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BMX ACTION

SEPTEMBER 1984
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HECTIC RACE ACTION: LAS VEGAS

HIGH VOLTAGE TESTING: KUWAHARA NOVA



PLUS: FREESTYLE HOW-TO'S, RACING TIPS, AND MORE!

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The ACS Z-Rim Collection shown with the new white "Mike Buff" signature Z-Wheel.

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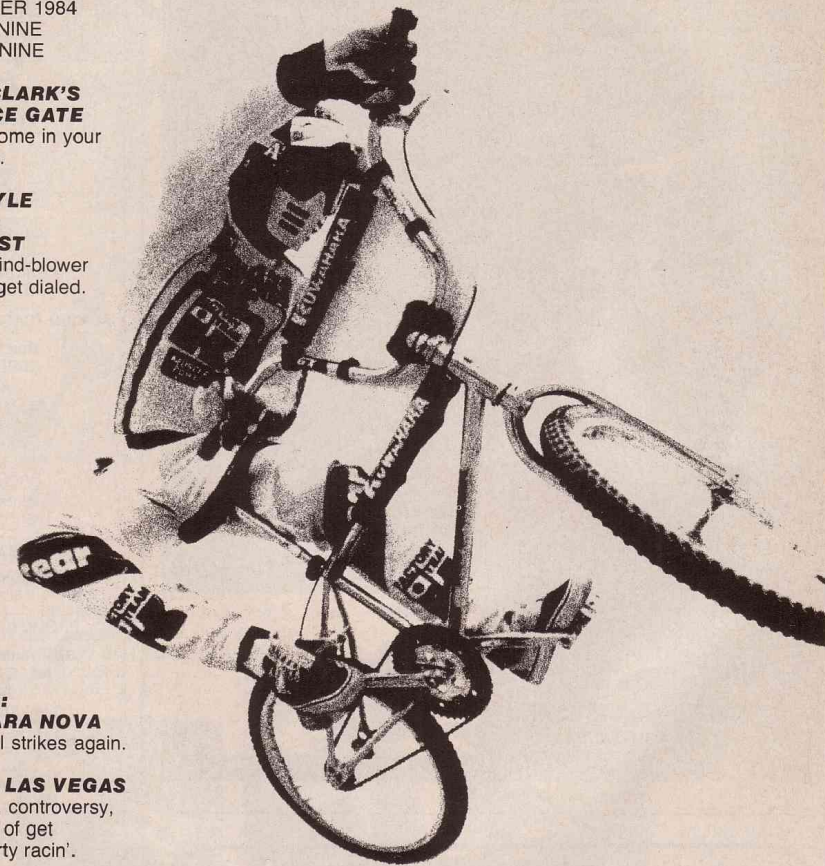


American Cycle Systems
1449 Industrial Park St.
Covina, CA 91722

BMX ACTION

SEPTEMBER 1984
VOLUME NINE
NUMBER NINE

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Learn at home in your spare time.
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Another mind-blower for you to get dialed.



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"Gimme two Vander rolls to go."

COVER: Mike Miranda's forte — supreme aerial stylin'. Awright, Mike! Photo by quick-fingered Jim Cassimus.

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Specifications:

MATERIAL: Body — Light Alloy
Cage — Light Alloy
Spindle — Cr-Mo

DIMENSION: 90mm x 110mm
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WEIGHT: 490g (17.2 oz.)



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BMX ACTION

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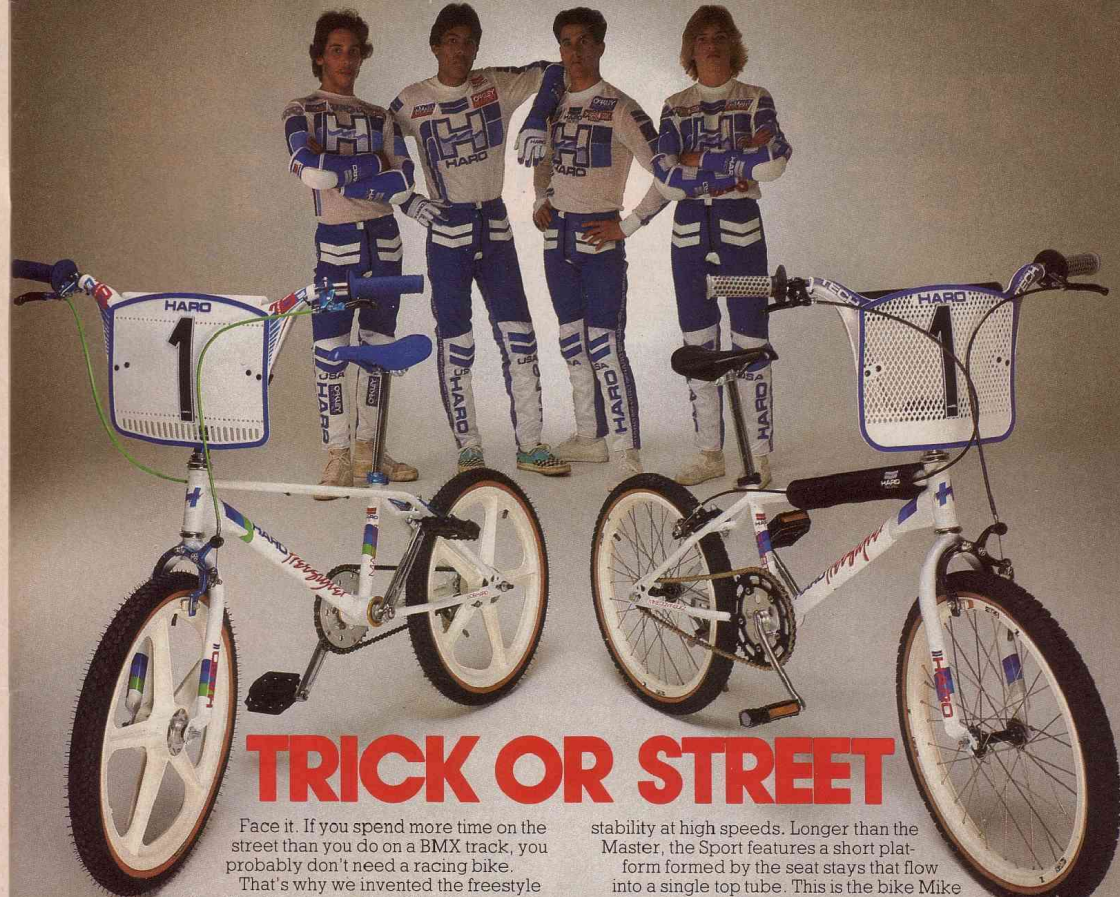
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BMX ACTION



TRICK OR STREET

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

That's why we invented the freestyle bike. The Haro Freestyler. We pioneered the development of features like heavy duty dropouts, built in coaster brake brackets, anti-slip axle slots, precision machined head tubes, chromoly downtube gussets and a unique freestyle geometry. And now there are two Haro Freestylers to choose from. The Master, and the Sport.

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

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

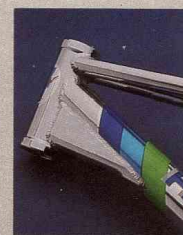
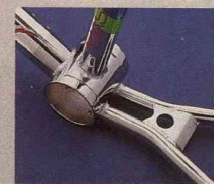
stability at high speeds. Longer than the Master, the Sport features a short platform formed by the seat stays that flow into a single top tube. This is the bike Mike

Dominguez relies on for unbelievable aerials and vertically oriented trick riding.

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

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

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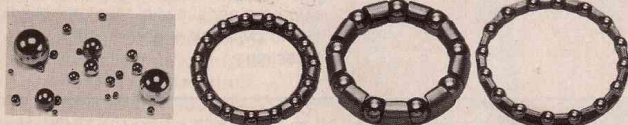


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WHAT'S BLACK AND WHITE AND WINS ALL OVER?





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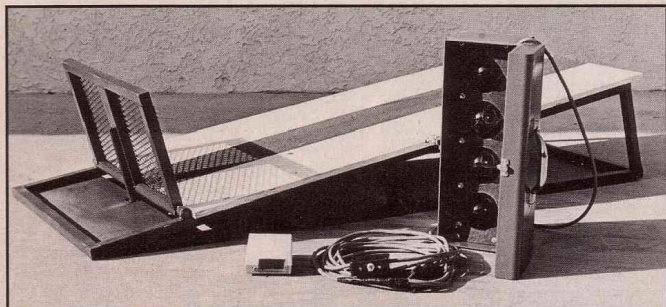
Left to right: Eddy King (with Shadow), Doug Davis, Lisa Terry, Sean Alstoft, Harry Leary,

Brent Romero, Jason Wharton, Jason Bruton, Justin Green, Cindy Ainsworth, Rich Farside

DIAMOND BACK
 RATTLE THE COMPETITION

PRODUCT ANALYSIS

B & B Electronic Practice Gate



Scott's complete setup. You're looking at about \$425 worth of high-tech reflex-improvement and technique-perfection equipment. If you're serious enough, it's easily worth it.

HERE'S WHERE YOU DO YOUR HOLESHOT HOMEWORK

When you're lined up on the gate waiting for your moto, there must be no question in your mind as to what kind of start you're capable of. We're talkin' you HAVE to know that you're gonna get an awesome, crank-flexing, chain-stretchin', knob-by-burnin', MEGA-HOLESHOT!

You must KNOW that your technique is perfected, your reflexes razor-sharp. Your starting motions have to be pure instinct. They must be deeply engrained. There's no room for error.

The best way to program your brain and body for rippin'-the-hinges-off-the-gate starts is to have your own personal practice gate. But since your local track is probably equipped with an electronic gate and you want

continued on page 12

ROUND

The ROUND GRIP was designed from the track. Its race bred design consists of an inset, broken tri-pattern, a smaller overall diameter and the A'ME THERMO-FLO RUBBER compound. Its function is hard to beat, especially when offered in all A'ME's popular colors.

The A'ME ROUND GRIP, as we say, "you can't fool a ROUND, you know if the second you take hold."

ROUND GRIP suggested retail: \$4.95

A'ME

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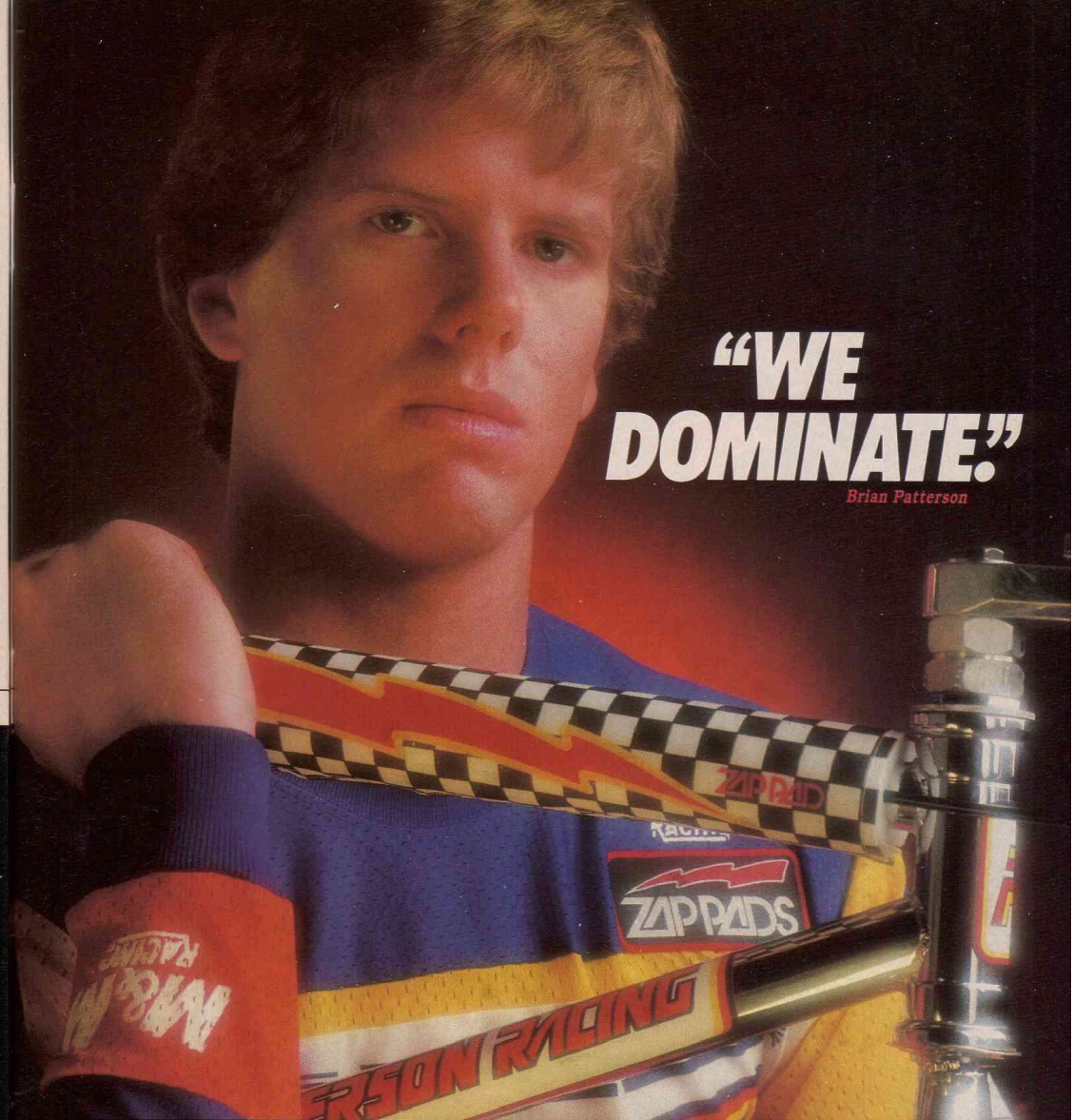
Send \$2.00 for catalog and stickers



Clint Miller
Clint Miller
TEAM KUWAHARA

"WE DOMINATE."

Brian Patterson



Some guys get on a dirt track and make mud pies. Other guys are fanatics. They don't just practice. They bust their guts. And they don't just win. They dominate. That's where Brian Patterson is coming from. He's a totally committed, stark-raving fanatic.

It's no coincidence that Brian rides ZAP PADS. He can't afford anything less. It's the pad the winners ride. It's the pad for you. Unless, of course, you'd rather make mud pies.

ZAP PADS

If you can't get Zaps locally, write ZAP PADS, 3000 Commonwealth Blvd., Tallahassee, FL 32303 ©1984 East Coast Cycles



NEW TRICK COMPONENTS FROM GT™



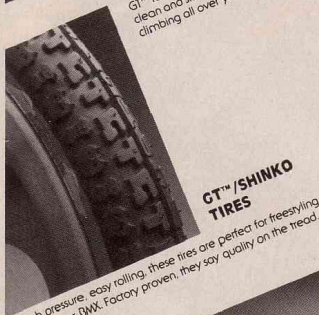
GT™ FREESTYLE HANDLEBARS

All new, these bars are built specifically for freestyle. The larger diameter crossbar design adds strength and lower profile keeps them from getting in the way when you're going through maneuvers. Made of GT™ tough 4130 chromoly.



FRAME STANDERS™

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PRODUCT ANALYSIS



Grrrr! Scott puttin' out some major muscle. He does about 45 minutes worth of starts on his practice gate every day and says it's helped a bunch. His improvement this year in results is provin' it.

to practice on something similar, that makes it a little tougher.

Add to that the different varieties of lights, like the NBL's four light system and the ABA's two light dead man variety, and you've got an even tougher job ahead.

Scott Clark was in the market for a new gate, and being a savvy, businesslike dude when it comes to making investments that can improve his racing, he spent a pretty fair amount of time researching different brands of personal practice gates. The one that he chose was a cosmo-qual

unit from B & B Starting Gates in Chandler, Arizona. We decided to check it out.

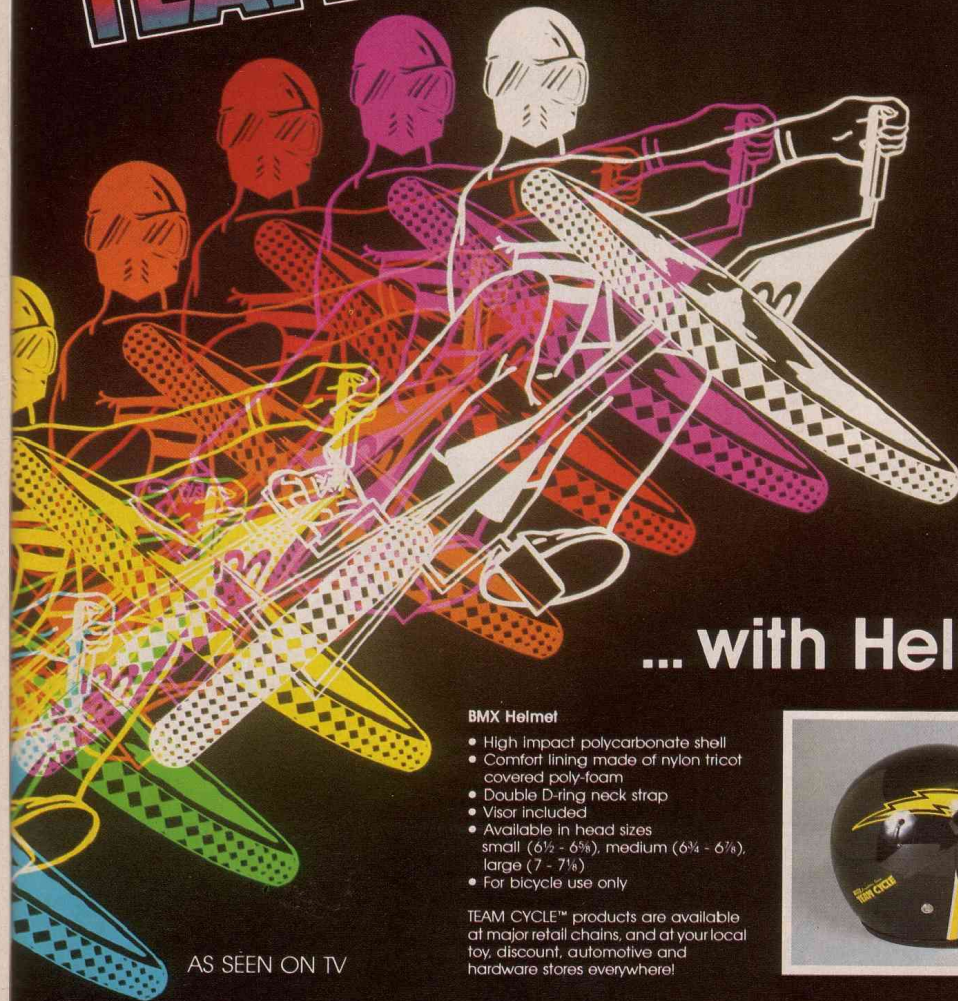
FIRST OFF, WHY'D HE DECIDE TO BUY A GATE?

Good question. How 'bout answerin' that 'un, Scott? "Before, I didn't really have a starting technique. I wouldn't really know when the gate was going to drop. I'd just come out of it. I'd try to be brutal — just try to physically get out. I didn't have any flow. I'd be pedalling my brains out,

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BMX ACTION

Take off with BMX Competition Series TEAM CYCLE™



... with Helmets

BMX Helmet

- High impact polycarbonate shell
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- Double D-ring neck strap
- Visor included
- Available in head sizes small (6½ - 6¾), medium (6¾ - 6⅞), large (7 - 7¼)
- For bicycle use only

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AS SEEN ON TV

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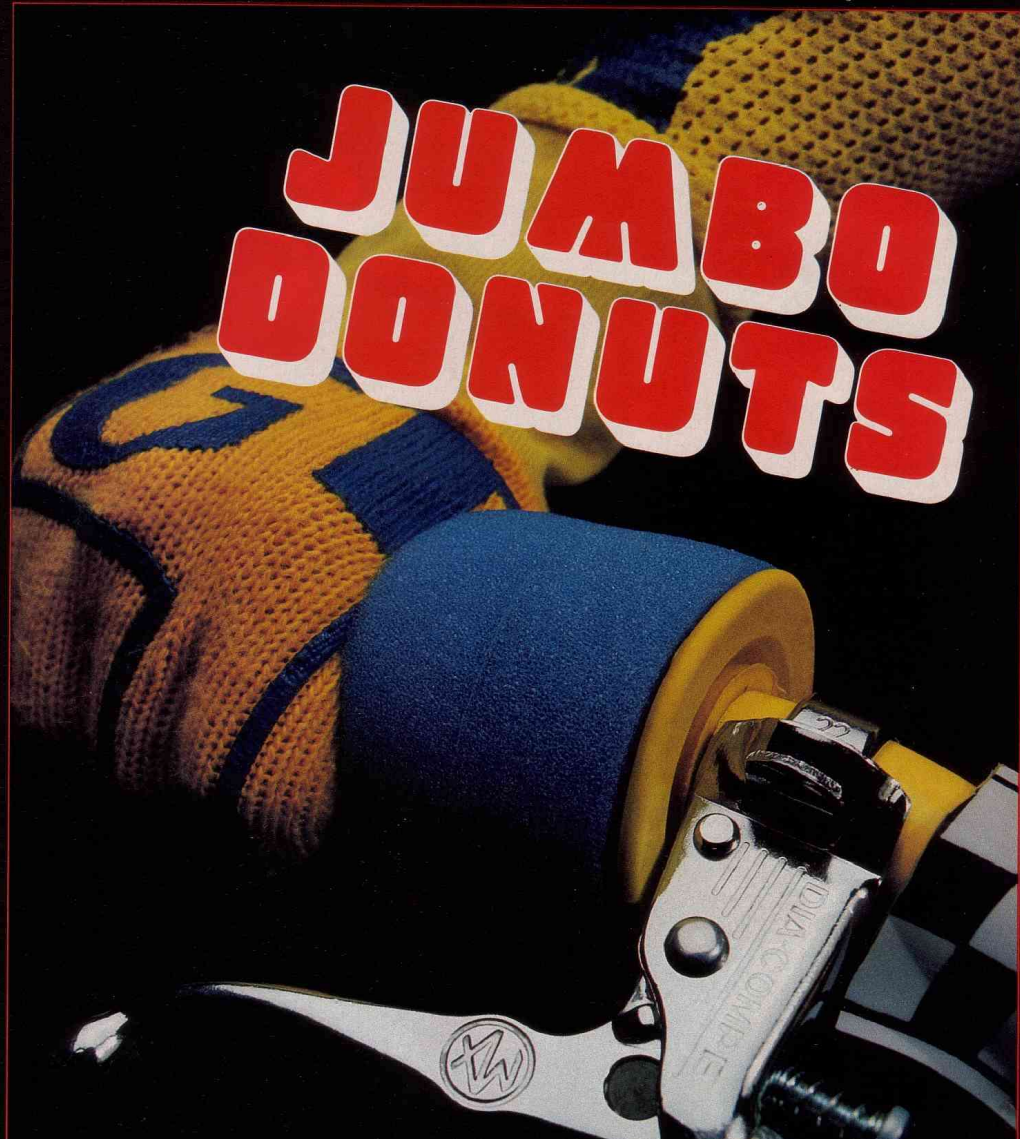
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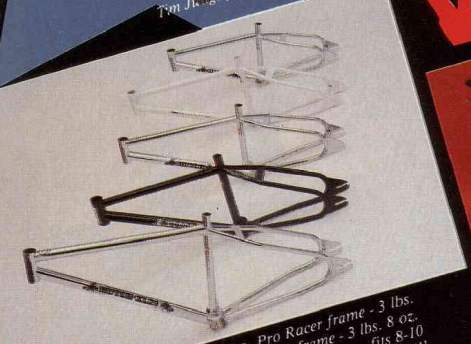
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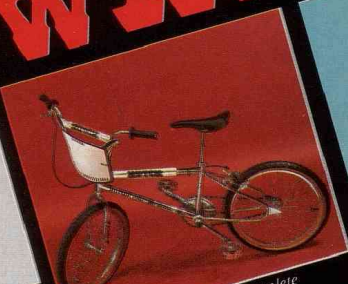
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24" XL frame - Xtra lite: 4 lbs. 4 oz. Pro Racer frame - 3 lbs. 11 oz. fits 14 years and older. Expert Racer frame - 3 lbs. 8 oz. fits 11-14 year olds. Junior Racer frame - 3 lbs. 6 oz. fits 8-10 year olds. "Lil Hole Shot" mini frame - fits 6-9 year olds. 16" Pit Racer frame - All frames available in chrome, white, black and our new "Candy Apple Red".



"Hutch Pro Star", the complete bike made exclusively by Hutch. Made in the U.S.A. all top of the line components.



"Hutch Pro Racer", the complete bike with the Hutch chromoly U.S.A. frame, fork, handlebar and seat post.

The striking "NEW" Hutch number plate available in red, white and blue or black, silver and white.



Hutch Aero-Speed Crank Set - Hollow chromoly arm in 175mm, 180mm and 185mm lengths. Sealed bearings need no shims or washers. Over 1/4 pound lighter than other cranks.



Durable nylon safety pads in a variety of colors and chrome. Hutch regular and layback seat posts and aerodynamic seat post clamp in black or chrome.



The Hutch "Trick Star" frame and fork made for great trick performance. The 28" pro bent bar with stand on platform and trick pedals available in combinations of red, blue, black and chrome.



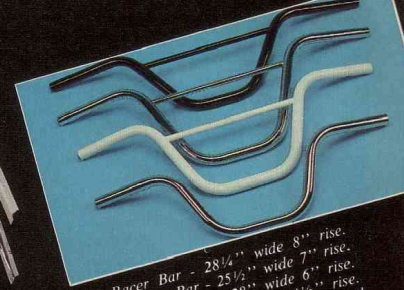
Aluminum sealed bearing hubs with hollow chromoly axles are super lite at 14 1/2 ozs. per set. Superlite magnesium hubs in chrome, sealed bearings with titanium axles, 11 1/2 ozs. for both.



"America's Red, White and Blue Team - Back row - 14 to right: Monte Gray - 13 expert, Middle row, left to right: Jason Johnson - 12 expert, Midge, Tim Judge - Pro, Steve Velman - 14 expert, Christy Anderson - 12-13 Girls, Greg Liggins - 16 expert, Richard Hutchins - owner of company, Front row, left to right: Wendy Sue - freestyle expert, Brad Moore - 10 expert, Winter - 10-11 girls, Woody Ison - freestyle expert.



Pro Racer forks - 1 lbs. 10 oz. Mini forks - 1 lb. 5 oz. XL 24" forks - 1 lb. 14 oz. 16" Pit fork - 1 lb. 6 oz. Available in chrome, white, black, and our new "Candy Apple Red."



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"Totally Rad" clothing line designed with the superstar look. Cut-off sweat shirts, muscle sweats and T-shirts, hooded sweats with pants to match, and stylish jacket and dress shirts with the embroidered logo. Many colors and screen designs available.

Frame stick packs, patches, helmet diecuts and diecuts give any surface a professional look.



Check out the great Hutch design on this muscle sweat, and the stylish hooded sweat suit.

Colorful Hutch Uniforms come in sizes to fit boys; small to men's large. Pants ordered according to waist size. Helmets small, medium and large. Full and open face.

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The Elina U.L. is available in blue or black with the glass fiber post with checkerboard graphics or on a chrome plated cro-moly post.

Elina U.L.



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OAKLEY FACTORY PILOT

There's a new grip coming from Oakley.

PRODUCT ANALYSIS

continued from page 12

but I wouldn't really be snapping."

"Now I have a technique. When I come out of the gate I do certain things different, like the way I throw my weight. I also push harder with my left leg now. Before, I'd just come out of the gate and get going. Now I'm going, 'Now, go forward. Left, left, left', 'cause I always push harder with my right leg so I've got to concentrate on my left. It's helping."

SO WHAT'D SCOTT GET?

The package he bought consists of a one man gate, a combo light system that will run either ABA or NBL type lights, a reaction timer and sprint timer. Total cost of Scott's setup was somewhere in the neighborhood of \$425.00, which is pretty hefty. But if you're TOTALLY serious about perfecting your starting technique, it's worth it.

The gate is a sturdy welded unit with plywood bolted to the top and it even has grip tape for no-slip traction.

All the mechanical gate release mechanism goodies are self-contained underneath the gate so that nothing's sticking up out of the top.

The whole gate is fairly light and easy to lift — so you can store it out of the way when you're not practicing to keep your mom and dad happy. But at the same time the lack of weight in the gate is a slight disadvantage. You have to make sure that it's anchored firmly or else you WILL be moving it as you torque out. Scott backs his up against a wall or has his starter sit on it.

If you have grumpy neighbors you'll probably want to stick a piece of carpet under the gate to deaden the noise when it drops.

The lights are self-contained in a tool-box. Easy to carry out and set up — and also a good place to stash some of the electrical cords when you're not usin' the gate.

Hooking up the electrics is simple — nothing at all tough about it. Just plug everything into the appropriate places and fire away. Setting it up only takes a minute or two.

The speed of the lights sequence is adjustable so you can vary it to what your local track uses — or what you'll be facing at an upcoming national.

Usually on starts using the ABA lights, the starter controls the amount of the delay. With a random timer option that's available, there's a computer chip that automatically scrambles the amount of delay from one to four seconds. Custom. It also keeps your starter from playing dirty tricks on you like clicking on the red light and holding it for about fifteen seconds.

With the setup he has right now, Scott has to have someone click the switch to start the lights. But there's a pre-timer option available for the ABA-style lights that bolts onto the gate so that he can hit a button with his toe, get set up on his pedals (thanks to a delay system), and then after a few seconds the lights will run through their sequence. Ah yes, more trickness.

The sprint timer is trick. There's an electronic touch pad built onto the end of a cord that's thirty feet long. You tape it to the ground out in front of the gate, and the timer starts as soon as the gate drops, and stops when you hit the pad. You read your time to the hundredth of a second on the digital display box back at the gate.

Scott loves it. "Since I've gotten

that timer, I can tell if I'm improving or not. At first I was getting like 1.67 or 1.68 seconds, and then the second day of practicing I was getting 1.63's. Yesterday I was getting 1.58's like it was no big deal. My best time is 1.55 seconds."

"When I get down to 1.49, I know I'll have something cooking. I doubt that I'll ever get down that low — I don't know if you CAN get down that low, but I'll KNOW that I've got it wired. I was getting 1.58, 1.58, 1.60, 1.61, and when I started getting that low and consistent at it, I knew I was doing good. Before once in a while I'd get one, but when I started getting consistent I knew I was doing good."

Scott isn't quite as jazzed with the reaction timer. You use the same touch pad and tape it on the gate behind your rear wheel. "I've gotten the reaction time to 0.00 and I got lame starts. When I use the sprint timer is when I can tell if I'm improving."

The sprint and reaction timer plugs in as easily as the rest of the regular electronics.

IS IT WORTH IT?

Let's put the question to Scott.

"It is to me 'cause that's my weakness. I have physical strength and I know how to ride, but I would always get beat out of the gate and I'd have to catch up. Starts are like 75 percent of the race. The rest is a combination between aggressiveness and power. I'm getting faster. I KNOW I'm getting faster."

B & B GATES COMPONENT PRICES

One man gate and manual ABA two light setup: \$200.00.

Sprint and reaction timer: \$99.00 for one pad only. \$119.00 for 2 pads.

Pre-timer: \$39.00.

Random timer: \$149.00.

One man gate (gate only): \$119.00.

Two man gate (gate only): \$289.00.

Combo light system: \$214.00.

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FREESTYLE HOW-TO

**"C'MON BABY LET'S DO THE TWIST."
— CHUBBY CHECKER**

Hey folks, are you ready to try another outrageously artistic and amazingly masterful advanced freestyle move? What we're tryin' to accomplish here is to be rolling forward slowly, load up your bod on the front tire and handlebars and do a

knee pads, gloves, etc.) to save your skin in case of any unplanned trips to Bailsville.

Everything ready? Great. We're gonna let ol' R.L. Osborn, inventor of the move, take over the narrative.

"Okay, for this one you're barely movin'. Real slow speed."

"I start out by standing on my crank hanger with my left foot, so that my cranks stay level with my left pedal

THE TWIST

quick-trip 360 spin around front of the bike. Then at the end of the 360 you drop back onto your pedals and casually ride out of it like nothin' happened while all your friends' brains fall out. Got the idea? Sound cool? Good. Let's go for it.

First off, you may need to do a little bike prep. Like most high-level freestyle moves, you absolutely need a front brake. You also have to make sure that the handlebars can do a complete 360 without hitting the seat, that your brake cables are long enough that they won't get kinked when they get wound up, and that your caliper won't get thrashed by hitting the down tube on your frame.

If you haven't already done it, this might be a good time to go ahead and do the Pott's modification like we went over in the May '84 issue of *Mighty BMX*. This'll cure the above mentioned problems by routing the front brake cable through the center of your stem wedge bolt. It's quickly becoming almost an absolute necessity for master freestylists.

If you don't want to drill out your stem wedge bolt, ACS, SunTour, and Galindo are all working on either bolt kits or complete stems that will do the job.

The only other things you need to do are put on your brain bucket so you don't bonk your noggin' in case you bail, and equip yourself with enough other armor (elbow pads,

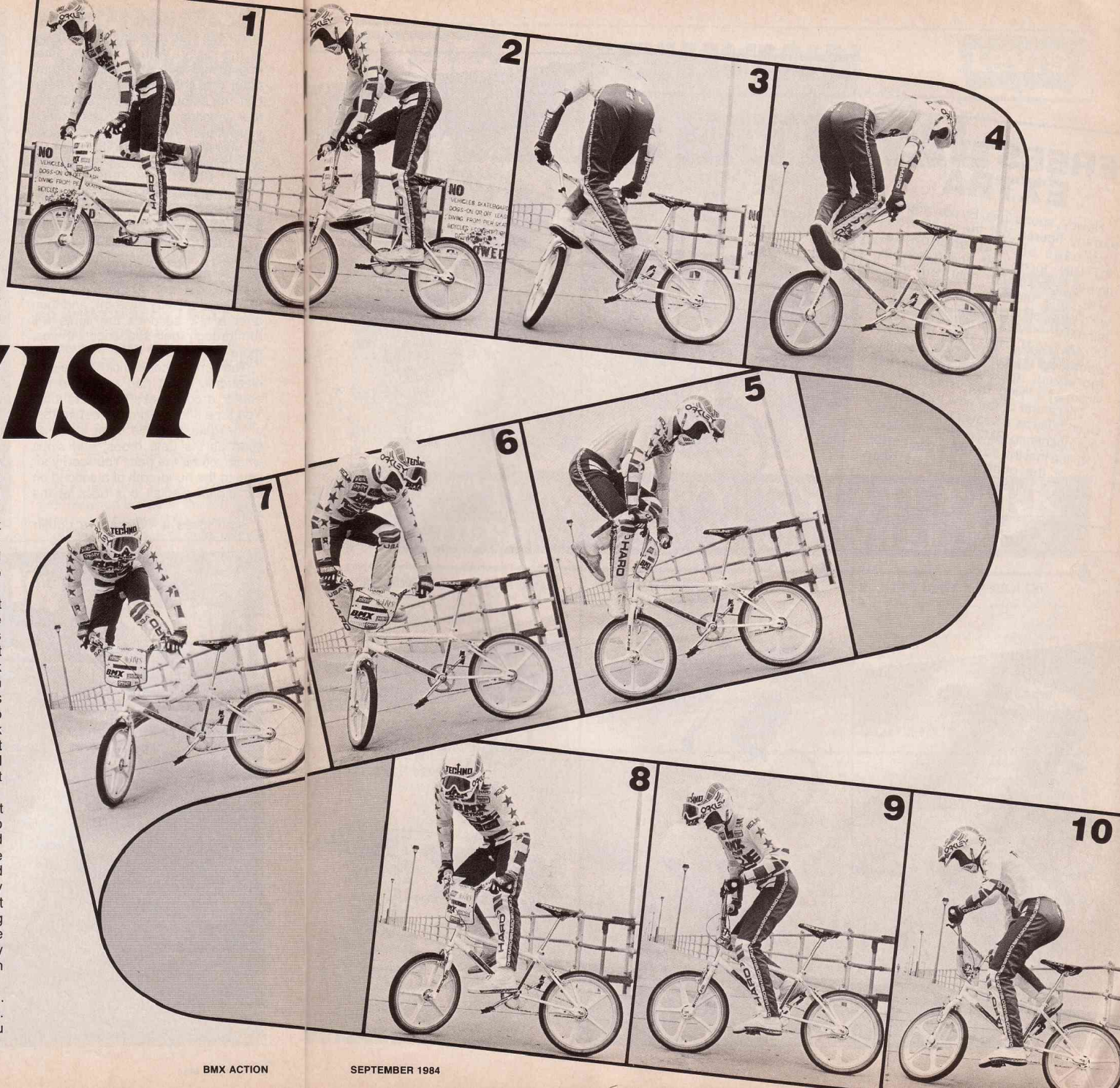
forward. That way when I come around to the end of the 360, I can stretch out, step right on the pedal and ride out of it."

"So I'm standing on the crank hanger with my left foot and I bring my right foot over the top tube and get ready to jam it between the top of my tire and the forks."

"Now you're in position to start spinning. When I'm ready to do the spin, I do a whole bunch of things at the same time. I jam my right foot between the tire and the fork stem and lock the front brake with my hand to stop the front wheel. This also gives me a secure place to stand. Then I push off from the crank hanger with my left foot. I'm not really worried about getting a real big push into it, I'm worried about getting a good, clean, tight spin."

"When you're spinning you've got to keep the bike perfectly straight up and down and your body centered over the headset. You can't have part of your body swinging out and throwing you off balance. I keep my left leg locked in behind my right leg — real tight so it's not out flying around. When I come around at the end of the 360, I just stretch out my left leg and land on the pedals. Then ride out of it."

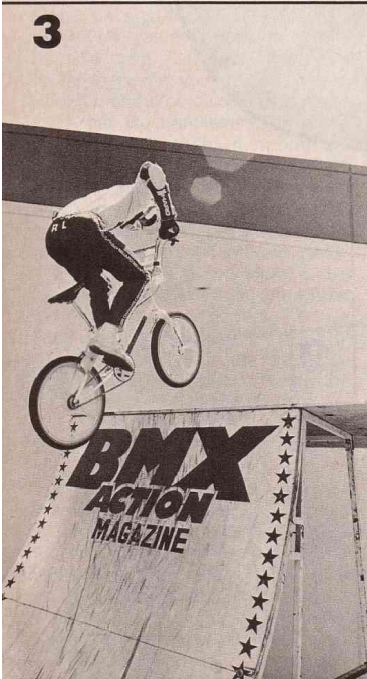
There ya go, folks. Now go for it. And keep at it 'till you've got it dialed. You WILL be fryin' minds when you pull it off. ■



FREESTYLE EXTRA

Howdy, sports fans. By now you've already figured out the photos on this page have ab-so-loot-lee NUTHIN' to do with the freestyle ARE purty interestin' so we figured we'd drop 'em in here for your entertainment — AND WHATEVER YOU DO, DO NOT TRY THIS! We don't want any of our high-zoot, totally tricked-out readers becoming the victim of a flying faceplant.

This's one of the new tricks R.L.'s been busy as a beaver workin' on for the upcoming BMXA Summer Tour. (Notice that the size of the platform on top of the quarter-pipe has been GREATLY increased.) ■



NBL

SCHWINN

Levi's

GRAND NATIONAL



1984

PRACTICE/ RACE DATES:

Fri., Aug. 31
(ALL DAY PRACTICE)

Sat., Sept. 1
(RACE DAY)

Sun., Sept. 2
(RACE DAY)

**RAIN
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NBL REQUIREMENTS:

NBL Membership. Amateurs raced in 5 W.O.S. Pros raced in 10 W.O.S.

PRACTICE ALL DAY FRIDAY
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HOST HOTEL:

RAMADA INN EAST (\$36/night)
1-64 at Hurstbourne Lane, Louisville, KY

Room blocks are also being held at:

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Howard Johnson's (\$36/night) Skylight Inn (\$32.95/night)
Knight's Inn (\$31.50/night) Plaza East Inn (\$36/night)
Red Roof Inns (\$23.95 to \$32.95/night)

To secure these rooms at these rates, make reservations with the Louisville Convention and Visitors Bureau, 226 W. Muhammad Ali Blvd., Louisville, KY 40402, (502) 584-2121, by August 15.

DIRECTIONS TO TRACK:

North on Hurstbourne Lane (under I-64). Go 1.5 miles to Shelbyville Rd./U.S. 60. Turn right onto Shelbyville, go ½ mile to light at Dorsey Lane, turn left and follow Dorsey for three miles until it ends at LaGrange Rd. Turn right onto LaGrange. Go 2/10 mile, turn left onto Hounz Lane. Follow Hounz 1.2 miles to light at Westport Rd. Go 7/10 mile to sign for E.P. "Tom" Sawyer State Park.

NO ADMISSION OR PARKING FEES.

SCHWINN Levi's

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Address: _____
City: _____ State: _____ Zip: _____
NBL No. _____ Birthdate: _____
Novice: _____ Expert: _____ Female: _____ Male: _____
20" Bike No. _____ Exp. Date: _____
Cruiser Bike No.: _____ Exp. Date: _____

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7 Yrs.	8-9	8-9 Open
8 Yrs.	10-11	10-11 Open
9 Yrs.	12-13	12-13 Open
	14-15	14-15
	16 & Over	16 & Over
Cruiser Classes	Pro	
11 & Under	A Pro	Pro Award
14	B Pro	Pro Cruiser
15		
16	35 & Over	

RACING FEES

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Cruiser \$35.00
A Pro \$35.00
B Pro \$65.00
Pro Cruiser \$55.00
Pro Award \$45.00

List applicable best 5 or 10 Nationals

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- _____
- _____
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*I do not have my 5 Nationals as of this date but I will be attending the National (s) at:

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

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(Please read the following before signing.)

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Parent/Gdn. Signature: _____
Date Signed: _____
Rider's Signature: _____
Date Signed: _____

Total Amount Enclosed: _____



If you want an inexpensive freestyler, just add a front brake and coaster brake, and you've got it. Mike Buff behind the bars.



KUWAHARA NOVA

IT'S A STAR!

nova / 'nō-və/ n: a new star that suddenly increases its light output tremendously and then fades away in a few months or years.

Is Kuwahara's Nova shining like the nova in the definition? You bet.

It's a fact for sure that econo-qual is fully happenin' in the complete bike market. And we've been fully dazzled with some of the high-qual, low dollar scoots showing up. Five years ago nobody would have believed you could go out and race competitively on a bike that went for under \$250. If you'd suggested it even last year people would have laughed. Well, they're not laughing any more. These days you can get an amazing amount of bike for your buck, and the Kuwahara Nova is just one more example of this new breed.

Will this Nova burn itself out in a few months or years? Don't count on it. Kuwahara has a hot number here. They're not messing around. And surprisingly enough it completely withstood everything Buff and R.L. could throw at it.

Nope. No burnout here.

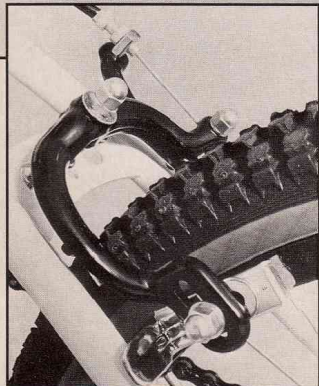
GOODIES SUPREME

The Nova goes for \$240. A price that's not too high, but it is up to-

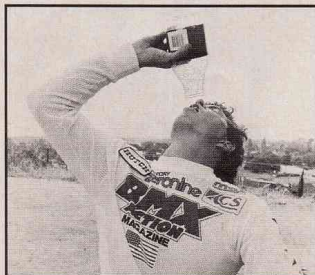
KUWAHARA NOVA



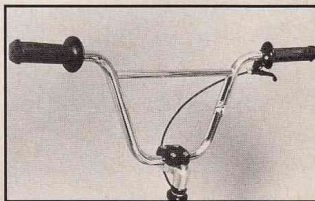
The Kuwahara Nova. While most economical bikes seem like they're geared for radsters in the 12 to 13 year old range, the Kuwahara will fit guys that are a few years older. Like all the way up to 16 or so for racing. Bitchen! Do you want to go racing for \$240? The Nova'll do it.



Spend a little time dialin' the Dia-Compe standard caliper and you'll have plenty of stopping power. Not as killer as the Dia-Compe MX calipers, but very good.



It was hotter than one of R.L. and Buff's BMXA Trick Team shows out at Honda Hills, where Clint and Harry Leary do a lot of their practicing, and where we did our testing this month. The Gatorade disappeared right quick.



We couldn't find anything to complain about in the steering components - 'cept the grips. The bars are totally sano. Plenty wide enough, and the bend was dialed, too. The WIN gooseneck never slipped.



Photo by Steve Gberson

Clint Miller, stylin' heavily up at Honda Hills.

KUWAHARA NOVA



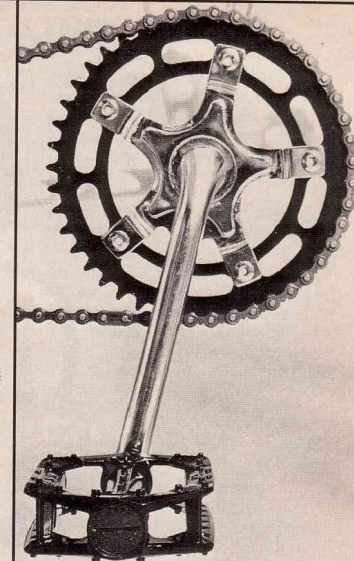
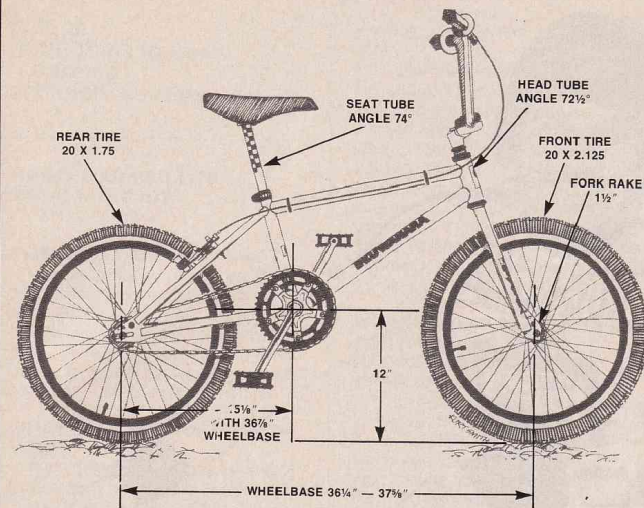
Banzai flattrackin is completely comfy on the mighty Nova. This is due in part to the traction afforded by the IRC's and partly to the stable nature of the Nova's handling.

wards the top of the economy class. Quite a few of the new strain of econo-racers originate in Taiwan. Not so with the Nova. Its frame and fork are built in Japan — just like the rest of Kuwahara's bikes.

Construction for the frame goes like this: the front triangle (including head tube and bottom bracket shell) are chrome-moly. The rear triangle is high-tensile steel. Several companies have built frames this way in

the past (most notably Mongoose, who originated the idea), and it's proven itself to be a very reliable method of construction. The forks are completely chrome-moly.

KUWAHARA NOVA



CHAIN: K.E.C., 1/8 inch.
SEAT: Elina UL seat/seat post combo.
SEAT POST CLAMP: SunTour Arrow, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including expert). High qual, low budget streeter.
AGE RANGE: 11-17 street, 12-16 racing.
QUALITY OF FINISH: Excellent.
QUALITY OF WELDING: Very good to excellent.

GEOMETRY: Excellent.
HANDLING: Very neutral in both cornering and jumping . . . Didn't do anything funny without warning . . . The tires are designed for dry hardpack — and they work well there.

MISCELLANEOUS COMMENTS: Front wheel fit is perfect . . . The back wheel is about 1/8 inch too wide but that's cool 'cause it gives you a little room to mess with chain alignment . . . Both the bottom bracket and headset cups went in and out without a fight — they also weren't sloppy . . . We've said it before, but we'll say it again — it needs a lay-back seat post . . . Everything survived intact . . . Look for a new pair of grips — your palms will thank you . . . If you spend a little time dialing the brakes, they'll work really well . . . The tire setup using two different tread patterns is different, but it works.

TEST INPUT: Clint Miller, R.L. Osborn, Mike Buff, Steve Giberson, Windy Osborn.

Distributor:
Everything Bicycles
23145 Kashiwa Ct.
Torrance, California
90505
Tel: (213) 325-6300

PRICE & SPECS

COMPLETE BIKE PRICE: Chrome, \$240.00. Painted, \$230.00
FINISHES AVAILABLE: White or chrome with black and chrome components. Black or blue with silver components.
COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 12 ounces.
FRAME WEIGHT: 4 pounds, 6 ounces.
FORK WEIGHT: 1 pound, 12 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE: 8 1/2 inches.
HANDLEBAR WIDTH: 27 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET TYPE: Large.

COMPONENTS

FRAME: Kuwahara Nova, front triangle chrome-moly, rear triangle high-tensile steel.
FORK: Kuwahara Nova, chrome-moly.
HANDLEBAR: Kuwahara, high-tensile steel.
HANDLEBAR STEM: WIN, aluminum and chrome-moly.
GRIPS: O.G.K., vinyl.
HEADSET: Hatta MX-II.
RIMS: Ukai, aluminum.
SPOKES: 36, .080, with aluminum nipples.
HUBS: SunTour, low-flange, aluminum.
TIRES: IRC.
BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech 3.
BRAKE CABLE: Dia-Compe.
PEDALS: KKT SMX, aluminum and chrome-moly.
CRANK: Takagi or Sugino (depending on availability), one-piece forged, heat-treated, 175mm.
BOTTOM BRACKET SET: Hatta.
FRONT SPROCKET: Takagi steel chainwheel, 44 teeth.
SPIDER: Takagi, steel.
FREEWHEEL: SunTour, 16 teeth.



FIVE MINUTES WITH CLINT

AGE: 22
HOME TURF: La Verne,
 California
SPONSOR: Kuwahara

HOW'S MARRIED LIFE TREATING YOU?

"Good. I enjoy it."

HOW WAS YOUR WEDDING?

"It was the best time I've ever had. The reception was bitchen. I didn't get drunk and I had a great time. I can't say the same for everybody else. There were so many smashed people there. My dad was even a little bombed — and he NEVER drinks."

WHAT ELSE IS COOKIN' WITH YOU?

"I've been to Australia and England. I went to Australia for the BMX Titles Championships. Gary Ellis and I were there for two weeks."

WHO WON?

"I did. Gary got second. That was the biggest race they've ever had. Most televised, most magazines. It was their biggest deal ever. Almost 200 motos. BMX is doing good over there."

"After that we came home for almost two weeks and then left for England for the Kelloggs Series."

HOW'D YOU DO THERE?

"Third."

WHO BEAT YOU?

"Nelson Chanady won by two points, Eric Rupe got second, and Brian Patterson and I tied for third."

HOW DO YOU LIKE TRAVELLING TO ALL THE DIFFERENT COUNTRIES?

"It's pretty good. It makes you appreciate what you've got at home a lot more. I wouldn't want to live anywhere else."

"I almost flew home from England. I called home and found out Kelly was about ready to have our baby but they told me to stay and I did. We're still waitin'. I think it's gonna be like Greg Hill's baby — it's gonna be late. Not too late I hope — I don't want to miss out on the Murray race."

WHAT ARE YOU HOPING FOR? A BOY OR A GIRL?

"A boy. I wanted a girl at first but then I started thinking about it. My sister has two boys and I really en-

joy being with them. They're neat kids."

"I was really sceptical about having children this early but the way I look at it, it's part of life. I was really worried about it 'cause moneywise I was going. 'This is gonna put me back a few years.' I've got those goals, and now I've got to change everything. It's okay. My business (Ed note: Clint's company is California Racing Designs) is progressing really well and I'm still gonna be working just as hard — if not harder."

WHAT ARE YOU LOOKING AT FOR A CAREER AFTER RACING? WILL YOUR COMPANY DO IT FOR YOU?

"I think so. Right now it's looking like it will, but with business you can never tell. You can be on top of the world one day and be bankrupt the next. Right now it's surprising, but it's making money for me. I'm being real cautious where I spend my money and I'm not going gung-ho and spending every dime I've got on it just because I figure I'm gonna be racing another four or five years. I want to build it up to be a well established business and I don't know where it'll go from right now."

"I started out making pro signature t-shirts, and selling just a few of them through mail order. Now I'm selling those; I'm selling all types of different products, and manufacturing brake guards in large quantities for manufacturers. I don't think the brake guards will last forever, but maybe I'll get into manufacturing frames, or who knows? I kind of doubt it 'cause the frame business right now is just so competitive — if you don't have \$150,000 forget it. If anyone out there has \$150,000 to experiment with, by all means, contact me."

IS KELLY WORKING TOO?

"No, she's just relaxing. I had her quit her job about four months ago, and now she helps me a lot in the company. She does about as much work as I do. She does a lot."

IS SHE A SALARIED EMPLOYEE?

"Nope. The best kind — cheap labor."

HOW ABOUT YOUR RACING THIS YEAR?

"I haven't been too happy with it 'cause I've been stuck out of the country so much. I lose out on a bunch of publicity and I'm out of it in ABA completely. I can't even get a

plate — which doesn't really bother me a lot. But in the NBL I've fallen behind, too. The way I look at it is, I'm gonna do my best, get as much coverage as I can and try to win some more races. That's all I can do."

HOW MUCH LONGER DO YOU THINK YOU'LL BE RACING?

"Four or five years maybe. I enjoy racing. Travelling — especially winning. But the competition's so tough right now it's unbelievable. You've really done something just to make the main, let alone win it. You've really got to have an on day to win. It's really tough."

CLINT'S FACTORY KUWAHARA

FRAME: Custom Kuwahara Lazer Lite, chrome-moly.

FORK: GHP, chrome-moly. (Shhh. Don't tell Kuwahara, okay?)

HANDLEBAR: Galindo, chrome-moly with plastic crossbar and extruded aluminum clamps.

HANDLEBAR STEM: Flying W ESP, aluminum and chrome-moly.

HEADSET: ("It's a cheapie.") He also uses a B.S. Dirt Skirt.

RIMS: Araya 7X, aluminum.

SPOKES: 36, .080, with aluminum nipples.

HUBS: SunTour Superbe, aluminum.

TIRES: Tioga Comp IV, 1.75 front and rear.

TUBES: Tioga SuperLite.

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

BRAKE LEVER: Dia-Compe Tech 3. (Bent out slightly for more leverage.)

BRAKE CABLE: Dia-Compe.

BRAKE PADS: Kool-Stop.

GRIPS: A'me Unitron.

PEDALS: SunTour XC-I with bolt-on LRP cages.

CRANK: Red Line Flights, three-piece tubular chrome-moly, 180mm.

SPIDER: Sugino, aluminum.

BOTTOM BRACKET SET: Hadley, sealed-bearing.

FRONT SPROCKET: Pete's Precision Products, 45 teeth.

FREEWHEEL: SunTour, 17 teeth.

CHAIN: Sedisport, 3/32".

SEAT: CyclePro Shotgun II.

SEAT POST: Kuwahara chrome-moly.

SEAT POST CLAMP: SR, aluminum.

SAFETY PADS: Kuwahara.

NUMBER PLATE: Haro Series One.

EXTRAS: California Racing Designs brake guard. ■

AK007-1

AKRON SADDLES

A NEW ANGLE ON BMX SADDLES...

AK007

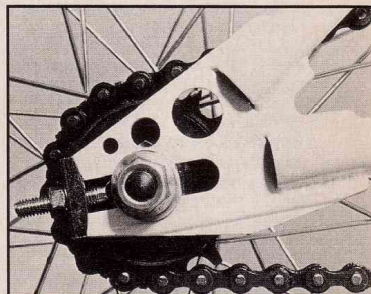
AK009

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There are tons of details on the Nova that you wouldn't EVEN expect on a bike that goes for \$240. Like the Kuwahara logos that are stamped into the frame, fork, and bars. We counted no less than eight places where either the Kuwahara K or the word Kuwahara has been pounded into them. The die maker over at the Kuwahara factory must be a very happy (and busy) man.

The frame dropouts are also pretty slick. In the past a few companies have radiused the bottom edge of the rear dropouts to make them stiff-



We're talkin' slick for the dropouts — both front and rear. Note the stamped-in Kuwahara K, serrations for the axle nuts, and the stamped-in ridge that makes the dropout stiffer. Cool.

er, but Kuwahara has taken a slightly different approach. Instead of just putting an angle into the bottom edge of the dropouts, a raised ridge is stamped length-wise along the bottom half when the dropouts are die-cut

Kuwahara then took one step further by adding this ridge to the newly designed dropouts on the forks. And then, to make them even stiffer, they extend under the bottom of the fork leg so that the weld beads run down the front AND along the bottom. That makes them way less prone to flex than dropouts that are only welded to the front of the fork legs. These are some exceptionally stiff fork dropouts, folks.

Oh yes, one more dropout note. The rear dropouts have also been graced with serrated areas for the axle nuts to grab. Nice touch.

The overall sizing of the Nova is a tad larger than most econo crit crafts. R.L., Buff, and Gibey all fit on it easily without banging their knees into several new shades of purple.

The only gripes as far as sizing came from the seating arrangement. The seat on the Nova is an Eliina UL

seat/tube seat post combo. The seat tube angle of the Nova is a steep 74 degrees — an angle more suited to a bike that would be using a lay-back seat post. This combination makes for a few missed seats. Our test crew would sit down where they expected to find the seat — only to do a bun-buzzer on the rear tire. A lay-back seat post and a different seat are definite requirements.

The Kuwahara bars are cool. Plenty wide, and they have a good power bend, which provides scads of pull.

Quite a few qual components have found a happy home on the Nova. Let's see, in the wheels there're SunTour low-flange hubs, Ukai rims, and IRC tires.

The tire setup is little different to say the least. There's a snakebelly type pattern in the rear, and a... well, we don't exactly know how to describe the front one except to say that it works good.

If you've ever got a break between motos or it's raining outside, you can kill a little time by reading the explanation that's printed on the side-walls of the specifics that each tire is designed for.

Back to the components we find KKT SMX pedals (which are totally cool), and either Takagi or Sugino (depending on availability) heat-treated one-piece cranks. The cranks are the higher qual polished variety. Both Takagi and Sugino make a lower priced unpolished version, but you won't find them on here.

A WIN handlebar stem does the bar clamping chores with great success.

Braking is accomplished with a Dia-Compe standard caliper and a Tech 3 lever. This is the same brake setup that was found on the Red Line 200a that we tested last month. On the Red Line it worked great (for a standard caliper) but for some reason it didn't work as well this time. Perhaps if we'd have spent a bit more time dialin' it in...

Other miscellanea included a SunTour Arrow aluminum seat post clamp, Hatta headset and bottom bracket set, and the chain adjuster on the drive side of the rear wheel. Good stuff all.

GRIPE AND MOAN DEPT.

If you're a big-size hombre, the seat and seat post should absolutely be on your list of stuff to change. We kept sitting where it felt like a seat

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should be, and we kept missing it completely.

The vinyl O.G.K. grips weren't absolutely horrible, but they would definitely be on our list of stuff to replace in a hurry.

Actually Kuwahara is going to cure that problem pretty soon. The O.G.K.'s are going to be replaced with a Kuwahara grip made from a soft rubbery vinyl.

The back rim bent just a hair, and it was the ONLY thing that bent. Amazing. This made the Nerd Herd real nervous — thinking that they were losing their touch when it came to pounding bikes, so they stayed out extra long and even bombarded it with some extra-hard landings just to make sure it was the bike and not them.

It was the bike. It's strong!

OFF THE WALL COMMENTS

"When you first sit on it, it doesn't feel like it's gonna be as good as it is. When I first got on it it felt awkward 'cause you'd turn the bars and the grips would hit the seat. Then when you ride it, it feels great."

"Off jumps it doesn't want to loop or endo. It's real controllable."

"No problem getting used to it."
"It slides real good, and the tires work good. I had a few washouts but nothing major. Honda Hills was totally slippery."

"Speed jumping? No problem."
"The bars feel good — the grips (BEEP!). They aren't bad if the ridge is in the perfect place and you have gloves on. But if they're not..."

"Nothing bent. The cranks didn't even bend and I landed HARD."

"I don't know how much it weighs, but it didn't feel heavy at all."

"It's not a bike for national class experts, but novices and local experts could easily race it."

"Changing the seat and seat post is a major. It NEEDS a lay-back seat post."

"It felt short, but stable."
"It handled real good. An excellent bike."

"It had a real good power position."

"The brakes need some dialing."

"When the tires were pumped up and hard, they worked great. But if you let just a little air out, they get real soft. It's really strange rubber."

"The best of the guys could race this bike without changing too much."

'Nuff said. ■

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

Weight: 25 lb 10 oz.

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

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NBL
WAR OF
THE
STARS

LAS VEGAS

RADICALLY RAPID RACIN' IN A CLIMATE MORE BEFITTIN' RATTLERS 'N LIZARDS

Hoo-boy, Vegas is already a real cooker even though it's only mid-May as this is being written. We're talkin' severe enough that Glitter City could also be known as Sizzle City. Definitely time to break out the sunglasses, swim trunks, and suntan lotion 'cause somebody ordered up toasty 104 degree temps to greet the intrepid BMXA reporters and 138 motos worth of BMX crazies here for the Vegas round of the War of the Stars.

One of the ultimate hot tip (or is that cool tip?) things to be doin' is carry around a spray bottle filled with water and squirt yourself with it. Or have your European mechanic do it for you in the staging area — IF you can con him (or her) out into the sun. Shade is at a definite premium here.

Well, let's get down to biz and check out what's goin' on around the track — and with the heat this weekend it's liable to get crazy.

This one isn't even from the race but it's newsworthy.

The week before this race, Mike Poulson was driving his truck from Utah down to Phoenix, Arizona, to go to a Van Halen concert with teammate Ray Obolowicz.

Well, he was almost into Phoenix when fifth gear in his truck decided to mesh with reverse. This translates into instantly being locked up and travelling sideways down the road at 65 mph. Mike pulled out of it okay but his truck's tranny was a terminal case.

This strange saga isn't even over yet. After finally making it to Ray's house and later to the concert, Mike

Richie had a so-so day (for Richie that means he only won one class) so dusted the 17 Cruiser class to make up for 17 Expert.

NBL WAR OF THE STARS LAS VEGAS

BMX ACTION



1



2



3



4



5



6

1 As the 17 Expert main hauls freight into the first berm, you can throw a washcloth over the bunch of 'em. Brian Berger has the holeshot, Richie Anderson's second, and Travis Chipres is hangin' in for third.

2 Considering Berger has control of the hot inside line, he's callin' the shots here. He's carrying as much speed as he can through the berm, will catch the hot line coming out, and hog as much of the track as he can, of course. This is one of the benefits of leading.

3 Suddenly, things are getting mighty uncomfortable trying to fit three people up at the top of the berm. Travis and Richie are trading elbows which is causing Travis to steer toward Richie, and at the same time is lifting Richie's front end. There's big trubs comin' here, sports fans.

4 Richie TRIES to power wheelie away from Travis, while Travis is just beginning to highside. Curt Gardner is comin' up on the inside.

5 Travis figures the only thing left to do is abandon ship. 'Bye Travis. But whoa! There's even MORE trubs comin'. Take a look at Richie's bike. It's tangled up with Travis's. Curt Gardner moves up into a solid second and starts lookin' for the lead.

6 Goodbye Richie.

EPILOGUE: First place, Brian Berger. Second place, Curt Gardner. Travis and Richie? First and second overall in 17 & Over Pizza Elbow.

Photos by Bob Osborn

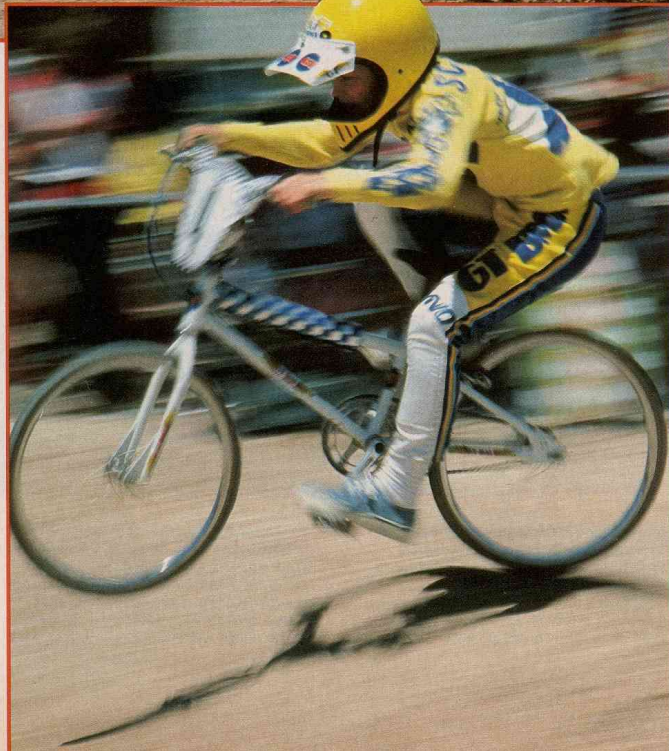


Photos by Bob Osborn

NBL WAR OF THE STARS LAS VEGAS

got whiskey splashed in his eyes and when he finally got 'em cleared out so he could see, he discovered that Ray had gotten beaned square in the forehead with a bottle. Instant KO. Ray didn't even get to see the concert (but he did race Vegas with a big bandage on his forehead).

Remember the Red Line 500a that we tested last month? The one that only cost \$200? Well, Robert Swick is racing one that's almost stock. The changes you ask? He slipped on a pair of SunTour XC-II pedals, and changed the gearing. That's it.



posed to go, and Eric was still hurt from Memphis. All the guys invited had all their expenses paid for by the race promoters. Pretty cool.

Brent Patterson says that so far, Brian, Greg, and Eric have each won one of the series races.

If you're figuring that with all these dudes gone the quality of the pro racing here has gone south, yer wrong, pard. There's a lot more depth to the talent in the A Pro class this year. There are plenty of folks just waiting in the wings for their chance at the bucks and glory.

Vegas is heaven for BMXer's with a heavy case of the munchies. Buf-fets abound. Scarf City for minimum bucks. Brian Gass said it best. "Last night we paid \$3.47, and ate everything in sight. It was so fine. Kevin Jackson scarfs. The dude's a bottomless pit."

While Gibey's up at the snack bar getting a Coke, Geoff Scofield walks up, checks out what's on the menu and orders a pack of Bubblicious bubble gum, and an order of nachos. When questioned if they're included in his training diet, Geoff answers, "It gets me hyper." He was also spotted later in the day wearing down mega-quantities of potato chips. Hmm. Are these part of his speed secrets?

With Eddy King at the wheel, the engine on Diamond Back team van gave up the ghost on the way to Vegas. Then Eddy and his friend both had their watches stolen out of their room in Vagas — while they were sleeping in their room! That's scary.

Pete Loncarevich travelled to the race with his girlfriend, but we hear they ended up fighting and Pete never made it to the race today. Hmm. That's probably gonna cost him some bucks in penalties out of his monthly salary.

There's more turnover goin' on in the factory sponsored rider ranks. They go something like this:

Ronnie Anderson's just started riding for Vans today.

The head honchos at Boss are way bummed that Ronnie's gone, but Frank Post is on a partial help deal with them (It always seems like as soon as Ronnie leaves Boss, Frank's back in, and as soon as

We'll let you know how he does later.

Quite a few of the super-heavy pros are in England for six \$5,000 purse races in a big series sponsored by Kelloggs. Eric Rupe, Brian Patterson, Nelson Chanady, Mike Miranda, Andy Patterson, Greg Hill, Harry Leary, and Clint Miller are all missing in action here. Stu was sup-

NBL
WAR OF
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LAS VEGAS

Frank moves elsewhere, Ronnie replaces him).

Deric Garcia's off Kuwahara — Brian Gardner's back on. Deric's racing motorcycles now.

Leon Williams is quietly shopping for a new ride.

Mahlon Abrams and Bart McDaniel are both privateering and going REAL fast.

Bob Medrano is also privateering. "I had to sell my practice bike to get to this race."

Mike Scott is still with Race Inc. but hunting for something new.

The Rough Rider track has undergone a major facelift since we were here last for the ESPN Pro Series. In fact, it's been totally redesigned.

The gate's about twelve feet high and angled okay. The best lanes are probably six or seven.

The first straight is now REALLY straight instead of being doglegged like before.

About halfway down the first straight is a small tabletop, about one and a half feet high. Probably fifteen feet across. Just speed jump it and crank across.

Now you're faced with another one foot high speed bump before the first berm. Speed jump that'un, too.

The first berm is about an eight foot high, 90 degree left-hander. It's got a pretty fair amount of loose stuff, ruts, and rocks to keep your attention. It's also banzai wide open so quite a bit of karate is goin' on in there. Use the minimal amount of binders possible and get outta there as fast as you can.

Tacked onto the end of the first berm is a one-and-a-half foot high roller jump. The hot tip way to take it is to bunnyhop from about the middle of the berm and clear the jump

There was plenty of bar bangin' on all day. Bubba Hayes and Mahlon Abrams demonstrate. Mahlon's privateering on a GHP and goin' REAL fast. He's a hot prospect for a full-on factory ride.



Check out Johle's eyes! He looks like he's possessed when he's racing! Second in B Pro behind D.D. Leone.

NBL WAR OF THE STARS
LAS VEGAS



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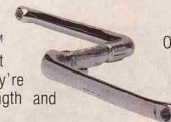
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Sean Riblet (44r), and Eddie Seigmund (10). Uno and dos in 10-11 Open. These are a couple of quick dudes.

NBL WAR OF THE STARS LAS VEGAS

completely. Then crank down the backside. Ronnie Anderson is pulling this off to perfection. When you land don't go too far outside or you'll bog in a whole bunch of loose stuff.

After you've navigated (or avi-

ated) that jump, you have to set your sights on trying to hang onto the slightly banked, high-speed, left-hand sweeper just ahead. It's REAL slippery. Tip-toe territory. Maximum finesse IS required.

Next up is a step jump that's about three-and-a-half feet high on the first part, and about four feet high on the higher step. You're blazin' so fast through this section that you don't even have to pull up. Just float over. But get back on the ground as fast as you can — unless you have air brakes 'cause there's a corner coming up ultra-quick.

It's a six foot high bermed right-

hander that's not quite a complete 90 degrees. What it is, is slicker than snot. There's also a little stutter bump action through here to make it even tougher. It's also got a couple one foot speed jumps thrown into the middle to make it even MORE interesting. The coupe de grace is when you're aimed at 'em coming into the corner, these jumps are at an off-camber angle. Some fun, eh?

It's pretty interesting through here. Your brake control has to be spot-on. If you overcook 'em you'll end up on your ear before you even know what hit you. If you're not on 'em

SHARPSHOOTIN'

DENNY DAVIDOW

If you're new to BMX you may not recognize Denny's name, but if you've been around for a couple years you know how brutally fast the mysterious and somewhat reclusive Double D used to be — especially in the Pro Cruiser class.

He dropped out of sight a couple years ago but was back in full force in Vegas. Bristling with bold statements and showing enough speed to back up most of 'em. He

dusted the Pro Cruiser class at the pre-race. And there were some heavy dudes in there, too. Let's see what he's been up to.

BMXA: "Two questions. Why did you drop out of BMX before, and why are you back now?"

Denny: "I got out because of boredom. I was racing motor-

cycles and for a long time I started wanting to race bicycles and I kept putting it off 'cause this time I don't want to get bored. So I put it off for a long time."

BMXA: "How are you doing so far? Give us your excuses."

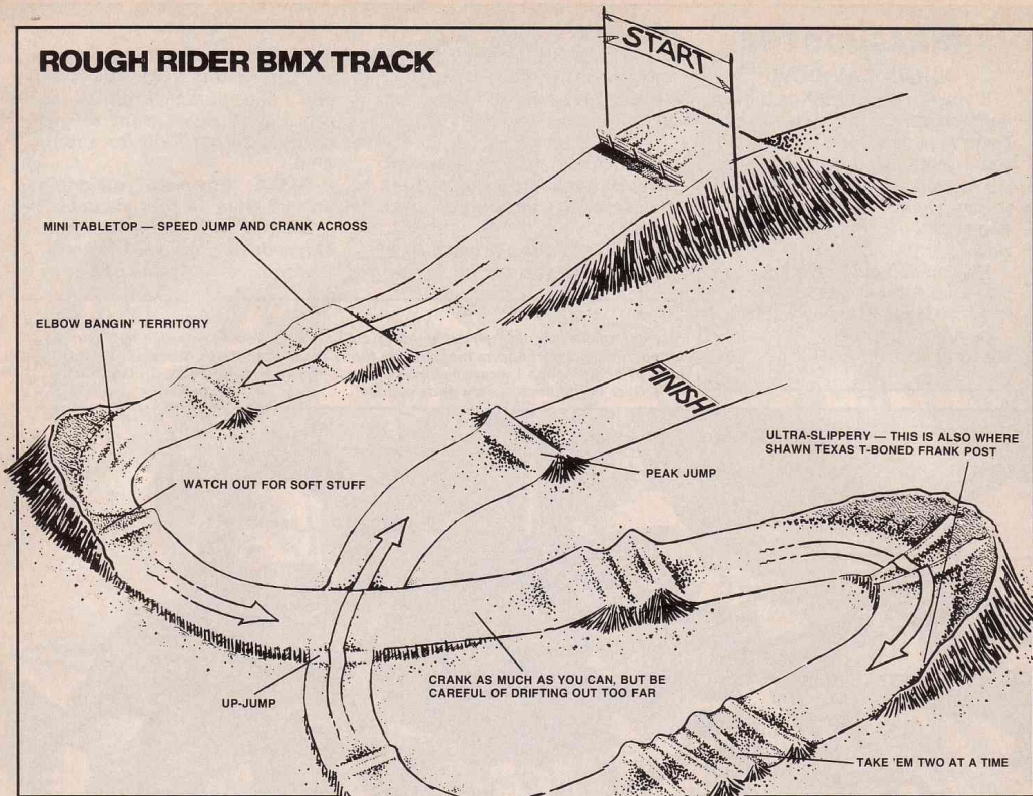
Denny: "I'll tell you what. Those other guys need excuses.

continued on page 49

All right buckaroos, this is your warning. Be on the lookout for a tall, quiet, skinny, blond dude in a GT uniform that has this funny Texas accent. His name's Kevin Hull, and he's GT's latest secret weapon. Numero uno in the very tough 18-24 Cruiser AND 16 & Over Open classes. This dude's quick!



ROUGH RIDER BMX TRACK



Both halves of the King dynasty goofin' around in the pits between motos. Mike (who's been totally rippin' lately), snuffed 14 Expert. Eddy, who was in the wrong place at the wrong time, got tangled up in the Shawn Texas/Frank Post confrontation, got a fifth in Pro Money, and a second in Pro Award. All in all, not too shabby.



Considerin' that this was his home turf, Ol' "Chicken George" Seever didn't exactly lay out a welcome mat to the other hombres in the 10-11 Open, but he was kind enough to show 'em the fast way around the track. First place gold.

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continued from page 47

I've had over ten bike-length leads at the finish line in all three motos."

BMXA: "Have you been doing some training to get ready for this, or are you just back in and pumped?"

Denny: "Back in, pumped, yeah. I want to get out and ride. The cruiser I've got dialed. The 20 inch might take awhile. I'd say another two weeks."

"What I want to do is get sponsored and go overseas for a year or two."

BMXA: "What about staying over here with all the bucks? Like the Murray World Cup. \$25,000 in purses for one race isn't too shabby."

Denny: "I'm definitely going to that. I'm buying my plane ticket next week. I already KNOW who's gonna win in cruiser. There's only two things that can stop me. If I mess up on the gate or if I fall. That's it."

"Last weekend was my first big race, this is my second, and I still feel a little slow. I'm not going into the turns the way I used to — no brakes and controlling it."

"Also, you see I have no girl here. I'm serious. I came here to win, otherwise you'd see a girl here."

BMXA: "They were messin' you up before?"

Denny: "Sort of. They don't like to be in bed at 9:00. They like to stay up late — watchin' TV and stuff. Now I'm always in bed at 9:00, and up at 5:30."

"I want to see how fast Pete Loncarevich is. I hear he's pretty quick. If there's anyone else that's quicker I want 'em in my moto. That's the only way you're gonna get good. I won't say he's gonna be much faster than me but I want to see how slow I am on the 20 inch. It makes you try harder."

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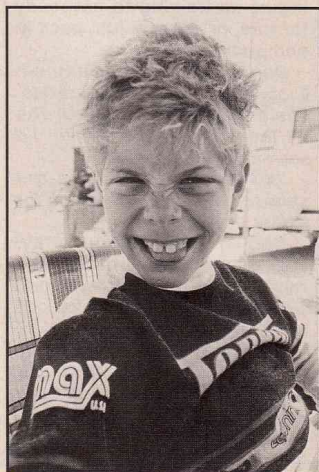
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NBL WAR OF THE STARS LAS VEGAS

hard enough, you're gonna be going too fast and slide out.

You can take your choice of the inside line where you lose lots of



That ornery little sucker, Willie Huebner, did it again - he doubled. First in 7 Expert, first in 7 & Under Open. If you're a micro-midget you can't do too much better than that. The head honchos at Torker were tickled ignorant.

momentum, or take the outside where it's way faster but you have to hope you don't get pushed into the soft stuff on the outside of the next straight.

Down in the middle of the next straight there's four whoops that are set at opposing angles - higher on one end than the other, then the next one is the opposite - like that. Four o' them bears. If you want to blaze take 'em two at a time.

Now you're crankin' into a long, banked, right hand sweeper. There's a speed jump in the middle, and then an up jump that aims you across the first sweeper. What's interesting about the up jump is that as you're pulling up to speed jump it, your back end is drifting out. Then you do a little more drifting as you unweight at the top.

SHARPSHOOTIN' WHO'S USIN' WHAT?

Okay, equipment watchers. This time the focus is on the tires that the 17 Expert main event qualifiers were using.

Mike Monell: 1.75 Comp III's front and rear.

Richie Anderson: 1.75 Comp IV's front and rear.

Curt Gardner: 1.75 Knarler Knobbies front and rear.

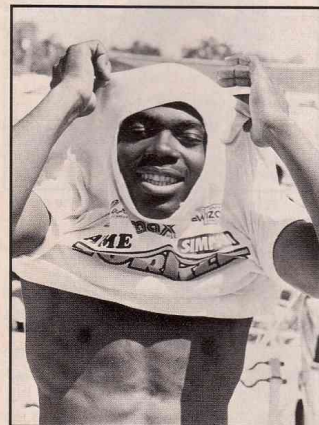
Brian Berger: Comp III's, 2.125 front; 1.75 rear.

Pat Steele: 1.75 Schwinn Maximizer 710's front and rear.

Frank Francesco: 1.75 Comp III's front and rear.

Travis Chipres: Comp IV's, 2.125 front, 1.75 rear.

Scott Campbell: 1.75's on both ends; Knarler Knobbie up front, Comp III rear.



When he dusted Pro Award, Tommy carted off his first win since joining up with factory Torker. Looks like his dry spell is over. When he crossed the finish line, there wasn't anybody even close!

Get over a three foot peak jump and do some flat crankin' to the finish and that's it.

Geoff Scofield should get a prize for the slickest swoop of the day. He just dove under two guys for the win in 10 Expert. Did Bubliscious, nachos and potato chips have anything to do with it? Will this become the latest rage in go-fast food among pre-teen terrors? Hmm.

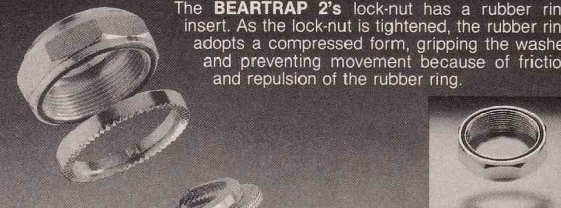
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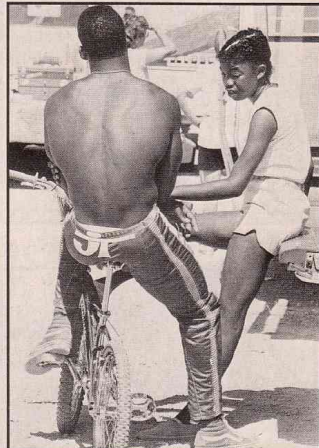
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NBL WAR OF THE STARS LAS VEGAS

Robert Swick is busily dusting everyone in the 12 Expert class. On a bike that sells for \$200, too. We told you it was qual.



Shawn Texas between motos. Is he built like an armored truck or what?

Alright, gang, we're just about set for the A Pro main. The qualifiers are:

Shawn Texas. Today there's no one getting out of the gate faster or quicker down the first straight, but quite a few riders are starting to grumble loudly that Shawn's a little too erratic — especially in the corners.

Anthony Sewell. Looking better lately, but still an outside shot.

Eddy King. Eddy's supremely strong on the last straight. It looks like he's been training for endurance.

Ronnie Anderson. He just picked up a new sponsorship from Vans and is going SERIOUSLY fast. It's totally fun to watch him in the pits messing with the other pros minds — psyching 'em out by acting like a kook. Funny part is — it works.

Fred Hightower. Fred's worked his way out of the B Pro class and is starting to put some pressure on the

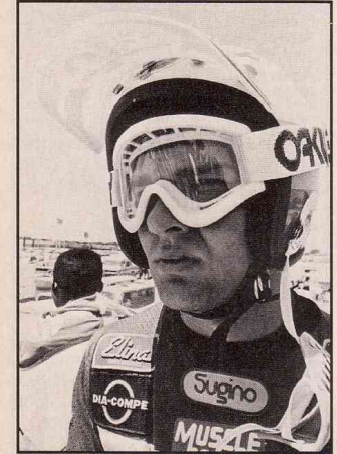
Another shot. Jeff Ruminer. Jeff's been pretty quiet lately, bothered by injuries and illnesses, but his finishes are starting to creep up higher.

Frank Post. He's back and looking completely hot, and if he'd take his racing and training seriously enough (and clean up his image a little bit) he could be one of the top ten hottest pros.

Scott Clark. Training seriously and much more of a threat this year. His starts are improving, too. They were one of his greatest weaknesses before.

Okay, here we go. The gate slams down and Texas pulls off a gnarly holeshot, but after the first turn Ruminer blows by him like he's going backwards. Then Post pulls about a half-bike on Shawn, too.

Ruminer is gone, and Frank is cranking along through the sweeper and drifting to the outside with Shawn right on his crank hanger. But when they get to the step jump, Shawn suddenly discovers that he's



Ruminer's pre-main sourpuss psych-up look. He came to Vegas to RACE. When he went by Shawn Texas for the lead in the A Pro main, he didn't just pass him, he made Shawn look like he was goin' backwards! Looks like Jeff's finally shakin' the injuries and illnesses that have pestered him for the last six months or so.

run into a squeeze play and run out of track. What Frank discovers in the next corner is that Shawn has decided to continue full speed ahead through the infield and come back on the track in the middle of the second corner in a full-on T-bone attack

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NBL WAR OF THE STARS LAS VEGAS

mode! Both of 'em bail and tempers are FLARING. Frank gives Shawn a couple shoves and now Shawn is very loudly advertising to everyone at the track that he doesn't like what's going on here. Totally unprofessional.

Meanwhile, Jeff Ruminer is almost unnoticed as he blazes across the line in front of Scott Clark for a one-two Murray sweep. Ronnie Anderson scuffs third.

The officials are trying to calm everyone down and decide who did what to whom. After all the very loud discussion is done, Frank gets disqualified for the day with no money and no points for fighting with Shawn, and Shawn is getting no money or points for the day AND a thirty day suspension for his centerpunch-o-rama in the second berm.

Justice WAS served, which is refreshing. There are too many wishy-washy officials at nationals who are afraid to make calls that will disqualify riders.

Tommy Brackens scored his first national main win since moving to Torker by winning the Pro Award class. He's been going fast, but he had been winning all his motos and then disappearing in the semis. Here it seemed like he backed off from his full throttle — just relaxed a little bit — and he didn't just dust 'em. He KILLED 'em! He would have had a real good shot at the win in A Pro too — except for a crash while running up front in his semi.

Well, that's about it from here folks. We had tons of fun in the sun, and we figure most everyone else did too. There was only one major bummer to the weekend. Excessive delays in the transitions between the motos, quarter-semis, semis, and mains. Hopefully the NBL can work out a few of the bugs that caused the day to drag out before their next biggie. We'll see. Later days, most radical dudes and dudettes. ■



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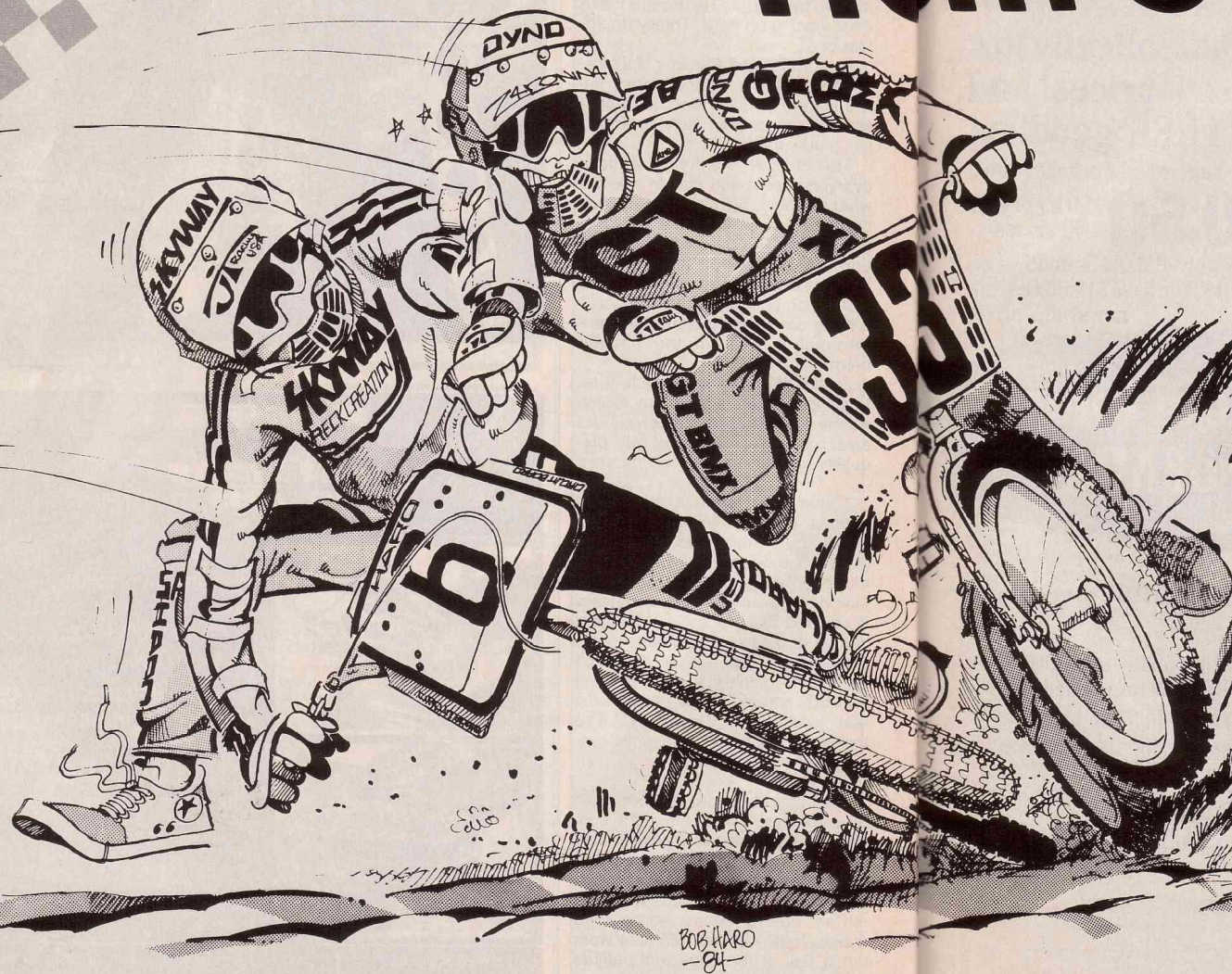
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But the guy on your inside waits a hair longer, knowing that he can bank off you.

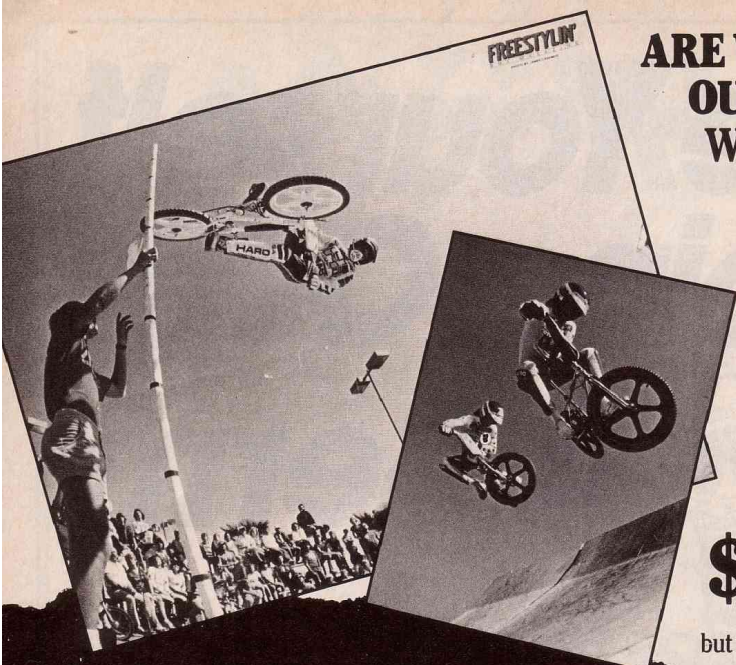
At the apex of the corner, you get nailed, and suddenly you're headed for never-never land on the other side of the berm.

Instantly you're balanced at the top of the berm, and close spectators are starting to scramble, figuring you're a goner.

But up at your precarious perch, there's about one critical second where you have to decide whether to try to save it or abandon ship.

Before you decide to hit the eject button and bail out, start pedalling again. This should redirect your momentum, and that, combined with some body english, will usually bring you back into the berm.

Then you can return the favor to that meathead in the NEXT corner. (And hope he hasn't read this.) ■



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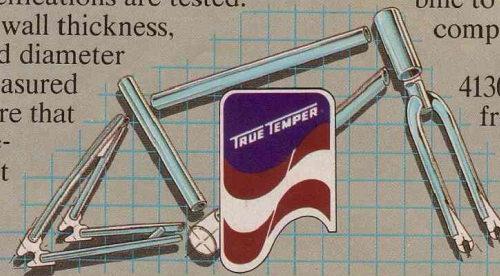
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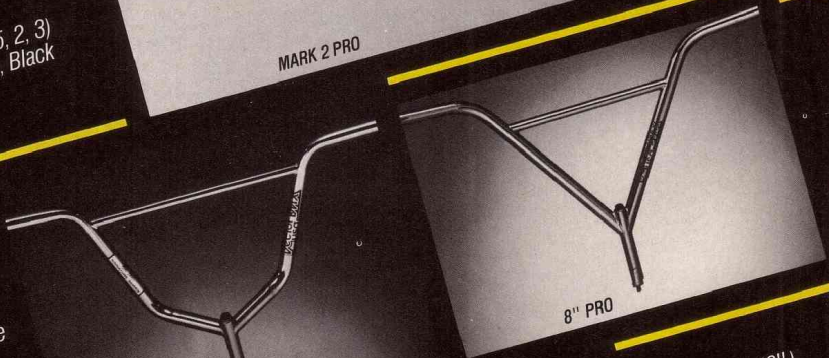
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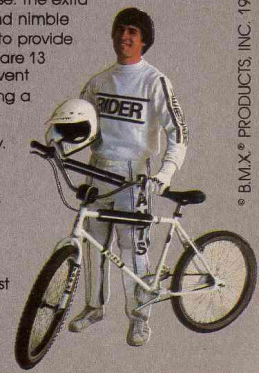
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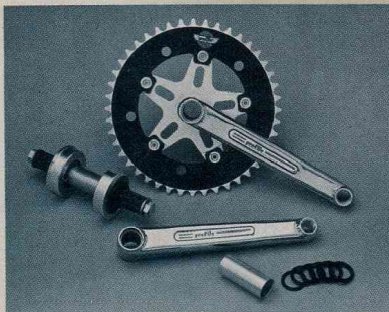
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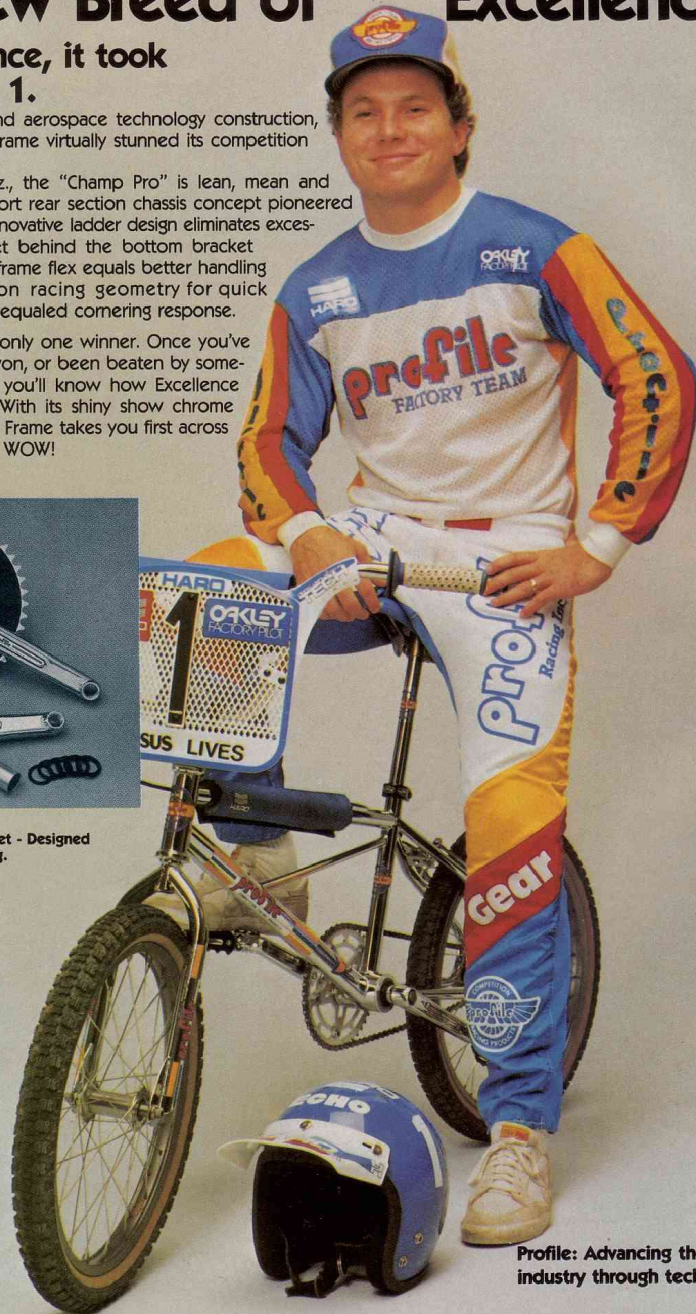
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ACROSS: 1. You step on it. 10. Losers emotion. 18. The "O" in "O.M.". 19. Winter sport with a gate, jumps and turns. 24. Intimidators do it. 26. Extreme anger, rages. 28. Free stylists can't do without it. DOWN: 1. To converse endlessly. 5. Opposite of affirmative response. 6. Here's a gimmy, its D.P. 8. One of Kuwahara's best. 10. Shoot the... 23. Ditto #28. 27. Young riders take theirs from the Pros. 31. Freestyle Legend. That's all folks. Now complete the puzzle and get your entries in the mail today. For complete details, see the 1984 BMX Action Calendar.

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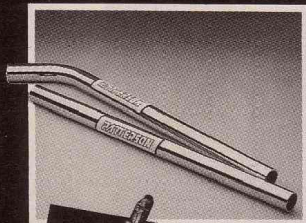
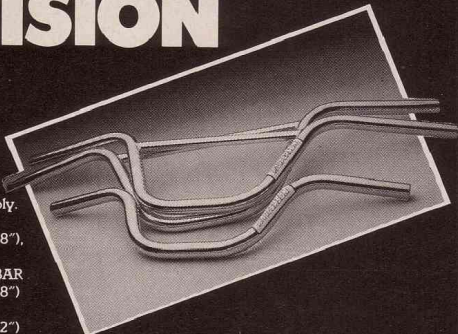
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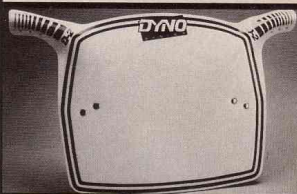
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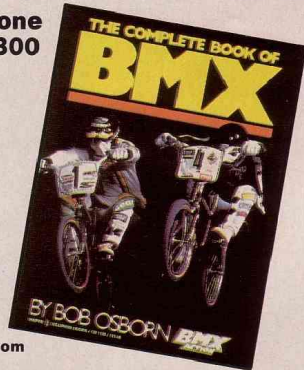
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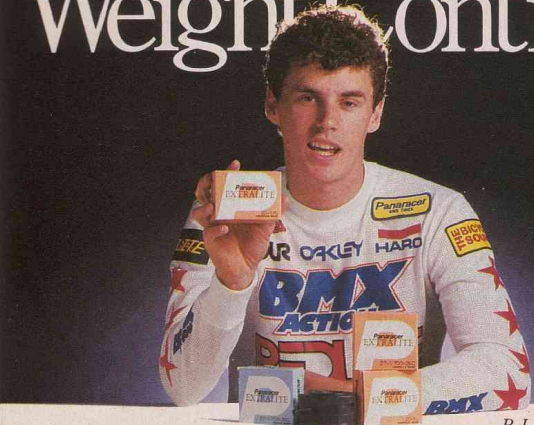
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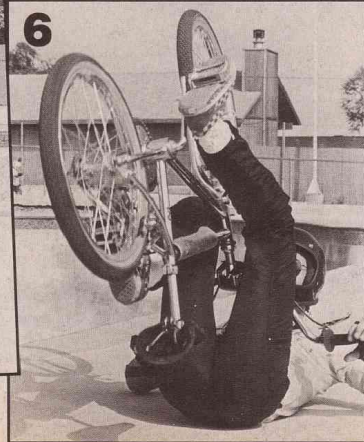
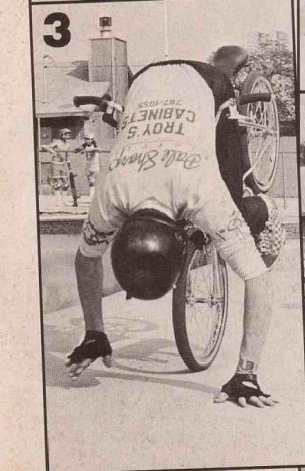
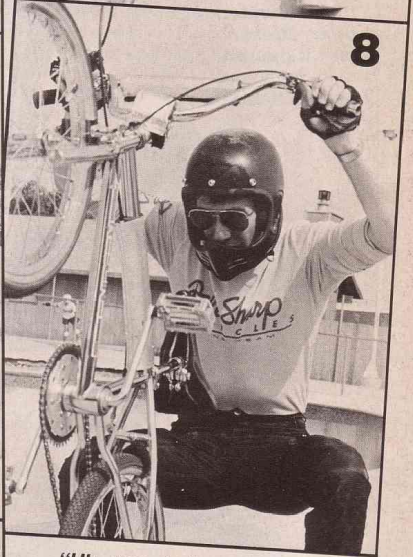
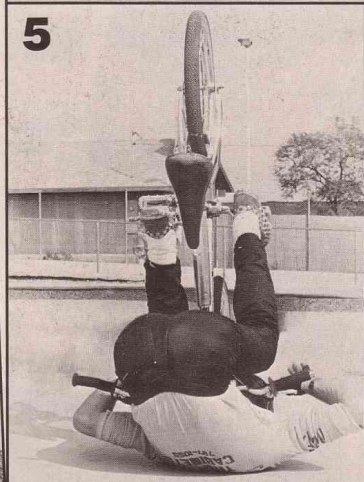
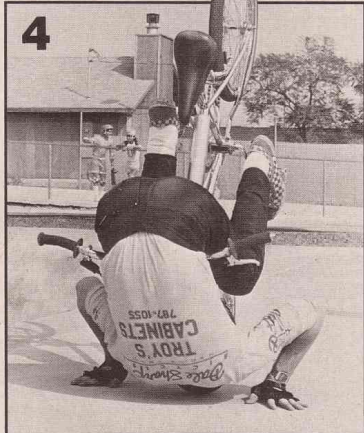
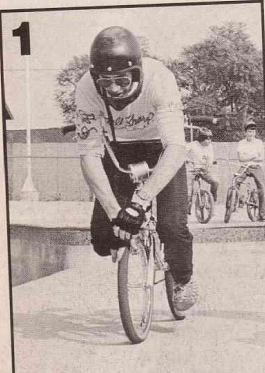
C.P.S.C. equipment included but not shown.
Price subject to change without notice. Due to shipping costs, prices slightly higher in the East.
The factory team and all GT machines feature equipment from: SR, HATTA, SHINKO, A'ME, UKAI, IZUMI, HOSHI, DYNO, PRO-AM, FLITE VANS/TUF NECK/YES PROD./SKYWAY
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OUTTAKES



"Uh, gee dude. That's not really what I had in mind when I asked for a Chinese egg roll." Actually this's a Vander Roll, named after Dave Vanderspek, a totally hot Northern California freestyler. That's Rick Allison, who's also from Northern California and not too shabby himself, goin' for it.

Note: Whatever you do, if you try this trick, wear a helmet! And don't do it on a hard surface the first time you try it. Go for it on a lawn or somethin'.

Photos by Bob Osborn

WAR MACHINES.

Turbo 16. The pit bike built like a pro bike.
Street Legal. Dual coaster/caliper rear brake set-up for hard training or fancy dancing.
Competitor and Signature. A dynamic duo of chrome moly framed thoroughbreds spec'd out with alloy racing components.
 And the CyclePro/GHP **Replica**, built from Greg's own blueprints for his Factory GHP Pro frame.

Matching GHP replica bars and seatpost, Sugino tubular CrMo crank and racing wheels featuring Araya 7L rims and stainless steel spokes make it a real winner.
 5 new CyclePro/Greg Hill bikes. Each passed the critical inspection of the Captain with flying colors.
 Try one on at your CyclePro/Greg Hill Pro Shop and declare war on the competition.

COMPETITOR

SIGNATURE

WILLIAMS

HADAM

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High Performance Products

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TIOGA *Comp IV*

IMPROVING ON EXCELLENCE: SUPER LIGHT . . .

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

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

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

. . . AND SUPER STRONG

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

steel wire — which is still applied to conventional tires.

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

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

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



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

Comp IV and all *Comp Series* tires are made of POLYRUBBER, TIOGA's innovative secret rubber compound which includes SBR, micro fine carbon, selected polymers and 10 different chemicals. This unique and effective integration of various compounds have increased rebound capability by 15%, skid resistance under wet conditions by 10%.

SUPERLITE AND COMP IV

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

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

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



"Kevlar" is Dupont's registered trademark.

P.O. Box 7435, Glendale, CA 91205-7435

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