

# THE WORLD'S LARGEST **BMX ACTION** BMX PUBLICATION

DECEMBER 1984  
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**THREE  
MEGA-TESTS:**

**MONGOOSE CALIFORNIAN**

**HUTCH PRO RACER**

**CYCLEPRO  
GREG HILL  
REPLICA**

**HEAVY-DUTY RACE  
COVERAGE:  
BATAVIA,  
ILLINOIS**



**NEW  
CONTEST!  
GNARLY PRIZES YOU  
CAN WIN  
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# Z-Rims: Buff- Tough



Mike Buff is super tough on rims. That's why he rides ACS Z-Rims, made of super tough Du Pont Zytel® nylon resin. From punishing practice sessions to far-out performances, Z-Rims take it—and come back for more. Come on up to Z-Rims. They're Zee-rific!



The ACS Z-Rim collection, including our new white "Mike Buff" signature Z-Wheel.

**Zee-rific!**



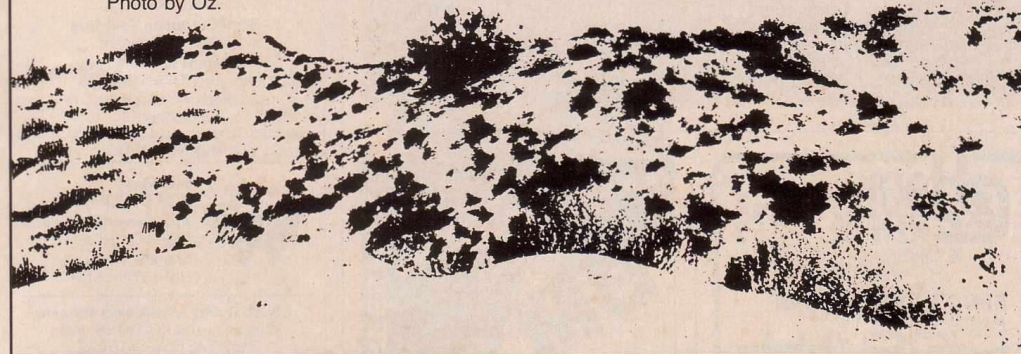
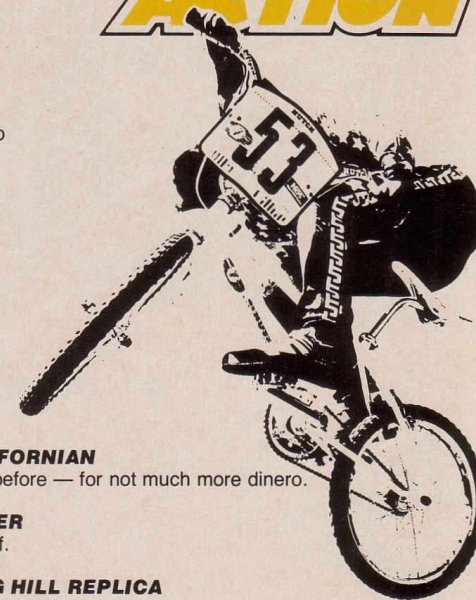
American Cycle Systems  
1449 Industrial Park Street  
Covina, CA 91722

# BMX ACTION

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NUMBER TWELVE

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# FROM THE INVENTORS OF FREESTYLE BMX.



## THE SPORT.

EXPERIENCE. Only HARO has it when it comes to Freestyle, and everything we've learned over the past three years has gone into the design of our newest frameset and bike. THE SPORT.

THE SPORT FRAME is longer than THE MASTER. Steering is slightly slower for more stability and improved handling at higher speeds. In fact, THE SPORT handles so well that during the prestigious AFA king of the Skatepark Series, Mike Dominguez won two 1st's and a 2nd.

Now, for under \$300 you can own a sport with components like ACS Z rims, Sugino chromoly cranks, HARO chromoly handlebars and seat post and white spokes. You'll find Dia-Compe's hinged seat post clamp, TECH 3 lever and 900 rear brake with



easy adjust and quick release. The list continues with a Suzue front hub, Suntour coaster brake, Viscount dyna seat and more.

THE SPORT FRAME features new tapered chromoly chain and seat stays, heavy duty dropout, reinforced—precision machined head tube and bottom bracket shell, over-

sized downtube and a unique two into one top tube design.

So don't be confused by the flood of new freestyle bikes. There are really only two choices. THE SPORT or THE MASTER. Remember we invented Freestyle BMX.



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# FIRST CLASS FLIGHTS

## AT ECONOMY FARES

**Red Line Factory Replicas.** If you've always wanted one, but had trouble getting those plans off the ground, Flights 600b and 700p are now arriving from Red Line.

**New Triple-Butted Tubing** makes Red Line Generation 3 frames & forks lighter without sacrificing strength. These state-of-the-art tubes are precision-engineered to be thicker (and stronger) only at critical areas like weld & stress points, leaving the tube in between light & feathery.

Select **Flight 600b or 700p**, depending on your size and style. The 600b, based on the Series III St-20 frame, is well suited to the mid-sized rider. Those who need a little more leg room will find comfortable seating aboard the roomy 700p. It's got the heart of a Carrera II with its identical Pro-Line PL-20 frame-set.

For serious, qualified pilots who plan on going a long way, the 600b and 700p are non-stop flights.

Red Line's year-end sale makes the 600b and 700p more affordable than ever, for a limited time only. See your Red Line Dealer for specially reduced prices on the 600b, 700p, Red Line's RL-20 Pro-Styler and the incredible Carrera II. When you really stop and think about it, wouldn't you rather have a Red Line?

**YEAR-END SALE**

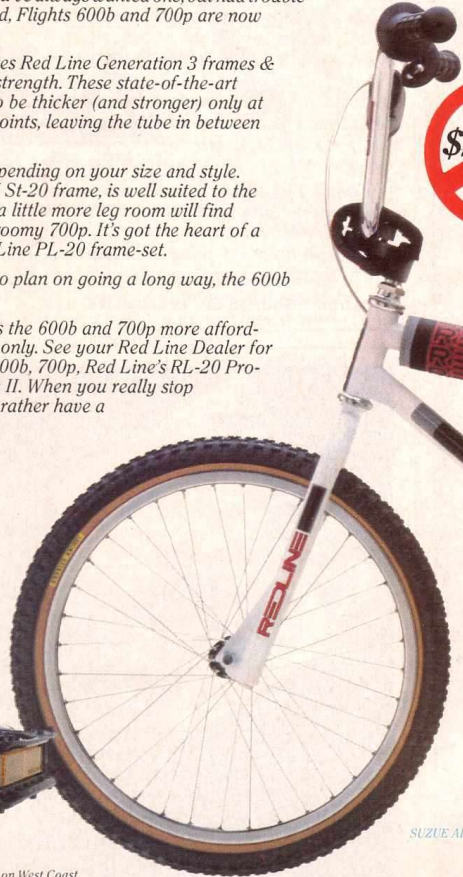
~~\$286.\*~~

~~\$299.\*~~



OPTIONAL SUGINO 175mm "CT" 3-PIECE CHROMOLY CRANK

\*Suggested Retail price for white frame models on West Coast. These prices do not include tax, freight, and dealer prep. Prices in other areas may vary. Pricing, specifications, and components subject to change without notice. C.P.S.C. equipment included, not shown.



600b

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700p

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101A TAPERED CHROMOLY FORK

SUGINO 175mm ONE-PIECE CHROMOLY CRANK

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SAFETY PADS OPTIONAL

SUPER PRO-LINE STEM "THE BRUTE"

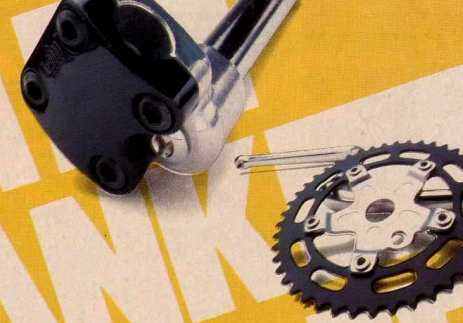
RED LINE 14" FLUTED CHROMOLY SEAT POST

DIA-COMPE MX300 REAR BRAKE





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 SUZUE HUBS  
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*Red Line's 500a combines the unparalleled geometry of a Red Line all-chromoly frame & fork with a generous amount of premium-quality Japanese components. The result is an ultra-affordable, high-performance BMX machine that has absolutely no competition in its class. Equally at home on dirt or street, this track-ready racer weighs in under 25 lbs. and comes complete with a 3-pc. safety pad set.*

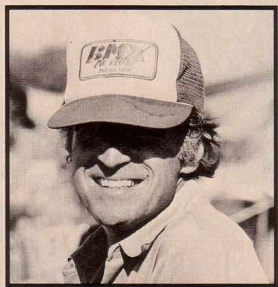
\*Suggested retail price for white frame model on West coast. Chrome frame model suggested \$209.95. These prices do not include tax, freight, and

dealer prep. Prices in other areas may vary. Pricing, specifications, and components subject to change without notice. C.P.S.C. equipment included not shown.





# DEAR WIZ



unless we've got safety gear on, featured freestylers should be made to also. I think Ron Wilkerson and Rich Avella are great, as are all of

*I think it is excellent that our readers are preaching safety gear to us. It says a lot for you guys out there.* - Oz

Address your Dear Wiz letters to:  
BMXA—Dear Wiz  
P.O. Box 5279  
Torrance, CA 90510

## FOOLS

Dear Wiz,  
I just bought a pro-sized bike and I need to upgrade a few parts to make it fully race ready, but my mom won't let me. She says I'll grow out of it. When I told her Gary Ellis and Mighty Stu ride them she said they were a bunch of fools.  
Can you prove her wrong and save my racing career? I need help.

Charlie Dunlap  
Lake Villa, Illinois

*Charlie, tell your mom these "fools" earn somewhere between \$30,000 and \$80,000 per year and travel all over the world, all expenses paid. Tell her they are in absolute top mental and physical condition and have one of the most exciting careers it is possible to have. Tell her that one of these fools (Stuart) just opened his own bike shop in Riverside, California, and that the other fool's future is every bit as bright.*

*But tell her nicely. Remember from whence all blessings come.* - Oz

## SAFETY GEAR

Dear Wiz,  
Hey, what gives? You guys are always sayin' to wear pads while freestylin'. Okay, so how come Wilkerson and Avella get to be exceptions? I know that almost no one wears helmets when they're in the streets, but I'd start considering it if I was "working" on a handstand.

You've got to practice what you preach. If we can't submit photos



Wilkerson - no protection.

the other freestylers you've featured, and it would be unfortunate to lose any of them to an accident.

Eric Matthies  
Chicago, Illinois

*Right is right, Eric, and you're right. From here on out we will insist on safety gear unless the rider is doing something where safety gear just isn't necessary. Also, I agree with you that while someone is learning a new trick he should wear full gear - helmet, gloves, elbow guards, and maybe even safety pants or shin guards if he has 'em.*

## BROKE

Dear Wiz,  
I think your new magazine, FREE-STYLIN', is AWESOME, but I can't subscribe right now because I ran into my mom's car with my aunt's tractor so I'm broke in more ways than one. When I get enough money I'll subscribe.

Jason Smith  
Albuquerque, New Mexico

*This is so funny. I can just picture you walking back to tell your mom and aunt what happened and how it wasn't really TOTALLY your fault somehow and KNOWING the story is not going to work and that you will probably spend the entire rest of your life in your bedroom with bread and water and daily torture sessions.*

*This sounds like some of the messes I got into when I was a kid. Or like some of the messes I STILL get into, for that matter. Tell you what, Jason, the least I can do if you have to spend the rest of your life in your bedroom is send you a free sub to FREESTYLIN'. Anyway, it's worth it knowing there's someone out there who can do something as stupid as I sometimes do.* - Oz

## NECESSITIES

Dear Wiz,  
I would like to become a freestyler but my parents don't think a bike is necessary to sustain life. What do I do?

Jonathan Lewis  
Nashville, Tennessee

*What? How can that possibly be? Doesn't EVERYBODY know that on the ABSOLUTE NECESSITIES OF LIFE list your bike ranks right up there with your Vans, your allowance, your Walkman, and your Heather Locklear poster? Heck, a bike is as necessary as food and oxygen and toilet paper!* - Oz ■

# THE LEADING EDGE OF TECHNOLOGY

**Introducing the XA-1 Aero Turbo. Strong enough for road and track.**

The XA-1's revolutionary, new double layer design enables us to make a stronger rim without increasing weight. At the same time, the precision fit of spokes and tires gives it a streamlined look all its own. And it's designed to be easier to clean, too. So your bike will look as fast as it performs.

Available in black, silver, blue, red, gold and chrome plated. Rim Size: 20 x 1.50.

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## Introducing the new 7X narrow.

Araya's 7X was already the best selling rim on the market. Now the 7X narrow is here. Designed for light weight tires (1.75/1.50). Engineered to be strong as well as light. Strong enough for both racing and street use. Light enough to give you a real sharp feel of the road and make you a winner.

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For a set of dependable rims, look for Araya at your bike shop.



7X (N)  
20 x 1.50

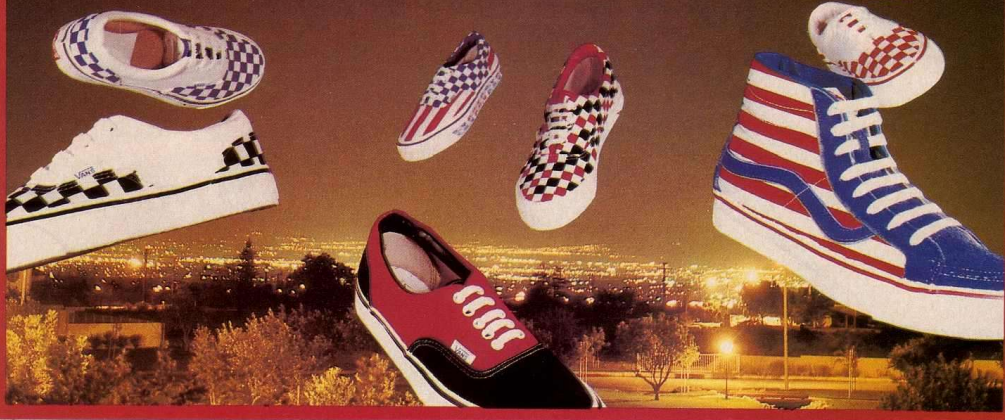
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# Predator

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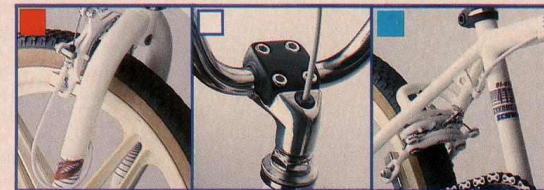
**For \$199.95\***

**But there's even more fine design to Predator!**

**Free-Form Ex Fork** ... Brake cable is routed through a specially pierced hole in the fork blade to avoid cable overhang onto the tire. *The recessed caliper center bolt* insures the rider's shoe won't hang up on the brake mounting bolt.

**ACS stem with Potts Modification** ... Designed exclusively for rad freestylin', the Potts Modification keeps the front brake cable from getting tweaked during cross-ups.

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**Whether you're a beginner or semi-superstar, one test ride will tell you: you can't buy more bike for your buck. See the yellow pages for your nearest Schwinn dealer.**

\*Schwinn Bicycle Co. suggested retail price. Prices vary in some areas. All Schwinn bicycles meet U.S. Consumer Product Safety Commission Regulations for bicycles. For your safety, be sure to pad your bicycle, wear a helmet, and cover your arms, legs, and feet. © 1984 Schwinn Bicycle Co.

# SCHWINN®



# HOT SHOTS



The Master of Skatepark Levitation, Eddie Fiola, defying gravity over the pipe bowl at Upland. You have to see him ride to believe it. Unreal.

Photo by Bob Osborn

## ARE YOU FAST ENOUGH TO EARN YOUR WINGS?



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You've earned your wings.

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# DX Silver Series

The time has come for you to silverize your motocross machine with Shimano DX. Shimano's DX Silver Series components feature the latest in pure racing technology to put you out in front. Fast.

Start with our new DX competition hubs. Shimano engineering goes sealed bearing hubs one better, sealing the entire hub with an exclusive dust cap and double resin ring system. Not only are these DX hubs protected from dirt, mud and moisture



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

sets the standard for grip, stability and strength.

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.



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

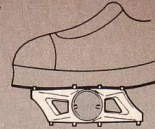
And there is nothing ordinary about Shimano's DX lever design, adjustable to fit large and small hands for one or two-finger action.

Sensitivity and power are unequalled, because DX pioneered the "sliding-housing" cable principle to eliminate the stretching and friction of conventional systems.

Ask yourself now if these aren't the kind of components that can make a difference in your performance.

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

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



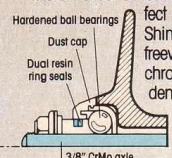
The Parallelogram Profile of the DX pedal is designed to level the platform instantly while positioning your foot for max power.



SHIMANO SALES CORPORATION  
9530 Cozyroff Avenue,  
Chatsworth, California 91311

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



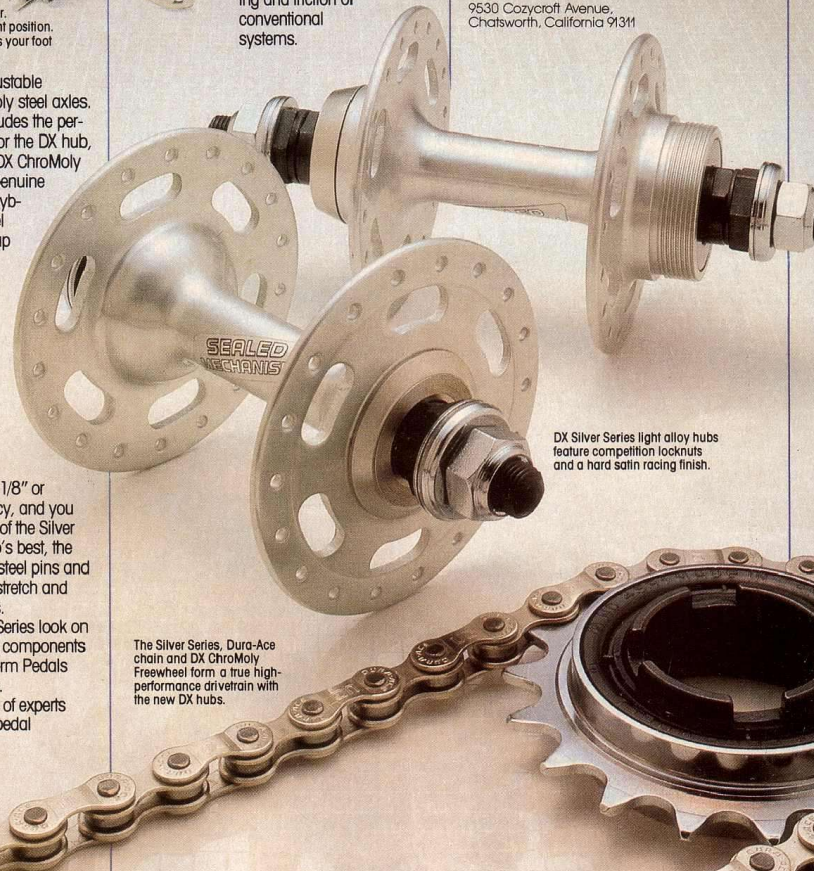
Sealing the new DX hub is accomplished with an ingenious series of floating resin rings fitted to the hub cone. This permits simple maintenance and fine tuning.

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

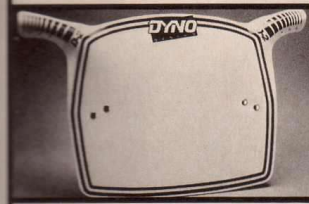


DX Silver Series light alloy hubs feature competition locknuts and a hard satin racing finish.

The Silver Series, Dura-Ace chain and DX Chromoly Freewheel form a true high-performance drivetrain with the new DX hubs.

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HUTCH

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CRANKS  
Takagi  
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SPIDER  
HUTCH  
New Force Connection

HUBS  
Suzue

TIRES  
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RIMS  
7X Type  
Buff

FREEWHEEL  
Shimano  
DX 16T Chromoly

CHAIN WHEEL  
Takagi  
Alloy 43T (Black)

TIRES  
Comp. III Type  
20 x 1.75

# STREET AND TRACK



BY STEVE GIBERSON

Howdy-do, hi, and hello. Welcome to the Sano-Tation Dept. We bet you're thinking, "What the heck is the Sano-Tation Dept.?" Well, it's not where all the unused Dear Wiz letters end up. And it doesn't even attract flies.

What it is is a new monthly column beginning this month in Mighty BMXA that'll be packed to the gills

with scads of fact-filled analyses of new products that are hot off the production lines, along with some heavy-duty scrutinization of the red-hot goodies that are already on the market. We'll be examining the zoot ways to set up your bike for max performance, discussing methods to improve already great components, and passing along hot tips that we run across or are sent in by you, the readers of the Most Factory Magazine.

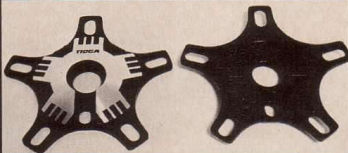
If there's a component you'd especially like to see run through the mill, or if you have any suggestions, comments, or criticisms you'd like to pass along to us, or maybe hot tips or tricks you'd like to share with the rest of the BMX world, send 'em in to . . .

BMX ACTION Sano-Tation Dept.  
P.O. Box 5279  
Torrance, CA 90510

## TIOGA TASK FORCE SERIES HIGHLIGHTS

When we asked ol' David over at Tioga about the philosophy behind all their products, he replied, "Lightness strength, and good looks." That makes extremely good sense, and that's exactly what Tioga comes up with time after time. A perfect combination of the three. Oh, except you can't forget quality. That's DEFINITELY in there, too. Let's take a quick look at a few of the hotter components in Tioga's t-rick Task Force series and see what they've got cookin'.

First up is the spider. It's forged aluminum, and it's probably one of the strongest spiders made today. When you look at it, you start to wonder—if it's built TOO strong because it's so thick in the center. Mostly that's an illusion. Yeah, there are some thick bracing ridges that run across the back to make it strong, but it's also been hogged out on the back to keep the weight down — but ONLY at places where strength won't be sacrificed.



The Tioga Task Force spider. This thing is so clean, it squeaks! Strong . . . and light, too.

The spider tips the fabulously accurate and insanely cosmo BMX ACTION, FMF-stickered postage scale at a mere 4 1/2 ounces, which is extremely light considering the amount of material used and the corresponding strength.

The chainwheel bolt holes are slotted so that any variety of chain-

wheel — Shimano, SR, Takagi, Sun-Tour, etc. — will fit and instantly align itself on either the inside or outside of the holes. Good stuff.

Expect the spider to be right in the neighborhood of \$8.95.

Next up is the Task Force stem. This slick bugger weighs in at 1 pound, 3 ounces. Not too shabby for a full-on pro-strength and pro-size stem.

Chrome-moly is used for the shaft, and the clamps are forged aluminum. Four bolts take charge of the clamping duties, and do it with some considerable power, we might add.

There's plenty of height adjustment (just a hair under 1 3/4 inches), thanks to the extra-long shaft, and forward reach is 1 1/2 inches.

Suggested retail is right around \$19.95.



Forged aluminum clamps and a chrome-moly shaft make up the Tioga Task Force stem.

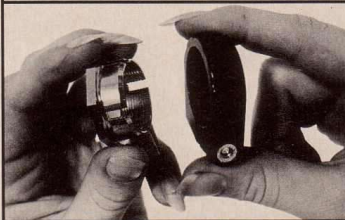
The last amazingly trick Tioga item to go under the Sano-Tation Dept. microscope is the MX-101 headset.

It's got all the lightness, strength, and good looks of every other Tioga component, but instead of a normal top nut and washer arrangement, it's got a trick little clamp setup that'll guarantee your headset will never come loose until YOU want it to.

All the cups and races are installed like on a normal headset, but the top locknut is a two-piece affair. The inner piece includes the threads and just enough nut area on the bottom so that you can snug it down. The inner piece is also slotted in four spots so that when you tighten down the aluminum clamp that surrounds it, and the inner piece squeezes against the fork threads, anything short of an atomic bomb won't budge it. Simple.

Quite a few headsets out there are rollin' on 15 bearings in each race, but the MX-101's bearing cages each encase 18 of the little rollin' dudes. Yeah, it does make a difference in durability.

A 4mm Allen wrench is included, and suggested retail is \$9.95.

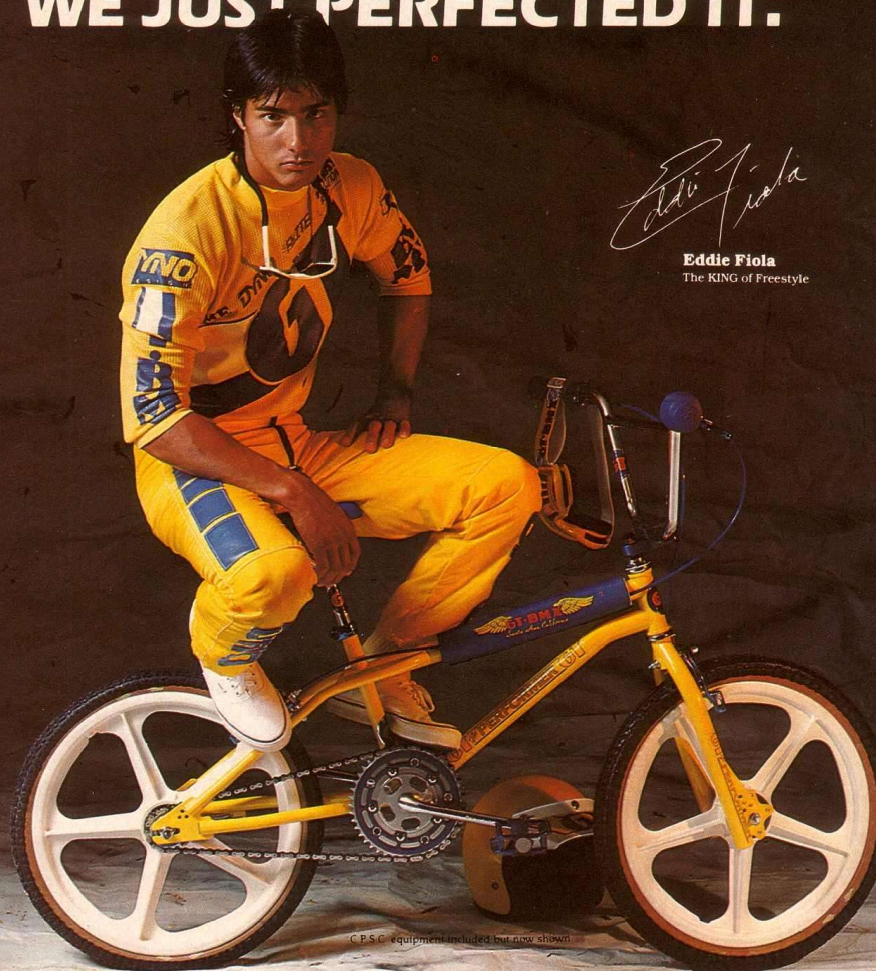


Slick, slick, slick. Just a little twist of the Allen wrench and you'll end those loose headset trubs forever.

All the slick 'n trick Tioga items we've talked about are available in black, red, blue, gold, and now in white. All right! continued on page 77

*Eddie Fiola*

Eddie Fiola  
The KING of Freestyle



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

Freestyle isn't something invented, Freestyle is free expression, it's born from the street, the soul. Freestyle's been around since the first Sting-Ray, wheelies, jumping curbs, the only difference is now it's jumping continents.

To take Freestyle to its limits takes a rider like "THE KING," EDDIE FIOLA. He represents the ultimate performance professional. And it takes a bike like GT™. The GT PRO PERFORMER™

represents the ultimate in performance machinery. The PRO PERFORMER™ was designed and built exclusively for Freestyle from the masters, GT™. Their history and reputation for quality, durability and design is unequaled. But they're not riding on reputation, they're building new ones, just ask Eddie.

Freestyle is not an invention. But it is an exact science where you need perfection . . . GT™ perfection.



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Complete CPSC Equipment included, but not shown.

# EXPERT™ / CALIFORNIAN™ tomorrows Performance Today

## Technology and Styling

Sleek, smooth, no-gusset frames with extra large diameter frame tubes is state-of-the-art technology and styling, today and tomorrow. The larger diameter 1 1/8" frame tube is 40% more rigid than a 1" frame tube and provides 11% greater weld area for increased strength. The increased strength and reliability also eliminates the need for old-fashioned steel gusset plates which add unnecessary weight. Advanced tube technology and the quest for better performance even scrapped the recognized Mongoose® Gusset Plate, a Mongoose® trademark for over 5 years. This means that the Californian™ and Expert™ frames built with 1 1/8" top and down tubes will flex less, be more reliable and perform better than a frame built with 1" tubes and gussets.



Two years ago, Eric and Billy would have ridden a bike with gussets and 1" tubes. Today? No way!

## Performance Components

The Mongoose® Expert™ and Californian™ are equipped with the performance equipment it takes to win. Just compare the Expert™ and Californian's™ components with Eric and Billy's Factory Works Machines.

Then, think about how inexpensively you can get the same performance features and advantages that made Eric and Billy National BMX Champs.

COMPONENT	MONGOOSE® EXP	MONGOOSE® CALIFORNIAN™	ERIC RUPE'S FACTORY WORKS BIKE	BILLY GRIGGS' FACTORY WORKS BIKE
FRAME	Mongoose® , all tly, large diameter 1 1/8" top and down tubulated.		Eric Rupe Signature Edition, all tubes chromoly, 1 1/4" top and down tubes. Chrome plated.	Pro Class™, all tubes chromoly, 1 1/8" top, 1 1/4" down tubes. Chrome plated.
WHEELS	Pro Steel™**, steel p to reduce critical wei With bright metallic Class rim band.	Pro Class™**, alloy pierced to reduce critical weight. With bright metallic Pro Class rim band.		
FREEWHEEL		tooth freewheel, chrome plated, chromoly ratchet body, EZ four key release.		
HEAD SET		se® head set, by Tange, chrome plated, hardened steel cups and bearings.		
CRANKS	Takagi heat trece steel, 175mm long.		3-piece Cr-Mo tubular, 175mm long.	
FRONT CHAIN WHEEL	44 tooth, one-piece	4 tooth alloy chain ring, quick-change Power Plate™, Power Bolts™	44 tooth alloy chain ring, quick-change spider integral with crank arm.	
BOTTOM BRACKET	Mongoose® BB®, hardened cups, high performance 12 bearings.		BB set integral with crank set.	
PRICE	\$174.95* Freewhe \$164.95* Coaster	\$209.95*	\$789.00+	\$739.00+

Get a Mongoose® Californian™ and Expert™ at your neighborhood Mongoose® Dealer and see what state-of-the-art technology, styling and performance equipment can do for you. After all, who wants to buy a three year old bike?

Send \$1.00 for a Mongoose Brochure and "Gusset Buster" Sticker.



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IN SEARCH OF NEW AND CREATIVE WAYS TO  
FIB TO YOUR BUDDIES DURING HEAVY BENCH RACING  
SESSIONS, MIGHTY BMXA PRESENTS...

# THE BEST EXCUSE CONTEST

"WELL, I WAS COMIN' INTO THIS  
BERM AND ALL OF A SUDDEN..."

Ah, yes. Good ol' excuses. Everybody's had to use 'em at one time or another — but with good reason. Why admit to getting flat dusted in a moto when you can come up with a real zinger to lay on your friends that'll possibly help avoid embarrassment and maybe even impress 'em at the same time?

Course, since everybody uses 'em, nobody really believes 'em. But that's cool 'cause the thing that's really great about excuses is that they're like bench racing stories — the longer you sit there and pass 'em back and forth, the better they get. They always start out at outrageous and end up somewhere way beyond bizarre. Let's check out a few prime examples:

"I wanted to let my buddy win. He never trophied before."

"I was doing a one-hander over that jump waving to my girlfriend and all of a sudden..."

"I thought there were only TWO whoops."

"I was going over that big jump and this guy next to me reached over and grabbed my bars in mid-air."

"The trophies were crummy — I didn't even want one."

"There were so many photographers taking my picture that the flashes blinded me."

"I forgot to pull my boxers up."

"I was out getting totally psyched for the main and missed it."

"I was checkin' out that babe by the first berm and bailed."

"There was a fly in my goggles."

"I was bribed to throw the race."

Got the idea? Well, we've wondered what kind of wild excuses our outrageously creative readers could come up with, so we decided to have a contest to find the cream of the crop. If we get enough killers maybe we'll even run a big chunk of the best ones for your reading entertainment. We KNOW you'd never use any, right?

You also get a chance to scarf on some cool prizes. Sano rewards for all the lousy times that you've had to think up excuses. Now all that time and energy spent brainstorming hasn't been totally for naught.

Just check out the simple rules and start writin'. We can't wait to see what you come up with. (Besides, we can use a few fresh ones ourselves.)

(Ahem) We'uns here at BMX ACTION would like to thank all the kind folks who donated prizes for this contest. We appreciate it tons and we love y'all! ■

## ★ ★ ★ ★ ★ CONTEST RULES ★ ★ ★ ★ ★

1. Please type or print your entries. Neatness counts 'cause with the tons of entries we get for contests like this one, we can't spend tons of time trying to decipher illegible writing.
2. You can send multiple entries in one envelope, but if you're gonna send in a bunch of 'em try to limit it to around 15 or 20.
3. Include your name, address (including city, state, and zip) ON EACH PAGE you send in.

This is a must if you want a chance at the prizes.

4. In case of multiple identical entries, they'll all be put into a box and one winner will be drawn.

5. Send to  
BMX ACTION —  
EXCUSE CONTEST  
P.O. Box 5279  
Torrance, California  
90510

6. All entries must be post-marked by December 31, 1984.



### 1ST PRIZE

The reader who sends in the Pulitzer prize-winning excuse will pick up an ultra-cosmo Red Line Carrera! This is like the Lam-borghini Countach of BMX scoots. Red Line V-bars, PL-20 frame and fork, stem, and Flight cranks. They didn't overlook any details or spare any expense when they were puttin' this pup together. It's so cool, Cosmo will even allow himself to be photographed by it — and he's got his reputation to keep up, ya know?

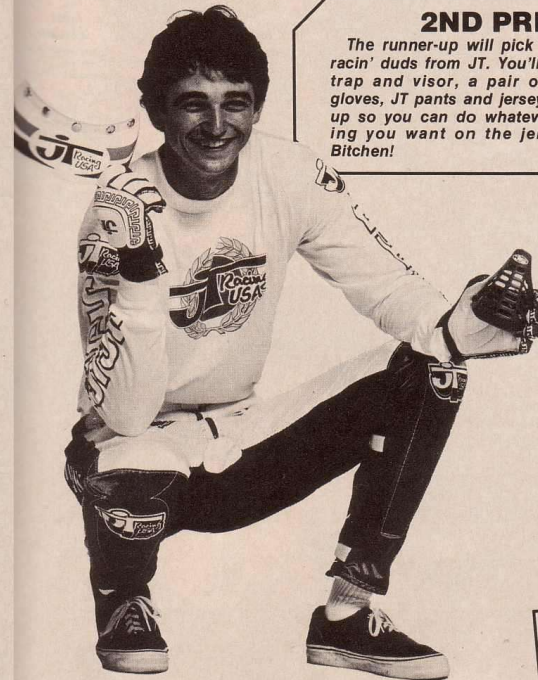


### 3RD PRIZE

Tioga's set up a cool hop-up kit of goodies for our third place excuse in-venter. They started with a pair of Tioga Lite tubes. Then came the Tioga Super-headset with locking ring. Aluminum-cupped sealed-bearing bottom bracket set. Tioga Task Force aluminum spider, one-piece chrome-moly cranks, alu-minum and chrome-moly stem, alu-minum seat post clamp (pant, pant). That's a lot of stuff!

### 2ND PRIZE

The runner-up will pick up a zoot set of racin' duds from JT. You'll get a JT Mouth-trap and visor, a pair of JT Half Breed gloves, JT pants and jersey. JT's even set it up so you can do whatever custom lettering you want on the jersey and pants. Bitchen!



### 4TH PRIZE

Don't worry, folks. Fourth prize ain't 'zactly a dog. It's a full-on Oakley Factory Pilot kit! You get an Oakley white hat (the epitome of high class pit wear), a pair of spiff Oakley gloves, a pair of Oakley B-1B grips, and an Oakley Pro Goggle Kit. The Pro Kit has a pair of goggles with Oakley's cool and comfy dual density pro foam, extra lenses, tear-offs and a clip to hold on the tear-offs, and a t-rick cloth bag to store your gogs. Whew!



# JT VENTS YOUR FRUSTRATIONS!

## INTRODUCING THE AIRE-LINER SYSTEM-1™ CHANNEL-VENTED HELMET

Patent Pending

It's comfortable, it's quiet, and IT'S COOL!! It's D.O.T. approved and is a real "Lightweight" when it comes to competition choice. This special JT beauty has features never before imagined on an Off-Road Helmet. Look what the ALS-1™ offers:

- Padded Chin Strap prevents chafing/rashes
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- Angled Liner Foam properly seats goggles
- Removable/Replaceable/Washable Fit Pads
- Adjustable Top Pad/Optional AIRE-DAM Pad
- Quiet Liner - sound absorbing materials
- Integrated Visor with Aerodynamic Snap Cover
- Streamlining Anti-Glare Panel
- RGS™ — Recessed Goggle Strap Groove
- Fiberglass/Polyester Resin Construction
- Team Graphics on 5 shell colors



**NEW!**

Indicate size and part number ..... **\$159.95**

SIZE CHART		
Sizing Part No.	JT Helmet Size	American Hat Size
C3	X-Small	6 1/2 - 6 5/8
D3	Small	6 5/8 - 6 7/8
D2	Medium	7 - 7 1/8
D1	Large	7 1/8 - 7 3/8
	X-Large	7 3/8

**NEW!**

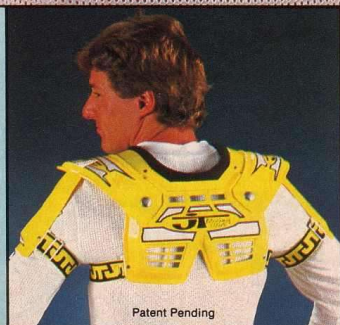
## V3000 BMX VERSION SHOULDER PAD

BMXers!! Fly High and Never Fear  
The third generation of the V-SERIES Shoulder Pads is here!

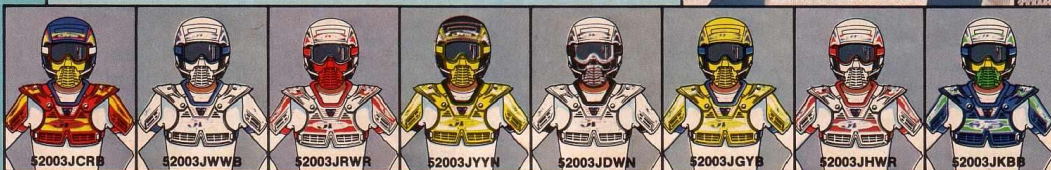
This new shortie version V3000 offers the same outstanding shoulder protection as the Full Torso V2000 but can now fully accommodate BMXers who need only shoulder protection with even greater cooling power. Here's What you get:

- Floating Wing™ locking shoulder hinge and Freedom Pivots for reducing the force of impacts
- Molded Foam Neck Roll
- Spandex Straps
- Louvered Vents for directional air movement
- JT Styling with JT BMX graphics in all colors
- Shortened version for Shoulder Protection Only

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Patent Pending



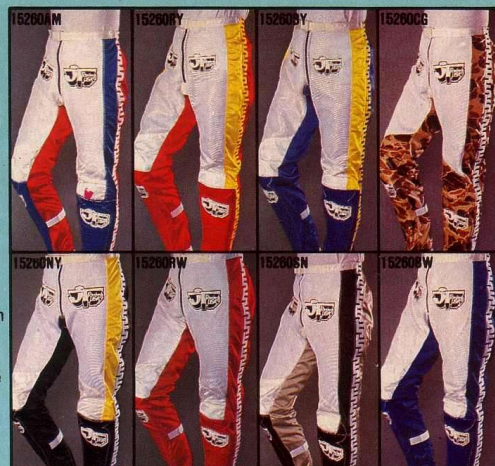
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SE Racing

## JT PEDAL PUSHERS™

Quality features include:

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- Quik-Latch nylon buckle
- 4 JT logos
- Full tricot lining

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## JT MOUTHTRAP™

Lightweight faceguard features face and upper nose protection, chin coverage, ventilation, and conformation to face shape. Designed to be used with the JT HAF-MASK™

**\$8.95**



## JT HAF-MASK™

Designed to cover the upper nose and cheek areas working equally well with open face helmet/mouthguard setup or full coverage helmet. Specify Scott/Oakley goggle and color when ordering.

SCOTT 04161  
OAKLEY 04162

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## LIFE-LINE™ GLOVES

What makes the new LIFE-LINE™ glove so UN-REAL?

- 100% man-made. New synthetic leather is tough, supple and super resistant to wear!
- LIFE-LINE™ palm padding (Patents Pending) creates a naturally smooth cupping effect.
- Toby Henderson says, "JT LIFE-LINE™ gloves are RAD! I can't wear 'em out!"

**\$34.95**



Design Patent #240.975



## JT ADD-VISOR™

New two-part visor offers best fit against the helmet for proper sealing. Increased snap retention and extenders in smoke or clear. Available in white, yellow, blue, red and black.

Replacement Visor extenders ..... **\$2.95**  
Specify: Smoke #03131SK00  
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Credit Card No. \_\_\_\_\_  
Expiration Date: \_\_\_\_\_

Item Number	Quan	Size	Color	Amount

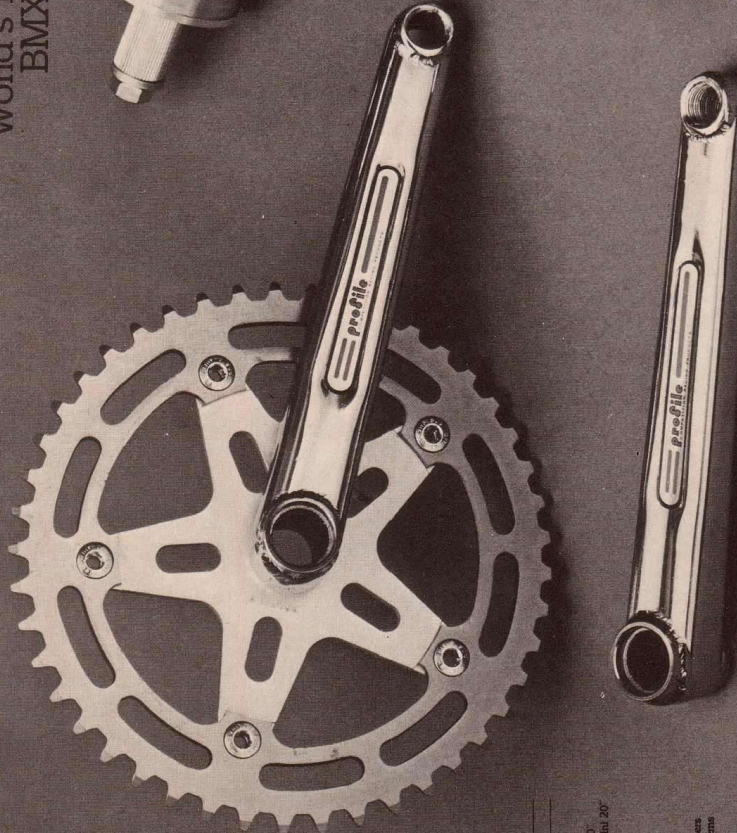
Send money order to avoid delay in shipping. Allow 45 days on orders with personal checks. Orders less than \$40.00 add \$2.50 shipping fee. Orders over \$40.00 add 5%. Foreign orders less than \$30.00 add \$3.00 shipping fee prepaid in U.S. currency, add \$10 for orders over \$30.00. For super-fast delivery call (619) 421-2660, 20% handling charge on all products returned. Items subject to price change without notice.  
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A MESSAGE FROM THE GALAXY...  
 GREETINGS...EARTHLINGS...  
 WE HAVE ENCOUNTERED BMX AND WE WANT TO DISPATCH  
 OUR ULTIMATE MACHINE -UFO- TO YOU...  
 CHECK IT OUT AND PILOT ONE TODAY...



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FULL CR-MO  
 FRAME

178 MM  
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4-4T POWER DISC  
 SUNTOUR  
 16 T EZ FREEWHEEL

SAFETY PADS & CPSC PARTS  
 INCLUDED BUT NOT SHOWN

TECH TYPE LEVERS

CR-MO PRO BAR

CR-MO TAPERED FORK

ALLOY RIM  
 & HUB

BEAR-TRAP TYPE  
 PEDAL

WEIGHT 24 LB 10 OZ

Suggested retail price of UFO complete bike is \$249.95

Price may be slightly higher in some areas.



# THIS AIN'T YOUR BASIC, GARDEN-VARIETY TRACK

Impressive. Very impressive. The Funway entertainment complex is no small deal. As soon as we drove into the parking lot we knew it was a biggie — and if you were at the Funway-sponsored War of the Stars in Batavia, Illinois, you were no doubt surprised, too.

You see, Funway isn't just a track; there are a whole passle of things to do there. Let's see — there are batting cages, an indoor roller skating rink, a roller skate shop, bumper cars, an arcade, a complete bike shop, a restaurant, and more. This is one class act from stem to stern.

## HOT LAPS

We'll give you a quick tour around the track so you get an idea of what's goin' on here.

The first comment out of most riders' mouths when we asked 'em for their opinion of the track was, "They sure have a lot of bucks in this place." And that, sports fans, is a fact.

Like when you're comin' up through the staging area. You immediately notice the heavy-duty concrete walls that line the path up the hill, and the beefy wooden fences that separate racers in different motos. And there's no way you can miss the roof over the staging area. Actually, it's more like a big barn with no sides to it. We're talkin' major.

**FUNWAY ★ NBL WAR OF THE STARS**

# BATAVIA



Ya-hooo! Things are gettin' hectic as everyone blasts up the hill leading into the second corner. That's Turbo Harry out front, while Toby Henderson tries to duck under Nelson Chanady's elbow without much success. Stick it in your ear, Toby.

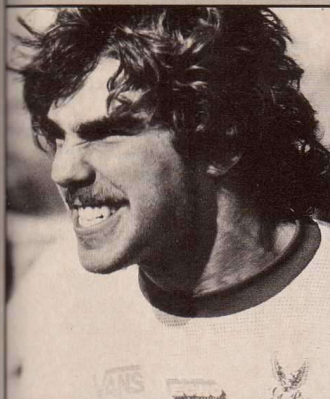


# BATAVIA

What? Billy Griggs didn't win? Amazing. He DID pick up a pair of seconds in 15 Expert and 15 Cruiser, though.



Photo by Bob Osborn



If you race in the older amateur classes, you're already well aware of Tim Kakouris. But for those of you who, by some quirk of the universe, have never heard of him, let's just say that he's one of, if not THE, fastest older amateurs on the track right now. Doubles are common, and if he keeps the pace that he's runnin', he should finally earn the 17 & Over Expert NBL National No. 1 plate that has eluded him for the last two years. (He finished runner-up both times.)

**BMXA:** "Last year it seemed like your competition took advantage of you and pushed you around a little bit, but this year you look a lot more confident and aggressive. What's the difference?"

**Tim:** "I know I can do it now. The only thing that keeps me out of races is circumstance. Not defeat. I can beat anybody."

**BMXA:** "What changed from before?"

**Tim:** "Well, I saw where I could go fast if I really tried. Also, a year ago I read that thing about 'The Terrible 10' in BMXA (May '83), and I knew I wasn't good enough to be in that, but I WANTED to be there. I set a goal for myself, and I wanted to do it."

"Another thing was that I wanted a major sponsor. That's what got me goin', but now a major sponsor isn't so important. What counts is winnin' races."

## SHARPSHOOTIN'

Tim "TK" Kakouris • AGE: 17 • HOME TURF: St. Louis, Missouri • SPONSOR: Freshour Cycle Company

**BMXA:** "Are you still hunting for a sponsor?"

**Tim:** "Yeah, I want to be on the best team - whichever the best is."

"I have an offer from a major company, but it just didn't seem like what a lot of people were getting. They told me it was, but I want more. That company offered me a little salary per month and a little contingency. I think I can do better than that."

"Everybody was goin' off on me left and right - they were givin' me a bunch of (BEEP!) about not taking it, but I don't want it if it's just gonna be what I've got here. I'd rather be a big guy on a little team than a little guy on a big team. What if I get on a big team and jell? I don't want to do that. Then everybody would go, 'Aw yeah, he ain't nuthin'.'"

"Right now I know I'm racing for myself. When I get on a big team, they want you to race for them, they want you to win for them, and if they don't get the team trophy they're gonna get mad. I want to do it for myself."

"I used to be so chewed up on sponsors and everything that I never used to think about making myself faster. I used to be worried about that kind of stuff. Worried about points all the time. Now I worry about racing and winning races. I quit worrying about points 'cause I can't be completely consistent - everyone's gonna get beat once in awhile."

**BMXA:** "What do you get right now from Freshour?"

**Tim:** "I get expenses to go to the races - I get more than what I should get, so that ends up being my spending money. I also get a contingency for wins and a percentage of sales, which isn't much, but it should get a lot better."

**BMXA:** "What about amateur racing? Are you gonna stay in there for awhile?"

**Tim:** "At least another year after this. Maybe two. I've just started winnin' in here, and I'm not gonna go and blow it by turning pro."

"I've gotta get my number one

once. THEN I'll turn pro, and then I'm gonna get number one in that. I want to be the best. I just want to WIN!"

**BMXA:** "How long do you figure you're gonna keep racing?"

**Tim:** "A long time. 'Til I'm the undisputed best. I want to be the undisputed best."

**BMXA:** "That's a pretty hefty statement."

**Tim:** "That's what I've always wanted, and it might take forever, but . . ."

**BMXA:** "What kind of goals did you set for yourself?"

**Tim:** "This year I wanted to be the winningest rider in my age group, but next year I want to be the winningest amateur, period. I want to win 90 to 100 percent of the races I enter. I want to beat people more often than they beat me."

**BMXA:** "How are you going to do that?"

**Tim:** "It's my life. I ride, I run, I do sprints on my bike, I ride rollers, I work out with weights, I do everything. That's my job. I work out hard. I don't do anything else."

**BMXA:** "What about your diet? What do you eat?"

**Tim:** "I eat as much as I can. 'Cause when you work out a lot you have to eat a lot more. It doesn't matter what it is."

**BMXA:** "What about junk food?"

**Tim:** "I eat a lot of that and I eat a lot of good food. I eat a lot of everything."

**BMXA:** "What keeps you motivated?"

**Tim:** "I want to win - I want it bad, and that never, ever stops."

"Once in a while if I do bad, it'll stop, and I'll think, 'I don't want to do this anymore.' But then the next race you go to, if you get beat, the motivation comes right back. Gettin' beat is good for you sometimes 'cause it sparks you again. Like watching the Olympics really helps you out, you know? You see the Olympic wrestlers and they've never won the gold, but they go out and do it, and they get so happy. That's the way I feel when I win."





Photo by Bob Osborn

Check it out! It's a Schwinn sandwich. Poulson's jammin' out front with Matt Harris and Stuart right on his boogaloo, and Schwinn's newest pro, Mark Driscoll, lookin' for a way around everyone.

And don't forget the giant announcers' stand. Or the fountains in the infield. They even have speakers built into the ground around the edge of the track that are exactly the same as the ones used at Disneyland.

The gate's angled good and drops fine, but the metal inserts that are used to designate the lanes and provide traction are a little mysterious. Some guys have no problem with 'em while others can never find any traction on 'em — like Kwick Ken Aman: "I keep spinnin'. Somebody keeps tellin' me about these pegs up there. 'Get your wheel on the pegs.' I don't see nothin'. Are they those little circular things? Yeah? Well, I'm on 'em and I'm still spinnin'."

Most dudes are takin' advantage of the times when no one is in the lane next to 'em by moving over onto the concrete platform where there's



Who's dat in da announcer's stand? Why it's ol' moto-mouth, Charlie Litsky, dazzlin' the local babes with multitudinous quantities of wonderfully warbled words. We'd like to bestow the Mighty BMXA Announcer-Of-The-Year Award to Charlie. Congrats, dude. Oh yeah, Linda Dorsey scored a close second in the best announcer balloting.



Crazy Ronnie Anderson dusted Pro Cruiser and also picked up a second in Pro Award after Poulson bailed. Not too shabby.

# BATAVIA

Yup, Bad Brit Audeoud is THE dude to beat in the 9 Expert and 8-9 Open. His comp knows it, too. Brit doubled in Batavia.



Photo by Bob Osborn



Tim Kakouris (2) already has the lead in 17 Expert main, but Shawn Carmody (10) is in there huffin' and puffin' to keep him honest. See 'ol Wailin' Mahlon Abrams (14) WAY over on the outside? He scarfed the third. Vince Asbury (21) and Jarrett Justice (4) are headed for some deep yogurt.



# BATAVIA

guaranteed traction. The best lanes are from four to eight. The first three lanes aim you

into the infield. Four is a straight shot to the first turn.

Once you blast out of the gate,

blaze down the paved asphalt start hill, and hit the front straight, you're lookin' at the first jump, which is about six feet tall and hollowed out on top to make a set of doubles. Just float over 'em.

From there on in, it's a quick straight shot to the first berm, and what a berm! It's huge — it's colossal! It's a left-hander that's about ten feet tall, TOTALLY steep, and built in the shape of a very tight bowl.

Let's let Clint Miller describe how it is when you're racin' in this section:

"You can get dogged easy in there. You can be first in and fourth out."

"You'll be in the lead or in second, and you go in and grab the brakes, and you're trying to stay as low as possible, but you still get snaked on the inside. People keep comin' underneath you and comin' up and hittin' you."

Yup, it's tricky, and it's REAL important that you get through there quick and keep all your momentum, 'cause right after the first berm, the track starts an uphill climb up to the

top of an over/under bridge that's constructed like a fortress.

On your way up, there's one one-and-a-half foot step-up, and then two more right in a row. At the top you'll find a slightly off-camber right-hander that you have to go through at about one mile an hour. If you're in the lead, hug the inside by the haybales, but if you're comin' from behind, dive to the outside 'cause you can make up lots of time while everyone else is boggin' in some mean traffic on the inside.

Now it's time for more grunting as you power down the straight and over the bridge. Then you get a rest as the track dives downhill into a steeply banked 180 degree right turn that only has one real good line through it. This line's so slim that there's a totally mean black groove on the dirt from everybody's tires.

As you're exiting the turn there's sort of a bumpy jump on the outside line (where all the fast dudes are goin') that separates into two jumps on the inside.



# BATAVIA

Comin' up next is a snakey s-turn that runs under the bridge. Don't even bother tryin' to pass through here. It's too tight. The leaders can really hog the lines here.

After you've snaked under the bridge you ker-plunk off a little one foot drop-off and swing up toward the left-hand berm on the outside of the corner.

Then you jam on over a set of doubles and swing over to the right side of the track so you can hug the hay-bales as you dive into the last corner — a 180 degree right hander. This berm's about eight feet tall and it's steeply banked all the way through, but you'll only catch the very tail end of it.

Now just a very short straight is all that separates you from the finish line. Fun, huh?

Most of the racers are sticking pretty close to their normal gearing — even with the stop 'n go nature of the uphill and downhill sections. They figure it's more competitive to put out a little more power when they're climbin' the uphill straight than to try and spin a too-easy gear down the first straight.

From a spectator's point of view, the track isn't exactly so neat. You can watch one or two sections, but the whole thing isn't viewable from any one spot.

Even ol' motormouth Charlie Lit-sky wasn't watching the track to announce the races. He was using a video monitor in front of him to call the action. Right now Charlie's probably the hottest BMX announcer goin' — totally colorful, and you NEVER know what to expect next.

We mentioned video, didn't we? Several cameras were catching the action, and besides being piped to the announcer's stand, TV screens were set up for spectators throughout the Funway complex, with a big screen TV set up in the roller rink so you could watch in air-conditioned comfort. Pretty cool.

## PRO POINTS CHASE

With the War of the Stars season winding down (only three races left before the grandnational), things are getting really interesting as all the racers start to put their strategies in action.

What's made this year's series totally different and very intriguing is the fact that there are quite a few more riders than expected who have spent some time in the winners' circle. In the past, there have been riders who have completely dominated, like Brian Patterson in '83 and Greg Hill in '82.

Right now last year's numero uno, Eric Rupe, has the lead, but Greg Hill's hangin' right in there. Let's see what their plans are for the remainder of the season.

## GREG'S BATTLE PLANS

**Greg:** "Right now I'm only about 40 points out. The thing is I haven't won a lot of races, but I've got like five seconds, a couple thirds, and one perfect."

**BMXA:** "Are you up to your full potential?"

**Greg:** "As far as goin' fast, yes. There are 35 or 40 pros and I'm doin' better than any one of 'em. The way I look at it is that it's gonna come down to the grands. When doesn't it? I'd rather be in second any day than be in first. I already know how it feels going into the grands in first. It doesn't really matter to me. As long as I go into the grands with a good shot for number one, that's cool."

## ERIC'S FORECAST

**Eric:** "I figure I've got about a hundred point lead. That's pretty good when everybody else is five and ten points apart. I was probably 150 ahead before Greg won last Sunday, 'cause his first really put him up a long way. He probably gained about forty or fifty points right there."

*"I wasn't gonna come this week-*



*With two perfect for the day, you know Tommy Brackens was cookin'. Tommy's got such massive quantities of raw power, you have to see him ride to believe it.*

*end, but I figured that I could get a few more even better scores. The further I'm ahead when I go into the grandnationals, the easier it'll be."*

**BMXA:** "Are you planning on going into the grands in the lead?"

**Eric:** "Yeah. I plan on going in with the lead, and out in the lead. Everybody's afraid, 'You can't go in in first 'cause nobody's ever come out in first.' Well, there's a first time for everything."

**BMXA:** "We've heard that you're getting a little more aggressive out there. Are you?"

**Eric:** "I don't know, I don't think I am. Maybe I am, but I'm not doing it intentionally. Actually, you have to be. Getting down towards the end, everybody's getting more aggressive. You don't want to get pushed around."

## PRO MAIN

We'll give you the lineup by lane position:

1. Toby Henderson
2. Mike Poulson
3. Gary Ellis
4. Greg Hill
5. Eddy King
6. Eric Rupe
7. Stu Thomsen
8. Tommy Brackens

Mike Poulson just about missed the whole deal. He was sitting in the Schwinn moto-home talking to one of his teammates who had bailed in the semis, and he just barely made it to the line in time.

As the gate drops, it's Tommy who gets the massive holeshot, and he immediately starts moving across to the inside of the first straight, with Stu moving right along with him.

As everyone gets to the first jump, Stu suddenly bails, taking most of the tightly knit pack with him.

Ellis, Hill, Poulson, Eddy, and Stu are all on the ground, and Tommy is long gone. The only folks left on their wheels to give chase are Toby Henderson, who started from the inside and just missed the crunch, and Eric Rupe, who had the lamest start imaginable.

Greg gets up quick to take command of fourth, and Poulson and Ellis are the next guys to scrape themselves off the ground. At the



# BATAVIA

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THE METAL IS SLIPPERY

SLIGHTLY OFF-CAMBER CORNER

UPHILL — GRUNT AND STRAIN TIME

HUGE BERMS

FINISH

SMALL DOUBLES — JUMP 'EM

DON'T TRY TO PASS HERE — TOO TIGHT

ONE GOOD LINE — RAIL AROUND THE OUTSIDE

Well whadda you know? It's Fast Frank Nuccio blazin' into the first berm on his way to a third in 15 Expert and a second behind Doug Davis in the 14-15 Open.

finish it's Tommy, Toby, Eric, Greg, Poulson, Ellis, and Eddy.

Stu is staying down a long time 'cause his knee got jammed. (He later went to a doctor who pronounced there was no major internal damage.) After the race he commented, "I had my head down and I was cranking, but I got rammed from behind." He also mentioned that he was talking to Greg afterwards, and that Greg said he also had his head down puttin' out max horsepower, and that he ran into someone's behind, so . . .

### MISCELLANEOUS RACE HIGHLIGHTS

In the Pro Open main, Tommy holeshotted from start to finish. That's another perfect (he scored a perfect in his money class, too), but it doesn't count toward the pro title.

Poulson was in second 'til he nailed a haybale before the tunnel, and Ron



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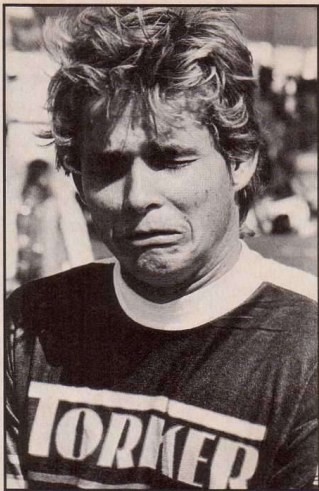
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# BATAVIA



As you can tell by Richie's face, he didn't do BEANS at Batavia. Actually, it was sort of understandable. He missed his flight and had to take an all-nighter to get into Chicago, and along the way he managed to get a WHOLE half hour of shut-eye. Ugh.

Anderson picked up the freebie second place when Mike stepped off.

One of the hottest races of the day was probably the 17 Expert main in which Tim Kakouris, Shawn Carmody, and Mahlon Abrams were goin' at it tooth and nail from start to finish. Kakouris swooped.

The Pro Cruiser main bucks were scarfed by Ron Anderson, with Eric Rupe, Matt Ling, and Tracer Finn trailing him at the line.

Stellar performances came courtesy of Tommy Brackens (of course), Tim Kakouris, Doug Davis, Jason Griggs, Danny Nelson, Brit Audeoud, and Willie Huebner. Those folks all doubled.

## TRUCKIN' OFF INTO THE SUNSET

Now that we're out of film and out of tape, we're gonna head back to our secret mountaintop headquarters in Torrance and keep our ears to the ground for any more hot rumblings and revelations before the grands. See ya in Kentucky. ■

### A PRO MONEY

Tommy Brackens  
Ken Aman  
Toby Henderson  
Eric Rupe  
Greg Hill  
Mike Poutson  
Gary Ellis  
Eddy King  
Stu Thomsen  
PRO CRUISER  
Ron Anderson  
Eric Rupe  
Matt Harris  
Tracer Finn  
Toby Henderson  
Rod Backering  
Nelson Chanady  
Stu Thomsen  
PRO AWARD  
Tommy Brackens  
Ron Anderson  
Eddy King

### B PRO

Todd Blaser  
Tim Quigley  
Tracer Finn  
17 & OVER EXPERT  
Tim Kakouris  
Shawn Carmody  
Mahlon Abrams  
16 EXPERT  
Mike Goeddy  
Leslie Lynch  
Tom Kinyalocets  
15 EXPERT  
Doug Davis  
Billy Griggs  
Frank Nuccio  
14 EXPERT  
Jason Griggs  
Mike Kinyalocets  
Andy Barnes  
13 EXPERT  
Kevin Collins  
Dan Wyllie  
Leon Williams  
12 EXPERT  
Sam Arellano  
Jason Wharton  
Jason Kick  
11 EXPERT  
Geoff Scofield  
Todd Guss  
Koby Moody  
10 EXPERT  
Danny Nelson  
Jason Allison  
Chris Anderson  
9 EXPERT  
Brit Audeoud  
Sean Alstott  
Roger Moore  
8 EXPERT  
Chris Smith  
Richard Green  
Andy Warfield  
7 EXPERT  
Willie Huebner  
Jason Walter  
Wes Searer  
6 & UNDER EXPERT  
Frank Gregory  
Sam Blanton  
David Cline  
16 & OVER OPEN  
Tim Kakouris  
Mahlon Abrams  
Mike Hibner  
14-15 OPEN  
Doug Davis  
Frank Nuccio  
Jim Stearns  
12-13 OPEN  
Todd Gardner  
Dan Wyllie  
Sam Arellano  
10-11 OPEN  
Brian Elliott  
Bobby Chaner  
7 NOVICE  
Willie Huebner  
Jason Walter  
Wes Searer  
35 & OVER CRUISER  
George Antill  
Richard Johnston  
Mike McWhirter  
25-34 CRUISER  
Jeff Sizemore  
Monte McClelland  
John Hoffard

### 18-24 CRUISER

Ken Aman  
Craig Seibert  
Harry Brock  
17 CRUISER  
Matt Ling  
Jarrett Justice  
Wally Borczka  
16 CRUISER  
John Tomac  
Mark Lopez  
Leslie Lynch  
15 CRUISER  
Darwin Griffin  
Billy Griggs  
Chris Clancy  
14 CRUISER  
Jason Griggs  
Sean Callahan  
Ross McMahon  
13 & UNDER CRUISER  
Jason Bruton  
Lawan Cunningham  
Jimmy Feret  
16 & OVER GIRLS  
Julie Klimek  
Wendy Retherford  
Lynnann Macklem  
14-15 GIRLS  
Deanna Edwards  
Tammy Willever  
Lisa Gatow  
12-13 GIRLS  
Julee Lindsay  
Christine Anderson  
Dorothy Ainsworth  
10-11 GIRLS  
Wendy Winter  
Alana Hancock  
Carol Sullivan  
8-9 GIRLS  
Michelle Cairns  
Kelly Merryman  
Melanie Cline  
7 & UNDER GIRLS  
Kelly Silloway  
Jennifer Fitzwater  
Danna Erwin  
17 & OVER NOVICE  
Glen Peroni  
Terry Propt  
Todd Karkula  
16 NOVICE  
Jason Smith  
Terry Drew  
Scott Morgan  
15 NOVICE  
Joseph Finnegan  
Lewis Mendrilla  
Bill Reicherts  
14 NOVICE  
Billy Mendell  
Jesse Basile  
Brian Walston  
13 NOVICE  
John Reami  
Ricky Stinson  
Chris Chudzik  
12 NOVICE  
Jeff Glover  
David Glenn  
Terry Erdmann  
11 NOVICE  
Ty Greene  
Mike Swords  
Brad Giese  
10 NOVICE  
Andy Dayton  
Quentin Anglin  
Frank Yeomans  
9 NOVICE  
Jason Fortenberry  
Scott Carden  
Aaron Ochser  
8 NOVICE  
Billy Mitchell  
10-11 OPEN  
Bobby Chaner  
7 NOVICE  
Scott Risky  
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2. This sweepstakes is void where prohibited by law.
3. No purchase is necessary.
4. All winners acknowledge that Raleigh Cycle Company of America shall have the right to publish his or her name.
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7. Winners may be required to execute an affidavit of eligibility within thirty days of notification. In the event of non-compliance within this time period, alternate winners will be selected.
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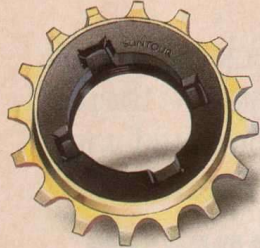
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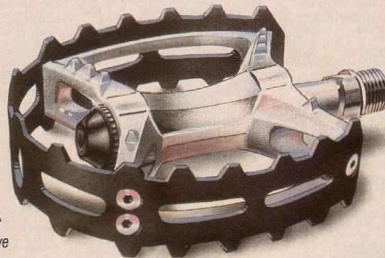
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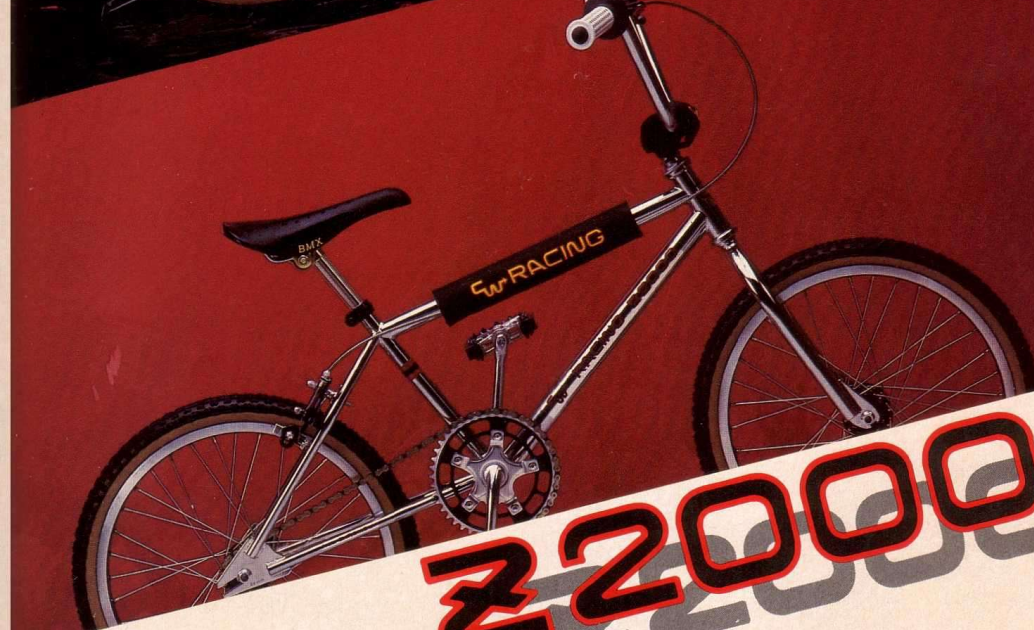
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# Californian

**VASTLY  
IMPROVED, AND  
STILL HANGIN'  
IN AT RIGHT  
AROUND TWO  
HUNDRED  
SMACKERS**

"Okay, let me see if I've got this straight. The last time we tested the Mongoose Californian it was AL-READY a totally boss econo-qual scoot, and it only cost \$199.95, right? Now Mongoose has improved it a BUNCH, and the cost only crept up a measly ten frogskins? That's nuts! Lemme at it! This I gotta see!"

#### WHAT'S UP DOC?

Mongoose has just made an already good package even better. Step right this way folks, as we tear the Californian apart to see what makes it tick. First indications point in the direction of it being one of THE

hot econo-qual rides of this year.

#### UNDER THE MICROSCOPE

Last time we got our paws on a Californian, the frame had a chrome-moly front triangle and a high-tensile steel rear end. Now it's chrome-moly from nose to tail! All right! That mod alone would easily be worth the price increase. But wait, there's even more!

The Mongoose high-tensile steel handlebars are the same as before, like last time, but their width has been increased from 25 to 25 1/2 inches. It doesn't sound like a lot, but believe us, you can FEEL the difference.

The SR stem is also new. It's a model MS-423, a more aerodynamic dude that, like all of SR's stems, has

gobs of clamping power.

Brakes are much improved from last time, with much smoother operation and way more feel to them. They've been upgraded with better bushings at the friction points on the calipers and high-zoot teflon-lined cables.

Next item on the list of changes

is the crank. Last time around, the Californian was equipped with a set of hardened steel 6 1/2's, but this time it's equipped with some considerably longer SR Cosmo-Lite 175mm jobbers that are heat-treated AND constructed with boron in 'em. The reason the boron is used is to make the cranks stronger and light-

*Blast-off! That's R.L. blithely gliding over a couple of Van Nuys locals, and Robby Rupe, Mike Miranda, and Mark Pippin. If the Californian's handling had not been completely perfect, these dudes would have been in deep dookie. We never did figure out if that guy behind Robby was tying his shoe or if he was just plain chicken.*



Photo by Bob Oser



wheel bolt holes so you can use Sugino, Shimano, Takagi, or any brand of commonly used chain-wheel without having to worry about whether or not the particular pattern will fit. With the precision slotted bolt holes, the spider instantly and automatically lines 'em up for action.

The final change here is the seat. It's a Mongoose M-1 design that's pretty unique. It's an aero style, but it doesn't look like ANY other seat out there. Some thought it looked like a seagull's beak — kinda funky; others thought it looked totally hot. One thing's for sure — the seat's

comfortable. It's got a little softer than normal plastic compound that's not totally tough on your buns, and at the same time it's got an almost grippy quality to it that's nice. It sticks enough that you won't slide off, but still allows you to move around on it. It's just right.

### THINGS THAT HAVEN'T CHANGED BUT DESERVE MENTIONING ANYWAYS

Are the ultra-light Mongoose Pro Class rims still in place? You bet. And they're as feather-light and bullet-proof as always. After repeated high altitude aerial attacks from

Capt. Kirk, R.L., and Buff, they were just like everything else on the bike — still straight and true. Just about every one of our testers commented on the solid feel of the Californian. A nice compliment from our incredibly biased and highly opinionated test crew.

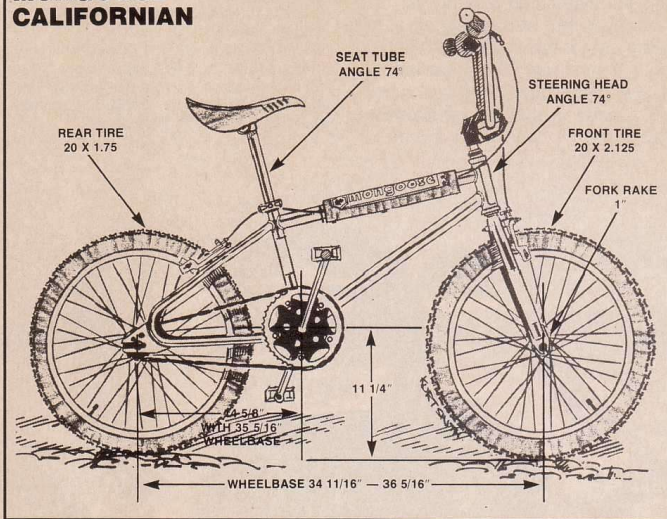
*Tuckin' and truckin' at Warp 4. The Mighty BMXA test crew was most impressed with the solid feel of the Californian. Oops, make that Californians. Mongoose flowed a matched pair of these puppies over to us for the amazingly brutal testing sessions. This is a slightly over \$200 bike that feels more like a \$275 or \$300 racer.*



Photo by Steve Giberson



## MONGOOSE CALIFORNIAN



## Price & Specs

**COMPLETE BIKE PRICE:** \$209.95.  
**FINISHES AVAILABLE:** Chrome with black, blue, or red components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 25 pounds, 12 ounces.  
**FRAME WEIGHT:** 4 pounds, 14 1/2 ounces.  
**FORK WEIGHT:** 1 pound, 13 ounces.  
**STEERING HEAD TUBE LENGTH:** 4 inches.  
**HANDLEBAR RISE:** 8 inches.  
**HANDLEBAR WIDTH:** 25 1/2 inches.  
**TOP TUBE O.D.:** 1 1/8 inches.  
**DOWN TUBE O.D.:** 1 1/8 inches.  
**FORK LEG O.D.:** 1 inch.

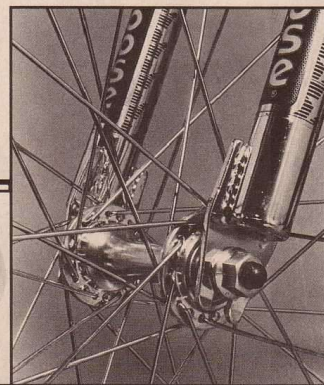
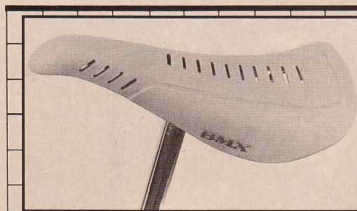
## Components

**FRAME:** Mongoose, chrome-moly.  
**FORK:** Mongoose, hi-tensile steel.  
**HANDLEBAR:** Mongoose, hi-tensile steel.  
**HANDLEBAR STEM:** SR MS-423, aluminum and hi-tensile steel.  
**GRIPS:** Mongoose, vinyl.  
**HEADSET:** Mongoose, approved by Tange.  
**RIMS:** Mongoose Pro Class, pierced aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** SR or Suzue depending on availability, low-flange, aluminum.  
**TIRES:** Cheng Shin.  
**TUBES:** Cheng Shin ultra-light.  
**BRAKE:** Mongoose Pro Class calipers, front and rear.  
**BRAKE PADS:** Lee Chi.  
**BRAKE LEVER:** Lee Chi.  
**BRAKE CABLE:** Lee Chi, teflon-lined.  
**PEDALS:** SR P-468, aluminum and chrome-moly.

**CRANK:** SR Cosmo-Lite, heat-treated, one-piece forged steel, 175mm.  
**BOTTOM BRACKET SET:** Mongoose, approved by Tange.  
**FRONT SPROCKET:** Takagi aluminum chainwheel, 44 teeth.  
**SPIDER:** Mongoose Pro Class Power Plate, aluminum.  
**FREEWHEEL:** SunTour, 16 teeth.  
**CHAIN:** TYC, 1/8 inch.  
**SEAT:** Mongoose M-1.  
**SEAT POST:** High-tensile steel.  
**SEAT POST CLAMP:** Hinged aluminum.  
**ACCESSORIES:** Mongoose pad set.

## Performance Evaluation

**PURPOSE:** Racing (up to and including low level expert), radically cool and econo-qual street thrasher.  
**AGE RANGE:** 11 to 14 racing, 10 to 15 street.  
**QUALITY OF FINISH:** Very good to excellent. The chrome is VERY nice — even at the dropout ends where it sometimes gets a little thin on some frames. The only complaint was a weld turd or two that didn't get buffed off before chroming.  
**QUALITY OF WELDING:** Excellent. Nice



even heads with apparent good penetration.  
**GEOMETRY:** Excellent. Responsive but not too quick. Somewhat forgiving to input errors. A very confidence-inspiring bike.  
**HANDLING:** "It rode really good, but it's sized more for a smaller rider." . . . "The handling's really good." . . . "It handled great for me. Hot in the corners." . . . "It felt good in the air." . . . "Good handling, good jumping. It'll probably last a long time." . . . "It was like I was already used to it when I got on it." . . . "I had a little problem with it looping 'cause it was kind of short, and the bars were back a little far, and the chain was short."  
**MISCELLANEOUS COMMENTS:** "The pedals kept rolling under your feet 'cause they were so short. A wider platform pedal would help. The rider wouldn't make so many mistakes. Maybe switch to SR's, SunTour's, Hutch's, Shimano's, MKS's — something like that." . . . "It felt sturdy." . . . "The gearing felt kind of hard." . . . "It's a great bike for the money." . . . "The seat's comfortable. I think the looks are pretty cool. It's the first seat that looks a little different." . . . "At first the handlebars felt small, but then after I started riding, I completely forgot about 'em. They felt fine." . . . "The grips were fine." . . . "The brakes worked great. It seems like every time we get a Mongoose the brakes work really good." . . . "Nothing bent. I kept looking at the cranks, but they stayed straight." . . . "The tires worked good." . . . "I never dragged a pedal. The bottom bracket height was good." . . . "For freestyle for a little dude it'd be great." . . . "I did some front wheel hops on it and the steering geometry was good for freestyle. It was real easy." . . . "Just put on a coaster brake for freestyle. Actually, you could even use the freewheel. Fiola, Dominguez, and Aparijo all use freewheels for freestyle." . . . "It's a great thrasher."

**TEST INPUT:** Eric Rupe, Mike Buff, R.L. Osborn, Steve Giberson, Bob Osborn, and Kirk Chrisco.  
**MANUFACTURER:** BMX Products, Inc.  
 5152 North Commerce Avenue  
 Moorpark, California  
 93021-1797  
 Tel: (805) 529-7000



The Nerd Herd plus one, ol' NBL Pro Numero Uno Eric Rupe, kickin' into overdrive over the first jump at Van Nuys. The Gooses were very confidence-inspiring whether you were sailin' in the air or wallin' on the ground.

opinionated test crew.  
 The fork is made of high-tensile steel and it's incredibly strong.  
 The freewheel comes from SunTour and it has a chrome-moly body that's extremely tough.  
 And last, but certainly not least, you even get a set of good lookin' Mongoose pads to top the critter off.

### FIRST CLASS DETAILS

The seat post clamp and spokes are chromed. Small details to be sure, but definitely not items you'd expect to find on a bike that sells for just a little over \$200. The same can be said for the ball-bearing retainers in the bottom bracket set that contain twelve bearings instead of the far more common nine.

The Mongoose Power bolts for the spider are totally cool. Instead

of nuts on the back side of the spider that require one of those special tools (which you can never find in your gear bag when you need it), they're built with a nut you can fit a wrench on. Will wonders never cease?

Innertubes are ultra-light puppies from Cheng Shin. The trickery goes on and on.

### NOT-SO-NEAT DETAILS

Very minor deals here, so don't get worried, radsters.

Keep an eye on the brake shoes. After our testing, they were starting to show some pretty heavy wear. A couple sets of accessory shoes might be a good idea when the stockers start to wear thin.

The stock pedals tend to roll under your feet or start slippin' a lot if you

kick into a serious power mode. Much less slippage will be found with a larger platform style.

That's it. No more gripes.

### BEHIND THE BARS

We hoisted the cage containing our testers into the back of the van, being very careful not to get our fingers too close to the barred windows. We dragged them and a pair of soon-to-be-thrashed-'n-bashed Californians out to the Van Nuys track where we were to meet Eric Rupe for the photo portion of the test.

When we got there we found not only Eric, but Robby Rupe, Mark Pippin, Mike Miranda, and Bobby Woods, all assembled for their daily practice session.

As soon as we opened up the



## MOTO-NOTES

### JAWIN' WITH ERIC RUPE

Eric: "You want to know my new training secret?"

BMXA: "Um, well, if you want to twist our arms, okay."

Eric: "It's right over there on the other side of those railroad tracks. It's the Encino Velodrome. I do sprints on it. It's the best place in the world to do 'em. You keep goin' around. It's not like rippin' down the street full-bore. We'll go for lap times."

"It's rad. We push HARD! We all use the same gear, and don't raise our seats or nothin', and just go for a full sprint through the gnarly banked corners. I mean, you put on a 45 and you're just spinnin' like crazy."

"I was over there last week with a 39-16 and I was just totally spun out, but I kept goin' for it the whole way. It's a gnarly workout."

BMXA: "Who do you work out with?"

Eric: "My brother, Woods, and Mark Pippin."

"At the beginning of the year, I mentioned to you that I was starting a new training thing with gears, but that I couldn't let you know what it was. Well, that was goin' through the gears. You talk to almost anybody, and they'll say, 'Yeah, I ride with this gear all the time.' I ride with three different gears every day — a 39, 43 and 45."

"43 or 42 is the gear I usually race with, but I work out with a 45 and a 39 to develop power pushing and spinning. It works. You do that every day, and do a certain amount of sprints, pushing it really hard."

"I do five to ten full-out laps here at the Van Nuys track with each gear, but when I'm on the velodrome I only use the 45 — just go for top end speed."

"I'm good friends with a guy who is a European 10-speed racer and he was fifth in line for this year's Olympic Games. He didn't make the team, but he's really good. He was national amateur champion for a couple years, and he's the one who told my brother and I about the gears. He said that running one gear is almost the worst



thing you can do because your body gets so used to it and then it burns out on it. You have to develop the different skills of sprinting and the power pushing. It's really worked."

BMXA: "Do you like the idea of going to the grands with the points lead this year?"

Eric: "This year I do, I really do. Because I'm not afraid of losing it because I know what it's gonna take to hold onto it. I'm not afraid at all."

BMXA: "How are you building up to it?"

Eric: "I've been working out harder and harder each day for the last three weeks, but I still give myself rest days where I totally don't do anything."

BMXA: "How would you describe your year so far?"

Eric: "I think it's been my best ever 'cause I've had so many consistent top three finishes. I think that's why I am where I am in the points. I've had

a couple wins, but I've had a lot of seconds and thirds. I have fifteen top three finishes. Compared to everyone else, that's really good. That's what's doing it for me."

BMXA: "Which is more important to you? The wins or being consistent?"

Eric: "The consistency is by far more important because right now I know all I have to do is go to a race, make the main and finish in the top three and that's all it's gonna take at the grands. If I do that, I'll be able to get number one again. Last year my year was really hot and cold. It was like going into the grandnational. I knew I had to do good, and I know I have to do good this year, but now it's like more expected for me to do good."

"Being consistent is easier, because once you get into a groove, you just keep flowing along. If you can get that going, it's great because you don't have to go to the grandnational and say you haven't done good in the last five races and you've got to pull it out at the grandnationals. It hasn't been like that for me. In the last 14 nationals, I've had about 11 top three finishes."

"It's weird 'cause this year has been like a really inconsistent year for EVERYONE else. There are so many guys on the NBL list who have won nationals, and last year there were probably ten guys, and each guy had won three, four, five, and Brian had won eight of 'em — like that."

BMXA: "Do you feel like the pressure is on you this year?"

Eric: "Not as much as it was at the beginning of the year. Now that I've done good, it doesn't feel like there's that much pressure."

BMXA: "Did you feel like you had to prove it at the beginning of the year?"

Eric: "Yeah, because after I got the number one plate last year, I was thinking people were gonna think that I didn't deserve it because I didn't dominate like, say, Brian did last year."

"So I was kind of scared thinkin' that people would think I didn't deserve it and the pressure was on me to do good to show that I was good enough to be number one."

BMXA: "Tell us about the new bike you've been working on — the Eric Rupe Signature Edition. I know you've been riding this frame all year, and Mongoose is busy toolin' up to produce it. So what's the scoop? How did you design this guy?"

Eric: "I designed it mostly from what I thought felt good. Last year, I was on the Profile, and that felt good, but it needed changes. I kept that bike in mind, but I also made some changes that I thought were needed and I put that all together into this bike."

"Compared to the old Pro Class, the head angle on this bike is kicked out more — it's much slower. The front end is at least 3/4 of an inch longer, and the bottom bracket is at least 3/4 of an inch higher. The back triangle is identical to the old Pro Class triangle. There's been nothing changed there. The top tube and down tube are also larger. On the newer one that I have at my house, the top tube is even bigger — it's 1 1/4 inches."

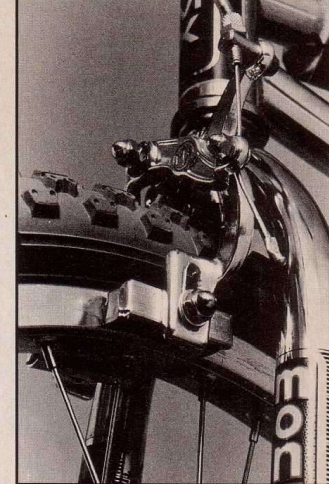
"I had the new one together yesterday, but it's a whole 'nother bike that I was riding. I was gonna take all my parts and switch it over and ride it at the grands, but I thought, 'That would be really stupid.' Even though there's hardly any difference in the bikes, I don't want to do that, you know? This is the frame that I've been riding for the last two months and I just want to stay on it for two more weeks and then I can get the other one going."

BMXA: "Did you have total control over the design of the Eric Rupe Signature bike?"

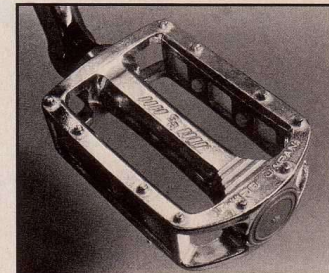
Eric: "TOTAL. I had those guys mad at me 'cause I was tellin' 'em, 'You've got to do it this way. I need this like this, and this like this.' They were goin', 'Yeah, but...' I said, 'Nope. This is the way it has to be.'"

"Skip Hess (president of BMX Products) told them that they had to make me whatever I wanted. And whatever my name goes on has to be exactly what I'm riding. So I made it the way I wanted."

"They didn't like it 'cause they had to spend thousands of dollars to switch their jigs. But that's the way it had to be. I don't think they're gonna be sorry for it."



There are lots of impressive goodies here, moto-fanatics. Like the high-tensile Mongoose forks that refused to bend, and the ultra-strong aluminum Pro Class rims that are pierced with lightening holes. The Comp III repli-knobs from Cheng Shin really worked well. Finally, there are the Pro Class calipers that have been VASTLY improved since our last test (September '83 BMXA) with upgraded bushings in the caliper and teflon-lined cables for slicker than spit operation.



You'll roll a lot less pedals if you substitute the stock SR P-458 pedals for a set of pedals with a larger platform area. The stockers have plenty of traction and the size is cool for little guys, but they're too small for Bozo-sized feet.

is lookin' for a bike that's more of an investment. Something that's gonna last, that he can race if he wants."

"It's a totally good bike for that kind of money. You get a name, you get quality parts, and you get something that's gonna hold up."

And that, sports fans, tells the whole story of the Californian. It's got the right price, the looks, the equipment, and most of all, it functions. ■

back of the van and let our kowabonically crazed test crew out of there, they grabbed the bikes and all we could see was a cloud of dust. Good thing our Nikons shoot at a 2,000th of a second, otherwise we never would have gotten any photos.

After the testers were worn out

and acting a little less crazed, we started asking them for comments on the handling. They had to seriously think about it — which is hot, 'cause if there'd been anything majorly wrong, we would have heard about it *instantly*.

Of course they mentioned that the

Californian's are sized more for younger riders, which made the bikes want to loop a little over jumps, but that was the only complaint.

To put it in a nutshell, the handling is classic Mongoose. Not too quick in the steering department, but not too slow either. Just comfort-

ably responsive. Just hook it in and hang on.

#### HAVIN' FUN AIN'T NO CRIME

But it almost is with the Californian. If you don't have fun with this bike, you're either a zombie or completely incapable of a good time.

Besides, you'll be havin' a jammin' good time without spending cubic dollars.

We asked our thoroughly pooped-out test wobies what kind of dude they thought should buy a Californian. "Someone about 14 or 15 years old or under, maybe a kid who



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**Finish:** Crank arms are chrome plated. Chainrings are anodized in red, blue, gold, black & silver or chrome plated

**SUGINO CT-A5 Cranks:** 100% forged Cro-Moly steel  
**Length:** 175mm  
**Spider:** Quick change, alloy for one-piece cranks

**Chainrings:** One-piece style, 39 thru 45 teeth. Three-piece style: same as CT-BMX  
**Finish:** Same as CT-BMX



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### CHECK OUT THESE COMMENTS FROM OUR TOUGHEST CRITICS—OUR READERS!

Gawk, gasp, massive hemorrhage—what a mag! Right after I put my brains back in my head I knew I had to write you guys and tell ya how radical FREESTYLIN' is! It's more than radical, it's EXTREMELY rad, OUTRAGEOUSLY rad—incredibly, unbelievably, severely, totally, supremely, completely, remarkably, intensely, amazingly radical! I'm sending a check of \$13,500 for a year's subscription. Just send a 1,000 issues at a time.

Dave Wierzba  
Milwaukee, Wisconsin

Your magazine is total radness.

Joe Lombardozzi  
St. Louis, Missouri

I've only got two words to say about it. TRIPPINDICULAR, man!!! Great, excellent, primo stuff and RADICAL... it can't be described in two words.

Tony Latham  
Houston, Texas

Congrats on your new mag, It's right crit!

Nick Stewart  
Frazer Lake, British Columbia

I would like to say that FREESTYLIN' is awesome!  
Scott Judd  
Stamford, Connecticut

FREESTYLIN' is too rad to be quarterly or bi-monthly—it should be weekly! All my freestylin' friends that I showed my sacred first issue to thought it was awesome! Long live FREESTYLIN'!

Jeff Dorr  
Westminster, New York

I just got my first issue of FREESTYLIN' and I want to tell EVERYONE that it's TOTALLY BITCHEN! If any of you radical dudes out there haven't signed for it yet, I have one question for ya. Why not?

Lance Terry  
Randolph, Vermont

Keep crankin' your SANO magazine.

Clyde Warner  
Whiteville, Indiana

I think your mag is really rad. Keep up the good work guys!

Neil Wroten  
Vincetown, New Jersey

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Rad  
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Roy Johnson  
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Kurt Och  
Indianapolis, Indiana

P.S. The only thing more crit is a brand spankin' new titanium frame! Maybe.

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Scarborough, Ontario

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Dan "Butkus" Jeziorski  
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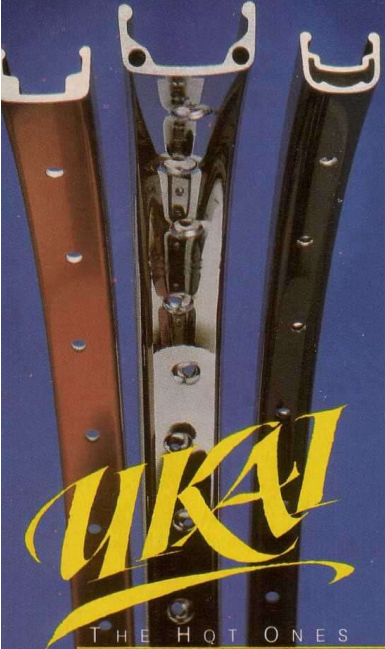


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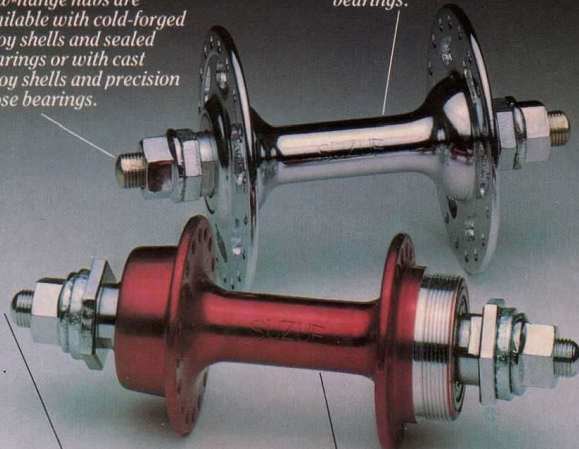
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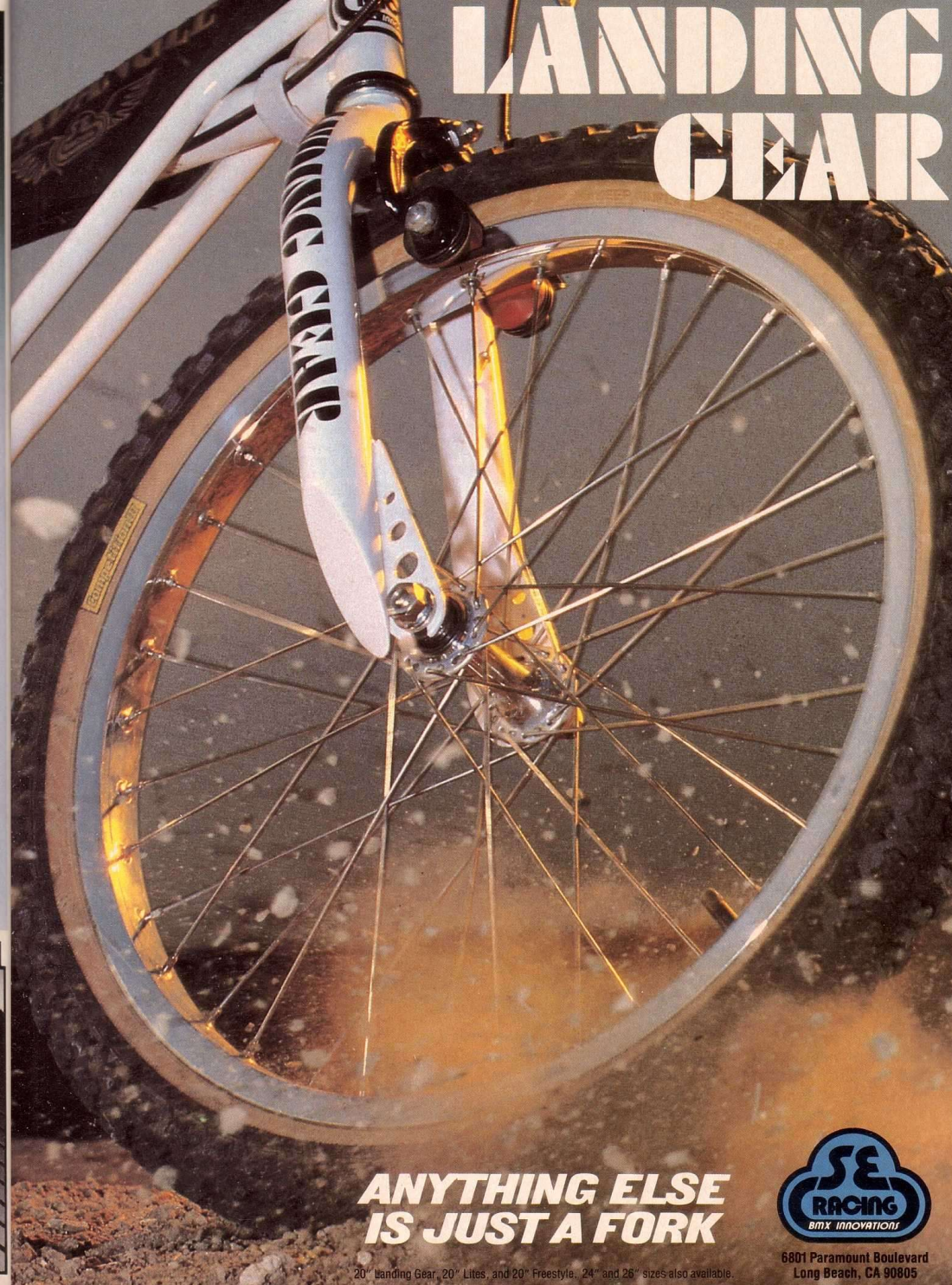
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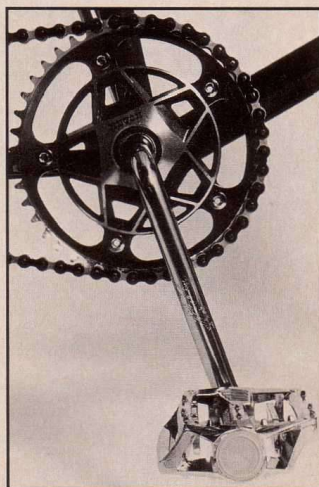
## FULLY LOADED AND AIMED DEAD CENTER AT THE WINNER'S CIRCLE

**H**owdy, dudes. Remember in last year's BMX ACTION NORA Cup Awards when you voted Hutch as the supreme scoot in the land? Well, we figured it was 'bout time for a heavy-duty look at Hutch's Pro Racer, and, of course, a full-on Chinese torture test of it by the notorious BMXA Factory test crew. Then we'd find out what it is that makes Hutch's radical rides so hip with our radical readership.

### WHERE'S THE CHROME?

Hutch is famous for producing brilliant all-chrome race scoots. You know, where you need sunglasses to look at 'em. Don't worry, they're still available. But since painted colors are happenin', you can also pick up a Pro Racer in black, white, candy apple red, and candy apple blue, all with chrome and silver components. These paint jobs all have baked powder epoxy finishes. Pretty tough stuff — at least as tough as you can get in a painted frame.

We picked the candy apple red number for our torture testing and totally dug the looks. Our only gripe was that the epoxy finish bunches up underneath the bottom fork race when it's installed. To make sure your headset stays in perfect adjustment, take off the bottom fork race and use a small screwdriver to



*All right, radsters, cosmo-qual stuff here includes the ultra-beefy but light aluminum Hutch Force Connection spider, SR one-piece tubular chrome-moly cranks, and the Shimano SX pedals. The SR cranks survived the test intact and untwinked, which was incredible considering the punishment they took.*

carefully scrape off this excess coating.

### HEAVY-DUTY SCRUTINIZIN'

The Pro Racer is totally feather-fied. That's the immediate feedback

from your brain as you take your first few hard cranks. It responds to power — right NOW! A quick trip to the radibolically race-ready Mighty BMXA scales showed why. As the bike settled in and the needle came around, it finally came to rest at a mere 22 pounds, 4 ounces. That makes this an incredibly light pro-size bike.

The frame, fork, and handlebar are all Hutch's made-in-the-U.S.A., race-proven, and ultra-high-qual Pro Racer equipment.

The slick handlin' Pro Racer frame has a beefy 1 3/8" down tube, gussetless steering head, and t-rick chrome-moly tubing that comes from True Temper. The weight of this dude alone is a mere 3 pounds, 9 1/2 ounces. Egads! That's light!

The bend of the Pro Racer bars is totally comfortable, and the 27 1/8" width will keep you out of trouble with race officials while still giving you plenty of pull.

The Pro Racer forks, which are already drilled for front calipers, have some of the cleanest bends we've seen. Another bit of trickness is that the fork legs are capped at the bottom, and the dropouts run under the bottom where they're welded to keep flex to a minimum. These guys are light, too. Only 1 pound, 11 ounces.

*Look out Oz, here he comes! Timmy Judge knows no fear, and he knows only one way to attack life and racing — WIDE OPEN! This killer photo was shot by the ABSOLUTELY fearless Bob Osborn. (But Oz does have a slightly more tuned-in self-preservation mechanism than Timmy.)*



Photo by Bob Osborn

### COMPONENT COLLECTION

Hutch has put together a pretty classy set of components for the Pro Racer. Let's scope 'em out.

The wheels are built up with Tioga Comp III's, Araya 7X's, and Suzue sealed-bearing hubs. That's great stuff, folks.

Braking is accomplished with a Dia-Compe MX caliper and Tech 3 lever. Both these guys are state-of-the-art. The kind of brakes that will stop you on a dime with nine cents change left over. (Oh yeah, the

frame's brake bracket is slotted so you get a little extra adjustability.)

The seat is a cool lookin' Kashimax Aero unit that has Hutch logos screened on the sides.

The seat post is a straight Hutch chrome-moly pup. Buffy changed it to a lay-back model for the get-down-and-dirty testin', mostly so he could get the bars all the way around without having 'em hit the seat.

The aluminum seat post clamp is a Hutch donut style.

The power transmitting components are all qual. Let's see, there are the Shimano SX pedals, the SR one-piece tubular chrome-moly cranks (that held up to all the table-tops Buff could throw at 'em), the Tioga sealed-bearing bottom bracket set, the Hutch aluminum Force Connection aluminum spider (that's made by Tioga), and the Takagi chainwheel. Oops, can't forget the Shimano DX freewheel or the Izumi chain.

An SR MS-422 aluminum and





You're right, this photo has almost absolutely nothing to do with the Hutch test — except that Buffy is catchin' max air over Rick Johnson's factory Yamaha on his Hutch Trick Star. (You did know that Rick Johnson is the AMA 250cc National Motocross Champ, didn't you?) This was shot at a trick team show in So. Cal.



Photo by Steve Guberson

Da Judge in flight over The Crater in Palmdale. It's a total gas workin' with T.J. on a test or photo session. He always puts out about 150 percent.

## HUTCH PRO RACER VITAL STATS

**PURPOSE:** Racing (up to including pro), luxury street bike.

**AGE RANGE:** 14 and up racing, 13 and up street.

**STEERING HEAD ANGLE:** 71 1/2 degrees.

**SEAT TUBE ANGLE:** 71 1/2 degrees.

**TIRE SIZE:** 20 X 1.75 front and rear.

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

**BOTTOM BRACKET HEIGHT:** 10 7/8 inches.

**REAR SECTION LENGTH (C/L of bottom bracket shell to C/L of rear axle):** 14 1/2 inches with 36 1/2 inch wheelbase.

**WHEELBASE:** 35 15/16 inches to 37 1/8 inches.

**QUALITY OF FINISH:** Very good to excellent. Make sure you remove the excess epoxy coating from under the bottom fork race.

**QUALITY OF COMPONENTRY:** Excellent. No weak points.

**QUALITY OF WELDING:** Very good, but not quite up to par with what we've come to expect from Hutch.

**GEOMETRY:** Excellent.

**HANDLING:** Totally excellent.

Cornering, jumping, starts, speed jumping, berms — the Hutch loves 'em all. And you will, too. We had no complaints whatsoever. Best cornering is accomplished by keeping your weight just slightly forward of center.

**MISCELLANEOUS COMMENTS:** The

Pro Racer is DEFINITELY race-ready. We wouldn't hardly change a thing. Just dial in the gearing, maybe slip on

a number plate and a slightly longer set of cranks — like some 180's. That's it . . . There're no weak points in the componentry or handling . . . The Comp III's work great. A couple of our testers would like to slip on a larger 2.125 sneaker up front, but even with the 1.75 you get GOBS of traction . . . The Hutch grips are pretty good, but not really anything to write home about . . . The SR tubular one-piece chrome-moly cranks are amazingly strong . . . We love the Suzue sealed-bearing hubs, you install 'em and forget 'em. Oh yeah, they also roll great . . . Nothing bent 'cept the back rim, but shucks, we always do that.

**TEST INPUT:** Oz, Gibey, Buff and Da Judge.

chrome-moly stem handles the bar clamping requirements with grace and aplomb.

To top everything off, and keep you from tweaking the (ahem) vital parts of your anatomy, you even get a set of Hutch pads. Bitchen!

### WELCOME TO ROOSTIN' TIME

The Hutch is a treat to ride. With its ultra-light weight, it's a snap to throw it around. It makes you extend your limits. Blast into berms — and sneak in two more cranks than normal before you grab the binders.

Dive off drop-outs with no fear. Mid-air corrections are a breeze and high-altitude jumping is comfortably controllable without becoming too squirrely because of the bike's light weight. Just ask Timmy Judge and Buff. They were FLYIN' during the test.

The front end bites like it hasn't eaten in weeks. Cornering works

best with your weight just a little forward of center, but even if you ignore the front end completely, you're STILL gonna get reasonable gripton. Part of the thanks can go to the fine Comp III's, and part of the credit deservedly belongs to the Hutch's design. It's got mucho excellent cornering manners.

The power position is totally dialed



## MOTO-NOTES CHEWIN' THE FAT WITH TIMMY JUDGE



Holy chrome-moly, it's Timmy Judge! See the bandage on his arm? That's to cover up the nine stitches he acquired at a race the previous weekend. He never even whimpered when we were out testing and we KNOW it was still hurtin' big-time.

Hutch flew Da Judge in especially for the test, right after a semi-successful weekend of racing at an ABA

national in Indiana. We say semi-successful because he won the Pro Cruiser class at the pre-race, but then during practice the day of the national, a crash left him with a cut that required nine stitches on his arm. Ouch. But, of course, he handled it in his usual semi-crazed style. Read on.

**Timmy:** "I was goin' over the first jump, and I was in the middle of the track. Someone from the inside came over - I guess he got squirrely right before the jump - and clipped my back wheel. When I hit the jump, it was a kick-out that wasn't mine. It was to the wrong side. I couldn't pull it back out. I hit the ground and I put my arm up to make sure no one would hit me, and that just made more people hit me. I guess someone's axle hit my arm."

**BMXA:** "What'd you do then?"  
**Timmy:** "I just got up, got my bike, and I didn't really even know I was bleeding. I got back to the pits and took off my jersey, and I was standing there looking at my bike. My front wheel was shaped like an L. Then I felt something running down my arm and I looked up and said, 'Ah, a hole!'"

"I went over and told our team manager, and we blasted off to the hospital. Got some stitches, chatted with the doctor a little bit, and he told me why I shouldn't race. I told him why I should."

**BMXA:** "How much money did you make for the weekend?"

**Timmy:** "Umm, let's see. (He's counting on his fingers.) \$830."

**BMXA:** "That's why you should race."

(Laughter)

**Timmy:** "That's what I was sayin', 'I gotta go.' I got to the hospital about 9 a.m., had it all stitched up and ready to go at about 9:35, and made it back for the team parade. I jumped in my first cruiser moto, and I qualified and got my money. My arm was numb anyway. It didn't even hurt."

**BMXA:** "How about later in the day?"

**Timmy:** "Yeah about 35 minutes later it HURT! The cut got into the muscle that runs the two outer fingers on my right hand, and that's the two you use when you start. So by the end of the day I was doing three finger starts. That was the only bad thing. I got third in the main."

"The first day I was railin' - really feelin' good. With the stitches I felt myself being WAY too cautious. It was just the mental play in my mind that messed me up. One of the motos I was makin' a pass to go into the lead and qualify, and I held myself off, afraid that I might hit it. Little things like that messed me up."

"It's just like anything. Your mind races for you a lot. If something gets in there that you don't want, it messes you up."

**BMXA:** "When you're racing against the heavy-duty pros, you can't have ANYTHING in your head that's slowin' you down."

**Timmy:** "Definitely the truth. You gotta be on and you gotta be thinking that way. I think that was one of the biggest things. I felt okay, but I didn't even really realize it was bugging me until I got on the track and backed off. Then I thought to myself, 'Why didn't I pedal one more time?' Or, 'Why did I move my elbow over when I should have just gone ahead?'"

**BMXA:** "Besides the injuries, how do you feel your racing is doing?"

**Timmy:** "I'm gettin' back into shape. I'm gettin' serious now in AA Pro. I got serious when I went from 17 Expert to B Pro and now I gotta go up one more serious notch for AA."

"Before, I'd stop pedalling before the turn, set it up and go through the turn. In AA, you don't set it up. You hold on, hook through it, and hope you still come out on two wheels. If you set up a bike earlier, there's gonna be four guys ahead of you. That's the biggest difference I've found. Everything's right on the wire. You're either slidin' or you're makin' it."

"You don't set up going over a jump either. You hit it wide open. If you land smooth, you're okay. If you don't, just hold on 'til you land. That's one of the biggest things - it's wide open all the time. That's the part I think I've got to get used to the most."

**BMXA:** "What do you do when you're not racing?"

**Timmy:** "I'll usually grab my freestyler and go down to the beach."

**BMXA:** "Are you into freestyle?"

**Timmy:** "Yeah. I definitely enjoy it. Not like Buff - no quarter-pipe

stuff. But I like to go to the beach and be able to do some tricks that make everybody there think about it. 'Hey, look at this guy over here! Check him out!' I like doin' that. Spinnin' some 360's."

"That's just what I do on Sundays. Take my freestyler, drive my truck down there, jump out, go to the beach and hang out all day in the hot sun just trickin' it. You get home after doin' that, and you're pretty sore."

"Then there's a place we go to called The Grove where we take a ramp and jump cars. It's like a big road where everybody cruises their bad rides. We've got the ramp sittin' there and we just flag people down. They pull in front of the ramp and we jump 'em. Everybody knows us, so we've got guys pulling up in fast Porsches. We just fly over them all kicked out. We've got a lot of pictures."

**BMXA:** "You mentioned your truck; we heard you got a new one. What's the deal?"

**Timmy:** "It's RAD. It's even gonna be radder when I get home. I'm gonna put some more goodies on it."

"It's an '82 Datsun regular cab with the ST package, which is like ... everything. Loaded."

"I added some serious radio components in there. I put 400 watts into eight speakers, and eight inch woofers in the doors so you can really hear me when I'm comin' down the road. It thumps, it DEFINITELY thumps."

"It's got lots of chrome, louvers everywhere, and it's lowered WAY low. It's playin' with the bumps, no doubt. If I drop my change, I can probably pick it up without opening the door. It looks pretty good. I like it. Buff an I just went and picked up some extra parts for it."

**BMXA:** "What did you get?"

**Timmy:** "I got a grille, a louvered cover for my Wink mirror, a pop-open back window, and an air dam. That's pretty much all I needed. Everything else I've already got at home."

"I think I'm gonna buy a louver press and start doin' my own louvers. I've been trying to look into it and get ahold of one, 'cause no one in Florida does louvers. I can go down there and just stamp all day long. Practice, pump, and practice." ■



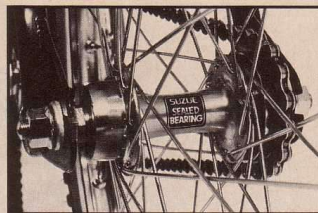
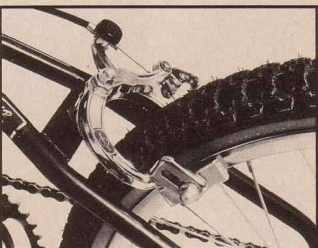
Yeow, that's flat! Did you know that Timmy can even get tabletopped off a rock or a can that's laying in the road? Believe it.



Buff-O-Matic proves that once you hop on the Hutch Pro Racer, style and speed becomes insta-matic. It handles.

Photo by Bob Osborn





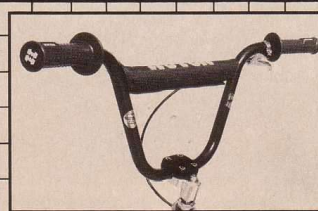
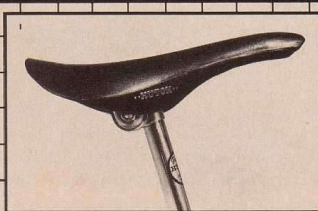
The wheels spin around these dyno-rhino Suzue sealed-bearing hubs. That's a Shimano DX freewheel underneath the Izumi chain.

Totally huzza-buzza stuff here: Araya 7X rims, Tioga Comp III knobs, and Dia-Compe MX calipers.

## Performance Evaluation

COMPLETE BIKE PRICE: \$359.00.  
FINISHES AVAILABLE: Chrome, candy

apple red, candy apple blue, black, and white with chrome and black components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 22 pounds, 4 ounces.  
**FRAME WEIGHT:** 3 pounds, 9 1/2 ounces.  
**FORK WEIGHT:** 1 pound, 11 ounces.  
**HANDLEBAR RISE:** 8 3/4 inches.  
**HANDLEBAR WIDTH:** 27 1/8 inches.  
**TOP TUBE O.D.:** 1 inch.  
**DOWN TUBE O.D.:** 1 3/8 inches.  
**FORK LEG O.D.:** 1 inch.



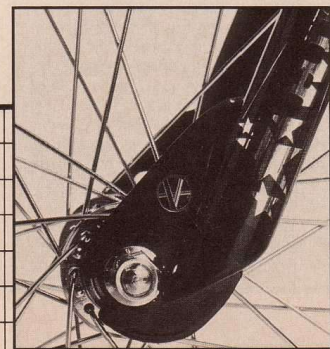
for dudes in the 14 and up range. This is the kind of bike that works with you.

### CONCLUSION

The Pro Racer is amazingly devoid of fuff and unnecessary gadgetry. What you get is an outstandingly simple and clean bike that's built to win races. Riding a Pro Racer doesn't guarantee you'll be first across the line — but it WILL make your job a whole lot easier. ■

## Components

**FRAME, FORK & HANDLEBAR:** Hutch Pro Racer, chrome-moly.  
**HANDLEBAR STEM:** SR MS-422, aluminum and chrome-moly.  
**GRIPS:** Hutch, rubber.  
**HEADSET:** Tange.  
**RIMS:** Araya 7X, aluminum.  
**SPOKES:** 36, .080, with brass nipples.  
**HUBS:** Suzue, low-flange, sealed-bearing, aluminum shells.  
**TIRES:** Tioga Comp III.  
**BRAKE:** Dia-Compe MX caliper, rear only.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe Tech 3.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** Shimano SX, aluminum and chrome-moly.  
**CRANK:** SR, one-piece tubular chrome-moly, 175mm.  
**BOTTOM BRACKET SET:** Tioga, sealed-bearing.  
**FRONT SPROCKET:** Takagi aluminum chainwheel, 43 teeth.  
**SPIDER:** Hutch Force Connection, aluminum.  
**FREEWHEEL:** Shimano DX, 16 teeth.  
**CHAIN:** Izumi, 3/32".  
**SEAT:** Kashimax Aero.  
**SEAT POST:** Hutch, chrome-moly.  
**SEAT POST CLAMP:** Hutch, aluminum.  
**ACCESSORIES:** Hutch pad set.  
**MANUFACTURER:**  
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# SANO-TATION DEPT.

continued from page 22

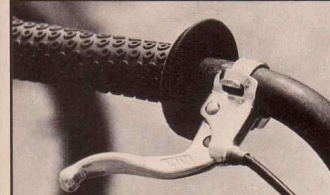
## SECRET SPY PHOTO

Psst, hey you. C'mere. Have you seen the prototype of the new Dia-Compe Tech 4 lever? Well, we have, and at great personal risk we snagged a photo of it with our spy camera.

Changes between the Tech 3 and the Tech 4 include a slightly shortened lever to make it more of a one or two finger jobber, and the elimination of the adjusting bolt.

Quite a number of riders used to stick the Tech 3's in a vice and give them a few tender taps with a hammer to extend the reach, but that'll no longer be necessary. The distance between the lever and the grip has been increased. Huzza buzzza.

No, we don't know when they'll be available. It should be pretty soon, though.



*Yup, it's the new and totally secret Dia-Compe Tech 4 lever. Which means it's drool and slobber time 'cause they're not available yet. We can't wait to get our sweaty gripper-grabbers on one.*

## ROBBY RUPE'S PEDAL EXTENSION HOT TIP

If you want to widen the stance between your pedals for a little more stable platform, or to keep your tender ankles away from vicious crank bolts, remove your pedals and find a couple washers that'll slip over the threads. When you get that handled, just reinstall your pedals like normal.

Robby says you can space 'em out about 1/8 inch each on each side and still have plenty of threads inside the crank. We've also seen Stu usin' this trick on his bike. ■

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TIOGA TASK FORCE™ FORCE CONNECTION is made of light alloy and is a unique design masterpiece. This universal spider can be applied to Shimano, Takagi, Sugino, Suntour and SR chain rings. Together with other TIOGA components, make yours the coolest-looking bike in the block.

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The forged Cr-Mo TASK FORCE™ of design ingenuity. Triangular shaped, it the FORCE CONNECTION (FC-1). Of course, they're good looks only — they're built for superior strength and



One-Piece Crank is a piece coordinates perfectly with not created for their performance.

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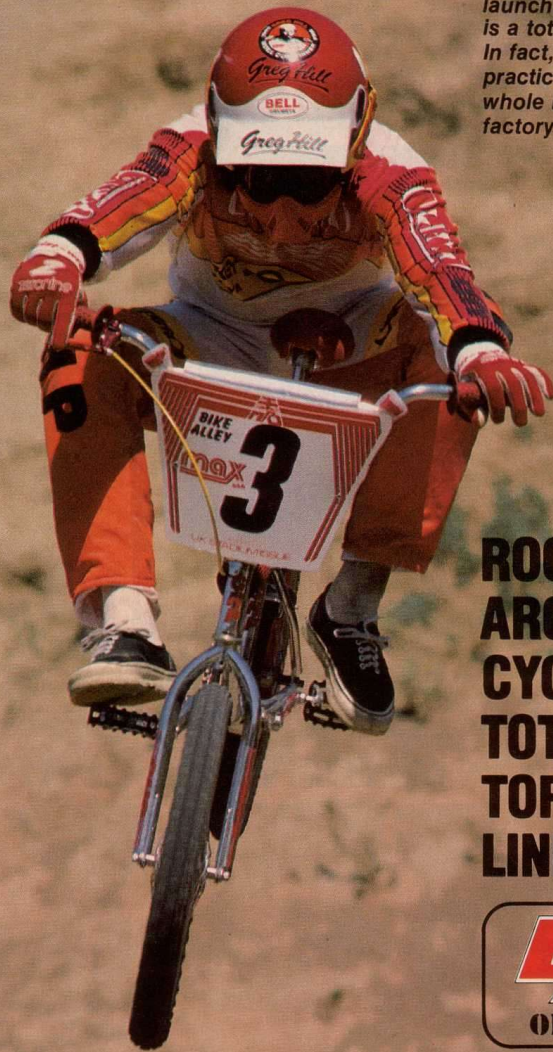


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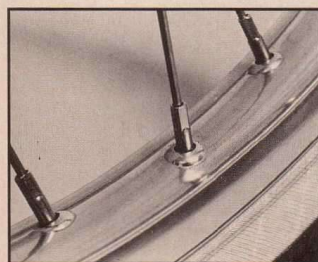
Mr. Gregory Hill tucks in after launching off Colossus. This is a totally hot place to ride. In fact, right now this is THE practice track favored by a whole bunch of the top factory pros and amateurs.

## ROOSTIN' AROUND ON CYCLEPRO'S TOTALLY ZOOT TOP-O'-THE-LINER

**BMX ACTION**  
OFFICIAL TEST

Howdy, most radical dudes and dudettes. Are you ready for a rock-'n-roll, heavy-duty Mighty BMXA test of CyclePro's supreme top-of-the-liner, the CyclePro Greg Hill Replica? So are we. Let's do it to it.

This is the new CyclePro Snakebelly. They work real nice, thank you.



These are the new proto-ala-moto Araya 7L rims. Lightweight? For sure, but exactly how light we don't know. We're gonna find out, though. Strong? You bet. And if that wasn't all, they sure are neat lookin'.

### GETTIN' WITH THE PROGRAM

First off we'd better give you a little explanation of the frame, fork, and bar. They are not made-in-the-U.S.A. GHP units. But that's not necessarily bad. What CyclePro has done is gone to the same place where they do the manufacturing for the rest of their line of bikes — Japan — for the construction and outfitting of the Replica. And some amazingly qual construction it is, too. There are some seriously spiff welds on the all chrome-moly frame, and all the same full-race features and design elements you'd expect to find on the made-in-the U.S.A. GHP frames. Like the pressed-on rings at the top and bottom of the head tube that provide some extra strength where the stress is greatest. Or maybe the extra-beefy 1 1/4" top tube. Or the unique way that the seat stays

blend into the top tube. Even the very slightly slotted brake bridge. Yup, it's all there.

The fork is another story altogether. It's a brand new, totally rad Tange 3-H unit that's got some amazing construction. It's all chrome-moly and is already drilled for a front caliper, which is normal, as-it-should-be stuff. But then you start looking closer, and you notice that the legs are very slightly tapered. And as you inch even closer for finer inspection, you notice that the dropouts are FORGED instead of die-cut flat plates like you find on most forks. Think about that for a second. That's SANO! The welds even run ALL the way around the dropouts instead of just one side like on most forks. You know what that means? It means these are some

EXCEPTIONALLY stiff forks.

We gave the forks our usual, set-the-front-wheel-against-the-gate-while-you're-balancing-and-torque-the-bars-back-and-forth test, and we were completely astounded. We were watching the tire, axle, and wheel flex back and forth, but there was barely, if ANY, flex coming from the forks. RAD!

The bars are the same hot bend you've come to expect from GHP's Star Bars, and they're chrome-moly so you know they'll stay in one piece.

### SPEC-IN' IT OUT

It's easy to tell CyclePro was serious about the Greg Hill Replica when they were writing up the specs for this bike. This radical ride means business. There's quite a list of old classic components that are set right

Oops. Look out ground control, Kirk's comin' unglued!



# CyclePro Greg Hill Replica



alongside some new, soon-to-be-classics. Let's take a look at the new goodies first.

First off are the new Araya 7L rims. Looks-wise, they're sort of a blend of the square-edged 7X's and old round-edged 7B Arayas. Now for the thing that'll knock your socks off.

We hear that the 7L's are THREE or FOUR ounces lighter than a 7X rim. We didn't have time to check it out, but before next month we'll either tear apart one of the wheels on the CyclePro or get ahold of a set from Araya and slap 'em on the scale to find out the truth for ourselves.

You can bet we'll pass it along to you too. We also hear that Araya says they're as strong as the 7X. Pretty cool.

Next up are the new CyclePro Greg Hill Snakebelly tires. Now if you were into BMX four or five years back, you'll remember that just about

## CYCLEPRO/GREG HILL REPLICA



- FORK:** Tange 3-H, chrome-moly with forged dropouts.
- HANDLEBAR:** CyclePro Greg Hill Replica, chrome-moly.
- HANDLEBAR STEM:** Sugino HP-G2-B, aluminum and chrome-moly.
- GRIPS:** Oakley B-2, rubber.
- HEADSET:** CyclePro.
- RIMS:** Araya 7L, aluminum.
- SPOKES:** Stainless steel, 36, .080/.060/.080, with brass nipples.
- HUBS:** Sunshine Gyromaster, sealed-bearing, aluminum shell.
- TIRES:** CyclePro Greg Hill Snakebelly, with CyclePro Lite tubes.
- BRAKE:** Dia-Compe MX caliper, rear only.
- BRAKE LEVER:** Dia-Compe Tech 3.
- BRAKE CABLE:** Dia-Compe, teflon-lined.
- BRAKE PADS:** Dia-Compe.
- PEDALS:** SunTour XC-II, aluminum and chrome-moly.
- CRANK:** Sugino CT, three-piece forged chrome-moly, 175mm.
- BOTTOM BRACKET SET:** Sugino CV-SB, with chrome-moly spindle.
- FRONT SPROCKET:** Sugino aluminum chainwheel, 44 teeth.
- SPIDER:** Sugino A-5, aluminum.
- FREEWHEEL:** SunTour, 16 teeth.
- CHAIN:** Izumi Sigma, 3/32".
- SEAT:** CyclePro Shotgun II.
- SEAT POST:** CyclePro Greg Hill Replica, chrome-moly.
- SEAT POST CLAMP:** SunTour Arrow, aluminum.
- ACCESSORIES:** CyclePro Greg Hill pad set.
- MANUFACTURER:** West Coast Cycle  
8631 Hayden Place  
Culver City, California  
90230  
Tel: (213) 204-1660

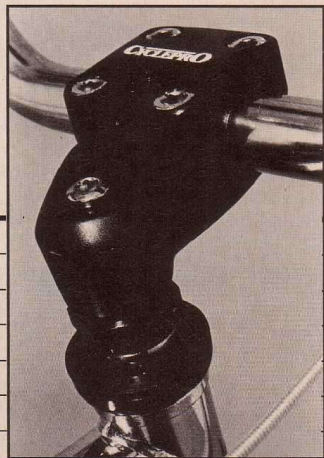
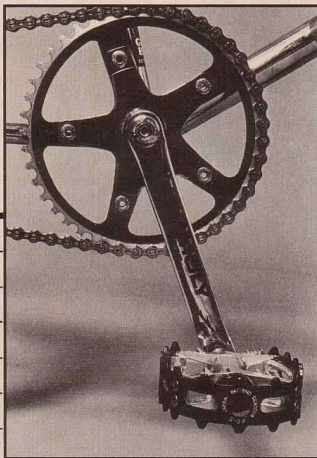
## Price & Specs

**COMPLETE BIKE PRICE:** \$359.95.  
**FINISHES AVAILABLE:** Chrome with black components.

- COMPLETE BIKE WEIGHT (without pads or plate):** 24 pounds, 8 ounces.
- FRAME WEIGHT:** 4 pounds, 3 1/2 ounces.
- FORK WEIGHT:** 1 pound, 11 ounces.
- STEERING HEAD TUBE LENGTH:** 4 inches.
- HANDLEBAR RISE:** 8 1/4 inches.
- HANDLEBAR WIDTH:** 28 7/8 inches.
- TOP TUBE O.D.:** 1 1/4 inch.
- DOWN TUBE O.D.:** 1 1/8 inch.
- FORK LEG O.D.:** Tapered.

## Components

**FRAME:** CyclePro Greg Hill Replica, chrome-moly.



Capt. Kirk hitting Warp speed through one of the berms out at Colossus. The Greg Hill Replica isn't a razor-sharp handler in the corners, but it handles quite comfortably, thank you.







Greg, stylin' off the BIG drop-off. Yep, he can TOTALLY lay it out when he wants to.

Check out how the new CyclePro Snakebellys are grabbin' a bite out of the berm. Looks like they're pretty hungry and they are. They grip. While you're scopin' this photo, take a peek at Kirk's inside leg. He's so tweaked he sort of looks like Gumby, huh?



### VITAL STATS CYCLEPRO GREG HILL REPLICA

**PURPOSE:** Racing (up to and including pro), high-dollar, high performance street bike.

**AGE RANGE:** 14 up racing, 13 up street.

**STEERING HEAD ANGLE:** 71 degrees.

**SEAT TUBE ANGLE:** 71 1/2 degrees.

**TIRE SIZES:** 20 X 2.125 front, 20 X 1.75 rear.

**FORK RAKE:** 2 inches.

**BOTTOM BRACKET HEIGHT:** 11 1/4 inches.

**FRAME REAR SECTION LENGTH (C/L of bottom bracket shell to C/L of rear axle):** 14 13/16 inches with 37 1/16 inch wheelbase.

**WHEELBASE:** 36 3/16 inches to 37 9/16 inches.

**QUALITY OF FINISH:** Ultra-excellent. Finely polished chrome with no thin spots or discoloration present.

**QUALITY OF COMPONENTRY:** Very good to excellent.

**QUALITY OF WELDING:** Excellent. Nice clean beads with apparent good penetration.

**GEOMETRY:** Very good. Could use a little less rake in the forks for slightly quicker steering.

**HANDLING:** Very good. It's a slow but good turning bike, with no tendencies to try and buck you off. Very forgiving. Traction with the new CyclePro Snakebellys is very good. Jumping will

provide no major white-knuckle action, but our testers mentioned that the front end DID get just a little light in the air.

**MISCELLANEOUS COMMENTS:** The headset cups go in with just the right amount of pressure — not too much and not too little, and the bottom bracket cups go in just a little on the un-slug side . . . The seat post is plenty long — lots of adjustability. Even for moose-sized critsters. Since

you've already got a lay-back seat post you should run the seat as far forward on its rails as you can so you don't end up sitting TOO far back . . . The ultra-light front chainwheel that has been shaved to reduce the weight is pretty cool . . . The spider is a slick aluminum pup that's been chromed, and it's removable from the cranks. BUT, make sure you keep an eye on the nut on the backside of the spider that keeps it snug. Ours worked its way loose . . . The Dia-Compe cable

housing is teflon-lined. That's pretty slick . . . We think you'll like the new Araya 7L rims. They're supposed to be way lighter than 7X's (we'll let you know the truth next month), but one thing's for sure right now. They ARE tough. And they look totally cool. Besides, they passed the Kirk Chrisco aerial bombardment runs with flying colors.

**TEST INPUT:** Greg Hill, Kirk Chrisco, Steve Giberson, and Bob Osborn.



# MOTO-NOTES

## SHOOTIN' THE BREEZE WITH GREG HILL



the ESPN Series after having an up-and-down year, and then I was out four months at the beginning of this year, and it's hard missin' four months. A lot of people don't realize I was out 'cause there weren't a lot of races. I was layin' in bed for a long time. Now I'm starting to get into the racing groove. You've got to be consistent in training and riding, and I'm just now starting to get the amount of time in there that I need."

"I just feel like I've done a lot of learning this year. As far as general life and racing, it's two different games. You have to treat both of them with different attitudes."

"I've got a long, long time left in racing so I'm not really worried about it. I've pretty much got a game plan of what's gonna happen and I'm just gonna have to go for it."

BMXA: "What is it?"

Greg: "Well, like I said, next year I just want to kill everyone. I mean as far as I'm concerned everyone next year ... they're history. Never EVER have I taken it as seriously as I'm going to next year. We'll see what happens."

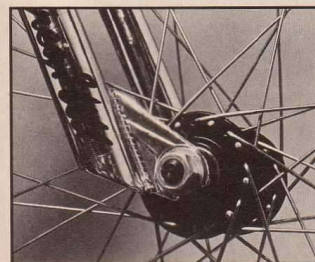
"I've just had a lot to do this year and I'm still in the top three. You take Eric and Tommy Brackens, who are first and third right now, and you can combine everything in their lives and they don't have as much pressure as I do. I have a company. And a house. I have a \$1,500 a month mortgage payment and all these guys live with mom and dad or in an apartment. I've just got a lot of pressures. It takes time to learn to handle it. But anyway, like I said, next year I'm gonna kill 'em. I don't just want to win. I want to annihilate them. I want to come across the line like I used to and make 'em feel like (BEEP). Everybody wants to do that, it's just a question of if they KNOW how to do it."

"You want to kill people. Make 'em feel like (BEEP). That makes you feel good. I remember at Ascot in '82, I was on the gate and I wasn't thinking about nothing. I came out of the gate in front and I looked back in the last turn and Stuart was like fifteen bikes behind me. I hit the last jump and got about twenty feet of air. I didn't do that 'cause I wanted to get a cross-up and look cool, I did that 'cause I wanted to make him look like (BEEP). That's why I did it. That's the only reason."

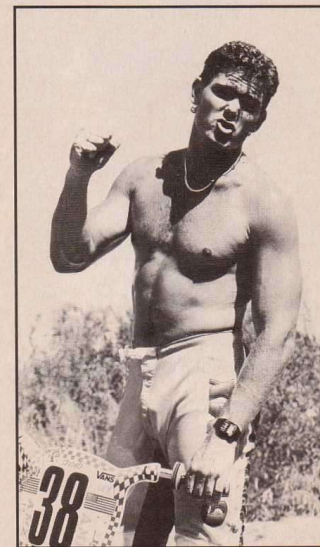
"I've learned a lot lately. I used to worry about what people think about what I say. I don't give a (BEEP) about what people think. I don't care. Talk is cheap. That's the way I look at it. Everything I've said right now is cheap unless I back it up, but I plan on it. I'm definitely gonna prove it."



This is Gibey showin' Greg one end of a camera from another ... or is it the other way around?



Check out these new Tange forks. Those forged ends are sooo trick. And stiff, too. We wouldn't be too surprised to see a whole lot more companies incorporating these type of dropouts onto their own forks. That's some fine welding - and it goes ALL the way around both sides. Clean.



"Hey, man. You take-a my photo, I'll pound-a ya face." Uh, excuse me, Mr. Fehd. While we were testing out at Colossus, Rob Fehd and Brit Audeoud were out practicing for the NBL Grands. Rob's healed from the broken hand and collarbone that he picked up at the Murray World Cup, and he's workin' out hard again. He sure is gettin' burly, eh?

imagine what they'd do on a well-maintained race track.

The totally new stem comes from Sugino. It has a longer forward reach than previous units, and it also has a longer shaft (about one inch longer) so you can raise it to your heart's content.

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Like the Dia-Compe MX caliper, and Tech 3 lever. It's even got the Dia-Compe teflon-lined cable.

Howza 'bout the SunTour XC-II pedals? Or the Sugino CT three-piece forged chrome-moly cranks that didn't bend, bite out, or buy the farm? Or even the extremely light-weight Sugino 10-speed chainwheel that's been shaved to drop some precious ounces? Great stuff.

The list goes on and on. There are the SunTour freewheel and aluminum seat post clamp. The extra-long chrome-moly layback seat post and the zoot CyclePro Shotgun II seat. There are even real Oakley B-2 grips, Sunshine Gyromaster sealed-bearing hubs, and (thank you CyclePro) a CyclePro pad set.

### RIDIN' AND ROOSTIN'

It's stable, and that's a fact, Jack. We'd say it's probably three or four clicks over on the slow side of neutral.

A big part of its stability is due to the somewhat long two inches of rake that's built into the ultra-boss Tange forks. That's quite a bit, and combined with the 71 degree steering head angle, it just means that it's not a razor-sharp turner in the corners.

All in all, we'd have to say that it's not the slowest turning bike we've ever ridden, and in fact it turns nicely. But it's definitely not the quickest either — and that semi-slow handling translates into confidence. You NEVER find yourself wondering which way it's going to go next.

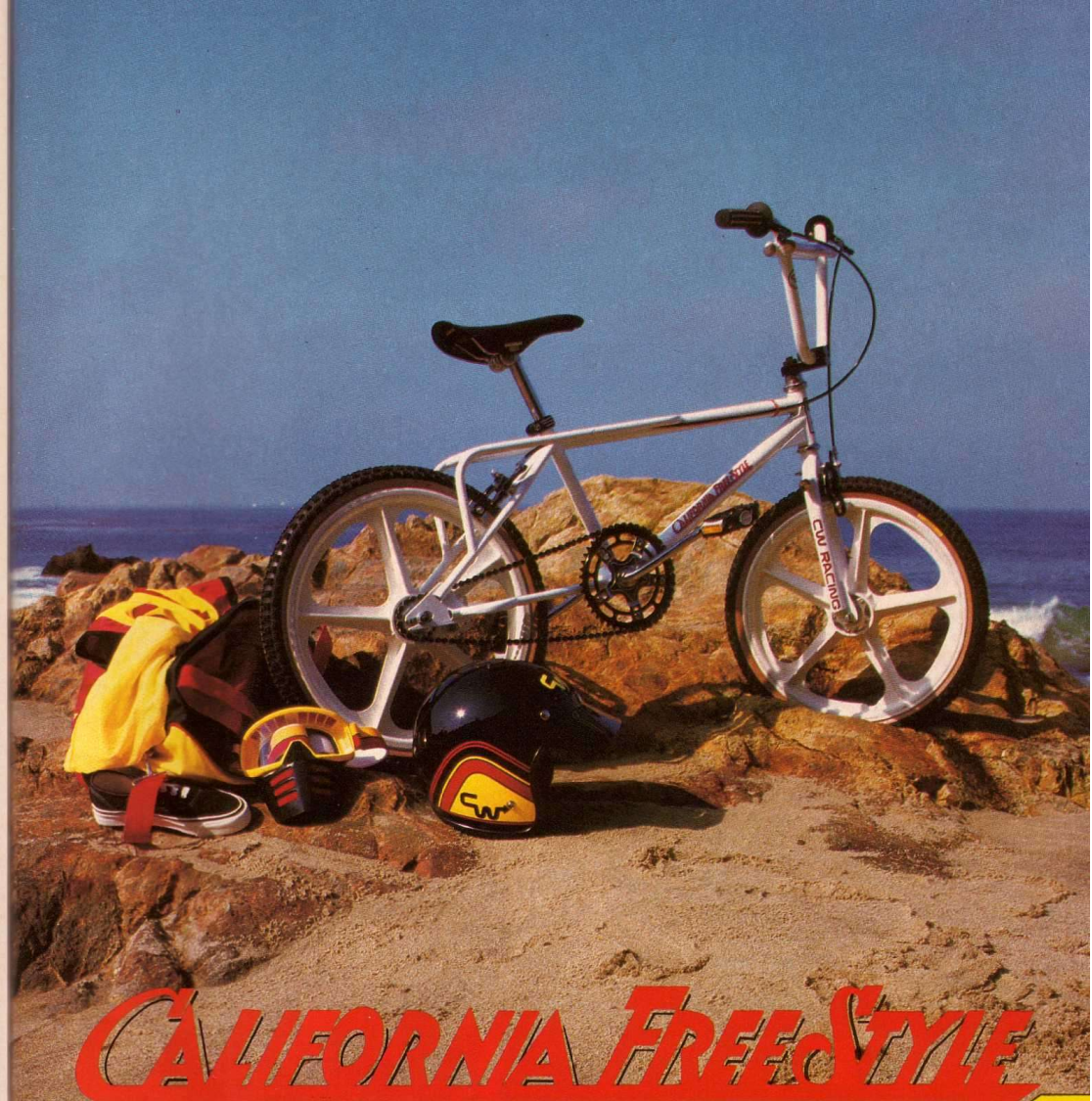
When you take to the air, you can do it without worry. You'll probably notice a very slight light feeling to the front end, but with a little weight-shifting, you'll have nary a problem.

The layback seat post and long frame give you plenty of movin'-around room. Nice. Moose-sized and larger riders will love it.

You'll get PLENTY of pull from the bars — and when you break out the tape measure and discover that they're 28 7/8 inches wide, you won't wonder why, either. The power position is just fine, thank you.

### WELL, WHAT DOES ALL THIS DRIVEL MEAN?

Add it all up, and CyclePro has done a pretty good job of building a bike that'll last, is competitive, and handles with grace and alacrity. CyclePro, you guys done good. ■



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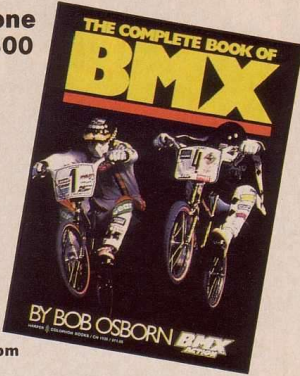
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*Don't wait for success. Make it happen!*

# How to Learn the Inside Secret to Winning Championships in BMX...Overnight!

*Have you ever won a race or rode your best yet and said, "I've got it!"?*

What would your race results be if you could ride, all the time, with that same feeling? Pretty good? What would you say if you promised you those race results? Unbelievable? Incredible as it may seem, that is exactly what we promise.

If you have a sincere desire to win and are willing to keep an open mind while you read this advertisement, we can point a way to help you improve your consistency and overall race results immeasurably as well as your enjoyment of riding.

### Performance Consistency (Key to Winning!)

The average rider has the ability to win, yet fails to ride well in every race. What separates top Pros from average riders is the secret ability to keep a totally relaxed, confident frame of mind while racing under extreme pressure. This ability, once mastered, will transform even average riders into top, consistent performers. Automatically! Race after race!

### How Bad Do You Want to Win?

If you really want to master the secret of Winning, then you need this simple yet amazing system for success in BMX called the "Relax And Win (RAW) Method"!

### Here's A Promise For Better Race Results

RAW is dedicated to the mental side of BMX racing or more specifically to teach you the technique of Automatic-Mind Control (AMC). This enables you to race on natural instincts or ride at your max-ability and beyond, without having to think about it. It's that certain "sweet feeling" you get when you're riding your best. Yes, it's that wonderful rhythm, and exciting feeling of relaxed confidence! We promise you'll master this technique or your money back!

By using the "RAW Method" you will Learn How To:

- Block out negative tension, pressure, and become totally relaxed and confident anytime you wish. (Especially at the start.)
- Time any starting lights for that split second advantage for pulling hoeshots.
- Increase energy, endurance, and strengthen your legs and entire body.
- Explode like a shotgun out of the gate and simply outrun competition to the first turn.
- Master the strategy of performance consistency and realize your secret dreams of becoming a BMX Champion.

Remember! As you begin using the "RAW System," these powerful improvements become automatic natural racing habits; As-You-Are-Racing!

### Here's the Secret (Just 15 Minutes a Day!)

RAW consists of two cassette tapes revealing a very special mental conditioning exercise program. All you do is relax and



"Hey, if you want to improve in racing, do yourself a favor, get the "RAW Method." It's the—most—important key to Winning!"

listen for only 15 minutes a day! And that's it! It's as exhilarating as a good workout, yet, relaxing as sitting in a hot tub. The results are overwhelming as you begin to tap your unlimited potential.

RAW helps you maintain that "sub-consciousness feel" or "sweet rhythm" that's mandatory for winning big races.

### Over 20 Years to Perfect

The "RAW Method" didn't appear overnight, but is the result of over 20 years of research by one of the leading experts in the field of mental conditioning for sports.

### Development Consultant, Greg Hill/BMX Pro

RAW is based on a physical and mental relaxation process combined with positive information. With Greg's help, we designed this program specifically for BMX racer's who have a burning desire to win.

The confidence building info. is so powerful and perfect, it teaches you how to automatically activate your success mechanism (that "sweet rhythm") anytime you wish!

### Ride Your Race Like Practice

Once you have mastered this secret of activating that "sweet feeling or rhythm", which doesn't take long for most riders, and are able to ride with rhythm, coordination, speed, and confidence possible in practice while under pressure of super heavy competition, your problems will be solved. You'll be on your way to a championship before you know it!

### The Experts Agree

★ "When you get to the higher levels of racing, you reach a point where everybody is about equal in strength and skill. That's when having your head dialed to perfection can make the difference between finishing high in the main or bombing out in the semis."

BMX Action Mag./Ap.84

### Here's More Proof

★ "After using the "RAW Method", I can totally block out all pressure at the start. My timing on the lights and pressure on the gate are in perfect harmony. It's hard to explain, I just know when the gate is going to drop. I have a feeling 1985 is mine!"  
 Greg Hill/Cycle Pro/GHP Factory/ESPN 1983 Pro Series Champion

### Your Unbelievable Opportunity

Give the "RAW Method" the opportunity to help you achieve your racing goals.

It comes with step by step instructions and, to convince you that it works, you get a one-year, 100%-money-back guarantee. Do you know any other offer to match that? Here is your golden opportunity to invest in your racing success.

### Take the First Step

This is the moment of truth. Do you really want to Win? If your answer is "Yes", follow your impulse now and order the "RAW Method". Remember, it is sold on a 100%-money-back guarantee basis. You can improve your racing ability and overall life. It's really up to you. Take the first step on the exciting road to the Winner's Circle. Give it priority and it will come true for you.

### Still Skeptical? Be My Guest

You must be completely satisfied or your money-back. Furthermore, your check or money order will not be cashed for 30 days. If for any reason you are not satisfied, your uncashed check or money order will be returned no questions asked. If you're still skeptical, put your mind at ease and post date your check 30 days from today. You have everything to gain and nothing to lose. So, go ahead! Send in the NO-RISK coupon, right now, while you're thinking about it!

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Yes, I want to invest in my racing future. Please send me the "RAW Method" with the absolute understanding my check or money order will not be cashed for 30 days.

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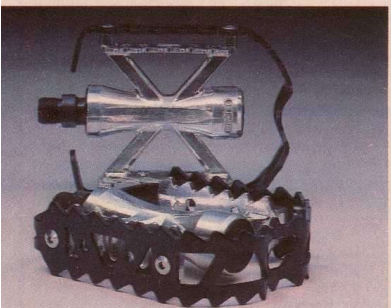


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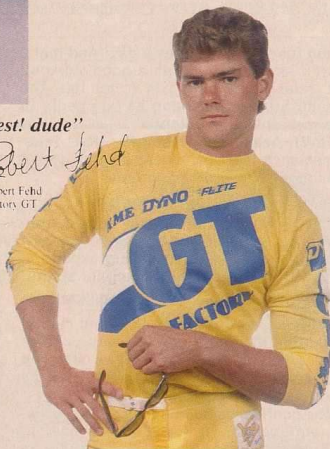
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# OUTTAKES

Ah yes, the absolutely fearless BMXA photogs, in their constant struggle to bring you, the readers of BMXA, the most outrageous action photos in the galaxy, often stick their noses into places that reasonable and prudent folks wouldn't go. But hey, danger is their business.



For example, while testing the CyclePro with Greg Hill, they set up a shot with Greg where he was blatin' around a berm. Gibey shot it from the outside, up real close with a 20mm wide-angle, and Oz shot it further back with his zoom. No problem. Except that Greg overcooked it and the tail end of his bike hopped over the top of the berm. Uh-oh, deep trubs a-comin' for Gibey. (Notice how Gibey's already trying to evacuate the area?)



First rule in the BMXA Photographer's handbook reads, "Save the camera first, and worry about your body later." Gibey passed that test. (Cough, cough.)



"Oh, hello there."



Oh, and of course Gibey still got the photo. His comment after almost meeting an untimely end out at Colossus? "All right, Greg, how about three or four more?"

# WAR MACHINES.

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