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BMX
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BMX ACTION

APRIL 1983
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**SPECIAL
FEATURE!
BMX
TRICK
TEAM**



TEST: SCHWINN PREDATOR

LINEAR VELOCITY SPEED JUMPING

RACING: LAS VEGAS

FIOLA AT SKATE CITY



A SPLASH OF GENIUS

At ACS, new ideas just keep on flowing. Innovation and quality go hand in hand to create a wave of products that stay ahead of the crowd.

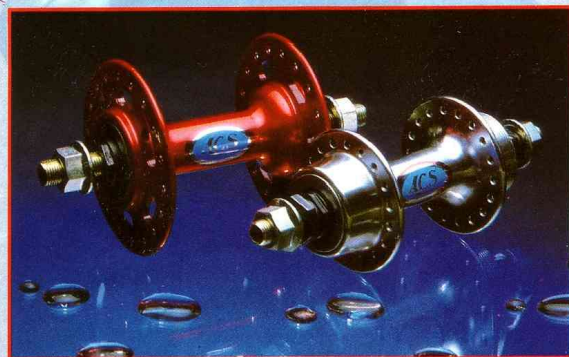
Jump into the stream of ACS winners and go with the flow...the water's great!



The new ACS pedal uses offset parallelogram design to point the pedal in the natural angle of the feet and offers ample surface area for full foot support. The alloy pedal also features chrome-moly spindle and non-skid studs.



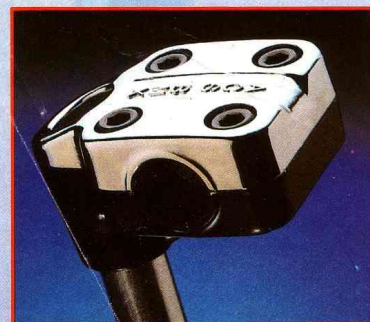
The ACS Stoker seat features unitized construction combined with a uniquely designed seat post—a lightweight yet rugged combo. Seat post available separately.



The new small flange Stoker hub is the ideal rugged companion for the world famous ACS Z-Rim. Hubs are available in red, gold, blue, silver, black or Tiffany Chrome.



With the Stoker seat post clamp, stripped alloy threads are gone forever. The single allen head bolt on the one-piece alloy clamp is secured by an EZ-to-replace threaded steel sleeve.



A proven winner—the ACS stem features tough 4130 chrome-moly shaft, melt-forged alloy clamp with knurled inner surface to prevent bar slippage, clamp bolts secured by replaceable steel nuts rather than easily damaged internal alloy threads.



Super durable Z-Rims now come in three sizes—20", 24" or 26" BMX torture tests proved this is the rim for every occasion or terrain.

American Cycle Systems
1449 Industrial Park Street
Covina, California 91722



APRIL 1983
VOLUME EIGHT
NUMBER FOUR

10 DEAR WIZ
Finally, finally. YOU ASKED FOR IT dates!

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The Dust Bowl of BMX.

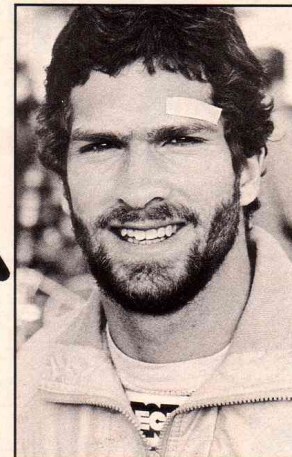


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COVER: Toby Henderson on Brent Patterson like stink on poop. Las Vegas race. Photo by Bob Osborn.

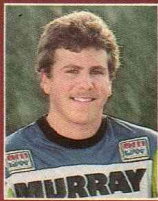
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Team Murray's Scott Clark, 1981 NBA Pro Champion, is real picky when it comes to rims.

To stay at the top only the best will do, so Scott does it with Ukai, the high performance alloy rim built for racing and winning. Polished sides and slick new dual line engraved detailing finish off these first class performers.

Ukai rims are available in all sizes anodized in all the hot colors or in super show chrome. So get down to your favorite bike shop today and start going around with a winner, go with Ukai.



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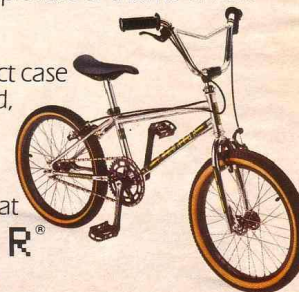


"The more you spend, the more you get."
Unfortunately that's always been the simple rule of thumb when buying a BMX bike.

Until now. Until Predator came along. Our new Predator Competition is a perfect case in point. To buy a bike that's comparably equipped, you'd have to shell out anywhere from fifty to a hundred dollars more.

So before you spend a penny on a BMX bike, here's a word to the wise. Spend some time at your nearby Schwinn **PREDATOR**® dealer first.

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BY SCHWINN®

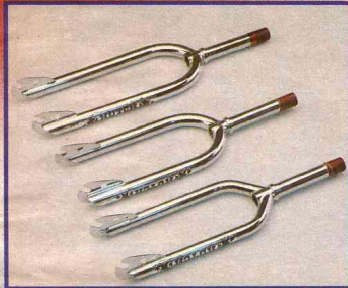


*Suggested dealer price. Price may vary in some areas. ©1983 Schwinn Bicycle Co. All Schwinn bicycles meet U.S. Consumer Product Safety Commission regulations.

WORLD CHAMPIONSHIP TEAM!



World Championship Team. (Top Left to Right) Toby Henderson, Pro, NBL National #2; Tim T.J. Judge, 17 expert, World Champion; Charlie Williams, 17 expert, NBL National #1; Mrs. Hutch, Cruiser, Ladies World Champion; J.G. Garonzik, 15 expert, ABA District #1; Steve Veltman, 13 expert, ABA National #1 Amateur; ABA National #1 Cruiser (Bottom Left to Right) Digger Kalsow, 13 expert; Jason Griggs, 12 expert, NBL National #2, Winner of both Grand Nationals; John McNeil, 11 expert; Monte Gray, 11 expert, World Champion; Brad Moore, 9 expert, ABA District #1; Missy Fred, 9-10 girls; Brit Adele, 7 expert, World Champion.



Hutch Pro Racer forks with show chrome finish are for use with Long, Standard and Junior size frames. Mini racer forks with show chrome finish are for use with Mini setups or 1.75 tires only.



All Hutch frames are lightweight, made with L.B.B. Triple Plated Show Chrome Finish 4130 chromoly tubing, in Long, Standard, Junior, 24" Cruiser, 16" Pit Racer and "Lil Hole Short" Mini frame sizes.



NEW powder coat epoxy black frames and forks with chrome stickers are available in all frame sizes.

Loose headset are no longer a problem with the lightweight Hutch magnesium headset lock.



Hutch lightweight magnesium hubs are double sealed with 6AL-4V alloy titanium axles. Flip flop rear and bearing spacer that eliminates bearing drag.



Equipment gear bag is extra large with shoulder strap for easy-carrying.

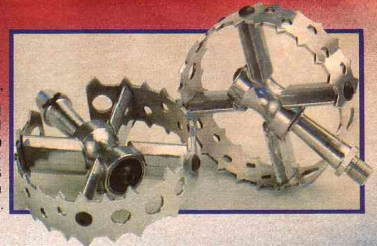


Hutch stadium-style number plate comes with silver and black metallic finish.

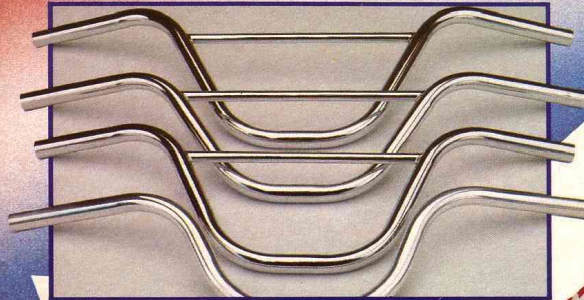
HI-PERFORMANCE BMX HUTCH

ALL HUTCH PRODUCTS ARE AMERICAN MADE.
BMX Hutch, 731 Swan Cove Lane, Pasadena, Maryland 21122

Hutch 9/16" and 1/2" competition racing pedals are heat-treated 4140 chromoly to sealed bearings spindles. Mini pedals same as above with titanium spindles.



LOOK TO THE STARS!

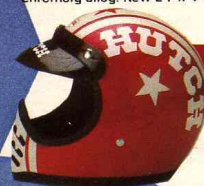


Cruiser, Expert and Pro race handlebars made of 7/8" chromoly tubing with a show chrome finish. Aerodynamic seat post clamp.

Hutch regular and layback seat posts made of 7/8" chromoly tubing with a show chrome finish. Aerodynamic seat post clamp.



Long sleeve T-shirt available in boys' small to men's large sizes. Short sleeve T-shirt available in boys' large to men's large sizes.



Team BMX helmet is made especially for Hutch by Bell Helmets.

HUTCH

HUTCH

HUTCH

Hutch safety pads are made of durable nylon with velcro style closures for H-bar stem and frame.

Own your own flashy Hutch jersey, in boy's small to men's large sizes.



Hutch shimmie T-shirt (cut-off at chest) available in boys' large to men's large sizes.



Gators, hat and elbow pads combine extra protection with a coordinated Hutch look.



Hutch racing pants are made of durable nylon, in sizes from 22-32.

A TOUCH OF CLASS

THE MAXY CROSS CRANKSET

The Maxy Cross Crankset is in a class by itself. From the start it was designed and built to perform under the gruelling conditions of BMX racing. Extra beefy design eliminates flex and reduces stress. The heavy duty alloy five point spider transfers the power to a precision machined alloy chainring. Add chrome chainring bolts and dust-caps, trick polished alloy detailing and anodizing in red, blue or gold and you've got a crankset fit for a king.

THE NEW SUGINO STEM

This new classic from Sugino combines all the best ideas in stem design today. Forged alloy head and clamp for maximum strength and minimum weight, four bolt clamping system to really grip those bars and a chrome plated Cro-Moly stem for extra strength. This slick new stem is anodized in all the trick colors.

SUGINO'S ONE-PIECE SPIDER

Bolt this spider on and you get the flexibility and weight savings of Sugino's alloy chainrings with your one-piece cranks. This chrome plated Cro-Moly spider is a class act for those who want to move up in the world of Sugino quality components.

ONE-PIECE ALLOY CHAINRING

This all alloy chainring is styled after the famous Red Line design to fit all one-piece cranks. It's available in 43, 44, & 45 tooth patterns and anodized in red, blue or gold. Get one today, save weight and get a little taste of class from Sugino...

BMX racers worldwide are getting a touch of class with Sugino. Don't let it pass you by, see all this classic equipment at your favorite shop today.

Sugino



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WARNING: This depicted stunt is extremely dangerous. Do not attempt to recreate this stunt.



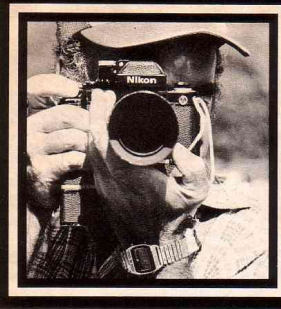
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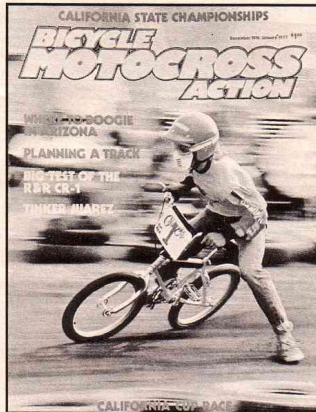




DEAR WIZ

BY MIGHTY BMXA'S READERS AND BOB OSBORN

Number One. This bear came out in



December of 1976. The cover shot was Brian Lewis racing at the leg-

endary Corona track. Back then BMXA cost a dollar, was 48 pages long, and had only six pages of color including the cover and advertisements. There were 10,000 copies of this issue printed and you just can't hardly find any of 'em anymore. The last one I heard of sold for \$100. Boy howdy!

Incidentally, we will print almost 150,000 copies of the issue you're reading right now. Amazing. Who would ever have believed it? - Oz

COMMUNICATING WITH THE STARS

Dear Wiz,
I would like to send a letter to Greg Hill but I don't know where to send it.

Chad Vermeil
Santa Rosa, California

No sweat, Vermeil. If anybody

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

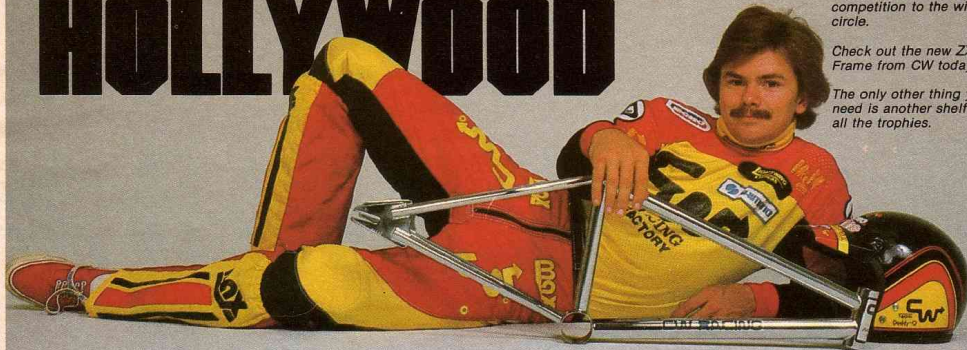
VOLUME ONE, NUMBER ONE

Dear Wiz,
I was wondering if you could show a picture of your very first issue. Your mag is the best. Nobody else even comes close.

Bill Bunting
Las Cruces, New Mexico

Here 'tis, Bunting, Volume One,

CW GOES HOLLYWOOD



"Hollywood" Mike Miranda has taken the Pro Class by storm on his new CW and virtually has run away from the competition. His frame, the new ZX-Pro Frame! Light, but incredibly strong, it's made of super-strong

and lightweight 4130 chrome-moly tubing with strong welds where it counts; everywhere!

The new ZX is designed to take all the pounding and twisting you can give it and still out-corner all the competition to the winner's circle.

Check out the new ZX-Pro Frame from CW today!

The only other thing you'll need is another shelf for all the trophies.



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KKT AMX ALL ALLOY PEDALS

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



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SIMPSON
SAFETY EQUIPMENT

DEAR WIZ

wants to get a letter to any of the stars of BMX, send it "in care of" their sponsor. The address would look like this:

Greg Hill
c/o GT BMX
P.O. Box 5278-67
Santa Ana, CA 92704

You can get their sponsor's address from their advertisements. - Oz

DANGEROUS

Dear Wiz,

I have noticed that many kids write in saying their parents won't let them race because it's dangerous. I have found that BMX racing is no more dangerous than going to school. I broke my hand closing my locker at school. My parents didn't tell me I couldn't go to school anymore.

Jenni Peterson
San Luis Obispo, California

NURD HERD ON YOU ASKED FOR IT

Dear Wiz,

I've sat through many shows of YOU ASKED FOR IT, helmet on head, gloves in hand, ready for the TV to explode with the Trick Team's radical maneuvers. Every Sunday I insist that my family watch it in case the Squiddeley Squadron should be on.

Do you guys know when it'll be? I'm dying to see it.

Ricky Zeller
Covington, Louisiana

We finally found out from those guys when it would be on. The first showing will air on April 25th in Los Angeles, San Francisco, New York, Philadelphia, Honolulu, and San Diego. Check your local TV GUIDE for time in your area. A second and third showing will cover the other areas of the U.S. of A. but we couldn't find out when they will be. So this doesn't really help you guys in Louisiana much, does it, Ricky? - Oz ■



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"Up until now the factory has always made special bars for me. But now, with RedLine, I've come up with what I feel is the perfect bend for the larger rider. The STR series, with either a 'V' or straight crossbar, is the absolute latest from the people who made the very first chromoly BMX bar - Red-Line!" See your local dealer



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2906 Navajo Road
El Cajon, CA 92020

Here's three to draw to:
Anthony won Pro Cruiser,
Greg won Pro Money, and
Brent won Pro Open.

Coke is it!



JAG★ABA
WORLD CHAMPIONSHIPS

LAS VEGAS

HALF THE TRACK WAS FLOATING AROUND IN THE AIR

Goodbye, Indy. Hello Vegas.
Adios, concrete. Howdy do, dirt.

Did Renny Roker roll a winner in Las Vegas? Did he make his point? Full house? You bet. Jammed to the rafters. Six deep on the railings. But was that because spectator seating was so limited?

Double or nothing? Look at Greg Hill, GT's ace snatched his second Pro World Championship of the year. Two for two in a year in which he failed to win either major National No. 1.

Photo by Bob Osborn

Win some, lose some. Defending amateur World Champion Lee Medlin lost early, slipping a pedal in his semi. Two-time ABA National No. 1 Richie Anderson won big — the Trophy Dash World Championship.

Of course we're talking about Renny Roker's and the ABA's



The Camouflage Kid strikes again! Derrick Garcia continues to blow the doors off some of the heaviest real estate in the 10 year old classes. Check the Jofa dust mask.

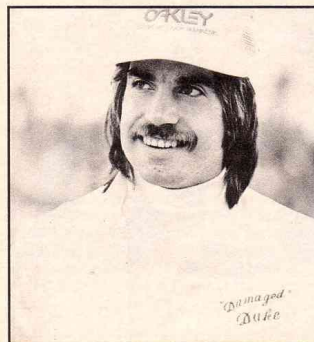
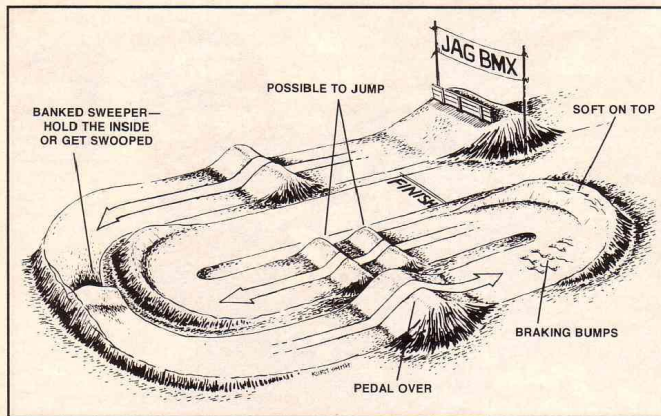


The Tampa Torpedo, who now lives back in Southern Cal, latered everybody in Pro Money. Except Greg. Eric Rupe.

Photo by Bob Osborn



This race was so dusty somebody started selling painters' masks.



The Duke has returned!

version of a World Championship . . . which was without blessing of any kind of international organization, like the IBMXF for instance.

Oh well. All this funnin' and gaming took place at the Tropicana Hotel in Las Vegas, which by anybody's standards is a pretty class place. Indoors, no less. In the Sports Pavilion.

Why the switch to Las Vegas? Snow — rather, escaping snow — was one reason Roker selected a new site for his World Championship.



Poulson won his open strongly. Dwight Lowell (60), more aggressive than ever before, nailed second.

LAS VEGAS RESULTS

AA PRO	26 OVER CRUISER
Greg Hill	John Hoffard
Eric Rupe	Weldon Nomura
Scott Clark	Jeff Keagle
Brent Patterson	15-25 CRUISER
Stu Thomsen	Darrell Young
Tommy Brackens	Paul Gosrau
Anthony Sewell	D.D. Leone
Steve Shobert	13-14 CRUISER
PRO CRUISER	Robert Eisenberg
Anthony Sewell	Billy Griggs
Tinker Juarez	Tracy Labrie
Roland Veight	12 UNDER CRUISER
John Crews	Chris Callahan
Eric Rupe	Sean Roberts
Rob Fehd	Ronnie Rioux
Mickey Lundy	15 OVER GIRLS
Brian Barlow	Margaret Christopher
PRO OPEN	Cathy Schackel
Brent Patterson	Margo Carroll
Fred Hightower	13-14 GIRLS
Ron Anderson	Yolanda Williams
A PRO	Debbie Kalsow
Andy Patterson	Sue Gingrich
Pete Loncarevich	11-12 GIRLS
Scott Field	Cheri Elliot
17 EXPERT	Julie Lindsay
Nelson Chanady	Feg O Parka
Don Jolie	9-10 GIRLS
D.D. Leone	Lisa Terry
16 EXPERT	Nkerge Butler
Rich Farside	Krischelle Gill
Gary Ellis	7-8 GIRLS
David Koch	Roxanne Marianito
15 EXPERT	Felicia Lopez
Richie Anderson	Heather Siordia
Jon Anderson	6 UNDER GIRLS
Mike Salido	Tenille Schwartz
14 EXPERT	Jennifer Tawa
Robert Eisenberg	Michelle Gibson
Billy Harris	17 NOVICE
Scott Parker	Donald Draskovich
13 EXPERT	Eric Ferguson
Steve Veltman	Willy Acheson
Peter Casano	16 NOVICE
Denny Fitzpatrick	Rob Rothgerber
12 EXPERT	Jeff Mosich
Jason Griggs	Mark White
Tony Luke	15 NOVICE
Chad Gregory	Frank Atwater
11 EXPERT	Ed Agullin
Monte Gray	Paul Park
Eddie Sigmund	14 NOVICE
Jeff Moten	Dru Potts
10 EXPERT	Gary Perrault
Todd Burdick	Gary Study
Brent Romero	13 NOVICE
Deric Garcia	Thomas Robles
9 EXPERT	Eric Rohman
Geoff Scofield	David Manson
Eric Filley	12 NOVICE
Andrew Soule	Stephen Oluk
8 EXPERT	Dan Gibson
Tory Bailey	Sean Park
Danny Nelson	11 NOVICE
Greg Grieshaber	Greg Glass
7 EXPERT	Jason Smith
Brit Audeode	Dennis Ross
Jason Foxe	10 NOVICE
Eric Scofield	Daniel Blecher
6 EXPERT	Philis Clugston
Willie Huebner	Robby Tauscher
Chris Schoonover	9 NOVICE
Cabe Ellis	John Ratcliff
15 OVER TROPHY	Shain Thomas
DASH	Ralph Litster
Richie Anderson	8 NOVICE
15 OVER OPEN	John Oates
Mike Poulson	Matt Holmes
Dwight Lowell	Jeremy McPherson
Richie Anderson	7 NOVICE
13-14 OPEN	Shane Sakwoka
Rusty Gable	Daniel Manson
Shawn Hughes	Chris Nokes
Greg Beller	6 NOVICE
11-12 OPEN	Casey Scrantlar
Jason Griggs	Bryan Brusick
Damian Bernal	Robert Fleming
Larson Manuelito	5 UNDER NOVICE
9-10 OPEN	Darby Brown
Geoff Scofield	Nick Schulz
Deric Garcia	Jason Walter
Rubben Turner	FACTORY TEAM
7-8 OPEN	TROPHY
Tory Bailey	Hutch
Danny Nelson	BIKE SHOP
Ryan Fien	TEAM TROPHY
6 UNDER OPEN	Swiss American
Willie Huebner	Bike Shop
Chris Schoonover	
Andy Warfield	

Soil was another. Renny finally decided to do it in the dirt. That wasn't possible at Indy for some reason.

Don't forget the extracurricular activities. A mid-winter trip to mild weather and after-sundown fun beats a frigid weekend in Indiana watching the wallpaper fade.

Economical lodging. The Tropicana Hotel provided rooms for \$25 and \$35 a night. Which was pretty slick of 'em.

An attempt to collect a \$2 spectator admission fee bombed miserably. The "public invited" message outside didn't help. Some not so civil insurgency ended the fee collecting attempts.

Once inside, competitors and



Rich Farside: More ferocious, more dialed each time out. Numero uno in 16 Expert.



Jason Griggs massively zapped the 12 year old classes. Robert MacPherson is the Schwinn dude.

spectators alike got a chance to eyeball the track.

That first look so underwhelmed SE's Boss Birdman, Scot Breithaupt, that he offered his team an option: Forget about the race and let's go skiing all week. In the team balloting, skiing lost by just two votes. In other words, the track was totally lame. About a 3.

Even before the flee-to-ski plan, Breithaupt had already assumed his fearless leader posture by masterfully unloading the infamous SE team bus of 14 bikes and 30 suitcases from the luggage rack in about five seconds flat. Nothing to it, really, if you drive under a hotel overhang that's lower than your bus is tall.

The tight track, with a supreme

case of the shorts in the first straight, left most Pros running 41/16 or 42/16 gearing. The brothers Patterson went harder. Brian chose 45/17 while Brent picked 43/16.

The desert dirt made for boggin' on the edges of the track, narrowing the usable surface even more. That wasn't the only drawback. Desert dirt is dusty.

One spectator, after two days of breathing almost pure dust, commented, "I feel like I've been chain smoking for half my life."

Somebody joked about gas masks being thoroughly welcomed.

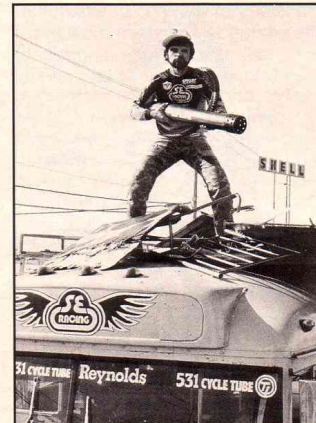
Somebody else took them seriously. Painter's masks went on sale. We're sure it wasn't the ABA selling them. Well, pretty sure.

The racing ran like clockwork. The mains started before three on Wednesday afternoon and finished before supper time.

A sidelight of the show was the amateur freestyle competition. R.L. Osborn, Bob Haro, and Dean Bradley served as judges. They selected Tony Davis as best in the 13-16 class while David Ruz was declared winner of the 17 over class. These guys had some heavy duty stuff goin' for 'em.

Despite the dust and track ho-hums, the racing definitely got hectic in the mains.

The most exciting race of the whole event was the 16 Expert main. Gary Ellis shot out in front.



No, this is not Sylvester Stallone in FIRST BLOOD. It's the OM, Scot Breithaupt, right after he unloaded fourteen bikes, thirty suitcases, and one BMX Blaster in five seconds flat by taking the too tall Team Terrible bus under the too low entrance overhang of the Tropicana hotel. This bus is a portable disaster area!



Tony the Tiger kicked bootie. Second place brass in 12 Expert.

Then Rich Farside pulled off a dive pass in the second turn. Gary returned the favor in turn three and the pair drag-raced for the flag. Farside won by the width of a hummingbird's eyebrow. *continued*

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LAS VEGAS

In the 15 Over Trophy Dash, which was to decide the so-called World Champion, Mike Poulson, Rich Farside, and Nelson Channady played three-into-two-



Scotfield: At 9 years old, one of the sport's all time all-timers. Doubled at Vegas.

won't-go in the first turn. That let Richie Anderson cut inside and come out in front with a masterful move. The Avalanche strikes again!

After the race, Richie talked about his strategy. "I tried to hang back. The guys did what I wanted them to do so I could swoop the inside. My dad taught me that."

The new world champion, suddenly a 6-1, 170 pounder, figures on one more year of amateur racing. Then, perhaps, a jump straight to AA Pro. "I finally have the size to beat those guys."

The \$5000 AA Pro main lined up with Anthony Sewell, Stu Thomsen, Greg Hill, Eric Rupe, Tommy Brackens, Brent Patterson, Steve Shober, and Scott Clark.

1982 NORA Cup winner, Greg Hill, sporting his IBMXF No. 1 plate, had the preferred lane, number

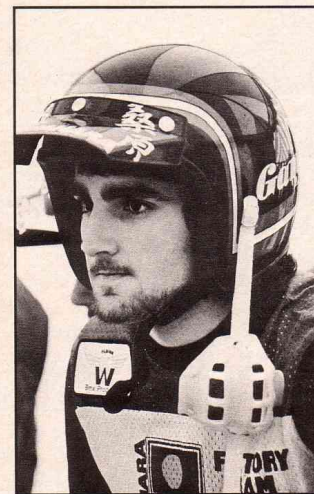
three. He used it to full advantage for a wire-to-wire win. Rupe and Clark took place and show.

And, suddenly, unlike the year before, everyone could head home at a decent hour.

Once again, Renny Roker demonstrated contradictory talents. There were mixups over purses and admission fees. However, the scoring and filming delays of the year before were eliminated. With the ABA honchoing, the show stayed on schedule. The ABA stated, however, that they won't be involved with Renny in 1983.

Where does this leave the traditional year-end event? It's evident, that for more and more racers, one-event world championships are becoming less meaningful.

What is meaningful to them is a challenging track and tough competition. All the promotions,



Ellis: Hard work and dedication are paying off. Looks like Brad Lackey a few years ago.

giveaways, video games, badges, stickers, and gift bags in the world are just tinsel.

When the track matches the window dressing, Las Vegas could become a classic. Until then, it will probably remain a well-attended novelty. ■

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Eddie Fiola



freestyle riding tour of Japan, December 1982

TRAINING: Practices all the time, everywhere

"A lot of kids are afraid they'll be laughed at when they first start. Don't worry about what anybody else says, just go for it."

SPECS

FULL NAME: Eddie Lynn Fiola (hates middle name)

DATE OF BIRTH: September 28, 1964

HEIGHT/WEIGHT: 5-4, 125

HAIR/EYES: Brown, brown

HOME TURF: Bellflower, California

SCHOOL: Mayfair High (senior)

RIDING

SPONSOR: MF (Morales-Fiola)

CO-SPONSORS: Kuwahara, Skyway, Oakley, Dyno, Bell, Vans

PAST SPONSOR: Haro

MECHANIC: Himself

FIRST BIKE: Schwinn Stingray

OTHER BIKES: Webco (broke in half), FMF (rewelded 13 times), SE Quadangle (cracked), P.K. Ripper (broke in half), Torker (cracked), Haro Freestyler, Kuwahara

MAJOR TITLE: 1982 ASPA King of the Skateparks

FIRST BMX HEROS: Tinker Juarez for skateparks, Harry Leary for racing and jumping style

BIG BREAK: Getting on cover of BMX ACTION

MOST RESPECTED RIVAL: Fred Becker

LOCAL RIDING: Skate City, quarter-pipe in front yard, half-pipe in back yard

MOST MEMORABLE

EXPERIENCE: Skatepark and

BIGGEST GRIPE ABOUT

SKATEPARK RIDING: Injuries . . . Kids riding without safety gear

INJURIES: One broken nose, three collarbones, one arm, one wrist, one leg

PERSONAL

HOBBIES: Off-road RC cars

MUSICAL PREFERENCES: Oingo Boingo, Bow Wow Wow, Clash

GIRL FRIEND: None ("Don't put

anything in here, you'll get me in a lot of trouble.")

TRANSPORTATION: Primered-out stock Datsun pickup

DREAM CAR: Lamborghini Countach

FAVORITE FOOD: Burger King ("Cause the Whopper beats the Big Mac.")

FAVORITE THING: Sleeping

FAVORITE RECENT MOVIE: E.T.

FAVORITE TV SHOW: Night Rider

FAVORITE ACTOR: Rodney Dangerfield

FAVORITE ACTRESS: Lonnie Anderson

LIKE TO TRAVEL TO: England, Europe

BIGGEST TURNOFF: Inflation ("Everything costs too much.")

GOALS

RIDING: More media coverage

EDUCATION: Junior college, trade school (building trades)

PROFESSION: Stunt work in movies, TV ■



ROSS BMX MACHINES

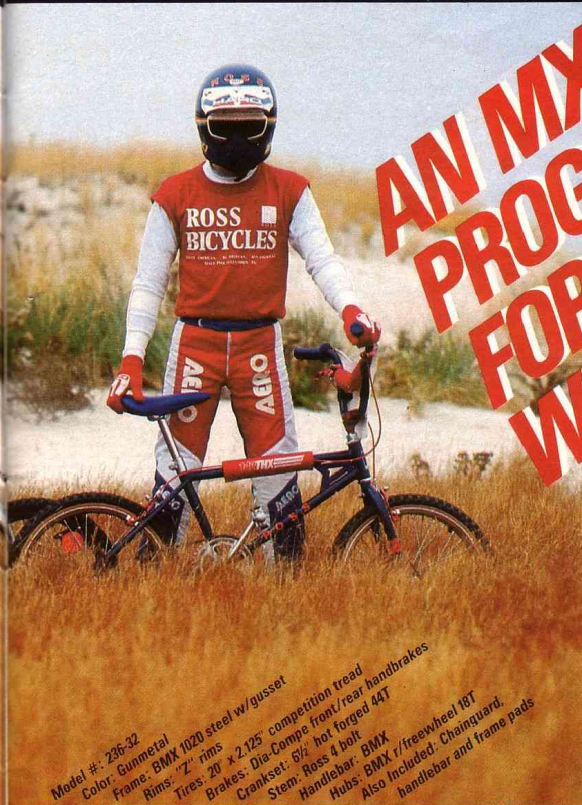


Model #: 142-25, 142-29
 Color: Black, Concord Blue
 Frame: BMX 1020 steel w/ gusset
 Rims: Heavy duty BMX
 Tires: 20" x 2.125" competition tread
 Brakes: Dia-Compe front/rear handbrakes
 Crankset: 6/2" hot forged 44T
 Stem: Ross 4 bolt
 Handlebar: BMX
 Hubs: Heavy duty BMX, rear freewheel 18T
 Also Included: Chainguard, Handlebar and frame pads, 36 x 105 spokes

Model #: 144-33
 Color: Chrome
 Frame Size: BMX
 Rims: Araya 7X
 Brakes: Dia-Compe MX 1000
 Stem: Ross 4 bolt chromo
 Hubs: Maillard Helico-matic
 Seat Post: SR alloy
 Chain: SadiSport silver HL
 Freewheel: Maillard 16T
 Oakley III grips
 Head Angle: 73° 30' Bottom bracket ht: 175

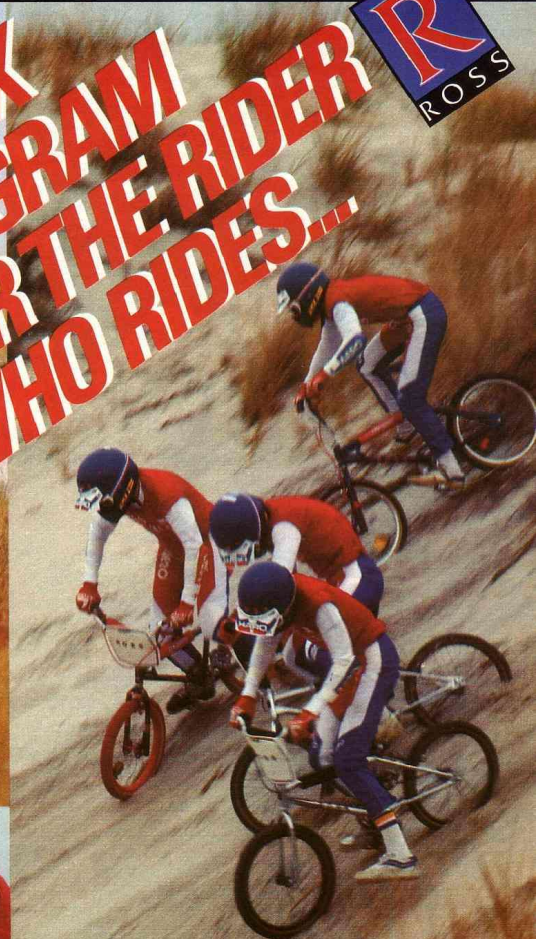
Tubing: Ishiwata 4130 chromo
 Tires: Skinwall competition tread
 Crankset: Tourney AD 44 chainring
 Handlebar: Sakae alloy
 Saddle: Kashmax Aero
 Pedals: Shimano DX

Weight: 24 lbs
 Wheelbase: 39 1/2"



Model #: 236-32
 Color: Gunmetal
 Frame: BMX 1020 steel w/ gusset
 Rims: "Z" rims
 Tires: 20" x 2.125" competition tread
 Brakes: Dia-Compe front/rear handbrakes
 Crankset: 6/2" hot forged 44T
 Stem: Ross 4 bolt
 Hubs: BMX
 Also Included: Chainguard, handlebar and frame pads

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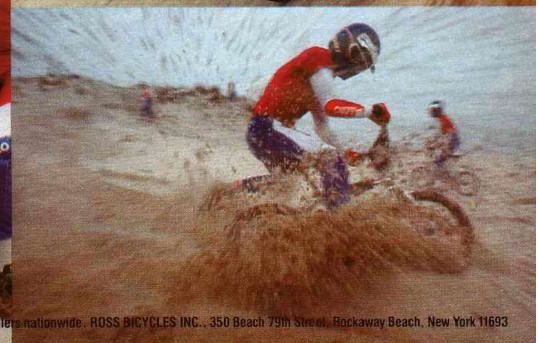
142 THX



MX-TIME



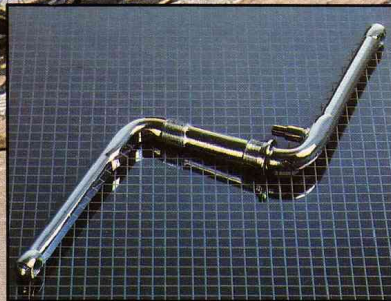
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Grab a chair, berm commandoes, we're going to have a drill: Speed Jumping for Max Effect. Our D.I. is Charlie Williams, a gnarly and tough vet of the national wars and one of the most physically efficient BMX racers in the world.

Our objective: Minimize the loss of momentum that occurs when a jump deflects the linear velocity of a bike and rider. In English that means we want to reduce or eliminate the loss of speed that occurs anytime you change direction on a BMX track; like going up one side of a jump and down the other.

The way we're going to accomplish this is to mentally, and to a degree, physically, eliminate the jump by allowing our legs and bike to ab-

If this sounds difficult, it is! It will require months of practice to perfect. It is a merging of mind, body, and machine. If you're not serious about your racing, forget it. It's not worth the effort.

But if you are serious, let's get on with it. There are races to race and trophies to win out there, and time's a'wastin'.

Timing is extremely critical to speed jumping. The front wheel needs to be up soon enough to clear the top of the jump, but not so early that you take a chance on it dropping before it has cleared the lip. If it hits the lip, and you're haulin' bazoonies, it's instant endo.

Pedal timing is extra critical. Spiking a pedal into the top of a jump will

over the jump in practice with one pedal straight down. If it clears, no prob, crank on over. If not, your pedals must be somewhere around level as the lip of the jump passes under your bottom bracket.

It takes a lot of practice to crank over jumps without interrupting your pedalling. If you're not sure of your timing, it's better to coast over the top of the jump with your power pedal to the rear. Then, when you get over the top of the jump, you can resume cranking as soon as possible with a good strong push.

Here's a secret hot tip we had to mug Charlie to get: Sometimes, on jumps with steep backsides, pushing out hard with your legs as your back wheel follows the declining angle of

LINEAR VELOCITY SPEED JUMPING

THE SHORTEST (AND QUICKEST) DISTANCE BETWEEN TWO POINTS IS A STRAIGHT LINE

sorb it as we pass over, while our greater mass (head, trunk, and butt) maintains its linear velocity — keeps going as fast as before in a straight line. And while doing this we're going to keep cranking' and keep the power to the ground.

cause your ear to come into sudden and painful contact with the ground.

A quick way to check if you can pedal over a jump is to cruise slowly



the jump, will produce an extra boost of free speed. Kind of a slingshot effect. Think about this for a minute. This is one reason why Charlie Williams is so incredibly efficient in his racing. He can actually INCREASE his speed going over some jumps!

If you ever get a chance to watch Charlie race, study him like a book. Memorize everything he does. If he stands on his head everytime he eats a hamburger, learn to stand on your head when you eat hamburgers. Whatever he does, you do. You WILL be faster. Guaranteed. ■



Charlie is blazing down the straight. His power pedal — the one he'll start his wheelie with — is coming up. He is ready to shift his weight back and hoist the front end.



His weight is back, he's into his power pedal, and the front end is coming up.



Full compression. The bike is completely tucked up into his body while his head, trunk, and butt maintain a straight horizontal line. He is still cranking' hard.



Charlie's eyes are locked onto the lip of the jump. He is computing front wheel and pedal clearance. At the speed he's going, if his front wheel hits the lip it's adios, Charlie.



Arms and shoulders are pushing the front end of the bike down the backside of the jump. Bulk of weight is well back to keep the rear wheel biting. Greater mass still maintaining linear velocity. Are you beginning to get the picture?



Cranking' up the frontside of the jump. Charlie's legs and bike are beginning to absorb the jump while the greater mass of his body maintains linear velocity — straight line speed.



Exiting the jump he pulls his body forward again, resuming his standard cranking position. Note that through this entire maneuver the greater mass of Charlie's body travelled in a straight line, that he did not miss a single crank, and that his rear driving wheel never left the track. Linear velocity speed jumping at its best.

Here's a secret hot tip we had to mug Charlie to get: Sometimes, on jumps with steep backsides, pushing out hard with your legs as your back wheel follows the descending angle of the jump, will produce an extra boost of free speed. Kind of a slingshot effect. Think about this for a minute. This is one reason why Charlie Williams is so incredibly efficient in his racing. He can actually INCREASE his speed going over some jumps!

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They call him the Bomber. And it's no wonder why. Mark Barnett blows his competition off the track.

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Barnett also likes the 0/20's comfortable extra-wide frame that allows extreme peripheral vision. The extra-high nose bridge that fits any face. The frame's thick foam cushion. And the ample ventilation.

When the fighting really gets dirty, the Bomber reaches for his hair-trigger Factory Pilot Tearoffs. The unique pop-tab system means he never has to fumble—the tabs are always in the same place, easy to find

and pull off.

So, no matter how much flak the other riders throw at him, the Bomber always flies with maximum visibility.

And that, as any pilot will tell you, is a clear advantage.

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Send \$3 for '83 catalog and sticker pack to Oakley's new address: 3 Wrigley Drive, Irvine, CA 92714 USA.

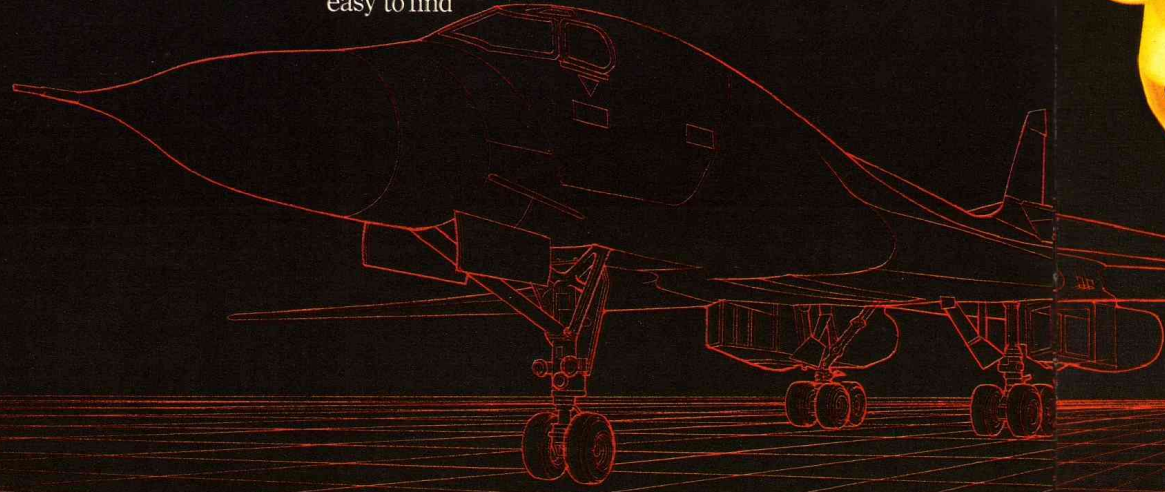
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Mark Barnett, Team Suzuki





This is 18 year old Tim Tracy. He and Vance Hubersberger are co-holders of the Redline/World Almanac BMX Skills Competition record bunny hop for height. The record is 41 inches. On this particular day, Tim could only squeeze out 36 inches. Which is still pretty impressive.

BMX ACTION

Photo by Bob Osborn

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Team Murray. The hottest riders in BMX competition. They compete against the toughest top-level riders around. Their awesome success in 1981 and '82 makes them the best BMX riders in the world. And the bikes they ride are Murray "X" bikes...the X20C™ and X24C™.

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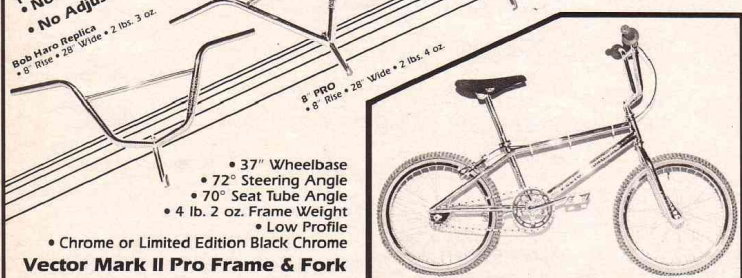
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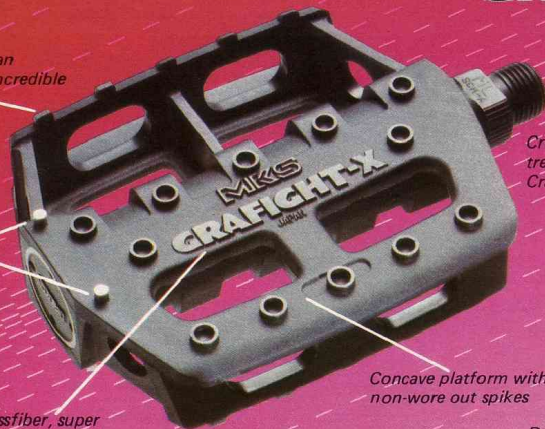


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This convex cage can give your foot an incredible power

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Made of fiberglass, super quality materials and precision design, construction, Strong and light! Take grand-fight!



Concave platform with non-wore out spikes

Chromoly steel spindle, heat-treated and water proof sealing
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PHEW! THIS SIDEWALL IS REALLY STRONG!

HEY COM'ON YOU GUYS... LET'S BREAK FOR LUNCH.



MIKE BUFF,
R.L. OSBORN,
AND PAT ROMANO...

THE BMX ACTION TRICK TEAM



Photo by Bob Osborn

THE BMX ACTION TRICK TEAM

BUFF'S TACO BELL SPECIAL

R.L.'S FREESTYLE FLYER



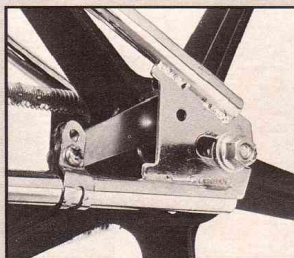
BUFF'S BIKE

FRAME: SE Racing P.K. Ripper, aluminum.
FORK: SE Racing Landing Gear, chrome-moly.
HANDLEBAR: CW Pro, chrome-moly.
HANDLEBAR STEM: ACS, aluminum and chrome-moly.
GRIPS: Rad Grips, vinyl with foam sleeve.
HEADSET: Hatta BMX II.
RIMS: ACS Z-Rims, DuPont Zytel nylon.
SPOKES: 36/080 front, 36/105 rear.
HUBS: ACS Stoker front, SunTour coaster brake rear.
TIRES: IRC, 20 X 2.125 front, 20 X 1.75 rear.
BRAKES: Dia-Compe MX, front and rear.
BRAKE PADS: Skyway Tuff Pads.
BRAKE LEVERS: Dia-Compe standard levers, Bicycle Source bend.
DUST COVERS: Keyline, vinyl.
BRAKE CABLES: Dia-Compe.
PEDALS: Shimano DX.

CRANK: Profile, tubular chrome-moly, 175mm.
BOTTOM BRACKET SET: Profile, sealed bearings.
CHAINWHEEL: SunTour, aluminum, 43 teeth.
SPIDER: Profile, aluminum.
REAR SPROCKET: SunTour, 16 teeth.
CHAIN: DID, 1/8 inch.
SEAT: ACS unitized seat and seat post.
SEAT POST CLAMP: ACS, aluminum.
SAFETY PADS: California Lite, Mike Buff Signature models.
NUMBER PLATE: Zeronine.
MISCELLANEOUS MODS AND EXTRAS: Coaster brake arm bent, Dia-Compe seat post clamp used for brake clamp... Foam padding on handlebars.
DIALIN' IN: Bicycle Source.

R.L.'S BIKE

FRAME: Murray X20C, chrome-moly.
FORK: Murray, chrome-moly.
HANDLEBAR: Star Products, chrome-moly.
HANDLEBAR STEM: SunTour, aluminum and chrome-moly.
GRIPS: Oakley F-1, modular, rubber.
HEADSET: Hatta BMX II with SunTour headset lock.
RIMS: Skyway Graphite Tuff II, DuPont Zytel nylon.
HUBS: Campagnolo front, Bendix coaster brake rear.
TIRES: Knarler Knobby, 20 X 2.125 front, 20 X 1.75 rear.
BRAKES: Dia-Compe MX, front and rear.



BRAKE PADS: Skyway Tuff Pads.
BRAKE LEVERS: Dia-Compe Tech 2.
BRAKE CABLES: Dia-Compe.
PEDALS: MKS Graflight-X, nylon platform, chrome-moly shaft.
CRANK: Redline Flight Cranks, tubular chrome-moly, 180mm.
BOTTOM BRACKET SET: Redline, caged bearings.
FRONT SPROCKET: Redline, aluminum, 41 teeth.
REAR SPROCKET: Bendix, 16 tooth.
CHAIN: Union, 1/8 inch.
SEAT: Taihei Elina.
SEAT POST: Star Products, chrome-moly, lay-back.
SEAT POST CLAMP: SunTour, aluminum.
SAFETY PADS: Flite.
NUMBER PLATE: Hot Plate.
MISCELLANEOUS MODS AND EXTRAS: Brake arm bent and mounted upside-down... Pro Gard chain guard.
DIALIN' IN: Bicycle Source.



Photo by Bob Osborn

The radicalist thing R.L. ever did? A ramp-to-ground jump over his lifted four-by Toyota. The off-road lights on this thing measure 7 feet 3 inches above the ground and he cleared them by a mile. Mother Brown!



Knott's Berry Farm with the Vans Freestyle Team. R.L. front wheel hopping. Definitely a power trick.

We may be a little slow, but we're not stupid. Actually, we catch on pretty quick once you get our attention. Like when a continual 75 percent of our mail asks for more stuff on Buff and R.L., the BMX ACTION Trick Team.

How are their bikes set up? What are their outside interests? How do I get started trick riding? Et cetera.

No problem. We're going to tell you almost everything you ever wanted to know about the Squidley Squadron in this article. We're also going to take this opportunity to introduce the new rookie on the Trick Team: Pat Romano. Pat will be a



Mike and R.L. talkin' to The Duke after he got out of the hospital.

part-timer on the team for the time being. This guy is a colorful character. For more info on him, check the sidebar at the end of this article.

Trying to record the antics of Buff and R.L. isn't easy. We finally cornered them in the back of the warehouse, back where they work out on the ramps, and submitted them to the ultimate torture: Oz's Willie Nelson tapes. It wasn't long before we got what we wanted.

Buff's weekdays reluctantly begin at around 7 AM when he climbs out of bed and into his lifted Toyota four-by and heads for San Pedro High. He is a senior, taking classes in math, accounting, business law, consumer law, and a few odds and ends. When he gets too decrepit for freestylin' he plans to invest in his brother's shop, the Bicycle Source. That's why all the business courses at school.

R.L. graduated from West High in Torrance last year so he doesn't have to go to school. Instead, early morning — often as early as 6 AM — finds him at a local gym. Three sets

THE BMX ACTION TRICK TEAM

of eight reps of every grunt and sweat weight lifting number you can think of. He alternates workouts doing chest, shoulders, and arms one day and legs, stomach, and back the next. He's after definition rather than bulk. Sylvester Stallone rather than Arnold Schwarzeneger (or however you spell that).

When the waves are up, expect to see R.L. at the beach surfing before going to the gym. Two or three times a week he'll be back at the beach in the evening, running a couple miles on the packed sand. Vitamins and an intelligently controlled diet keep his energy level dialled up. Quick stretch-outs three times a day keep him limber.

In contrast to R.L.'s diet, Buff is a junk food junkie. As soon as he escapes from school he blazes over to Taco Bell for some of his favorite

munchies. R.L. picks Mexican food as his fave too, but he goes for the more authentic variety like Rosa's on

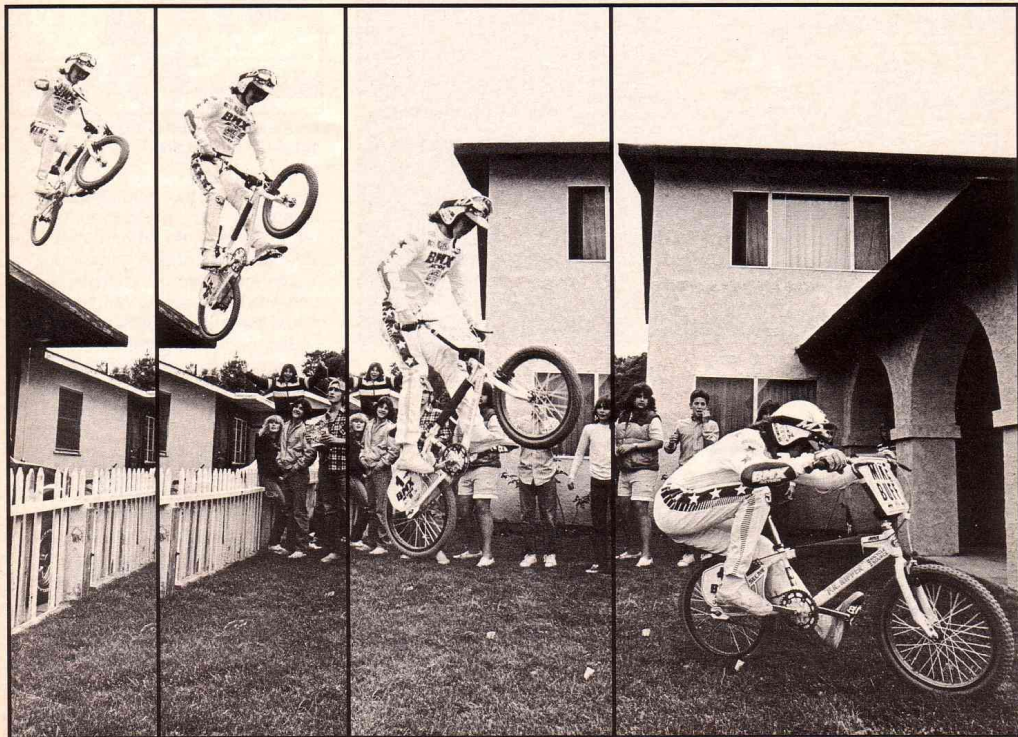


Mrs. Buff's No. 4 son, switching his P.K. for a Toyota. When Mike and R.L. drive on the street they are total straight arrows.

P.C.H. in Redondo or El Sombrero in Manhattan Beach. Weekends only, though.

By the time Buff is wrestling with consumer law, around 9:30 AM, R.L. is on the phone at BMX ACTION headquarters, setting up Trick Team shows and making arrangements for their annual summer tour. As captain of the Trick Team, R.L. handles most of the business, promotional, and scheduling duties.

The Trick Team has its own section in the BMXA warehouse. Several ramps are set up and there is floor space for ground tricks. Practice sessions sometimes get pretty hectic because Buff and R.L. are always trying to get the highest aerial or the most 540s in a row or something. They have found that this internal competition keeps their practice sessions more interesting, fun, and ef-



This is probably the spookiest thing Buff ever did. We are running it for your viewing pleasure ONLY. Do not even THINK about trying it yourself. It is TOTALLY DANGEROUS. Buff got away with it because he is a professional stunt guy. (The answers to your questions are: 12½ feet, Profile tubular chrome-moly cranks, and ACS Z-Rims.)

Photo by Bob Osborn



Buff the Fluff. One-handed one-footed drop in. Trick Team show at Magic Mountain during an NBL race.

Guess what Buff's favorite TV show is . . . FLINTSTONES!

fective. Helmets are ALWAYS worn during practice.

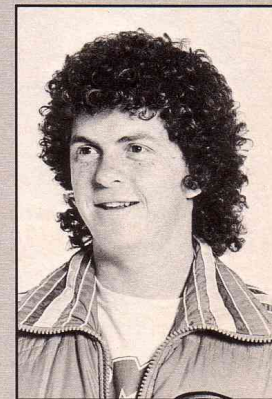
These training sessions average three hours a day, four or five days a week. During these periods R.L. and Mike work on specific tricks, background music, and the choreography for specific upcoming shows.

When these guys catch a plane or load the van and trailer and head out

for a show, they are ready. The homework is done. These guys are pros.

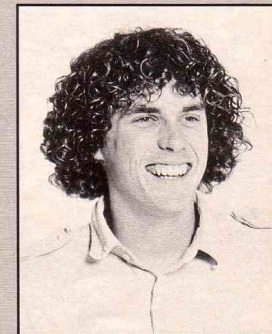
After practice, if they have time, they'll head their trucks over to a local field for a few minutes of four-wheel radness. Occasionally, when they're not committed to a show on the weekend, they'll haul their XR200s out to Indian Dunes or Saddleback and have at it.

Evenings are usually spent with their individual girlfriends. Sometimes they'll double-date for a movie. R.L.'s current favorite is 48 HOURS. Buff's Academy Award pick is FIRST BLOOD. These guys are definitely action addicts.



MIKE BUFF

AGE: 18.
HOME TURF: San Pedro, California.
SPONSOR: BMX ACTION magazine.
CO-SPONSORS: SE Racing, CW, Zeronine, ACS, Johar, Profile, Max, Bell, MXL, Vans, Bicycle Source.



R.L. OSBORN

AGE: 19.
HOME TURF: Hermosa Beach, California.
SPONSOR: BMX ACTION magazine.
CO-SPONSORS: Murray, Skyway, Oakley, Dia-Compe, SunTour, Star Products, National Tire, MKS, Taihei, D.J. Scott's, Premier, Hatch, Aero, Vans, Hot Inc., Bicycle Source.

Bob Haro Designs Clint Miller Torker Tommy Brackens Powelitte Mike Miranda CW Racing



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Max Pro Pants: Best quality available today, with nylon pac cloth construction and cordura side panels for added protection, full hip pads, knee pads, and a full length zipper. Available in the following color combinations: White/Black, Red/Black, White/Black, Red/White/Black, Red/White/Blue, Yellow/White/Black, Black/Yellow/Black, Blue/White/Blue, Yellow/White/Blue, Yellow/White/White/Blue, All White. Even waist sizes, 22-38, with standard inseams. **\$65.95**

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Air Action Gators: Keep clean without adding weight, with these new Gators from Max. Lightweight nylon mesh and pac cloth are kept snug with elastic, and snaps white Naugahide panels protect the shin from thrashing. One size fits all. Silver/Black, Red/Black, Red/Blue, 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/White/Red, Red/White/Black, Red/White/Blue, Black/White/Black, 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-Yellow/Black, GN5-Gray/Black, Yellow Shirt with the following colors: GN6-Red/Blue, GN7-Red/Black, GN8-Blue/White, Yellow Jersey with the following colors: GN9-Red/Blue, GN10-Red/Black, GN11-Blue/Black, GN12-Red/Blue, GN13-Yellow/Black, GN14-Yellow/Blue, GN15-Gray/Black, Red Shirt with the following colors: GN16-Black/White, GN17-Yellow/Black, **IMPORTANT**, Specify Item Number and T-Shirt or Jersey, 100% cotton T-Shirts, **\$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.

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Mike Miranda CW Racing Clint Miller Torker Micky Lumdy Race Inc.



Factory Pants: Powelitte, Torker, JMC, Hards, Sekai, Bassett, Robinson, Cook Bros., Race, Inc., CW Racing. All the same quality features as the hot Pro Pants. Even waist sizes, 22-38, with standard inseams and sewn logos. **\$74.95**. **Factory T-Shirts and Jerseys**: Available with torker, Powelitte, 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**.

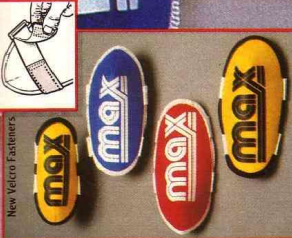


Max Custom Lettering: Jersey Lettering **\$1.00** per letter. Jersey Numbering **\$2.00** per number. Pant Lettering **\$2.50** per letter. Large Max Logo **\$6.00**. Small Max Logo **\$5.00**.

Add nominal shipping charge of **\$1.75** for U.S. orders, **\$3.00** for Canadian and Mexican orders, or **\$10.00** for all other foreign orders. (Shipped Air Express. We will advise you if additional charges are required.) Send money order or bank draft to avoid delay in shipping. Allow 45 days on handling charge on all products returned. No exchanges on personalized jerseys or pants. Prices are subject to change without notice.



Hot New Sano Uni-Seat Cover to keep your seat clean and dry. Available in Red/White/Black, Red/White/Blue, White/Yellow, Yellow/White/Black. **\$11.95** each.



New Velcro Fasteners

Max Sliders - Super protection and snug polyester filling. Machine washable with embroidered logo that gives you the look you want. Available in team colors: Red/White/Blue, Red/White/Black, Yellow/White/Blue, Yellow/White/Black. Sizes: Boys S (10-12), M (12-14), J (14-16), Mens S (30-38), M (40-42), L (42-44). **\$65.95**



Max Jacket: Heavy nylon zipper, 100% continuous filament polyester filling. Machine washable with embroidered logo that gives you the look you want. Available in team colors: Red/White/Blue, Red/White/Black, Yellow/White/Blue, Yellow/White/Black. Sizes: Boys S (10-12), M (12-14), J (14-16), Mens S (30-38), M (40-42), L (42-44). **\$65.95**



Rate 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. **\$6.95**



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THE BMX ACTION TRICK TEAM

PAT ROMANO



Introducing the new rookie on the BMX ACTION Trick Team: Pat Romano.

Pat brings to BMX a new dimension in freestylin'. His bike set up and the moves he makes are completely different from anything you've ever seen before.

The trick riding you are now familiar with evolved from riding bikes in skateparks. Pat's new wave tricks evolved from riding on ice!

Yes, true. At age six he was a featured entertainer with the Ice



Pat's bike is totally different from anything you've ever seen before except for the bikes Buff and R.L. were uni-cycling on the January 1983 cover of *Mighty BMXA*. We will be getting more into Pat's bike and the unique tricks he does in upcoming issues. For now, suffice it to say that he runs a 32 front sprocket, 22 rear sprocket, fixed track hub in the rear, weird bars, even weirder geometry, and even weirder yet seat post.

Capades. Pat performed on bicycles with his family for ten years -with the Ice Capades.

A highlight of the act saw each family member leaving the ice and then returning on a smaller bicycle. The final bicycle in the act had wheels the size of silver dollars. (It's listed in the *GUINNESS BOOK OF RECORDS* as the world's smallest bicycle.)

Since leaving the Ice Capades three years ago, Pat, now 19, has worked as an actor and stuntman. He's acted in *HART to HART* and *M*A*S*H*. His bicycle work for *ANNIE* was part of a three million dollar scene that was cut from the movie.

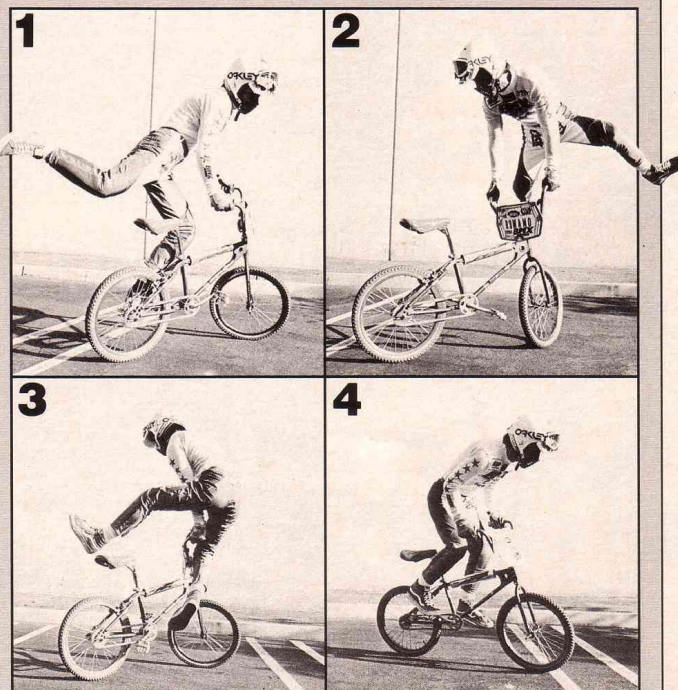
Pat also appeared in a Disney film, *SOMETHING WICKED THIS WAY COMES*, and an oriental martial arts movie in which he used his bicycle to fight the kung fu bad guys.

Another film, *SURF II*, should be out this spring or summer. Pat acted in it and also doubled himself on a bicycle. Mongoosers Brett Allen, Joe Lindgren, and Kenny Nachman also did some bicycle stunts for the movie.

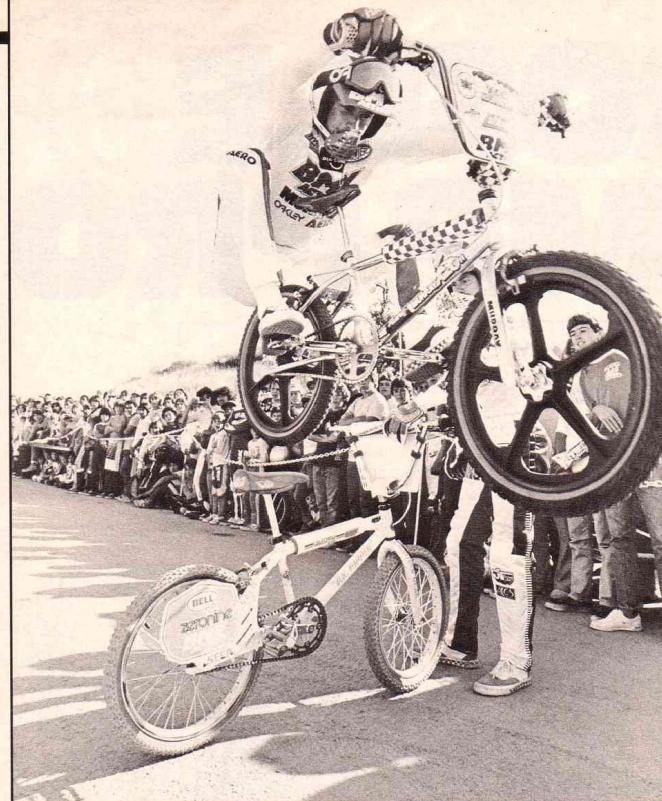
Coming up this summer is the filming of a motorcycle motocross movie called *FOOTSTEPS* that will include some BMX. Pat's in that too.

As you might expect, Pat's one strong and agile dude. He's five-six, weighs 135. It's all muscle. Years of weightlifting, gymnastics, trampolining, tumbling, and judo have dialed his bod.

Wait'll you catch the New BMX ACTION Trick Team show with Buff, R.L. AND Pat Romano. Your brains will fall out! ■



This is just to give you a taste of what's in store in future issues of *BMXA* when we get into some how-to articles on Pat Romano's mind-boggling tricks. This particular number is called a boomerang.



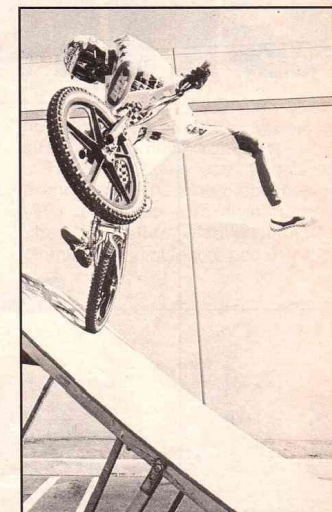
Check out the dynamics of R.L.'s bunny hop. The seat is CLEAR up against his chest, his butt is WAY out back, and he is lifting HARD with his arms and shoulders. A few years ago nobody even thought this was possible.



The Squiddle Squadron in civvies with their awesome four-by's. They've got some bucks in these!

Musically they are miles apart. R.L. enjoys anything from classical to heavy metal while Buff is a mainline rock 'n roller.

Plans for the Trick Team's summer tour are shaping up. Shows are al-



A one-footed X-up kick turn by Raccoon Lips.

ready scheduled in Washington, Oregon, Utah, Colorado, Texas, Oklahoma, Virginia, and Kentucky. There is talk of a trip to Japan sometime in '83 and, as this is being written, they are flying back and forth to Canada for the next three weekends. That's in addition to the normal shows they do all year. R.L. and Mike do keep fairly busy.

The 1981 Trick Team summer tour ranks as their favorite. They spent two months on the road with Dana Duke of Oakley, making life-long friends of the three.

When asked about advice for beginning tricksters, both suggested the *FREESTYLIN'* book (with all due modesty). Start out slow, master the easy stuff, and graduate upward. ALWAYS wear safety gear. And most of all, PRACTICE, PRACTICE, PRACTICE.

Both of our radical rollers plan on riding at least five more years. And who knows what tricks they'll be up to by then. ■

PROFILE CHAMP PRO



One of the most exotic BMX bikes on the market: The Profile Champ Pro. \$600 on the hoof!

A QUICK LOOK AT AN ELEGANT RACING MACHINE

Absolutely gigungus.

Profile's Champ Pro bike? No. The truck 'n' trailer rig that the Profile factory team tours around the U.S. of A. in.

A 55-foot-long rig isn't exactly a

rack on the back of the family sedan or a van or a . . .

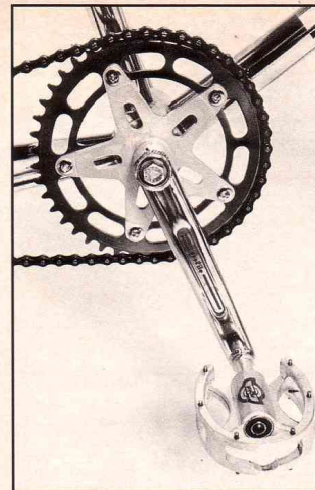
In other words, theez guys are seer-y-ous.

Profile provided their Champ Pro 20 for a quick look. Its weight? A feathery 24 pounds, 3 ounces.

The bike features frame, fork, handlebar, crankset, hubs, seat post, and pedals by Profile. On a zero-to-ten quality scale, these things all run about twelves.

The 4130 chrome-moly frame reveals several interesting approaches apart from the long, low, short-rear section chassis concept they helped pioneer.

The ladder-type frame design uses a half-inch tube to triangulate the



Profile aluminum spider, tubular chrome-moly cranks, and sealed-bearing pedals. We're talkin' quality here.

long frame front. (Build a bike with a wheelbase in excess of 37 inches and a short rear section and you're bound to have a long front triangle.)

The triangulating tube plus a massive 1 $\frac{3}{8}$ -inch down tube make the frame as rigid as concrete underwear.

The bottom bracket is just 2 $\frac{1}{2}$ inches wide. This narrow width plus the large down tube make for one humongously sturdy juncture.

A small gusset behind the bottom bracket offers additional fortification against flex. Rigidity is the key word here. Which translates to less wasted energy, more speed.

Welding on the frame and fork is excellent. The chrome plating is also choice. All fabricating is done in Profile's Florida factory.

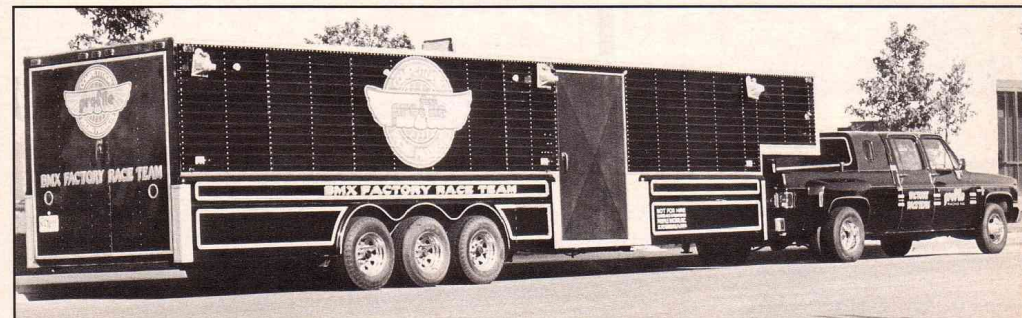
The legs on the chrome-moly fork

The chrome-moly spindle features a 48-spline design borrowed directly from auto racing.

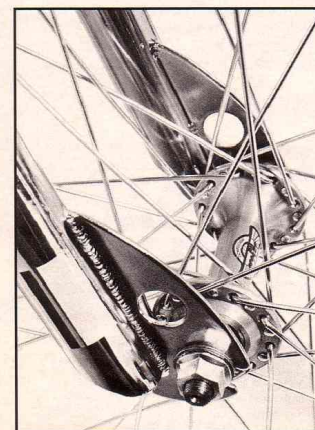
Spiders for the sealed-bearing cranksets are made from 7075-T6 aluminum. They're available for either SunTour or Shimano chainwheels.

Profile's aerospace alloy Gyrolite hubs can be set up for every size racer, from mini-star to Pro. Profile offers three axle choices — titanium, aluminum, or chrome-moly. According to Profile, the secret aluminum they use is about twenty percent stronger than 6061 aluminum.

The horseshoe-shaped pedals are brand new. The one-piece design (356 aluminum with chrome-moly shafts) is shaped to reduce the chances of digging a pedal into a turn.



This is the rig the Profile factory team tours the U.S. of A. in. Bucks outfit, huh?



With Profile Gyrolite sealed-bearing hubs you can get either chrome-moly, hardened aluminum, or titanium axles.

are sliced at a 45 degree angle at the bottom and capped. A circular dropout in each leading axle dropout offers a distinctive look.

The rear brake bracket is slotted for caliper adjustability.

The Profile crank set has been updated since our last look (August, 1982). The new tubular chrome-moly crank arms are one-piece rather than seamed. The tapered arms are now thicker-walled where the stress is, on the pedal ends, but thinner elsewhere to save weight. Remember we mentioned quality? This is quality. 'Course they cost a ton — \$160. But, like John Arbuckle said, "You get what you pay for."

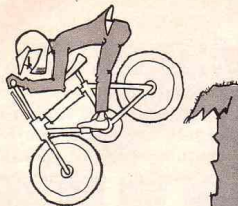
A smaller version of the pedal, with titanium shafts, is available for younger riders. Titanium shafts are an option for the larger pedals.

All in all, the Profile Pro Champ is an impressive bicycle. It better be — with a price tag just a hair below \$600. That price tag includes proven geometry and all the superqual Profile components including the \$160 crank set.

The frame and fork by themselves retail for about \$170.

An econo-racer package in the \$300 range is in the works. This complete bike will include the Profile frame and fork, but none of the other Profile components.

For more information about Profile products, contact Profile Racing Inc., 5290 95th Street North, Dept. BMXA, St. Petersburg, Florida 33708. Tel: (813) 392-8307. ■



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ATTENTION PLEASE

Massive brain fade.

In the March issue of BMXA, in the BIKE GUIDE, on page 48, we incorrectly reported that the Schwinn Predator Cr-Mo frame has a chrome-moly front triangle and a mild steel rear section. We also reported that the forks are chrome-moly.

Both statements are incorrect. The frame is entirely chrome-moly and the forks are mild steel.

We apologize to our readers and to the Schwinn Bicycle Co. These errors are not in keeping with the accuracy you have every right to expect from BMX ACTION.

Bob Osborn
Publisher



The Shape of BMX Stems to Come

You will see TIOGA's AX-3 Handlebar Stem soon in the winner's circle. Many a Top Pro's good name is on the line in every moto and TIOGA is always out in front for this reason. TIOGA's fine reputation rides on every AX-3 BMX Stem. The AX-3's streamline shape and strong construction of forged light alloy head, chromoly shaft and light alloy wedge make it a great component to add to your BMX machine.

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The new lighter weight PRO CLASS II™ Wheels* give you faster acceleration than any other 20 x 1.75 wheels. They feature chrome plated alloy PRO CLASS II™ Rims* chrome plated alloy sealed bearing hubs, double butted spokes and lightweight black anodized alloy nipples. The taller, wider PRO CLASS Handlebar profile will give you outstanding steering control and help make the most of your pedaling energy. One piece chromoly cranks are the time proven champion for reliability and stiffness while their 180mm length provide extra torque and power.

See your Mongoose dealer and experience the excitement of the PRO CLASS™ *Patent Pending



PRO CLASS II™ Wheels* are engineered to reduce weight.



Frame and Fork Set is available separately in either Black Chrome or Show Chrome (shown above).

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Put yourself in a new light; get on a 2.5 from Kuwahara at your favorite bike shop today. It'll be a great reflection on you.

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Rims: New Ukai alloy rims with silver speed lines.

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Seat Post: New Kuwahara Laser Cro-Mo lay-back seat post.

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BMX ACTION

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SPORTS FASHION HEADWEAR WITH A FLAIR

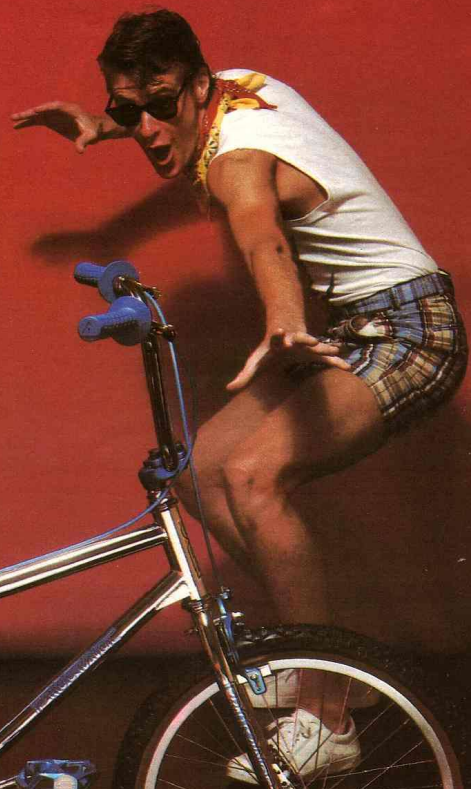
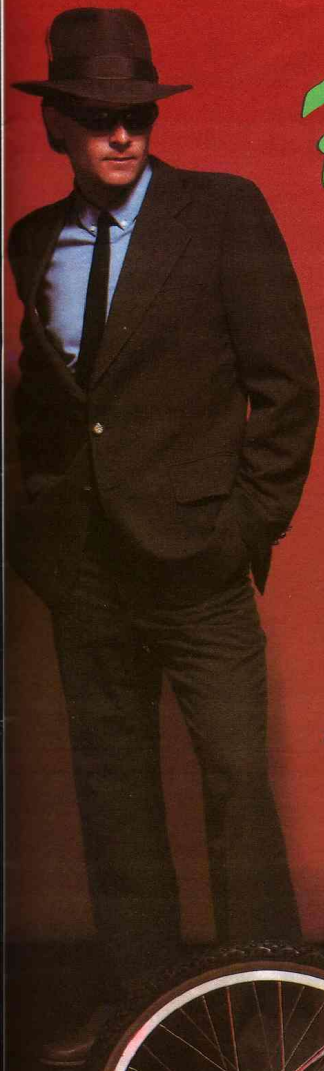
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A NEW APPROACH TO BMX
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**BMX
ACTION
OFFICIAL TEST**

A kill-the-comp image for their BMX line.

Something to activate wistful sighs and desirous drool in even the coolest of 'crossers 'cross the country.

At one time, Schwinn could have owned BMX. Or at least, come close in the sales department.

But they blew it. That opened the door for everybody else. And the doorway just kept getting wider and wider and wider.

That's competition. Blow your chance and you're liable to lose your place at the head of the line.

Early in 1982 Schwinn's product planners decided to beef up in BMX. Attack the market. Reclaim their rightful piece of the pie.

They decided on a new image to match their marketing attitude.

No mom-and-dad-rode-a-Schwinn image.

No apple pie.

Nothing traditional.

Minimize the Schwinn identification.

Maximize BMX. Make it now.

Zow powie. Deliver the message: Hey, kids, we're on the prowl.

Enter the Predator.

A lean machine that stalks its prey — and survives.

A winner.

Make that nine lean machines.

The Predator tag applies to Schwinn's entire BMX series.

Designing and refining consumed the first two-thirds of 1982.

AN ECONO-QUAL RACE SCOOT FOR TEENIE AND JUNIOR BOPPERS

Predator: One that preys, destroys, or devours. That concept appealed to the product planners at Schwinn. Law of the jungle. Destroy 'em before they beat (or eat) you. Or, in track vernacular: Pillage

the village. Make the comp eat fishcakes. Trailer home the trophies. The word Predator definitely paints a picture. You can be a few ball bearings short and still figure what they had in mind. A bolder image.

For aerial maneuvers this particular model of Schwinn Predator was too short for Buff and R.L. If you're under 14 you should have no trubs with it.

**SCHWINN
PREDATOR
TEAM ALLOY**



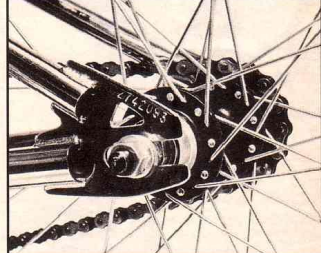
Stereo curb endos out in front of headquarters. Buff and R.L.



The Schwinn Predator Team Alloy. Lots of quality at a reasonable price. Bike size targeted at the teenie and junior bopper market . . . 9 to 14 years old.

Predators pounced upon showroom floors last fall with NASA-inspired computer-tech graphics. Schwinn was back on the gas.

- ***
- Our test bike this month is the Predator Team Alloy. Any bike called Team Alloy should be loaded with aluminum parts. The T/A is. Like:
 - The Sugino GT three-piece crank set.
 - The SR pedals.
 - The Araya 7X rims.
 - The Sugino stem.
 - The aluminum seat post and seat post clamp.
 - The Dia-Compe MX front and rear brakes.



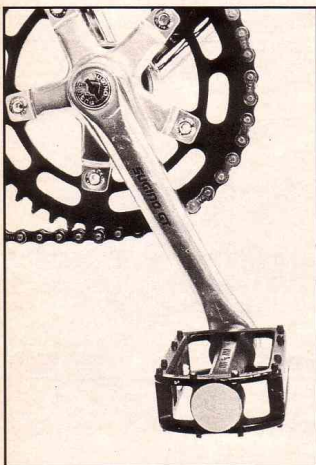
Beefy 3/4-inch stays keep the Predator's rear end rigid. Power-robbing flex is kept to an absolute minimum in this frame.

- The Sugino chainwheel.
- The Sunshine hubs.
- Lots of aluminum means less ounces. The Team Alloy is just a hair over 24½ pounds. For a bike that costs less than 250 smackers, that's a deal.
- The Predator Team Alloy is targeted for BMX's demographic ground zero. Ages 9-14.
- The T/A's geometry evolved from the Sting, using plenty of input from the factory racing team. That heroic quartet includes Donny Atherton (Pro), Mike Poulson (17 Expert), Robert Eisenberg (14 Expert), and Jeff Moten (11 Expert).
- The Team's head angle matches the Sting's.
- The seat post is laid back a bit, two degrees, compared to the Sting.
- Like all Predators, except the Sting, the Team Alloy features a four-inch head tube.
- After looking at the tri-oval Sting and the bi-oval Competition, you might be tempted to call the Team bikes mono-oval. Their frames include one ovalized hunk of

SCHWINN PREDATOR TEAM ALLOY

PRICE & SPECS

COMPLETE BICYCLE PRICE: \$239.95.
FINISHES AVAILABLE: Chrome with black components.
COMPLETE BICYCLE WEIGHT (without pads or plate): 24 pounds, 9 ounces.
FRAME WEIGHT: 4 pounds, 6 ounces.



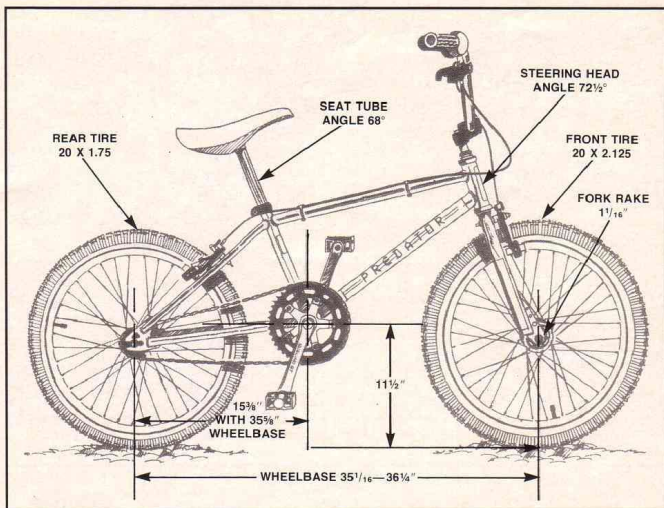
FORK WEIGHT: 1 pound, 7 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8 inches.
TOP TUBE O.D.: 1 inch.
DOWN TUBE O.D.: 1 1/16 inches, oval.
FORK LEG O.D.: 1 inch, oval with flat front and rear.

BOTTOM BRACKET TYPE: American.

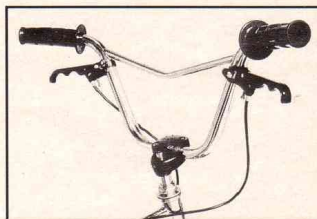
COMPONENTS

FRAME: Schwinn Predator, chrome-moly.
FORK: Schwinn Predator, chrome-moly.
HANDLEBAR: V style, steel.
HANDLEBAR STEM: Sugino, aluminum clamp, chrome-moly shaft.
GRIPS: Vinyl.
HEADSET: Schwinn.
RIMS: Araya 7X, aluminum.
SPOKES: 36, .080.
HUBS: Sunshine, aluminum.
TIRES: Cheng Shin.
BRAKES: Dia-Compe MX, front and rear.
BRAKE PADS: Dia-Compe.
BRAKE LEVERS: Dia-Compe, Tech 2.
BRAKE CABLES: Dia-Compe.

chrome-moly — the down tube. Another Team bonus. Beefy 3/4-inch chain stays. They improve rigidity when you're



PEDALS: SR, aluminum platform, chrome-moly shaft.
CRANK: Sugino GT, three piece aluminum, 170mm.
BOTTOM BRACKET SET: Sugino with Sugino chrome-moly spindle.
FRONT SPROCKET: Sugino aluminum chainwheel, 44 tooth.
SPIDER: Integral with pedal arm.
FREEWHEEL: SunTour, 16 tooth.
CHAIN: TYC, 1/8 inch.
SEAT: Viscount Aero.
SEAT POST: Fluted aluminum.
SEAT POST CLAMP: Aluminum.
ACCESSORIES: None.



and pedals hung tough. . . Spindle tweaked heavily. . . Cranks bent slightly under thrashing from R.L. and Buff. . . For perfect wheel fit add a 1/16 inch washer to the rear axle and 3/16 inch worth of washers to the front axle. Takes the pressure off the dropouts. . . Lots of quality at a reasonable price.

TEST INPUT: R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Robert Eisenberg, Winkle.

FOR MORE INFO

FOR MORE INFO: See your local Schwinn dealer.
MANUFACTURER: Schwinn Bicycle Company
 1856 N. Kostner
 Chicago, Ill. 60639
 Tel: (312) 292-3477

trompilatin' tronkies to the utmost. The Team Alloy offers proven geometry, light weight, and a low price. Minimal component swapping

would zoom this scooter into full blown bazooka bermfighting trim without bustin' the budget. All this choiceness, lightness, and



Airin' out the Schwinn at a vacant lot jump down on Crenshaw.

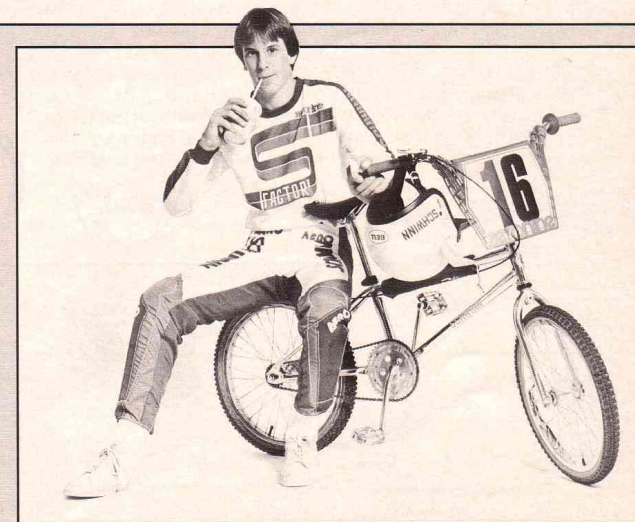
space-tech imagery signifies a bona fide effort by Schwinn to upgrade their BMX model line and image. The company also hired a full-time race team manager late last year. He's Bob Drake, a former ABA regional director. Bob acts as coach, manager, strategist, developer, and cheerer-upper. This increased commitment to racing is just one more indicator that Schwinn, with the Predator line, really has a hankerin' to prey on the comp. ■



Robert Eisenberg, about to buy the farm. An aerial stylist he is not, but put him on a track and LOOK OUT, MOMMA!

ROBERT EISENBERG

AGE: 14
HOME TURF: Canyon Country, California
SPONSOR: Schwinn
PERSONAL GEAR:
 Bell RT helmet
 Echo visor
 JT Mouth-Trap mouth guard
 Team Creation jersey
 Aero pants
 Jox/Jag shoes
 JT wet weather gloves
DIALIN' IN: Valencia Schwinn Newhall, California



Our guest test woobie this month is Schwinn's brand newest factory ace, Robert Eisenberg, a 14 Expert who has lately been bumpin' grips with the likes of Doug Davis and Rusty Cable.

Eisenberg has been involved in berm warfare for three years or so, sometimes hitting as many as NINE (gasp, choke) races per week when heavily into points chasing.

He logs most of his training hours on a practice track that he and some buddies built near his house. Being an enterprising dude, Robert runs races there about twice a month. He charges a dollar to enter and gives his old

trophies to the winners. Usually he gets about 15 sign-ups. He, don't laugh, that's how Scot Breithaupt got started and eventually he won a national No. 1 plate and now he has his own bicycle company. . . SE Racing. ■

1983
Holiday Inn
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THE SCHEDULE--PRACTICE 7 to 10 PM Friday 3/25, 7 to 8:30 AM Sat. 3/26 & 6 to 7:30 AM Sun. 3/27. **RACE TIME/GATE DROPS** 9 AM Sat. 3/26 & 8 AM Sun. 3/27.
PRE-REGISTRATION--Use reduced rates if postmarked by MARCH 16. Make checks to:
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POST-REGISTRATION CLOSING 9 P.M. FRIDAY MARCH 25. CASH ONLY NO CHECKS FOR POST.
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ENTRY FORM

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PLATE # _____

REGISTRATION DATE _____ REGISTRATION DATE _____

CRUISER PLANT # _____

RIDER'S NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PROFICIENCY CLASS: NOVICE EXPERT GIRL A-PRO B-PRO

AGE (AS OF 11:59 P.M. DATE OF RACE) _____ DATE OF BIRTH _____

PHONE NUMBER _____ TOTAL AMOUNT \$ _____

ENCLOSED (CIRCLE APPL.) SATURDAY 3/26/83 SUNDAY 3/27/83

CABLE AMOUNTS: PRE-REG POST-REG

CLASS	\$25	\$35	\$25	\$35
CLASS & OPEN	\$35	\$50	\$35	\$50
CRUISER	\$25	\$35	\$25	\$35
A-PRO MONEY	\$45	\$55	\$45	\$55
B-PRO MONEY	\$35	\$45	\$35	\$45
PRO-CRUISER	\$45	\$55	\$45	\$55
PRO-AWARD	\$20	\$25	\$20	\$25

*NO REFUNDS AFTER 9 P.M. THE NIGHT BEFORE EACH RACE.
 *REGISTER EARLY--DOOR'S BE LEFT OUT--THERE IS A RIDER LIMIT.
 *SEND SELF-ADDRESSED STAMPED ENVELOPE WITH YOUR ENTRY FOR ENTRY RECEIPT, MAP, DIRECTIONS AND OTHER INFORMATION.

RELEASE FORM

PLEASE READ THE FOLLOWING BEFORE SIGNING!

I, the racer and I/we, the parent/guardian hereby waive and release all rights and claims for damages which we may have against you arising from conditions related to the use of the track or track area or as a result thereof. Each of the undersigned expressly agrees that the foregoing release waives holds harmless and indemnifies the Mid-South BMX Association, the Southaven Jaycees, the Memphis Park Commission, the City of Memphis all sponsors and other involved organizations or persons; including their directors, officers, owners, possessors, operators, employees and agents.

Parent/Guardian Signature _____ DATE SIGNED _____

Rider's Signature _____ DATE SIGNED _____

NBL MEMBERSHIP REQUIRED!

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NBL POINTS ARE AWARDED TO EVERY RIDER WHO STARTS. ALMOST NOBODY LEAVES EMPTY HANDED. TROPHIES THROUGH REG--NO PLATES.

RIDERS MUST RUN 5 WAR OF THE STARS EVENTS TO QUALIFY TO RUN THE GRAND NATIONAL EVENT.

NBL NATIONAL NUMBERS ARE AWARDED IN EACH EVENT. GIRLS AND CRUISER AGE CLASS; BASED ON RIDER'S BEST 3 WAR OF THE STARS PLUS THE GRAND NATIONAL EVENT.

RIDERS RACE THEIR AGE AS OF 11:59 P.M. THE DAY OF THE RACE.

If you're serious about racing you need a machine that will take care of business. We're one step ahead of ya at Torker. We designed the all Chrome-Moly 280 Bike for the business of racing*. If you mean business check out the '83 Torker 280 today at your local dealer, or drop these distributors a line.
 *ALSO AVAILABLE IN 24" CRUISER

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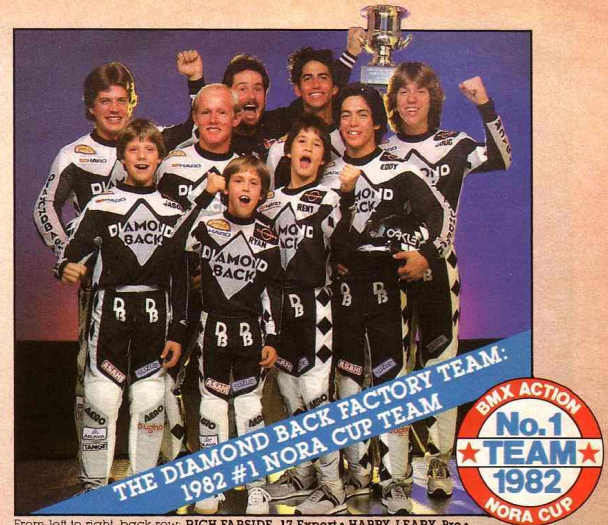
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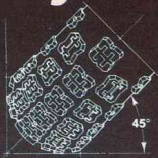
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RUMORS

Lee Medlin, recently off Kuwahara and on Raleigh, is suddenly OFF Raleigh and BACK ON Kuwahara. Apparently the contract Lee received from Raleigh was not red hot . . . or words to that effect.

A for sure shocker: After riding for Torker almost forever, Clint Miller has switched to Kuwahara. A better deal was the reason given us.

□ □ □

Another choker and gasper: Loncarevich is OFF Diamond Back and ON SE Racing. That's a for sure. Supposedly.

Also, Pete has moved up to the Junior Pro class.

□ □ □

Gregg Grubbs has been dumped from the Red Line team. He will be racing the next national with a "Space For Rent" jersey. Greg's comment: "I want Stu and Kosmo in my moto so bad I can taste it. I'm gonna make Red Line sorry."

□ □ □

In September of 1981, Merle Mennenga of the ABA sent out a letter encouraging a boycott of all manufacturers, publications, and even racers and parents who would attend the NBL Knott's Berry Farm race which was on the same weekend as the ABA Grand Nationals. The only effect of this boycott was a lot of red faces around the ABA.

But that hasn't stopped Mennenga from trying it again.

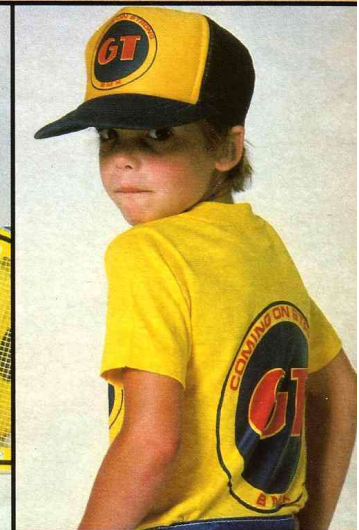
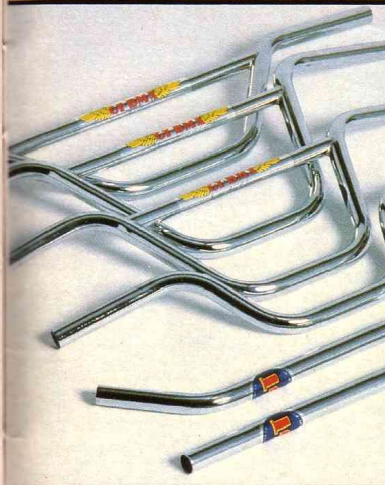
After co-promoting races all through 1982, the ABA and Renny Roker have had a falling out. According to Renny and an ABA track operator we heard from, the ABA has threatened its tracks with cancellation of their sanction if they allow Roker Enterprises to sponsor a race there or ESPN television (which works closely with Renny) to cover a race there.

We decided to print this when the ABA called to inform us that "this subject is not appropriate for the general public and average rider" and therefore should not be printed.

□ □ □



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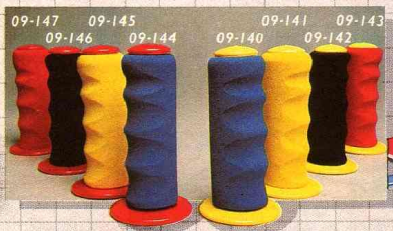
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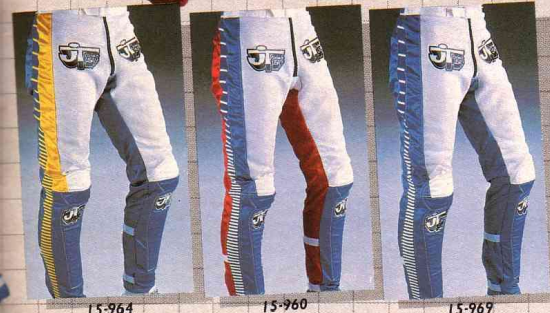
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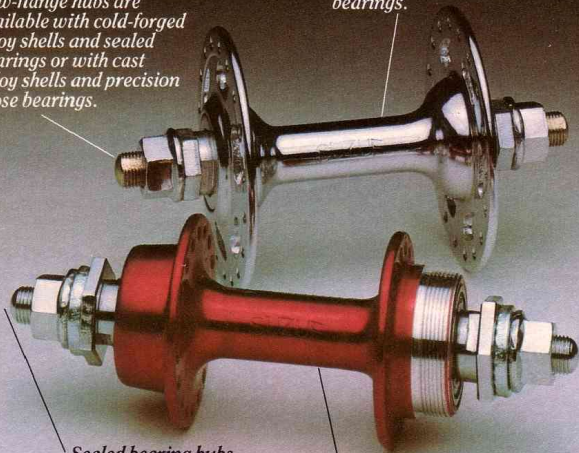
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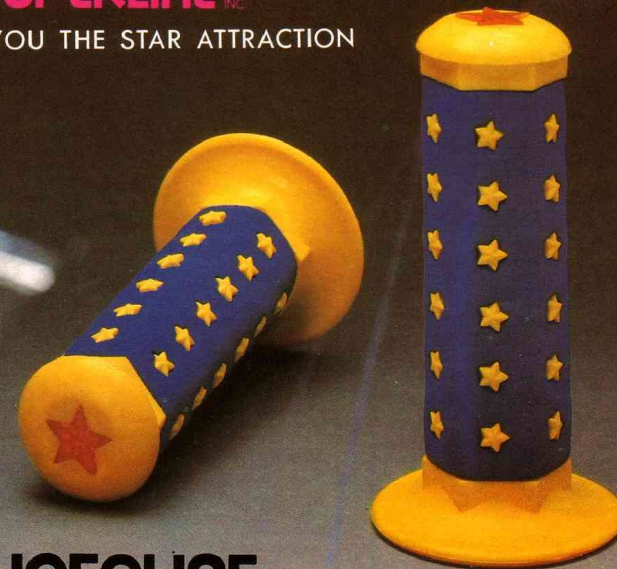
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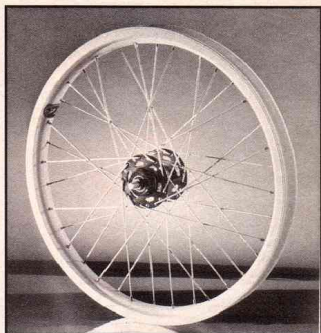
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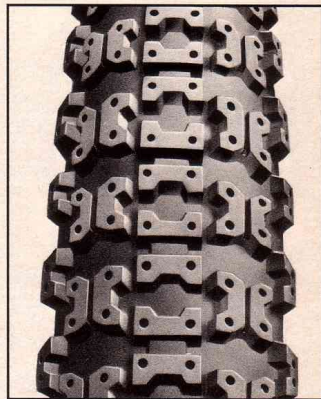
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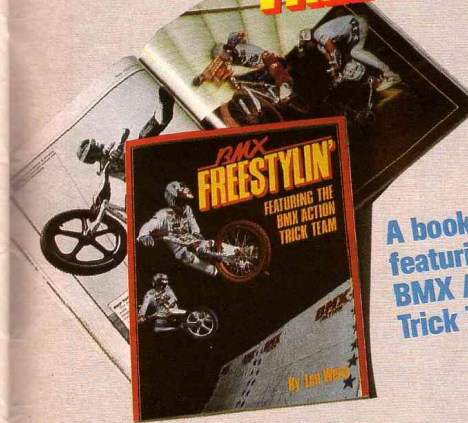


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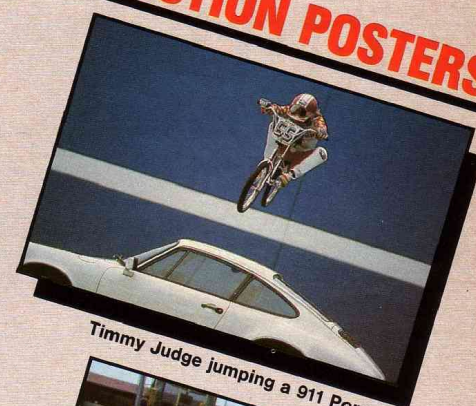
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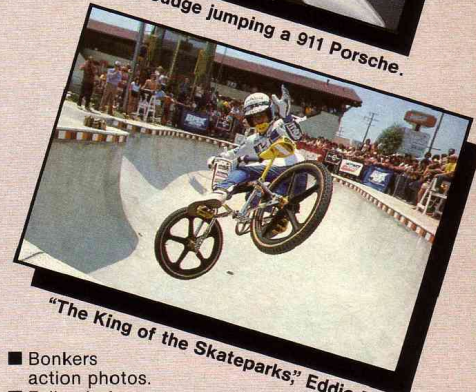
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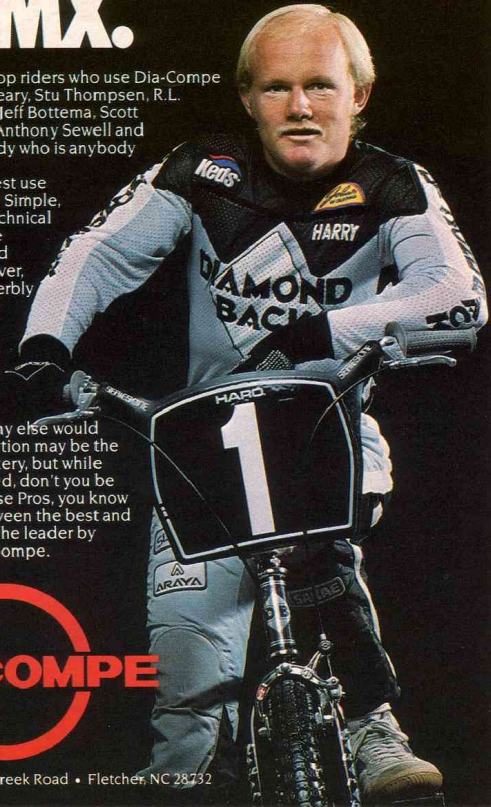
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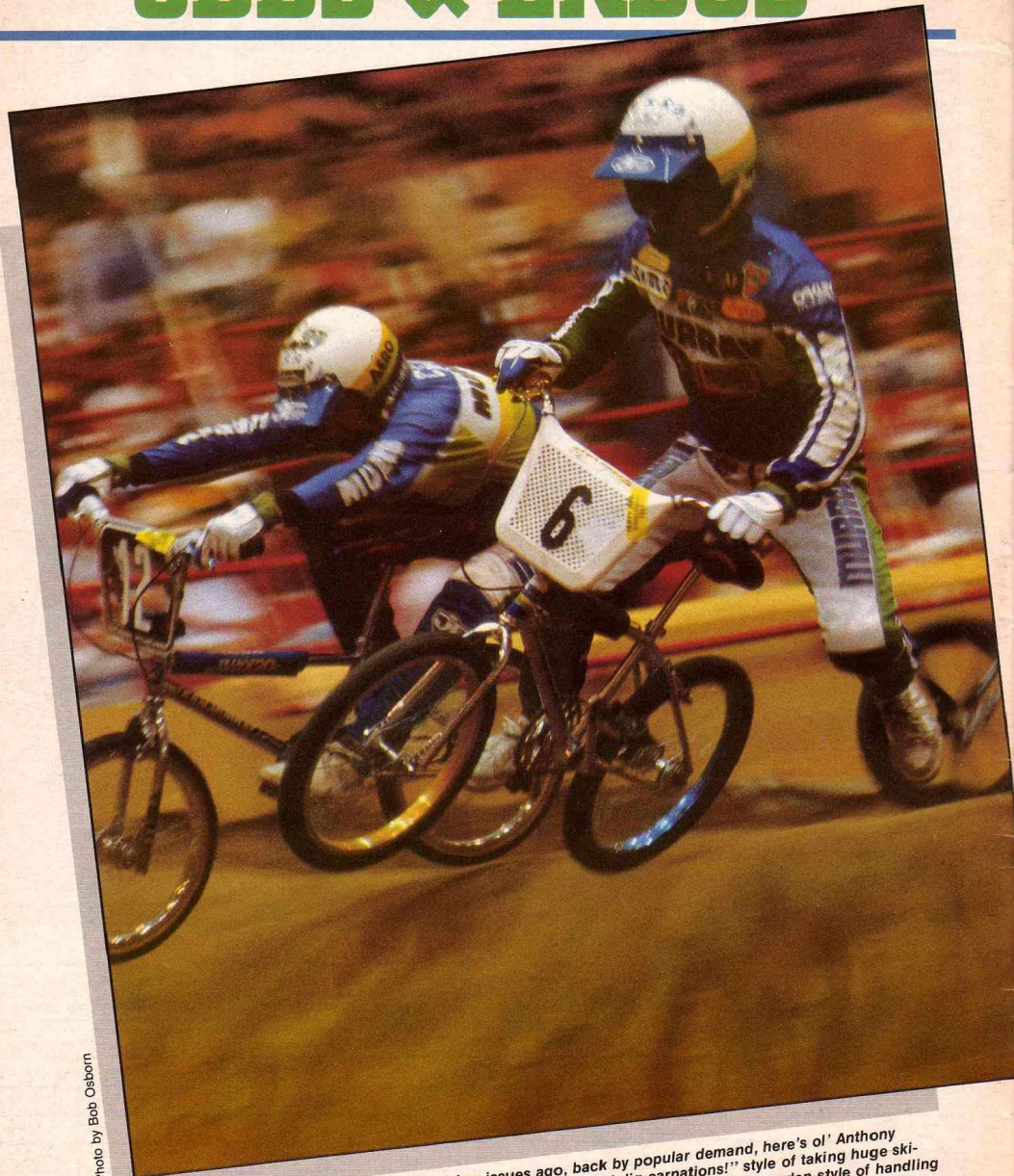
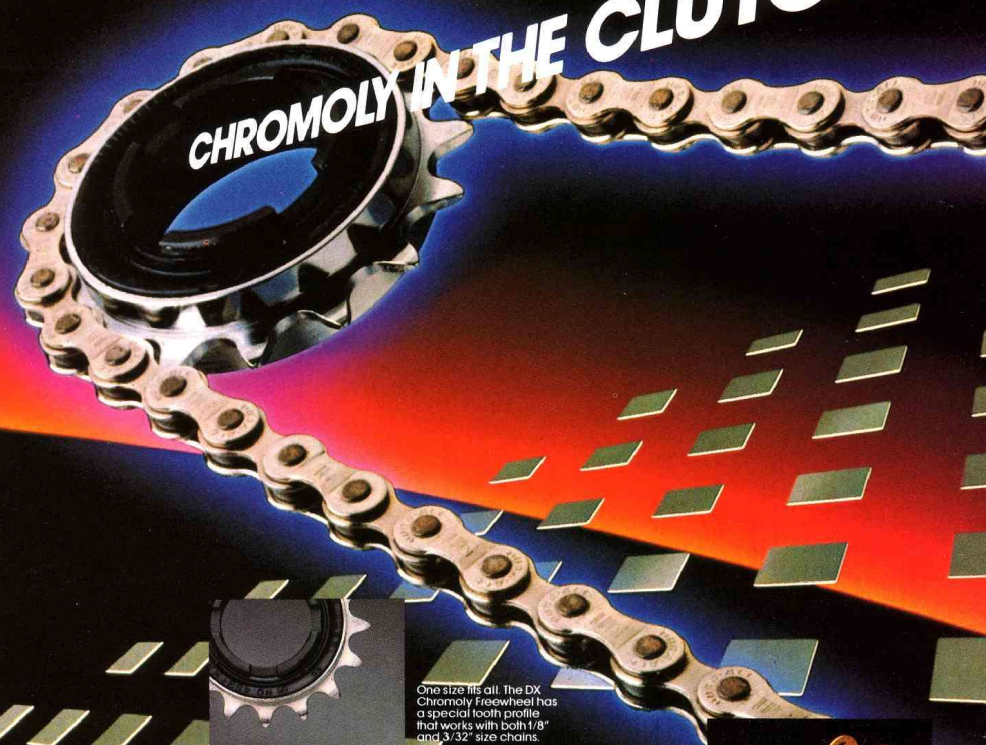


Photo by Bob Osborn

For those of you who may have missed it a few issues ago, back by popular demand, here's ol' Anthony Sewell demonstrating his unique one-footed "Lookout, mamma, I dig carnations!" style of taking huge ski-jump drop-offs. Riding shotgun for Anthony, and demonstrating your more common garden-style of handling drop-offs, is ol' Scott Clark who, incidentally, has recently trimmed down to a svelt and graceful 170 lbs.

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