

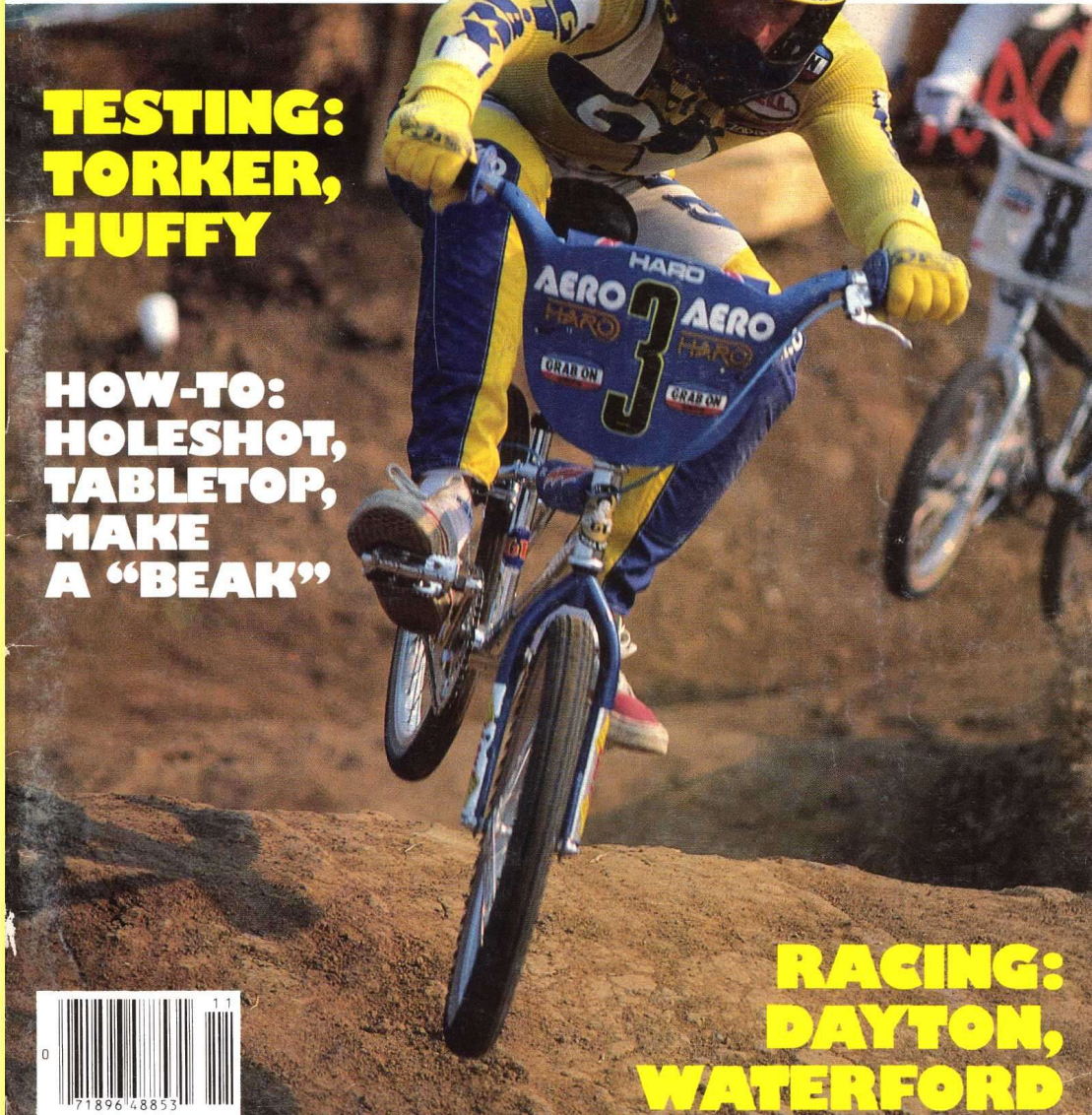


# BMX ACTION

NOVEMBER 1982  
\$2.00 UK £1.50  
48853

**TESTING:  
TORKER,  
HUFFY**

**HOW-TO:  
HOLESHOT,  
TABLETOP,  
MAKE  
A "BEAK"**

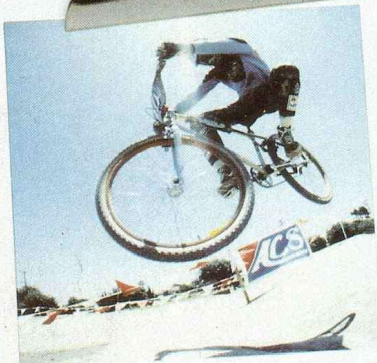


**RACING:  
DAYTON,  
WATERFORD**





# The New 24" and 26" Z-Rims... Results are in.



THE NEW 26" Z-RIMS... MAX  
POTENTIAL FOR OPEN  
WHEEL WILDNESS!



OFF THE EDGE OF THE EARTH  
WITH MY NEW 24" Z's!

DEAR ACS,

WELL, I WHOMPED, STOMPED,  
THRASHED, BASHED, AND JUST GOT CRIT!  
THE NEW "Z" RIMS ARE BOLD BABIES!  
I'M STOKED BECAUSE NOW I CAN  
GET NARLY ON ALL MY BIKES, NOT  
JUST MY 20"...

IN CONCLUSION: THE TESTS WENT  
WELL; MY BODY IS BENT AND BIFFED...  
BUT I'LL BE BACK!

"C-YA"

Scott "Old-Man"  
Brithaupt

SLIDIN' SIDWAYS AT  
HIGH SPEED... NO PROBS  
WITH MY TRUSTY 20" RIMS!

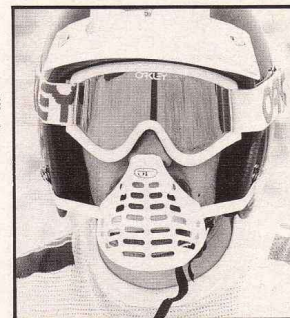
American Cycle Systems  
1449 Industrial Park Street  
Covina, California 91722

# BMX ACTION



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Isn't it about time you checked out Snowboarding? Surfing on snow is one of the most thrilling sensations winter has to offer. All you need are some warm clothes, winter boots (even high sneakers will do) and a Snowboard for equipment. And if there is as much as three inches of snow you can start surfing hills anywhere from Central Park to Mt. McKinley.

When you choose a snowboard to ride this winter, go with the leader. Burton Snowboards are the favorite of virtually every rider from the ambitious beginner to the current National Champion.

The pictured snowboard, The Backhill Model (\$100), is the world's most widely used snowboard. Other models include The Backyard (\$55), The Powdergun (\$150), and The Performer (\$150). For a free snowboarding information package including color mini poster, mail order catalogue, and dealer locations, please call or write us. Inquiries from outside North America include \$2 for postage.

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Manchester Center, Vermont 05255  
Tel. (802) 362-4000

Qualified dealer inquiries invited.



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BOB OSBORN

**Editor**  
LEN WEED

**Editorial Assistant**  
STEVE GIBERSON

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GARNET BLAIR

**Assistant Art Director**  
KURT SMITH

**Photo Production**  
WINDY

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**President**  
BOB OSBORN

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DERRICK ROGERS

**Editorial and Advertising Offices**  
WIZARD PUBLICATIONS, INC.  
3162 KASHIWA STREET  
TORRANCE, CA 90505  
TEL: (213) 539-9213

**Advertising Representative in Japan**  
TANDEM, INC.  
301 NAKATO BLDG.  
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The world's most complete selection of BMX parts and accessories! All the hot brands! If we don't sell it, you don't really need it! Send for catalog today!

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El Cajon, CA 92020

The ultimate weapon is about to strike.





# Predator.<sup>TM</sup>

## An arsenal of chrome-moly BMX machines.

A potent new force of technically-advanced BMX weapons has emerged.

Predator<sup>TM</sup> by Schwinn<sup>®</sup>. Designed from the wheels up to be a dominant vehicle in every level of competition.

Chrome-moly:

the core of every Predator.

Every Predator has a mainframe crafted entirely of 4130 chrome-molybdenum steel, or "chrome-moly".

This revolutionary alloy is, pound for pound, far stronger than ordinary

### The Predator Arsenal.

Sting <sup>®</sup>	Patented tri-oval frame	\$399.95*
Team + 24	24" bi-oval frame	\$259.95*
Team 'Z'	Bi-oval frame/Z-rims	\$244.95*
Team + Alloy	Bi-oval frame/alloy rims	\$239.95*
Cr+Mo+Mag	Mag wheels/free sprocket	\$204.95*
Cr+Mo+Mag	Mag wheels/coaster brake	\$189.95*
Cr+Mo+Free	Steel rim/freewheel	\$174.95*
Cr+Mo+Pit	16" wheel	\$164.95*

\*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.

Components from some of the best names in the business.

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

Thankfully, Predator bucks this trend.

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.

Only at your Schwinn dealer.

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.

We think you'll quickly discover a Predator belongs in yours.

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>TM</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.

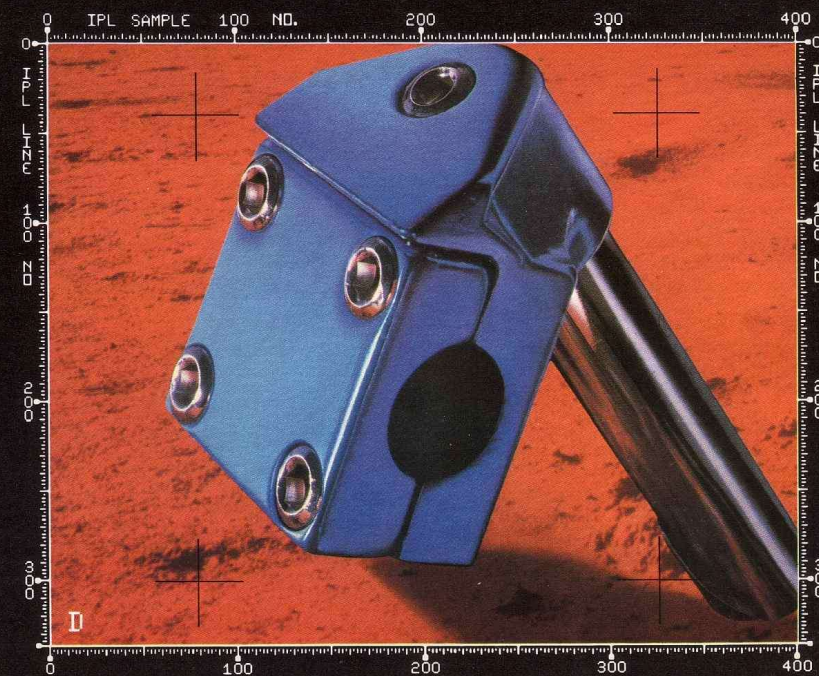
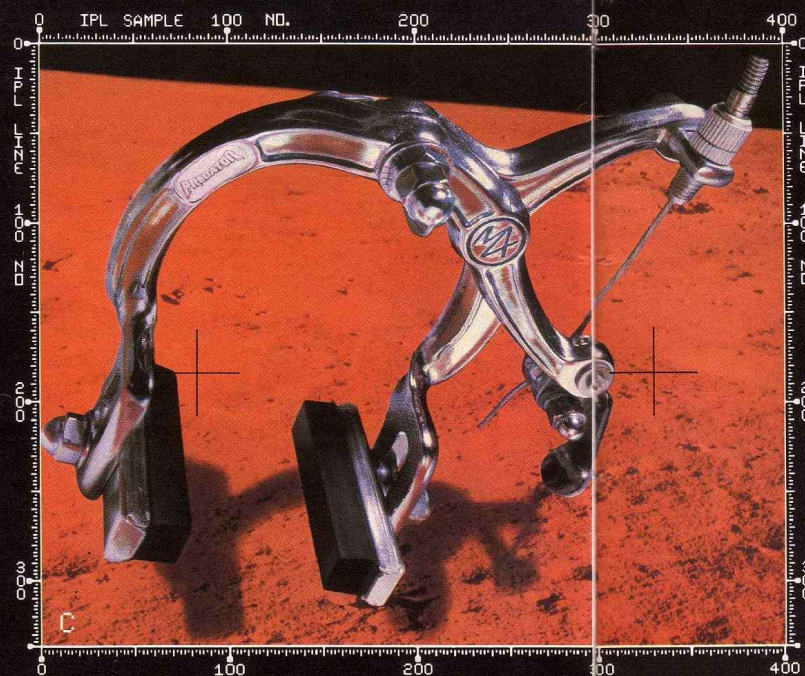
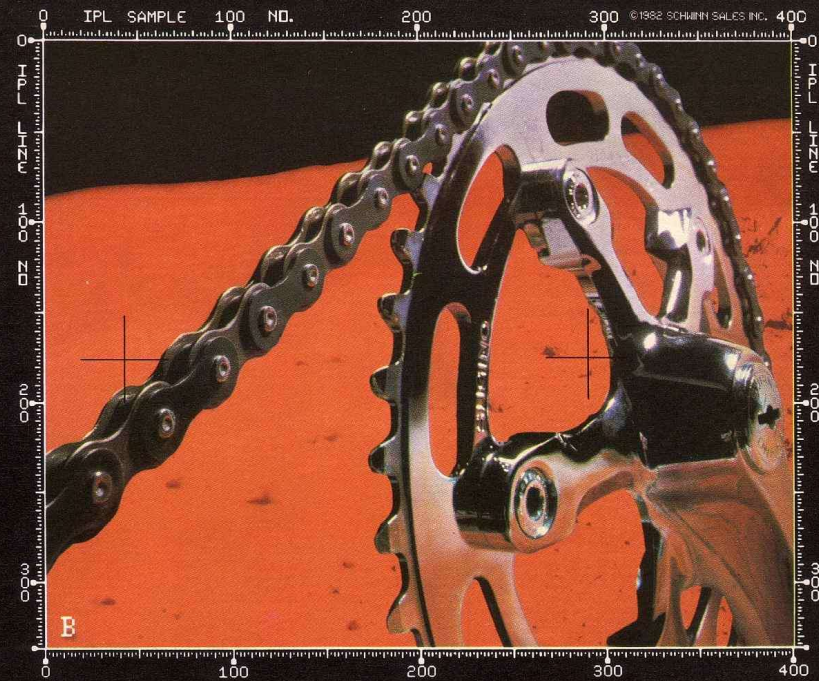
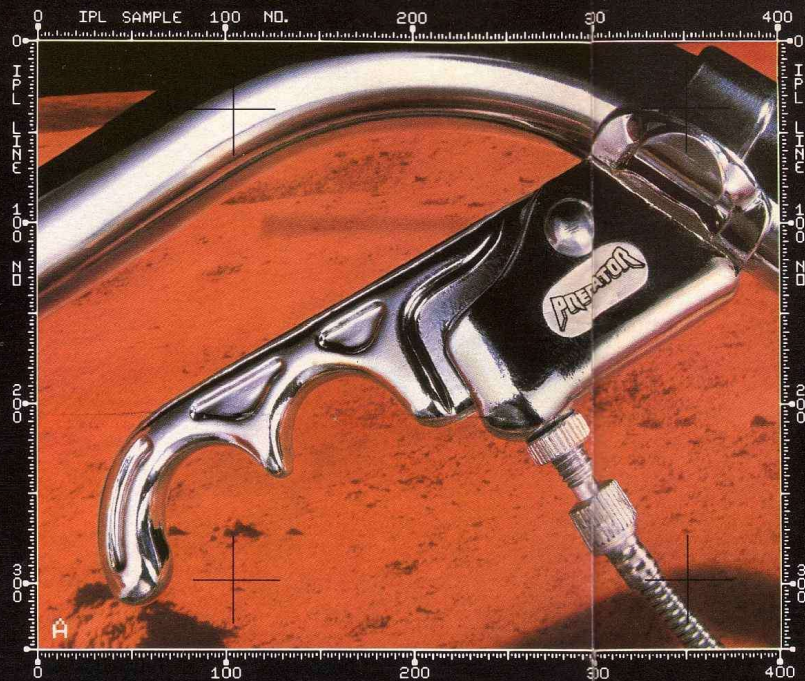
Heat-treated alloy steel links make this remarkable BMX chain the very strongest money can buy.

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

### D. The Predator Stem.

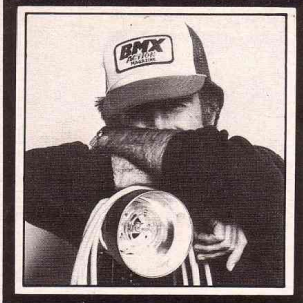
This chrome-moly, forged-alloy, four-bolt "stem" is designed to withstand even the most brutal twisting, yanking and "torqueing".

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



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





# DEAR WIZ

BY MIGHTY BMXA'S READERS AND BOB OSBORN

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

## KOPIS RETURNS

Dear Wiz,  
 Are you getting bored with Harrison Ford?  
 ON GOLDEN POND just doesn't rate?  
 I've got some news to cure your blues,  
 E.T. is here and it's great!

And here's the scoop, the latest poop,  
 Spread the word 'round, will ya'?  
 The latest flick, which is really trick,  
 Is STU THOMSEN MEETS GODZILLA.

Yes, guys and gals, after a brief sabbatical, the MAD POET IS BACK!

Jeff Kopis,  
 Clallam Bay, Washington

*I've got a dollar on Stu.—Oz*

## E.T. STUNT RIDERS

Dear Wiz,  
 Who were the guys who did the stunt riding in E.T.?

Steve Geiger  
 Newark, Delaware

*Except for Bob Haro, who also did some of the stunt riding, they were all Ascot locals. Some guy from the production company went over there one day and asked if anyone wanted to be in a movie. He picked Steve Williby, Duke Brickenton, Greg Maes, David Lee, Grant Meyers, and Robert Cardoza. Incidentally, according to Haro, all the bicycle chase scenes were filmed*



Building Leapin' Jones and the Fearsome Simi Jump. Circa 1978.

*in a new housing tract located very close to where the Fearsome Simi Jump used to be, if you remember that far back in BMXA. That's back when Building Leapin' Jones used*

*to ride for us. He'd sail 40 or 50 feet off that jump, WAY up in the air. Let me tell ya', that was SPOOKY just that far back in BMXA. That's back when Building Leapin' Jones used*  
 —Oz ■

# BRAKE AHEAD.



One-finger is all it takes. Unique "Active" housing cable design amplifies braking power. Adjusts for large or small hands.



Three perfectly matched competition components... a system for total braking performance.

The DX Brake lever. Exclusive dual position adjusting. Soft touch, one or two-finger grip. Light alloy (lever) and steel (bracket) construction.

The DX Cable. Exclusive superflex design. Coated, flat-wire wound inner housing. Active cable housing activates brake action.



The Shimano DX Ensemble. Serious performance for your motocross machine.

Features like Synpul and Quick release have made the sidepull Tourney a favorite with racers.

Sidepull, caliper design with Synpul self-centering. Cold-forged in light alloy.

DX Brakesets include specially flatwire wound cable housing, coated to resist friction, wear and corrosion. With efficient "Active" housing design, the cable itself is stationary.



Teamed up on your motocross machine, the DX Brakeset delivers what it promises, the ultimate in braking efficiency. Fingertip control for smooth maneuvers and instant response for quick action. Plus lever throw adjustability to suit style and grip.

**SHIMANO**  
**DX**  
 ADJUSTABLE BRAKESSET



# LEAD THE PACK INTO THE FUTURE WITH THE NEW KNARLER KNOBBY.

It's finally here, the Knarler Knobby, everything you wanted in a tire and more.

Specially designed for the incredible demands of BMX racing, the Knarler Knobby really digs into the dirt like no other. The Knarler starts with a high-density nylon cord body and a specially formulated rubber

compound for longer tread life and reduced rolling resistance. The sidewalls are soft and flexible to keep more tire on the ground thru the turns for superior handling.

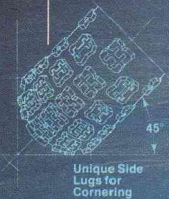
The tread design is com-

pletely new. Deep, multi-sided slotted lugs hunker down in any track condition for great straightway traction. The tread pattern is extra wide with unique cornering lugs on the sides that grab the dirt even in the hairiest turns.

The Knarler Knobby comes in 20" and 24" sizes and is available in black, blue, red and yellow. Take a look at the future, check out the new Knarler Knobby today at your favorite bike shop.

## National Tire Co., Ltd.

14-28, 3-chome Sekime,  
Jyoto-ku, Osaka, Japan  
Telex: 05294608 NTIRE J (JAPAN)



# what's red, new and gives the competition the blues....

(and sells for under \$275.)



# ...redline's new 600a

longer, lower, lighter and meaner.

**REDLINE**

RedLine Engineering, Inc., 830 Tourmaline Drive, Newbury Park, CA 91320

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's. SO, BEFORE YOU BUY A BMX BIKE, WEIGH THE COMPETITION.

TAIHEI U.L. SADDLE WITH INTEGRAL CHROMOLY SEAT POST

NEW SERIES III ALL CHROMOLY FRAME  
CHROME FRAME WITH YOUR CHOICE OF BLUE OR BLACK COMPONENTS

ANODIZED SHINY-SIDE ALLOY RIMS

COLORED FOAM GRIPS

CHROME PLATED STEEL V-BARS

SUGINO FORGED ALLOY & CHROMOLY GOOSENECK



ENGINEERED TO HAVE EVERYTHING EXCEPT COMPETITION.

ALL CHROMOLY FORKS

NATIONAL COLORED SKIN-WALL TIRES

KKT AMX ALL ALLOY PEDALS

CHOICE OF SUGINO GT  
3 PIECE ALUMINUM OR  
1 PIECE CHROMOLY  
CRANK SET

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



**BMX**  
ACTION  
OFFICIAL TEST

# HUFFY PRO LIGHTNING CHROME-MOLY



First, the Thunder, now the Lightning. Teardrop tubing. Bronzed. Featherfied. "It doesn't feel like a Huffy, it feels like a real race bike."



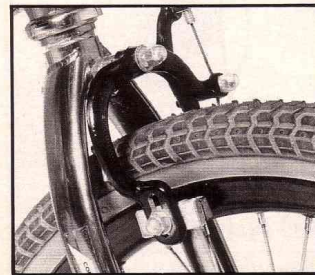
## SURPRISE, SURPRISE SPORTS FANS, A SANO SPEEDMOBILE

Snap. Crackle. Pop.  
No, you aren't reading *Berms* and *Breakfast Food Quarterly*. This isn't a Rice Krispies commercial. Besides, Rice Krispies don't go flaaaash . . . rummmble . . . boooooom. But thunder and lightning do. Ordinarily, you see the lightning and then hear the thunder. That's nature's way.

But not Huffy's. First, there was the Pro Thunder. Now, the Pro Lightning. The brand new Pro Lightning series of bikes (four of 'em) should be out by the time you read these

BMX ACTION

Buffy, goin' for the big roost. The Huffy Pro Lightning remained pretty much twangless, even after some pretty inspired testing by the Squidly Squadron.



A Huffy exclusive: the Araya cup-shaped aluminum rim. This bear was more rigid and stronger than any alloy rim we've ever tested. But we're not sure if that will mean more speed or not. It may prove to be a hair too rigid for racing.

words. This test looks at the top of the Pro Lightning line — the Chrome-Moly. It's the only one of the four that is chrome-moly. To set it off even more, the Chrome-Moly sports its very own geometry.

If you've ever tried to figure out which came first, the chicken or the egg, you know that's a real brain frizzer. Things are a lot clearer about the origin of the Pro Lightning. You could say it began as a gleam in the eye of a rim maker.

Near the end of 1980, the tech-types at Huffy, taken with the air-flow ten-speed look, began playing around with an aerodynamic cross-sectioned rim. Their first efforts,



# HUFFY PRO LIGHTNING CHROME-MOLY

## PRICE & SPECS

### COMPLETE BICYCLE PRICE:

Approximately \$250-\$300.

**FINISH AVAILABLE:** Bronze paint over chrome-plating.

**COMPLETE BICYCLE WEIGHT (without pads or plate):** 24 pounds, 12 ounces.

**FRAME WEIGHT:** 4 pounds, 9 ounces.

**FORK WEIGHT:** 1 pound, 9 ounces.

**FORK RAKE:** 2½ inches.

**STEERING HEAD TUBE LENGTH:** 4 inches.

**HANDLEBAR RISE (C/L of stem clamp to C/L of grips):** 7½ inches.

**TOP TUBE O.D.:** 1½/16 inches (oval).

**DOWN TUBE O.D.:** 1½/16 inches (oval).

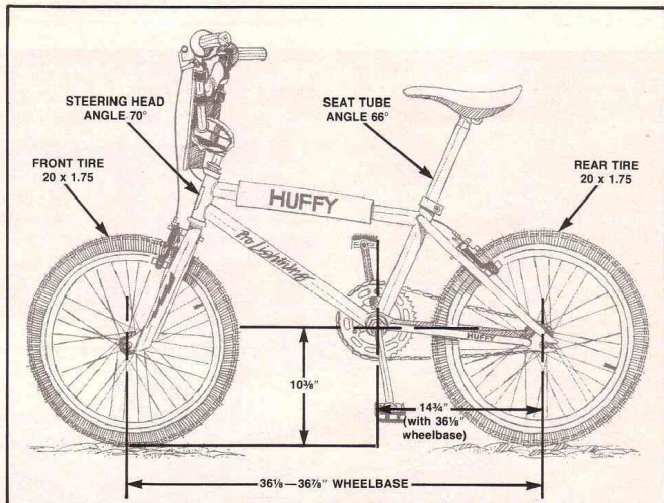
**FORK LEG O.D.:** 1½ inches (oval).

**BOTTOM BRACKET TYPE:** American.

## COMPONENTS

**FRAME:** Huffy Pro Lightning, 4130 chrome-moly.

**FORK:** Huffy Pro Lightning, 4130 chrome-moly, leading axle.



**SEAT POST CLAMP:** Huffy extruded aluminum.

**ACCESSORIES:** California Lite safety pads and Zeronine Airflow number plate come with bike.

race this bike . . . This bike is going to help bring down the cost of BMX equipment . . .

**TEST INPUT:** R. L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed.

## PERFORMANCE EVALUATION

**PURPOSE:** Racing, hi-performance street.

**AGE RANGE:** Aimed at 13-16. Needs wider bars for older riders.

**QUALITY OF FINISH:** Good. Attractive.

**QUALITY OF WELDING:** Good.

**HANDLING:** Good geometry feel. Neutral in the air. Neutral steering head angle and response. Stock 1.75 front tire affects handling in soft dirt. Normal length wheelbase.

**MISCELLANEOUS COMMENTS:** I think it's good for Huffy to come out with something that looks different . . . All the teardrop stuff is sleek. It looks good . . . The geometry really feels good . . . Besides the bars being too skinny for older riders, there's nothing wrong with it . . . The front tire seems even skinnier than a 1.75 . . . It's strong for sure. I've never landed this hard before. If there aren't any cracks anywhere (there weren't), this has to be one of the strongest frames we've tested . . . The rims are definitely rigid. I had to let air out of the tires because the landings were too bumpy . . . It doesn't feel like a Huffy. It feels like a real race bike . . . The crank bent on about the fourth big jump. That usually doesn't happen with chrome-moly. Maybe it wasn't heat-treated . . . The bars slipped on some of those big hard pancake landings . . . There's no reason this bike shouldn't be sold in bike shops . . . I'd definitely



## FOR MORE INFO

**FOR MORE INFO:** See your local Huffy dealer or outlet.

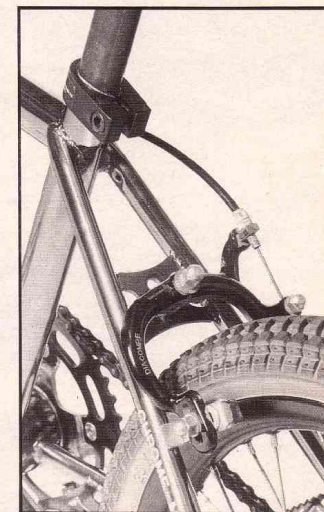
**MANUFACTURER:** Huffy Corporation  
P.O. Box 1204  
Dayton, Ohio 45401  
Tel: (513) 866-6251



*This is just to give you an idea of how high these guys were taking the Huffy. It was a tough test. The only thing that bent was the Sugino one-piece crank. This is a STRONG bike.*

using steel, produced 25 percent more rigidity than existing rim shapes. Inspired, they switched to aluminum. Not being the types to idly spin their wheels, they applied the air-flow concept to building a complete BMX racer.

Once they had the look, they tack-



*Check the teardrop seat post, seat post clamp, and seat tube. We're talkin' megabucks for the tooling here. The frame and forks were very strong and very rigid. Good for transmitting power to the ground.*

led the geometry. Instead of stumbling about hit or miss, Huffy engineers made overlays of proven race bikes like GT, Diamond Back, and Red Line. Then they zero'd in from there with their own ideas.

The first prototypes, using round tubing, were ready late last year. Mark Driscoll and John Piant rode and evaluated the prototypes. Testing continued into this year. The Pro team took steel prototypes to Chandler last February before the Winter-nationals to film the commercials now appearing on television. The teardrop tubing, the bronze finish over chrome-plating, and the componentry were finalized in March.

Corporate Advertising Manager Phyllis McCullough, a total convert to the choiceness of BMX, was also on



# HUFFY PRO LIGHTNING CHROME-MOLY

the gas. She lined up Huffey sponsorship of the October, 1981 Silverdome race in Detroit and brought a bunch of Huffey execs to watch. Impressed, the execs said: Yes, yes, let's get

Marano (10), Jerrod Smith (9), and Andrew Soule (9). Huffey signed Pro Robby Rupe as team manager last July. Huffey's entry into BMX has been

\$230. Look for a retail price around \$250-\$300 for the Chrome-Moly. That buys you the chrome-moly frame and fork and top notch aluminum alloy parts. Looking over the



What form. What poise. What bull . . . The Chrome-Moly has nice neutral handling. The same can't be said about the rider.

rad. Once the okay came, both Phyllis and the bike builders started haulin' bananas, gray flannel style.

McCullough began signing a team for the 1982 campaign. Criteria like personality, appearance, and ability to relate with the public were considered as well as racing potential. Instead of buying proven superstars, Huffey decided to go with young new Pros they felt would function as corporate spokespeople as well as spoke smokers.

The Pro team that debuted last January included Mat Harris, John Piant, and Mark Driscoll.

Huffey lists 14 amateur riders on their factory team. The roster includes Fred Tressler (17), Bruce Brockert (16), Dan Beem (16), Ron House (15), Jim Stinson (13), Rodney Cooper (14), Billy Danishek (13), Troy Raatz (11), Nikki Danishek (11 Powderpuff), Greg Beem (11), Martin

marked by their support of racing. They sponsored the IBMXF World Championship at Dayton last July. They will sponsor the ABA Grand National in Oklahoma City Thanksgiving weekend. This is in addition to backing three Nationals this year.

Huffey converts can join the National Race Team program for \$20. Each member gets a jersey, top tube pad, gear chart, racing cap, decals, cloth patch, membership card, bi-annual newsletter, and special discount on Zeronine plates, A'me grips, MXL goggles, and Huffey gear bag and racing pants.

The Pro Lightning series includes three carbon steel frame models — the Expert, the Nitro, and the SST. These three bikes use the same geometry as the five model Pro Thunder series.

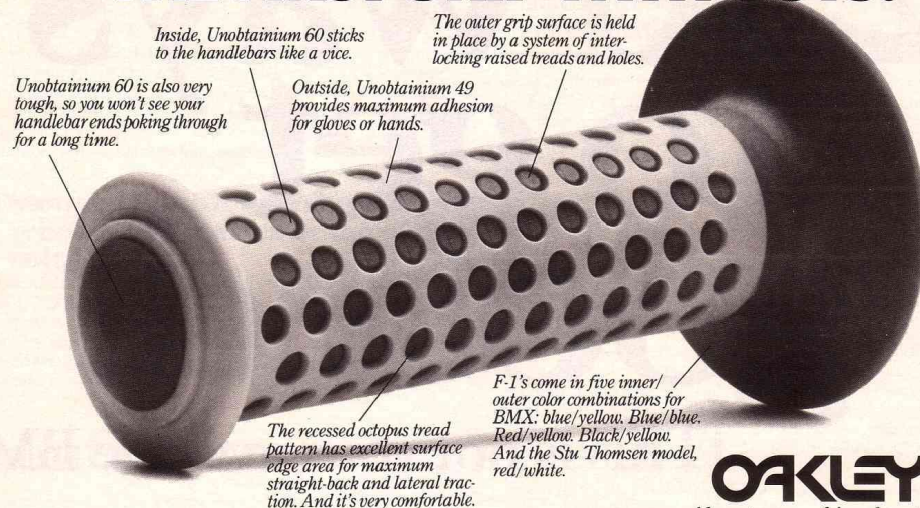
Prices on the three steel Pro Lightnings range from about \$170 to

component list you'll find names like A'me, Araya, Dia-Compe, Sakae Ringyo, Sugino, Kashimax, Zeronine, and California Lite.

The aerodynamic aluminum rims are made by Araya exclusively to Huffey's specifications. They're strong jobbers, that's for sure. We tested 'em with tons of jumps. Big bird numbers. Max altitude. Hard landings on flat surfaces. The rims remained circular even though the jumping was severe enough to bend a Sugino chrome-moly crank (which we suspect somehow missed out on its heat-treatment). The Chrome-Moly's chrome-moly tubing passed this type of testing with nary a tweak or a twink. Strong stuff.

The Chrome-Moly is a looker. It's definitely not a "K-Mart Special," but a genuine compmobile. Who knows? The Pro Lightning may be just what you need to light up your racing life.

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



**OAKLEY**

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# 230 ways to get goosed!

(This is not your average BMX manufacturer.)

## □ Supergoose—2 color combos

20-inch Araya aluminum rims, 80-gauge spokes, freewheel, aluminum brake lever and rear caliper, 2.125 front and 1.75 rear skinwall racing tires, 175mm chrome-moly one-piece crank, quick-change aluminum chainwheel, 39-15 gearing, racing saddle, Supergoose chrome-moly frame, Team Mongoose chrome-moly fork, stainless steel handlebar, Team Mongoose Competition Stem. COLOR OPTIONS: Frame and fork in chrome with either red or blue components.

## □ Team Mongoose—4 color combos

20-inch Araya aluminum rims, 80-gauge spokes, freewheel, front and rear aluminum brake levers and calipers, 2.125 front and 1.75 rear skinwall racing tires, 170mm three-piece aluminum crankset, quick-change aluminum chainwheel, 39-15 gearing, suede racing saddle, Team Mongoose chrome-moly frame, Team Mongoose chrome-moly fork, stainless steel handlebar, Team Mongoose Competition Stem. COLOR OPTIONS: Frame and fork in chrome with either red or blue components, or frame and fork in red or blue with matching components.

## □ Mongoose Two/Four—2 color combos

24-inch Araya aluminum rims, 80-gauge spokes, freewheel, front and rear aluminum brake levers and calipers, 2.125 front and 1.75 rear Comp III knobby tires, 175mm chrome-moly one-piece crank, 39-15 gearing, suede racing saddle, Mongoose Two/Four chrome-moly frame, Mongoose Two/Four chrome-moly fork, stainless steel low-rise handlebar, Team Mongoose Com-

petition Stem. COLOR OPTIONS: Frame and fork in chrome with either red or blue components.

## □ Mongoose II California Special—chrome frame and fork with black and silver components

20-inch Araya aluminum rims, 80-gauge spokes, freewheel, aluminum brake lever and rear caliper, 2.125 front and 1.75 rear skinwall racing tires, 6-1/2-inch heat-treated one-piece crank, 40-15 gearing, racing saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, stainless steel handlebar, Team Mongoose Competition Stem, nylon racing pads.

## □ Mongoose Two/Six—2 color combos

26-inch Araya aluminum rims, 80-gauge spokes, freewheel, front and rear aluminum brake levers and calipers, 2.125 front and rear skinwall racing tires, 175mm chrome-moly one-piece crank, 40-15 gearing, suede racing saddle, Mongoose Two/Six chrome-moly frame, Mongoose Two/Six chrome-moly fork, stainless steel low-rise handlebar, Team Mongoose Competition Stem. Frame and fork in chrome with either red or blue components.

## □ Mongoose with Araya aluminum rims and freewheel—24 color combos

20-inch Araya aluminum rims, 80-gauge spokes, freewheel, aluminum brake lever and rear caliper, 2.125 front and 1.75 rear skinwall racing tires, 6-1/2-inch heat-treated one-piece crank, 40-15 gearing, racing saddle, Mongoose tri-moly\* frame, high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Rims, tires, saddle, grips, lever, caliper, and cable come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with Tuff II nylon wheels and freewheel—24 color combos

20-inch Mongoose-approved Tuff II nylon wheels, freewheel, front and rear aluminum brake levers and calipers, 2.125 front and 1.75 rear skinwall racing tires, 6-1/2-inch heat-treated one-piece crank, 44-16 gearing, racing saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Wheels, tires, saddle, grips, levers, calipers, and cables come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with Tuff II nylon wheels and coaster brake—24 color combos

20-inch Mongoose-approved Tuff II nylon wheels, coaster brake, 2.125 knobbies front and rear, 6-1/2-inch heat-treated one-piece crank, 44-19 gearing, padded saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Wheels, tires, saddle, and grips come matched in either red,

blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with Motomag II wheels and freewheel—24 color combos

20-inch Motomag II wheels, freewheel, aluminum brake lever and rear caliper, 2.125 front and rear knobbies, 6-1/2-inch heat-treated one-piece crank, 44-19 gearing, racing saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Motomag II wheels come in silver, gold, or blue to correspond with tires, saddle, grips, lever, caliper, and cable that come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with Motomag II wheels and coaster brake—24 color combos

20-inch Motomag II wheels, coaster brake, 2.125 knobbies front and rear, 6-1/2-inch heat-treated one-piece crank, 44-19 gearing, padded saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Motomag II wheels come in silver, gold, or blue to correspond with tires, saddle, and grips that come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with heavy-duty rims and freewheel—24 color combos

20-inch chrome heavy-duty rims, 105-gauge spokes, freewheel, aluminum brake lever and rear caliper, 2.125 knobbies front and rear, 6-1/2-inch heat-treated one-piece crank, 44-16 gearing, padded saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Tires, saddle, grips, lever, caliper,

and cable come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with heavy-duty rims and coaster brake—24 color combos

20-inch chrome heavy-duty rims, 105-gauge spokes, coaster brake, 2.125 knobbies front and rear, 6-1/2-inch heat-treated one-piece crank, 44-19 gearing, padded saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Tires, saddle, and grips come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with nylon wheels and freewheel—24 color combos

20-inch Mongoose nylon wheels, freewheel, front and rear aluminum brake levers and calipers, 2.125 front and 1.75 rear skinwall racing tires, 6-1/2-inch heat-treated one-piece crank, 44-16 gearing, racing saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Wheels, tires, saddle, grips, levers, calipers, and cables come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Mongoose with nylon wheels and coaster brake—24 color combos

20-inch Mongoose nylon wheels, coaster brake, 2.125 knobbies front and rear, 6-1/2-inch heat-treated one-piece crank, 44-19 gearing, padded saddle, Mongoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, Mongoose double-clamp stem. COLOR OPTIONS: Wheels, tires, saddle, and grips come matched in either red, blue, yellow, or black. Frame and fork can be either red, blue, yellow, black, white, or chrome.

## □ Minigoose

20-inch chrome heavy-duty rims, 105-gauge spokes, coaster brake, 1.75 knobbies front and rear, 5-1/2-inch heat-treated one-piece crank, 44-19 gearing, padded saddle, Minigoose tri-moly\* frame, Mongoose high-tensile fork, high-rise box handlebar, single-clamp gooseneck. Frame and fork in chrome with black components.

## □ Mitygoose—2 color combos

16-inch steel rims, 80-gauge spokes, coaster brake, 2.125 knobbies front and rear, 4-1/2-inch one-piece crank, 36-16 gearing, padded saddle, Mitygoose mild-steel frame, tubular mild-steel fork, mid-rise box handlebar, steel double-clamp stem. COLOR OPTIONS: Frame and fork come in either red or blue, both with black components.

**mongoose.**  
the bikes built to fly

**BMX<sup>®</sup>**  
PRODUCTS, INC.



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\*Tri-moly: The top tube, down tube, and seat tube are 4130 chrome-molybdenum steel (chrome-moly). All other tubes are mild-steel.

All Mongoose bicycles comply with CPSC regulations. All models on display at your local Mongoose dealer. Specifications of all Mongoose bicycles subject to change without notice.



IN RESPONSE TO TONS OF MAIL, BMX PRESENTS

# HOW TO TABLETOP

## GETTIN' AIR WITH TOTAL FLAIR

The tabletop. The boss bazoonie of getting looney. Lay 'er over and cross 'er up. The tabletop is the numero uno

fling thing for most sling kings. It separates the would-be's from the are's. Tabletoppin' is probably as rad as you can get

without extra terrestrial assistance.

We asked Bob Medrano, one of the rip roarin'est B Pros in captivity, to let it all hang out, up, and over

for some stop-action photos to go along with step-by-step instructions. Read on, if you're interested in turning your tableflops into cosmo tops.

Before you attempt any toppin', you should feel completely comfortable leaping tall buildings in a single bound. In other words, you should already jam on jumping. You can get hurt if you mess up a tabletop, so don't rush it.

First, you have to promise to run all the safety gear you can lay your hands on. Helmet. Bike pads. Gloves. Body pads. Face protection.

Now, find yourself the right kind of jump. It should have a good approach, be tall, and carved so the last foot or so (the lip) is virtually vertical.

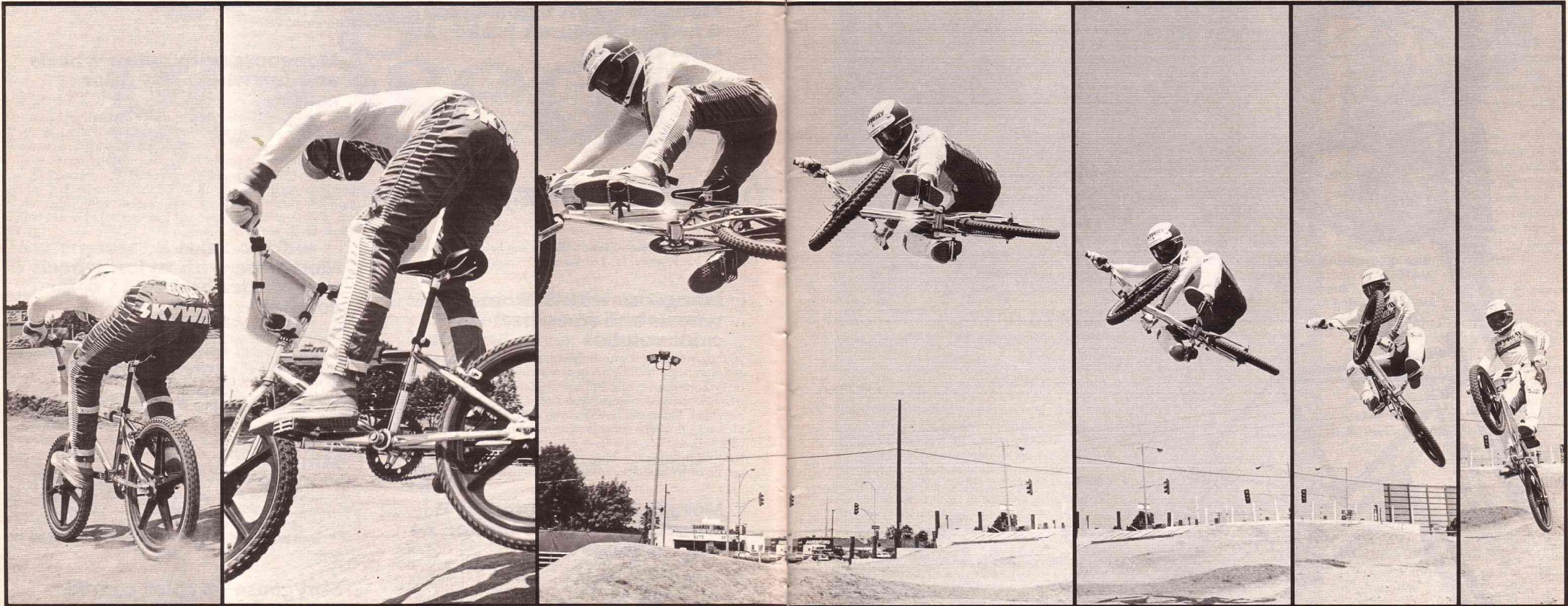
A tip. Look for a jump that resembles a three or four foot tall

version of a quarter pipe ramp. That's the shape you need.

Don't be bashful about doing some lip reshaping with a pick or shovel. If you have a Caterpillar handy, build your own jump.

Now, all you fearless stratosphere defiers, we're ready to start topping. Here's the program:

□ Accelerate as you approach the jump. More speed means more lift. Have a picture in mind of



**7** Thuuuuunk. Any landing you ride away from is a good one.

**6** Here, Bob is just about ready to touch down, rear wheel first, on the downhill end of the jump. If you land on a flat surface, get the rear wheel down quicker.

**5** Coming out of the tabletop, Bob's bringing the front wheel around and straightening the bike with bar and pedal pressure. He'll pull up on the handlebar, if necessary, to assure a rear wheel landing.

**4** Peaked out, levelled off, laid over, and almost X'ed-up. He'll go for as much hang time as possible right here.

**3** Bob continues to push down with bar pressure as the rear rises. Notice how his right arm remains straight as he turns past a 90-degree crossup.

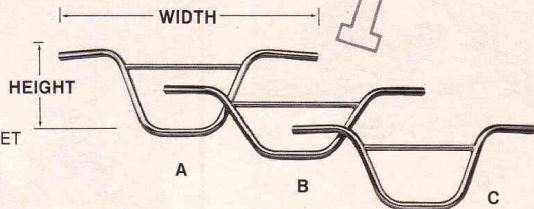
**2** Bob brings his left knee out to give himself room to turn the handlebar as he coordinates kicking the bike out and laying it over. Notice how his right foot is pushing the rear of the bike out to the side.

**1** Bob unweights as he takes off. He's grasping his grips firmly to help create pedal pressure against his feet. He's also mentally picturing exactly what he and his bike are going to do.



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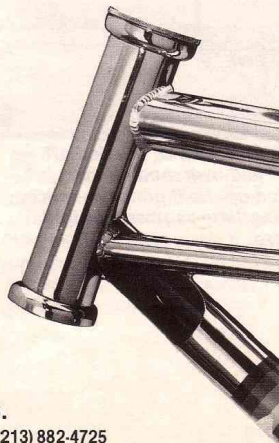
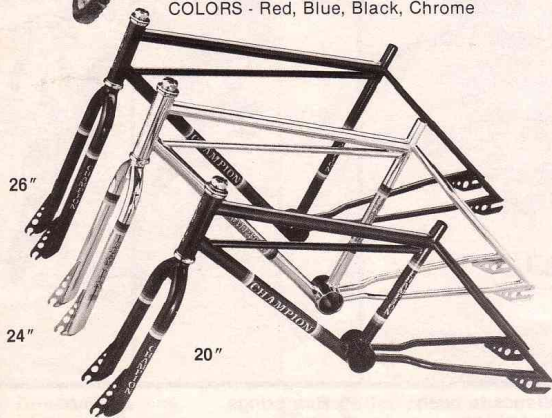


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WELDING - Heli-Arc  
 SIZES - 20", 24", 26"  
 COLORS - Red, Blue, Black, Chrome

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A

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 COLORS - Red, Blue, Black  
 A - Cross Bar, 9" and 10"  
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B

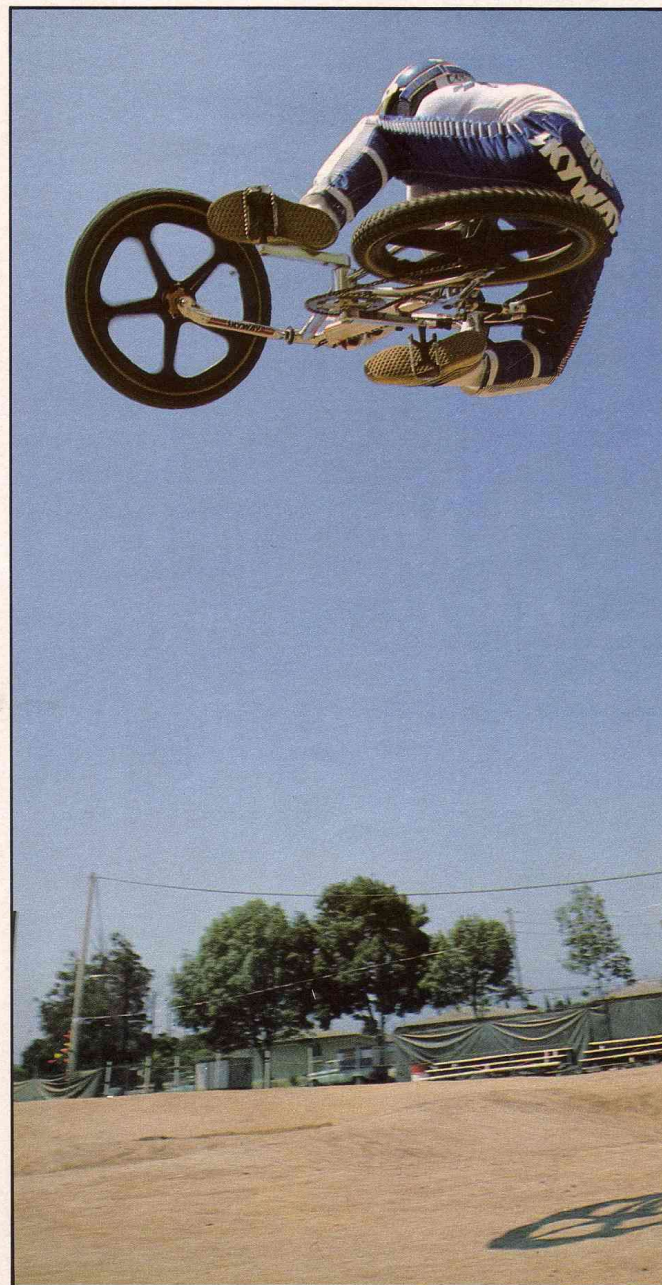


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## HOW TO TABLETOP



exactly what you're going to do in the air.

Load your legs (crouch) as you approach the jump. Flex at the knees like you're going to do a bunnyhop.

Unload (unweight) your legs as you shoot up the lip. Spring up like you're doing a bunnyhop.

As you get air, grip the handlebar firmly. Use pressure on the grips to create pedal pressure against the soles of your shoes. Pretend your size whatever are bird feet and try to curl them around the pedals.

Let your mental picture of the tabletop help you lift the rear of the bike, kick it out to the side, and lay it over. It's almost more mental than physical. Use bar pressure, foot pressure, and hip whip to help out.

Push the front of your bike down with bar pressure and begin crossing up the handlebar.

Continue to turn the handlebar. If you tabletop to the left like Bob, you'll want to bring your left knee out to keep from hitting it with your left arm as you turn the handlebar. Your right arm will remain straight as you turn the bar. Use your right leg to try to support or lift the bike. This won't help much, but try it anyway. (If you top to the right, simply reverse the instructions — right knee out, right arm bent, left arm straight, left leg lifting.)

The classic crossup, a 90-degree turn of the front wheel, looks sharp. More difficult maneuvers are the X-up (turning the front wheel close to 180 degrees) and the crossdown (turning the front wheel down instead of up). A one-hander takes tons of practice.

Once you're topped, try to freeze your hang time.

Reverse the sequence when gravity starts catching up with you. Uncross the handlebar. Pull up on the front end of the bike. Use pedal and arm pressure and hip movement to bring the bike around.

Land on the rear wheel, straightened out as much as possible.

Set the front wheel down.  
 Ride out of it. ■

For those of you goin' for a degree in tabletoppin', here's another view.





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**Max Pro Pants:** Best quality, available today with nylon pac cloth construction and corduroy side panels for added protection. Full hip pads. Inseam guards, velcro leg closures, saw-tooth loop and, of course, lining. Red/White/Red, Red/White/Black, Red/White/Blue, Yellow/White/Blue, Yellow/White/Black, Black, Yellow/Red/Black, Blue/White/Blue, Silver/White/Black, Green/White/Blue, All White. Even waist straps. 22-38, with standard inseams. **\$65.95**

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**Air Action cators:** Keep clean without adding weight with these new cators from Max. Lightweight nylon mesh and pac cloth are kept snug with elastic and straps while Neogaalide panels protect the skin from brushing. One size fits all. Silver/Red/White/Black, Yellow/Black, Yellow/Blue, Red/Yellow/Black. **\$17.95**



**Checker Hat:** Check out this new Max hat with great looking colors. One size fits all. Black/Black/Yellow/Red, Red/White/Black, Red/White/Blue, Black/White/Yellow, Silver/White/Black. **\$6.95**



**Grand National T-Shirts and Jerseys:** Blue Shirt with the following colors: GN1-Black/White, GN2-Blue/White, GN3-Red/Black, GN4-White/Black, GN5-Red/Black, GN6-White/Black, GN7-Red/Black, GN8-White/Black, GN9-Gray/Black, GN10-Black/White, White Shirt with the following colors: GN11-Red/Blue, GN12-Red/Black, GN13-Yellow/Black, GN14-Yellow/Blue, GN15-Gray/Black, Red Shirt with the following colors: GN16-Black/White, GN17-Yellow/Black, IMPORTANT: Specify Number and T-Shirt Jersey, 100% cotton T-Shirts. **\$8.50**, 100% cotton Jersey, 100% cotton T-Shirts. **\$16.95**, 100% longer lasting Jersey. **\$18.95**. Air Action Material available only in white.

**Checker T-Shirts and Jerseys:** Hot new design with great looking colors. White with Red and Black, Blue with Black and White, Yellow with Red and Black, Black and Black, Black and White. IMPORTANT: Specify color and T-Shirt or Jersey. 100% cotton T-Shirt. **\$8.50**, 100% cotton Jersey. **\$16.95**. New Air Action 50/50 non-shrink and longer lasting Jersey. **\$18.95**. Air Action Material available only in white. **Jerseys and T-Shirts available in youth chest sizes: S (6-8), M (10-12), L (14-16), and adult chest sizes: S (34-36), M (38-40), L (42-44), XL (46-48).** No Red Jerseys available in youth sizes.

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**Factory Pants:** Powerlite, Toraker, JMC, Hutch, Seval, Bassett, Robinson, Cook Bros. Race Inc. CW Racing. All the same quality features as the hot Pro Pants. Even waist straps. 22-38, with standard inseams and sewn logos. **\$74.95**. **Factory T-Shirts and Jerseys:** Available with Toraker, Powerlite, Race Inc. or Wizard Team Logos on White. 100% cotton T-shirts. **\$8.50**, 100% cotton Jersey. **\$16.95**. New Air Action 50/50 non-shrink and longer lasting Jersey. **\$18.95**.

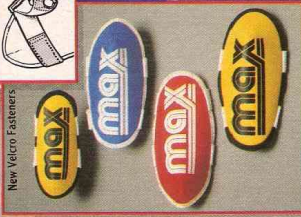


**Max Custom Lettering:** Large Max Logo **\$6.00** Small Max Logo **\$5.00** Jersey Lettering **\$1.00** Per letter. Jersey Numbering **\$2.00** per number. Paint Lettering **\$2.50** per letter.

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**Ratio Bags:** Great way to keep and carry your sprockets at the races like the Pros. Heavy nylon pac cloth with nylon handle. Red, blue, yellow, black. **\$8.95**



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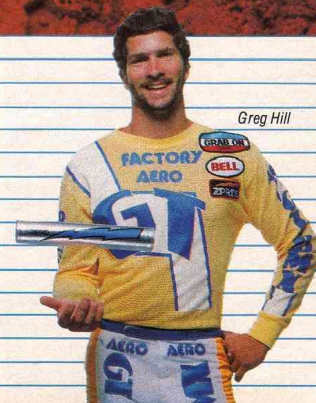
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Greg Hill will tell you "Zap Pads are bitchin'!"



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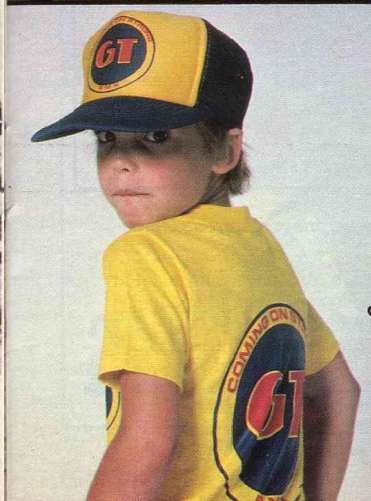
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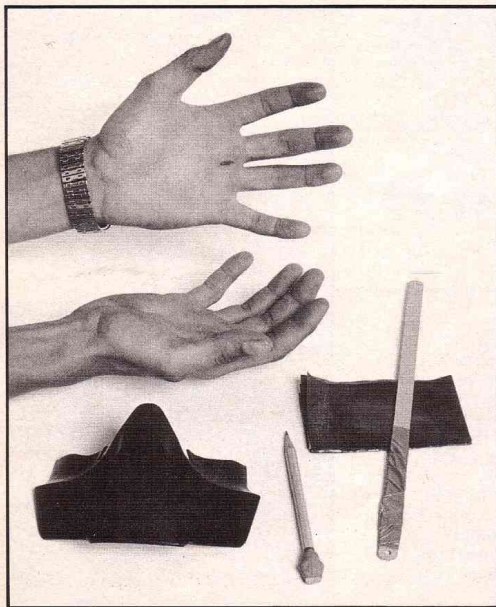




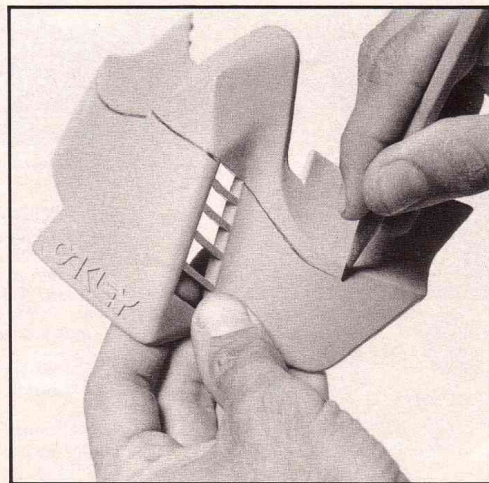
# FACE MASK MODS



Sportin' the latest in cosmo face fashions, John Piant. He runs a beak in conjunction with a Jofa.



**1** Everything you need. Mask. Sandpaper. Pencil. Taped hacksaw blade. Hands.



**2** Draw a guide line before you start sawing.

## WE'RE TALKIN' THE ABSOLUTE RADDEST IN CURRENT FASHION HERE

ARTICLE SUGGESTED BY THE DUKE OF OAKLEY

Never satisfied? Always looking for a smidge more lay-it-to-'em

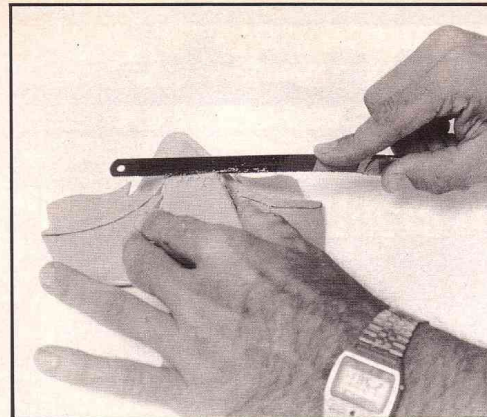
looks? A slightly bolder race face psych? Sure you are. Radifyin' your gear is sano BMX. Look serious, be serious.

Here's what you need for this face mask task: A pencil. Some sandpaper or emery paper (fine, not course). A hacksaw blade with one end taped so you won't booger your

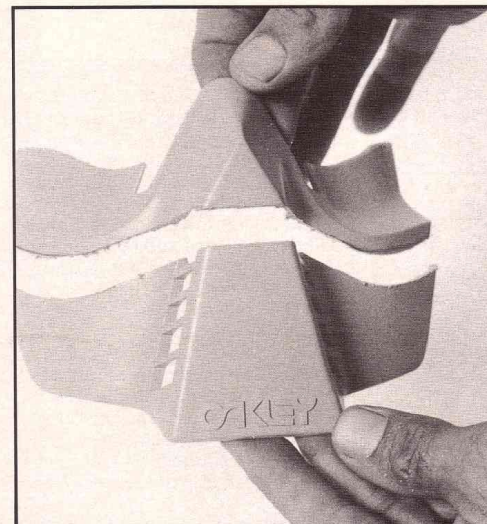
fingers. A bandsaw, if you know how to use it without shortening your fingers, is even better. And, natchurly, a face mask.

First, decide what you want to do. Next, draw a pencil guide line for cutting on your mask.

Step three. Start cutting. The hot tip is to cut the nose or beak



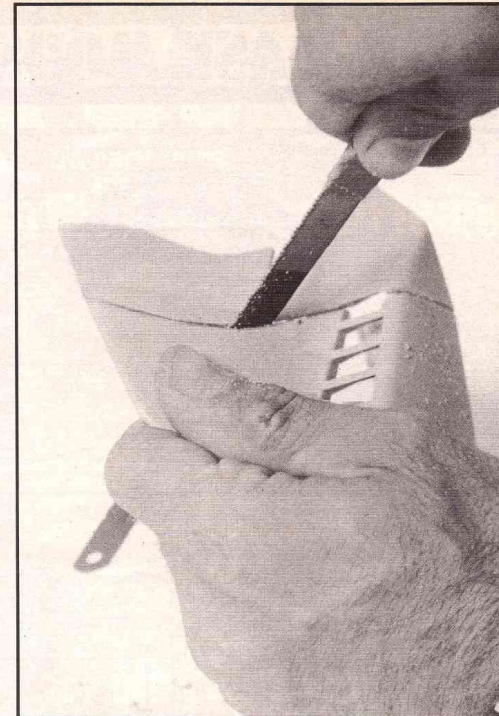
**3** Cut through the nose section first.



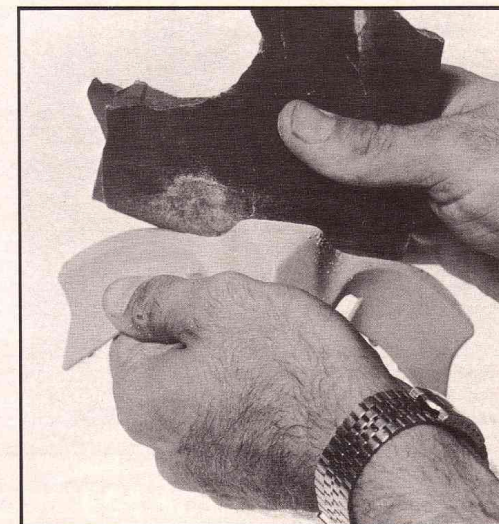
**5** And there you are. A shortified 0/21.



The Turbo Harry model.



**4** Then insert the blade into one of the air slots and start sawing toward the outer edge. Then saw toward the other edge. Finally, saw the mask completely apart.



**6** Use a fine grade of sandpaper or emery paper. Be sure the inside of the trimmed edge is super smooth.



# FACE MASK MODS



The Toby Henderson model.



The Duke's personal mask, drilled for lightness.

## TRAGEDY

On Sunday, August 1st, two days after we did this article, Dana Duke, Kyle Fleming, Bruce Bunce, and Ricky Hemme were driving a rental car from a motorcycle race in Ponca City, Oklahoma, back to their hotel.

Three of them are now dead and, as this article is written, one is still in a coma.

The Duke, who was driving, travels to major BMX and motorcycle races representing Oakley products. Kyle Fleming won the ABA National No. 1 plate for BMX in 1979, and in 1980 started racing motorcycles. Kyle was 13. Bruce Bunce and Ricky Hemme were motorcycle racers. Both were 16.

According to Jim Jannard, the owner of Oakley, who talked to eye witnesses and the police, their car was under the speed limit and being operated safely as it headed into the late afternoon sun toward a blind intersection with some train tracks.

The sun blinded them to the flashing red light. The air conditioning and raised windows stopped them from hearing the alarm bell.



The Duke of Oakley.

There was no railroad crossing arm guard. And buildings on their right prevented them from seeing

the oncoming train until it was almost into the intersection.

When Dana saw the train he did exactly what he had to do to avoid a

collision. He locked up the brakes and swerved to the left. If he would have had two more feet he would have saved it.

The rental car contacted the side of the engine and was yanked down the tracks a short distance. It then broke loose and rolled down the embankment the tracks were on. Kyle Fleming and Bruce Bunce died before emergency equipment arrived on the scene.

I am writing this on August 24, three weeks after the accident. Ricky Hemme died in the Tulsa Hospital two weeks ago. The Duke is still in a coma, but not anywhere near as deep as at first. Two days ago hospital people assisted him in sitting up. Today, with their assistance, he walked across his room. He is recovering, but slowly.

A personal note: How do you write a thing like this about your friends? No matter what you say it's inadequate.

I didn't know Bruce Bunche or Ricky Hemme, but if they were with Kyle and the Duke, that's good enough for me. Kyle was my friend. The kind you really like to see. So is Dana. —Bob Osborn

Finish your cutting and start sanding. Make sure you really smooth the inside edge of the mask, otherwise you could wind up looking like Gash LaRue the first time you do a bentnose jawhanger.

The totally trickiest way to use your new "beak" is to combine it with a Jofa or the bonkers new JT mouthguard. Plan them to go along with your racing colors and you're stylin' to the max. ■

section first. Then drop your blade into a slot and cut out toward (but not quite to) the edge. The mask will remain more rigid to work on if you don't saw all the way out first pop.

# HUTCH

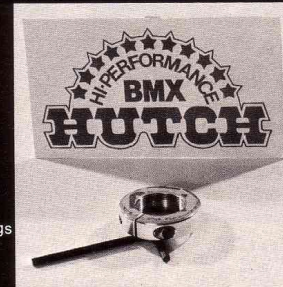
HI-PERFORMANCE RACING PRODUCTS

## "Hot" new products from the "Hot" Hutch Team!



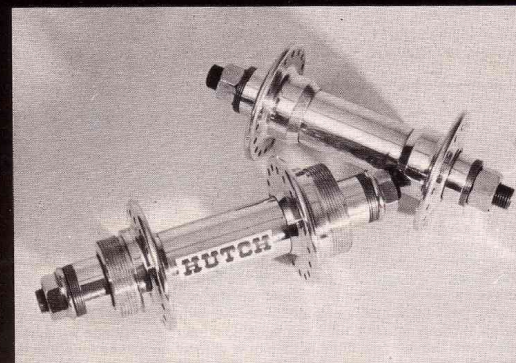
### Pedals

Competition non-slip aluminum sealed bearings w/chromoly shaft, chrome like finish. 5/16" and 1/2".



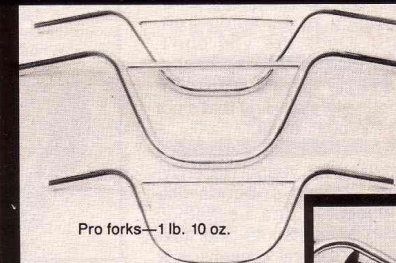
### Headset Lock

Lightweight magnesium in a chrome like finish. Loose headset will no longer be a problem.



### Hubs

Superlite, superstrong 100% magnesium, sealed bearings with titanium axles, flip-flop rear, 11 1/2 ounces (both hubs) half the weight of other hubs and twice as strong! These are Pro racer hubs but can still be used on mini setups. Silver only.



### Handlebars

4130 chromoly chrome plated—  
28" wide, 6" rise 24" Cruiser size;  
28" wide, 8" rise Pro racer size;  
25 1/2" wide, 7" rise Expert racer size.

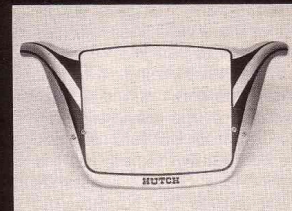
100% Lifetime warranty against breaking.

**Cutting Instructions:** cut the ends of the bars to fit your arm spread and still have plenty of straight tubing left for your grips.



### Hottest "Hutch" Clothes

Racing pants—red, white, blue;  
jersey—red, white; hat—red,  
white; T-shirt—red, white, black  
(in short sleeve and long sleeve).



### Number Plate

Stadium plate. Hot color—metallic silver and black.

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## TRAINING TIPS

# STRETCHING

### HOW TO BECOME A FLEXIBLE FLYER

ARTICLE BY LEN WEED AND BOB ANDERSON  
PHOTOGRAPHY OF CLINT MILLER BY BOB OSBORN,  
BASED ON DRAWINGS BY JEAN ANDERSON

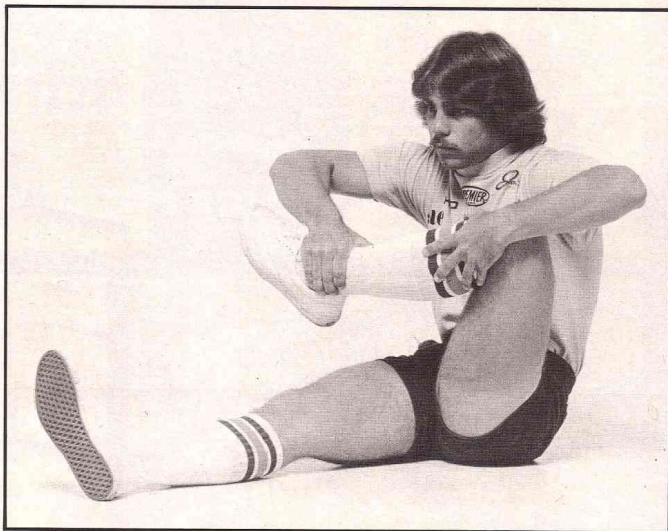
**S**ure you stretch before you hop on your scooter. And after haulin' horse hooves too. Right? Or before running or pumping iron. Yeah sure. Odds are you don't. However, stretching, before and after physical activity, is a way of life for many serious athletes. And that's not stretching the point at all.

Runners and track athletes have been stretching for years. Recently, professional teams in sports like football, baseball, and basketball have turned to stretching and flexibility training. General consensus is that stretching programs have helped reduce both the incidence and seriousness of injuries.

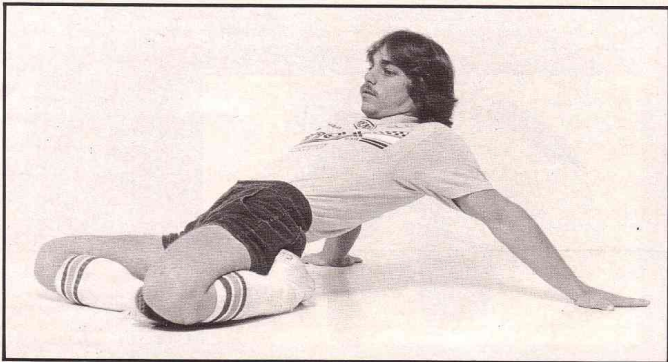
Most of you young tigers and tigerettes out there probably aren't too tuned into the benefits of flexibility training. You just hit those berms with oodles of natural energy, but it's never too early to start plasmatizing your program — whether you're looking for more wins, less injuries, or an eventual Pro career.

With that in mind, we contacted Bob Anderson, author of the book *Stretching*, and asked him to shape a program for BMXers. Bob is one of the best known experts on the subject in the U. S. He is constantly travelling across the country and has twice appeared on the morning *Today* television show.

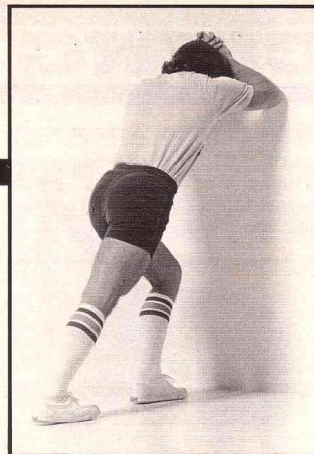
You know those stretching charts you see on the walls of gyms and health clubs? They're Bob's. He has prepared charts for close to thirty different sports, including cycling (ten-speed style) and motorcycle motocross. He didn't have one for BMX,



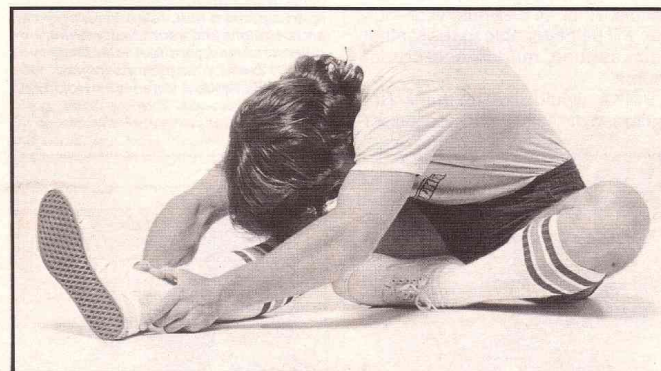
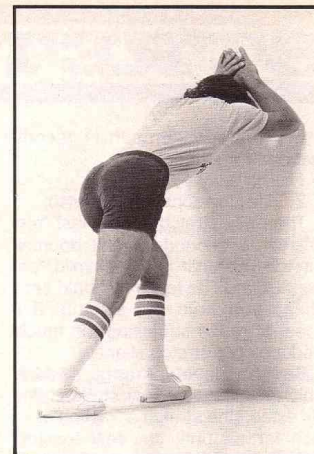
To stretch the upper hamstrings and hip, hold on to the outside of your ankle with one hand, with your other hand around your bent knee. Gently pull the leg as one unit toward your chest until you feel an easy stretch in the back of the upper leg. You may want to do this stretch while you rest your back against something for support. Hold for 30 seconds. Make sure the leg is pulled as one unit so that no stress is left in the knee. Repeat on the opposite side.



Sit with your left leg bent, with your left heel just to the outside of your left hip. The right leg is bent and the sole of your right foot is next to the inside of your left leg. (Try not to let your left foot flare out to the side in this position.) Now slowly lean straight back until you feel an easy stretch in your left quadricep. Use hands for balance and support. Hold an easy stretch for 30 seconds. Do not hold any stretches that are painful to the knee. Repeat on the opposite side.



To stretch your calf, stand away from a solid support and lean on it with your forearms, your head resting on your hands. Bend one leg and place your foot on the ground in front of you leaving the other leg straight, behind you. Slowly move your hips forward until you feel a stretch in the calf of your straight leg. Be sure to keep the heel of the foot of the straight leg on the ground and your toes pointed straight ahead. Hold an easy stretch for 30 seconds. Do not bounce. Stretch both legs. To stretch the soleus and Achilles tendon, stand in the same position as for the calf stretch except slightly bend the back knee, keeping the foot flat. This gives you a much lower stretch which is good for maintaining or regaining ankle flexibility. 15 seconds, each leg.



Straighten your right leg. The sole of your left foot will be resting next to the inside of your straightened leg. Lean slightly forward from the hips and stretch the hamstrings of your right leg. Find an easy stretch and relax. Hold for 50 seconds. Do not lock your knee. Your right quadricep should be soft and relaxed during the stretch. Keep your right foot upright with the ankle and toes relaxed. Repeat on the opposite side.

but he agreed to recommend some stretches for BMXA's readers.

Right here, let's take a look at the basics of stretching — the do's and don'ts, the why's and how's.

### FLEXIBILITY

Flexibility refers to your range of movement. Stretching, when done properly, elongates muscle groups.

A major benefit of flexibility, aside from increased agility, is greater resistance to sprains and strains under

sudden stress. Like when you OTB your brains out or tweak an ankle.

### WHY STRETCH?

□ Stretching helps you warm up, getting circulation going to the limbs you'll be using.

□ Stretching permits easier movements.

□ Stretching increases your range of motion.

□ Stretching reduces muscle tension.

□ Stretching helps prevent or minimize muscle strains.

### WHEN TO STRETCH

Before and after physical exertion. Any other time you have a few spare minutes. A few stretches can release tension, loosen up stiffness, or just plain ol' make you feel better.

A few minutes of stretching before hopping on your bike can clarify

**Stretch slowly and under control. The feeling of a good stretch is what is important — NOT HOW FAR YOU CAN STRETCH.**

your pedalin'. A good stretch after competing will loosen up muscles that may be tense from exertion.

### HOW TO STRETCH

There's a right way and a wrong way to stretch. Unfortunately, you may be more familiar with the wrong way — ballistic stretching.

Ballistic (or bounce) stretching activates a muscle mechanism known as stretch reflex. When you bounce (or overstretch statically) a nerve reflex sends a contraction signal to your muscles. They tighten up to protect themselves. Bouncing into stretch reflex causes tiny tears of muscle fibers. This forms scar tissue that creates a gradual loss of elasticity as well as tightness and soreness.

There should be no pain while stretching. Pain indicates you've gone beyond your limits into stretch reflex. The "no pain no gain" slogan should not be applied to stretching.

### THE RIGHT WAY TO STRETCH

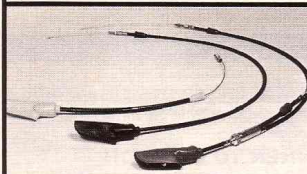
Use relaxed, sustained static stretches, not bounces.

Don't hold your breath. Relax and breathe slowly and normally.



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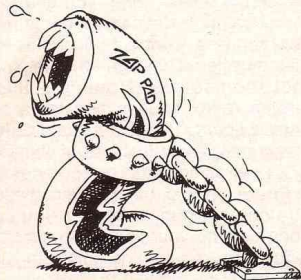
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DANGER IN BMX  
IS FEEDING  
HIS ZAP PADS.**



# ZAP PADS

# STRETCHING

A two-step approach is recommended for stretching:

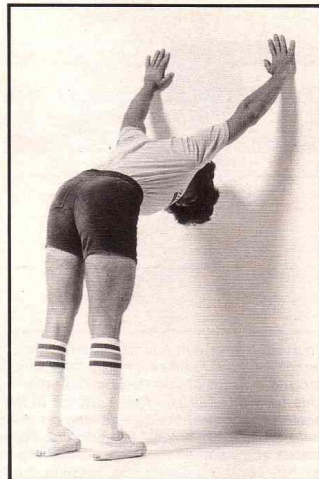
1. The easy stretch.
2. The developmental stretch.

The easy stretch should last from five to 30 seconds. Don't bounce. Stretch out until you feel mild tension. Relax. The tension should ease off as you hold the stretch. If it doesn't, you're stretching too much. Reduce your stretch slightly.

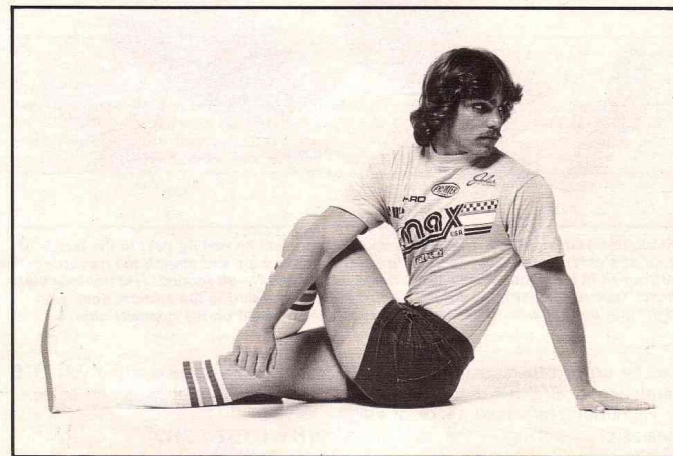
For the developmental stretch, which follows the easy stretch, simply extend the stretch a fraction of an inch farther until you feel tension. Hold it for 10-30 seconds. This tension should ease off as you hold the stretch. If it doesn't, you're overstretching.

Key your stretching on the signals your muscles send you rather than a distance goal such as touching your toes. Gradually, through continued stretching, you will become more flexible. And, as a bonus, your muscles will be better able to resist strain from sudden munch-and-crunch trauma.

BMXA would like to thank Bob Anderson for his input and assist-

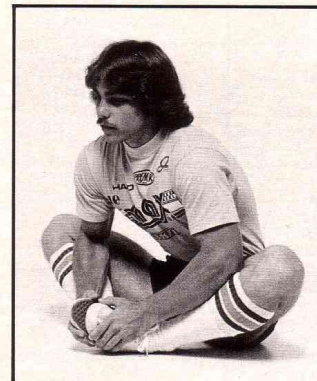


*A stretch for the arms, shoulders, and back. With your hands shoulder-width apart against a wall, relax, keeping your arms straight and your chest moving downward, and your feet remaining directly under your hips. Keep your knees slightly bent (one inch). Hold this stretch 30 seconds. This is a good stretch to do anywhere, at anytime.*

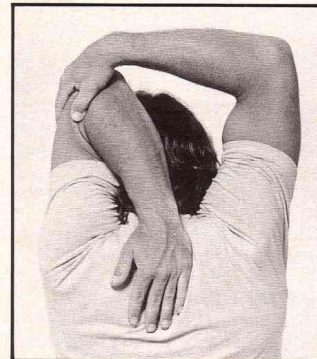


*Sit with your right leg straight. Bend your left leg, cross your left foot over and rest it to the outside of your right knee. Then bend your right elbow and rest it on the outside of your upper left thigh, just above the knee. During the stretch use the elbow to keep this leg stationary with controlled pressure to the inside. Now, with your left hand resting behind you, slowly turn your head to look over your left shoulder, and at the same time rotate your upper body toward your left hand and arm. As you turn your upper body, think of turning your hips in the same direction (though your hips won't move because your right elbow is keeping the left leg stationary). This should give you a stretch in your lower back and side of hip. Hold for 15 seconds. Do both sides. Don't hold your breath; breathe easily.*

ance with this article. His 192-page book, *Stretching*, is available in book stores. It may also be ordered by sending \$8.95 plus \$1.25 for postage to Stretching, Inc., P.O. Box 767,



*Put the soles of your feet together with your heels a comfortable distance from your groin. Now, put your hands around your feet and slowly pull yourself forward until you feel an easy stretch in the groin. Make your movement forward by bending from the hips and not from the shoulders. Hold a comfortable stretch for 30-40 seconds.*

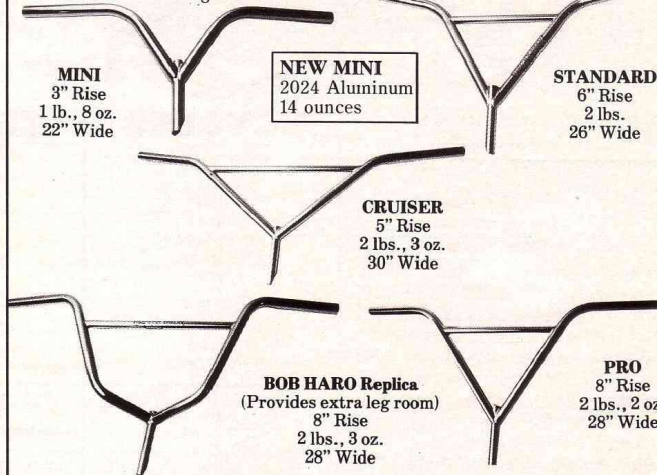


*Grab one elbow with your opposite hand and gently pull your elbow behind your head. This will stretch the back of your arm and shoulder. Hold an easy stretch for 15-20 seconds. Repeat on opposite side.*

Dept. BMXA, Palmer Lake, Colorado 80133. A brochure about Bob's book and his stretching charts and cards is also available from the same address. ■

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# NORA CUP '82

## LAST CHANCE TO VOTE

Okay, gang. Last chance to make this the biggest voting turnout ever for the NORA Cup awards. One more chance to vote for your fave Number One Rider, Number One Team, and Number One Bike. And one more chance to come out a winner of one of the six major prizes which will be awarded by a random drawing from all ballots postmarked on or before November 15th, 1982.

We're repeating the lists of rider candidates, team sponsors, and bike manufacturers printed in last month's issue. Remember, your voting is not limited to riders, sponsors, and manufacturers shown on the lists.

So, if you didn't vote last month, or if you want to vote once more, do it now. As Captain Cosmo says, "Go for it."

### PRIZES

The following bicycles, donated by the manufacturers, will be awarded by a random drawing from all NORA Cup ballots.

GT Long  
Torker 280  
Diamond Back Silver Streak  
Red Line 600 Expert  
Mongoose Moosegoose  
Schwinn Sting

The list of candidates for No. 1 Rider was limited to those we believe

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CW  
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RRS

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MURRAY  
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HARBOR LITE  
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MARK DRISCOLL  
SCOTT CLARK  
ERIC RUPE  
GREG HILL  
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BRIAN PATTERSON  
ROLAND VEICHT  
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MAT HARRIS  
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GREG GRUBBS  
BRENT PATTERSON  
JEFF KOSMALA  
ANTHONY SEWELL  
FRANK POST  
JOHN PIANT

### VOTE FOR YOUR FAVE

are the 25 best known Pros. You may vote for any rider, amateur or Pro, you choose.

Every effort has been made to insure that all major bicycles and factory teams involved in BMX racing have been included on these lists. Any omission is unintentional.

Positions on all three lists were determined by random drawings.

### VOTING RULES

1. You may vote for any rider, any team, and any bike you choose, but vote for only one in each category on each ballot.

2. You may submit a second ballot as long as you use an official ballot printed in BMX ACTION magazine. Copies and facsimiles cannot be accepted because of past attempts to stuff the ballot box.

3. Entries must be postmarked no later than November 15th, 1982. Entries postmarked after that date will not be eligible for the bike drawing. ■



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  - 09-385 red/blue/white
- Petty Plastic Numbers ... \$1.95 ea.  
 09-118 White 09-119 Black



Details: JT pants include JT logos, vented nylon mesh fabric for ventilation, spandex side stripe and easy nylon fix-lock.



**JT LEGAITORS™**

Keeps water, mud, and grime off front of pants. Made of tough "satiny" and spandex. Velcro opened back and elasticized top. Available in team colors ... \$17.50

- 06-260 Red/White/Blue
- 06-261 White
- 06-262 Red/White
- 06-264 Blue/Yellow
- 06-269 Blue/White



**JT SUPERCROSS ROCKGUARDS**  
 04-175 ... \$8.95



**SCOTT MODEL 90**  
 SCOTT

**JT SUPERCROSS BMX VISORS**  
 04-109 \$4.95

Gradient-Lens Goggle ... \$24.95  
 03-111



**Velcro wristband**  
 Adjustable, velcro wristband prevents bunching in the palm area and eliminates dirt collection on the inside. A superdetail for a super glove.



**JT HI-FLYERS**  
 40-100

A JT first with "quick-fix" velcro fasteners, vented nylon upper, leather heel and toe, padded ankle, and wide BMX sole. Sizes 1-12. Blue/White only ... \$29.95

**NEW! JT Vented Mouth-Trap**

Light weight faceguard features face and upper nose protection, chin coverage, ventilation, and conforms to face shape for ultimate comfort and fit ... \$8.95



09-147  
 09-146  
 09-145  
 09-144  
 09-142  
 09-141  
 09-140

**COSMIC CLINCHERS**

Designed to provide BMX riders with ultimate comfort and durability, these grips have a soft foam sleeve over a durable colored cartridge. The foam sleeve is conveniently grooved for proper finger placement and control. JT Cosmic Clinchers come in your choice of sleeve color over a red or yellow core. Please specify part number from above ... \$7.00



**NEW! JT BMX GLOVES**

**JT HALF-BREED BMX GLOVES**  
 Most popular BMX glove in the world! Vented nylon back, lambskin palm, and high impact back with patented design. ... \$30.25

100% cotton pace glove with beaded latex palms. Ultra gripping power in white, red, yellow & blue. One size. ... \$3.95

**JT BMX CROSS-UP T-SHIRT**  
 07-563 Men \$9.50  
 07-763 Ladies \$8.35  
 08-563 Kids \$8.00

**JT BMX SIDEWAYS T-SHIRT**  
 07-564 Men \$9.50  
 07-764 Ladies \$8.35  
 08-564 Kids \$8.00



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 City/State/Zip \_\_\_\_\_  
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# World class.



**mongoose**  **B.M.X.**  
the bikes built to fly. PRODUCTS, INC.



All Mongoose bicycles meet C.P.S.C. specifications.  
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Made in U.S.A.

Caution: This stunt is dangerous. It was performed by a professional under controlled circumstances with all possible safety precautions taken. DO NOT ATTEMPT IT YOURSELF.



For most racers, second in Pro Trophy would be incredible, unbelievable. For Stu Thomsen it's hard time.



Ryan Fien (spelled like in "sex fiend" according to his dad) was flat haulin' bananas at Dayton. He won 7 Expert and 7 Under Open. These little boogers are sure gettin' a lot of style.



RIDERS READY . . . PEDALS READY . . . This is where the butterflies in your stomach turn into dive bombers. Until the gate drops. Then you smash into a start-to-the-first-jump mental vacuum where everything is a saturation of maximum physical power and reflex action. Veltman looking to holeshot from the outside, which he did.

about 1100 sign-ups. Dayton was not part of the War of the Stars series and the NBL did not point it, which probably hurt some. A progressive entry fee set-up that started at \$20 if you mailed it in earlier than five weeks before the race, then jumped to \$25, then skyrocketed to an incredible \$35 if you signed up at the race, didn't help attendance much either. Add spectator fees of \$3 each day and we begin to smell a rip. This is what can happen when an independent promoter is allowed total control over pricing a race. Bad for the sponsor, bad for the sanctioning body, and especially bad for the racers. Somebody didn't do their homework.

The IBMXF's first world championship drew 109 riders from the nine foreign member nations. Topping the list was Canada with 59. Other turn-outs: France 17, Holland and Chile nine each, Japan six, Venezuela

## HUFFY-IBMXF WORLD CHAMPIONSHIP

# DAYTON

HOW DO YOU SPELL TOTAL COMPLETE DOMINATION?  
G-R-E-G-O-R-Y A-L-A-N H-I-L-L

Dayton, Ohio, Huffy's home town, hosted the event. The organizers picked the Montgomery County Fairgrounds as the race site. Comfort and track appearance were obviously major concerns. The covered stands offered an excellent view

of the racing. Banners, flags, and haybales dressed the track. Tent awnings squelched the blazing summer heat. An awning over the staging area helped racers a bunch.

Turnout for the IBMXF's race was not spectacular. Just 157 motos,



The first turn at Dayton was killer. Here John Copeland (1), Andy Patterson (5), and the Avalanche, Richie Anderson (7), are totally blazin' in . . . but VERY carefully.

Photo by Bob Osborn





# BMX ACTION

The A Pro main at Dayton. Anthony got the holeshot, but look at the determination in Greg's eyes. Right now, right this minute, Greg Hill owns BMX. And it's going to take somebody awesome to take it away from him.



three, England, Belgium, and Germany two each. Puerto Rico sent nine riders.

BMXA asked a few racers to comment about the world championship concept and efforts to date. Here are those views:

Greg Hill: "As far as I'm concerned, I haven't raced one world championship ever. There's no way for a guy to win one race and become the world champion."

Greg Esser: "This is better than

Richard Zagars: "It's just another national. Jag, Dayton, I don't think any of them are world champion-

**"The gate's better than the average bear."**  
**—Sandy Finkelman**

ships. One race doesn't make you world champion."

In addition to a world champion in each class, determined by the mains, the organizers elected to select an overall "Grand" World Champion decided by a trophy dash at the end of the day. This dash included winners from 14 Expert, 15 Expert, 16 Expert, 17 Expert, 14 Over Open, 14 Over Powderpuff, B Pro Money, and A Pro Money.

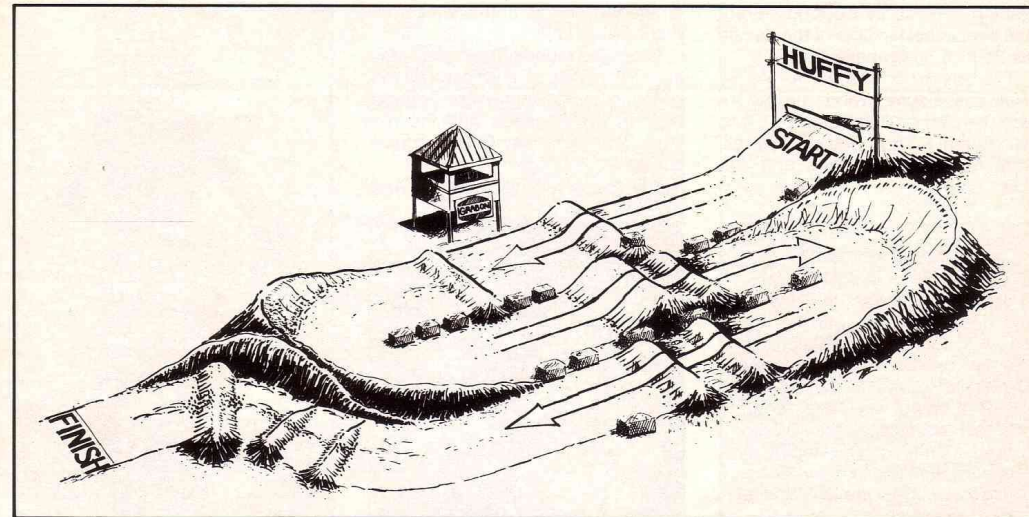
Ten grand was on the line for the



*Powderpuff warrior: Kim Johnson probably has more trophies than anyone in the sport. She won at Dayton.*



*Confidence. This was a semi for the largest B Pro purse in history and Miranda still went for the rad stylin'. Everybody fell over when he did it.*



*Jason Theodore (2) novocained both his classes at Dayton. Kevin McDougal (1) picked off second behind Jason in 9 Expert. Sudden little dudes!*

**"I won both Pro races. Why should I have to prove myself against Andy Patterson or Nelson Chanady?"**  
**—Greg Hill**

Greg Grubbs, noted former B brawler, tried his hand at picking a winner. "I want to say Medrano, but it's going to be Miranda. Barlow's fast, but he'll cheese in the main. Sorry about that, Barlow."

Sorry, Greg, but you cheated as a race picker. Missouri Outlaw Bob Hunt pinned the tail on the donkey. "Watch my buddy, Owen Dawdy. This guy is totally loose."

Dawdy doo'd it, after Miranda went down, victim of a collision with Medrano. Mike was leading Owen by a bit when Medrano charged too heavily into the second turn to make up ground and took out himself and Miranda.

Defending NBL Pro Cruiser champion Brent Patterson topped the big bikes, then got turned down in his bid to race in the final Trophy Dash. Ac-

Pros: A — \$5000, B — \$3000, Cruiser — \$2000. The B Pros were drooling over one of their biggest purses ever.

Scott Clark, interviewing some of the B Pro candidates for instant fame and fortune, came up with these comments:

Mike Miranda: "Twelve hundred dollars sounds good to me."

Scott asked Miranda and Bob Me-

drano, another B heavy, about their efforts in their motos to get a good lead so they could get crazy on the jump.

Hollywood Mike replied: "You have to keep it fun. When it's fun, you don't get burned out."

Medrano added, "Forget the money, I just want to get rad. It's just another race. If I win, then I'll count the money."



cording to unofficial clockings, Brent had the fastest lap time of the day on his 24-inch openwheeler.

The lineup for the A Pro Money Main saw Bobby Woods on the inside, flanked by Jeff Kosmala, Greg Hill, Byron Friday, Anthony Sewell, Clint Miller, John Piant, and Jim Paiva.

## IBMXF UPDATE

A meeting at Dayton produced a tentative IBMXF schedule for next year.

A single world championship event will be held again next year, in Holland, on July 30-31.

Beginning next year each IBMXF member nation will be responsible for developing a qualification system for riders eligible to ride the championship event.

The meeting also determined the number of riders each nation may send to the world championship. The U.S. received the highest allotment — 16 riders per class. (Holland has the second largest quota — eight riders. The maximum is three riders for some nations.)

The NBL has already finalized the American qualification system for next year. All main makers from Dayton will automatically be eligible. The remaining riders will be determined by the 1982 national rankings.

Details have not yet been finalized. The NBL is already talking to an outside-the-industry sponsor about supporting the travel costs to Holland for the top five Americans in each age class.

The IBMXF meeting accepted the application of China as a member nation. The Republic of South Africa was turned down. ■

After a holdup, Anthony shot-gunned the gate before Greg took over, while Woods, on the inside, got edged out. Anthony tried a couple of times, but ran out of room. Clint Miller

chased Anthony home with John Piant taking fourth.

Greg also topped Pro Trophy, right in front of Stu. For the weekend, counting motos, semis, and mains, he had two seconds and the rest firsts. You might say Greg is runnin' hot lately.

The lineup for the "Grand" World



Nelson Chanady, the sport's newest superstar. Congrat's, Nelson, you earned it. (P.S. Chanady is 18, not 22.)



Tracer Finn from Las Vegas . . . working his way to the top. Second in 17 Expert doesn't hurt a bit.



Darrell Young's success formula: Max power, max finesse and style, in-race analytical strategy, zero errors.



Whoever just went past was gettin' tons of support. When your kid is racing, you scream bloody murder. When he wins, it's hard not to cry.

## Greg Hill, Nelson Chanady, Steve Veltman, Ryan Fien, and Jason Theodore doubled.

Chanady (17 Expert), starting outside, snapped out and moved over smartly. Zagars made some moves, but Nelson pulled away to a three-bike length victory.

Afterward, Greg explained his refusal to race for the so-called Grand World Championship. "I won both Pro races. Why should I have to prove myself against Andy Patterson or Nelson Chanady? I feel good about what I did and so does my sponsor. I doubled in the Pro classes and that was what I was looking for."

We asked Greg how he would set up a world championship. "We're talking about who's the best, not the luckiest. Have a qualifying series,

Championship dash was supposed to be Richie Anderson, Andy Patterson, Darrell Young, Nelson Chanady, Kim Johnson, Richard Zagars, Owen Dawdy, and Greg Hill. Only . . . Greg declined to race the amateurs.

## DAYTON RESULTS

A PRO	35 OVER CRUISER
Greg Hill	Bill Green
Anthony Sewell	Ed Holthouser
Clint Miller	Jeff Keagle
John Piant	25-34 CRUISER
Byron Friday	Domerick Brock
Jeff Kosmala	Reid Rowlands
Jim Paiva	Gene Norman
Bobby Woods	16-24 CRUISER
PRO CRUISER	Johnny Turner
Brent Patterson	Joe Claveau
Clarence Perry	Ken Aman
Anthony Sewell	14-15 CRUISER
PRO TROPHY	Thomas White
Greg Hill	Tim Gabriel
Stu Thomsen	Edward Mason
Bobby Woods	13 UNDER CRUISER
B PRO	Steve Veltman
Owen Dawdy	James Pahud
Jeff Jessup	Jud Clancio
Bill Callia	14 OVER
14 OVER	POWDERPUFF
TROPHY DASH	Kim Johnson
Nelson Chanady	Kathy Schachel
17 EXPERT	Wendy Edman
Nelson Chanady	12-13 POWDERPUFF
Tracer Finn	Angie Scott
Don Jolie	Andrea Cargle
16 EXPERT	Anne Van Happen
Richard Zagars	10-11 POWDERPUFF
Ronald Jessup	Robyn Des Jardins
Dave Marietti	Deanna Edwards
15 EXPERT	Valerie Huber
Darrell Young	8-9 POWDERPUFF
Charlie Williams	Lisa Terry
Pete Loncarevich	Wendy Sue Winter
14 EXPERT	Julie Green
Richie Anderson	7 UNDER
Ron House	POWDERPUFF
Kelly McDougall	Tommarra Crawford
13 EXPERT	Kelly McGreevey
Freddie Hooper	Nikki Boldman
Brian Gass	17 NOVICE
Jerry Pardue	Christian Harman
12 EXPERT	Tittman Andreas
Steve Veltman	Uli Heidkamp
Peter Casano	16 NOVICE
Paul Scamardi	Gary Des Jardins
11 EXPERT	Mike Wheeler
Tony Luke	Ferris Jeanette
"Special K" Collins	15 NOVICE
Johnny Rejbrock	Genald DePablo
10 EXPERT	Shane Daniels
Monte Gray	Damian Headlee
Sam Arellano	14 NOVICE
Jason Jensen	Dan Zdravceky
9 EXPERT	Eric Medici
Jason Theodore	Mike Evanchuk
Kevin McDougall	13 NOVICE
Tom Rubel	Ricky LeBeau
8 EXPERT	Eric Scheibler
Pedro Nunez	Janis Standa
Charles Kavair	12 NOVICE
Jamie Spotted Elk	Edgardo Ruiz
7 EXPERT	Cristino Daniel
Ryan Fien	Purel Yaminick
Brian Colegrove	11 NOVICE
Gary DeBacker	Roy Barbosa
6 UNDER EXPERT	Jose Roman
Brit Audeoud	Todd Thayer
Brad Leach	10 NOVICE
Drew Vonderahe	Breh Oldford
14 OVER OPEN	Marc Flora
Andy Patterson	Brent Van Lieu
Richie Anderson	9 NOVICE
Rich Farside	Hector Perez
12-13 OPEN	Joe DiFederico
Jerry Pardue	Drake Martin
Peter Casano	8 NOVICE
Freddie Hooper	Ojeda Felipe
10-11 OPEN	Mark Steaves
Sam Arellano	Jerry Coley
Andrew DeLorenzo	7 NOVICE
David Tourniaire	Jason Stanley
8-9 OPEN	Jason Estep
Jason Theodore	Kelly Thibault
Andrew Soule	6 UNDER NOVICE
Kevin Keller	Todd Yurk
7 UNDER OPEN	Kevin Tyndall
Ryan Fien	David Thayer
Brian Colegrove	
Scott Powers	



# DAYTON

and then have a world championship series. Whoever wins that is the No. 1 guy, period. Not the NBL No. 1 Pro or the ABA No. 1 Pro, but the best."

"I think the Novices should have a goal in BMX, the goal of being able to race the nationals. The nationals and world championship should be Experts and Pros. Nowadays everybody races a national and you have 900 No. 1 plates out there."

BMXA asked several other racers about a championship series:

Stu Thomsen: "I told Greg I'd do

**157 motos, around 1100 signups, 109 foreign riders.**



We're talkin' full-bore racin' style here. Seven year old Gary DeBacker, showin' us how it's done. Total tuckage.



Cruisers: One mistake and T.J. will swarm all over Ken Aman. The mistake wasn't made.

the same thing he did. I don't want to promote one-day world champions if I don't have to. If we just keep obliging like sheep, they're going to keep pushing us around."

"In European motocross they have about a dozen races a year and all the points are added up. If you're looking for prestige and glory and

who's going to be No. 1 Pro, that's the way it should be done."

Jason Jensen: "I think there should be a No. 1 for each age class in each state. Then have all the state champions go to the world championship and see who's best. Fifty in a class, as long as there are no squids to mess you up."

Tommy Christopher (who didn't make it to his main because: "I had the only geekball in the semi next to me."): "They should have a series with like three indoor races, three flatrack races, and some downhill.



Tony the Tiger, a cagey veteran of berm warfare. First in 11 Expert. His momma loved it.

Let each state send the top five in each class. They should have radder tracks too. For every Pro section they should have a radical junior section."

The IBMXF seems to be heading toward an eventual world championship series that will determine a true champion, but it would seem they still have a ways to go. ■

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-

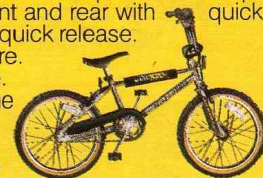


## Team Murray Introduces the Hottest New Bike in BMX

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

And more. Much more. When the pressure's on, stakes are high and reputations are on the line, Team Murray pro riders rely on rides like the hot new Track Certified X20R.

Because X20R is made for champions. Like you.



# X20R

**Team Murray Gives You More.**





# TORKER 280X

**BMX ACTION**  
OFFICIAL TEST

## ECONOQUAL RACER ... RESPONDING TO A TOUGH ECONOMY

Maxflyte (1979-1982). R.I.P.  
Torkflyte (1979-1982). R.I.P.  
Rest in peace. Gone — but not forgotten. In their place — the new Torker 280.

Torker's model line revamping reflects a swing in the thinking of BMX marketers. Here's Torker's youthful boss man, Steve Johnson, to explain: "We're seeing a second generation of bikes bringing some newness to the sport. After Murray and Huffy came in with their low price ability, the rest of the industry has



Photo by Bob Osborn

You can bet Buff is hatin' life right here 'cause he is TOTALLY out of shape and he knows R.L. is just inches behind.



been saying: Okay, guys, guess we'll have to sharpen our pencils and see what we can do."

Torker's pencil sharpening included design and packaging of components and methodology for the under \$300 market.

Steve finalized his new bikes with

a trip to Japan last April. "Basically I was looking for the best of both worlds. American chrome-moly manufacturing and BMX know-how,

sible within our price range. There's not too much that could be improved on the new bike without upping the price a lot."

\$300. This trend is the result of the industry facing up to current economic realities.

Torker's model line streamlining



The 280X. Clean. Sleek. Econoqual to the max. A black and silver beauty.

and Japanese components. I wanted to put together a package that was totally race-ready, but decently priced. The best components pos-

Performance plus price sensitivity. A new trend in BMX. Econoqual bikes — offering economy and quality. Darn fine bikes that sell for under

should make matters simpler for dealers and customers. If you want a 20-inch Torker, it's the 280. Pick from three versions — the regular length



## KELLY McDOUGALL

**AGE:** 15  
**HOME TURF:** La Habra, California  
**STATUS:** NBL National No. 1 in age class  
**SPONSOR:** Torker  
**CO-SPONSORS:** Max, Premier, Wizard, Johar, A'me  
**PERSONAL GEAR:**  
 Premier helmet  
 A'me visor  
 A'me goggles  
 A'me mouth guard  
 Max jersey  
 Max pants  
 Vans low cut tennies  
 MXL gloves  
**DIALIN' IN:**  
 Competition Plus  
 Whittier, California

Kelly won the NBL's No. 1 plate for 13 Experts (the NBL has a weird age class system) last year — sweeping his motos and main at the St. Louis Grand Nationals. He also took the 14 Over Open there. A month later he won his open at the Silverdome. He finished the year by doubling at the NBA Grand Nationals at Narler Park. Not bad.

Kelly's emergence in NBL racing began after he switched sponsors in July of last year. He ended a long relationship with Cook Bros., looked around, and decided to sign with Torker. They sent their new clover-leaf hero NBLin'.

This year the plan was to hit all the ABA nationals plus enough NBL War of the Stars to qualify for the NBL Grand Nationals.

Kelly's a running back on his high school football team. This past spring he helped pitch his baseball team to first place. Kelly says, "I don't take those other sports too seriously, but they do keep me in shape."

He does take BMX seriously. "I practice starts a lot. Not the commands, but the act of getting out of the gate." He races locally as often as possible to keep his rhythm.



Kelly and his momma. Isn't it embarrassing when your kid just towers over you?

Kelly's 5-11; 175 pound physique helps him handle harder (44 or 45) gearing. "It doesn't matter to me what kind of gear I have out of the gate. I get about the same starts so I figure if I get a good start with a harder gear I'll be able to pull better."

A long time roller rider, Kelly says, "I like to get use to the gear I'll be running at the next race."

Football requires plenty of weight training. Kelly also has his own program for BMX. "I like to do burnouts for endurance. Light weights, but a lot of repetitions. My favorites are the leg machine, bench presses, and squats."

Kelly's dad, George, started a bike shop, Competition Plus, in

April of 1981. That was after retiring from power boat racing, something he did well enough to win two world championships in Unlimited K Runabouts. The McDougall shop, if you're interested, is at 11147 South First Avenue, Whittier, California 90603, tel: (213) 947-6773, right around the corner from the First and Lambert "Pit," a famous old place to get rad.

Kelly's a sophomore at La Habra High in Southern California. He's taking college prep courses. Looking ahead, he says, "Maybe I'll turn Pro before I get out of high school and see how it goes. If it doesn't go, I can always go to college." ■

280, the inch-longer 280X Pro model, or a smallified 280 model.

So, new model, new name, new graphics and decals. What else? How 'bout handling enhancements and refinements from team testing? And, looking ahead, an increasing number of Torker name products. Right now the frame, fork, handlebar, and seat will bear the Torker name. In the future the logo will appear on additional products designed or developed by Torker. Items like tires and chrome-moly cranks.

The 280 has a big bro — the 340. That's the new designation for the 24-inch racer. Like the 280, the 340

is a complete bike. There are no frame and fork kits for either model. The 340 should retail for about \$340.

Torker's 26-inch cruiser doesn't have a snappy new three digit designation. That's because it's sold only as a kit.

There's your Torker model line. Complete 280s and 340s plus the 26-inch cruiser kit. Coming up next year, definite probable maybe, is a lower-price econoqual scoot, pegged about \$50 below the 280 model. Hmmm. Wonder what they'll call that li'l sucker.

The 280 reeks of black and chrome. Except for the yellow Torker

logos on the down tube and fork, just about everything that isn't chrome is blacker than lights out in a coal mine. Black pedal cages, grips, safety pads, chainwheel, brake caliper, brake lever, seat, seat post, seat post clamp, hubs, and the top clamp on the stem.

Torker took their time putting this baby together. The preciseness of their component selection shows. As the art types sometimes say: less can be more. With the 280, simplicity — a chromed bike with black components — has produced an eyeful. The 280 is one of the most righteous looking bikes we've tested recently.



R.L. demonstrates the famous no-footer, darn near no-fingers curb endo. The Torker takes to trick riding like the Trick Team takes to tall trucks and tacos.



# TORKER 280X

## PRICE & SPECS

### COMPLETE BICYCLE PRICE:

Approximately \$280.

**FINISH AVAILABLE:** Chrome-plated with black components.

**COMPLETE BICYCLE WEIGHT (without pads or plate):** 24 pounds, 9 ounces.

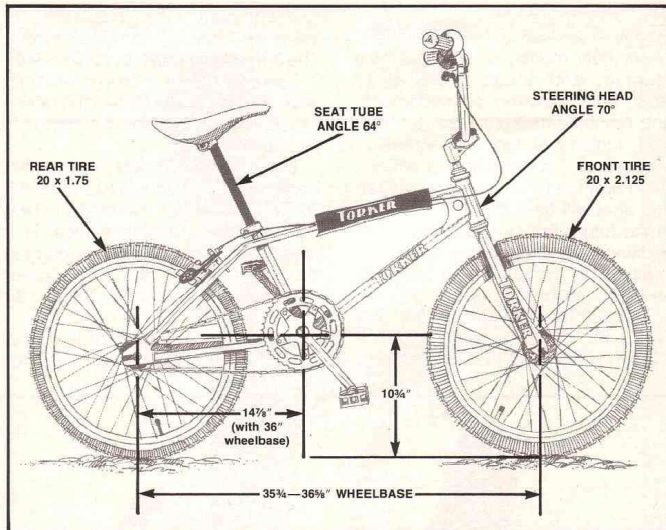
**FRAME WEIGHT:** 4 pounds, 9¼ ounces.

**FORK WEIGHT:** 1 pound, 12½ ounces.

**FORK RAKE:** 1½ inches.

**STEERING HEAD TUBE LENGTH:** 4 inches.

**HANDLEBAR RISE (C/L of stem clamp to C/L of grips):** 8¼ inches.



**SEAT POST CLAMP:** Sakae Ringyo aluminum alloy, black.

**ACCESSORIES:** Optional Torker safety pads (by California Lite).

## PERFORMANCE EVALUATION

**PURPOSE:** Racing, hi-performance street.  
**AGE RANGE:** About 14 and older with the inch-longer X frame we tested. The two other 280 models will fit most younger riders.

**QUALITY OF FINISH:** Excellent.

**QUALITY OF WELDING:** Very good.

**HANDLING:** Excellent slider. Very neutral steering, neither too quick nor too slow. Hugs the ground on acceleration. Front end may feel light in the air for some riders. Feels extremely light and quick for trick riding.

**MISCELLANEOUS COMMENTS:** It's sure a nice lookin' bike... If you told me it cost \$400 I'd have believed you... it's an excellent buy for the price... Pro. Novice. Beginner. It's for everybody. A top quality all around racing bike... I wouldn't change a thing... It'll sure smooth you out, even if you're a rough rider... The bike's so light. When you get used to it, you can really jam... It doesn't feel light in the front when you're cranking, but in the air you have to adjust... I knew they wouldn't set up a cheap bike even if the price is cheaper. It's all quality... It fits guys our age (Buff and R.L.) fine... They didn't take any shortcuts in setting up a good bike... This bike looks economic reality right in the eye and never blinks. Quality all the way... That black and silver look. It's so simple, clean, basic. Definitely one of the



class looking bikes I've seen in a long time...  
**TEST INPUT:** R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Len Weed, Kelly McDougall.

## FOR MORE INFO

**FOR MORE INFO:** See your local Torker dealer or send \$2 to Torker for catalog and sticker.

**MANUFACTURER:**  
 Torker  
 1889-G W. Commonwealth  
 Fullerton, California 92633  
 Tel: (714) 738-3503



The 280X was evaluated as an excellent slider. Here's proof.



Two test bikes, no waitin'. Toolin' to the test track in R.L.'s cranked up cruisemobile. The thing looks like a Tonka Toy.





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# TORKER 280X

The marketing goal — keeping the price under \$300 — hasn't short-changed a 280 buyer in quality. Pop on the Torker stem and some sealed bearing hubs and you have a virtual

Not bad, huh? Less than three bills to get you cranking on a crosser that dudes like Clint Miller, Kelly McDougall, and Dave Marietti use to scoop up their wins.



When Kelly climbs on a Torker, he gets fairly well serious.

duplicate of the bikes raced by the factory team. Most of the team heroes run the stock cranks, pedals, bars, brakes, and tires.

For the eagle eyes out there, here's where we explain that a couple of items on our test bike don't match up with the production units.



The 280X was extremely light in the air. Do the initials on Mike's pants really stand for Jammin' Tacos? Check Buff's total tuckage.

The production seat will carry the Torker logo. And the bikes you can buy will have clips to hold the brake cable.

The 280X survived our triple-threat testing. Track and trick torture plus jump thumping. The only casualty — a tweaked seat post. That happened when Buff got out of shape during a big ol' pancake plop top jump and landed on the saddle. That bent the post, but didn't render Mike a lifelong soprano. Other than that mishap, give the 280 an A-plus for survivability.

Torker's new silver scooter is right on the money. At \$280 it offers the looks and performance of more expensive bikes. The retired Maxflyte and Torflyte can rest in peace, knowing they have a worthy successor. As far as the 280 is concerned, R.I.P. could stand for Really Intelligent Purchase. ■

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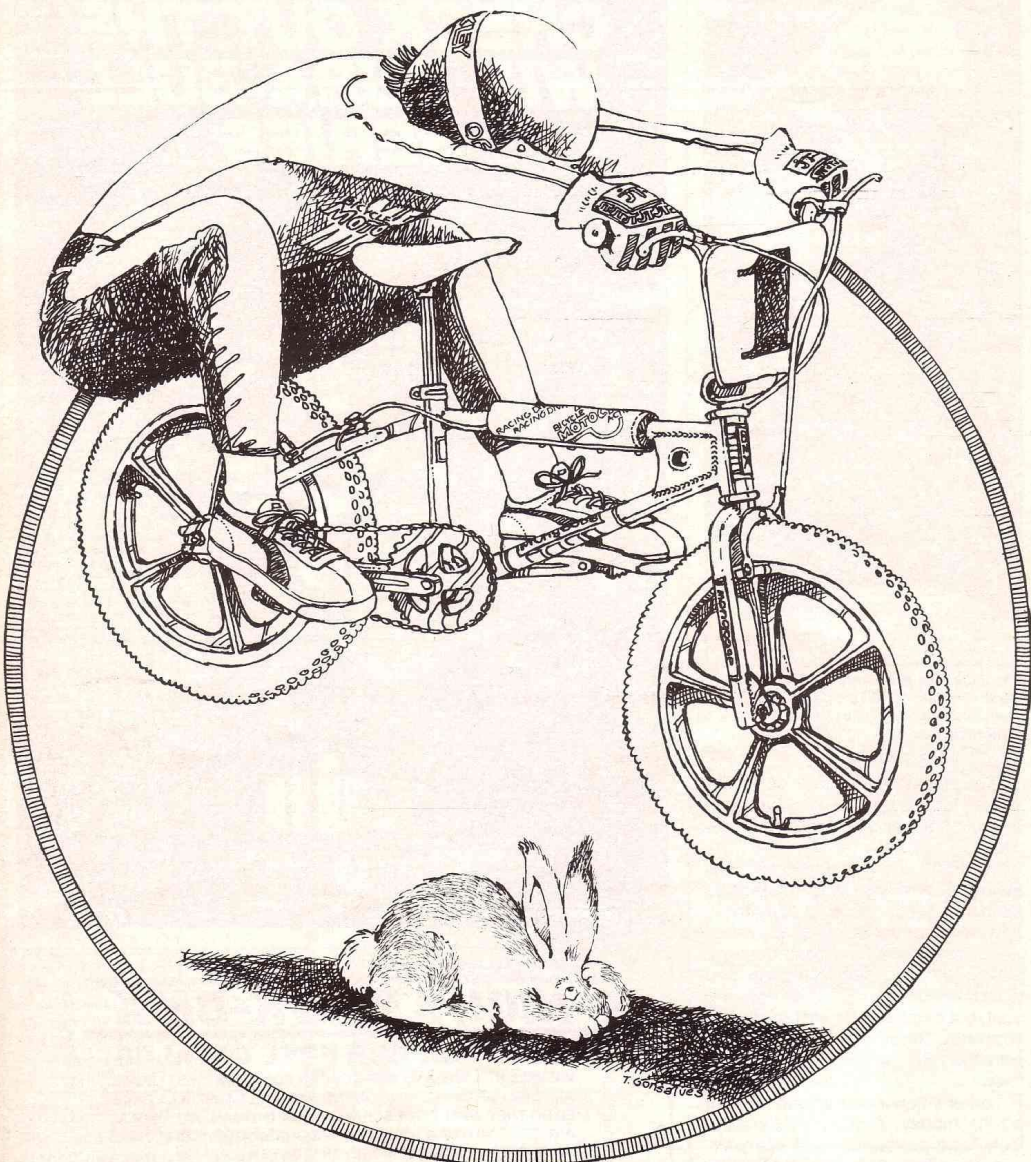
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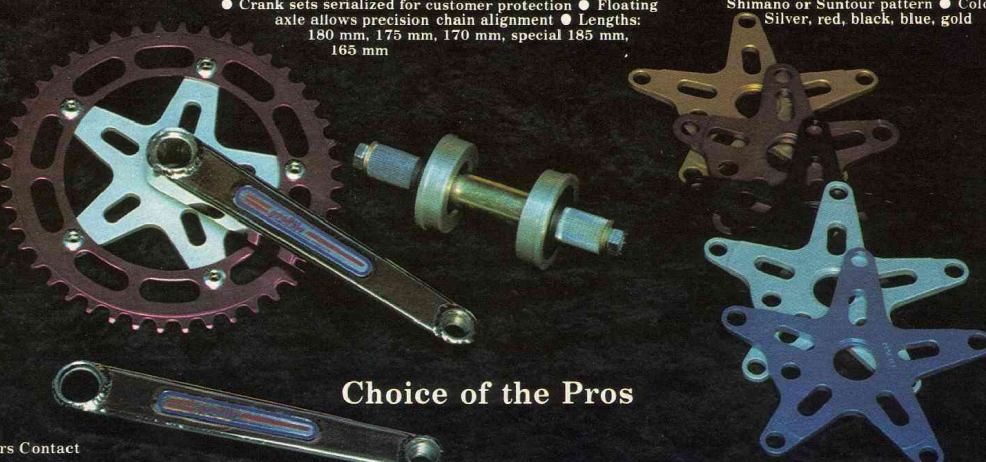
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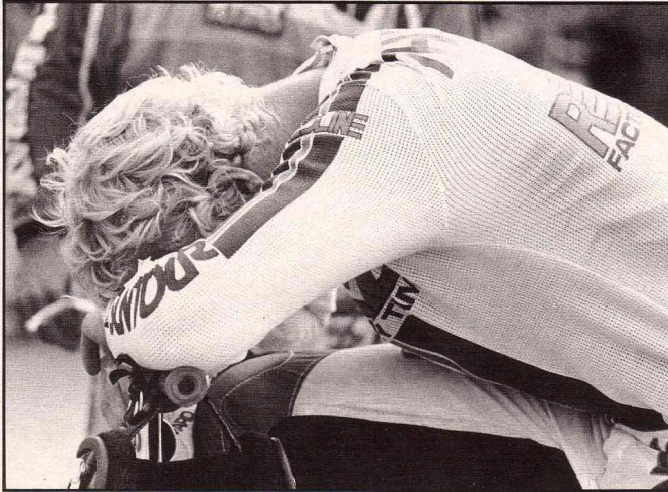
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# WATERFORD OAKS

GREG GRABS GREENBACKS, BRENT BOOKS



*Frustration. Stu had won Pro Money at the previous ABA national at Elkhart, but came up with a fifth in Pro Money and a sixth in the Pro Open. It's an off year - one ABA win, two War of the Stars victories - for the sport's winningest Pro.*



*Jason Donnell (6 Under Expert) doubled. He's had a first or second at every ABA national this year. GT signed him before Elkhart. He doubled there too. If you wonder what he looks like without the helmet, check out the GT ad in this issue. He's the critter in the t-shirt.*



*Looks like Brent has regained his psych. He won Pro Open, was second in Pro Money, and third in Pro Cruiser. One of the legends of BMX, back on the gas.*



Photo by Bob Osborn



# WATERFORD



Is this cranker the new powerhouse in amateur racing? A week after winning the Dayton World Championship, Nelson Chanady won 17 Expert and finished second in his Open. The rest of the class will be hatin' life when they hear that Nelson wants another year of amateur experience before going Pro - mainly because he's only been racing for two years. He's sponsored by The Hot Shop in Florida and factory co-sponsored by GT.

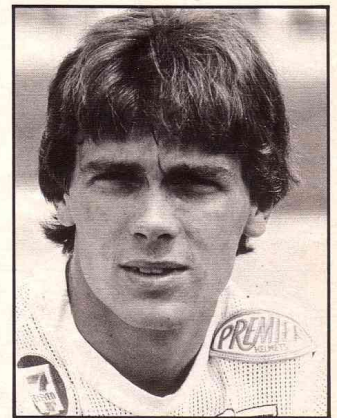


This guy is one mean motor scooter. 12 year old Steve Veltman is currently in front of the competition for this year's ABA National No. 1 amateur plate. But only by a short hair. Geoff Scofield is on him like stink on dirty sox. A measly 14 points separate them.

Photo by Bob Osborn



Don't let this dude get ahead of you. He's long gone if you do. Darrell Young (69) topped 15-25 Cruiser. Rob Fehd (58), a blond version of Arnold Schwarzenegger, pumped home second. Rob is short on style, but he's got the cubic inches. Pure power. The guy the handicappers picked to win, Timmy Judge (54), is fast, crazy, and doesn't know any fear. But he blew his start and finished way back.



This handsome sucker is a Pro Money winner Brian Barlow. Brian was the only A Pro to make the Pro Open. Along with Miranda, Medrano, and Giberson (when his upper anatomy is in one piece), Brian is a major force among the rookie dough hounds. He hails from Clarkston, Michigan. That's about five miles from the Waterford track.



The 13 Expert Main belonged to Doug Davis (17), en route to a triple. Doug's just finished growing about three feet in the last three months. The power's back now, reunited with the style that's always been there. The camouflage commando, Mike Lynch (2), infiltrated the troops enough to take second behind Doug. Ed Bauer (19) finished third. Carl Butler (3) was fourth.



# WATERFORD



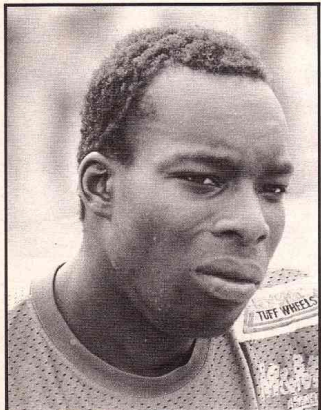
*Is this any way to transfer? You be the judge. T.J. finished third in the 17 Expert main. Timmy was taken out in this moto by a rider who slid out on the slippery rise into the second corner.*



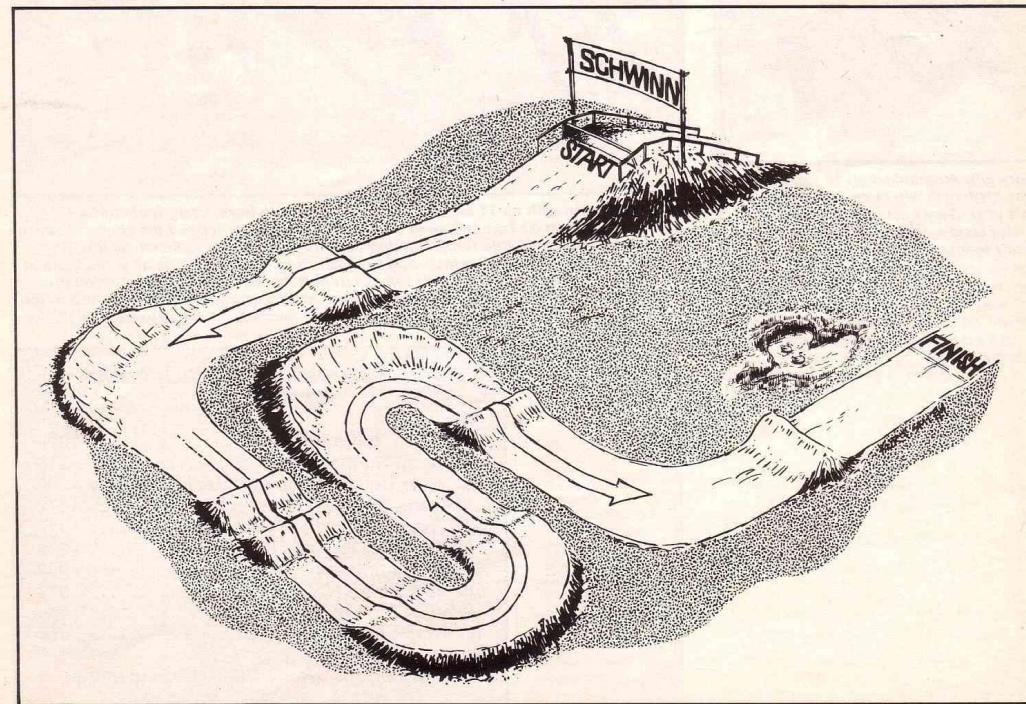
*The Pro Open main. Brent Patterson (3), looking like the Brent of yesteryear, won the Open, took second in Pro Money, and third in Pro Cruiser. Brother Brian (5) also made all three Pro mains. Brent and Brian are becoming as famous as the James Brothers — only they're putting the money in the banks, not taking it out. Tommy Brackens, in the air behind Brent, grabbed second in the Open. The current commander-in-chief of the Pros, Greg Hill (11), took first in Pro Money and third in Pro Open a week after his double at the IBMXF World Championship.*



*Jeff Moten (white 2), seen here leading over the rise into the second turn, topped 10 Expert. National No. 1 Jason Wharton, tucked in behind him, took second. Sam Arellano (black 2) finished third. The main had three No. 2s and two No. 1s, Wharton and Kevin Keller (behind Jason). Isn't it time for national numbers at nationals?*



*You just don't want to meet this guy on the line for a Pro Cruiser race. Clarence Perry. The Earthquake. If Greg is the commander in 20-inch racing, then Clarence is the Omnipotent Universal Ruler of bigwheel bikes. He's won the last five ABA nationals. His overall record is seven wins in eight tries.*





# WATERFORD



Gary Ellis outcranked all 16 Experts. It was his fourth win at an ABA national this year. Gary beat Paul Gossrau and Rich Farside. That nasty looking post is really foam rubber.



GT's other hero with an 11 on his number plate - Craig Bark. Craig tripled. His 12 Expert win helped GT take the team trophy. (Bicycle Harbor topped the shops.) They're starting to call Craig Little Conan around the pits. He's been a national all-star in football. Craig started racing less than two years ago. GT signed him after his triple at Morgan Hill, negotiating a contract release from Robinson Racing. Mike Horton (8) finished behind Craig in the 11-12 Open, fourth in 12 Expert. That left Mike third in the national points race. Steve Veltman (not pictured) finished runnerup to Bark in 12 Expert.

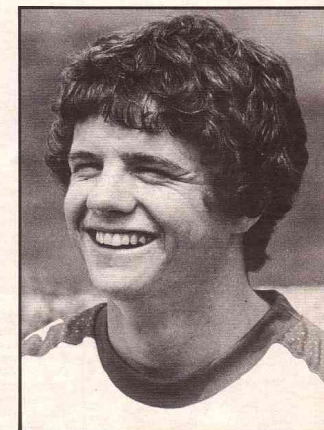
## ABA NATIONAL AMATEUR POINT STANDINGS\*

1. Steve Veltman (Hutch)	1229
2. Geoff Scofield (GT)	1215
3. Mike Horton (Diamond Back)	1209
4. Chris Torres (Torker)	1072
5. Jason Wharton (Diamond Back)	1047
6. Kelly McDougall (Torker)	1028
7. Rich Farside (Diamond Back)	999
8. Jeff Moten (CW)	917
9. J. D. Finney (Harborlite)	910
10. Roger Moore (CW)	856

\*after Waterford, with 3 Nationals remaining



Eddy King (9) won the 15 Over Open. A second behind Nelson Chanady (52) in 17 Expert deprived Eddy of a triple. Tracer Finn, behind King, took third in the Open. Rich Farside (1) ranked seventh in ABA national points after Waterford. He's the only 16 Expert or 17 Expert in the top ten. That's how ferocious the comp is in the older classes.



Mike Poulson, out of national action since March with a broken collar bone (racing) and a broken leg (messing around on a minicycle). Mike spent the summer on tour for Schwinn doing safety seminars (with a cast on his leg?), answering his fan mail, and riding an exercycle. Why's he smiling? The cast was coming off the next day. Is he ready to start racing again? Does Cosmo have whiskers? Mike's been getting his psych up listening to Rocky III music.

## WATERFORD RESULTS

AA PRO Greg Hill Brent Patterson Tommy Brackens Scott Clark Stu Thomsen Brian Patterson Greg Grubbs PRO CRUISER Clarence Perry Brian Patterson Brent Patterson PRO OPEN Brent Patterson Tommy Brackens Greg Hill A PRO Brian Barlow Jeff Wittbrodt David Lee 17 EXPERT Nelson Chanady Eddy King Tim Judge 16 EXPERT Gary Ellis Paul Gossrau Rich Farside 15 EXPERT Dean Neab Richie Anderson Shawn Carmody 14 EXPERT Kory Neal Mile Felts Brad Moore Jason White 13 EXPERT Doug Davis Mike Lynch Ed Bauer 12 EXPERT Craig Bark Steve Veltman Bart Childers 11 EXPERT Leon Williams Brad Francisco Monte Gray 10 EXPERT Jeff Moten Jason Wharton Sam Arellano	9 EXPERT Geoff Scofield Andrew Soule Troy Watson 8 EXPERT Brad Moore Mike Thomas Ryan Fien 7 EXPERT Roger Moore Gary DeBacker David Gill 6 EXPERT Tony Desch Travis Younger Danny Rosales 5 UNDER Aaron Wolfe Robert Thomas Tim Soule 15 OVER TROPHY DASH Eddy King 13-14 TROPHY DASH Doug Davis 11-12 TROPHY DASH Craig Bark 9-10 TROPHY DASH Jeff Moten 7-8 TROPHY DASH Brad Moore 6 UNDER TROPHY DASH Jason Donnell 15 OVER OPEN Eddy King Nelson Chanady Tracer Finn 13-14 OPEN Doug Davis Kory Neal Chris Torres 11-12 OPEN Craig Bark Mike Horton Eddie Siegmund 9-10 OPEN Robert Swick Geoff Scofield J.D. Finney	7-8 OPEN Michael Thomas Tory Bailey Scott Welding 6 UNDER OPEN Jason Donnell Tony Desch Travis Younger 26 OVER CRUISER John Hoffer David Lambert Bill Dickerson 15-25 CRUISER Darrell Young Robert Fehd Todd Johnson 13-14 CRUISER Scooter Steimer Brent Johnson Brock Bruce 12 UNDER CRUISER Steve Veltman Bobby Plautz Brian Nie 15 OVER POWDERPUFF Patty Woodworth Lisa Spence Kris Milles 13-14 POWDERPUFF Debbie Katsow Wendy Edman Lisa Grossman 11-12 GIRLS Lisa Vonderahe Julie Mix Deanna Edwards 9-10 POWDERPUFF Lisa Terry Stephanie Alostott Carla Maul 7-8 POWDERPUFF Tricia Onda Amy Waterlus Missey Fred 6 UNDER POWDERPUFF Kelly Merryman Kelly McGreevey Jenille Schwartz	17 NOVICE Chris Phillips Jerry Rice Greg Kesseling 16 NOVICE Brian Goolher Dave Kreinbring Chris Humonberger 15 NOVICE Fred Starle Danny Hoffman Glenn Russell 14 NOVICE Corey Brooks Scott Willis Ilir Bardha 13 NOVICE David Lawrence Denny Fitzpatrick Roy Root 12 NOVICE William Schovman Greg Klavik Tom Fauser 11 NOVICE David Buckner Shawn Baden Brian Davis 10 NOVICE Ralph Farrell Toby Crowe Robert Huff 9 NOVICE Mike Kilmek Mark Schultz Scott Herbstreet 8 NOVICE Jerame Gueloe Gabe Burlew Paul O'Brien 7 NOVICE Daryl Kreiser Guy Monaskey John Vargas 6 NOVICE Matt McCullough Kevin Thomas Chad Burlew FACTORY TEAM TROPHY GT-BMX BIKE SHOP TEAM TROPHY Bicycle Harbor
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# BMX ACTION

## BACK ISSUES

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### OCTOBER 1982

**Racing:** SE War of the Stars (Narler Park). **Test:** Scorpion Super Team. **Feature:** Kuwahara's E.T. Movie Bike. **Contest:** NORA Cup '82. **Gigantic BMX Buyer's Guide and Directory.**

### SEPTEMBER 1982

**Racing:** Murray World Cup (Knoxville); Keds/Huffy ABA Springnational. **Test:** Diamond Back Turbo. **Freestyle BMX:** Ramp Endo. **Features:** Toby Henderson and his Hutch 24; Greg Grubbs on Makin' It; Bar Wars; Frames. **Custom Bike:** Blue Mist JMC Black Shadow.

### AUGUST 1982

**Racing:** Tucson and Springfield. **Tests:** Team Mongoose and GT 24" Kit. **Competition:** King of the Skateparks Spectacular. **How To:** Build Freestyle Ramps. **Contest:** Third Annual Word Contest.

### JULY 1982

**Racing:** Memphis and Miami. **Testing:** Murray X20C and Montesa T-15 Trials. **Feature:** Greg Hill on Training and Psyching. **Contest:** BMXA's Readership Survey.

### MARCH 1982

**Racing:** ABA Grand Nationals; Pepsi/Mongoose Grand Championships; NBA Grand Nationals. **Test:** Mongoose Two/ Four. **Feature:** Hi-Tech Body Testing.

### FEBRUARY 1982

**Racing:** UBR Grand Nationals. **Test:** JMC Black Shadow Kit. **Results:** 1981 BMXA NORA Cup. **Trick Riding:** Front Brake Endo. **Travel:** Japan. **Hot Tips:** Knee Bumpers. **Product Analysis:** Bottema Forks. **Contest:** BMXA's 3rd Annual Drawing Contest.

### JANUARY 1982

**Racing:** NBL Grand Nationals; IBMXF International Championships. **Test:** Kuwahara K2-2. **Trick Riding:** X-Up Kick Turn. **Product Analysis:** B.S. Bikes' Race Laces. **Contest:** BMXA's 2nd Annual Word Contest.

### SEPTEMBER 1981

**Racing:** JAG/ABA BMX 500; NBL War of the Stars. **Test:** Huffy Pro 3 Thunder. **Trick Riding:** 180 Rollback. **Feature:** Clint Miller and the Torker Cruiser. **Product Analysis:** Pro-Tec Helmet; Race Inc. Junior Variations.

### MAY, 1981

**Racing:** Bear Northwest National. **Test:** Schwinn Sting Competition. **Drawing Contest:** Winners. **Complete Racer:** Anthony Sewell. **Trick Riding:** Aerial Kick Turn & Drop In. **Training:** Rollers. **Pictorial:** Jeff Watson's Skatepark Aerials. **Product Analysis:** CW Z-Frames.

### APRIL, 1981

**Racing:** Inlet World Championships. **Test:** Red Line Pro-Line II Kit. **Trick Riding:** No-Footer Curb Endo. **Complete Racer:** Jason Jensen. **Training:** Carbohydrate Loading. **Race Set-Up:** Gearing.

### MARCH, 1981

**Racing:** Mongoose Grand Nationals; Kuwahara Grand Nationals. **Test:** Laguna 101. **Racing Tips:** Two-Pedal Starts. **Pictorial:** The Factory Pros.

### FEBRUARY, 1981

**Racing:** Australian vs. American International Challenge. **Pictorial:** Hot Shots Special. **Results:** 1980 BMXA NORA Cup. **Feature:** Jeff Kosmaia and the Kos Cruiser. **Product Analysis:** Bulls-eye Roller Bracket.

### JANUARY, 1981

**Racing:** Anaheim; Vans Pro Spectacular. **Test:** Diamond Back. **Cruiser Report:** S & S Prototype. **Trick Riding:** Ramp Stall. **Feature:** JMC Twerpmobile. **Tips:** Basic Handbar Positioning. **Product Analysis:** G.S. Seat Post Clamp. **Contest:** BMXA's 2nd Annual Drawing Contest.

### DECEMBER, 1980

**Racing:** NBL Grand Nationals. **Test:** Torker Maxflyte. **Training:** David W's Pro Training Methods. **Complete Racer:** Donny Atherton. **Feature:** BMXA's New World Dictionary. **Product Analysis:** Competition III Knobbies, Pro-Neck Stems, and Race Inc. Chrome-Moly Frame. **Plus:** Hot Shots.

### NOVEMBER, 1980

**Racing:** Lansing Supercross. **Test:** Scorpion SX. **Trick Riding:** Wheel-standing. **Racing Tips:** Method Speed Jumping. **Feature:** Freewheeler Three-wheeler. **Hot Tip:** Hub Oiler Modification. **Product Analysis:** Simpson Supercross-1 Helmet.

### OCTOBER, 1980

**Racing:** Seattle; A'me 5000 Pro Spec. **Swinn Sting Competition.** **Drawing Contest:** Winners. **Complete Racer:** Anthony Sewell. **Trick Riding:** Aerial Kick Turn & Drop In. **Training:** Rollers. **Pictorial:** Jeff Watson's Skatepark Aerials. **Product Analysis:** CW Z-Frames.

### AUGUST, 1980

**Racing:** Elkhart. **Test:** Kuwahara. **Pictorials:** Harry Leary; Jumpin' Jim Pratt. **Features:** New Wave Superstars; The Fastest Bicycle in the World. **Product Analysis:** DiaCompe MX-1000 Caliper. **Hot Tip:** 10-Speed Headset Mod.

### JULY, 1980

**Racing:** Grass Valley. **Test:** CYC Panther. **Cruiser Report:** Setups for Racing. **Pictorial:** Will and Mike Scurto. **How To:** Tabletop. **Product Analysis:** Puch Trak/Pro Frameset; Race Inc. Handlebars. **Results:** BMXA Project Mini-Racer Contest.

### MAY, 1980

**Racing:** Chandler Internationals. **Test:** Powerlite PL-1 Thrasher; Montesa T10 Trials. **Cruisers:** Basset Star Cruiser. **Pictorial:** Stu Thomsen. **Product Analysis:** Red Line Filte Cranks. **Feature:** Pop Rivet Gunmanship.

### APRIL, 1980

**Racing:** Indy World Championships. **Pictorial:** Tinker Juarez. **Shootout:** Grips. **Feature:** Hot Track Sections. **Cruisers:** Champion Frame. **Product Analysis:** Pro-Tec MX Faceguard. **Technical:** One-Key Release Modification. **Contest:** BMXA Readership Survey. **Plus:** Hot Shots.

### MARCH, 1980

**Test:** Panda Pro-Am. **Trick Riding:** Curb-Endo Variations. **Project:** BMXA Mini-Racer. **Technical:** Loose-Ball Bottom Bracket Modification. **Shootout:** BMX Pants. **Plus:** Hot Shots.

### FEBRUARY, 1980

**Racing:** ABA Grand Nationals. **Cruisers:** California Cruiser. **Buyer's Guide:** Face Masks. **Product Analysis:** ACS Zytel Wheels. **Pictorial:** Anaheim Motocross Finals. **Plus:** Hot Shots.

### DECEMBER, 1979

**Racing:** ABA Fall Nationals. **Test:** Raleigh R-11XL. **Cruisers:** Huffy Beach Buggy. **Trick Riding:** Fakies. **Complete Racer:** Scott Clark, Jason Jensen, and Richie Anderson. **Product Analysis:** Thruster Frame and Fork. **Feature:** How to Finish a Race.

### OCTOBER, 1979

**Racing:** ABA Summernationals and Sumner Tour. **NBL SuperNationals:** NBL War of the Stars Series; NBA East Coast Nationals and National Tour. **Shootout:** Goosenecks. **Profile:** Gary Renteria. **Trick Riding:** 360 Roll Out. **Cruisers:** Laguna. **Feature:** How to Get a Co-sponsorship.

### SEPTEMBER, 1979

**Racing:** Tecate International. **Tests:** Mongoose Supergoose; Cycle Pro Trophy. **Cruisers:** Schwinn Spitfire. **Candidates:** NORA Cup. **Product Analysis:** Tuff Wheels II.

### JULY, 1979

**Racing:** Saddleback. **Test:** Webco Professional. **Trick Riding:** Curb Endos. **Feature:** Littlest Factory Riders. **Racing Tips:** Scientific Gate Starting. **Product Analysis:** JMC Frame and Fork. **Feature:** Basic Track Designs.

### JUNE, 1979

**Racing:** NBA Internationals. **Test:** Schwinn Sting and SX-1000. **Contest:** Drawing Winners. **Interview:** Kyle Fleming. **Feature:** Bicycle Terminology. **Product Analysis:** Pedalproof Wheels. **Feature:** Advanced Trickery.

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# HOW TO HOLE SHOT

LATEST HI-TECH RACING HINTS

BY LEN WEED

Riders ready pedals set. GO!!! Thrust your body forward. Tromp your front foot into China. That's the program for starting.

The basic program. Harry Leary and Diamond Back manager Sandy Finkelman decided there just might be a better way to get under way. Their major concern — shifting the body forward unweights the rear tire too much. That's the same tire that must hook up and send bike and rider blazing down the first straight in a dirt-spitting hearty hi yo we're away.

Their solution? A controlled forward weight shift. The hips get thrust forward, but the upper body, including the head and shoulders, remain centered over the bike to improve

rear tire weighting for traction.

This technique also allows better overall body balance because the racer isn't just throwing himself forward and pedalling the bike back underneath his body.

## STARTING STANCE

Up on the pedals. (A pedal positioning tip. Set your first pedal higher with a steeper gate, lower for a less-steep gate. A shorter pedal stroke and too much body lunge can get you out of shape coming out of a steep gate. A shorter first stroke out of a flatter gate helps curb a possible start wheelie.)

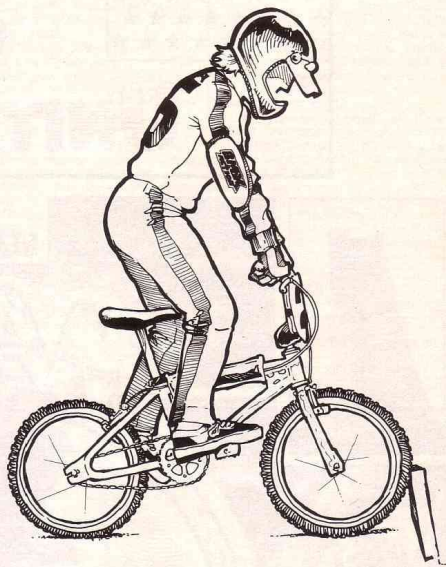
Back straight.

Hips back.

Front wheel positioned perfectly straight ahead. A little wiggle helps maintain this positioning and may also release some tension.

Head and shoulders locked, lined up over the headset.

**1** Back straight. Hips back. Front wheel absolutely straight. Head and shoulders locked, lined up over the headset. Slight bend in the elbows. A few deep breaths to relax.



A slight flex in the elbows. A few deep breaths to relax.

## TIMING THE START

Up on the pedals, balanced out, ready to go. When? With the gate — or before it drops. If you go early, you gamble. The choices are:

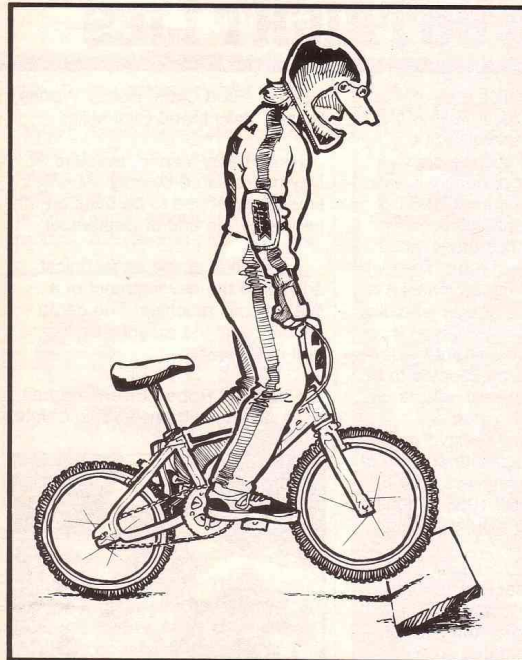
(1) Go with the gate.

(2) Anticipate the gate — chance a subtle slingshot. Shift back slightly to set up forward body thrust.

(3) Anticipate the gate — gamble with a total slingshot. Shift weight back and thrust forward before the bike moves or the gate drops. Blow the timing, though, and you're grass, Bass.

Beginner's tip. Go with gate. By the time you get that dialed you may have developed the instinct for anticipating the gate.

**2** Drive your belt buckle into the gooseneck. Keep your head and shoulders back. Drive that pedal clear to China.



**3** Shift your body back over the bike as quickly as possible to get into your cranking rhythm.



## GETTING GONE

Drive your belt buckle into the gooseneck. (Tip: Tune your body lunge to the angle of the gate. The steeper the angle, the smaller the lunge. Another tip: Don't come out any faster than the gate drops. Adjust, if necessary, for a slow gate.)

Keep the head and shoulders back to weight the rear tire and keep your body more centered.

Tromp that first pedal.

Shift your body back over the bike or behind the seat as quickly as possible so you can get into your pull-up-pedal-down cranking rhythm.

Generally, the first two pedals get you out of the gate, but the next four are the winners, with you centered over your bike and cranking for all you're worth to the first jump or turn. See if the hips-forward-shoulders-

back starting stance doesn't allow more balance during those first few critical cranks.

## CORRECTING A STARTING WHEELIE

Don't stop pedalling if you start to wheelie. Instead, just reduce your pedal rpm.

Don't pull yourself forward over the front end to lower a wheelie. That just makes the situation worse. The front end will come up more as you attempt to pull yourself forward. Just ride it out and hope for the best.

## STRAIGHT STRATEGY

Try to get one or two more pedals than the other guys up to the first jump and into the first turn. You may have to force (scare) yourself to do this. To be a winner you often have to go to the limit — that extra pedal or two when your survival instincts are telling you it's time to shut down and

coast. Since so many races are determined at the first turn, that's the race you have to win.

## STARTING PRACTICE

Many riders prefer deadman starts for practice. The operator drops the gate with no verbal commands, no warning. The rider reacts to the gate movement rather than timing the starter.

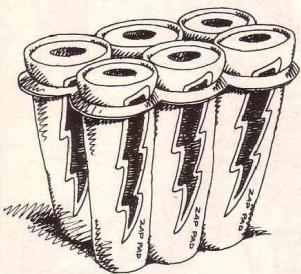
Have your starter check to see if you're breaking dirt. That indicates you're hooking up, spitting a little rooster tail, and rocketing forward.

## FINISH OF THIS STARTLING START STUFF

You can't finish what you don't start properly. And in BMX you rarely finish well what you don't start superbly. ■



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

Grant Robison, vice pres. of the NBL, announced recently that the War of the Stars series will be totally changed to reduce their awesome number of nationals to a more reasonable figure in 1983.

Like maybe twenty full-bore nationals, each a two-day event in a major metropolitan area. They will also have about forty regionals run back-to-back, two per weekend, like this year's War of the Stars.

Three other points Grant made: NBL Pro purses are expected to be substantially larger next year; there will be tighter controls on independent promoters involved in NBL events; and a national team of officials and scorekeepers from the NBL will run all NBL 1983 nationals.

Sounds like the NBL is getting their act together.

Rumor has it that Lee Medlin, who recently quit Kuwahara, has been talking to Huffy and Raleigh about a possible ride.

Jeff Bottema is now a bike shop owner as well as a racer, the team manager for Murray, and a fork manufacturer. He purchased the semi-legendary Peddlepower bike shop near the Orange BMX track.

He'll offer a complete mail order service for bikes, parts, and his famous Bottema line of forks. For more info write: PEDDLEPOWER, 345 E. Grove, Orange, California 92665. Telephone: (714) 998-3535.

Here's a rundown of the NBL Pro Money winners up till the Dayton World Championships. After 37 War of the Stars races: Five wins — Toby Henderson and Greg Hill. Four wins — Mat Harris. Three wins — Brian Patterson and Jeff Ruminer. Two wins — Stu Thomsen, Anthony Sewell, Tommy Brackens, and Eric Rupe. One win — Harry Leary, Rod Beckering, John Piant, Kevin McNeal, Greg

Grubbs, Scott Clark, Bobby Woods, Roland Veicht, and Clint Miller.

Harry Leary's knee, tweaked at Dayton, required surgery. At press time Harry hoped to be back on the pedals by the end of September.

Schwinn is acting as technical advisor in the development of a BMX pinball machine. The game should be at the arcades by the end of the year.

13 Expert Robert Eisenberg has been getting extremely rapid of late



Rapid Robert Eisenberg. Overdue for a factory ride.

what with a couple of doubles and a couple one-tuos at recent nationals. Right now he has a co-op sponsorship deal going with Schwinn and Valencia Schwinn Cyclery, but this guy is a prime candidate for a full factory ride. Factory Schwinn better jump on him

quick, before somebody else does.

Pierre Karsmakers (left) won the American 500cc motorcycle motocross championship in 1973. He raced in the U. S. throughout the 70s. Pierre imports BMX products into Holland and sponsors



Pierre Karsmakers from Holland and Hartwig Hofherr from Germany.

a full factory three-rider BMX team. He's the brother-in-law of Gerrit Does, the moving force behind the IBMXF. According to Pierre, the Dutch now have about 45 tracks and more than 3000 licensed riders.

Hartwig Hofherr came over with Pierre to check out American BMX and stock up for his BMX mail order and distribution business in Germany. Hartwig told us Germany has about seven tracks racing every weekend. They just started this year. There are about 220 license holders. Oddly, only ten of the 220 riders are under age 12.

The NBL, Huffy, and Premier are cooperating with the Boy Scouts of America to increase BMX awareness. Huffy has provided 15 bicycles while Premier donated 30 helmets for a pilot program in Ohio that could lead to a national campaign.

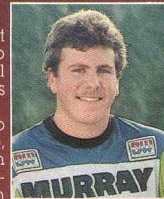
Chris Torres, ranked third nationally after the first six ABA nationals, parted with GT and joined Torker. ■

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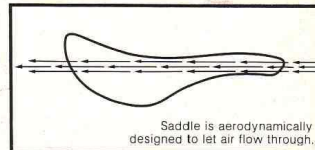
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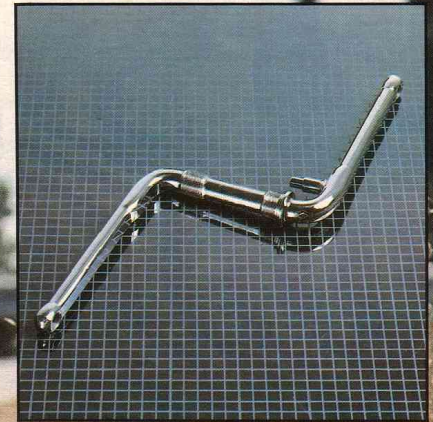


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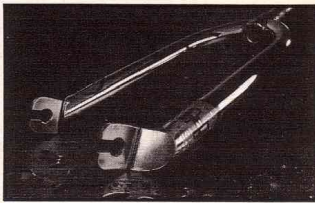
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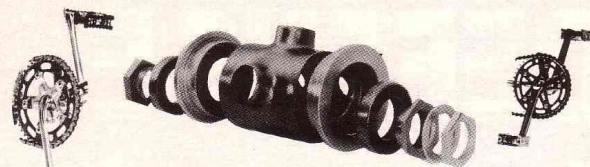


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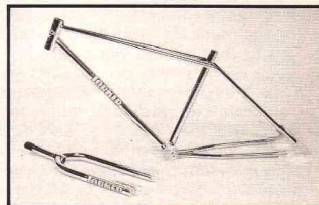
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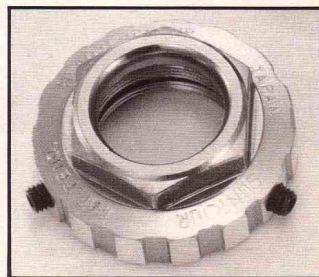
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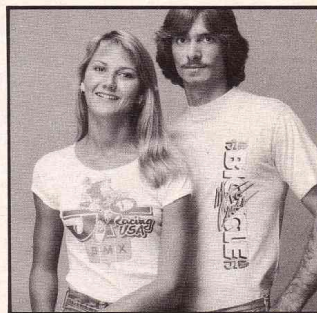
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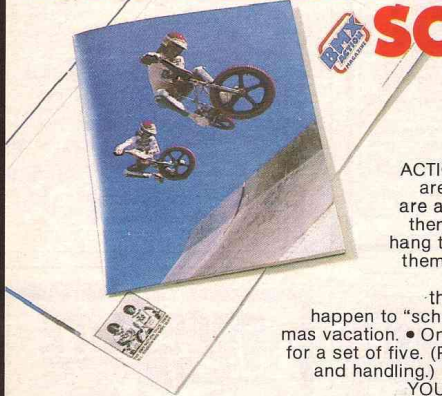
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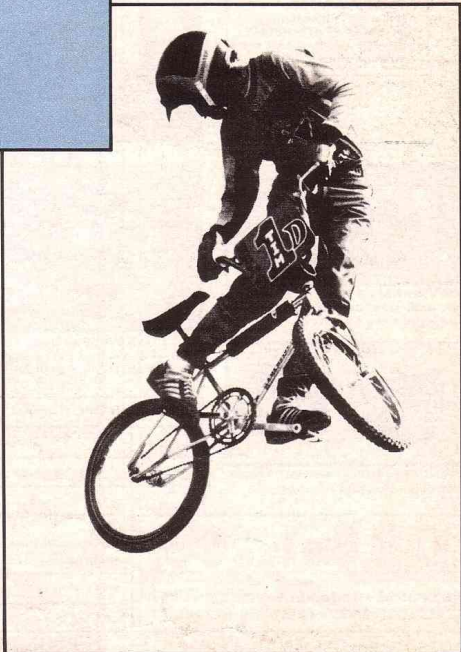


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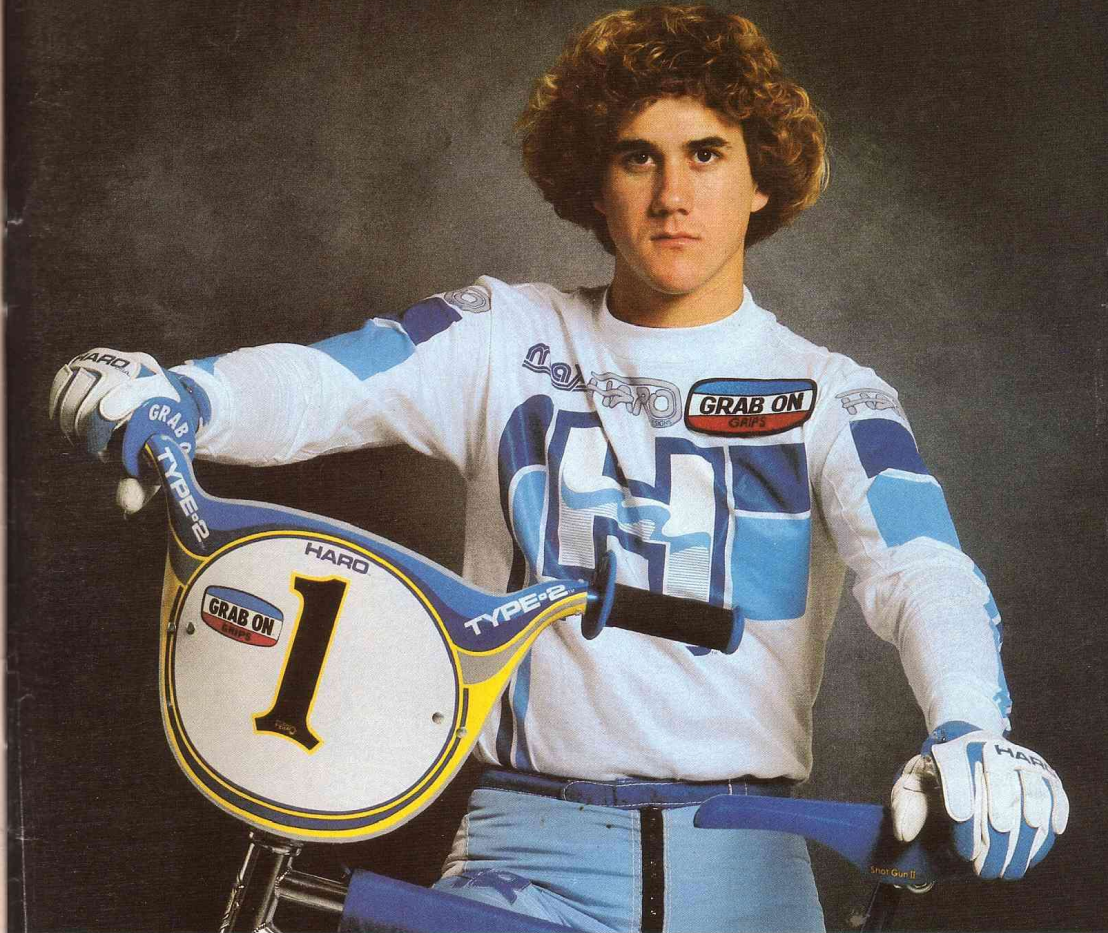


We shot this while doing the HOW TO TABLETOP article elsewhere in this issue. What's interesting here, besides Bob Medrano's full-boost style, is that he calls this a Medrano, Grubbs calls it a Grubbs, and everyone else calls it a Leary or Crews. We did some research and it seems that everybody's wrong. Check the black and white of T.J.

Photo by Bob Osborn



Timmy Judge, in a photo session for the May 1979 issue of BMXA. The first photo of Harry doin' this was on the cover of the July 1979 BMXA. Crews didn't get published until the September 1980 BMXA, in a Hot Shot. In other words, to be accurate, this should be called a T.J., or a Judge, or something like that.



## MX-3: THE GRIP OF BOB HARO

MX-3 grips are the latest from GRAB ON. In one grip we've incorporated all the features necessary to give you confidence, whether you're tricken or beaten the track.

Take for instance, the revolutionary triangular flange design. It supports your hand in all riding positions, yet allows for safe use of your brake.

The end cap design is awesome; constructed of a hard tough material that won't cut or shatter, it surrounds the end of the cartridge and protects the

foam sleeve. A rubber expander plug inside your bar locks the end cap in place.

Let's not forget the foam, for that's what GRAB ON is all about. Our foam sleeve won't crack, it's tough, long lasting, yet comfortable and secure. It gives you the secure feeling of being in control.

Great looks isn't necessary, but it is a free feature with the MX-3. Subtle racy contours and raised colored letters make MX-3's really look mean. Available in the four, great looking, colors shown.

Installation is a snap. To make your job easier, we have pre-loaded our foam sleeves and assembled the end

cap system. You need only to lubricate your bar with rubber cement or hairspray, slip on the grip and then attach the end cap.

If you're really a crazy rider and ruin a foam sleeve or end cap, they are available as replacement parts. So get it together and ride with the grip that Bob Haro uses, the MX-3. It's trick lookin' and puts you in control.



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# GROUND CONTROL

Let's take a sneak peek at the secret testin' grounds at TIOGA's tire factory. The five little dudes checkin' out the COMP III are the quality control experts. They carefully check over things like construction, the unique tread design and the secret tire compound which provides excellent traction and longer tire life. The quality control gang work 'round the clock to make sure every COMP III tire gets to you perfect for racing. COMP IIIs are magic in the earth because the blocks are designed to flatten dirt and mud in the tire path by biting and gripping the ground ahead. Then as the blocks expand, they automatically self-clean by ejecting the dirt and mud. Put your finger between the blocks and feel them diggin' in. The gap between each block is wide and independent, ensuring maximum driving force. This also means fewer blocks, resulting in a lighter tire. The unique 18 sided tread blocks reduce slippage in all directions. COMP III provides you with a smoother ride on the straights and radical cornering in the curves. Slap a set of COMP IIIs on your racing machine and experience total "GROUND CONTROL."

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## Comp III

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