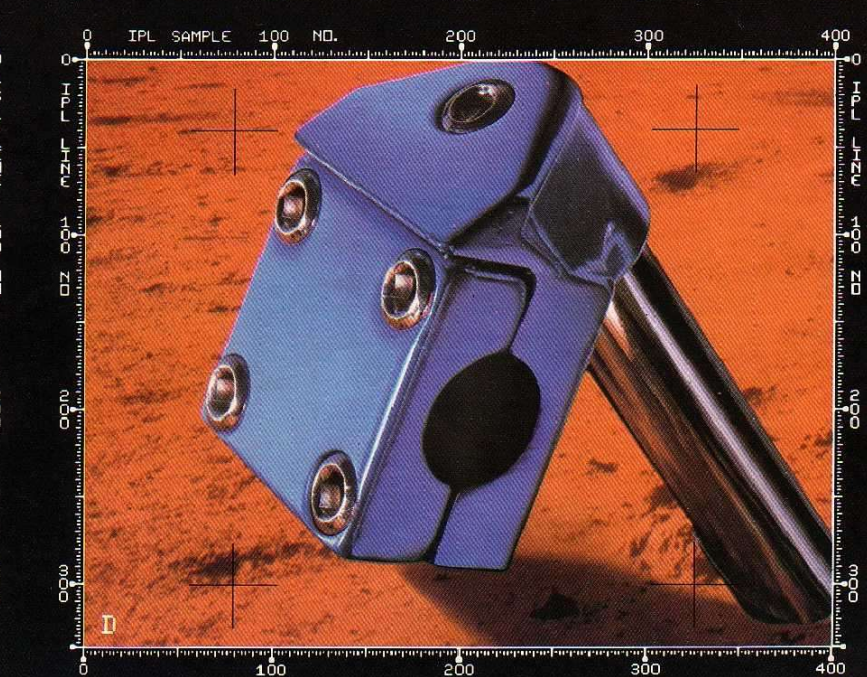
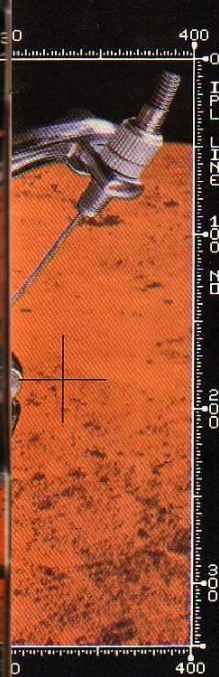
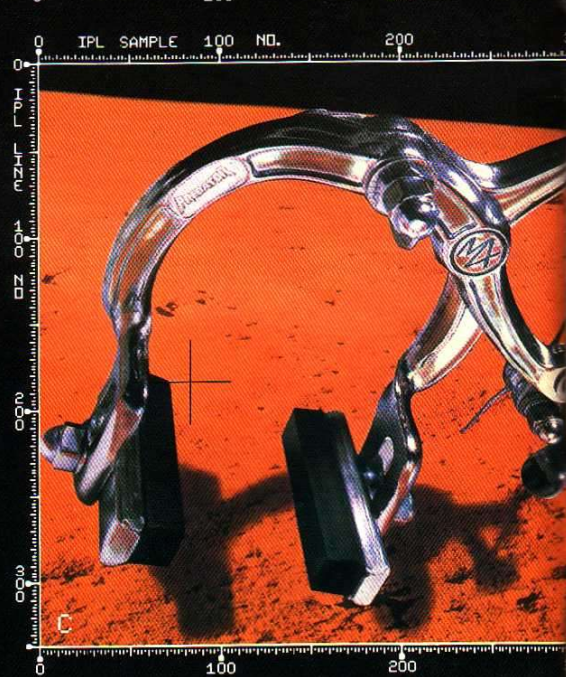
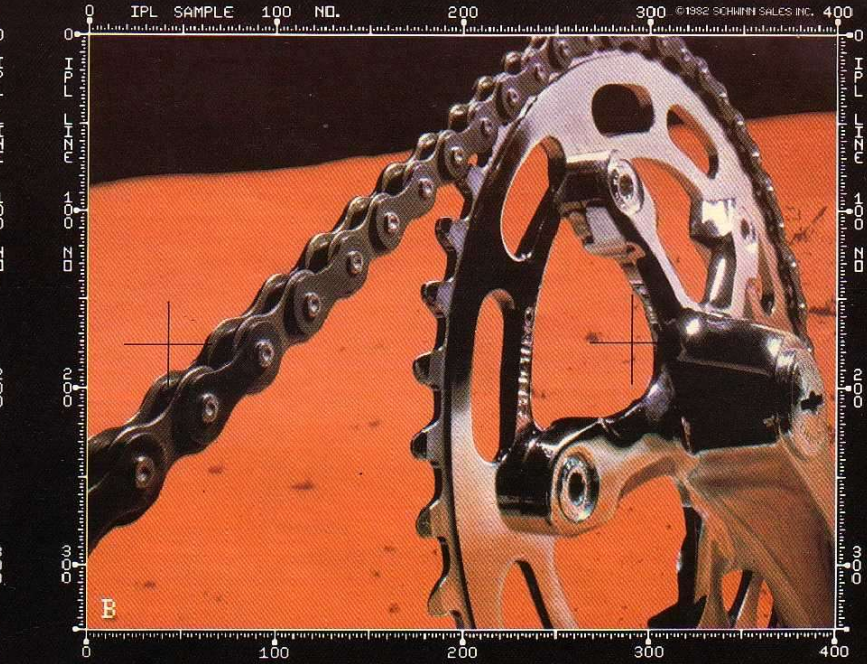
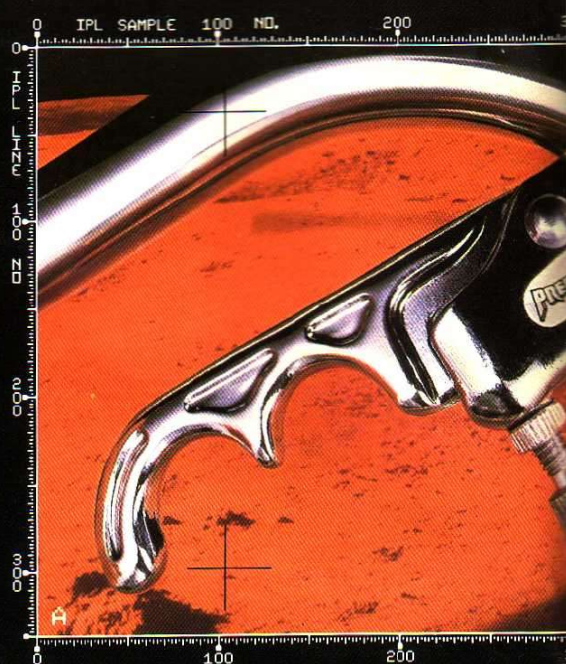
Heat-treated alloy steel links make this remarkable BMX chain the very strongest money can buy.

Its beveled outer links transmit power smoothly and efficiently between the cranks and the rear sprockets.

### D. The Predator Stem.

This chrome-moly, forged-alloy, four-bolt "stem" is designed to withstand even the most brutal twisting, yanking and "torqueing."

Its unique low-profile block brings the handlebars closer to the rider for more precise control.



PREDATOR™ BY SCHWINN®



# DEAR WIZ

BY MIGHTY BMXA'S READERS AND BOB OSBORN

Because you're talkin' MEGA-BUCKS here, Shawn. A titanium frame would probably go for somewhere around \$1000. JUST the frame. - Oz

## MEGAJUMP

Dear Wiz,  
Here is a photo of my seven car

world record jump in Denver, Colorado, on June 27, breaking my previous record of six cars in Cleveland, Ohio, on April 25, breaking Jim Pratt's record of five cars.

I would enjoy seeing this photo in your magazine.

More info: age — 19; bike —  
*continued on page 82*

Address your Dear Wiz letters to:  
BMXA-Dear Wiz  
Box 5277  
Torrance, CA 90510

## MEGAMETAL

Dear Wiz,  
Since titanium is such a hot metal, very strong and very light, why doesn't somebody manufacture titanium frames, forks, and other BMX parts?

Shawn Calhoo  
Cypress, California



# TAKE THE PAIN OUT OF WINTER



Jake Burton Carpenter

Photo Carson

Winter has no mercy. Biking and skating wipeouts on frozen concrete skin your knees and elbows to the bone. Cold water surfing leaves your face looking like a cherry popsicle. And skiing stings you in the tender zone, your wallet.

If you suffer from one of these ailments, here's your prescription. Take one Burton Backhill Snowboard and a pair of winter shoes. Then rush to the nearest snowy hill, mountain, or ski area (where permitted) and ride until fully recovered. Once you've experienced the sensation and simplicity of surfing in snow you'll agree that winter does not have to be that painful after all.

For a free Snowboarding information package, including color mini-poster, mail-order catalogue, and dealer locations, please call or write us. We will send your kit out immediately.

*Qualified Dealer Inquiries Invited.*

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When you're out there burning up the track there's no such thing as good enough. Everything has to be dialed in perfect. Check out these SUZUE BMX hubs, 'cause that's exactly what they are.

The shells are lightweight alloy, forged in a one piece design for strength, and beautifully machined for a clean sharp look. Inside you get precision ground Cro-Mo axles and races for retainer bearings. Or get them with high performance, permanently lubricated sealed bearings. SUZUE hubs are

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Price \$100, Length 52", Width 11.75", Weight 7 lbs., handmade in the Green Mountains of Vermont. Individually signed by shaper. All hardwood core (imported veneers) coated with high density polyurethane. Swallowtail with full slalom cut and twin aluminum fins. Guaranteed for one full year. This Snowboard may be adjusted to fit right or left foot forward riders.

The Burton Backhill Snowboard is the leading Snowboard in the world. Best known for its three National Snowboard titles and its high performance in any snow condition from bottomless powder to eastern hardpack. If there is no dealer in your area 3 day factory delivery is available nationwide. VISA and MasterCard accepted. Other Snowboards include The Backyard (\$55), The Powdergun (\$150), and The Performer (\$150).

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# Hot Feet!™



## A sizzling new line of BMX pedals... from Excel!

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Angle-end-cut blocks for low, sharp cornering; traction-grip surface for total control; built-in side reflectors for extra visibility.

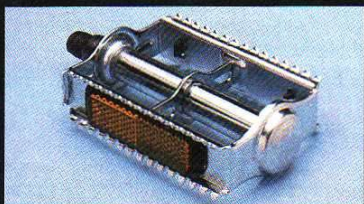
Colors to match BMX frames, wheels, seats and tires. Warranted to all ISO and CPSC standards.

For top performance bicycle components for racing or recreation, quality bicycle manufacturers around the world can now look to the U.S.A.—to Excel!

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**CALIFORNIA LITE-NING PADS**  
Designed with dazzling new graphics, California Lite-ning pads weigh only one ounce to stay lightning fast, look lightning sharp. Made for frames and handlebars and are available with multi-colored bolt graphics on black nylon.

### PADDED SEAT COVER

The new padded seat cover from Johar cushions rough rides with high quality foam that retains its shape ride after ride. Available in red, blue, yellow and black, it fits any hard plastic BMX saddle.



### RADGRIP™ BMX

Strong, comfortable BMX grips withstand drying, cracking and breaking and feature a super-tough plastic sleeve end that refuses to break after repeated spills. Comes in red, black, blue or yellow and is covered by Johar's one-year warranty.



### RADGRIP™ CRUISER

The cushioned comfort of Johar's Cruiser grips are EZ to install, EZ on your hands and EZ on your wallet. Ultra-tough Cruiser grips stay smooth and are guaranteed against normal wear and tear for a year. Available in red, black and blue.



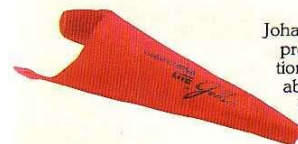
### ANKLE GUARD/ ELBOW PAD

The new lightweight ankle guard and elbow pad protect against injuries caused by contact with bike parts or other riders. Each available in red, blue, black or yellow. (Sold separately.)



### BRAKE LEVER COVERS

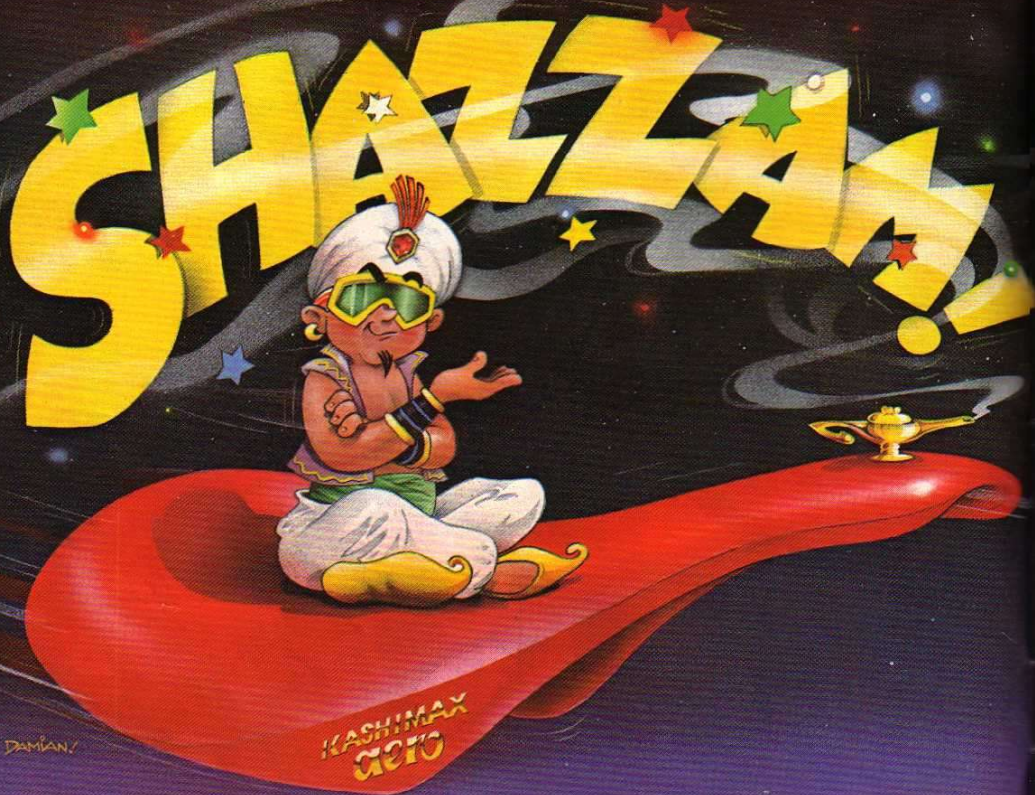
Johar's new brake lever covers provide good-looking protection from dust and dirt. Available in red, blue, yellow and black for coordinating with other Johar accessories.



*Johar*  
OF CALIFORNIA  
GARDENA, CA

**Q. What's the hottest thing about Johar?**  
**A. Everything!**

Distributors contact Alan F. Cohan Co.

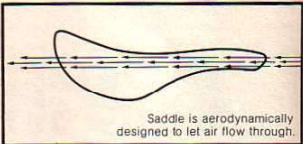


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Experience the new aerodynamically designed Kashimax Aero saddle. With its sleek design Aero slices through the air so you'll soar beyond the rest. A magic carpet isn't necessary 'cause the new Aero is lightweight, just 440 grams including clamp. Made from a special blend of Nylon 6, Aero is unbelievably strong. It comes in four mystical colors: blue, red, yellow and black. Make your first wish the new Kashimax Aero. It's Aladdin's choice! Also available are the original padded Kashimax and Kashimax MX saddles.



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## THE BUSINESS MACHINE





TRICK TEAM SUMMER TOUR

# FROM ABQAIQ, WITH LOVE.



Photo by Bob Osborn

It's Raccoon Lips, gettin' crazy at the World's Fair in Knoxville. It rained like a sucker there. We never did find out what was in that big gold thing. The Murray NBL World Cup race was on this same weekend, about ten miles away.



This is the big bike shop in Abqaiq, Saudi Arabia. In addition to your basic Taiwan K-Mart special (posed neatly in front of everybody), you can buy a Pepsi, or a moldy candy bar, or you can get your shoes repaired here. The guy in the blue T-shirt is Jason Duncan, SE's factory rider in Saudi. The guy with the goatee is the shop owner. His son is in the back. We're not sure who those two tall funky looking dudes are.



During a three day layover in Southern California, between a two week road trip to Washington and flying to Saudi, Buff and R.L. squeezed in some shows at Magic Mountain where they were filmed for AFTERNOON, a new nationally syndicated TV program, for airing a month or so before this issue comes out. The Nurd Herd had a fairly busy summer.

There's a whole lotta trick riding goin' on in Holland. This is Ronnie Croes showing R.L. and Buff a new trick... the front wheel hop. You have to have forearms like Popeye to do this. Waalre.



YOU ASKED FOR IT wanted a shot of Buff jumping a car, so everybody volunteered the Duke's Porsche, which he graciously consented to after explaining in great detail to Buff what would happen to his body should he leave so much as a single knob mark on it. (On a more serious note: R.L. and Buff visited Duke in the hospital this morning - September 7th - and said he is out of the coma and on his way to recovery from the tragic accident in Ponca City on August 1st.)

# FROM ABQAIQ, WITH LOVE.



YAH-HOO! Zillions of people at the World's Fair getting a taste of what BMX is all about. Knoxville.

**S**uper demonstration acrobatique de deux grandes vedettes americaines.

That's Belgian — describing BMXA's very own Squiddly Squadron. Yep, this year the rad lad's summer tour went international. Saudi Arabia. Holland. Belgium. Foreign intrigue. Adventure. Mystery. And, alas, no Taco Bells. Buff almost stayed home.

Scot Breithaupt of SE Racing accompanied the Trick Team overseas. Bob Duncan, father of Jason Duncan who races for Scot, invited the guys to come over to entertain American employees at the Aramco oil company in Saudi Arabia. R.L. and Buff already had an invite from Gerrit Does, the main mover behind the IBMXF, to come to Holland. So BMXA's ace promotional director, Darlene Leer, dialed the details, shaped the



Girls of the U.S. beware, the Nurd Herd is on the road again. Phoenix, heading east.

schedule, and all systems were go. The Trick Team began the

American portion of their tour on June 20, accompanied by Kelly



This was the road company for most of the summer tours. (R to L) R.L. did most of the supervising, Kelly Hines did most of the announcing, Buff did most of the complaining, and Dave Sigler did all the work.



Photo by Andrejs Zommers

Synchronized kick turns. Seattle.

Hines (announcer) and Dave Sigler (equipment manager). They headed to Mesa, Arizona for a show at the Bicycle Harbor shop. They're the folks with the hot racing team and the new Harbor Lite frames. Then on to El Paso, San Antonio,

Houston, and Santa Fe before returning home for the July 4th weekend. That left just enough time to suck up some soul food at Rosa's before headin' north for stops at Redding (California), Hillsboro and Tillamook (Oregon),

and Aberdeen, Bolsa, and Renton (Washington).

In Seattle Kelly was placing a fast food order when the squawk box asked him to slow down. So Mike went: shhhh . . . riiimm . . . pppp . . . baaaaaa . . . ssssketttt . . . and they cut him off.

Nobody knows where the Wanted — A Meaningful Overnight Relationship sign on the van came from.

Back home the guys had time to



Sheik Old-Mohamed Breithaupt did the announcing for the Nurd Herd in Saudi, Holland, and Belgium. In return, Buff and R.L. assisted Scot with his safety/racing seminars. These three guys came back to the U.S. totally pumped on a bunch of bonkers new secret Trick Team stuff for 1983 shows.

do three shows at Magic Mountain and be filmed for the *You Asked For It* television show.

Then it was off to Houston with Scot to climb on Aramco's 747 charter jet to Dhahran, Saudi Arabia, Aramco schedules two charter flights every week to shuttle employees and business people back and forth.

Our intrepid travelers' first foreign adventure was their encounter with their combination driver, guide, and den mother — Eric Drucker, a San

# FROM ABQAIQ, WITH LOVE.

Antonio college student. Here's the team's description of Eric: "He came walking into the airport in Levis, his shirt hanging out, sandals, sunglasses, a five o'clock shadow, looking like he had just woke up. He always looked like he just woke up. He was great."

"Eric liked to tell jokes while he drove. He'd ask what category. You could say butterflies and he'd come up with something. We'd be driving on two-lane highways with big diesel trucks and he'd pull out and turn around and tell jokes and cut back in. He had it wired, his driving, but we were on the floor a lot thinking we were dead. If it was close, he'd just go in the dirt and make his own lane. Another thing. There were very few traffic lights so everybody kind of races through the intersections. Destruction Derby. It's really exciting."

The price of gasoline certainly doesn't discourage driving. Buff saw prices as low as thirty cents a gallon.

One interesting note. Car wrecks are left beside the road as a reminder to take it easy. Guess what? The cars wrecks don't get stripped. Hardly anything gets stolen in Saudi Arabia.

The BMX tracks over there are mind blowers for visitors. One reportedly cost over a hundred thousand dollars. That's because it's all asphalt. Ten foot tall banks, berms, whoops, jumps, double jumps. Totally asphalt. The kids crash, slide on their bellies for twenty feet, and pop right up.

Foreign travel means foreign culture. The American visitors were given a crash course in etiquette, manners, and customs, as guests of Saudi Arabia.

The status of women in Saudi Arabia was carefully explained. "The girls and women wear long black dresses and black veils all the time, just like in the movies. You don't see them in public much. We didn't see young couples together. We were told if we stared at the girls, like to check them out or to talk to them, their fathers and brothers would probably come after us."



Filming for YOU ASKED FOR IT. R.L. on "Kong," the Trick Team's awesome new quarter-pipe ramp. The show is supposed to air some time around when this issue hits the stands.

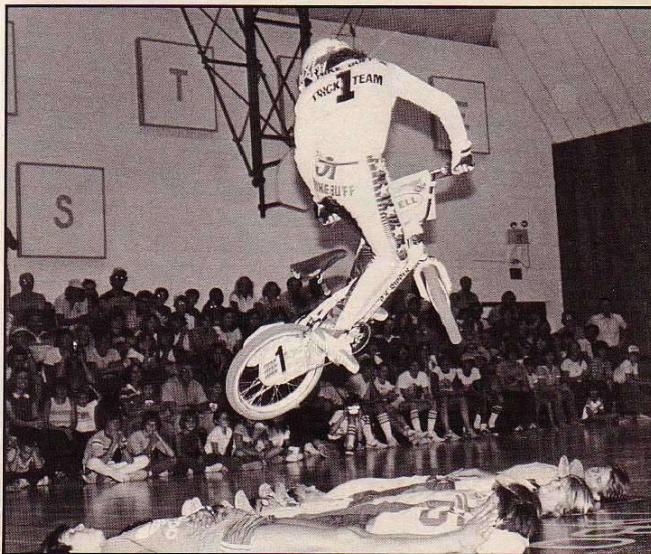


Bunny hopping onto a table. R.L. makin' it. Seattle.

Photo by Andrajs Zommers



(L to R) Abdul-Aziz Halawani (the SE distributor in Saudi), Sheikh Old-Mohamed Breithaupt, Sheikh El-Jamal Buff and Sheikh Al-Jahrji Osborn. Four very important Arabian bicycle peddlers. Abqaiq.



It got up to 120 degrees during the day in Saudi, so most of the Trick Team shows were in gyms in the evening. The guys said that when they did a show during the day it would take them three hours to stop sweating. Interesting, huh? Dhahran.

The religious taboo on alcohol is the law of the land. Violators are in deep whoopdy doo. Foreigners are usually deported. The locals face stiff prison sentences short on your basic pleasantries.

Severe penalties apply to other crimes too. Occasional public executions and mutilations prove to be an effective deterrent to crime. R.L. was impressed. "Somebody's head got chopped off while we were there. He stole some jewelry and then stabbed somebody. The victim didn't die, but they executed the thief anyway. They used a sword and it took a couple of tries to behead him. Another guy had to watch until it was his turn. The yearly crime rate over there is about three."

What about the famous Saudi Arabian heat? According to Buff, "It's really hot, but it's not humid so it doesn't bother you so much. We did one show outside in 110 degrees, but most were in gyms. Once you start sweating, though, it takes about three hours to stop, even if you're in air conditioning."

Buff and R.L. had a chance to mix with the locals. "We played ping pong with guys our age. We had a great time while we were there."

Along with the roadside wrecks, the guys also noticed empty skyscrapers. "We'd see these high rise condominiums that nobody ever moved into because they didn't have separate elevators for men and women or they forgot the plumbing or something."

It appears that a hefty chunk of the oil money floating around in Saudi Arabia does trickle down to the people. The government offers all-expenses-paid college educations (in the U.S.) to all qualified students. Citizens can apply to the government to buy them some land and then borrow the cash (no interest) to build a home. And it's not uncommon for the government to forget about the loan repayment after a few years.

The guys put on shows and seminars in four different cities in Saudi Arabia. Dhahran, Ras Tanura, Udhailiyah, and Abqaiq.

# FROM ABQAIQ, WITH LOVE.

Buff and R.L. dedicated all their shows in Saudi Arabia and Europe to Dana Duke, the Trick Team's announcer on the 1981 summer tour, who was seriously injured in a car-train accident while they were in Saudi.

The touring trio grabbed Aramco's charter flight to Amsterdam at the end of their eleven day stay in Saudi Arabia. All three travelers raced in Europe. R.L. won 16 Over Expert at the BMX Grand Prix of Belgium and



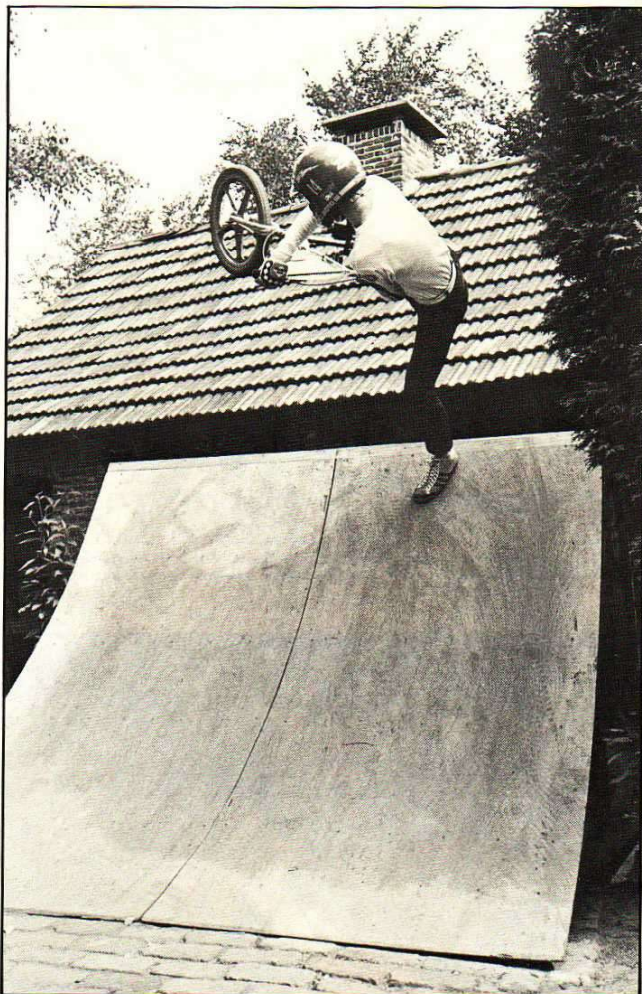
Strollin' through the Amsterdam airport like it was nuthin' at all. Buff, Scot, and R.L.

Buff won the Open. The OM, Scot Breithaupt, tried his hand at local events and swooped 'em.

The Dutch take their BMX real serious. They belong to clubs which have regularly scheduled practice sessions at tracks. R.L. was amazed by their determination. "We'd do like 20 or 30 starts and after about 15 I started to get tired, but these guys were racing to get back to the gate. I beat them at the beginning, but by the 20th start in a row they were starting to catch me."

The talents of a couple of younger Dutch lads, Nico Does, Gerrit's son, and another kid named Marco, who everyone calls Wolsink, impressed the Trick Team. "They can do tabletops, one-hander-one-footers. They can jump better than almost anybody over here already. And they're only about 12 years old!"

After a ten day stay in Holland, the trio piled onto another charter jet and headed for Houston and



Freestyle riding is definitely catching on. Some of the riders in Holland are excellent at it. Like this guy. Waalre.

home. They arrived in Los Angeles just in time for Buff to take everybody to breakfast at a Taco Bell. His treat. They insisted.

So, two months. 30 thousand miles and plenty of smiles. Entertaining and spreading the word about BMX. R.L. and Buff came home as level-headed as

ever. During their travels they're showing a lot of youth here and now overseas too that having a game plan for life and working hard to accomplish it pays off. Everybody at BMXA is totally proud that our dynamic duo is able to contribute to the continuing growth of BMX. Welcome back, guys. ■

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SunTour U.S.A., Inc. P.O. Box 1076, Fairfield, NJ 07006

Hey, would-be heroes. Are you ready to head for the starting gate? Great. How about a quick look at the basics of berm warfare? Bunches of tips, arranged in categories and everything. Okay? Readers ready, pedals set, go.

## UNDERSTANDING BMX

BMX is drag racing. Zipping from corner to corner as quickly as possible. That's a simple but valid image. Never forget you're piecing little drag races together into one big race.

## TIPS FOR BEGINNERS

# RACING BASICS

BMX is decision making. Figuring out how to reduce your time on the track. Do you gear for quickness (acceleration out of the gate and corners) or top speed? Do you take the shorter but slower inside line or the longer but faster outside line in turns? Can you get one more pedal in before the corner or jump?

BMX is power to the ground. The rear tire driving hard. Make it your goal to pedal as long and as hard as possible, brake and coast as little as necessary, and speed jump (wheelie over) rather than jump when possible.

BMX is making the fewest possible mistakes. Each error you make during a race costs you precious milliseconds.

## GENERAL ADVICE

- Stay calm. You're no more nervous than any other first time racer. Once you get through the first race, you're gonna love it all.
- Watch other racers between your motos. Learn from them. The world's best Pro riders use the same basic maneuvers and strategies listed in this article.
- Don't look back. Concentrate on what you're doing, not what

might be happening behind you.

- Don't showboat. New racers should have one goal. Learning how to race, how to get around the track as quickly as possible.

## LINES

- Be a copy cat. Watch experienced riders and use their lines.
- Look for bumps or rough spots you should try to miss.
- Have alternate lines in mind. You can't always go where you want to, unless you're leading.

- Look for the best places to pass during practice. Always have a plan. Here again, watch other racers and learn from them.

## STARTS

- Practice two-pedal balance starts. If you don't have a gate, put your front wheel against a wall and balance. The old one-pedal technique is history. (See *Two Pedal Starts* in the March, 1981 issue and *How To Get Holeshots* in the November, 1982 issue of BMXA.)

- Get acquainted with the starter's cadence or the starting lights. Practice reacting to the starting commands or the lights.

## PEDALLING/COASTING/ BRAKING

- Try to pedal as long as you can up a jump. That's how you pick up ground on the guy who "shuts off" first.
- If you have to coast in a turn, bring your inside pedal up so it won't dig into the ground when you lean your bike over.
- Brake as late as possible going into a corner. Slow only as much as you need to get around

the corner, and then start cranking as soon as possible.

- Don't use a front brake when you first start racing. When you're more experienced, start practicing with one. You might like it. (See *Harry Leary's Front Braking Secrets* in the October, 1981 issue.)

- Remember, the racer who pedals the most — and the hardest — usually wins.

## TURNS

□ General rule—go into a corner with your bike about one leg-length from the inside haybales, with your leg out for balance and blocking, and exit on the outside. The inside line is usually not the quickest way through a turn, but it keeps someone behind you from diving under and shutting you off.

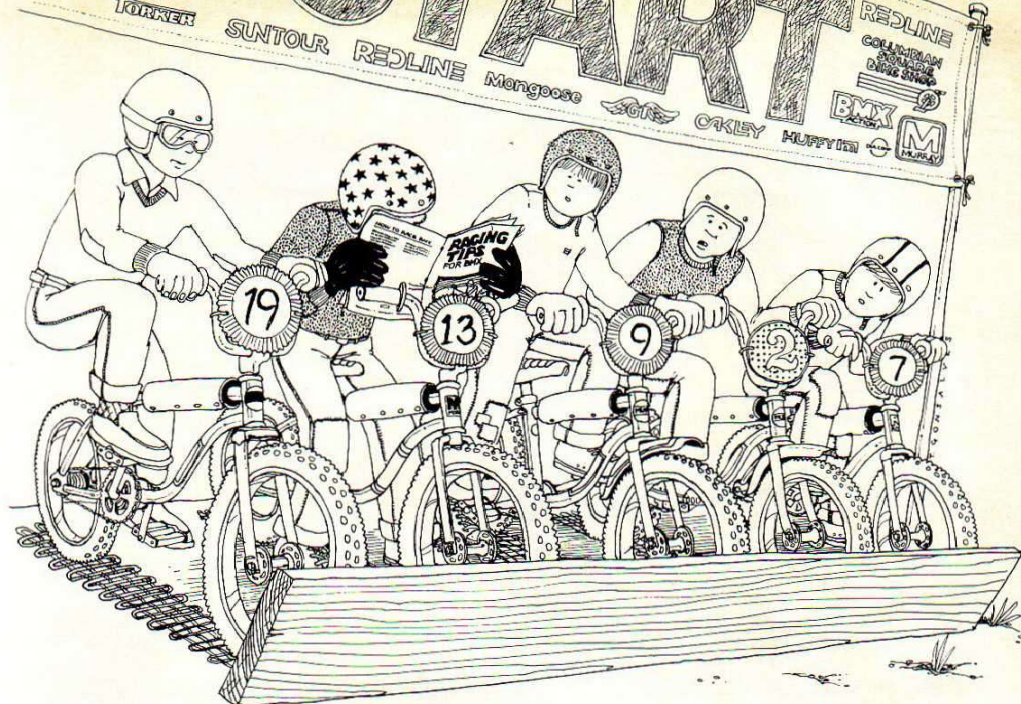
- Always think lines when you think turns.
- Try to grab an extra pedal going into the turn. Delay your braking/coasting to the last possible moment.

- Don't follow in turns. You can't pass if you're riding the same line as the dude in front of you. If he slips a pedal or bobbles, you'll probably have to brake to keep from hitting him instead of being able to scoot right by.

## BMX ACTION BACK ISSUE INDEX

- How To Build A Practice Gate** — August, 1979.
- Racing Tips: Method Speed Jumping** — November, 1980.
- Basic Handlebar Positioning** — January, 1981
- Racing Tips: Two Pedal Starts** — March, 1982.
- Gearing** — April, 1981.
- Front Brake Secrets** — November, 1981.
- Training Tips for Novices and Beginners** — December, 1981.
- How To Get Started in Racing** — May, 1982.
- How To Prepare Mind And Body For A Big Race** — June, 1982.

- Shift more weight over the front tire in a turn to improve traction. A common beginner



mistake is letting the front wheel wash out.

## SPEED JUMPS

- Try to speed jump (lift the front wheel and wheelie over) all smaller jumps. A bike putting power to the ground travels faster than a bike in the air. Squash your body weight down as you wheelie over the jump. Do it right and you never leave the ground or stop pedalling. (See *Method Speed Jumping* in the November, 1980 issue of BMXA.)

## JUMPS

- If you must jump, jump low. Take off with level pedals. Let the front wheel lift naturally. Keep your weight back in the air. Lean back if the front end starts to nose dive. Lean forward if the front end starts to come up. Try to land so the rear wheel touches down just before the front wheel. Don't shove down on the handlebar for a dropoff jump. You can endo that way. And don't try to wheelie off. Get your weight back and ride off.

## WHOOPE DE DOOS

- Wheelie and pedal over, just

like a speed jump. Don't try to jump whoops until you have plenty of riding experience.

## TRAFFIC

- Don't worry about traffic. Somehow, everything gets sorted out and everybody fits into the first turn. Usually. With each race, you'll feel more comfortable.
- The rider with his front wheel farther ahead can control what happens. He can "shut the door" to the inside or force the trailing rider to the outside if he wants to.
- Stay loose if you crash. Try to tuck into a ball and roll. If you're on the ground, pull your arms and legs in to make the smallest possible target for other riders. Freeze so they have a better chance to miss you.
- Don't throw elbows. Use your elbows to maintain space, not make it. That's good sportsmanship.

## PASSING

- Generally, most passing in turns is done by diving under a rider who "leaves the door open" and coming out of the corner in front of him, which forces him to slow down.

□ A good tactic if the rider in front of you is blocking a pass by entering the corner on the inside, is to go into the corner on the outside and dive under the other rider as he exits outside, which he must do if he has any speed at all.

□ Another way to pass in a corner is to swoop around the outside with greater speed.

□ On straights and jumps, it takes pure power to pass. That's why sprint training on your bike pays off.

## PROTECTING A LEAD

- Protecting the inside of a turn. This gives you a chance to "shut the door" on someone trying to pass on the inside, especially if you stick a leg out. If they're coming around the outside, you can drift out a bit to block their way. Remember, the rider in front can control traffic. When you have the advantage — use it.

## SUMMARY

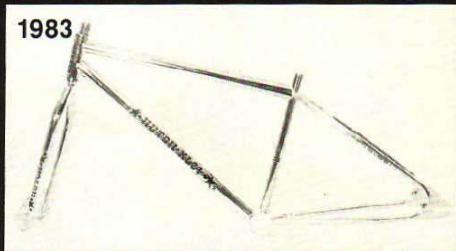
There you are, dirt trackers. Now you know what to do when the gate goes down. And don't forget, the more you practice, the better you get. ■

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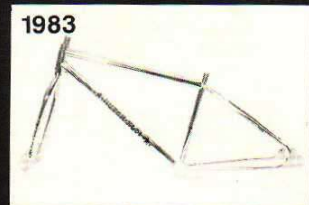
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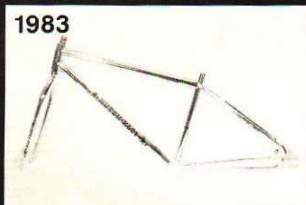
1983 Pro Racer Frame—3 lbs. 11 oz. Pro Forks—1 lb. 10 oz.



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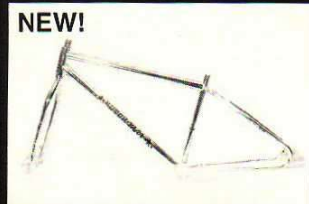
1983 Expert Racer Frame — 3 lbs. 8 oz. Pro Forks—1 lb. 10 oz. Ridden by Steve Vellman to win the 12X World Championship in '81 and '82.



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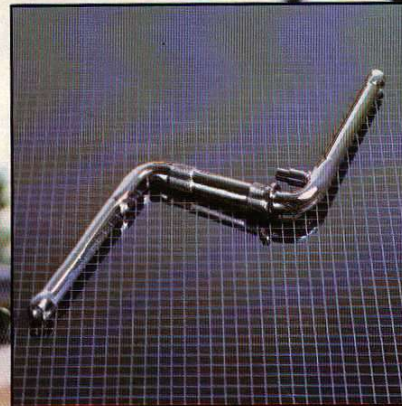
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Bob Woods splits his time between Formula Ford road racing and BMX. If he ever got totally serious about BMX, he has the speed and moves to break into the "Big Five." First in Pro Trophy, inches in front of Brian Patterson and ol' Greg Grubbs.



Photo by Bob Osborn

## MONGOOSE★NBL WAR OF THE STARS

# ASCOT

### GT's ACE RULES AT J.C.'s PLACE

This is Ted Tireless, your tireless travel reporter, speaking to you from the We're The Other Guys blimp. We're cruising north of the

intersection of the Harbor and San Diego freeways in sunny Los Angeles. What a view.

Coming up below, Ascot Raceway, the track that J.C. Agajanian made famous. It's been a racing landmark for more than 30 years.

Ascot is so steeped in motor sports history, it gets nosebleeds from the altitude.

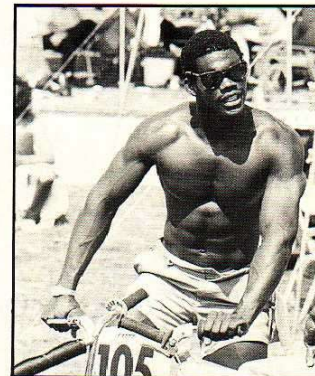
You sure get a different perspective up here. There, just north of the racing oval, I see a Malibu Grand Prix. It seems to be covered with



ARRIBA! ARRIBA! Remember the cartoon character, Speedy Gonzales, when he used to kick it into overdrive? That's Charlie Williams on a BMX track. First in 14-15 Cruiser.

Orange County International Raceway and Ascot. Saturday's race, at OCIR, was the debut of a brand new local track. They were still finishing construction on Thursday, the morning after another first at OCIR. The first under-seven-seconds-over-200-mph quarter mile by a motorcycle. Orange County is a regular stopping spot for national drag racing, both cars and motorcycles.

Saturday's action saw Tommy Brackens (Powerlite) double in the A Pro class. Denny Davidow (Bassett) topped Pro Cruiser while Mike Miranda (CW) grabbed the B money.



Shawn Texas, from San Diego, is like an ATC with a Porsche Turbo engine. If he ever figures out how to control all that power he's going to tear up the B Pro class.

Sunday's race was the first War of the Stars at Ascot, which switched sanctions early in the year. And, as the day before, the NBL's machinery was well oiled. The motos started promptly at 10:30 as promised. Sunday's race drew 109 motos, about ten more than Saturday's.

The move north to Ascot found Brackens looking for a weekend sweep at his home track. His lifetime record there included just two losses ever in money mains. But Tommy failed to make the main and Gregory Alan hauled his Hillmobile home first for yet another win.

The Mongoose sponsored weekend wasn't light on loot. Try twelve thousand dollars. Six grand each day — \$3000 for A Pros, \$1500 for both B Pro and Pro Cruiser. The entry fees were \$20 for amateurs, \$40 for Pros.

The Ascot BMX track is wedged into the northwest corner of the 40-acre parcel. BMX racing at Ascot began on a back lot in 1980, with NBA sanctioning. They started racing the current track in January of

### ASCOT RESULTS

A PRO MONEY	35 OVER CRUISER
Hill	Chapmck
Thomsen	Howard
Patterson	Good
Beckering	25-34 CRUISER
Patterson	Nomura
Henry	Hoffard
Grubbs	McLaughlin
McDaniel	16-24 CRUISER
PRO CRUISER	Claveau
Henry	Feld
Dottema	Ehart
Nachman	14-15 CRUISER
Perry	Williams
Juarez	Pearson
McCarthy	Van Pelt
Patterson	13 UNDER
Davidow	CRUISER
5 PRO MONEY	Griggs
Miranda	Steimer
Perry	Eisenberg
Fifield	14 OVER
PRO TROPHY	POWDERPUFF
Woods	Johnson
Patterson	Dong
Gruba	Christopher
17 OVER	12-13 POWDERPUFF
EXPERT	Gingrich
Medlin	Scott
Crosdale	Mooney
Finn	10-11 POWDERPUFF
16 EXPERT	Anderson
Nishimura	Giordani
Zagars	Bailey
Lundy	8-9 POWDERPUFF
15 EXPERT	Terry
Loncarevich	Gill
Thomas	Vigil
Scott	7 UNDER
14 EXPEH I	POWDERPUFF
Stout	McGreehey
Hayes	Fujinaka
Fauscette	Salcido
13 EXPERT	17 OVER
Torres	NOVICE
Shoup	Rico
Gass	Foreman
12 EXPERT	Sigur
Davis	16 NOVICE
Horton	Roth
Morris	Betancourt
11 EXPERT	Pitchford
Callahan	15 NOVICE
Feret	Catbagan
Maxwell	Sandoval
10 EXPERT	Megata
MacPherson	14 NOVICE
Arellano	Chavez
Wharton	Stanley
9 EXPERT	Jyels
Keller	13 NOVICE
Erwin	Craclum
Smith	Vanca
8 EXPERT	McNeill
Scotfield	12 NOVICE
Holiday	Robles
Palmerse	Hayes
7 EXPERT	King
Bailey	11 NOVICE
Nelson	Salcido
Fien	Alves
6 UNDER	Perry
EXPERT	10 NOVICE
Foxe	Raymond
Scotfield	Nelson
Schoonover	King
14 OVER OPEN	9 NOVICE
Chanady	Sinclair
King	Glass
Gaynor	Tobler
12-13 OPEN	8 NOVICE
Eisenberg	Weston
Davis	Jordan
Gass	Gillett
10-11 OPEN	7 NOVICE
Wharton	McIntosh
Hadan	Alvarez
Els	Arellano
8-9 OPEN	6 NOVICE
Scotfield	Gonzales
Erwin	Beard
Holiday	Canova
7 UNDER OPEN	FACTORY
Fien	TEAM TROPHY
Nelson	CW
Foxe	BIKE SHOP
	TEAM TROPHY
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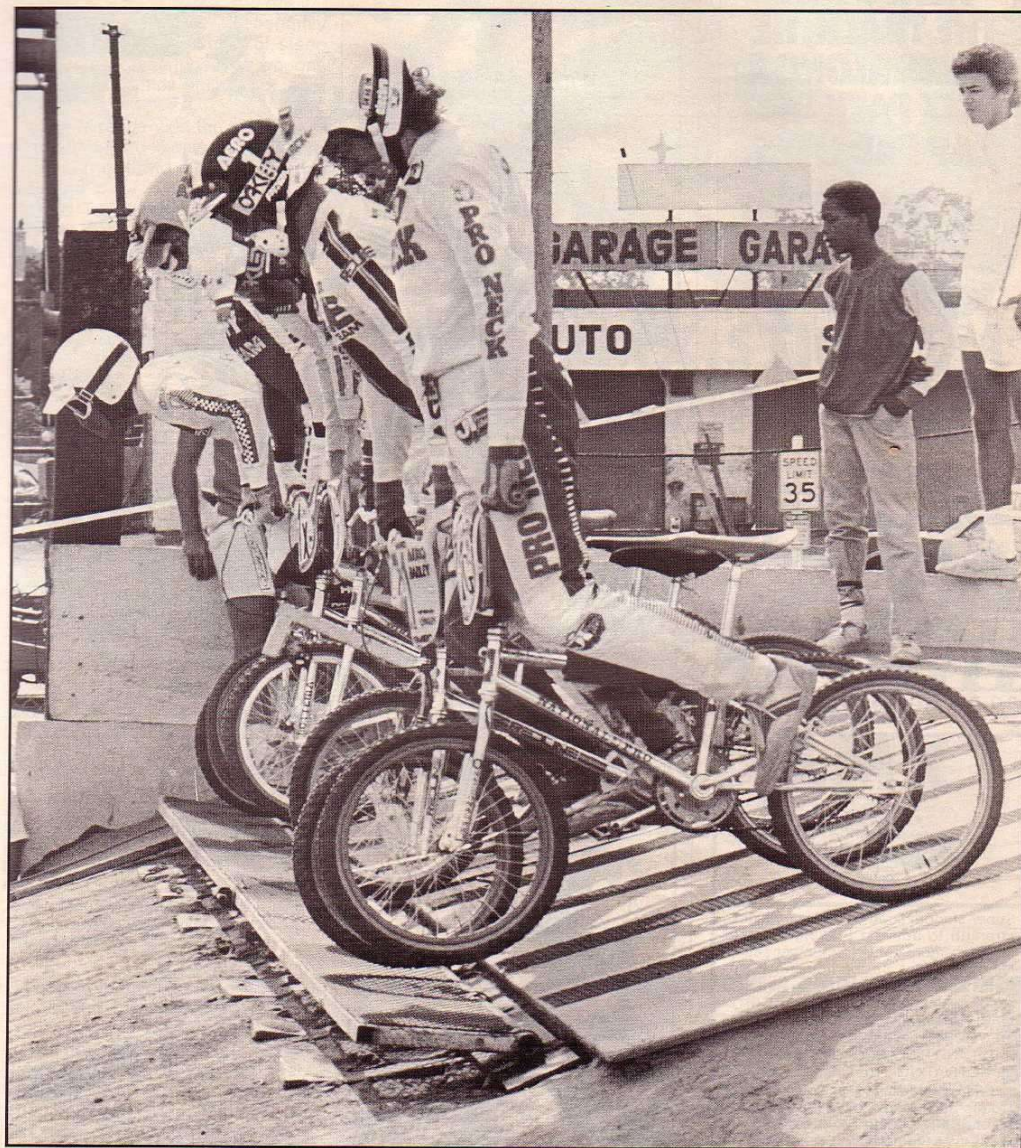
Torres switched to Torker. And is still blazin' away with both barrels. First in 13 Expert.



Fien the fiend! This little dude is dominating the mini-replica classes lately. He got a little over his head in this photo. His belt buckle is plastered against the bars and he's prayin' the front end will get back down. First in 7 Under Open.



Lee Medlin left Kuwahara, picked up a temporary ride for Ascot, and then signed on the new Raleigh team. At Ascot he dusted a bunch of heavy dudes to win the tough 17 Over Expert class.



Classic two-pedal starting style. Except for Brackens down at the end who just nailed the gate and is about to bail.

1981. It went NBL last February.

Ascot's track designer must be a graduate of Shoehorn & Sardine University — with honors. Everything

is packed together in a majorly efficient manner. There's maybe three feet of topsoil that's not used.

The tightness of the track does

place a premium on holeshots. Most passing, at least in the heavily contested races, came in the first or last turn, if at all. In other words, it was

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THE TRACK, HE  
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**ASCOT**



Probably the shortest legend in the world. Geoff Scofield doubled Ascot. Keep your eye on No. 22, a kid named Holiday, he was stuck like Superglue to Scofield all day.



Wharton to Arellano: "I'll tell ya, Sam, when the first one went I only got half a buck, but when these two bears go I expect the Tooth Fairy to crack loose with some green stuff!"

tight. Dwight. However, it certainly wasn't dull. An assortment of steep berms, steps, tabletops, and whoops provided spectator thrills and racer spills.

Mike Miranda was the only Pro to win both days. He scooped up more than a thousand dollars for the weekend.

Local Turnell Henry, who teaches schools regularly at the track, powered home first in Pro Cruiser on Sunday on his privateer Powerlite.

Bobby Woods gave the event

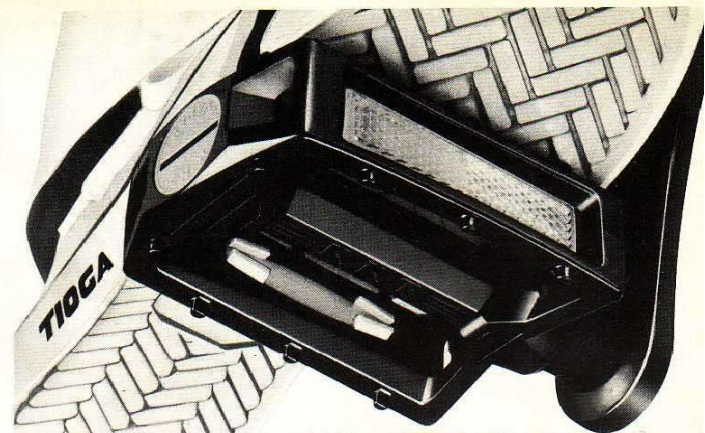


Buns up! King of the Skateparks, Eddie Fiola, freestylin' in the pits. Love those striped shorts.

sponsor something to cheer about as he gassed his 'goose to the Pro Trophy win.

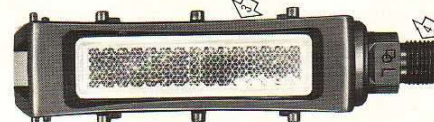
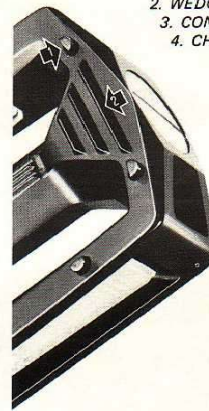
The heroes who made it to the A Pro main included Greg, Stu Thomsen, the Patterson gang (another Brent and Brian stereo number), Bart McDaniel, Bronco Rod Beckering, Greg Grubbs, and big Turnell Henry.

Greg broke fast, swooped around the first turn, and was never challenged. He finished with a flourish, cranking a big crossup over the final tabletop. The race at J.C.'s place belonged to GT's poker-faced ace. ■



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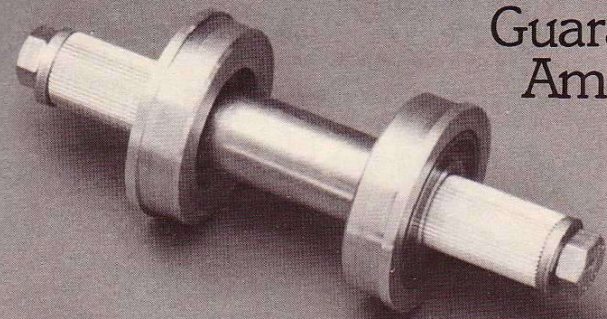
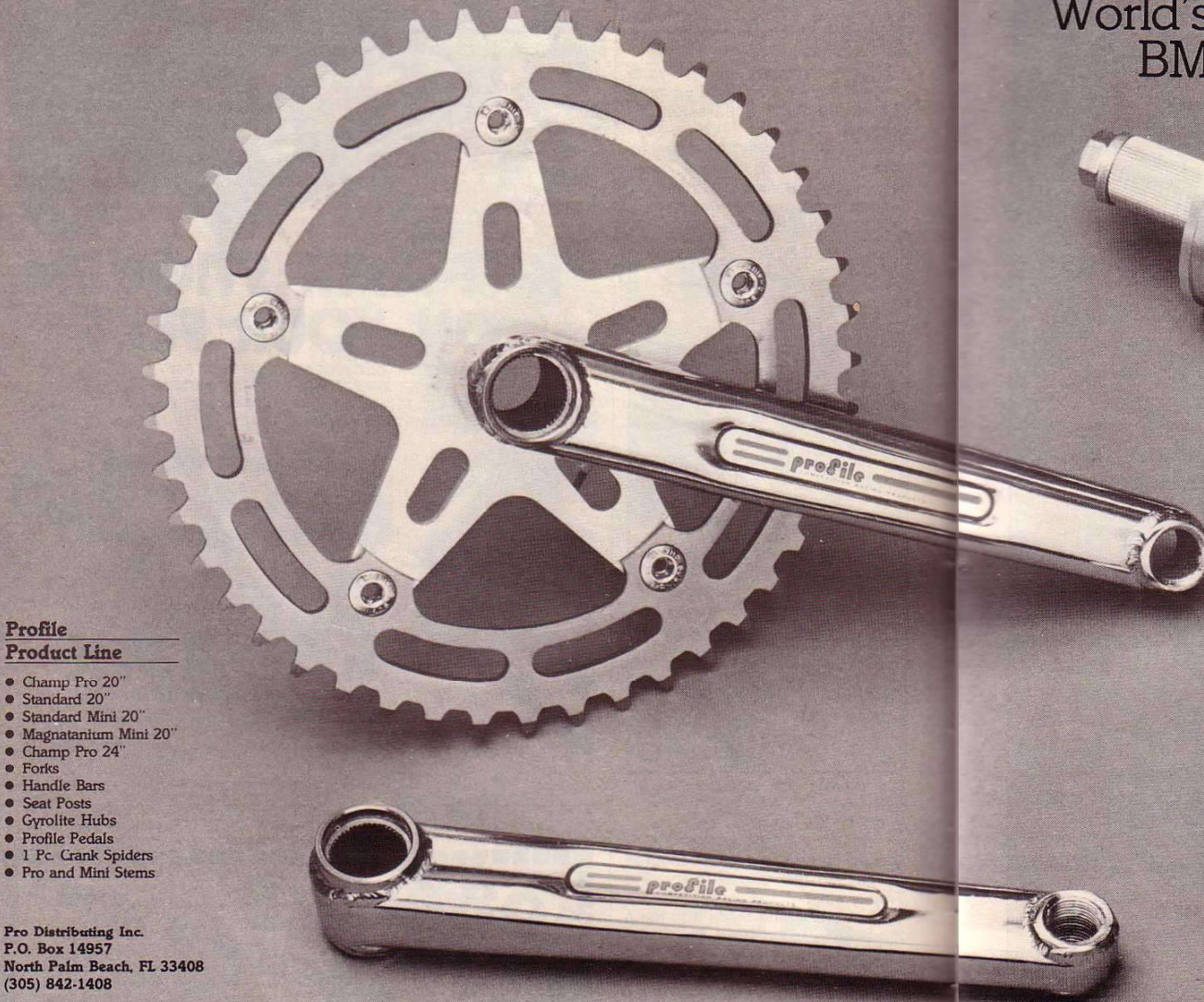
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# profile

COMPETITION RACING PRODUCTS

## THE EARTHQUAKE IS MAKING WAVES

"I used to go like blazes down straights and then couldn't carry it

they could feel me coming down the hill."

Clarence won the opening ABA national at Monroe this year, up the road from his home in Tacoma,

Next year he'll sure get ten races in. Perry's pedalling dates back to the days when Team Speedo with the likes of Brent Patterson and Scott Clark were stomping all over North-

# "EARTHQUAKE" CLARENCE PERRY AND CW

through the turns. I got over that. I'm still squirrely, but I'm getting better."

Yes, indeed, Clarence Perry is getting better. His record this year in ABA Pro Cruiser is AWESOME. Waterford (the ninth of 12 ABA nationals) was his fifth straight victory, upping his record to seven wins in eight starts.

With three nationals to go as this is written, he's in a points battle with Steve Veltman for the ABA's No. 1 Cruiser plate. Whatever happens at Oklahoma City, it's been quite a year for 21-year-old Clarence Perry, especially when you consider 1982 was his first stab at cruiser racing.

We asked Clarence's sponsor, Roger Worsham of CW Racing, about the forethought, genius, or dumb luck that got him and his total dominator together. "The first time I saw Clarence race was at Monroe in 1981. In the pre-race I saw this big kid in a flannel shirt, unbuttoned, kinda flopping in the breeze, just blow the doors off every other A Pro in the class. I spoke to him, but didn't really ask him to ride for me. The next day they had him racing AA even though he hadn't won enough money to move up."

"Clarence wrote me a letter in March saying he'd like to ride for me. We sent him a 20-inch bike and got him to some races. At the Fremont national, in a semi, he was pulling Stu, but he went over a berm and folded his rim literally in two. That's when we put him on Tuff Wheels." "All I wanted," says Clarence, "when I first started on the team was pants and a jersey. Roger helped me a lot, got me to the nationals, and he's still helping me out."

Clarence, six-two and almost 200 pounds, doesn't just pedal down a straight. He thunders. That's how he picked up his nickname, Earthquake, while riding for Sekai. "They told me



## CLARENCE "EARTHQUAKE" PERRY

**AGE:** 21

**HOME TURF:** Tacoma, Washington

**SPONSOR:** CW Racing

**CO-SPONSORS:** A'me, Max, Terryable, Skyway, Shimano, Vans, Flying W, Echo, M & M Apparel, Bart's Wheels

**PERSONAL GEAR:**

Echo helmet  
A'me visor

Washington. Then he got his first taste of the big time — flying to a race, the Chandler Winternational.

Despite winning three War of the Stars races this year, Clarence didn't qualify for the NBL Grand National.

A'me goggles  
Jofa mouth guard  
M & M jersey  
Max pants  
Vans hi-top tennies  
MXL gloves  
Max body pads

### VEHICLE:

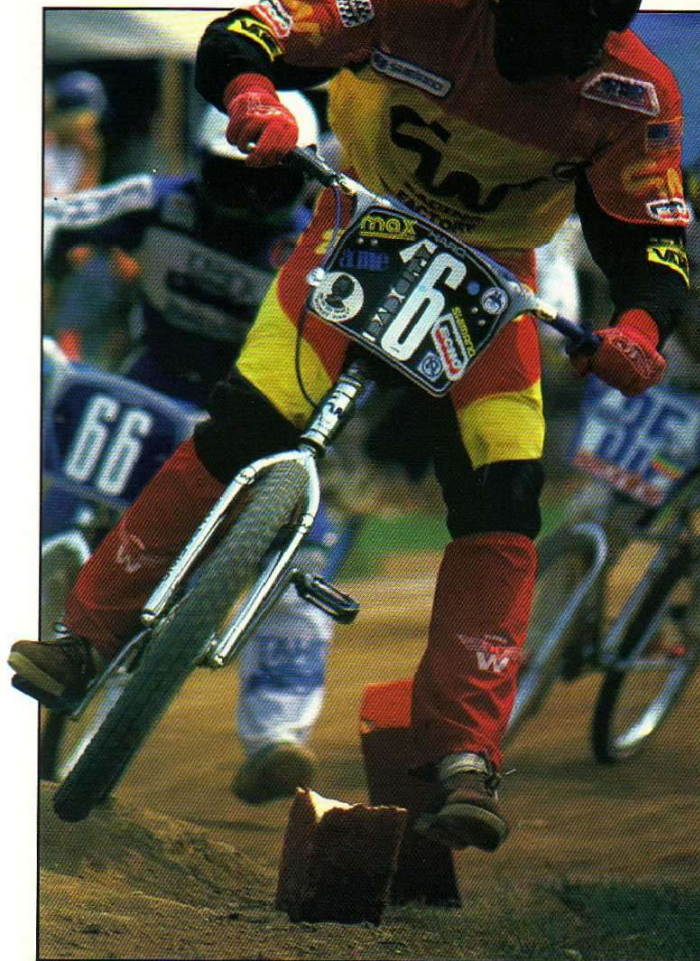
CW 24 frame  
CW 24 fork  
CW Cruiser handlebar  
Pro-Neck stem  
A'me Tri grips  
Tange headset  
Araya aluminum alloy rims  
36/.080 DT spokes  
Campagnolo hubs  
Competition III 2.125 x 24 front tire  
Competition III 1.75 x 24 rear tire  
Dia-Compe 1020 brake calipers, front and rear  
Dia-Compe brake levers  
Terryable brake cables  
KKT (old style) pedals  
Ashtabula one-piece chromoly crank, 182mm  
Tange bottom bracket set  
38T Sugino chainwheel  
Shimano spider  
18T SunTour freewheel  
1/8-inch chain  
Kashimax seat  
CW seat post  
Tange seat post clamp  
Haro Mini number plate  
**DIALIN' IN:**  
Best in BMX  
Tacoma, Washington

ern California. At the time Clarence was living in San Jose. That was 1976.

His first bike? What else? A Schwinn Sting-Ray. Then he climbed on an FMF.

Clarence interrupted his vocational schooling in body and fender work to tackle a tour for CW last summer.

Racers have already learned that



The Earthquake jams. (Don't go into seizure, that 4X4 sticking up is only foam.) Clarence at Waterford Oaks.

on the track, CW's big guy is a tough customer. He's also no pussycat off the track. In other words, you best not mess with the Earthquake. Like pass him a bad check or something. That happened to Clarence (and bunches of other Pros) at the Dayton World Championship race. Shortly after the race, promoter Mike Gilkey called the NBL and told them that a

number of checks wouldn't be honored by the bank.

Clarence didn't know about that until his check bounced. He was in Detroit when the bank called, getting ready to leave for the Waterford national. Here's the Earthquake to explain what happened: "We went to Gilkey's office and a note said he had moved. Then we called around and

went to a police station. They got him to come down. We had a long, long talk. He said he didn't have the money. Then he said he'd pay in the morning. Instead, we went to the bank right then and he paid cash on the check." (Editor's note: The NBL told BMX that they are pursuing legal action against Gilkey. They assured us that they are guaranteeing the Pro purse.)

Despite his success on the 24, Clarence practices mostly on his 20-inch bike.

For less radical transportation Clarence uses a Dodge van which carries the license plate: BMX. He also has a Datsun 210.

Basketball is a favorite pastime. When we asked Clarence who he'd most like to meet, he replied Kareem

### CW RACING

Clarence Perry was sportin' a brand new CW 24 at the Ascot race. Electrostatic clear over electrostatic gold over chrome plating. A spiff looking machine. And totally battle proven. It's been out since the summer of 1981. A smaller 24 Mini appeared early this year.

Both 24s are sold as frame, fork, handlebar (the innovative top-tube-as-a-crossbar design) and seat post kits. The kits go for about \$199. Complete bicycle versions of both 24s are expected by year's end.

For more info about CW products, send \$2 for a color catalog and sticker pack to: CW Racing, 1220 W. Pioneer, Suite F., Dept. BMX, Brea, California 92621. Tel: (714) 773-4878.

Abdul-Jabbar, the Los Angeles Lakers' center.

The Earthquake is an Atari fan. He has a video game set and about a dozen cartridges.

Other faves include *Earth*, *Wind & Fire* music and chicken dinners. He's not a movie fan, but *E.T.* got him out to a theater. His favorite TV show? Would you have guessed *Knott's Landing*?

If Clarence grabs the big No. 1 Cruiser plate this year, he won't be content to take it easy. His goal next year — ABA and NBL championships. If the Earthquake keeps shakin', who knows, he just might make it. ■

# ...redline's new 600a

longer, lower, lighter and meaner.

Now from Redline comes a machine that is so bold, so light and so right. As you sit on our Ultra Light seat, hands grasping our famous V-bars, feet resting on alloy pedals, you begin to get the feeling of flight. With the heart of a genuine Redline all chromoly frame, weighing in under 4 lbs., all chromoly forks and precision components machined to incredible tolerances, you'll suddenly understand why our version of a BMX out-performs everyone else. SO, BEFORE YOU BUY A BMX BIKE, WEIGH THE COMPETITION.

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ALL CHROMOLY FORKS

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KKT AMX ALL ALLOY PEDALS

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(C.P.S.C. EQUIPMENT INCLUDED BUT NOT SHOWN)

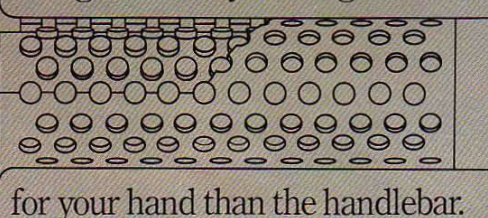
# INTRODUCING THE OAKLEY F-1: THE FIRST GRIP WITH GUTS.

Most grips can't tell the difference between steel handlebars and leather gloves. They're designed more

Unobtainium 60® clenches the bars tightly, providing a stable, twist-resistant base for the outer grip.

Unobtainium 60 is also very tough, to resist tearing. So you won't see your handlebar ends poking through F-1's for a long time.

Outside, F-1's are sleeved in



for your hand than the handlebar.

But the new Oakley F-1 Grip System® is engineered for both. It's got the guts to grip a handlebar as tenaciously as it grips you.

Inside the grip, Oakley's exclusive

*Unobtainium 60 is also very tough, so you won't see your handlebar ends poking through for a long time.*

*Inside, Unobtainium 60 sticks to the handlebars like a vice.*

*Outside, Unobtainium 49 provides maximum adhesion for gloves or hands.*

Oakley's unique Unobtainium 49® — a rubber compound with amazing adhesive qualities.

Plus, our patented recessed octopus tread pattern provides excel-

lent surface edge area for powerful straight-back and lateral traction.

And just to make sure the outer sleeve doesn't slip on its twist-resistant base, there's a system of interlocking raised treads and holes.

Get your hands on the most advanced grip technology you can buy: the Oakley F-1 Grip System.

If you've got the guts to go fast, F-1's have the guts to hang on.

*F-1's come in five inner/outer color combinations for BMX: blue/yellow. Blue/blue. Red/yellow. Black/yellow. And the Stu Thomsen model, red/white.*

*The recessed octopus tread pattern has excellent surface edge area for maximum straight-back and lateral traction. And it's very comfortable.*

*The outer grip surface is held in place by a system of interlocking raised treads and holes.*

## OAKLEY

*Almost an unfair advantage.*

Here comes the new scorcher in BMX: X20R. "R" as in rugged, race-ready and radical. Look how it's tricked out:



New style Elina UL racing saddle, track tested by the top riders in BMX. Gnarly chrome fork for monster muscle. Oversize down-



tube that's totally tough. Dia Compe MX1000 stoppers on front and rear with quick adjust and quick release.



And more. Much more. When the pressure's

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# X20R

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Greg Hill will tell you "Zap Pads are bitchin'!"



# ZAP PADS™

Distributed by East Coast Cycles



Greg Hill



R.L. and Kosmala, 25 feet above Lake Isabella and headin' out. (This photo has absolutely nothing to do with testing the Red Line MX-III 600a except that Kos rides for Red Line and is on a Red Line 24. We figured this would be a good Christmas present for all you people who are buns-deep in snow and blizzards right now.)

Photo by Bob Osborn



STORY BY LEN WEED  
PHOTOGRAPHY BY BOB  
OSBORN

TEST RIDING BY BUFF AND R.L.  
LAKE JUMP BY JEFF KOSMALA  
AND R.L.

Riiiiiiiiinnnggg . . . riiiiinnngg . . .  
riiling . . .

"Red Line Engineering. Innovators of the first chrome-moly racing frame, first tubular forks, first double-clamp chrome-moly and combination chrome-moly and aluminum goosenecks, first chrome-moly V-bars, first three-piece chrome-moly tubular cranks . . . Good morning."

"Ah . . . you left out first five-inch BMX head tube."

"Oh, so I did . . . First five-inch head tube. Good morning."

"And what about first racing team to win the NORA Cup two times?"

"Right again. First racing team to . . ."

# RED LINE MX-III 600a

SURPRISINGLY LIGHT ECONOQUAL RACER

# RED LINE MX-III 600a

"Uhhh . . . I get the drift. Is Linn in?"  
 "I'll ring him."  
 "Hello. This is Linn Kastan."  
 "Linn, Len. I'm confused."  
 "I've noticed."  
 "MX-II, MX-III. Can you explain what the roman numerals mean?"  
 "Well, I'll give it a try. We started with the MX-I. That was a monoshock frame. The MX-II rigid frame came next. Then we set up complete bike production using the MX-II frame. That wound up being called an MX-III. If you can explain that in words of one syllable you will have done me a great service."  
 "Let's see . . . The MX-III bike has an MX-II frame."  
 "Wrong. That used to be true, but not any more. The MX-III bikes now have the brand new Series III frame which replaces the MX-II frame that has been serving and satisfying the youth of America for

the last millennium or so."  
 "What's the hot scoop about the new Series III frame?"  
 "Longer. Lower. Lighter."  
 "Gosh. That's almost onomatopoeitic."  
 "I think you mean alliterative. Anyway, the frame is 3/4-inch longer, all up front, to make it more appealing to a wider range of kids. We moved the seat tube angle forward a bit. The bottom bracket is 3/8-inch lower. The best news is we've taken seven ounces off the frame without sacrificing any strength."  
 "Ah ha. A marvel of engineering ingenuity. How'd ya do that?"  
 "First, let me tell you how we didn't do it. We didn't switch to a thinner gauge for the bottom bracket shell and the head tube. Some manufacturers do that to



"Why don't you guys ever put ordinary people in your magazine?"

shave weight. Thinner wall tubing can wallow out, warp during welding, or sometimes split. We also kept the same .035 chrome-moly tubing that just about everybody uses for the three large tubes of the frame triangle."  
 "No shortcuts, huh?"  
 "No way. We've always refused to do that to save weight. There's only one way to lighten the frame. Properly."  
 "Carry on."  
 "We keep the full wall thickness at the ends of the bottom bracket tube and the head tube. The bottom bracket tube is .109 for 3/8-inch on both ends and then it's thinned

inside to .065. The steering head tube has a .095 wall thickness on each end for 3/8-inch. That gives the bearing races a place to sit. Then we thin the rest of the tube to .065. We also bored some larger than normal holes in the head tube and the bottom bracket where the other frame tubes are welded to them to trim some weight."  
 "And that added up to almost a half pound."  
 "You bet."  
 "Sounds trick to me. Are there still two MX-III bikes?"  
 "Yes. The 700 and the 600a. The 700 has a Sugino Maxycross three-piece aluminum crankset, a front brake, a Red Line stem, and chrome-moly handlebars. It sells for about \$120 more than the 600a."  
 "And the 600a is your econqual model. Under \$300."



This is TRICK. On the left, your ordinary bottom bracket. On the right, the new Red Line double-butted and drilled-out jobber. Red Line gave the head tube the same treatment and saved almost a half pound per bike with no apparent loss in strength or rigidity.

"That's right. The Series III frames will also be sold separately."  
 "So there are three complete Red Line bikes. The PL20 Carrera, the factory team bike with the Pro Line frame and super choice

The Red Line is a most excellent scoot, after you get the bars dialed in. Perfect for racing, freestylin', streetin', or showboatin' . . . like R.L. here, doing a 360.



# RED LINE MX-III 600a

## PRICE & SPECS

### COMPLETE BICYCLE PRICE:

Approximately \$275.

**FINISH AVAILABLE:** Chrome plated (black or blue components).

**COMPLETE BICYCLE WEIGHT (without pads or plate):** 22 pounds, 9 ounces.



**FRAME WEIGHT:** 4 pounds, 1 ounce.

**FORK WEIGHT:** 2 pounds, 1/2 ounce.

**FORK RAKE:** 1 3/8 inches.

**STEERING HEAD TUBE HEIGHT:** 5 inches.

**HANDLEBAR RISE (C/L of stem clamp to**

**C/L of grips):** 7 1/2 inches.

**TOP TUBE O.D.:** 1 1/4 inches.

**DOWN TUBE O.D.:** 1 1/4 inches.

**FORK LEG O.D.:** 1 inch.

**BOTTOM BRACKET TYPE:** American.

## COMPONENTS

**FRAME:** Red Line Series III, 4130 chrome-moly.

**FORK:** Red Line (#104), 4130 chrome-moly.

**HANDLEBAR:** Kusuki V-bar, mild steel.

**HANDLEBAR STEM:** Sugino HP-G3, aluminum with chrome-moly stem.

**GRIPS:** OGG foam.

**HEADSET:** Hatta.

**RIMS:** Ukai, aluminum alloy, polished sides.

**SPOKES:** 36/.080.

**HUBS:** Suzue aluminum alloy, black anodized.

**TIRES:** National Knarler Knobby, skinwall.

**BRAKE LEVER:** Dia-Compe.

**BRAKE CABLE:** Dia-Compe.

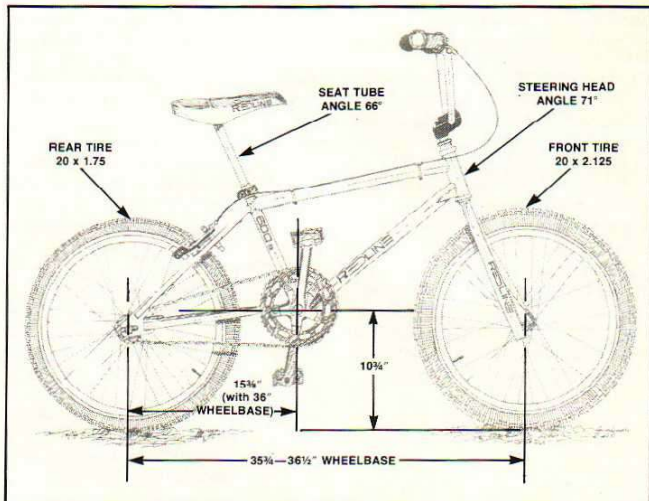
**PEDALS:** KKT AMX, aluminum with chrome-moly shaft.

**CRANK:** Sugino, one-piece, chrome-moly,

175mm or Sugino GT three-piece, aluminum alloy, 175mm.

**BOTTOM BRACKET SET:** Hatta.

**FRONT SPROCKET:** 44T, Sugino



aluminum chainwheel.

**SPIDER:** Integral part of crank.

**FREEWHEEL:** 16T, SunTour.

**CHAIN:** Izumi, 1/8-inch.

**SEAT AND SEAT POST:** Taihei UL

utilized, chrome-moly post.

**SEAT POST CLAMP:** Dia-Compe,

aluminum.

**ACCESSORIES:** None.

## PERFORMANCE EVALUATION

**PURPOSE:** Racing, quality street.

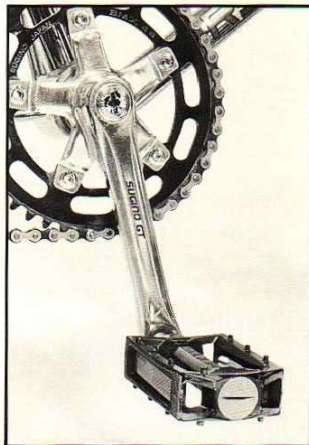
**AGE RANGE:** Ideal for 11-14 for racing, 9-15 for street.

**QUALITY OF FINISH:** Excellent.

**QUALITY OF WELDING:** Excellent.

**HANDLING:** The front comes right up for speed jumping. The back end really stuck. Good steering response, easy to dive with. No tendency to loop in the air at all. Super easy to kick the rear end around and bring it back if you're gettin' rad in the air. Feels rigid under hard cranking.

**MISCELLANEOUS COMMENTS:** It's really sturdy... Kinda short for bigger guys unless you change the bars and gooseneck... I think bikes without gussets look better... Big frame tubes always look trick... It has a clean basic look to it... Those new graphics are super... The clear cable housing looks neat... Everything felt really good except for the stock bars, they're too narrow... With these new seats you have to sacrifice adjustability for saving weight. If the seat was adjustable the bike could be dialed in perfectly for any rider... The tires look like Comp IIIs, work fine... I didn't like the old 600



nearly as much as this new one... It rides like a \$400 bike... Put it in the top five for bikes under \$300 for sure...  
**TEST INPUT:** R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed.

## FOR MORE INFO

**FOR MORE INFO:** See your local Red Line dealer.

**MANUFACTURER:**

Red Line Engineering, Inc.  
830 Tourmaline Drive  
Newbury, California 91320  
Tel: (805) 498-6783



components, and the two new MX-III bikes."

"Don't forget the new PL24R 24-inch race bike."

"So it's four complete bikes."

"And a fifth is on the way. The

PL24S. That's a multi-speed for street riding."

"Wonderful. Let's see. Any other



The new Taihei UL utilized seat and seat post. There is no heavy clamp, the seat is pinned to the post. Very light but unadjustable.

Red Line news? You've added two new riders to the team this year."

"Greg Grubbs and Jeff Kosmala.

They team up with Stu Thomsen and Jon Anderson. Tell you what.



National's new Knarler Knobby skinwall. The excellent design is almost identical to the famous Mitsubishi Comp III.



One of the best of the new breed of econoqual racers, the Red Line MX-III... quick breath... 600a.

I'll send you the new 600a for a test. You'll get the first look."

"Hey, that's a fab idea. The new MX-III 600a with the Series III frame, not the old MX-III with the MX-II frame. This numerology is really fascinating. III into II won't go, so carry the I, round up at V, move the decimal II places to the left and..."

"Goodbye, Len."

"Goodbye, Linn." ■

What do these riders have in common with Perry Kramer, Jeff Bottema, Stu Thomsen, Jeff Ruminer, Scott Clark, Bobby Woods, Gary Ellis, and Charlie Williams?



Danny Nelson  
Travis Chipres  
Sean Roberts  
Todd Henry  
Darin Peery  
Scott Stout

They all had their first taste of glory with Robinson.



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Developed for the professional BMX racer, the incredibly lightweight Z-1 was designed in Japan to be equally as famous as their motorcycle motocross tires. Constructed from a special rubber compound, Z-1 features a scientifically designed tread pattern that offers the best in explosive acceleration and ground grabbin' traction.  
Other tires slip and fail. But not Z-1. It's a super digger that bites down and explodes with action for those critical sweeps. Get Actionized! Get IRC's Z-1... the tire with magical powers. Available in red, blue, yellow and black.

IRC - Inoue Rubber Company, Ltd. 3-11, Sakae 5-Chome, Naka-Ku, Nagoya 460, Japan  
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IN A WORLD  
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IT'S A PITY  
NOT TO  
INDULGE.

THE NEW  
MX-TIME

BUILT TO RACE.  
BUILT TO WIN.  
BUILT RIGHT.

ONE OF THE MANY  
STARS IN THE  
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Finish: Chrome  
Frame: Ishiwata 4130 Cro-Mo  
Wheelbase: 36"  
Head Angle: 73°  
Seat Angle: 71-30°  
Bottom Bracket ht.: 11"  
Rims: Araya 7X  
Tires: Skinwall Competition  
Brakes: Dia-Compe MX1000  
Crankset: Tourney AD 44T  
Stem: Ross 4 Bolt  
Grips: Oakley III's  
Handlebars: Sakae Alloy  
Hubs: Maillard Helico matic  
Saddle: Kashimax Aero  
Seat Post: Kashimax Aero  
Pedals: Shimano DX  
Headset: Hatra Quick Adjust MX2  
Chain: Sodeport Sayer M  
Freewheel: Maillard 16T  
Weight: 24 lbs.



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# stick-em up BMX specials

**PRISM STICKERS**  
.50¢ Each

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**2" Prism Buttons**

\$1.50 ea. Multi-Color  
Black Sabbath  
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Rush  
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Molly Hatchet  
The Police  
Bruce Springsteen  
The Who

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\$12.00  
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Plug in numbers  
Only \$1.75  
Black or White

Lightweight - Fog Resistant - Comfortable  
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**BMX-PRO Helmet VISORS**

\$2.00

Red - Blue  
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specify color with order

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With VELCRO closing

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**NYLON M-X PANTS**

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Red - Blue or Black  
All with white stripe

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FREESTYLIN'

**1** Roll up slowly and under complete control to a predetermined spot. Concentrate on keeping your front tire absolutely straight.

**2** Go into a front brake endo by carefully launching your trunk weight upward and forward as you lock your front caliper. Straighten and stiffen your arms to prevent the rear end from pivoting around.

**3** Shift some weight back and lower the rear wheel. Maintain complete rigid control and concentration.

**4** Pull up the front end, shift your trunk weight back, and lock your coaster brake . . . all at the same time. Balance is everything. Lean over the bars to make it look trickier.



## HOW TO DO STANDOUT STANDS ON BOTH TIRES

**DEMO BY BUFF THE FLUFF**  
**C**ombine a hairy spider with a radioactive accident and what do you get? The Tarantula That Trompled Toledo.  
 Cross a horse with a donkey and

you come up with a mule.  
 Try mixing cola and cabbage juice. That's a tummy ache.  
 Now, class, what do you get when you combine a front brake endo with a rear tire wheelstand? That's right. A seesaw. Just like a

teeter-totter lumber number at a playground, you go up-down-up-down for as long as you want.  
 Up on the front tire, down, up on the rear tire, down, up again on the front tire.  
 Once you get the rhythm, you can rock back and forth on your tires as long as your oxygen holds out and the moon babes keep diggin' on it.  
 We've already showed you the front brake endo (February 1982

issue). Here's how to put the whole thing together.  
**SEESAW TECHNIQUE**  
 Do a front brake endo.  
 Shift your weight back as you lower the rear tire.  
 Then, with your weight back and the front end lightened, pull up on the bars to lift the front tire off the ground. The higher you pull your wheelstand toward its balance point, the spiffer it looks. A cool move is leaning way over the

handlebars like you're trying to kiss your front wheel.  
 Use forward lean to lower the front wheel. Lock the front brake before the front wheel touches down (or keep it locked during the entire trick).

As the front wheel touches down, shift forward to help unweight the rear end of the bike, and do another front brake endo.  
 Then another wheelstand, and another front brake endo.

**SEESAW SAYONARA**  
 That's it for sizzling seesaws. Once you have the seesaw sewn up, you can move on to rock-and-roller turns. They're sorta turning seesaws. We'll take a look at them in a future issue. ■

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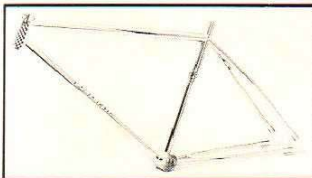
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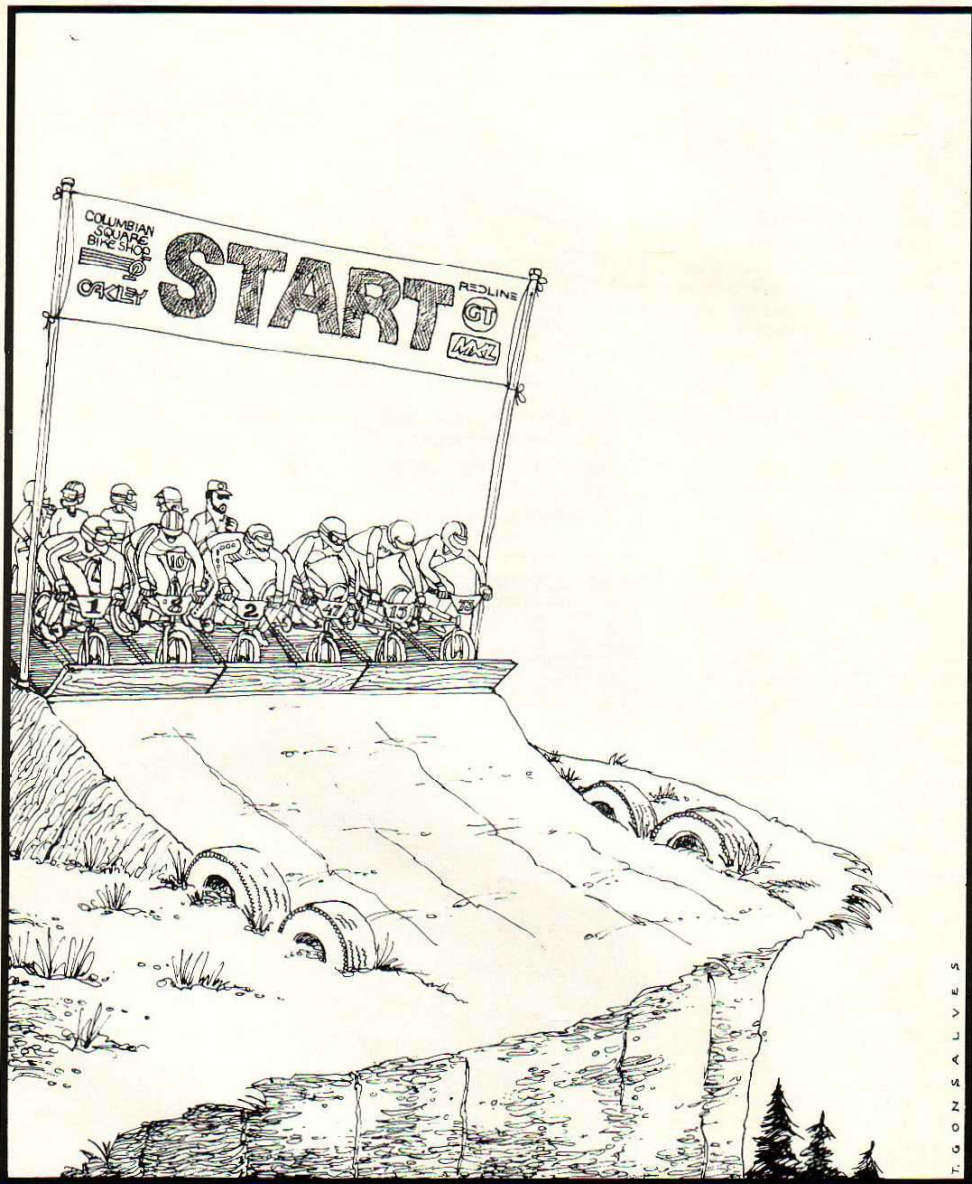
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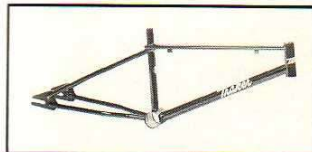
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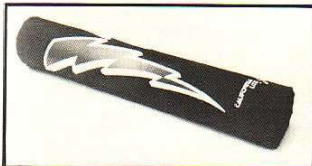
## PRODUCTS

outs. Ultramodern "fire enameled" paint spraying gives the chrome-moly Trak-Pro a lustrous and chip-resistant finish. Available in chrome, cobalt blue, or black. From STEYR DAIMLER PUCH, 85 Metro Way, Dept. BMXA, Secaucus, New Jersey 07094. Tel: (201) 865-4330.



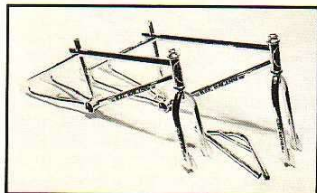
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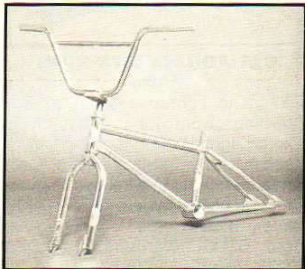
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Jason Wharton - 10 Expert  
Rich Farside - 16 Expert  
Eddy King - 17 Expert  
Doug Davis - 13 Expert

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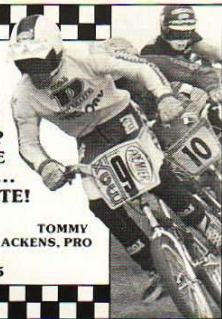
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# NBL GRAND NATIONAL

ARTICLE BY LEN WEED  
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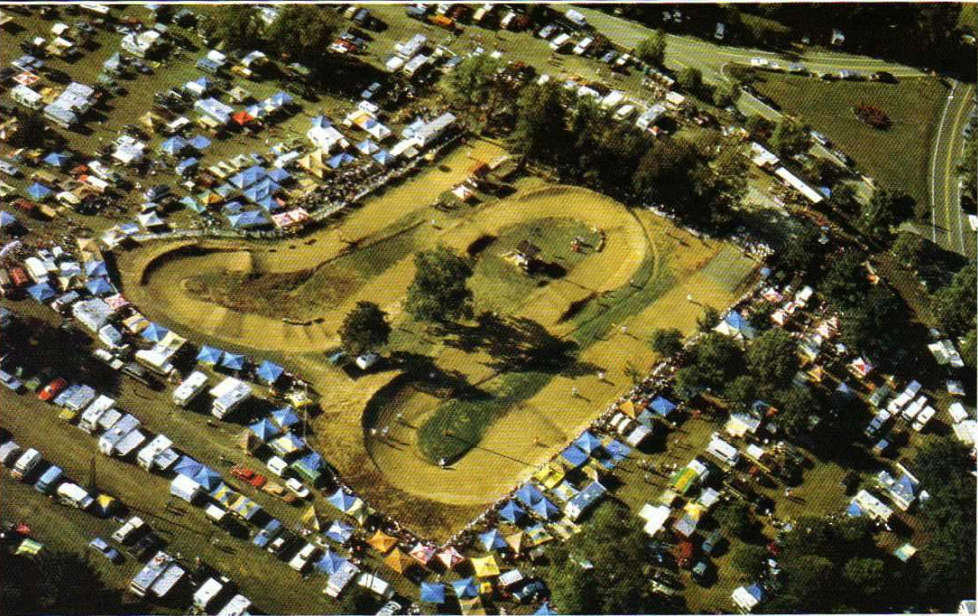
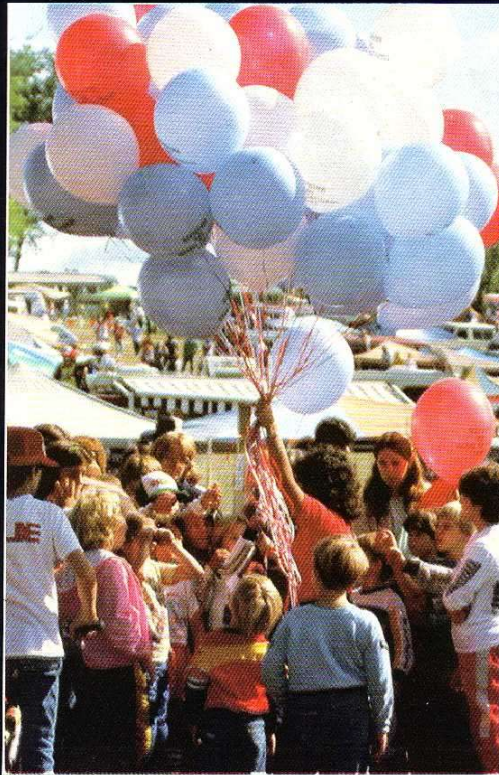


Photo courtesy Schwinn Bicycle Co.



FOR GREG AND TOBY, PITTSBURGH WAS THE PITS. FOR EVERYBODY ELSE IT WAS THE BEST BMX RACE EVER.



# NBL GRAND NATIONAL



The heaviest of the heavies. Woods (18) won the bucks, Stu won the plate, and Greg made one of the costliest mistakes of his career. Brent scored big on his cruiser and Brian Patterson (2) didn't do much of anything, for a change.



13 year old Doug Davis, one of BMX's all time all-timers. Probably has more major doubles and triples than anybody.



Eddy King (4) smoked 17 Expert. But Nelson Chanady scarfed on the No. 1 plate.



The bionic midget, Geoff Scofield. Or is he a Greg Hill clone?



NBL National No. 1 Pro Cruiser. Again. Brent is heavily back on the gas.



Jeff Moten and Jason Wharton, little dudes that are leavin' some big footprints.

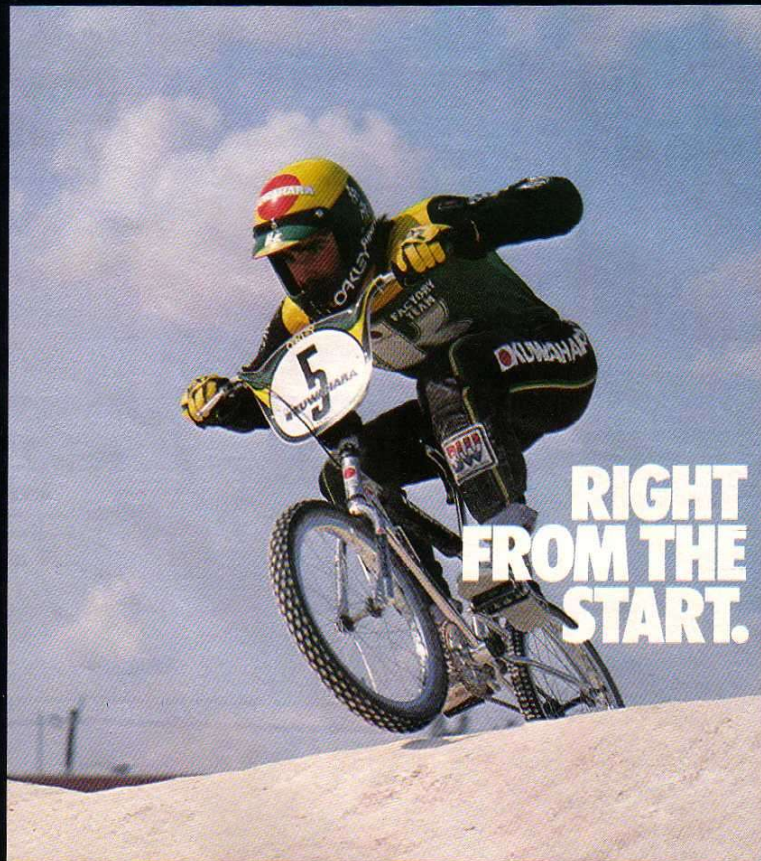


Kosmala (27) and Driscoll, pedal to the metal. Kos knocked down a big second in Pro Cruiser.



Stu, five minutes before the most shocking semi of the year.

# NBL GRAND NATIONAL



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Style and cunning vs. raw brute power. Power prevailed. Rob Fehd (84) dethroned the infamous Tim Judge for the amateur cruiser crown. Fehd set the lap record on Saturday then broke his own record on Sunday, both times on his 24-inch GT. Second fastest time, after Fehd, was Charlie Williams, on a 24-inch Hutch.

## NBL NATIONAL NO. 1 WINNERS-1982

PRO .....	Stu Thomsen, California
PRO CRUISER .....	Brent Patterson, California
17 EXPERT .....	Nelson Chanady, Florida
16 EXPERT .....	Paul Gossrau, Missouri
15 EXPERT .....	Rich Farside, New Jersey
14 EXPERT .....	Richie Anderson, California
13 EXPERT .....	Rodney Cooper, Oklahoma
12 EXPERT .....	Doug Davis, Arizona
11 EXPERT .....	Steve Moore, Missouri
10 EXPERT .....	Jason Jensen, California
9 EXPERT .....	Jason Theodore, Pennsylvania
8 EXPERT .....	Geoff Scofield, California
7 EXPERT .....	Ryan Fien, California
6 EXPERT .....	Stephanie DeFeo, New Jersey

35 OVER CRUISER .....	Bill Green, Florida
25-34 CRUISER .....	Reid Rowlands, Delaware
16-24 CRUISER .....	Rob Fehd, California
14-15 CRUISER .....	Charlie Williams, California
13 UNDER CRUISER .....	Mitch Martino, Tennessee

14 OVER POWDERPUFF .....	Kathy Schachel, New Jersey
12-13 POWDERPUFF .....	Andrea Cargle, Ohio
10-11 POWDERPUFF .....	Deanna Edwards, Michigan
8-9 POWDERPUFF .....	Christine Anderson, Maryland
7 UNDER POWDERPUFF .....	Gennifer Washington, Pennsylvania

FACTORY TEAM .....	GT BMX
BIKE SHOP .....	The Hot Shop

**P**ittsburgh. Where the Monongahela, Allegheny, and Ohio Rivers meet. Home of the baseball Pirates and football Steelers. The nation's 28th largest city and, over Labor Day weekend, the BMX capital of the world.

For the third straight year, Schwinn sponsored the War of the Stars finale. Premier co-sponsored. Thanks, you guys. It was a totally excellent event.

The Pittsburgh story is one of size and sighs. Size as in big. Sighs as in excitement, tension, and sudden shocking setbacks.

First, series size. Forty-six War of the Stars events. The most ever. Another most. Grand National



"OOOOOHHH I'm proud to be an Okie ...!" The Lucky Flying Cow of BMX must have pooped on Ruminer's helmet; NBL National No. 2 Pro plate and a heavy new ride for Factory Murray.

signups of 1990 (263 motos), up over 600 from the 1981 Grands at St. Louis.

Then sighs of anticipation. Everybody bouncing on their toes talking about what a great race they expected.

More sighs upon sighting the South Park track revitalized by NBL Competition Director Bob Tedesco. Everybody drooled with approval. Greg Hill: "This is one of the best tracks we've raced all year. It's more challenging than Waterford because the jumps are bigger."

This was definitely not a holedshot track. You could pass anyplace on it. A perfect National track.

According to Tedesco, "We learned from the Knoxville (World Cup) race that the cosmetic things like haybales and banners really

# NBL GRAND NATIONAL

help." The natural setting, midst tons of trees, didn't hurt. South Park has to be one of the all-around best BMX tracks in the world.

There were sighs aplenty from the heroes going for the No. 1

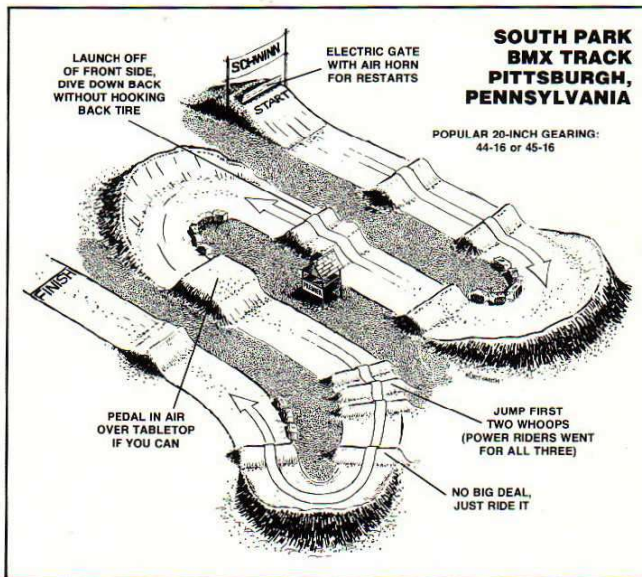


Does Hutch have a killer team, or what? Jason Griggs doubled the 11 year old classes.

plates. Greg Hill came to town with a 35 point margin over Jeff Ruminer, based on ten-best races. Stu Thomsen was 50 points off the lead, followed by Toby Henderson, 90 points back. With 400 points possible at Pittsburgh, anything could happen. And it did.

In Pro Cruiser, defending champion Brent Patterson found himself 80 points behind Toby Henderson. For Toby, Pittsburgh marked the second time in three years that he had come to an NBL Grand National leading a class. In 1980 it was Pro Money.

Greg Hill, the total dominator all year, the winningest Pro,



**If the BMX Action Race Rater was still going, this would have been a six star event!**

maintained his brand of cool when asked about the Pro showdown. "I'm not worried about Ruminer and I'm not worried about Stu or Toby or nobody. Everybody asks me about Stu. I've had that for four years and I'm tired of it. My goal at the beginning of the year was to wipe out Stu, the Man. I like the guy, he's my brother-in-law, but I'm sick of everybody comparing me to him. I won 18 nationals this year. I want to finally get something for it. The No. 1 plate."

Stu seemed calm before the racing began. "Fifty points is a lot to make up on a good rider like Greg. He doesn't get fifth too often. He's determined to win. I've been off this year. I've had it (No. 1) for a long time, one of these years I have to give it up. I want to win it, but I'm



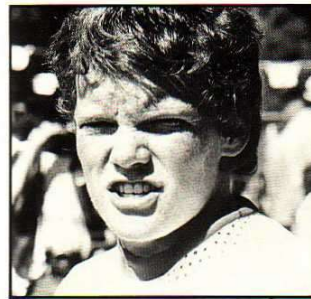
Gloom and depression. A gnarly crash in his second moto eliminated Toby Henderson from any chance of a No. 1 plate in the Pro 20-inch class.

not going to be disappointed if I don't. I've been there and Greg hasn't. I think I can still overpower him."

As the motos approached,

however, Stu started punching the psych buttons to max. According to Harry Leary, still mending from arthroscopic knee surgery, "I've been trying to talk to Stuart today and you can't get through to him. He's really intense. I haven't seen him this controlled all year."

In the first motos, Stu took



There really is a Rusty Cable! And he is FAST!

second behind Brent while Greg took second in his moto behind Brian Patterson. Jeff Ruminer won his moto to move within 25 points of Greg. Toby got a third, which didn't help but didn't eliminate him either.

Next time around, Stu swooped Brent at the finish to win. Greg also won while Toby bailed. Jeff had a third. That left it Greg over Jeff by 45 with Stu still 50 back. Toby's crash left him with about as much chance of winning the Pro No. 1 plate as Nixon has of winning another election.

In the final motos Greg and Stu both won while Jeff had to settle for a second when Tinker Juarez passed him in the last turn. So, heading for the semis, Greg stood 50 in front of Stu, 55 ahead of Ruminer. Solid ground for one so consistent as Greg Hill. The only question was who would get the No. 2 and 3 Pro plates.



14 Over main. Gossrau (1) latered everybody. Ellis (17) was second and a new name on the national scene, Cho Henderson (01), was third.

## SCHWINN-NBL GRAND NATIONALS RESULTS

A PRO MONEY	7 UNDER OPEN
Bobby Woods	Tory Bailey
Stu Thomsen	Brian Colegrove
Jeff Ruminer	Ryan Fien
Brent Patterson	35 OVER CRUISER
Tommy Brackens	William Green
Tinker Juarez	Jeff Keagle
Scott Clark	Julian Nicka
Brian Patterson	25-34 CRUISER
PRO CRUISER	Reid Rowlands
Brent Patterson	Domenick Brock
Jeff Kosmala	John Herrewewers
Robby Rupe	16-24 CRUISER
Tinker Juarez	Robert Fehd
Jim Wallace	Timmy Judge
Jeff Bottoma	Brett Allen
Toby Henderson	14-15 CRUISER
Roland Velich	Charlie Williams
PRO TROPHY	Darrell Young
Tommy Brackens	Richie Anderson
Bobby Woods	13 UNDER CRUISER
Stu Thomsen	Mark Steimer
B PRO MONEY	Robert Eisenberg
Mike Miranda	Mitch Martino
Bob Medrano	14 OVER
Steve Nogueira	POWDERPUFF
17 EXPERT	Kathy Schachel
Eddy King	Margo Carroll
Nelson Chanady	Genie Adair
Pat Sheridan	12-13 POWDERPUFF
16 EXPERT	Andrea Cargle
Paul Gossrau	Sue Gingrich
Cho Henderson	Trina Crawford
David Marietti	10-11 POWDERPUFF
15 EXPERT	Denna Edward
Gary Ellis	Darryl Ainsworth
Darrell Young	Janene Hoyt
Mike Lummer	8-9 POWDERPUFF
14 EXPERT	Lisa Terry
Richie Anderson	Christine Anderson
Mike Salido	Tracy White
Scott Stout	7 UNDER POWDERPUFF
13 EXPERT	Stephanie DeFao
Mark Steimer	Genny Washington
Todd Henry	Michelle Abram
Rodney Cooper	16 OVER NOVICE
12 EXPERT	Mike Wheeler
Craig Bark	Dom Cellitti
Doug Davis	Dave Foster
Paul Scamardi	15 NOVICE
11 EXPERT	Scott Umland
Jason Griggs	Todd Hines
Tony Luke	Lewis Christian
Steve Moore	14 NOVICE
10 EXPERT	Russell Bray
Brad Birdwell	Brad Saylor
Jason Jensen	Andrea Moore
Jason Wharton	13 NOVICE
9 EXPERT	Ricky LeBeau
Jason Theodore	Marvin Rice
Damon Smith	Jeff Allen
Kevin Keller	12 NOVICE
8 EXPERT	Thomas Gosorn
Jason Christy	Rob Hughes
Geoff Scofield	Jeff Shisler
Randy Seitzinger	11 NOVICE
7 EXPERT	Billy Patton
Danny Nelson	Scott Okrasinski
Ryan Fien	Eric Danielson
Brian Colegrove	10 NOVICE
6 EXPERT	Jeff Kise
Jason Foxe	Tony Urbanek
Stephanie DeFao	Curtis Childers
John Dionne	9 NOVICE
14 OVER OPEN	Sean Ray
Paul Gossrau	Robert Todas
Gary Ellis	Kevin Norris
Cho Henderson	8 NOVICE
12-13 OPEN	Mark Schultz
Doug Davis	Dallas Boyd
Robert Eisenberg	Jason Sarubbi
Mike Lario	7 NOVICE
10-11 OPEN	Chad Wiesler
Jason Griggs	Robby Patton
Monte Gray	John Basten
Troy Rastz	6 UNDER NOVICE
8-9 OPEN	Emerson Johnson
Jason Theodore	Tom Cravenho
Kevin McDougal	Ryan Dever
Spencer Sharp	

Pro Cruiser got real interesting real fast. Toby's 80 point lead was sliced when he took a fourth in his first moto. Heading for the semis,

# NBL GRAND NATIONAL

Toby's lead over Brent Patterson was down to 50 points.

What were Greg and Toby's 50 point leads worth? All they had to do was finish fifth if their comp won.

Comes the semis. One slip and you're history. The contenders knew it. For Jeff Ruminer, "The semi is more important than the main because I have to get through. If I don't, there's no main event."

Jeff had a good psych going for the race — and next year. He's joining the Murray factory team. "Next year's gonna be Greg and me (battling for No. 1). I might move out to California so I can train with Jeff (Bottema, the Murray team manager)."

For Greg Hill, "The semi is the



Toby was so close to a No. 1 plate he could smell it. Then, ZOOMO... right down the toilet!

hardest part. The pressure point." The pressure point exploded in Greg's semi. He blew his start, slipping a pedal, something he never does. Then he battled desperately to transfer. He was okay until Patterson stereo got him. Brent pulled a don't-brake-jump-into-the-turn number that worked and made up two places. Then Brian dove under Greg. For Greg Hill, it was all over. He didn't transfer. Everybody was in shock.

With Greg gone, Stu and Jeff were suddenly facing a showdown with just five points separating them.

The Pro Cruiser main provided more thrills and spills. For the second time in three years, a crash in front of Toby Henderson deprived him of a No. 1 plate. Toby and Brent took off battling for the lead. Toby got out of shape on the

double jump and settled safely into the middle of the pack, needing just a fifth. Then, in the last turn, Roland

## DAMAGE TO BMX

The NBL Grand National was held at the BMX track in South Park, an enormous and beautiful park in Pittsburgh, Pennsylvania. Many BMX families camped in the park for the weekend.

There is a golf course in South Park, not far from the BMX track.

On Saturday night some of the racers who were camping in the park rode over to the golf course and proceeded to rip up the greens with their bicycles. As a result, the South Park BMX track may be closed shortly. These guys didn't just damage a golf course, they damaged the sport of BMX.

The racers who did this, or who mess up hotels they're staying in when there's a big BMX race somewhere, are slowly giving the best sport in the world a bad rep.

It is time the rest of us who love this sport and are proud of it and wish to protect it did something to end this kind of destructive stupidity.

It's just like if you see some turkey on the track without a helmet. Everybody yells at him. Same thing applies to the racers who tore up the golf course. If you see something like that happening, talk to them. Explain what's what. Tell 'em to get rad on the track where it belongs, not on some golf course or in a hotel. That's DUMB. And that's bad for the sport.

I'll bet tacos at Rosa's that they'll understand. After all, first and foremost, they're BMX people, just like you and me.

— Bob Osborn

Veicht fell and Toby had no place to go. Brent knew he had won the race, but it wasn't until he turned and saw Toby on the ground that



The Avalanche rolled over 14 Expert at Pittsburgh. Richie Anderson. Back up to full boost.

he realized he had his third No. 1 plate in three years.

In the Pro Money main, Stu, Brent, and Brian all started strong. Then Brent slipped a pedal on the first straight. Brian grabbed the lead and then slipped both pedals at the same time on the second straight and went off the track. Woods scooted around, chased by Thomsen and Ruminer. Bobby got the win, but Stu won the championship, by 15 points, over Jeff. After the race, Stu said, "This is just like being told that you're not going to die after all."

Nobody could say that Pittsburgh didn't deliver total drama. Ups, downs, laughs, tears, surprises, upsets. Both Pro point leaders going in failed to win. And, for the third straight year, the No. 1 Pro plate was won in the main by a rider behind in points at the beginning of the Grand National weekend.

The NBL's king-size race, totally heavy in sighs, was their finest hour. A most excellent climax to War of the Stars V. ■

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## RUMORS, REVELATIONS, MISCELLANEOUS DRIVEL, GOSSIP, INSIDE DOPE, AND OUTRIGHT LIES



Team Terrible is finally home from the wars. The tale of tragedy and woe continued after our last look (Odds & Endos, September issue). TT blew, make that exploded, a rear tire in Albany. The shrapnel blew out the restroom plumbing in the bus. In other words, the Factory Commando troop carrier was dropping extremely smelly bombs everywhere. The CIA is investigating this novel approach to urban warfare.

In Fort Wayne, the city where TT was built, the bus burned two valves and bent two pushrods because the timing went out. Oh, yeah. The brand new \$800 radiator started leaking.

And then, in Springfield, another engine fire. The air filter melted into the carb. Add a carb rebuild to the bill pile. About here everybody went AWOL except for team manager Joe Licklider. So there Joe was, toolin' along alone outside of Flagstaff, doin' about 70 downhill — and the air brakes went.

Finally, Joe and Terrible made it back to Command Headquarters. To celebrate this wondrous occasion, Scot Breithaup invited Oz, R.L., Buff, and their ladies to dinner, using Terrible for transportation. He insisted everybody get out of the bus about a block from the cafe. The group walked up to a bus stop and

waited. Terrible pulled up and, one by one, the gang piled on, each handing Scot a dime. Guess what? A couple of civilians tried to board too. It's kind of weird tryin' to imagine where they thought a camouflaged bus with a gun turret was going to take them.

Anyway, Terrible is no longer so terrible. So, would you be interested in an all expenses paid week on the road next summer in Team Terrible with the SE Factory Commandos? Stay tuned. P.S. Scot promises to have the portapotty fixed by then.

Look for the NBL to shape up number plate identification for the 1983 War of the Stars series. Black plates will be required. The top 20 ranked riders in each national class will run their national numbers. Everyone else will display the last two digits of their permanent membership number plus the first letter of their last name. This means no state plates at nationals. Yellow plates will be used at IBMXF races. Riders will be allowed to run their IBMXF number, their national number, or their permanent number.

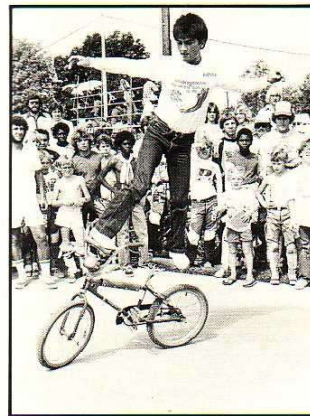
Bobby Woods (Mongoose) hopes to combine both BMX and auto racing again next year. Bobby started racing cars this year after attending the Jim Russell driving school. He

won his first three races in Formula Ford cars and was leading in rookie points when conflicts with the BMX schedule forced him to miss some key races. The series championship would have netted him a year's sponsorship for European racing.

What are Formula Fords? They look like miniature formula one cars. They run four-cylinder Ford Pinto engines and top out at about 130 mph.

Cool psych number by Mark Perez (GT) at Pittsburgh. Mark, up on the pedals, sat down just as the light sequence was about to start. And then he popped back up, ready to go, while everybody else was wondering what was going on. Pretty tricky, Mark.

Brent Patterson, Brian Patterson, Richie Anderson. Quite a package. Sign those three guys and your factory team gets healthy real fast. Is anybody sniffing around? Are they available?



Patrick Romano, 19, has a partial sponsorship with Mongoose to do things like this. If this looks tough, imagine balancing on ice. Patrick has performed for the Ice Capades in the past. He has a brother currently with that show and another performing at Circus Circus in Las Vegas. Patrick is also an actor. He's appeared on *Hart To Hart* and *M\*A\*S\*H* on television and in the *Annie* movie. He'll also be appearing in the upcoming *Surf II* and *Something Wicked This Way Comes* films.

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# DEAR WIZ

continued from page 10  
Kuwahara; riding — five years; sponsor — Pacific Shore.

Jumpin' Joe Hendricks  
Westminster, Colorado

Gnarly jump, Jumpin' Joe. Too bad that guy got in front of the camera and spoiled the photo. — Oz

## MEGABUCKS

Dear Wiz,  
How much does a top Pro with a solid factory ride such as Greg Hill or Stu rake in annually? I've seen a lot of BMX on TV lately. It looks like the sport is really moving.

Brian Fernandes  
San Rafael, California

The absolute top riders in BMX? Somewhere between \$35,000 and \$65,000 per year plus expenses. There're maybe ten riders that fall into this category. Maybe. There might be one or two who slip past this. — Oz

## MEGAMUSCLES

Dear Wiz,  
The Torker barbarian ad was excellent. My friends and I decided the barbarian was either Harry Leary or Stu Thomsen.

Craig Geyer  
Camp Hill, Pennsylvania

Not too swift, you guys. This is the most obvious thing in the world and it went right over everyone's heads. In all the letters we got, NOBODY guessed right. It's Ciint Miller!—Oz

## MEGACHEESE?

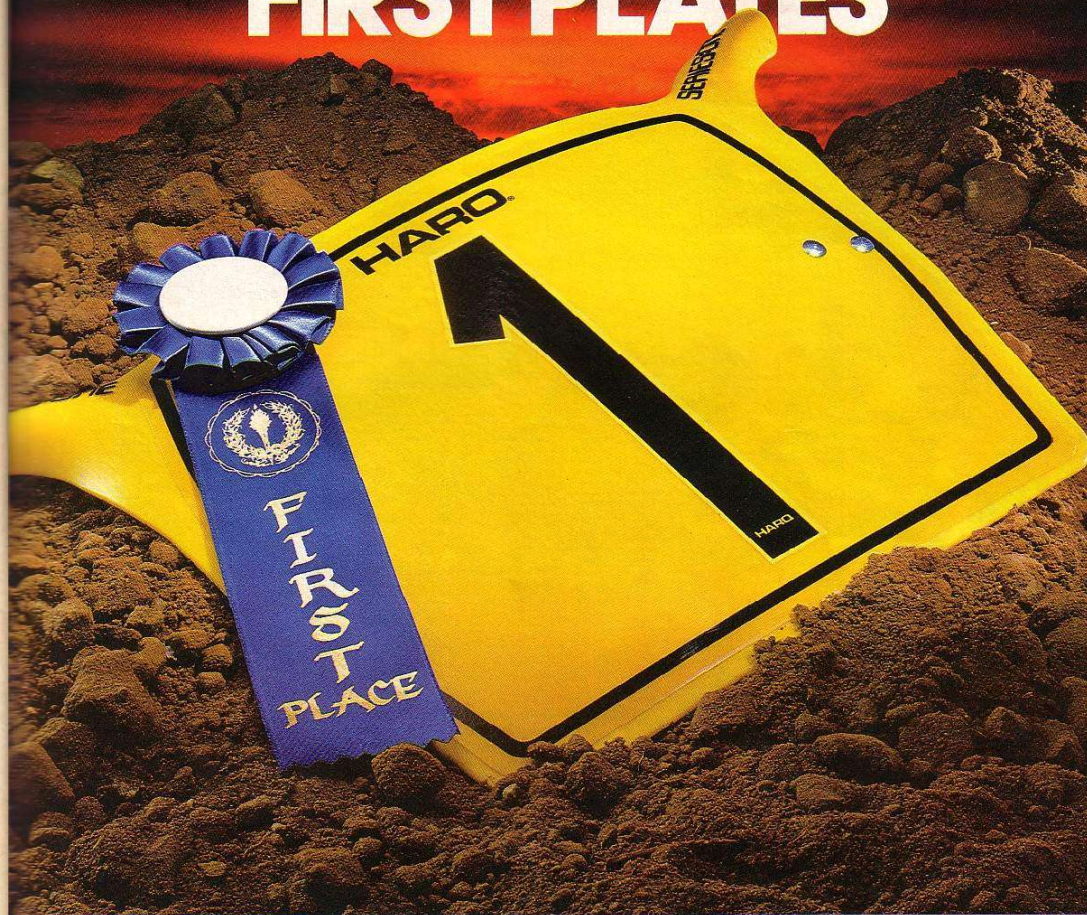
Dear Wiz,  
You had the King of the Skateparks in the August issue. How come Jeff Watson wasn't there to compete?

Flyin' Brian Emerson  
Address omitted

I don't know. Maybe he cheesed. There's supposed to be another skatepark competition coming up at Watson's home park, Rancho. Maybe he'll be at that one. — Oz ■

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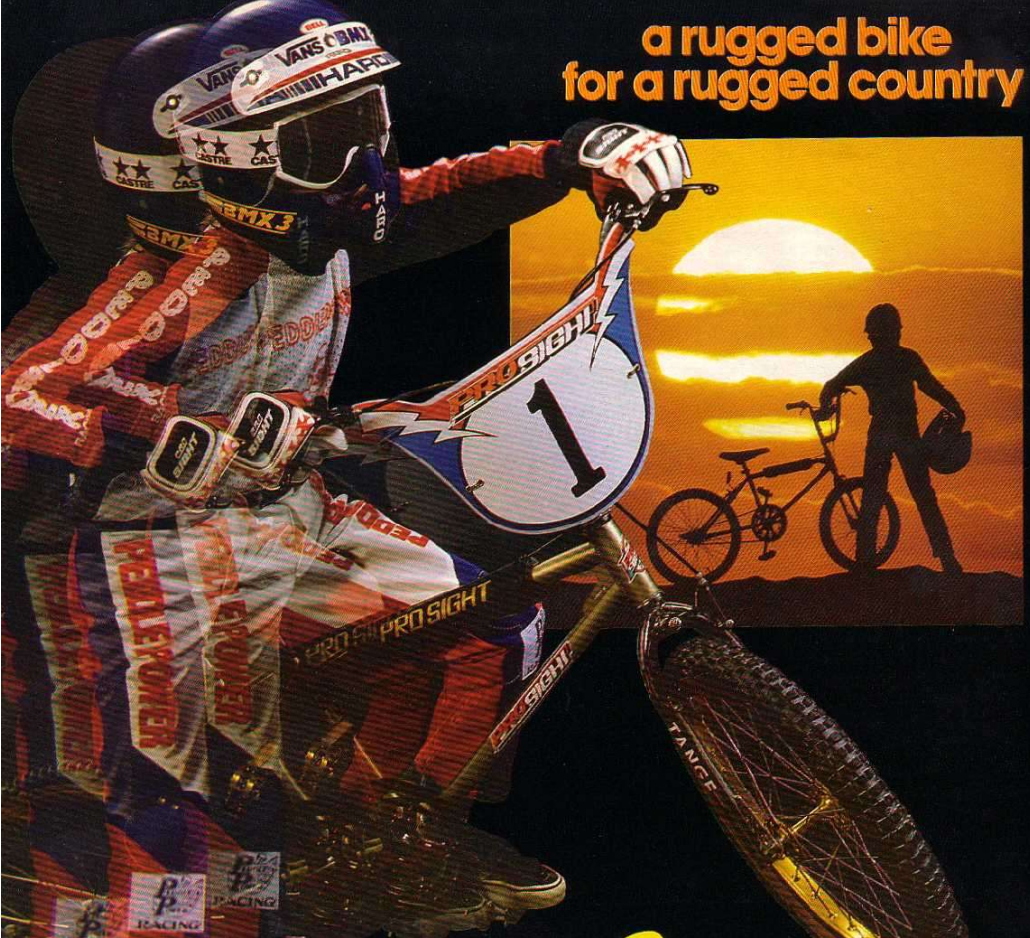
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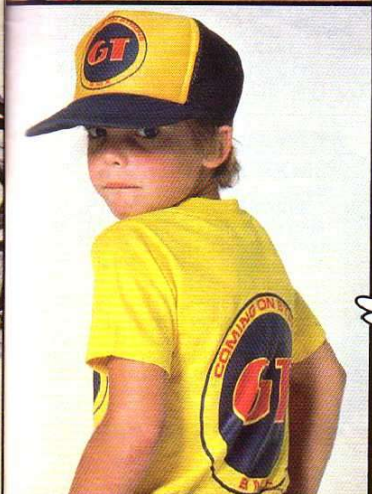
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## SHARPSHOOTIN'

### NELSON CHANADY

**NBL NATIONAL NO. 1  
17 EXPERT  
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CHAMPION**

Knoxville World Cup. Chanady doubles. Dayton World Championship. Another Chanady double — 17 Expert and the Grand World Cham-



pionship Trophy Dash. International competition seems to bring out the best in Miami's best known BMXer.

It's been a rapid rise to stardom. Just a year after he began motoing motorlessly, Nelson found himself at the 1981 NBL Grand National in St. Louis with five perfects. He emerged National No. 2 in 16 Expert.

MX's loss is BMX's gain. Nelson, a 250cc Expert in motorcycle motocross, wasn't smooching enough trophy gals to suit his fancy, so he switched to BMX in the summer of 1980. "I decided to try BMX. I wanted to race national caliber and I couldn't really do it in MX or dirt bikes. I wanted to be No. 1."

Nelson got his first bike, a Red Line, in 1977. "I'd race MX on the weekend and then hotdog on my Red Line with my friends, jumping

and thrashing around town. I was always on my bike."

He won his first 16 Novice race. Four months later he was an Expert. "I definitely had to change my style for BMX. Learn to stay low and pedal low. I had to ride with more finesse than I was used to and work on the starts. I'd get so far around a track and get exhausted so I decided to train. I've been training ever since."

The Chanady program includes running (fast miles), starts (about 30 a day) and sprints, and upper body weight training. He's partial to arm curls.

Nelson is sponsored by The Hot Shop in Coral Gables, Florida. GT gives him factory co-sponsorship support.

Nelson, 18, works full time at The Hot Shop. "A lot of credit for my success should go to my boss at the shop, Jim Linder. He saw some potential in me. He took me to Fremont last year. I didn't do too good, but he kept supporting me. I started concentrating more on training and doing everything in my power to do good because I didn't want to let him down."

Talking about 1983, Nelson says, "Everybody asks me when I'm going Pro and I just tell them when I feel I'm ready. I'm not in a hurry. I'm still learning something at every race. I'll probably race amateur next year and do more ABA nationals to gain experience."

A national number was a major motivation in Nelson's switch to BMX. Now he has national and world No. 1 plates. It just shows, if you have the drive and the willingness to try new things, you can find the right arena for your talents. On the gas doesn't always have to mean on the throttle. ■



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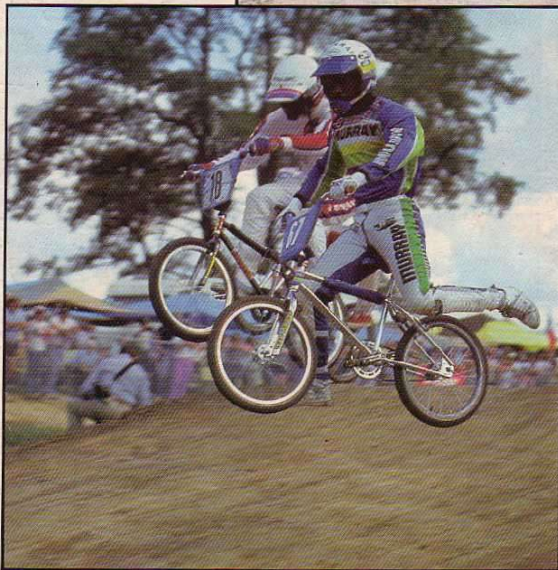


# ODDS & ENDOS



**1** GOOD GRIEF! If that's my leg, that blows the main.

**2** What do you get when you match the power of a gorilla with the coordination of a gooney bird? The 16 Novice class, of course.



**3** Just so's all you 16 Novices don't get on our case, here's a photo of the grace and style you can expect to attain by the time you get to be a Pro.

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