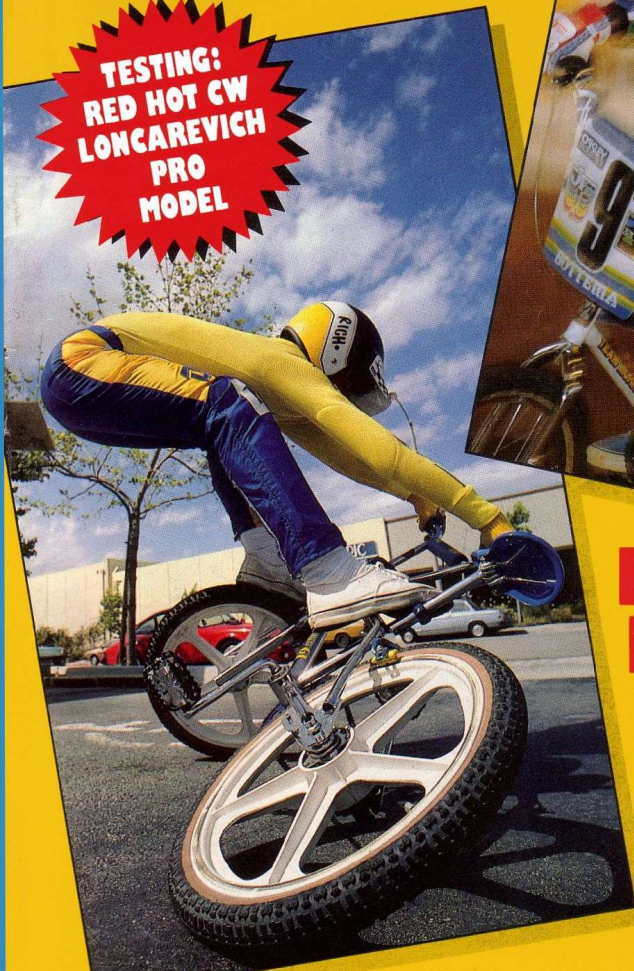


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LARGEST  
**BMX**  
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# BMX ACTION

AUGUST 1984  
\$2.50 UK £1.60 DGS  
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**TESTING:  
RED HOT CW  
LONGAREVICH  
PRO  
MODEL**



**BEST  
BUY OF THE  
YEAR TEST:  
RED LINE  
500A**



**2-HIP TRICK TEAM INTERVIEW:  
HOW TO MAKE IT IN FREESTYLE**

# WHITE LIGHTNING



## New White Mike Buff Signature Z Rims –

The first white wheels that don't weigh you down.

Now you can style it without paying the weight penalty. White ACS Z Rims with matching Z hubs combine all the strength of solid mag wheels with the weight advantage of plain alloy wheels.

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ACS will replace Z Rims and other ACS components if broken during normal use. Send damaged part only for free replacement.



American Cycle Systems  
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Covina, California 91722

## FLASH!

ACS Hollow Stem Bolt Kit for the POTTS MODIFICATION of front brake cables is now available.

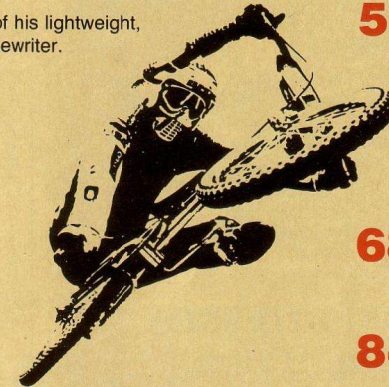
# BMX ACTION

AUGUST 1984  
VOLUME NINE  
NUMBER EIGHT

**10 DEAR WIZ**  
Oz, back at the helm of his lightweight, drilled-out, titanium typewriter.

**20 TRACKSIDE**  
A plentiful potpourri of BMX miscellanea.

**COVER:** Rich Avella's freestylin' switch stance and Keith Gaynor's WFO berm blazin', frozen for posterity. Photos by Oz.



**28 RACING: GT-NBL WAR OF THE STARS/MEMPHIS**  
Freewheel burnin' in the south.

**50 TESTING: CW PETE LONCAREVICH PRO MODEL**  
This is CW's best handling bike EVER!

**68 INTERVIEW: WILKERSON AND AVELLA – THE 2-HIP TRICK TEAM**  
Watch out world, here they come.

**84 TESTING: RED LINE 500A**  
Econo, but qual.

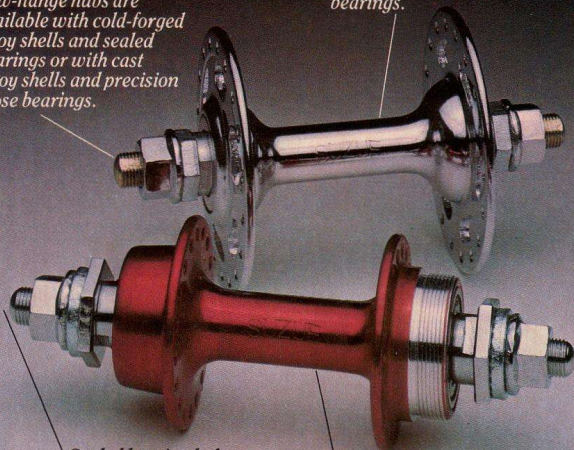
**96 OUTTAKES**  
"Uh, gee. I don't really think we have a class for monkeys or rockets."



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Sealed bearing hubs come with chrome plated Cro-Mo axles.

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# OAKLEY FACTORY PILOT

There's a new grip coming from Oakley.

# BMX ACTION

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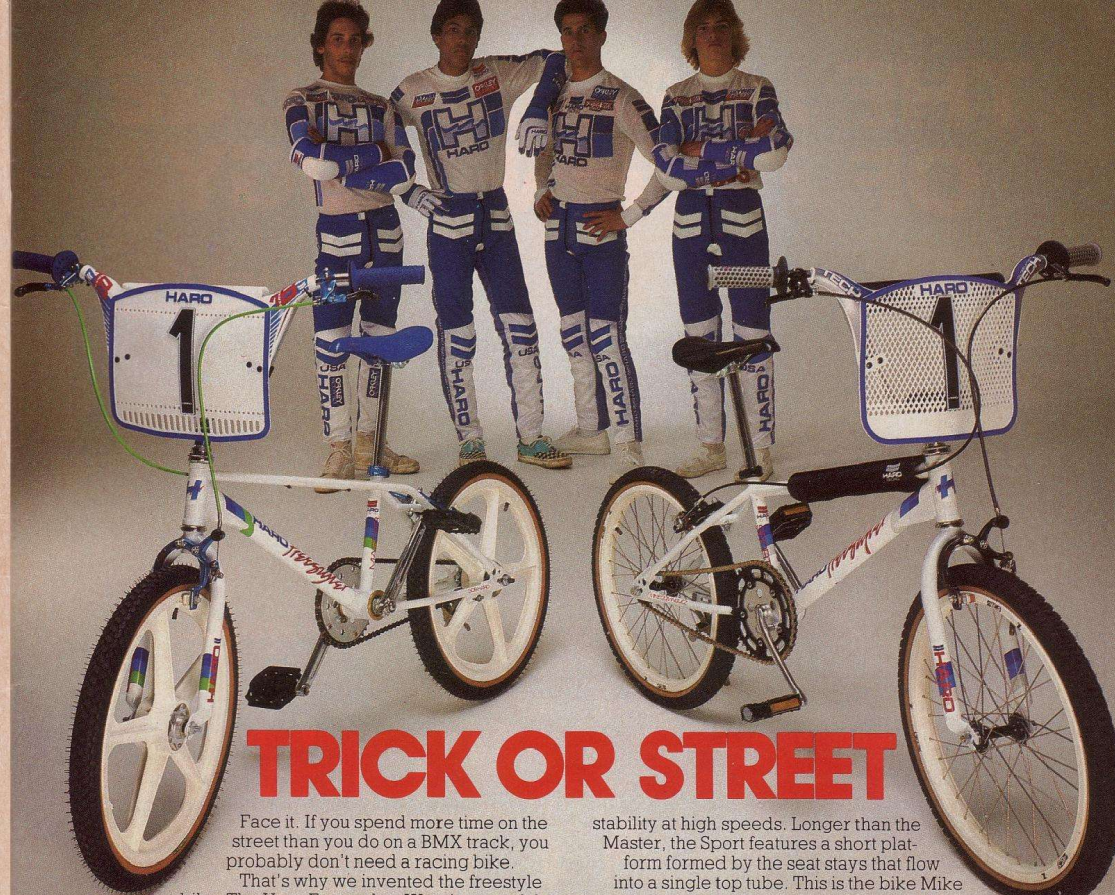
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# TRICK OR STREET

Face it. If you spend more time on the street than you do on a BMX track, you probably don't need a racing bike.

That's why we invented the freestyle bike. The Haro Freestyler. We pioneered the development of features like heavy duty dropouts, built in coaster brake brackets, anti-slip axle slots, precision machined head tubes, chromoly downtube

gussets and a unique freestyle geometry. And now there are two Haro Freestylers to choose from. The Master, and the Sport.

The MASTER—Bob Haro's choice for quick, precise moves. It features twin top tubes, a larger downtube and bold new graphics on either a chrome or white finish. The Master is the result of over two years of proven freestyle performance. It will soon be available as a frameset or complete bike with components like white Skyway Tuff wheels, genuine Oakley grips, Dia Compe brakes, Sugino 3 piece cranks and more.

The SPORT—The newest Freestyler. Designed for better tracking and

stability at high speeds. Longer than the Master, the Sport features a short platform formed by the seat stays that flow into a single top tube. This is the bike Mike Dominguez relies on for unbelievable aerials and vertically oriented trick riding.

The Sport is also available as a frameset or complete bike in white only. Components include white ACS Z rims, one piece Sugino cranks and Dia Compe brakes.

Both Haro Freestylers feature the quality and attention to detail you've come to expect from Haro. Remember, when it comes to freestyle,

one name stands out. Haro. Trust us. We invented freestyle BMX.



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Haro Team (L to R) Ron Wilton, Rich Sigur, Bob Haro and Mike Dominguez. See them during the 1984 summer tour. C.P.S.C. equipment included but not shown.

Haro Designs Inc. 6066 Corte del Cedro, Carlsbad, CA. 92008

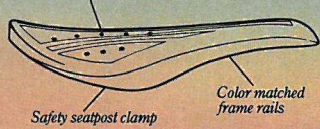
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Our ShotGun II's sleek new aero shape and smooth, contoured sides

Lightening and ventilation holes



are designed to get you in attack position fast to ward off bandits in the big berms.

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**MACH I**™ It started a short time ago, when there became a need for a lower priced competitive race bike. The bike builders were in turmoil. "We can't build a bike for that price. But we can," said GT.™

The answer came quick to the competition... overseas! Off they ran, scurrying across small over-populated countries searching for a bike. They all were in agreement, "We'll have the bike built over there, have it shipped over here and put our name on it!"

While they were in search of an inexpensive race bike over there, GT™ was over here building it. The new **MACH I**™ "How can they do that?" asked the competition. It's easy, they're GT™ they have to.

The **MACH I** features the American materials and detailed construction that is GT™. And if you would like to argue quality, don't waste your breath, **MACH I** is faster than words. The frame and fork are all 100% aircraft quality, chromoly tubing. Add to that, GT™ winning geometry and the absolute finest components around and you've got a bike ready to travel the speed of sound.

At GT™ our proudest feature is "MADE IN AMERICA." For the **MACH I**™ we wouldn't settle for anything less.

**\$229.00**



MADE IN U.S.A.

C.P.S.C. equipment included but not shown.

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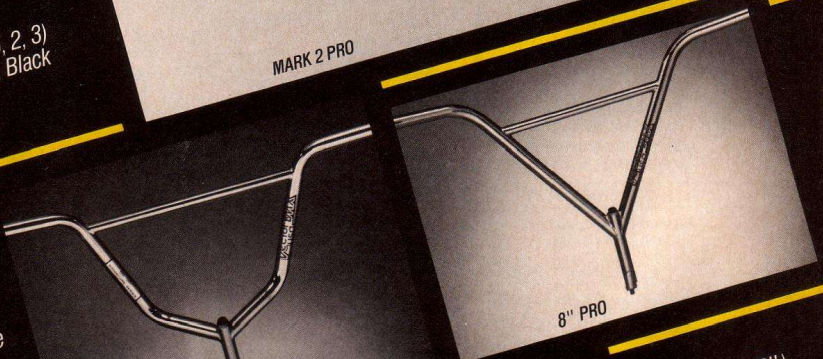
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Available in Chrome, Black or White



BOB HARO SIGNATURE

8" PRO

BOB HARO SIGNATURE (8")  
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Available in Alloy or Chromoly

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Available in Chrome or White



VC-8

IMPROVED!

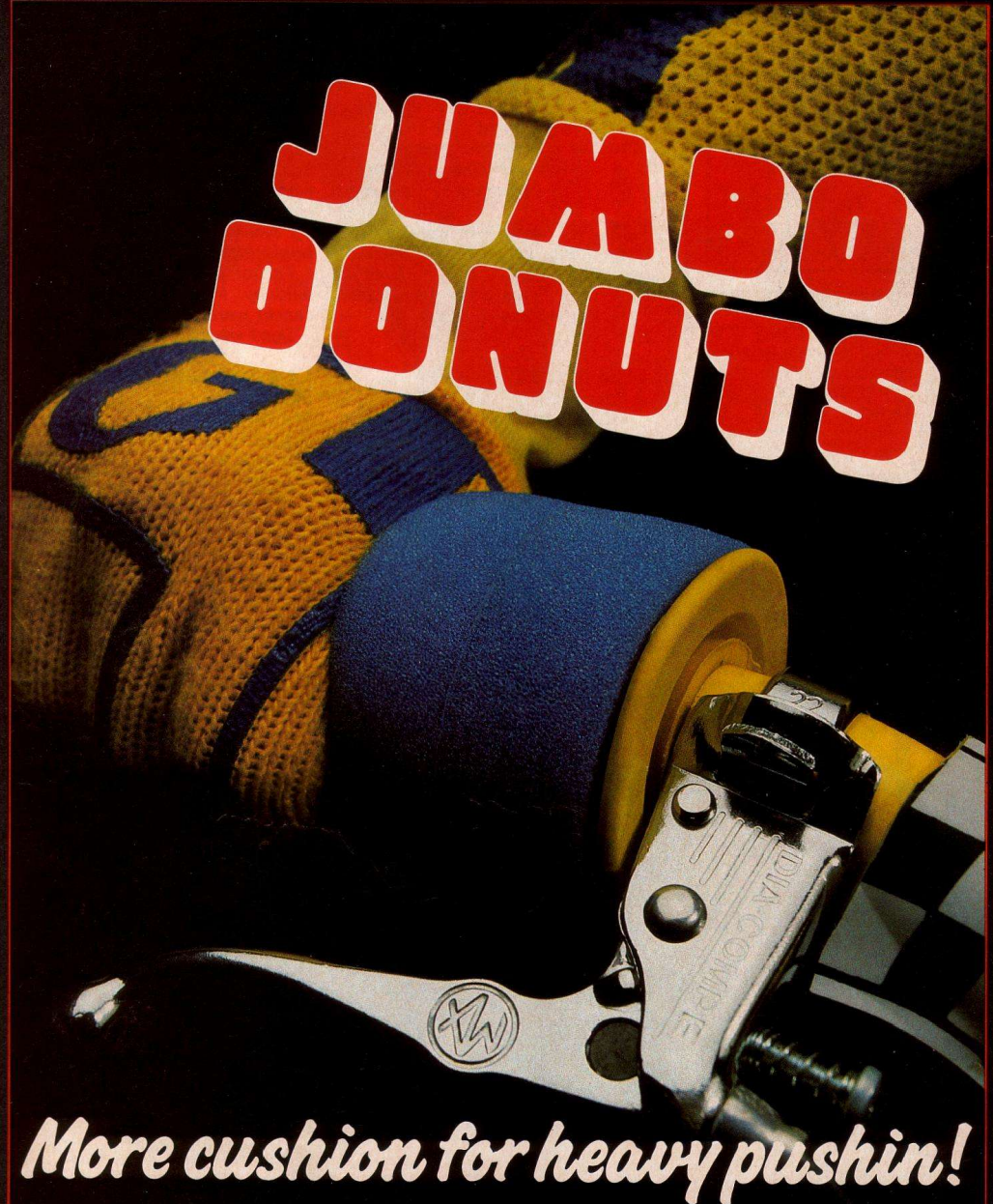
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For a 21" x 27" poster featuring the Vector Ferrari jump, send \$5 to Vector USA. Or send \$2 for a Vector USA sticker and 1984 product hot line brochure.

# JUMBO DONUTS



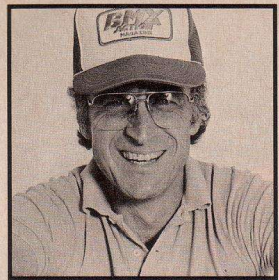
More cushion for heavy pushin!

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 Torrance, CA 90510

**BEEN GONE**

Dear Wiz,  
 Where've you been? Do you realize how many nights I've spent tossing in bed wondering when you'd be back to answer the questions from us poor souls who aren't as insightful as the great Wiz?

# DEAR WIZ

Please do us all a favor and don't ever leave us again!

Shawn Mahoney  
 Sacramento, California

Thanks, Shawn. I'm not leaving, guaranteed. There is **NOWHERE** but here that I want to be . . . even if sometimes things get so hectic that I don't have time to write "Wiz." — Oz

**CIGARETTES**

Dear Wiz,  
 Would smoking cigarettes affect my racing?

Anonymous  
 Oxon Hill, Maryland

*Smoking affects EVERYTHING you do. It's like your mind says, "What's the point of putting all this effort into this thing that's good for our body when you keep on doing*

*this other thing that is bad for it."*

*When you have the smoking habit you feel crummy most of the time. You don't want to race. You don't want to do much of anything, except smoke. It is THE PITS.*

*I smoked for ten years. It is the single most stupid thing I ever did. Forget this "Marlboro Country" baloney. Marlboro Country is the cancer ward at the county hospital. Don't smoke. — Oz*

**I AM THE FASTEST**

Dear Wiz,  
 The chrome is polished, the colors are bright,  
 I'm ready to take the win tonight.  
 My wheels are true, my gearing is right,  
 My Tammy is cheering me on;  
 All right!

I'm on the gate, my psych is straight,  
 But I've drawn that blasted lane  
 No. 8.

# NEW MKS PEDALS



**303M**

One piece light alloy body. Cr-Mo steel axle.  
 Color: Red, Blue, Gold, Black and Silver  
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Minigoose<sup>™</sup>, the fastest, trickiest machine you can own for only \$199. Get one at your neighborhood Mongoose<sup>®</sup> dealer if you want to be a national champ like Missy — even if you're not a girl!

\*\*Prices slightly higher in some areas.

\*Patent Pending



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and feel the power of the SR TURBOX



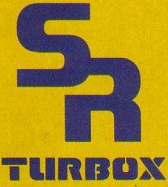
SR TURBOX, engineered of pure SAKAE technology, it's extremely light and incredibly strong. It's the

**HOLLOW TUBE DESIGN** that makes the TURBOX so light, (as much as 40% lighter than the conventional solid one piece



crank), and the revolutionary TURBOX tubular construction is all of chromoly steel. SR engineered the wall thickness necessary to handle the abuse of competition.

**HOLLOW TUBE DESIGN**  
The light-weight and the strength of the TURBOX



**SAKAE RINGYO CO.**  
NCS BOX 609, LINDENHURST, NY 11757

# DEAR WIZ

The lights flash down, my snap is great, But to my left I see a Haro plate.

I do not take time to see who it is, For now is the time to take care of biz. Over on the sidelines; it's Oz — the Wiz, I sure would love to be in that mag of his.

Around the whole track at warp three I fly, In nobody's mind is the question, 'Why?' I AM the fastest, they hear my war cry, NOBODY can beat me, so why do they try?

Smoking around the final turn, I can smell my tires beginning to burn. My thighs are dying, my lungs they churn, But it's worth all the pain for the money I earn.

Across the line I'm spinning my guts out, Stu, Greg, and Brent; they all stand and pout. I dusted them all, I've won the bout... Then my mom wakes me up, and kicks my butt out!

Fuzzy Nance  
Hurricane, Utah

## NEED RIDERS

Dear Wiz,  
I am looking for some good BMX riders for my team. Do you know any?

Pete Schroeder  
Pete's Bike Shop  
Ocean City, Maryland

About 500,000. — Oz

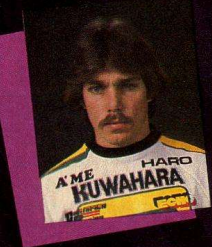
## THAT BIG HALF-PIPE IN THE SKY

Dear Wiz,  
I thrive on BMX. I MUST get air every day or I have an uncontrollable crit fit. I want to get gnarly till I'm ready for a custom-made Diamond Back wheelchair with graphite Tufts. Even then I'll still be doing

# KUWAHARA

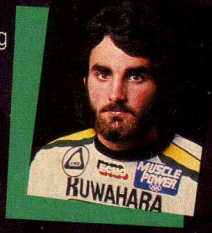
## THE 1984 WORLD CHAMPIONS\*

There's a reason more World Champions ride one brand of bike. The complete line of Kuwahara bikes gives you the hottest package available at any price. From the Nova to the Laser Lite, nobody else even comes close.



“ To win a World Championship, you've got to have a responsive bike with quick and precise handling. We help design the highly tuned racing geometry built into every Kuwahara. ”  
Clint Miller, Kuwahara Factory Team

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Gary Ellis, Kuwahara Factory Team



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# lightweight heavyweight

## Power Cranks® by TerryCable.

Radibolical Power Cranks. Lighter than any of the chrome-alloy cranks. Stronger by far than any aluminum-alloys. The reason? Power Cranks are 4130 American steel, not recycled beer cans. Lightweight Power Cranks. Strong enough for the pros, inexpensive enough for everybody. And the right length for every rider—from 155mm to 185mm. Power Cranks. Radibolical to the max.

## TERRYCABLE

17376 Eucalyptus Street • Hesperia, CA 92345  
(800) 854-4691 (Outside California only)  
or (619) 244-9351

See them at your local dealer or order direct. Dealer inquiries should be directed to TerryCable or the following distributors: Seattle Bike Supply, Everything Bicycles, Laguna Distributing, Tip Distributing, East Coast Cycle or Gecko Leisure Products.

Total weight ranges from 11.75 oz. for 155mm to 13.25 oz. for 185mm.

Sprocket, Disk, and Pedals sold separately.

## BMX ACTION

If you're out of ACTION, you're out of action!

### BMX READERS...

If you can't find Mighty BMX on the newsstand or at your favorite chain store or at your local bike shop, shoot a line in to Brenda, here at our secret headquarters. Give her the name of the store and the city, and she'll try to fix it.

BMX Action  
Attn: Brenda  
3162 Kashiwa St.  
Torrance, CA 90505

## DEAR WIZ

rollback 540's until I'm heading for that big half-pipe in the sky.

I've only got one problem — my dad. He's totally against everything and anything to do with the bitchen sport of BMX because my bike decided that I should eat some concrete.

What does a real radster do in this situation? Send help!

Joe Lambardozi  
Hazelwood, Missouri

Make him a deal. Tell him you'll wear a helmet and safety gear every time you get rad. Then do it.

Ten years ago NOBODY had any concept of the things kids were going to be doing on bikes.

Nowadays, when someone says they're going to get rad, THEY'RE GOING TO GET RAD! I mean HAIRY stuff.

It is time you guys took yourselves more seriously. When you're going to get rad, get a helmet and safety gear on. Nowadays this is TOTALLY ESSENTIAL. — Oz

### COSMO'S CONTRACT

Dear Wiz,  
What does Cosmo get out of being BMXA's Factory Watchcat?

Don Cisewski  
Minnesota City, Minnesota

It's pretty much your basic factory watchcat contract: We supply Cosmo with a fully tricked-out GT Pro Kitty Series race bike and a Haro Fleastyler, he gets free travel to all the SPCA little kitty nationals and skatepark events, and we've set up little starting gate and a three feet high quarter-pipe for him to practice on in the warehouse. He has lounging rights on all our desks and he gets a contingency for each mouse or gopher he catches. Basically, that's it. — Oz

### LETTER THERE?

Dear Wiz,  
Has this letter reached you yet? I'm testing the Post Office.

R.A.D.  
Regina, Canada

Not yet but probably pretty soon.  
— Oz ■

BMX ACTION

# Skyway's #1 Aero Squadron

ANDY PATTERSON  
AA Pro, ABA - A Pro, NBL  
1983 WORLD CHAMPION

FRED HIGHTOWER  
A Pro, ABA • B Pro, NBL  
NEW '84 RECRUIT

NICO ORTIZ  
14 Expert  
NEW '84 RECRUIT

KENT ELLIOTT  
16 Expert  
NEW '84 RECRUIT



CHERI ELLIOTT  
13 Girl  
1983 ABA NATIONAL #1  
1983 WORLD CHAMPION

MIKE SALIDO  
17 Expert  
1983 WORLD CHAMPION

EDDIE SIEGMUND  
12 Expert



Skyway's strategic air command is cleared for takeoff! Their mission: to dominate, overpower, and take control of the competition! They're ready and armed with Skyway's most sophisticated and technically engineered weapons like the T/A (Totally Aerodynamic) frame and fork set, TUFF WHEELS®, and TUFF PEDAL®. Be on the side that dominates. Swoop down to your local dealer to become one of our allies.

### A CHANCE TO EARN YOUR WINGS

Skyway's Support Team is signing up new crew members. In the past, outstanding support team

members like Nico Ortiz and Kent Elliott, were recognized for their performance and recruited to the #1 Aero Squadron. Skyway is always on the alert for BMX Aces, so if you're brave enough to fly with the best... Contact Skyway's headquarters for a more detailed briefing.



"WE BUILD 'EM BETTER."

4451 CATERPILLAR ROAD, REDDING, CALIFORNIA 96003

SKYWAY'S #1 AERO SQUADRON IS CO-SPONSORED BY THE BEST BMX ALLIES: HARO, VANS, ECHO, JOHAR AND KRYPTONITE.

Major '83 Win





# THE FOX

A perfect street bike  
for under \$165.



### Highlights of THE FOX model TA:

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New Dyna saddle + lay-back post + hinged alloy clamp,  
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44T chainring + quick change spider + 170mm crank,  
SunTour 16T freewheel + Bear Trap type nylon pedal.

**Finishing:** Model TA with c-p frame + fork; model TW with white frame + fork.

**Weight:** 25 lb 10 oz.

**Accessories:** CPSC equipments and 3-pc safety pads (both not shown in picture).

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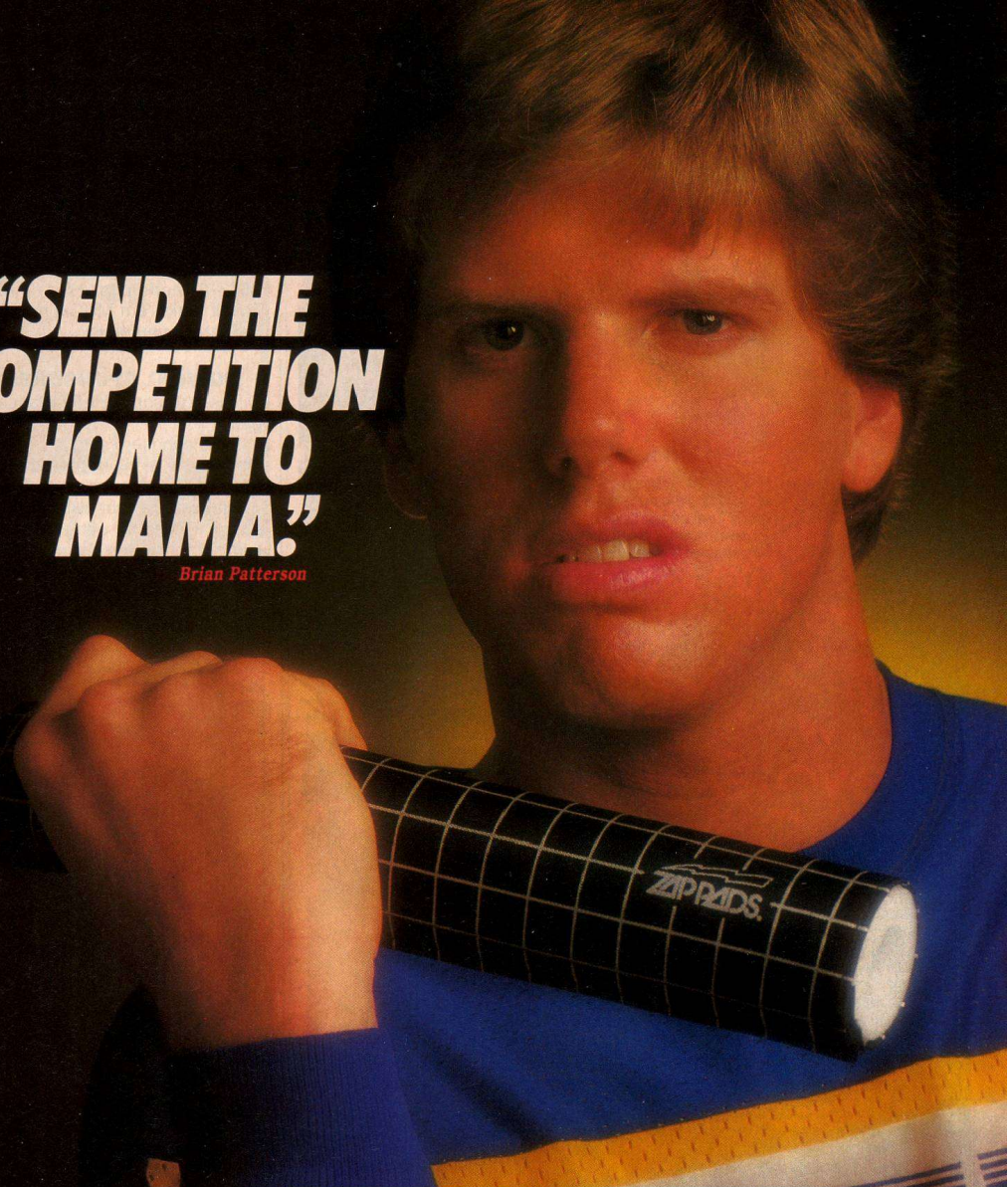
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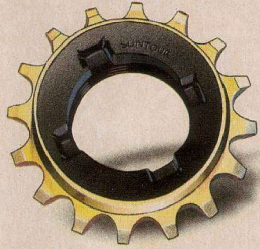


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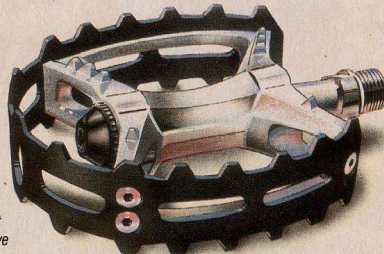
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# TRACKSIDE

By STEVE GIBERSON

## MONGOOSE TEST UPDATE

In the Mongoose test last month, we were baggin' on the much too narrow width of the Mongoose Pro Class bars. Since that time, Mongoose has increased the width from 26 3/8 inches to 27 1/2 inches. That'll make 'em MUCH nicer. Thanks, you guys.

## MUSICAL SPONSORSHIPS

There're some HEFTY ones here, gang!  
Fred Johnson, who's been shred-din' heavily at the nationals this year, has left Blue Max to go to CW.  
Danny Steplight, who had bailed out on CW to try out a support deal with GT, broke his leg in a freak accident in Memphis and will have to sit out a couple months of action.



Darwin Griffin is now GT mounted.

Darwin Griffin, the wonderkid of last year's Un-World Championships, has departed Mongoose's team to move over to Factory GT.  
Willie Heubner said later days to Diamond Back and signed up with Factory Torker.  
And last, but not least, Donny Atherton, after looking extremely



Atherton's fully stoked with his new Red Line contract.

hot recently, has picked up a factory ride from Red Line. Donny was headed for a factory ride at KHS, but when the offer came from Red Line he opted for it instead.

## YET MORE BMXA FREESTYLE SHOW DATES!

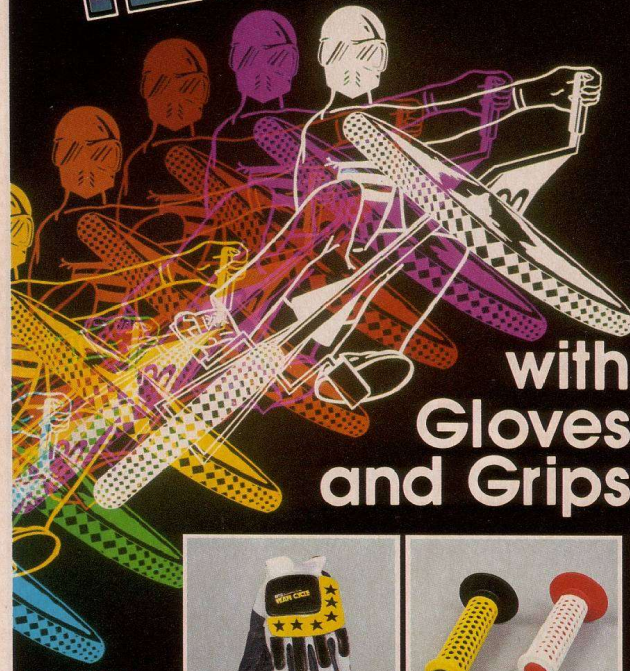
Okay dudes, here's the latest up-to-the-minute, low-down on the BMXA Trick Team's Summer Tour schedule from mid-July on. Jam on out and catch their act — they're workin' on a killer show with TONS of new tricks.

- July 14-18 — Circus City Festival, Peru, Indiana
- July 20 — River Ridge Mall, Lynchburg, Virginia
- July 21 — South Square Mall, Durham, North Carolina
- July 23 — Free Flite BMX, Marietta, Georgia
- July 28 — The Spokesman, Santa Fe, New Mexico

## BITS 'N PIECES — WILD RUMORS AND STUFF

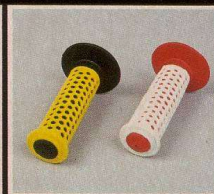
Things must be hoppin' at Galindo. Rumors of new stems, pedals, cranks, and more are being heard.  
We also hear CW is working on a stem of their own.  
Mongoose is thinking about having national at the track at their new headquarters. Parking won't be a

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# TRACKSIDE

problem. They have room for 25,000 cars! The place is AWESOME.

Rusty Cable says there's a guy in Texas who's making front disc brakes for BMX bikes. One unit is reportedly so powerful that you can lock up the front wheel with your little finger!

## GT FACTORY FREESTYLE TEAM TOUR DATES

Here are the dates for the first half of the wild and wooly GT Freestyle Team's summer tour. Current plans call for Eddie Fiola and Bob Morales to travel on the first half of the tour and Ron Wilkerson and Rich Avella (who are featured in an interview in this issue) to take over the chores for the second half. Sounds RAD!

This schedule is pretty firm, but before you do any travelling, call to confirm dates and times.

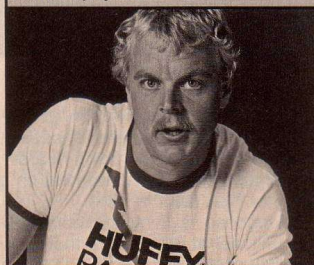
- July 5 — Conroe Cycles, Conroe, Texas (409) 756-3614
- July 7 — Bike Mart, Dallas, Texas (214) 241-6881
- July 8 — Bicycle World — Dallas County Cycle Park, Dallas, Texas (214) 279-4679
- July 11, 12 — Wheel A Rama, Oklahoma City, Oklahoma (405) 634-7313

## RACE UPDATE

At the ABA national in Oregon, Stu Thomsen took home the big share of the bucks, winning all three mains on his way to doin' it. This was his second major win in a row. Unfortunately, he sprained his ankle the next weekend in Memphis (see that story in this issue), and he'll be out of action for a month or so. Bummer.

In a pair of War of the Stars

**Stuart. He was on the gas, but now he's on the injury list.**



Diamond Back is doing some serious development on a cruiser. They've diddled around for a long time, but now they're REALLY goin' for it. Eddy King and Rich Farside are both racing cruisers in addition to twenty inches.

We hear that later this year Dia-Compe will introduce an updated version of their high-powered MX calliper that has a more tucked-in cable arm that won't snag your shoe.

July 15 — Southland Bikes, Memphis, Tennessee (901) 365-6892

July 18 — Ashville BMX Track, Skyland Recreational Park, Ashville, North Carolina (704) 684-1085

July 19 — Liberty Corner Bikes, Ashville, North Carolina (704) 684-1085

July 21 — Flythe Sales, Raleigh, North Carolina (919) 832-5097

July 25 — Rockville BMX, Rockville, Maryland (301) 424-3177

July 27 — Beacon Bikes, Northfield, New Jersey (609) 641-9531

July 28 — Westwood Cycles, Westwood, New Jersey (201) 664-1688

August 3 — Heidelberg BMX, Heidelberg, Pennsylvania (412) 279-2777

biggies in Florida over Easter weekend, Eric Rupe topped the A Pro class the first day, and Brian Patterson dusted 'em the second day. ■

*Is this the year that Eric Rupe dominates?*



# TIOGA

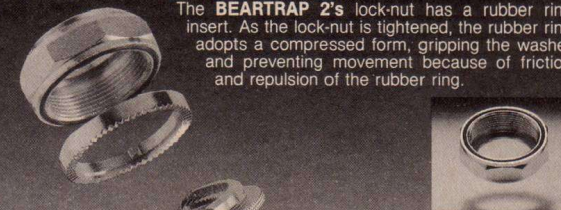
## beartrap<sup>2</sup>

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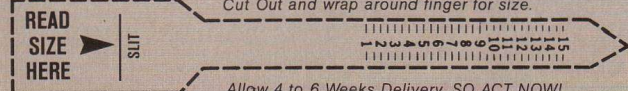
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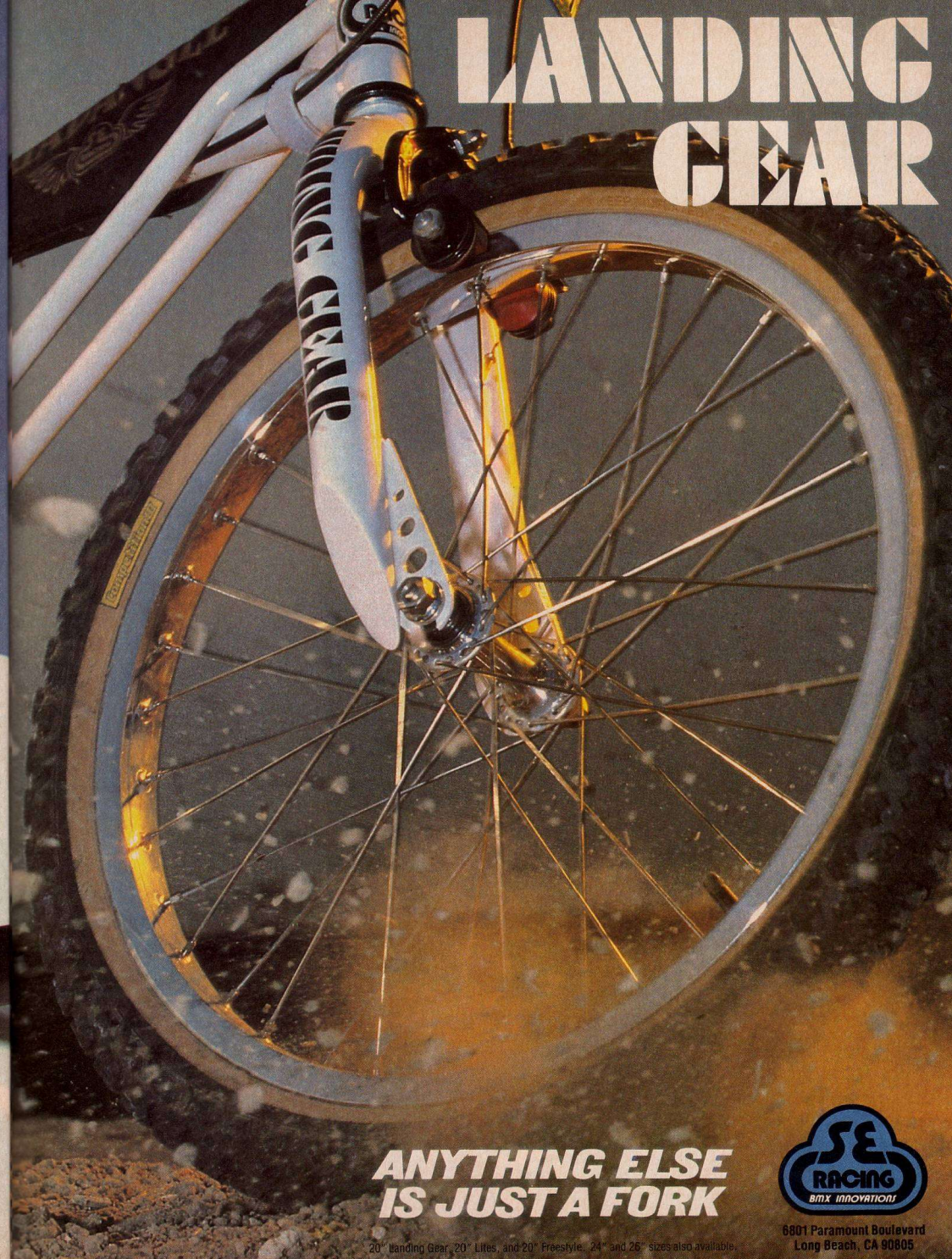


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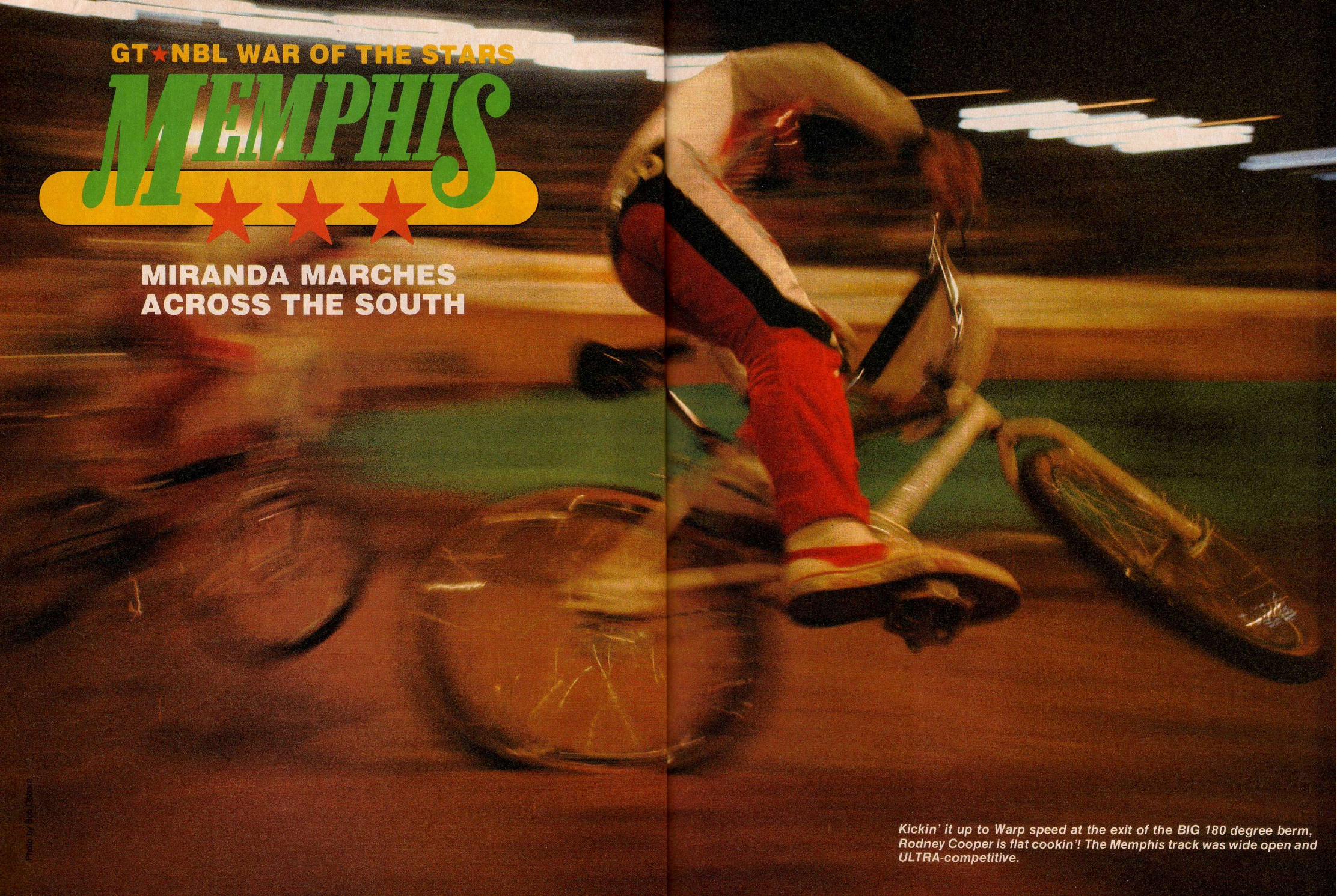
**DIAMOND BACK**  
RATTLE THE COMPETITION

GT ★ NBL WAR OF THE STARS

# MEMPHIS



MIRANDA MARCHES  
ACROSS THE SOUTH



*Kickin' it up to Warp speed at the exit of the BIG 180 degree berm, Rodney Cooper is flat cookin'! The Memphis track was wide open and ULTRA-competitive.*

# MEMPHIS

**H**owdy, folks. Gibey here. Oz and I are kickin' back in our motel room in Memphis after truckin' in on a 727 to cover this weekend's International BMX Classic at the Mid-South fairgrounds. It's gonna be a biggie. You can feel it.

A major clue as to the size of the race is the fact that we knew about three quarters of the people in the heavily populated airport luggage claim area. The Skyway and Schwinn teams were there. Torker, too. Kurt Esser from Thruster was kickin' back,



Veltman was HAULIN' BUNS! First in 14 Expert.



The Pro Cruiser main. Turnell Henry (5) and Brent Patterson (1) are busily bangin' bars while Toby Henderson (2) is takin' advantage of the battle to scoot out front. A split-second after this photo was shot Toby did a little one footer when his front wheel ticked the lip on the second jump.

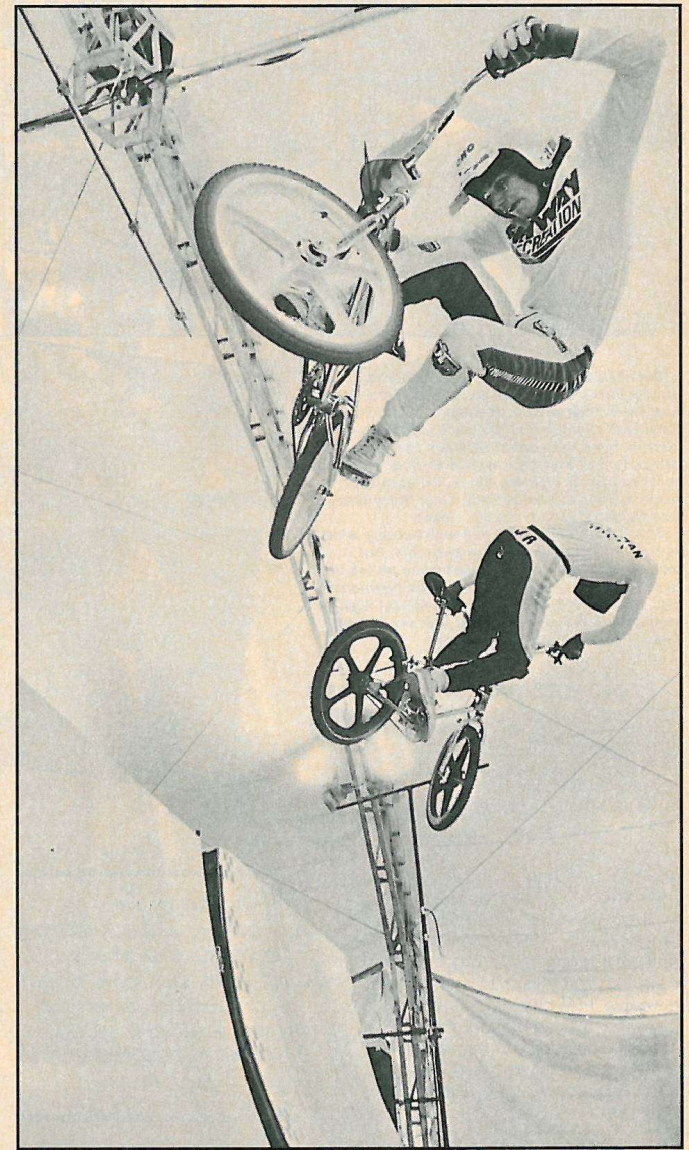




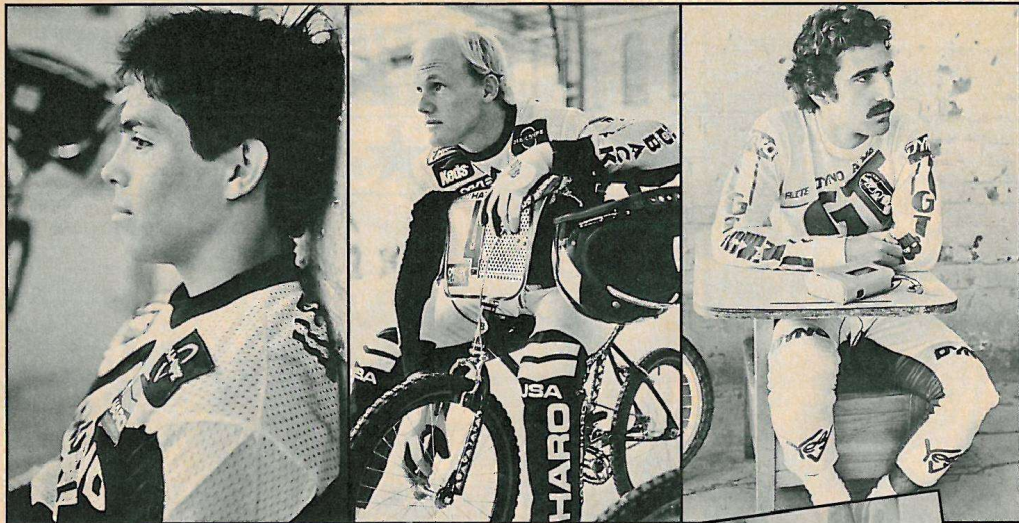
Miranda (75) turned in two thirds and a second in the A Pro bucks mains to scarf the overall. Toby Henderson, Rob Fehd, and Brian Patterson are in hot pursuit.

Photo by Bob Osborn

GT★NBL WAR OF THE STARS  
**MEMPHIS**  
 ★★



Over at the Libertyland Amusement Park, next to the fairgrounds where the race was being held, the Mid-South BMX Trick Team was doin' a freestyle show. That's John McCormick (in the Skyway jersey), and J.R. Ward. During the summer they do shows once or twice a month at Libertyland.



Between their motos the pros withdraw almost into a trance-like state. Complete motos are run in their minds. Strategy is planned and visualized. Sections of the track are microscoped time and time again in their minds to find a place to shave another millisecond off their lap times. We're talkin' major mental intensity. Eddy King, Harry Leary, and Nelson Chanady diggin' deeper.

Stuart had the psych goin' with two big wins at the two nationals prior to Memphis. But it was all flushed down the toilet when he fell in practice and heavily damaged some ligaments and tendons in his ankle. Stu: "I almost wish I would have broken it, at least that would heal faster." Six weeks off - minimum.



GT★NBL WAR OF THE STARS

# MEMPHIS

waiting for a ride to the hotel. Bike bags were sittin' all over the place.

There were lots of other BMX folks on our flight — like the Murray, SE, and GHP teams. Oh yeah, Donny Atherton, too. He's privateering for a couple more weeks 'till KHS gets his uniform and bike together.

After pickin' up our bags, we were on our way to get a rent-a-car. Oz had this great big ol' grin on his mug and I could almost hear the gears in his head whirring. He was thinking about how the rent-a-car's radio would be packed with country stations. We're in country music territory, right? His biggest problem

**"All day long I've seen kids going wide, cutting under, and block passing in the last berm. I go to do it, and my front end just goes, 'WAAAASSSHHH!' "**

— Eric Rupe

would be which station to listen to. I was buramin'.

Once inside the car, though, it turned out to be a completely dif-

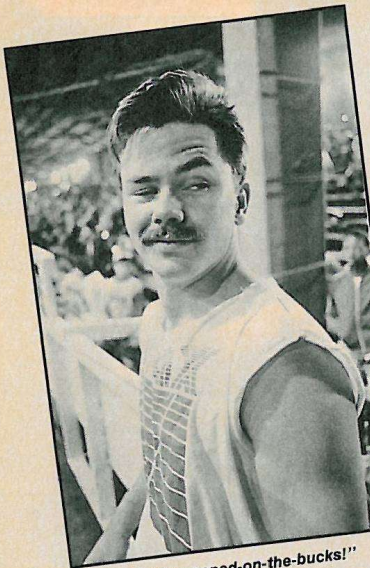
ferent story. The only country station to be found on the dial was comin' in from Arkansas, so the reception wasn't exactly too hot. And there was a cookin' rock 'n roll station that came in GREAT! I guess rock 'n roll rules in Memphis. Bummer, huh? Tough buns, Oz.

### LOOKIN' GOOD!

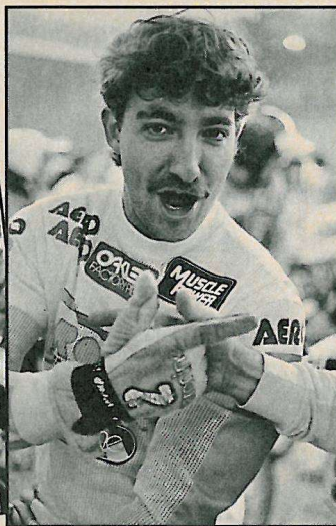
This race is a first class production. The Mid-South BMX Association and the NBL's national race crew are really doin' a number here. And with 249 totally FULL motos, they have to. To date this is the biggest NBL national — not counting their grand-



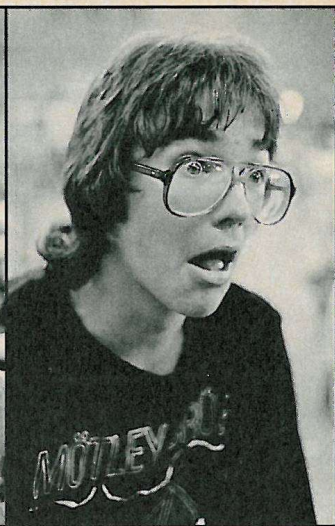
O' tall 'n skinny Jon Anderson wailed on the 16 Cruiser class.



Miranda's "I swooped-on-the-bucks!" look.



Atherton's first-in-Pro-Award-after-a-long-dry-spell look.



Solan Foster's "What-I-didn't-double?" look.

## GT\*NBL WAR OF THE STARS MEMPHIS

nationals, of course. Around 1400 riders and 1900 signups.

The non-racing sections of the infield are covered with green sawdust which looks totally cool and adds a lot of color to what's usually a ho-hum looking area. White chalk lines mark off the edges of the track. Shrubs and trees on the berms and in the infield add more class.

### TAKIN' OFF

The track's a little on the easy side, but whoo-mamma, it's FAST! We're talkin' a wide open sprint from start to finish. It's also PLENTY wide. TONS of room for passing. No goat paths here.

Let's take a quick tour of the track and bring in some guest commentators to give you the hot-tip how-to's for different sections.

The start hill's a big, painted wooden platform. Probably nine feet high. The wood on the platform has big logos of the race sponsors painted on it, and it's got plenty of traction. It feels like they sprinkled sand in the paint when it was wet. These

guys KNOW what they're doin'!

The first jump's about three feet high. Not too big, but don't let the looks fool you. It's tricky. The front side angles out longer than the back does. Someone described it as being an Evil Kneivel launching ramp.

Before the race even started Stu Thomsen was out of action due to a bail there. He slipped a pedal while cranking hard and powered his right foot into the ground. It twisted big-time. A trip to the local hospital for x-rays showed no broken bones, but it was a severe enough sprain that he'll be out of it for about a month.

Let's get Billy Griggs to describe the how-to from the gate to the other side of the first jump.

"Well, on your starts, RIGHT on the green is when you snap 'cause the gate drops sooo slow."

"Crank down the straight and when coming up to the first jump you have to pedal as hard as you can, pull your front end up and do a big wheelie over it. Hope you don't loop out 'cause there's NO backside to the jump. You've just got to wheelie off the edge and let the back end drop down."

"If you try to bunnyhop the top it's just gonna put you in the air — more chance of gettin screwed up."

Movin' right along — before the first corner there's a little set of doubles. They're real close together,

about one-and-one-half feet high on the inside and about one foot high on the outside. Good design. It makes life a little more fair for the guys who get pushed to the outside.

The first turn is a long, slightly banked left-hand sweeper with a speed jump tacked on the end to keep you honest. It's probably about two-and-a-half feet high on the inside, and about one foot high on the outside. The same set-up as the doubles. More fair for the dudes on the outside.

Brian Patterson will give you the inside scoop on this section.

"After the first jump, I cut to the inside of the track. I sort of speed jump those doubles. I pull the front end up, but my back end hits the jump and kicks up so that it lands right on the backside of the second jump. Everyone else is hitting them and flying, so they're losing time."

"In the sweeper I tap my brakes and hang to the inside. If you pedal all the way around the outside of the turn it's still slower than tapping your brakes, coasting, and taking the inside."

"Speed jump the jump coming out of the corner. If I have my pedals right I'll pedal over it. If I don't, then it doesn't matter. The person on the outside of you won't pull that much."

Thanks, Brian. Crankin' down the next straight, you're faced with a

three-foot high peaked speed jump. It's kind of tough to take clean but Greg Grubbs is gettin' over it totally smooth. Heeere's Greg.

"The secret's all in coaster wheelies. I pedal all the way 'till I get my pedals right, and then I lift the front end up into a coaster wheelie. I lean way back, and right when my back wheel makes contact with the jump, I tap the rear brake once. It brings the front end down over and the back wheel never leaves the ground. Then just pedal down the backside."

The next highlight on our tour of the track is a BIG 180 degree left-hander. It's pretty flat coming into it but banks up real nice at the end. It's not really a centerpunch type corner, but for that matter NONE of the corners here are like that. Nice.

About the middle of the next straight there's a step-double jump. This is no prob. Almost everyone over the age of eight is jumping 'em. The first one's about two and a half to three feet high, and the second

**"I HAD to win some money to pay for my flight." — Donny Atherton**

one is about three and a half to four feet. Mike Miranda is your tour guide for this section.

"Coming into the turn you don't really have to hit your brakes 'cause it's banked so hard on the end. What I'm doing is pedalling all the way up into it, hitting the berm and pedalling down off of it — using that as momentum."

"I pedal all the way up to the step jump. The way I take it, because the backside is kind of steep, I just tuck real hard, and as soon as I know my back end is over it, I push down. Just the back end — not the front end. That way I feel smooth and I feel a push going into the next turn."

Gracias, Mike-o. The last berm's about a four foot high 180 degree berm to the right, and it's shaped like the other big berm; flat goin' in and steeply banked at the end.

In the middle of the last straight there's a small (about one-and-a-half feet high) tabletop that's around eight feet across.

Toby Henderson, would you step up to the mic, puh-leeze? Don't be bashful.

"After you come off those step-

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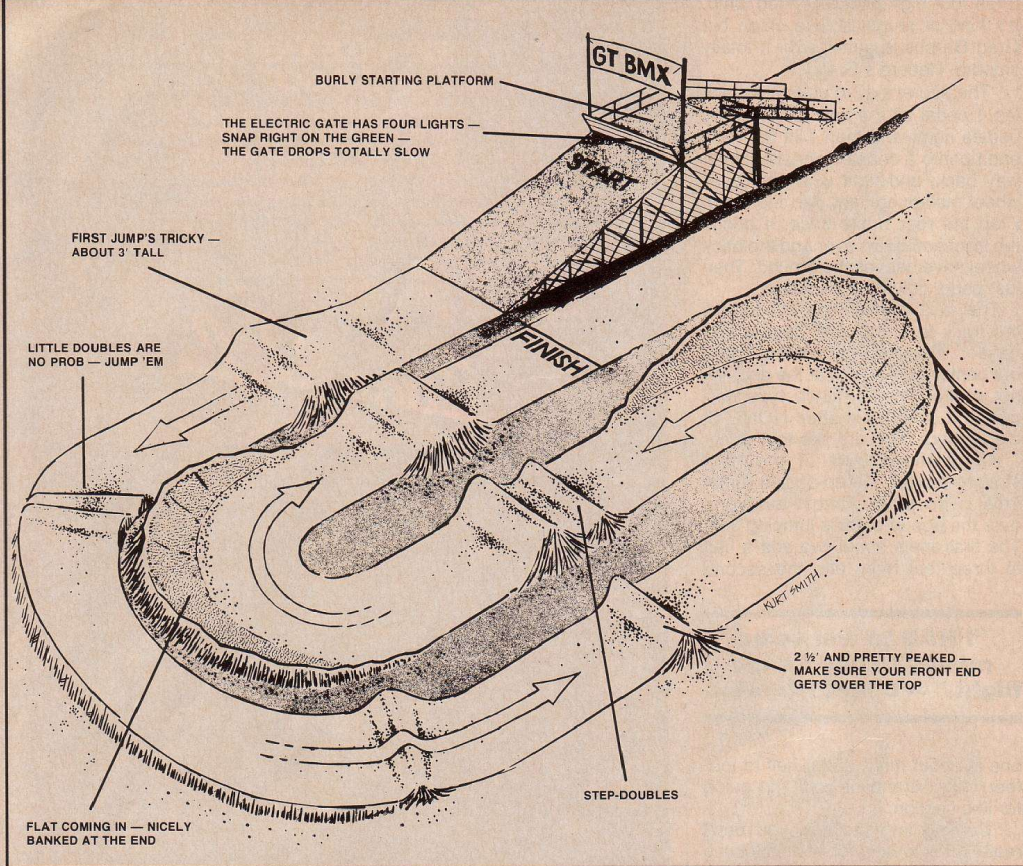
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GT+NBL WAR OF THE STARS  
**MEMPHIS**  
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doubles, you get a couple cranks in and then you're into the last corner. You get a lot of traction in there, so you can really barrel down into it. If there's nobody on the inside, you want to ride up towards the middle and get the whip comin' out. If you've got somebody on the inside, you're gonna have to go inside to block."

"You've got to try to keep your feet up. If you can't, get your foot back on the pedal as fast as you can."

"For that last tabletop, if you're out front you can jump it, and it's almost as fast, but if you've got somebody pushin' you, you'd better wheelie over the first part, pedal all the

way across that thing, and push down on the last part. Crank ALL the way to the finish line."

**MOTO-NOTABLES**

Greg Hill isn't going to make it out of his motos in the money class. Bogus starts are killing him.

The way they're running the races here is cool. On Saturday the experts, cruisers, pros, girls, and novice classes will run just two motos. But the opens will run all three of their motos, PLUS quarters, semis, AND mains. Then on Sunday they'll finish up everything for all the other classes. It seems like it's working really well. Maybe we'll see this again in the future.

**TOBY HENDERSON**

Toby's making his return to the racing scene after a couple months off

due to a tweaked knee. He's looking like the rest did him some good, too. He's jammin'!

"I feel really good that I'm doing this well after not racing for two months. I've just got to get in the groove of things. Everyone's a little faster every time. You've gotta stay in the groove with all that. If you lay off for a couple of months, you kind of fall behind."

**JOHN PIANT**

John's been cookin' lately, too — looking much improved, but a couple bad breaks in his motos are dusting his transfer chances.

"I've finally got the will to go fast. A lot of it's attitude. I've been a pro for three years and the last few years it was like I was making money from Huffy and I didn't really care if I made any more."

**SHARPSHOOTIN' — WHO'S USIN' WHAT?**

- Just for kicks, we took a peek at what kind of cranks and crank length the pro main qualifiers were using. It went like this.
- Mike Miranda:** Red Line Flights, 180mm.
  - Eric Rupe:** Profile, 180mm.
  - Pete Loncarevich:** Red Line Flights, 185mm.
  - Donny Atherton:** Red Line Flights, 180mm.
  - Brian Patterson:** Red Line Flights, 180mm.
  - Toby Henderson:** Red Line Flights, 180mm.
  - Bart McDaniels:** Red Line Flights, 175mm.
  - Rob Fehd:** Red Line Flights, 185mm.

"It was kind of weird. Every year I'd won two races, you know, big deal, and I got national numbers 12 and 13, and I've been just on the outs of making it big. This year I just decided that I was really gonna go for it and start winning again like I was a couple years ago."

"Having a real Team Manager helps a lot. Bob Hadley has been

**"I was leading my first Pro Cruiser moto and Brian Patterson made me visit those little plants." — Timmy Judge**

more involved. The new bike works out real good."

"I'm riding my bike a lot more. I used to just do starts and ride around a little bit. In January I was out in California for a couple months and that was all we ever did was ride. Then I went home and I was finding and making more places to ride, doing starts in my driveway and just riding my bike a lot more than I used to."

**NELSON CHANADY**

Nelson is looking better, fully on the gas, but he's inconsistent. Either in the lead or in last.

"Pete Zablotty and I spent three weeks down in Puerto Rico doin' a lot of promo. There was a track four

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# GT\*NBL WAR OF THE STARS MEMPHIS

minutes from where we were staying, so Peter and I were out there every morning practicing."

"It was nice, and there was a bunch of kids. The tracks are pretty good. I think they have more tracks than kids. The sport's pickin' up pretty good considering that it's only been goin' a couple years down there."

"I've been out of the limelight for awhile and that's gonna have to change. I've been feeling good and I think this is gonna be my first of many races I'm gonna get my act together."

### MIKE MIRANDA

Mike's method of gearing up for the race is a little unusual. Start out really hard and gradually go easier. "I used a 45-16 in practice. I would have used my 46 but I lost it. For the motos I used a 44-16 today. Most

**"This gate's like a drawbridge."  
— Scott Clark**

everybody else is using a 43-16. I'm going to a 45-17 for the semis."

### LAYDEEZ AND GENTS! THE PRO MAIN EVENTS!

Donny Atherton just snuffed the Pro Award main. He totally earned it, too. He came all the way from lane seven. This win's been a long time coming, so Donny's totally diggin' it.

"I was in third coming out of the first turn, and then I just poured on the gas and I shot to the inside 'cause Eric Rupe was coming up on me. Then I went over the jump before the second turn, and Andy Patterson was battling with Brent Patterson, and they went WAY wide and I just dove and took off. I felt Brent's wheel on the back of mine over the last jump, so I just closed the door. I hung right next to those bushes."

"I HAD to win some money to pay for my flight!"

### PRO CRUISER

The whole pack jumps out of the gate together, but when they get to

### SHARPSHOOTIN' — FAVE TUNES

We were curious as to what kind of music the riders are slippin' into their Walkmans these days, so we spent a little time peekin' into tape cases and checkin' with riders to see what their current faves are.

**Nelson Chanady** — Thomas Dolby. Def Leppard. "Pyromania." Van Halen. ("Hard rock is always good to get pumped up with. My favorite is probably the old-time Aerosmith. I like a lot of the old-time rock and roll. I like a lot of different kinds of music, it depends on the mood I'm in or I want to get into.")

**Richard Zagars** — U2. "War." Eurythmics. Tears For Fears. ("Right now I'm listening to the B-52's, 'Wild Planet.'")

**Eric Rupe** — Van Halen. "Char- iots of Fire." Petra. ("It's Christian rock music. It's cool.") Keith Green.

**The Duke** — Run DMC. Tom Browne. "Rockin' Radio." Reflex. "The Politics of Dancing."

**Charlie Williams** — ("I don't know. I know I have some.") Suicidal Tendencies. Fear. F.F.F.

**Pete Loncarevich** — Elvis Presley. "G.I. Blues." Chuck Berry. The Ventures. "Walk Don't Run."

**Billy Griggs** — The Jam. "Snap." Van Halen. "1984." ("I'm flexible about it. I don't just listen to one kind of music. I listen to all of it. People who get stuck into one thing are stupid.")

**Richie Anderson** — Rick James. "Cold Blooded." The Jazz Band. "Joystick." The Isley Brothers. "The Real Deal." Midnight Star. "Electricity."

**Mike Miranda** — Muddy Waters. "Mississippi Waters Live." Theme from the Movie "Deliverance." "Dueling Banjos."

the first set of mini-doubles, Toby Henderson does an unintentional little one-footer and then pulls out a slight lead!

Turnell "Tuni" Henry moves by Toby and holds 'till the last corner where he bails, taking out Jeff Ruminer, who HAD been in third, and Eric Rupe. Toby scarfed the bucks. Tuni will have to wait 'till next time

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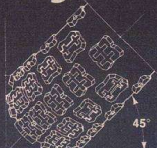
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## AT+NBL WAR OF THE STARS MEMPHIS

for another chance. He's about due for a big win.

### A PRO BUCKS

Are you ready, gang? Qualifiers for the pulse-raising \$6,000 purse include Mike Miranda, Eric Rupe, Pete Loncarevich, Bart McDaniels, Donny Atherton, Toby Henderson, Brian Patterson, and Rob Fehd.

Through the motos, qualifiers, and everything else, Miranda was looking hot. REAL hot. For example he won his semi from lane eight. The VERY outside. But the question is, can he keep it up till the end of the day? The main will be run three times. Is he up to it?

In the first main both Brian and Eric bail on the first straight in separate crashes. Pete wins it with Toby and Miranda in tow.

In the second main, Eric hole-shots, but both Donny and Miranda move by him — and then Eric zaps Mike back right before the finish. Pete bailed this time.

Now the points are TOTALLY scrambled. Going into the last pro main, Mike has the lead with six points, Atherton is second with seven, and there are FIVE guys tied for third with nine!

When the gate drops for the final main, everybody gets out clean. But coming into the first turn, Toby and Donny go down. Exiting the sweeper, Brian crabs his front wheel and bails. As the rest of the pack thunders across the finish line, it's Pete, Mike, Eric, Bart, Fehd, and Brian.

When all the points are tallied up, Mike has the overall with Pete and Eric taking the place and show spots. Consistency wins out again.

### HEADIN' OUT

Well, we're boarding the plane for the flight home, and as we climb aboard, who do we see sittin' in the first row of first class but Dolly Parton? Hmm. Guess this really is country music territory after all. From the grin on Oz's face, I'd guess that it more than made up for the lack of hard-core country tunes on the radio.

Well, we're outta here. Later, dudes.  
(Note from Oz: WAY more than made up for it!) ■

- A PRO MONEY**  
Mike Miranda  
Pete Loncarevich  
Eric Rupe  
Bart McDaniels  
Rob Fehd  
Donny Atherton  
Toby Henderson  
Brian Patterson
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Don Johie  
Brian Patterson  
Eric Rupe  
Turnell Henry  
Jeff Ruminer
- PRO AWARD**  
Donny Atherton  
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Greg Hill
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Don Johie  
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- 17 OVER EXPERT**  
Rick Palmer  
Shawn Mason  
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Shawn Bone  
Darby Brown
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Shawn Carmody
- 14-15 OPEN**  
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Carl Butler  
Paul Eggers
- 12-13 OPEN**  
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Leon Williams  
Phillip Favors
- 10-11 OPEN**  
Lawan Cunningham  
Brent Romero  
Geoff Scofield
- 8-9 OPEN**  
Gary DeBacker  
Brit Audeoud  
Danny Nelson
- 7 UNDER OPEN**  
Willie Huebner  
Jason Walter  
Matt McCulloch
- 35 OVER CRUISER**  
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Dale Massie  
George Antill
- 25-34 CRUISER**  
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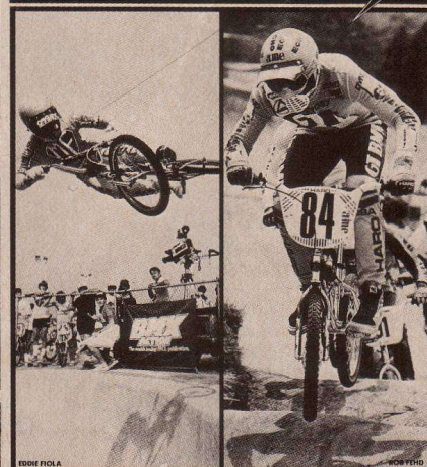
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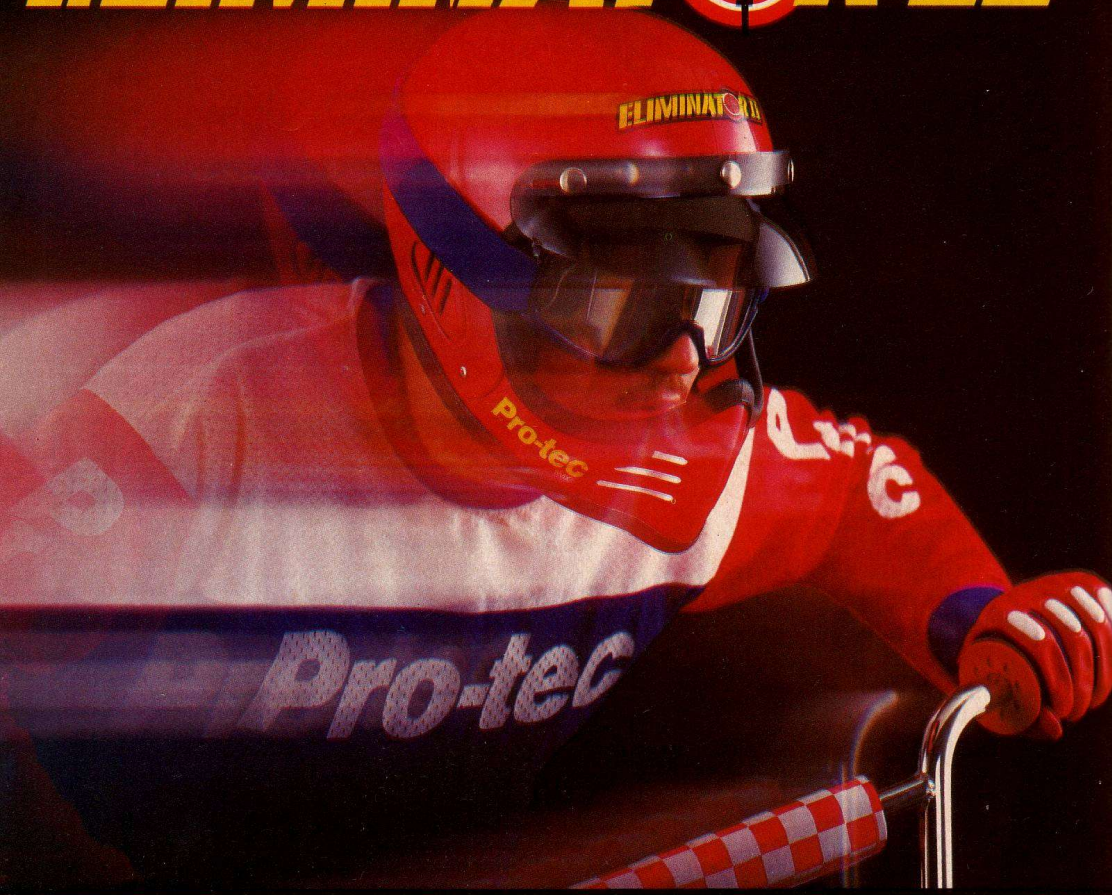
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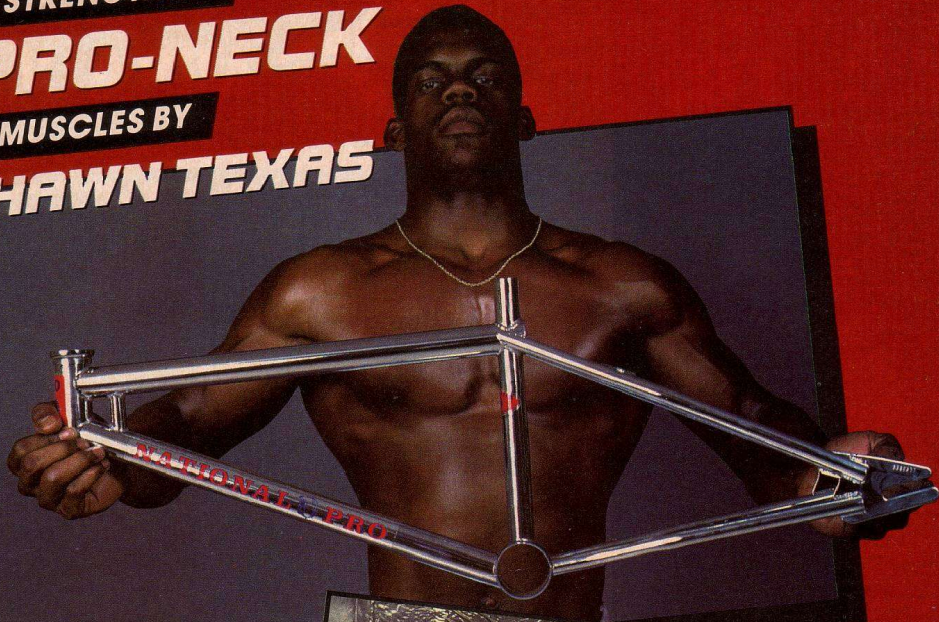
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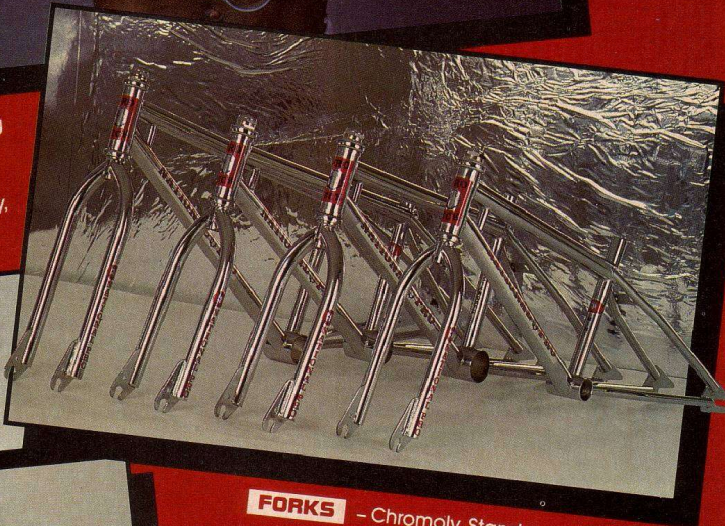
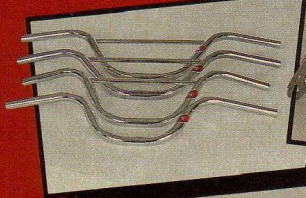


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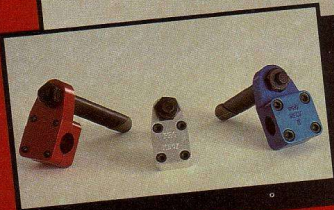
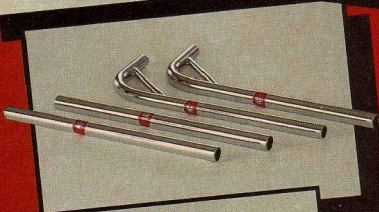
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Photo by Denney Griffiths



R.L. sailin' through a heavy-duty canyon jump at Parks.

**EXCLUSIVE FIRST TEST!**

# CW Pete Loncarevich Pro Model

**TOTALLY NEW AND TOTALLY HOT!**

Interesting fact No. 1: Right this second, Pete Loncarevich is hotter than a two dollar pistol. More like

a ONE dollar pistol. Frequent visits to the winner's circle are the current norm.

Interesting fact No. 2: Pete's tastes in bikes are far advanced from that of an average rider.

understandable. He's riding against the very best riders in the world. He needs a bike that's perfectly tuned to his riding style so that he can push the fine edge limitations of perform-

ance that make the difference between a winner and second place. Interesting fact No. 3: CW built it for him. They've also decided to produce it for the folks in the BMX

community who crave living close to the edge; chasing that fine and elusive bit of control and speed needed to collect the REALLY big wins.

Photos by Bob Osborn

## EGADS, WHAT IS IT?

Not long after Pete moved onto CW's team, Pete and Roger Worsham, CW's head honcho, started brainstorming the new scooter. Pete had been working on his own personal frame when he was riding for Loncarevich Racing Products, and

Roger had long ago perfected his Pro Model frame. When they emerged from the design room, what they'd worked out was sort of a combination of the two.

It had a longer front triangle than the CW Pro, and a steeper head angle. In fact, quite a bit steeper than

your average CW. Enough steeper that CW states his bike is for serious experts only.

You have been warned.

Don't worry, this isn't to say that it doesn't work — it does. It's just that this isn't a bike that you can give too much free rein. Once aboard, you

## FIVE MINUTES WITH PETE HIMSELF

**AGE:** 18  
**HOME TURF:** Santa Ana, California

### HOW HARD DO YOU TRAIN REALLY?

"About five hours a day, I swear it. You can come to my house and watch."

"I lift weights and ride for about two hours each. Then I go jogging for about two miles. I used to jog lots of miles when I started getting in shape for the ESPN races last year 'cause I needed to build up my stamina. Now I just run to keep my legs pumped up so they don't get flabby."

"When I'm riding I just keep riding forever and pace myself. I just won't stop. Just hard enough to where I keep my body pumped up and breathing hard."

"I'm on a better diet now."

### YOU EAT? YOU'RE SO LEAN YOU DON'T LOOK LIKE YOU EVER EAT.

"I know, but my doctor has me on a carbo and protein diet."

### DOCTOR?

"I've got a doctor who's into sports medicine. Dr. Tim Brown, in Irvine, California. He works with a couple guys from the L.A. Rams. He's worked with a lot of college athletes, too."

### WHAT'S THE DEAL WITH THE DIET? DO YOU EAT MORE PROTEIN FOODS EARLY IN THE WEEK AND THEN SWITCH TO FOODS THAT ARE HIGH IN CARBOHYDRATES AS YOU GET CLOSER TO A WEEKEND RACE?

"Yup. You've got to do it carefully — eating the right foods at the right time. More carbs near the end of the week so your muscle reaction comes a lot quicker than if you have protein all through the week."

"Sometimes I eat junk food — you can't stay on a TOTALLY strict diet. It's hard. Like when you see a Taco Bell and you're STARVED."

### HOW ABOUT A COMPARISON BETWEEN HOW YOU ARE NOW THAT YOUR TRAINING, RACING, DIET, AND EVERYTHING ELSE IS DIALED, AND HOW IT WAS BEFORE?

"It's ten times better. Before, when I was an amateur, I was psyched all the time. But I wasn't really in good physical shape. Now I REALLY want to go out there and win."

### WHAT ARE YOUR STRONG POINTS COMPARED TO THE REST OF THE PROS?

"Starts. Speed jumping like over the first jump. Usually I can stretch out a lead on the other guys by being smoother. The end of straights, too. That's where I start gassing it more. It's power. I may have skinny legs, but ..."

### SOMETIMES YOU LOOK ALMOST HYPER OUT THERE — JUST PUTTING EVERYTHING YOU HAVE INTO IT.

"I'll be going, 'Arrrgggh! Get away from me! Tasmanian Devil!'"

"I can tell if I'm gonna have a good day by the way I go down the first straight. Some days I feel like I'm not just givin' it everything, and then when I'm on, I feel more aggressive."

### ARE YOU STILL INTO ROCKABILLY?

"I got out of that scene about four or five months ago — ever since I've been going out with my new girlfriend. Since I've been going out with her, I've really been into training. I don't have too many friends anymore 'cause I train so much during the day."

### WHAT ELSE DO YOU DO?

"I go to the movies. Since I've been doing so good I've been buying my girlfriend flowers and stuff. A new wardrobe, too. You should SEE her wardrobe."

"She's been keeping my head straight. Some people's girlfriends

can blow it for 'em. If that ever comes around, bye-bye to the girlfriend. I don't need that. I need money first."

### WHAT ELSE DO YOU DO WITH THE MONEY YOU MAKE?

"I'm looking for a condo to buy. Probably by Newport Beach."

### WHAT DO YOU THINK YOUR POTENTIAL IS IN BMX?

"I think I can dominate in the pro class if I just keep on it hard. I might not win every time, but I'll beat them more than they'll beat me."

### PISTOL PETE'S PERSONAL SCOOT

**FRAME:** CW Pistol Pete, chrome-moly.

**FORK:** CW Pro, chrome-moly.  
**HANDLEBAR:** CW Pro, chrome-moly.

**HANDLEBAR STEM:** Pro Neck II, aluminum and chrome-moly.

**HEADSET:** Tioga Bear Trap II.

**RIMS:** Araya 7X, aluminum.  
**SPOKES:** 36, .080/.060/.080, with brass nipples.

**HUBS:** Cook Bros., sealed-bearing.  
**TIRES:** Tioga Comp III, 2.125 front; 1.75 rear.

**TUBES:** Tioga SuperLite.

**BRAKE:** Dia-Compe MX caliper, rear only, aluminum.

**BRAKE SHOES:** Kool-Stop.

**BRAKE LEVER:** Dia-Compe Tech 3, aluminum.

**BRAKE CABLE:** Dia-Compe.

**GRIPS:** A'me Dual.

**PEDALS:** SunTour XC-II, aluminum and chrome-moly.

**CRANK:** Red Line, three-piece tubular chrome-moly, 185mm.

**BOTTOM BRACKET SET:** Hadley, sealed-bearing.

**FRONT SPROCKET:** Red Line, 44 teeth.

**FREEWHEEL:** SunTour, 16 teeth.

**CHAIN:** Sediport, 3/32".

**SEAT:** Kashimax.

**SEAT POST:** CW, chrome-moly.

**SEAT POST CLAMP:** Integral with frame. (This is a CW prototype.)

**SAFETY PADS:** CW.

**NUMBER PLATE:** Zeronine. ■



*Doublin' up over the doubles. Pete and R.L. in flight.*

We'll run through exactly how it works in a sec.

There's two ways you can get the same scoot that ol' skinny-but-quick Pete rides. One way is to go to your bike shop and ask for the CW Pistol Pete. That'll get you dang near the same exact frame that Pete rides. The only reason that it's not EXACTLY like Pete's is that CW is testing a built-in seat clamp and is toying with the idea of adding brazed-on cable guides to the top tube for slick 'n trick cable routing.

The other way to get one is to ask your friendly local dealer for a CW Pete Loncarevich Pro Model. That's CW's high-zoot complete bike that's built up with the Pistol Pete frame. Which is the exact same moto-machine we got our hands on for this test.

Now CW only has one problem (heh, heh, heh). We don't want to give it back.

#### **CHECKIN' OFF THE COMPONENTS**

There's more than a few high-qual components on this pup.

CW kicks in their chrome-moly seat post and sano and very unique chrome-moly Pro bars.

*Pete's TOTALLY serious about his racing this year.*

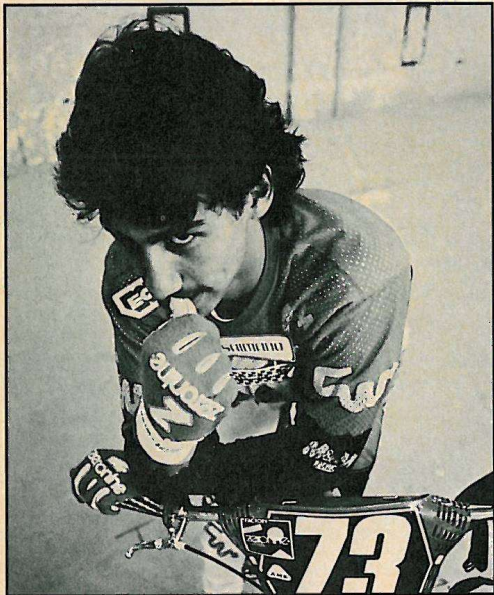
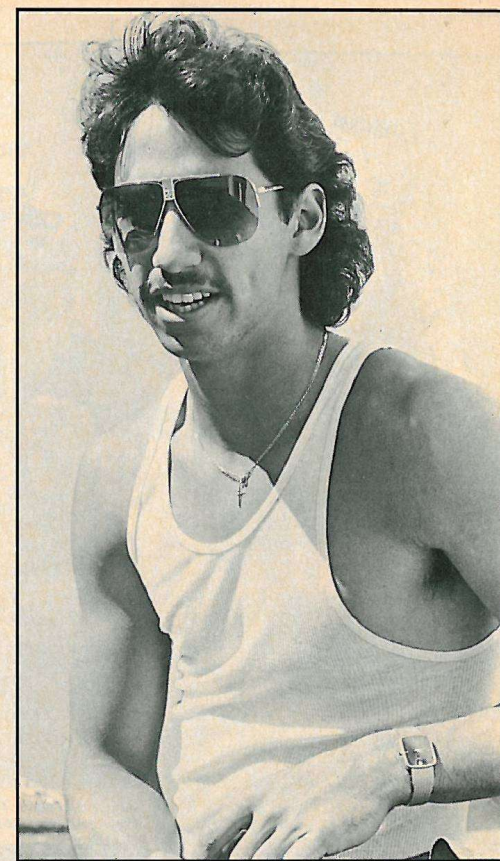


Photo by Bob Osborn



*Would you buy a used car from this man?*

Bar clamping is accomplished with a Pro Neck II stem. No slippage throughout the test.

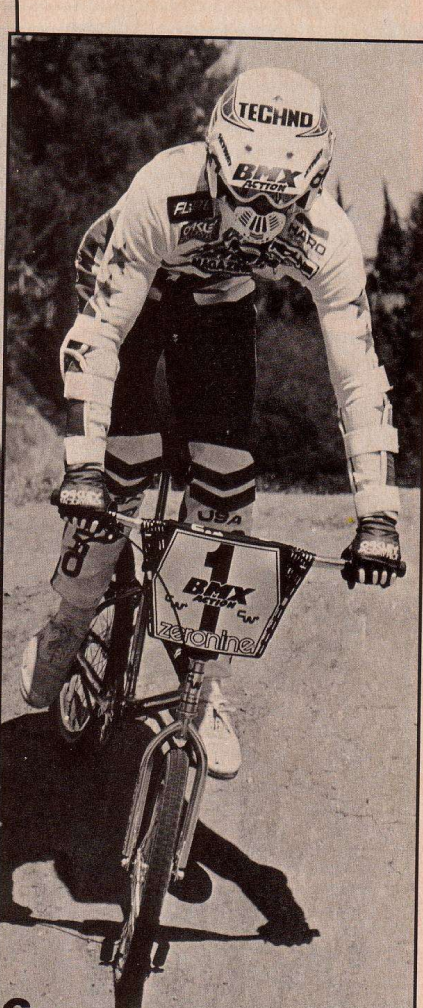
Real live authentic Comp III's grace both ends — and they're encasing t-rick Tioga SuperLite tubes. There are spiff chromed Araya 7X's, too. And Shimano Silver Series hubs. Double-buttet spokes with black aluminum nipples. Zoot stuff all.

There's a way cool Tioga Bear Trap II headseat and Tange Task Force aluminum seat post clamp. Also a plenty cool enough Tange bottom bracket set.

Practically bullet-proof Takagi one-piece forged chrome-moly cranks and a chrome-moly Tioga UV-1 spider. The spider is one of the type that has the slotted holes for the chainring bolts so you can use whatever pattern chainwheel you want.



Sequential style. Though it's not the most comfortable jumper in the world, you CAN get certifiably crit on the Pistol Pete.



Tri grips from A'me grace the bars. Shimano SX pedals protrude from the cranks. Not as much surface area as their bigger brothers, the DX's, but they're still a big step up (no pun intended) from the old style, rectangular pedals.

Seating is accomplished with a Kashimax Aero seat. No saddle sores were reported.

About the only thing we can gripe about is the brakes. The Shimano DX lever works totally good, but the Tournay calipers have been long outclassed by Dia-Compe's much beefier and more powerful MX cali-

pers. It is time the Tournay caliper was improved. Past time, actually.

ALL the components survived everything R.L. and Buff could throw at 'em fully intact. That says a lot for CW's component selection. Qual all the way. They did not choke under pressure.

### YA-HOO! LET'S GO RIDIN'!

Hopping on the Pete Loncarevich Pro Model will be a different experience for past CW owners. The steering is WAY quicker. The head angle has been seriously tucked in. Like

from 69° to 73°. This virtually eliminates the feeling of front end flopping that you get on some of CW's other models. Now the front end will track like it's on rails. Wherever it's pointed is exactly where it's going. No question. Instantly. Not in a second — we're talkin' RIGHT NOW.

The fork rake is the same as it's always been 'cause the forks are unchanged and trusty CW Pros. The quick one inch rake contributes more than a little to the quick and precise feeling of the steering.

With a bottom bracket height of twelve inches, you've got ground

clearance for days. Of course this gives you a fairly high center of gravity, but it doesn't get too uncomfortable.

The seat post angle is kicked WAY back — well, actually it just seems that way. When the front end was stretched out, the seat angle remained the same. So now even with the straight seat post it's almost like you've got a lay-back seat post.

With the newly stretched front end, there's no knee knockage goin' on while you're riding the Pistol Pete. Even among our gorilla-sized and larger testers.

### HANDLING AND FUNCTION

We'll just cut the Nerd Herd loose and let them flap their lips about the Pistol Pete.

"Most of the time when we're testing, I get on a bike and think, 'Yeah, this is good.' I'm used to it right away. This reason I'm used to it right away is 'cause there's about a million other bikes out there just like it. This one you get on and it feels different, but after your first lap you get used to it and you realize that someone actually did a different bike. It works good and it's comfortable. It works BETTER that way."

"I like the steering quick like that. It's real quick and positive. It doesn't wash out."

"It handles good and jumps good. They really got Pete's technology in it. It's not like any other bike."

"The bike's built for serious racing. You can style on it, but nothing real crazy. You can tell when you jump it's like you get to a certain point and it gets a little weird-feeling."

"When you're riding and just doing regular racing motions, the bike is just right there. As soon as you start getting close to twisted up when you're jumping, you know you're

# RACING TIPS



Harry tortures Eddie with his trackside Groucho imitations.

Top Pros will tell you their secret to BMX racing is no secret at all. It's power to weight. They'll tell you that the more powerful you are and the lighter weight your equipment, the faster and radder you'll be. How can you get down to fighting weight? Read on...

Out on the track every ounce counts so everything you wear on your body or bolt on your bike must be both light-weight AND durable. Any fool knows that BMX is tough stuff so the best in BMX equipment lives life on the fine line between max performance and minimum weight.

Take safety pads, for example. It's a rule that every racer has to run them, no "ifs," "ands" or "buts." And, believe it or not, the Pros say they can actually tell the men from the boys, the Pros from the Ams by simply looking at the pads on his bike!

## SOME BMX HISTORY

Way back in the... derthal daze of rules. You just ki you went along. back then... through a ty... tion your bike of 40 pounds and roll. To to be crazy bucket of any Sund crews of BMXers no-holds-t...

Back the... Standard issue u... torn jeans, thrashed... es, grubby T-shirt, skabby elbows, dirt under the fingernails and the occasional missing teeth. Whether these pedaling pioneers knew it or not they were going discover the sport of BMX or die trying!

So what is the current rage in pads among the Pros? Johar's California Lites. And not just because they come in every team color, size and style but because they offer max protection and performance at a minimum weight. A full-on set of three pads only weighs three (count 'em, 3) ounces! California Lites are so light you'll never know they're on your bike. Until you crash, that is.

We asked Diamond Back's Dynamic Duo Harry Leary and Eddie King just exactly what it was that they liked best about their Johar California Lites. Leary: "Hey, this might sound kinda corny but, just like a good friend, Lites are there when you need 'em." Then Eddie piped in, "But just like a friendly ghost you never know they're there!"

## FREESTYLE SURVIVAL TIPS

Let's get one thing straight—when it comes to freestyle BMX, Mike Buff is one of the best in the west. Riding shotgun on BMXA's mighty Trick Team, Buff has put in some pretty heavy miles both in the saddle and on the road touring over the past couple of years. So you know that when Mrs. Buff's favorite son goes shopping for bikes and gear to take on the road, only the very best will do.



Orbiting Mike Buff prepares for re-entry.

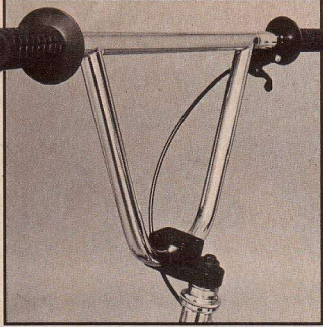
The last thing Mike needs when he's towering 10 feet above BMXA's massive half pipe is to worry about his equipment. And Buff's choice of freestyle gear must survive the whole tour. Not half of the tour. Not ¾ of the tour. The WHOLE tour.

Another important factor is that Mike Buff must survive the WHOLE tour so no matter how insane he gets on his bike, he plays it safe with California Lite pads. You've got to admit that you're fully freestylin', turning your body in any way but loose, you're knockin' your knee here, hittin' your knee there. We're talking hardened steel against soft body tissue. So do you think is going to win? Buff says. That's why he equips his freestyle gear with a flashy set of California Lites.

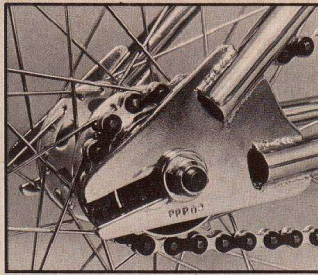
## SAFE AND INSANE

As you know, today things are a little different. Don't worry, though, BMX isn't mellowing with age. In fact if you check out this mag every month you KNOW things are radder then ever. BMXers are pulling off moves that the pioneers only dreamed of. But you know what? BMX today is safer than it ever was.

But how can everybody be getting radder than and less guys are getting hurt, you ask? Simple. All the new space age safety equipment for bike and bod. Everybody who's anybody is wearing it. Now we don't know about you guys but the Pros have always told us that they can actually go faster and get more radical when they're dressed head to toe in safety gear. ■



CW's famous bars. These things are way cool. A bit strange lookin' maybe, but cool.



Check out the serial number on our Pistol Pete frame. It's 002. You KNOW who has 001.

kind of going against its will." "Cornering and riding is excellent. It's so clean." "Super good bar position." "It's unique." "It's fun to ride." "This one's different AND it works." "It's a little harder to get used to, but once you get used to it it's GREAT." "This is the best handling CW ever."

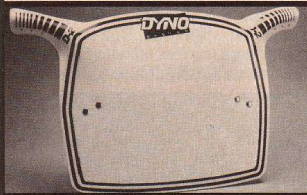
## THE BIG GRAND FINALE

Uh, gee. Er. What could we possibly add to that? *continued on page 60*



The CW Pete Loncarevich Pro Model. On a one to ten scale, this thing's about a twelve or thirteen. It's got EVERYTHING goin' for it. Light weight, good looks, and ultra-snappy handling.

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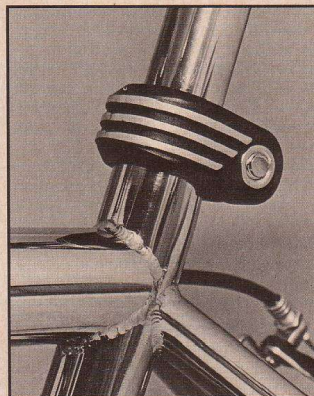
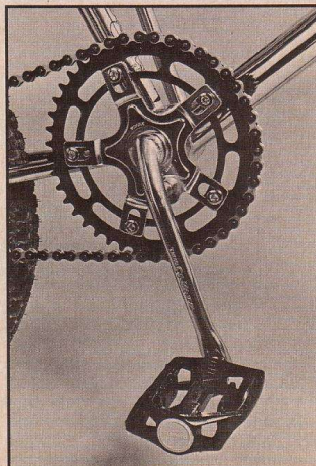
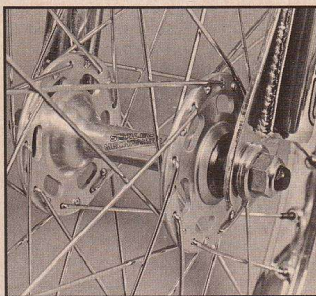
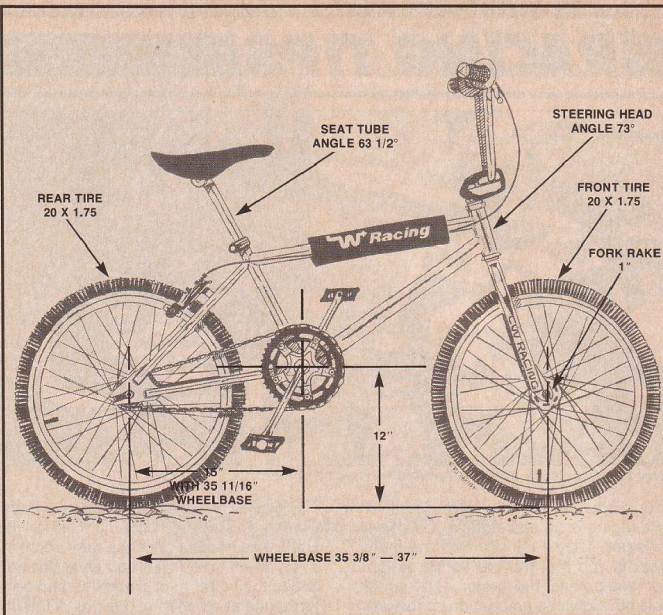
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## PRICE & SPECS

**COMPLETE BIKE PRICE:** \$359.00.  
**FINISHES AVAILABLE:** Chrome, black, and white with black, silver, and chrome components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 23 pounds, 14 1/2 ounces.  
**FRAME WEIGHT:** 3 pounds, 15 1/2 ounces.  
**FORK WEIGHT:** 1 pound, 10 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.

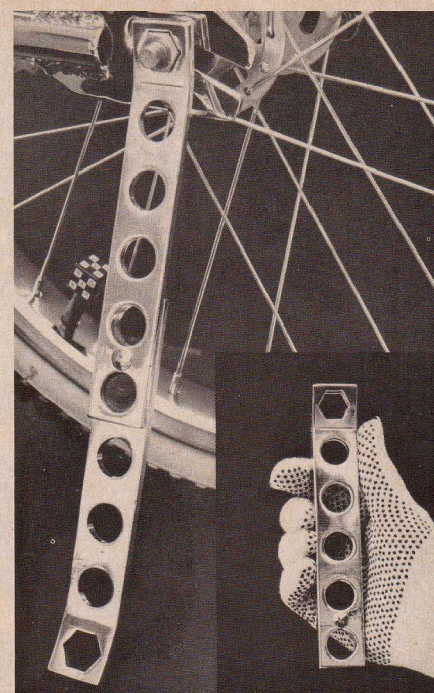
**HANDLEBAR RISE (C/L of stem clamp to C/L of grips):** 8 3/4 inches.  
**HANDLEBAR WIDTH:** 28 inches.  
**TOP TUBE O.D.:** 1 1/8 inches.  
**DOWN TUBE O.D.:** 1 3/8 inches.  
**FORK LEG O.D.:** 1 inch.  
**BOTTOM BRACKET TYPE:** Large.

## COMPONENTS

**FRAME:** CW Pistol Pete, chrome-moly.  
**FORK:** CW Pro, chrome-moly.  
**HANDLEBAR:** CW Pro, chrome-moly.  
**HANDLEBAR STEM:** Pro Neck II, aluminum and chrome-moly.  
**GRIPS:** A'me Tri, rubber.  
**HEADSET:** Tioga Bear Trap II.  
**RIMS:** Araya 7X, aluminum.  
**SPOKES:** 36, .080, with aluminum nipples.  
**HUBS:** Shimano Silver Series, high-flange, aluminum.  
**TIRES:** Tioga Comp III.  
**TUBES:** Tioga SuperLite.  
**BRAKE:** Shimano Tourney, aluminum, rear only.  
**BRAKE PADS:** Shimano.  
**BRAKE LEVER:** Shimano DX.  
**BRAKE CABLE:** Shimano.  
**PEDALS:** Shimano SX, aluminum and chrome-moly.  
**CRANK:** Takagi, one-piece forged chrome-moly, 175mm.  
**BOTTOM BRACKET SET:** Tange.  
**FRONT SPROCKET:** Takagi aluminum, chainwheel, 44 teeth.  
**SPIDER:** Tioga UV-1, chrome-moly.  
**FREEWHEEL:** Shimano DX, 16 teeth.  
**CHAIN:** Izumi, 1/8 inch.  
**SEAT:** Kashimax Aero.  
**SEAT POST:** CW, chrome-moly.  
**SEAT POST CLAMP:** Tange, aluminum.  
**ACCESSORIES:** CW pads.

## PERFORMANCE EVALUATION

**PURPOSE:** Racing (up to and including pro). High class, highly strung street use.  
**AGE RANGE:** 13 and up racing, 12 and up street.  
**QUALITY OF FINISH:** Excellent.  
**QUALITY OF WELDING:** Very good.  
**QUALITY OF COMPONENTRY:** Very good to excellent.  
**GEOMETRY:** Excellent.  
**HANDLING:** Razor-like precision in corners . . . Demands constant attention from its rider . . . Speed jumping and jumping are both excellent . . . Slight tendency for front wheel landings off jumps.  
**MISCELLANEOUS COMMENTS:** Fork race fit is perfect—mundo . . . Headset and bottom bracket cups fit VERY snugly . . . put a slight amount of grease on both the seat post clamp bolt and the clamping hardware on the seat so the chrome on the threads doesn't gall and cause them to seize . . . Quality components abound . . . Nothing tweaked, bent, or broke . . . Don't change a thing — just go racin' and have a blast.  
**TEST INPUT:** R.L., Buff, Oz, Gibey, Andy Jenkins, and Pete Loncarevich.  
**MANUFACTURER:**  
CW Racing  
731 Melrose St.  
Placentia, California  
92670  
Tel: (714) 996-1660 ■



**CAN'T STAND YOUR BIKE?**

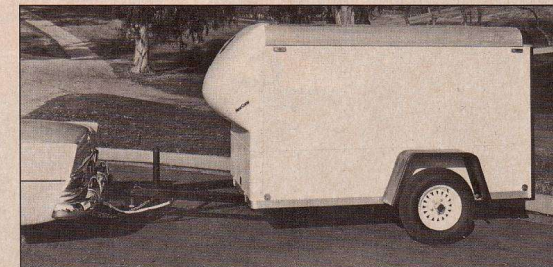
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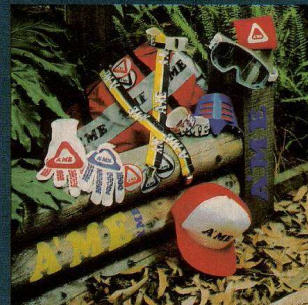
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The DX Adjustable Brake Lever. Light alloy levers for left or right position. The DX Platform Pedal. Grabs your foot without dangerous teeth.

damage; they spin freely on adjustable cone bearings and 3/8" Chromoly steel axles.

The DX Silver Series also includes the perfect match for the DX hub, Shimano's DX Chromoly freewheel. Genuine chrome molybdenum steel beefs up the DX

Sealing the new DX hub is accomplished with an ingenious series of floating resin rings fitted to the hub cone. This permits simple maintenance and fine tuning.

freewheel's extra-wide pawls and strengthens each tooth of this super sprocket for competition performance without extra weight.

Those Chromoly teeth also fit 1/8" or 3/32" chains with equal efficiency, and you won't find finer links than those of the Silver Series Dura-Ace chain. Shimano's best, the Dura-Ace chain boasts bearing steel pins and Chromoly bushings to beat the stretch and wear that break ordinary chains.

You'll find the hot new Silver Series look on a pair of competition-proven DX components too, Shimano's famed DX Platform Pedals and DX Adjustable Brake Levers.

Already a favorite for all sizes of experts and pros, the revolutionary DX pedal

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With its special size and shape the DX pedal grabs your sole without sharp teeth and levels in an instant to get you back on the pedals as soon as you're ready.

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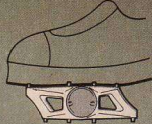


DX Chromoly Freewheel tooth profile fits both 1/8" and 3/32" size chains.

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Understand why Shimano DX is widely limited, but never surpassed.

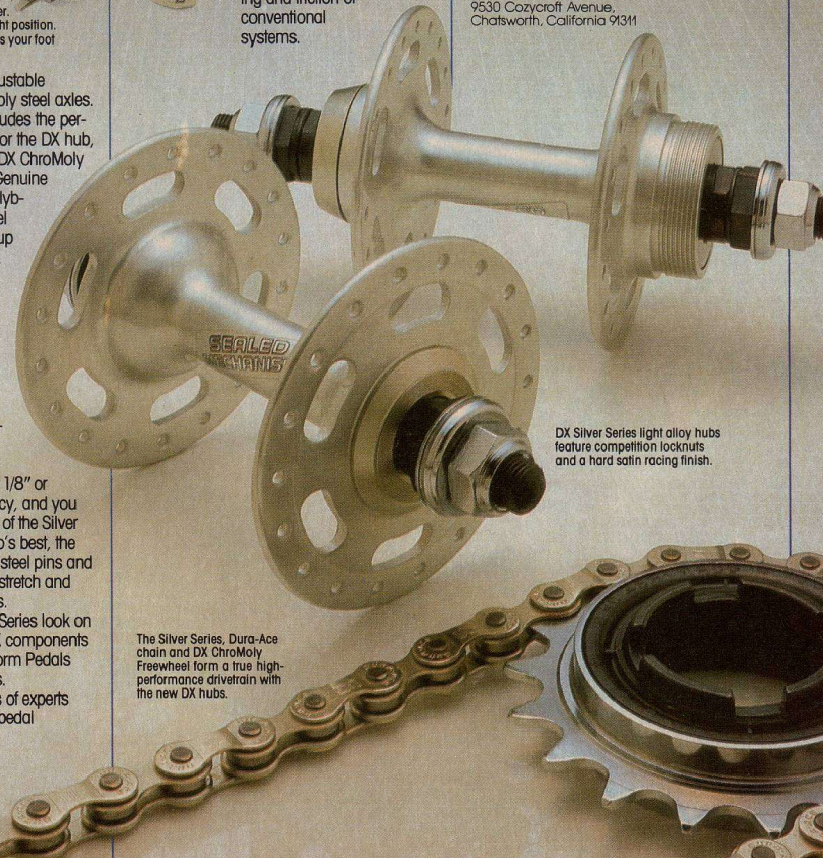
The Shimano DX Silver Series is more than the right stuff, it's the winning stuff.



The Parallelgram Profile of the DX pedal is designed to level the platform instantly while positioning your foot for max power.



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DX Silver Series light alloy hubs feature competition locknuts and a hard satin racing finish.

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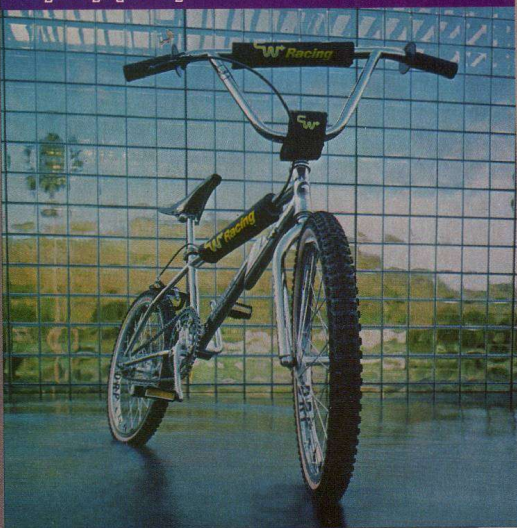
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**1984**

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**Sat., Sept. 1**  
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7 Yrs.	8-9	8-9 Open
8 Yrs.	10-11	10-11 Open
9 Yrs.	12-13	12-13 Open
	14-15	14-15
	16 & Over	16 & Over
<b>Cruiser Classes</b>	<b>Pro</b>	
11 & Under	11	
14	18-24	
15	25-34	A Pro Pro Award
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6. \_\_\_\_\_  
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\* I do not have my 5 Nationals as of this date but I will be attending the National (s) at:

to qualify me to compete for a National Plate at the Grand National.

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(Please read the following before signing.)

In applying to enter any or all of the above mentioned races, I the racer and I/we the parent/gdn., hereby release all the rights and claims which I may have against you arising from conditions related to use of the track or track area or as a result thereof. Each of the undersigned expressly agree that the foregoing release waiver holds harmless and indemnifies National Bicycle League, Schwinn Bicycle Company, Levi Strauss & Co., its directors, owners and possessors of Derby City BMX Association, the Kentucky Department of Parks, and E.P. "Tom" Sawyer State Park.

Parent/Gdn. Signature: \_\_\_\_\_  
Date Signed: \_\_\_\_\_  
Rider's Signature: \_\_\_\_\_  
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# INTERVIEW

TWO OF FREESTYLE'S FASTEST RISING STARS TALK ABOUT HOW TO MAKE IT

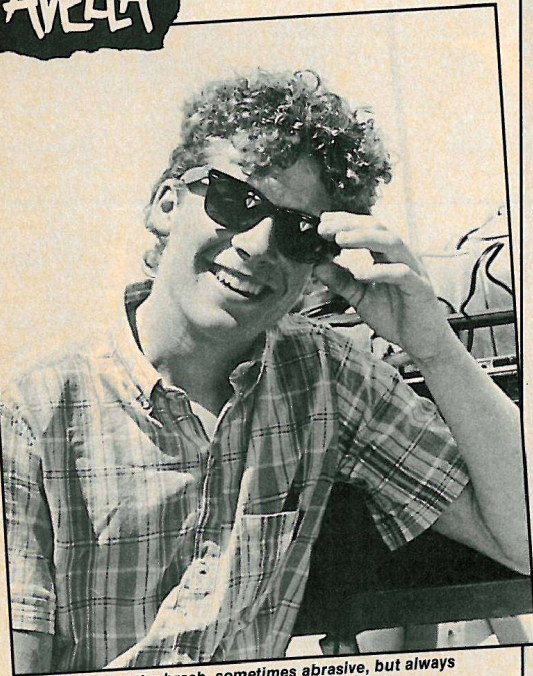
# WILKERSON & AVELLA

Teamwork. Wilkerson, Avella, and a few synchro'd one-hander, one-footer back hops. These guys have MAJOR fun when they ride.



# The 2-Hip Trick Team

# WILKERSON & AVELLA



Ron Wilkerson, the brash, sometimes abrasive, but always radical manager of the 2-Hip Trick Team.



Rich Avella. The other half of the 2-Hip crew.

With the popularity of freestyle on the rise, the doors of opportunity are flying open for talented riders who are looking for factory sponsors.

If you're living outside the Southern California area, you're probably thinking, "Yeah, sure. How am I gonna get a factory sponsor and all that good stuff?"

Well, we're gonna tell you. First you have to have talent. Then you have to be persistent. Almost pushy. Like Ron Wilkerson. He, along with Rich Avella, make up the 2-Hip Trick Team. These guys recently picked up a sponsorship for freestyle equipment from GT.

They also live way up in Novato, California, which is about a half hour

outside of San Francisco. We wondered how they got GT's attention, how they put together their trick team, how they set up shows, etc. Also, since they'd already done it,

## "LIKE EVERY SHOW WE DID WOULD LEAD ON TO MORE."

if they had any tips for guys out there who are trying to do the same thing.

Once the tape started rolling, these guys didn't hold ANYTHING back. They speak their minds.

"Course since these guys are cookin', we also wanted to get some hot

pics, so we asked 'em to truck on up to our secret headquarters high atop the awesome and forbidding mountains of Torrance for a HD photo session.

**BMXA:** "First off, a little background stuff. How old are you guys?"

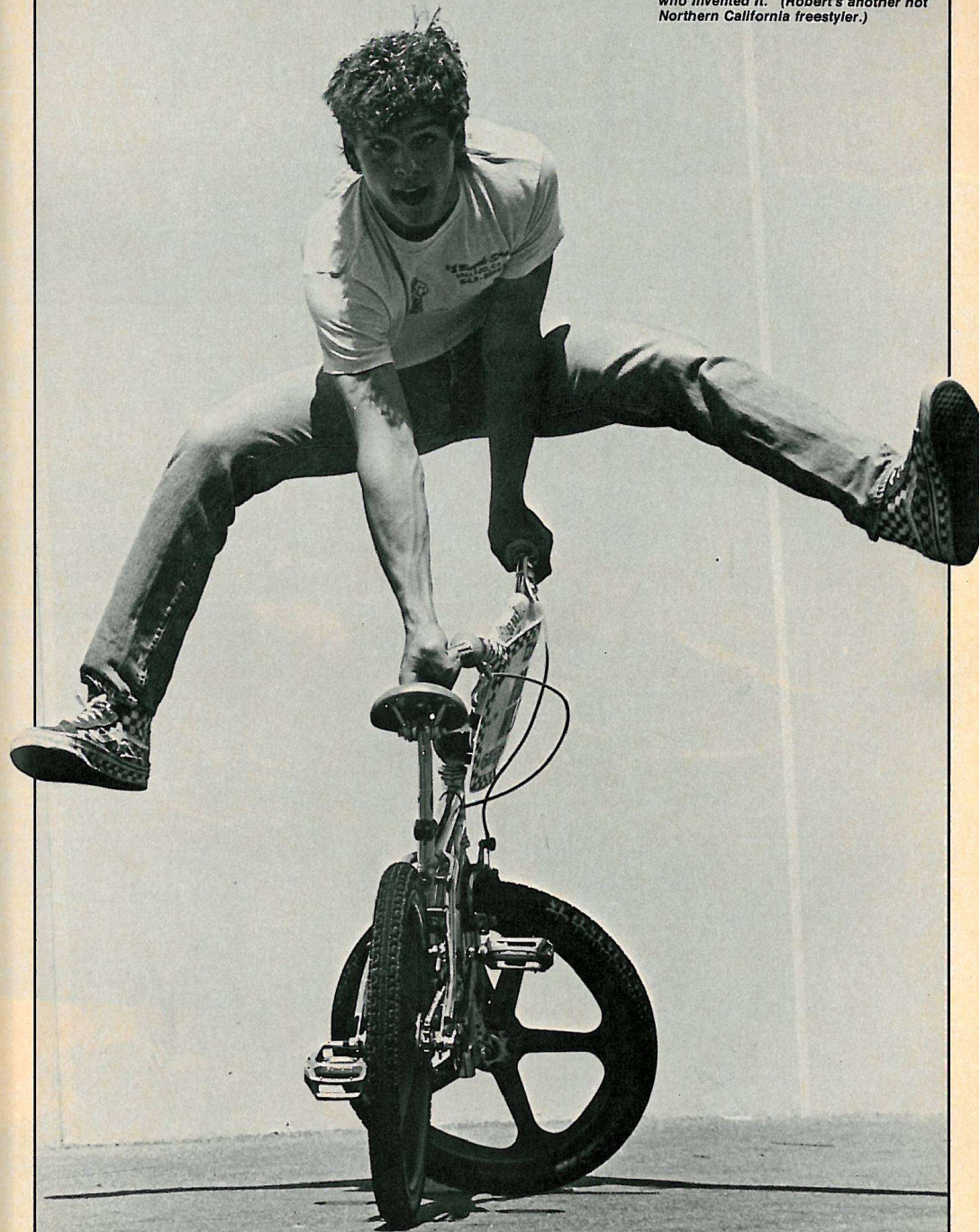
**Rich:** "We're both 18."

**BMXA:** "How did you guys get into freestyle?"

**Ron:** "Well, we were racing and it got kind of lame so we built a small ramp and then started doing tricks."

**Rich:** "Then we built a quarter-pipe. We got our bike shop sponsor from racing to set up a show for us. We did our first show free for a benefit fair."

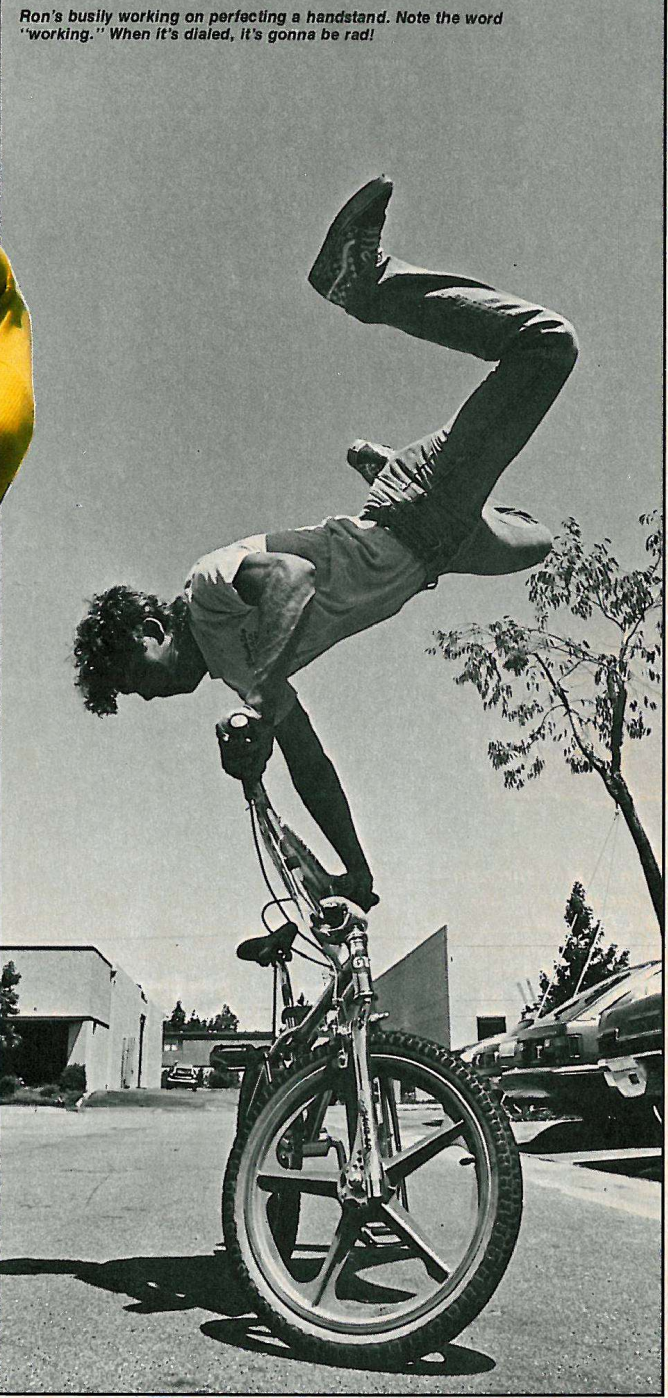
"I'll do this one if you'll call it a Peterson. Robert Peterson's the one who invented it." (Robert's another hot Northern California freestyler.)



# WILKERSON & AVELLA

Critical edge control on a quarter-pipe kick turn. Avella in the saddle. This close to the edge is HAIRY!

Photo by Bob Osborn



Ron's busily working on perfecting a handstand. Note the word "working." When it's dialed, it's gonna be rad!

# WILKERSON & AVELLA

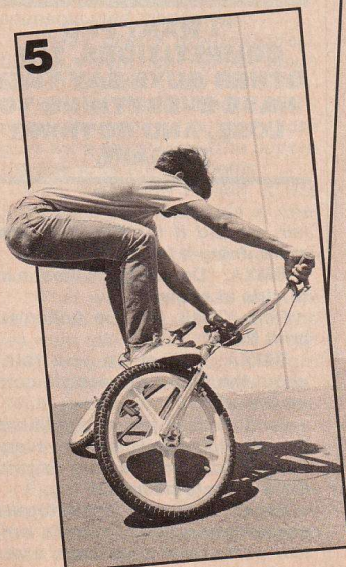
Ron buzzin' through a pedal spin in the Wiz Pubs photo studio. The deal here is to lay the bike down, balance on the pedal, push off and pirouette around a few times.



Photo by Bob Casborn



This thing-a-ma-jigger's called a switch stance. Riding forward, you slow to a stop. While balancing, stick one foot on the top tube and the other on the front tire. You have to keep your front brake locked. While you're balancing, stretch out and tuck back like when you're peaking in a curb endo. Straightening up and turning the bars at the same time, you do sort of a combination hop-pivot on your toes to get to the other side. When you get there, stick your forward foot back onto the front wheel. Your other one stays on the top tube just like before. Go for max tuck and stretch again. Alternate back and forth as many times as possible. That's Avella demonstrating.



BMXA: "What made you think of going into freestyle?"  
 Ron: "At races we used to jump and attract attention and we saw R.L. and Buff in the magazine."  
 Rich: "We also saw Eddie Fiola at some show in the Cow Palace in San Francisco."  
 BMXA: "How did you guys start building up your trick team?"

Ron: "Well, we just started doing shows and I called potential sponsors."  
 BMXA: "Were you sort of aggressive when it came to calling people?"  
 Ron: "Yeah."  
 BMXA: "Where did you learn how to promote yourself?"  
 Ron: "Just tips from different people. You learn a LOT along the way. I'm the team manager. I do all this stuff. I just started building it up, talking to people - every show we did would lead on to more. We've also got an agent. We met him at a show."  
 BMXA: "An agent?"  
 Ron: "Yeah, a booking agent. He books people for concerts, fairs - he knows a lot of fair managers, which is good for getting shows."

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**WILKERSON & AVELLA**

BMXA: "So you guys charge for shows, right?"  
Ron: "Yeah, for fairs we charge \$300 a day for three half-hour shows. For bike shops probably \$150 to \$200."  
BMXA: "How do you go about setting up your shows?"  
Ron: "We just look for events where we can just call them up and say we've got this trick team - you learn how to talk, from talking to sponsors and stuff, and you learn how to talk about your team. You tell them about your show. If you have a resume, that helps. I'll mail it to them, and then if they're impressed, they'll do it."  
BMXA: "How should somebody start out?"  
Ron: "Start out real slow. Just doing anything. Learn your tricks. Do shows at bike shops for free. When you get better, fairs are a really good place to do shows. There's a lot of money in it. When we first started out last year at a

**"I WANT PRO COMPETITIONS. THE OTHER GUYS SAY THEY HAVE EVERYTHING TO LOSE, AND NOTHING TO GAIN."**

fair, we did it for \$75. This year we're doing it for \$750."  
BMXA: "Do you guys meet a lot of girls at shows?"  
Ron: "Yeah, but you better not print that."  
BMXA: "What do you think about the future of freestyle competitions?"  
Ron: "I want pro competitions. The other guys say they have everything to lose and nothing to gain. But I'd like to do something."  
Rich: "They have skatepark competitions where there's only two parks, and they have a pro

class - freestyle competitions you can have ANYWHERE."  
BMXA: "Where would you guys rank yourselves?"  
Ron: "Up there. I'd like to say we're the best, but I can't really say 'cause I haven't seen some of the other guys ride."  
BMXA: "Are you guys getting paid by GT?"  
Rich: "Nope. It's a pain having to work, go to school, and try to practice."  
Ron: "I wish I could get paid by GT. I could ride so much more. They based our sponsorship on the recommendation of a couple people and we really haven't been in any magazines. They said it could change. I definitely want to get paid next year. They gave us our bikes, uniforms, and they paid for us to come down here."

**"WHEN WE FIRST STARTED OUT LAST YEAR, WE DID A SHOW AT A FAIR FOR \$75. THIS YEAR WE'RE DOING IT FOR \$750."**

"We're gonna go to GT tomorrow to talk about a tour. If that turns out, we could make a lot of money doing shows at fairs."  
"I want to move down here next year to be around the factories, sponsors, and magazines."  
"I was pretty disillusioned, though. I went down to San Diego expecting some really rad riders. We went to Mission Beach, that's where the hangout is, and those guys were pretty lame. The guys in the Bay Area are way better."  
Rich: "We were thinkin' it was just gonna be a multitude of freestylers."  
Ron: "Yeah, I expected to learn some new tricks."  
"What was funny was we were talking to this guy down there, and we were telling him that we live in San Francisco, which is eight hours away, and this guy's goin', 'Well, people that live by the factories get sponsored really easy.' We told him, 'No WAY! We worked for it!'"  
Rich: "He was trying to tell us that we got a sponsor 'cause we live closer to the factory. He lives WAY closer than we do."

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**MTP-100:** Sealed Bearing type  
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**Specifications:**  
**MATERIAL:** Body — Light Alloy  
Cage — Light Alloy  
Spindle — Cr-Mo  
**DIMENSION:** 90mm x 110mm  
(3-1/2"x4-15/16")  
**WEIGHT:** 490g (17.2 oz.)



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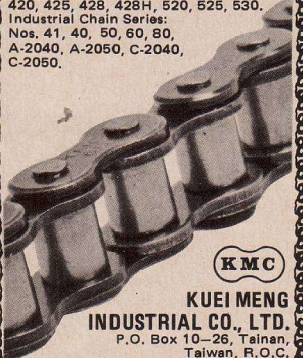
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Ron: "It was cool. We stayed at a friend's house in San Diego, and he has a Vespa scooter. We were playin' the Mod men. He has this long coat and scarves, and the Ray-Bans."

"We were riding this scooter around, and it has stickers on it like The Beat, and these long hair surfer types were flippin' us off. It was great."

"In San Francisco we always go thrashin' - slam dancin' at On Broadway. It's where all the punkers go to thrash. They have shows every weekend."

BMXA: "Are you guys into punk?"

Ron: "Yeah, definitely. We're closet thrashers. It's fun to dress up and go there, you're in with those people and then you go back home and you're just normal."

BMXA: "Do you guys plan on making a living out of freestyle?"

Ron: "I want to, yeah. If I get in the magazines enough this year. Our shows are good enough. We have enough tricks."

BMXA: "We're about out of room, guys. Do you have anything else you want to add? Any more advice for guys out there who are getting into it?"

Ron: "Yeah. Wherever you're doing a show usually requires insurance because somebody could fall and get hurt and sue. Or a little kid from the crowd could wander in and get hurt. We get our insurance through the Boy Scouts. They have a good insurance program and it costs like \$40 bucks. They even make the fair additionally insured. We'd usually have to pay a lot of money for insurance. You have to check with your local Boy Scout Council to see if they'll go for it. What we did is set up our own Boy Scout Explorer post. You have to have like five members - we got some friends to do it, and we make every show we do like an activity. It works really good." ■

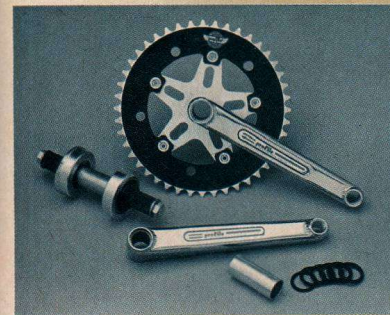
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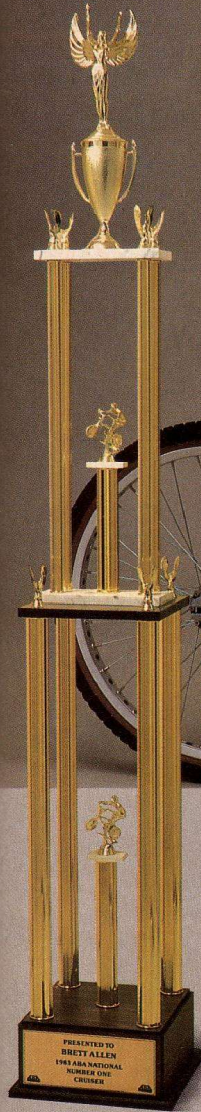
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heat-treated steering tube and large diameter 1 1/2" fork legs.

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See the Pro Class™ Cruiser frame set or the complete bicycle with Pro Class™ Wheels™ and find out how fast you can go with Number One.

\* Patent Pending



**BMX**  
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**OFFICIAL TEST**

**IT MAY BE  
ECONOMICAL BUT  
IT'S DEFINITELY NOT  
YOUR PLAIN-WRAP,  
GENERIC SCOOT**

1984 looks to be the year of the high-quality, low dollar, mass market BMX bike. Scads of manufacturers are working on durable, raceable, low budget but high performance scoots, and the bikes that are showing up are nothing less than unbelievable. MEGA performance for minimum bucks.

At this point, unless something TOTALLY incredible and earth-shattering hits the market, it looks like Red Line's 500a is the king of the budget-minded moto machines.



# RED LINE 500A

Imagine owning a legendary Red Line, complete with a chrome-moly frame and fork, a fairly hefty sprinkling of qual components — we're talkin' a bike that you could ride out of your local bike shop and onto a track — for right around \$200. UN-REAL or what?

## **ONE SWEET DREAM CAME TRUE TODAY**

You read right. Chrome-moly frame and fork. And Red Line geometry and design, which adds up to Red Line performance.

Construction for these particular bikes is done in Taiwan. Red Line isn't the first, and definitely won't be the last, to have their budget bikes made there.

The construction is pretty good. You can't expect perfectly precise weld beads like on the Carrera, but you don't get seagull poop welds, either.

The size of the Series-Three frame is about perfect for dudes in the 11 to 14 range. It fills the gap between the Micro-Line and the Pro-Line quite nicely, thank you.

The bars have a good power bend and Red Line's famous V crossbar, which in case you didn't know, is engineered so the crossbar will flex slightly and take a little of the stress off the welds. They're constructed from high-tensile steel.

## **WELCOME TO COMPONENT COUNTRY**

Considering the low price, there are some incredible goodies on

*Swick gettin' slick. Kickin' out over the doubles at his local neighborhood practice track.*

here. Like the new Red Line Forklifter stem. This replaces "The Brute," Red Line's old pro stem. It's a little slimmer, which also means less weight. It has four bolts doing the clamping, but instead of being split top to bottom with the bolts coming in from the top, this one clamps from the front. Materials used for its construction are cold-forged aluminum and chrome-moly.

Some of the early production bikes came equipped with a stem that wasn't as zoot as the Forklifter, but by the time you read this it'll be a standard item.

Let's see, there's also Ukai aluminum rims, and Suzue high-flange hubs. Not too shabby.

A real live Dia-Compe standard caliper handles the braking. Surprisingly well, too — at least after you engineer a power bend into the standard straight brake lever. Some gentle persuasion with a hammer and vice will do the trick.

The cranks are hardened steel Sugino units. They won't stay true as long as chrome-moly cranks, but they're a BIG step above non-heat-treated cranks.

There's a chrome-moly Sugino quick change spider. It makes life much nicer when you start racing different tracks and have to start changing gearing.

The Victor pedals don't give you tons of surface area, but what they do give is plenty of traction. They also have a chrome-moly spindle so you can expect some reasonable life out of 'em.

You even get a set of Red Line pads. Thank you, Red Line.

#### HANDLING REPORT

Legendary Red Line from the word go. \$400 of performance for a \$200 price tag! It's fairly light; only 24 pounds, 13 ounces. Thus, it's responsive. Blast out of the gate. Throw it into corners. Kick out the jams over the jumps. All no problem.

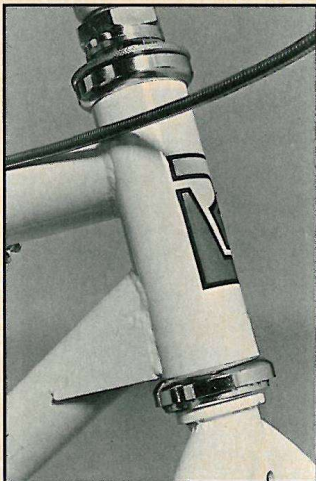
For racers in the 11 to 14 age range, we'd give it a 10.

#### NIT PICKIN' DEPT.

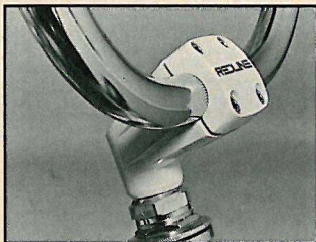
For the price of this bike this list is pitifully short. In fact, shorter than a few bikes we can think of that carry MUCH higher price tags.

We hated the straight brake lever. At least 'till Gibey artfully engineered a new bend into it.

For some reason, our bottom bracket was short one ball out of its



Ah yes, the often copied Red Line head tube mini-gussets are in place.



The new slimmer, trimmer Red Line Forklifter stem. Check out how the bolts come in from the front instead of the top like the old Red Line Pro stem.

left cage. Trivial, and probably one-in-a-million, but something to check — just in case.

The grips were passable. Keep 'em around 'till you lynch 'em and then look for a pair of more comfortable rubber units.

That's it.

#### LOOK OUT FOR GREAT WHITE

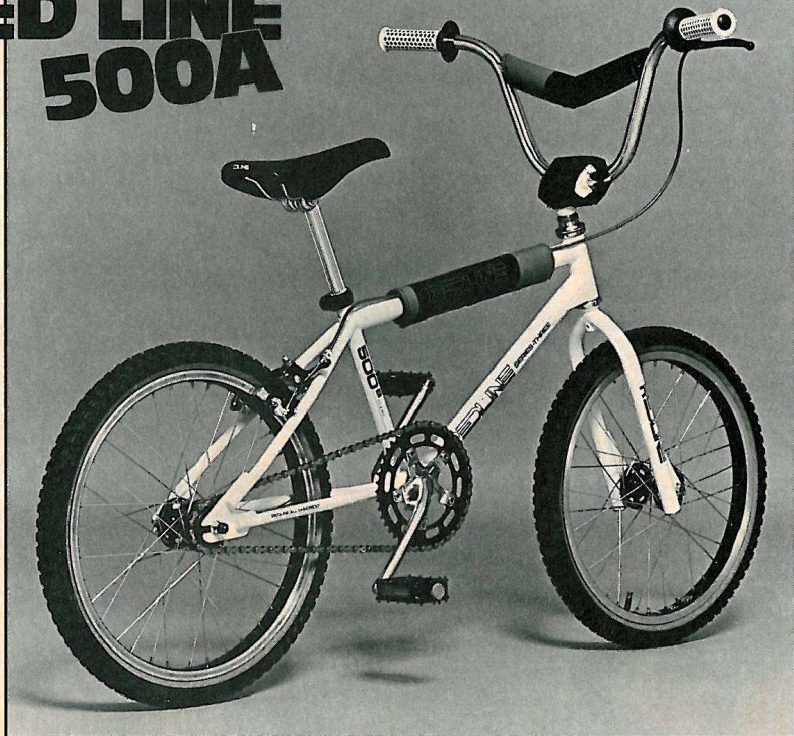
This bike will inspire thousands of desirous drools across the country, and for good reason. If you're thinking about getting into racing, this is the ultimate entry level machine. There's plenty enough performance to keep you competitive for a long time to come. Actually, even if you already have a mega-buck factory replica racer, you might just want one of these to thrash around on and ride to school so you can keep your race bike absolutely pristine.

Red Line, you done good.

R.L. workin' out on a power move in front of a crew of Wiz Pubs staffers and visitors. Eagle-eyed readers will notice that this isn't the same bike that's in the photo on the spec page. That's 'cause we had two 500a's for this test. One pre-production prototype (the one that R.L.'s riding), and a production model that was WAY cooler. The bars on the production bike had a much better power bend. It was also fitted with the new highly zoot Red Line Forklifter stem.



# RED LINE 500A



## PRICE & SPECS

**COMPLETE BIKE PRICE:** Painted \$199.00, chrome \$209.00. (West coast, plus tax and dealer set-up charges.)  
**FINISHES AVAILABLE:** White and chrome with black, chrome, and silver components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 24 pounds, 13 ounces.  
**FRAME WEIGHT:** 4 pounds, 1/2 ounce.  
**FORK WEIGHT:** 2 pounds, 1 1/2 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.  
**HANDLEBAR RISE (C/L of stem clamp area to C/L of grips):** 8 3/4 inches.  
**HANDLEBAR WIDTH:** 27 3/8 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 1/4 inches.  
**FORK LEG O.D.:** 1 inch.  
**STEERING HEAD ANGLE:** 71°.  
**SEAT TUBE ANGLE:** 66°.  
**FORK RAKE:** 1 11/16 inches.  
**BOTTOM BRACKET HEIGHT:** 11 inches.  
**WHEELBASE:** 35 3/16 inches to 36 5/16 inches.  
**BOTTOM BRACKET TYPE:** Large.

## COMPONENTS

**FRAME:** Red Line Series-Three, chrome-moly.

**FORK:** Red Line Series-Three, chrome-moly.  
**HANDLEBAR:** Red Line V-bar, high-tensile steel.  
**HANDLEBAR STEM:** Red Line Forklifter, aluminum and chrome-moly.  
**GRIPS:** Fuan, vinyl.  
**HEADSET:** Heat-treated cups, Japanese ball-bearings.  
**RIMS:** Ukai, aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** Suzue, high-flange, aluminum.  
**TIRES:** Cheng Shin, 20 X 1.75 front and rear.  
**BRAKE:** Dia-Compe caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** Victor, aluminum and chrome-moly.  
**CRANK:** Sugino, heat-treated, 177mm.  
**BOTTOM BRACKET SET:** Heat-treated cups, Japanese ball-bearings.  
**FRONT SPROCKET:** Sugino steel chainwheel, 44 teeth.  
**SPIDER:** Sugino, chrome-moly.  
**FREEWHEEL:** SunTour, 16 teeth.  
**CHAIN:** KMC, 1/8 inch.  
**SEAT:** Velo.  
**SEAT POST:** Fluted aluminum.  
**SEAT POST CLAMP:** Cast aluminum.  
**ACCESSORIES:** Red Line pads.

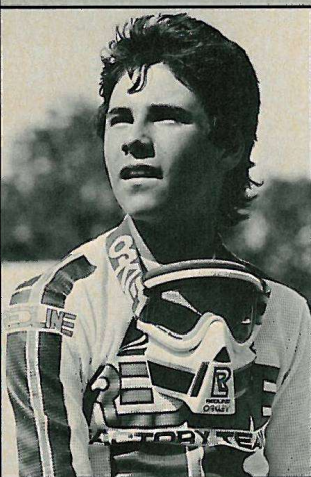
## PERFORMANCE EVALUATION

**PURPOSE:** Racing (up to and including expert), econo-qual street machine.  
**AGE RANGE:** 11-13 racing, 10-14 street.  
**QUALITY OF FINISH:** Good.  
**QUALITY OF WELDING:** Good to very good.  
**QUALITY OF COMPONENTRY:** Good to excellent.  
**GEOMETRY:** Excellent.  
**HANDLING:** Comfortable — no quirks . . . Speed jumping is simple . . . Air time doesn't unnecessarily raise any pulse rates . . . Good all around . . . Steering is neutral — just keep your weight centered in the corners.  
**MISCELLANEOUS COMMENTS:** Unbelievable . . . Lots of bike for not much money . . . Paint chips off fairly easily . . . Put on a number plate and go racing.  
**TEST INPUT:** R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Andy Jenkins.  
**MANUFACTURER:** Red Line Engineering  
830 Tourmaline Drive  
Newbury Park, California 91320  
Tel: (805) 498-6783



*Our guest celeb for the 500a test — factory Red Line heavy and the pride of Elsinore, Robert Swick, gettin' WAY down over a jump.*

## GABBIN' WITH ROBERT SWICK



**AGE:** 12  
**HOME TURF:** Elsinore, California  
**SPONSOR:** Red Line Engineering  
**STATUS:** NBL National No. 2, 11 Expert

Robert is the ultimate mellow dude. Kicked back to the extreme. Quiet too. He doesn't have a whole lot to say. Except when he and his bike hit the track. Then there's nothing at all mellow about him. He's quick!

When we jammed out to Elsinore to talk to and shoot photos of Robert, we were surprised when we saw the cool little practice track around the corner from his house. Actually, it's not so little — a guy in their neighborhood who owns a tractor helped build it. It looks almost like a regular track. Lots of jumps, a few big berms, and like that. This is where Robert does a lot of his training.

Robert's mom was out watching us shoot photos. Also his friend and training partner, John Wyatt, who races 17 Expert.

**John:** "Robert likes to take people out when we're practicing here."

**BMXA:** "Really? Do you do

that, Robert? Are you a dirty rider?"

**Robert:** "On this track. Not when I race. Here I just make sure they don't pass me. Try and kick out on their front tire over jumps and stuff."

**John:** "If Robert's behind here, he'll be tryin' to sneak in on a turn, slide a little elbow in there and push you up. In races, if someone dives on him coming into a turn, he can usually hold his line and keep the guy from taking him out."

**BMXA:** "What if you didn't practice that, Robert? If somebody hit you, would you crash easier?"

**Robert:** "I might squirrel off the track or something. This helps my control. It's good to learn how to protect yourself. If that stuff happens during a race, I know what I can do. Instead of them coming up and hitting me and I just fall, I can lean on 'em to protect myself."

**BMXA:** "Do you guys train together a lot?"

**Robert:** "Yeah. We ride the rollers, do weights. I went to a gym and they taught me how to use the weights so I don't hurt myself."

**BMXA:** "Who's your toughest competition?"

**Robert:** "There's four guys. Damian Bernal, Monte Gray, Eddie Seigmund, and Jason Johnstone. Damian's probably the toughest. He's been winning a lot lately."

**BMXA:** "How did you get hooked up with Red Line?"

**Robert:** "Well, in '82 they were watching me for about three months. Then I won a couple nationals, and they were there, watching me again. A few days later they called my dad — it was about 7:30 in the morning and I was just getting up to take a shower. They asked him if I'd like to ride for Red Line. They told my dad the deal; that I'd have to win two nationals to get on the factory team."

**BMXA:** "So you were on a support deal for awhile?"

**Robert:** "Yeah. They gave me a jersey, leathers, and a frame and fork. After I got a new prototype Micro-Line. I won the first two nationals I rode. Then I got moved up to the factory team."

**BMXA:** "Who else have you ridden for?"

**Robert:** "I rode for CW's factory team a couple years ago. Then I rode for GT's support team. I couldn't do that good on their bike. It was too short for me. I had to privateer for about a year. My parents helped me out a lot."

**BMXA:** "What does BMX do for Robert, Mrs. Swick?"

**Mrs. Swick:** "Well, I'll tell you why we got him started. He had a real bad temper. You would never believe it from Robert. He learned to control that. We had him in soccer and baseball — everything. It seemed like if he didn't get full effort from the rest of the team, he wasn't satisfied. In BMX it's all on his own."

**BMXA:** "He seems pretty mellow now. BMX did that for him?"

**Mrs. Swick:** "I think so."

**BMXA:** "What else does he get out of it?"

**Mrs. Swick:** "Well, he has to keep up his grades. This is something that he'll no way let go."

**BMXA:** "What happens if he doesn't keep the grades up?"

**Mrs. Swick:** "He doesn't go to the next race. We've never had to do it, but this is our understanding. In general, I just think it's great for him."

**BMXA:** "How long has he been racing?"

**Mrs. Swick:** "Four or five years. He still loves it. You make so many new friends. I can't believe the calls that kid gets. He gets calls from everywhere. He's got a lot of friends from all over and they want to know where he's going to race. They all usually show up at the same place."

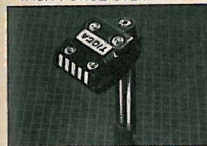
"He's gotten quite a few fan letters. All from boys — no girls yet."

*continued on page 92*

# TIOGA LEADS THE WAY.



TASK FORCE STEM



TASK FORCE SEAT CLAMP



TASK FORCE CR-MO TRIANGLE SHAPED OPC



TASK FORCE HEADSET



TASK FORCE Force Connection



COMPTV



Every day motocross gets tougher. Every day it puts more demands on you and your machine. Well, it puts the same kind of demands on the BMX manufacturer. Only the best will survive. Only those whose parts meet your demands.

### Lighter, stronger, better parts from TIOGA.

We're always looking for ways to make your bike trimmer and faster. . . that's why we put constant research to work for you. Designing improved parts from new, lightweight materials.

### Tested in the factory and on the track.

Our worldwide reputation rides on every part we sell. That's why every TIOGA part is factory-tested. And track-tested too.

### BMX never stands still. And neither does TIOGA.

We're in the forefront of the industry in the application of the latest technological advancements in motocross. That's what keeps us ahead of the competition. And that's why TIOGA is the choice of the pros.

And much more...

TIOGA INFORMATION CENTER P.O. BOX 7435, GLENDALE, CA 91205-7435



continued from page 90

### RAPID ROBERT'S RED LINE RACER

**FRAME AND FORK:** Red Line ML-20, chrome-moly.

**HANDLEBAR:** Red Line Stu Bars, chrome-moly. ("I cut a half inch off each side.")

**HANDLEBAR STEM:** Red Line, aluminum and chrome-moly.

**HEADSET:** Tange, with SunTour head lock-up.

**RIMS:** Araya 7X, aluminum.

**SPOKES:** 36, .080, with brass nipples.

**HUBS:** Suzue, sealed-bearing.

**TIRES:** Knarler Knobbies, 20 X 1.75 front and rear.

**BRAKE:** Dia-Compe MX caliper, rear only.

**BRAKE LEVER:** Dia-Compe Tech 3.

**BRAKE SHOES:** Mathausser.

**BRAKE CABLE:** Dia-Compe.

**GRIPS:** Oakley B-1B, with stacked-up thumb pads to keep his hands on the outside of the bars.

**PEDALS:** SunTour XC-II with sharpened cages. ("My dad didn't have anything to do one day, so he sharpened them.")

**CRANKS:** Red Line Flight, three-piece tubular chrome-moly, 175mm.

**BOTTOM BRACKET SET:** Red Line loose-ball.

**FRONT SPROCKET:** Red Line, aluminum, 41 teeth.

**FREEWHEEL:** SunTour, 16 teeth.

**CHAIN:** Sedisport, 3/32".

**SEAT:** Elina.

**SEAT POST:** Red Line, chrome-moly.

**SEAT POST CLAMP:** SunTour, aluminum.

**SAFETY PADS:** Red Line.

**NUMBER PLATE:** Wizard. ■



The 500a is even cool to mess around with for freestyle, like this track stand. Note that nothing is touching the ground but the tires.

Most bicycle companies set out to be just that, a bicycle company. Not PATTERSON RACING. In 1976, we started out racing bicycles and we have continued racing bicycles and winning.

Over the years, all of our efforts have been concentrated on this goal. The professional wins that seem so constant now are a direct result of our commitment to this goal.

In the beginning, the PATTERSON team went through a lot of bikes trying to find one that worked. When we couldn't find one, WE BUILT ONE. We built a bike that we could race with, a bike that we could win with, a bike that we could put our name on.

At PATTERSON RACING, we design our own equipment because we feel that to build the best, you need the best designers, and we couldn't have a more qualified staff.

**BRENT PATTERSON:**

Current Professional World Champion, Three-time N.B.L. #1 Pro cruiser, Former A.B.A. National #1 Pro Rider.

**BRIAN PATTERSON:**

Two-time A.B.A. National #1 Pro Rider.

**RICHIE ANDERSON:**

Two-time A.B.A. National #1 Amateur Rider, Two-time N.B.L. National #1 Rider, Two time and current Amateur World Champion.

The PATTERSON team is racing proof. This factory team has won enough titles to fill a book, and each and every win has gone into the design and structure of the current PATTERSON RACING frame and fork.

When world class racers are the designers, building winning equipment is inevitable. At PATTERSON RACING our research and development is done at Grandnationals and Professional Championships. We know that our products are the very best and our record has reflected that from the start.

Our story is simple. Our history is winning.

PATTERSON RACING PRODUCTS, because, at the track, every bike may start from the same point, but not every bike has the same beginning.

# PATTERSON

# It All Starts Here.



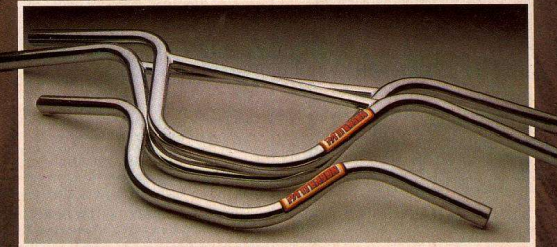
**PATTERSON RACING FRAME AND FORKS:**

From the winning design, the PR-200. Available the PR-200S, PR-240 Cruiser and PR-200J Junior. All total quality construction, 4130 Chromoly and all PATTERSON RACING geometry.

**PATTERSON BARS:** All 4130 Chromoly. The PRO-BAR (8-3/4" rise — 28"), STANDARD BAR/CRUISER BAR (6-3/4" rise — 28") JUNIOR BAR (4-3/4" rise — 22")



**SEAT POSTS:** The PATTERSON LAID-BACK (16" / 2" lay-back) 1/2 the angle of most laid-backs. STRAIGHT (14").



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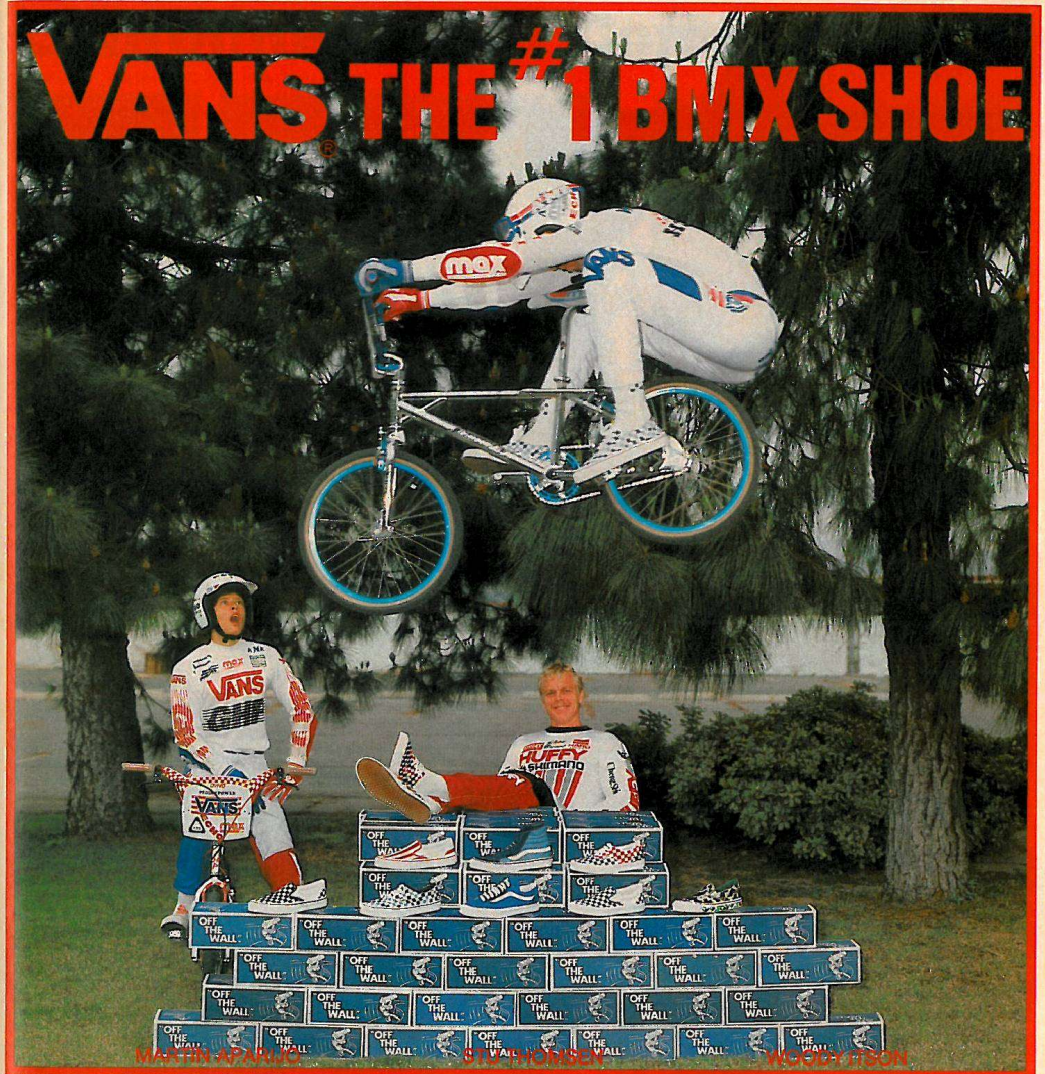
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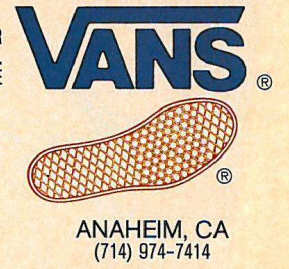
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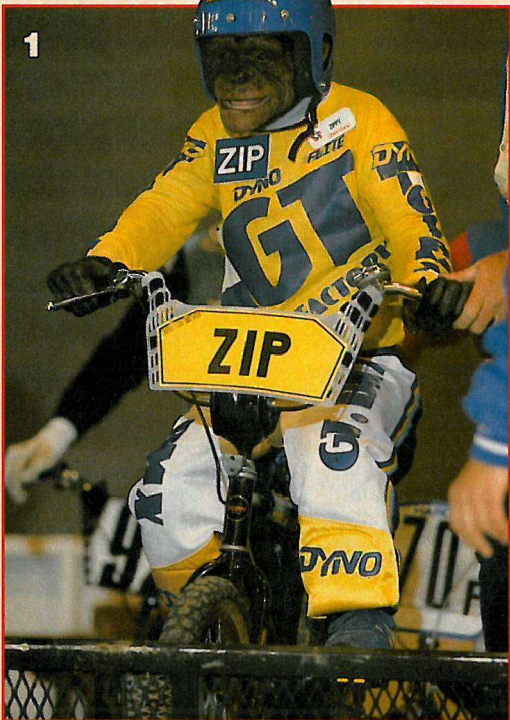
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**1** We didn't want to say anything to GT, but one of their new factory guys was riding a Huffy at Memphis. Not only that, but that was one of the ugliest kids we ever saw.

**2** We're always talkin' about how one or another of the really fast dudes will kick in his afterburner, but we're just joking. Well, imagine our surprise when we saw this photo.



Photos by Bob Osborn

## Components For Competition



### NEW 1984 Model FRAME and FORKS:

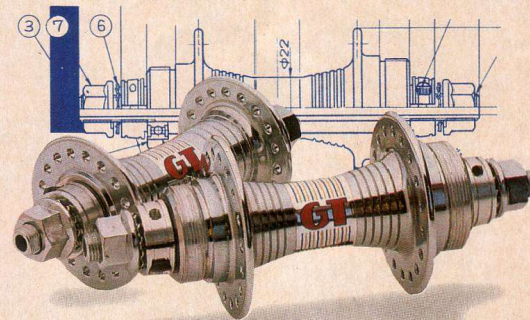
Start with the best, the FRAME and FORKS that set the standards in the industry. For '84 they're all new, with a totally new look. GT™ has made their entire line better without adding weight or sacrificing any of the GT™ winning geometry. Take a look at the '84's they've got: a reinforced head set, larger down tube, stronger drop outs, and you'll know it's an '84 by the "GT™" stamped out of the back. The new redesigned JUNIOR is the same frame ridden by Mini-World Champions: GEOFF SCHOFIELD, DANNY NELSON and BRIT AUDEOUD. And the new PRO XL is the same frame you'll see crossing the finish line under top GT™ pros like ROBERT FEHD and NELSON CHANADY.

The GT™ line-up: the new JUNIOR/EXPERT/PRO/PRO XL/PRO 24.



**GT™ BARS:** for power and control you need the right bars and for '84, GT™ has five different combinations to fit you. Each bend on a GT™ handlebar suits a purpose with the minimum amount of flair and the maximum amount of performance. And for '84, GT™ has added two new bars: the new JUNIOR made of chrome-plated aluminum and the PRO XT (extra tall) for the big guys.

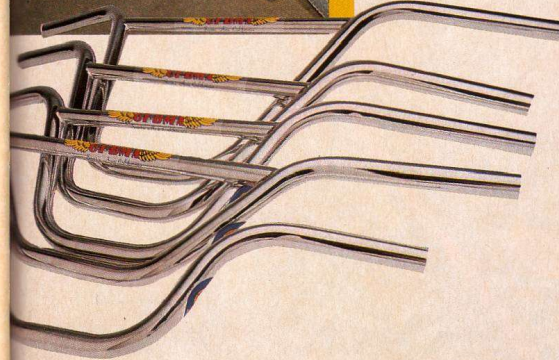
GT™: JUNIOR/EXPERT/PRO/PRO XT/CRUISER



**GT™ HUBS:** As much force is directed at your hubs as any other single component on your bike. If they're not huff-enough to take it, you could come up short.

**GT™ RACE HUBS** look great, but that look comes of pure function: with a lightweight, one-piece aluminum hub shell, GT™ chrome-plating and a special feature: a pressed-on inner bearing spacer for easy bearing removal, all at a price you can afford.

GT™ RACE HUBS are the only hubs run by the GT™ factory team, the same with all the GT™ equipment, that's because they are **THE** components for competition.



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# WAR MACHINES.

## THE ARSENAL. 5 NEW BIKES.

Greg likes to plan out his pre-race strategy. And Greg makes sure that his CyclePro/GHP Factory squad is as well-prepared and psyched up to win as he is.

Greg has stockpiled his latest weaponry at your CyclePro Motocross Pro Shop. You'll find five brand new racers that have more than style and good looks.

Greg's CyclePro/GHP Replica is constructed around a chrome moly frameset built from the blueprints of his own Championship-winning GHP Pro. Plus the Replica is competition ready with such trick goodies as Sugino's 3 piece CrMo crank, sealed bearing hubs, stainless steel spokes and the latest in alloy componentry.

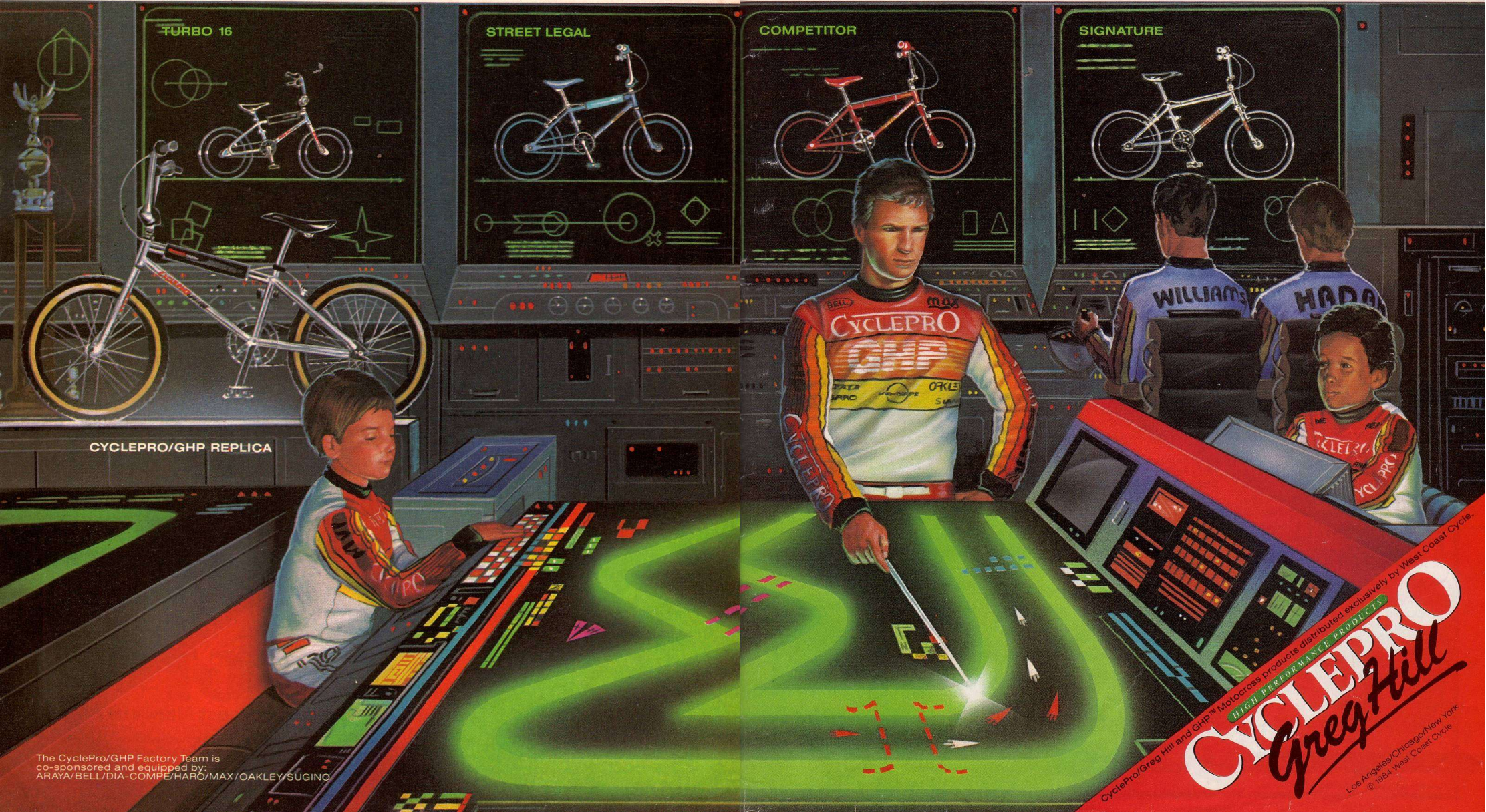
CyclePro's Greg Hill Turbo 16 is the perfect reconnaissance vehicle for the mototyke on scouting patrol or

burger runs. Precisely-scaled, the Turbo has the built-in advantage of always looking like it's further out in front. Very demoralizing.

The Signature and Competitor lead the Cycle Pro/GHP cavalry. These chrome moly-framed thoroughbreds strike fast with full race StarBars and expensive alloy equipment. Road or track, Greg has spec'd both to be ready to go to the rescue.

Undercover, the CyclePro/GHP Team goes Street Legal. Intensive training and mock motos are handled easily with this rugged mama. But when the guys are out of uniform the Street Legal with dual rear braking leaves a fancy trail all over the sidewalk.

The CyclePro/GHP Team. Five new winners from CyclePro's motopro, Greg.



The CyclePro/GHP Factory Team is co-sponsored and equipped by: ARAYA/BELL/DIA-COMPE/HARO/MAX/OAKLEY/SUGINO

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# TIOGA *Comp IV*

## IMPROVING ON EXCELLENCE: SUPER LIGHT...

The ability to go from a standing start to high speed in the shortest possible time is one of the most important points in BMX racing. So what can you do to improve your acceleration?

It's obvious that making a bike lighter will help you go faster. In order to facilitate quick acceleration, it is necessary for the revolving parts (such as tires, tubes, rims, etc.) to rotate quickly and to overcome the inertia of these parts.

*Comp IVs* are lighter in weight, and are the natural successors to the now famed *Comp III* tire. For the same energy expended while using conventional tires and *Comp IVs*, there is a vast difference in the result. With *Comp-IVs*, that same energy will give you extra speed in those first few yards... that extra speed that can give you an exploding start and whip you to the front. It's not a matter of using less energy. It means getting the most out of the energy you use.

## ... AND SUPER STRONG

A world class racing tire must be both, lighter and stronger. TIOGA has applied KEVLAR® to the tire bead — the same material that makes bulletproof vests bulletproof — to make the *Comp IV* lighter and stronger. Not only half as light, but 40% stronger in tensile strength, and the new fiber is 30 times more flexible than

steel wire — which is still applied to conventional tires.

The ground-gripping, dirt-shedding, 18-sided tread is the same as the *Comp III*'s. High density nylon cords and an overlapping core give it extra

And, abrasion resistance was also increased by an astonishing 50%!

These features greatly improve road surface response, less energy loss, lower rolling resistance, greater gripping power and longer tire life.



strength, and its broad shouldered design enhances cornering stability and power.

*Comp IV* and all *Comp Series* tires are made of POLYRUBBER, TIOGA's innovative secret rubber compound which includes SBR, micro fine carbon, selected polymers and 10 different chemicals. This unique and effective integration of various compounds have increased

rebound capability by 15%, skid resistance under wet conditions by 10%.



## SUPERLITE AND COMP IV

And, if you put a SUPERLITE tube in a *Comp IV* tire, you've got a world class super light and super strong tire-tube combination that's hard to beat!

When it comes to improving on excellence, TIOGA's *Comp IV* is a perfect example.

TIOGA spends a lot of time studying *how* to make your bike the fastest on the track, and we think that using *Comp IVs* will go a long way in improving your performances. Try them and see. TIOGA Cycle Science *Comp IV* Technology.

"Kevlar" is Dupont's registered trademark.

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