

BMX PLUS!

January '79

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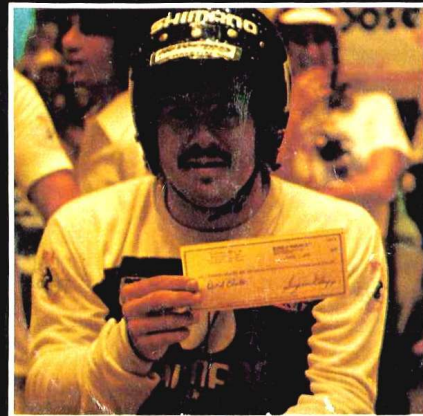
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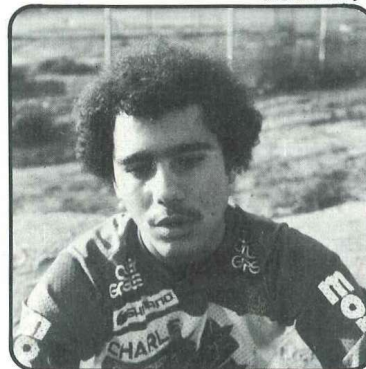
4451 Caterpillar Road, Redding, California, 96001

BMX PLUS!

Mark Pippin



Charlie Litsky



Todd Nicklas and Friend



WOW! Only three issues old and already eight pages thicker than before. More pages means a big PLUS for coverage. In this issue there are no less than FIVE race reports. Of course there are more color pictures and our usual giant color poster, all of which are exclusive BMX PLUS features.

The NBA/MONGOOSE Grand Nationals turned out to be the biggest event of the 1978 racing season, so it gets the PLUS coverage in this issue. Featured separately are the \$3000 PRO Class and all the regular classes. Although they were both run at the same event, we felt that we could cover each one more extensively by splitting them up.

Selecting the photos for the Mongoose stories was a task. We had more than three hundred color slides and fifteen hundred (!!!) black and white shots to choose from. Once we got all the photos together we gave up all hope of trying to remember who took what shot. Instead of crediting each photo we just listed all the photographers at the beginning of each article.

Associate Editor Mark Pippin and Feature Editor Charlie Litsky are up to par again this issue. Mark's tech article on wheel lacing is for you readers who are daring and fearless enough to "Go for it" and take on such an enormous task. In a separate article, Mark also explores the subject of tire selection in his "Ask the Experts" column. Mark interviews top riders and records their every word so he won't miss even one valuable racing secret.

Litsky takes a look at the humorous side of sponsorship in this month's column. The article is even more remarkable considering the fact that Charlie rewrote it after we (GULP!) lost it. Charlie is from New Jersey (Yeah! Applause!) but he is currently a student at the University of Southern California. How Charlie manages to get his stories to us before deadline and still finish all his midterms and schoolwork amazes us.

The WEBCO Professional is the subject of this month's test article. Todd Nicklas, a local L.A. "Hotshoe", helped us with the riding chores. The testing was conducted at the secret BMX PLUS proving grounds located East of the Pacific Ocean and West of the Colorado River. Todd was our first guest test rider and we will bring you more guest riders to help us evaluate the machines in future issues.

Other points of interest in this issue are the JAG BMX bike comparison, and the story on "The bikes BMX'ers begin with" by our Florida correspondent, Jean Panaccione. We hope that you enjoy our third effort. Have fun and a Happy New Year!

BMX PLUS!

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EDITORIAL

THE INSIDE LINE

By BOB HADLEY

Perhaps the hardest thing for new kids trying to break into the BMX scene is to talk his or her parents into letting them race. Most parents usually see all the positive aspects which BMX promote, like the responsibility of owning and maintaining a race bike and keeping grades up in order to race. Some parents are reluctant about BMX racing because they feel it's dangerous. It is easy to be negative (and too many people are).

BMX is among the newest sports in America. It is also among the safest! Its record is unsurpassed by skateboarding, or any other sport. Touch football is more dangerous than BMX; baseball is more dangerous than BMX; ice hockey is more dangerous than BMX; taking a shower is more dangerous than BMX (WHAT!). This isn't to say that all these sports are inherently dangerous - that depends on how you look at it. Bicycle motocross does have an excellent record for safety and the promoters intend to keep it that way.

BMX racing is done with proper authority and important safety precautions are taken at each event. Helmets are always required. Little things like crossbar pads and axle covers add up to a **BMX PLUS!** for safety.

Kids fall down and they sometimes cry, but almost always they get up and finish the race. Of the three years that I've been attending BMX races at the Valley Youth Center track in Van Nuys, the ambulance has been summoned only once. That was for a person who passed out at the disco taking place inside the Youth Center - which goes to show, dancing can be more dangerous than BMX!!

many races in one issue and so many riders at it, it's impossible to mention everyone. If it appears we've devoted too much attention in one area to another, let us know about it and we'll try to do better next time. Any suggestions that you might find helpful. Send them to:

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BMX PLUS

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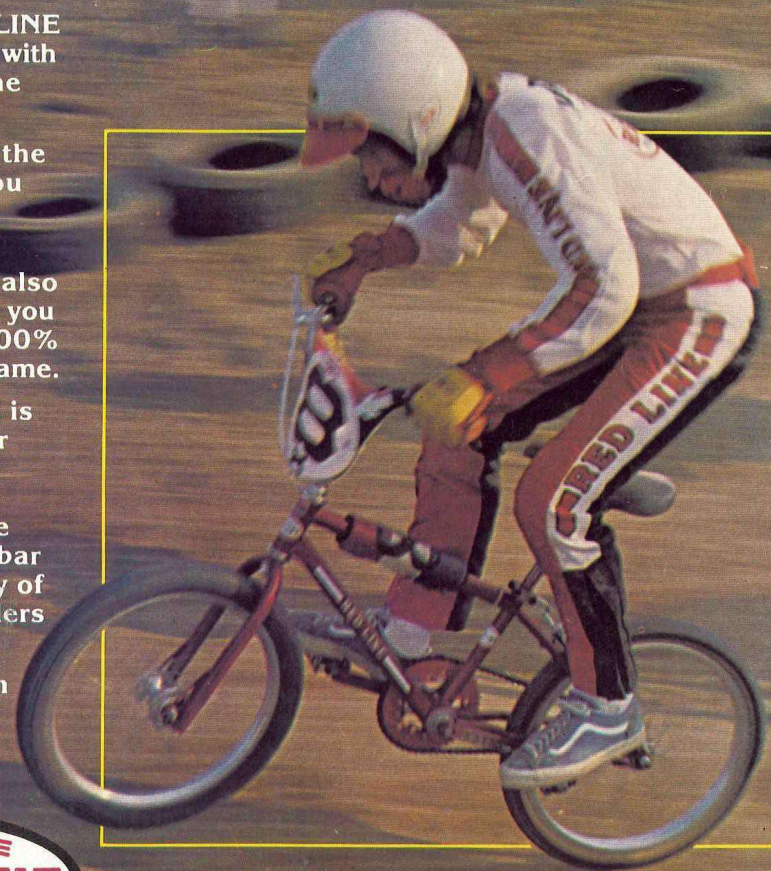
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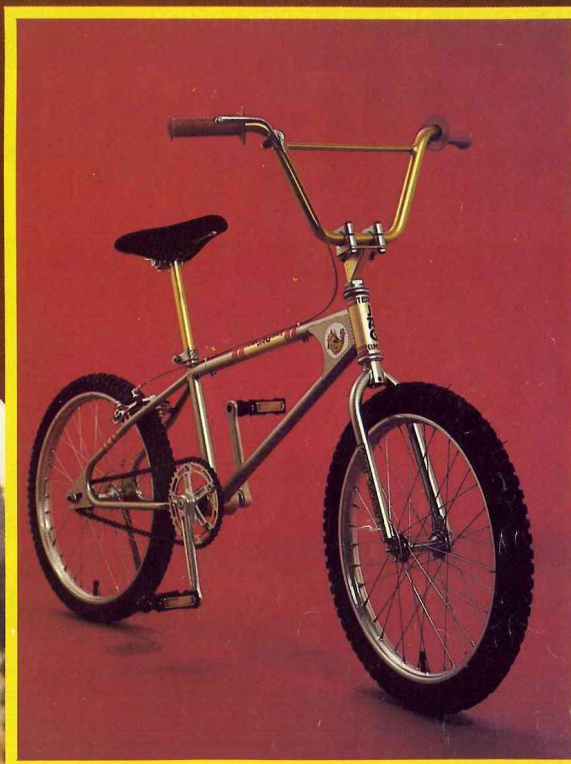
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THIS CHRISTMAS

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CALIFORNIA STATE CHAMPIONSHIP

CLARK NABS HIS FIRST STATE TITLE



NBA National No. Three rider, Scott Clark, finally put it together to win the Robinson Racing Products/NBA California State Championship. Clark's victory marked only the second time in history where the winner was riding for the sponsor of the event (Ted Guilmette did it for Suzuki in 1976).

Clark, one of Northern California's hottest riders, took the Trophy Dash over Southern Cali-

fornia rider, Dave Rentfrow (Torker), and Stanley Robinson (Mongoose), another hot northern product. Scott had an excellent day; he won the 16 Expert Class and finished second place to Stanley Robinson in the Pro Class.

The Aptos Track is the most picturesque race place in Northern Cal. Surrounded by grassy hillsides and thick forest, its clean air atmosphere gave a real

breath of fresh air to the L.A. riders.

Dave Rentfrow took advantage of the clean air to fire up his super charger and take 1st place in the 15 Expert Class and the 14 and over Open. These 15 year olds are all really quick and when one guy wins both classes, it shows how on his toes he really was. Another up and coming Robinson whirlwind is Bobby Woods.

BMS PLUS



Trophy Dash winner Scott Clark (36N) holds off Stanley Robinson. Dave Rentfrow (69X), Eddie King (1S), Steve Givens (next to Eddie King) and Ron Anderson (4N) follow.

Woods has only been racing about a year, but he is really doing well. Woods finished second to Rentfrow in the 15 Expert Class and third behind Rentfrow and Jackson (Schwin) in the 14 and over Open.

Other members of Chuck Robinson's RRP Factory Team ran well. Veteran racer Larry Ruiz finished with second and fifth places in his mains, showing great consistency. Garry Renteria looked HOT, HOT, HOT, winning a 9 Expert Class and holding down a third in the 10 and under Class.

The riders attending were from all over the state. San Diego had their share of support and who could be better than Eddy King (Torker). Eddie has been in more Trophy Dash races at more major events than anyone. King and his Wheels and Things teammate, Doug Davis, both won their mains, Eddie the 13 Expert and Doug the 10 and under Open.

Kim Johnson won yet another Girl's Division title. Miss Johnson and Jan Wilkensen finished one-two.

Other big winners for the day were Jasen Jenson, Will Zlep, David Wilson, Mike Bordon and Steve Givens.

The only thing to wait for now is, who will take Scott Clark's California State Championship title from him next year?



Aptos has one nice race track. It was well prepared and managed throughout the race.



Smilin' Stanley Robinson cashed in heavily on the Open Pro Class and finished second in the Trophy Dash.

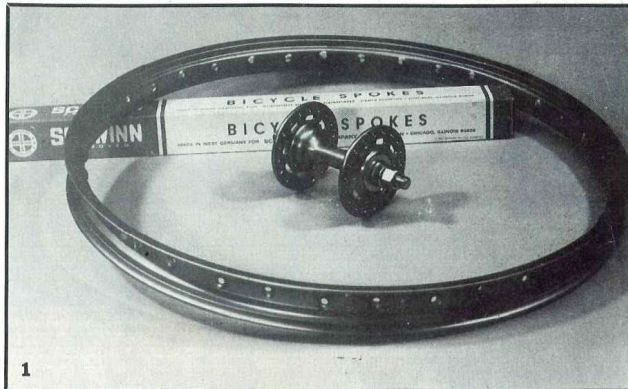


Mike Bordon tweaks out his face as he goes for the inside line of Lee Medlin.

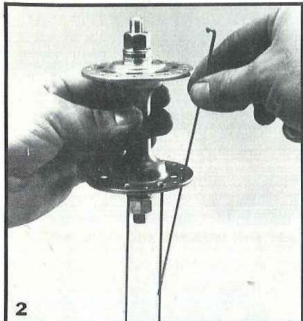
Results on Page 53

PIPPIN ON ... Wheel Lacing Secrets

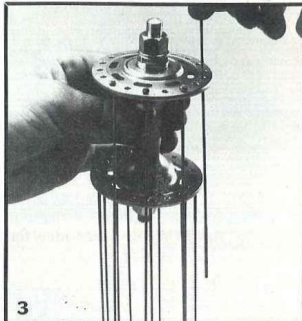
In my never ending search for material for this column, I've gone back to basics. Every week out at the races, I hear riders saying that their sponsor is building them wheels. Why your sponsor? Do it yourself. I know, you say you don't know how to spoke wheels. Well, neither did I 'til I met a specialist in the field. Russ Okawa, manager of Canyon Cyclery and Tom Schwinn, BMX manager, has taught many a person in their time to spoke wheels. Now that he has shown me the basic technique, I will now try to relate this knowledge to you. Now follow along with the pictures and captions and by the end of the article, you'll have a complete 36 spoke, four cross wheel.



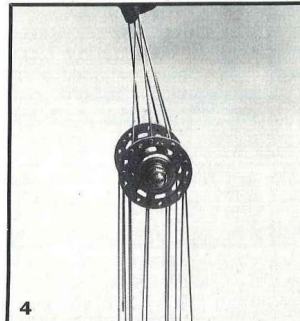
Things you need, one 36 hole rim, one 36 hole hub, thirty-six 7-5/8 inch spokes and two rubber bands.



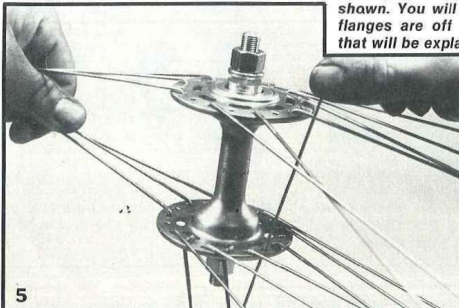
Start by holding the hub as shown and start dropping spokes in the bottom flange, putting a spoke in every other hole.



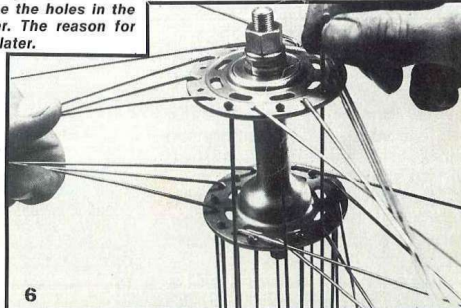
After dropping spokes in the bottom flange, now start at the top flange putting spokes in every other hole as shown. You will notice the holes in the flanges are off center. The reason for that will be explained later.



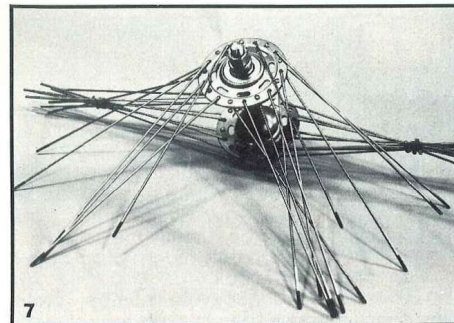
Grasp three spokes from each side of each hub and swing it sideways using it as a handle.



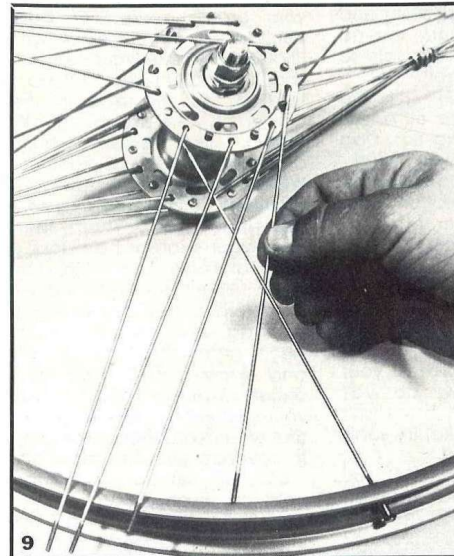
Using the spokes as a handle, start dropping spokes in the empty bottom flange holes.



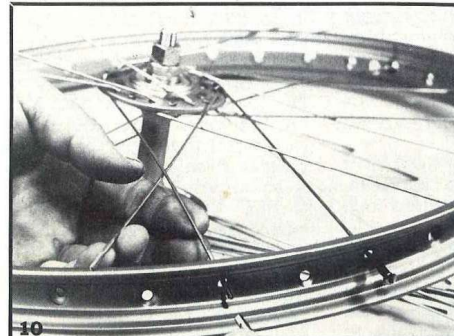
Now that you have completed the bottom flange, do the top flange in the same manner.



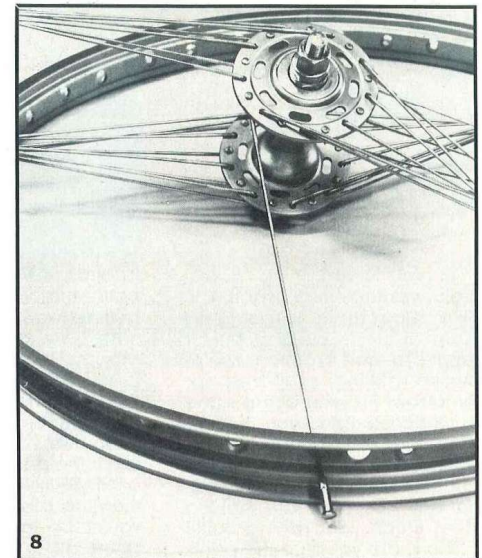
Now grasp either flange and split the spokes in half in even bunches and put the rubber band around them to keep them out of the way.



Check this picture out. Pick the four head down spokes to the right of the spoke you just put in. Put the fourth one in the rim hole. Be sure you put this spoke under the one you first put in the rim. Put a nipple on and go to the next exciting picture.



Now move around the rim, clockwise, taking the next head-up spoke and putting in the rim hole always leaving one hole empty between spokes. Then put the next head-down spoke in the rim. Do this all the way around the rim.



(Let me interject this right now so I won't confuse you. Different rim manufacturers have different hole patterns. In this article we are using a Wieman rim. So remember, yours may be different. We have a formula at the end of the article which will help you with different rims.)

This next procedure is kind of tricky. First find the air valve hole and lay the rim down so you can see the hole from the outside of the rim. If the first spoke hole to the left of the valve hole is higher than the one directly to the right of the valve hole then grab a head-up spoke from the left side of the upper flange. (A "head-up" is one where the flat or head of the spoke is on the outside of the flange - check the picture.) Put the threaded end of the spoke through the rim hole and spin a nipple on it - don't tighten it down, just screw it on enough to hold it. Now with tape, crayon or other, mark the spoke you just put in - you will have to refer back to it later.



If you followed the instructions in Photo 8, 9 and 10 just right, your rim should look exactly like this photo. Check it out carefully. Make extra sure all the spokes are above or below each other at the right places all the way around the wheel.

Now move around the rim, clockwise, taking the next head-up spoke and putting in the rim hole always leaving one hole empty between spokes. Then put the next head-down spoke in the rim. Do this all the way around the rim.

Charlie Litsky

TAKIN' CARE OF YOUR SPONSOR

All you could think of last night was tomorrow's race. The bike shop team is going to meet at the track at noon for some pre-race practice. You're awake getting prepared for tomorrow. Are you doing some extra starts outside your house? Nope. Are you changing gears on your bike? Naw, you're doing something a lot more important . . . you are having Mom clean your racing outfit!

"Now, are you sure the pants won't come out pink again?!" you ask her fifty times . . . "Remember, don't put the shirt in the dryer or the patches get all munched! . . . Oh, yea! Could you please sew this hot, bitchin' patch on my shirt, all the guys in the magazines are wearing it?!"

After Mom finally finds the room for the patch, you prepare for bed. First thing you do is place your helmet (with goggles and mouth guard already on it) at the top of a chair. Next you lay out, ever so carefully, your racing jersey so it's spread out smooth. You have to keep rearranging it though, because it keeps falling off the chair because there are too many patches on one side. Then you go for the pants. Still dripping from the wash (you NEVER put them in the dryer . . . the pads get hard and colors fade) you lay them below the jersey so it looks like you can just jump into it in the morning. Gad, it looks beautiful, huh? Shining helmet with your fav stickies all over it. Your jersey with your wonderful sponsor's name on it (and don't forget those patches!) and the color matching pants with the neat stripes and your name on the back. Hot-diggity, and this is only the bod stuff. Your bike weighs two



pounds more with wax and polish that you put on it before getting ready for bed.

Ah, but now it's bedtime. Time for all good little BMX'ers to go off to Narly Land, home of the rad riders. Kiss Mom and Dad goodnight and remind them that your sponsor said to be at the park at noon.

BRRRRRIIINNNGGG! The morning alarm goes off and you're up in nothing flat. Dag gone, just when you were winning the trophy dash at the Mongoose Grand National the alarm goes off, never fails.

Anyhoo, you jam for the bathroom and go for the toothbrush. Not to prevent cavities, mind you, but to make those little white buggers shine like stars. Check your breath, you don't want to frazzel your sponsors hair now, do ya? Check your mug . . . if it isn't as clean as your bike, try soap the next time around.

Still keeping max RPM, you hit the breakfast table. Extra large glass of OJ, some Pop Tarts (Mom isn't up yet so there's no cooked food) and ultra mega-munch of Wheaties, what else would a potential champ eat? Keep jammin' on the food until you go past full so you don't have to hit your sponsor for a Speedway Steak (Hot Dog) at the races. Clean up the kitchen, come on, remember how nice Mom was last night cleaning your jazzeroo and all.

Back upstairs, two steps at a time and back to the bathroom. Go for your trick drilled out, alloy toothbrush again and shine 'em up . . . again! You just might win a moto today, but it won't be worth beans if you're not sano. Breath check one more time and back to

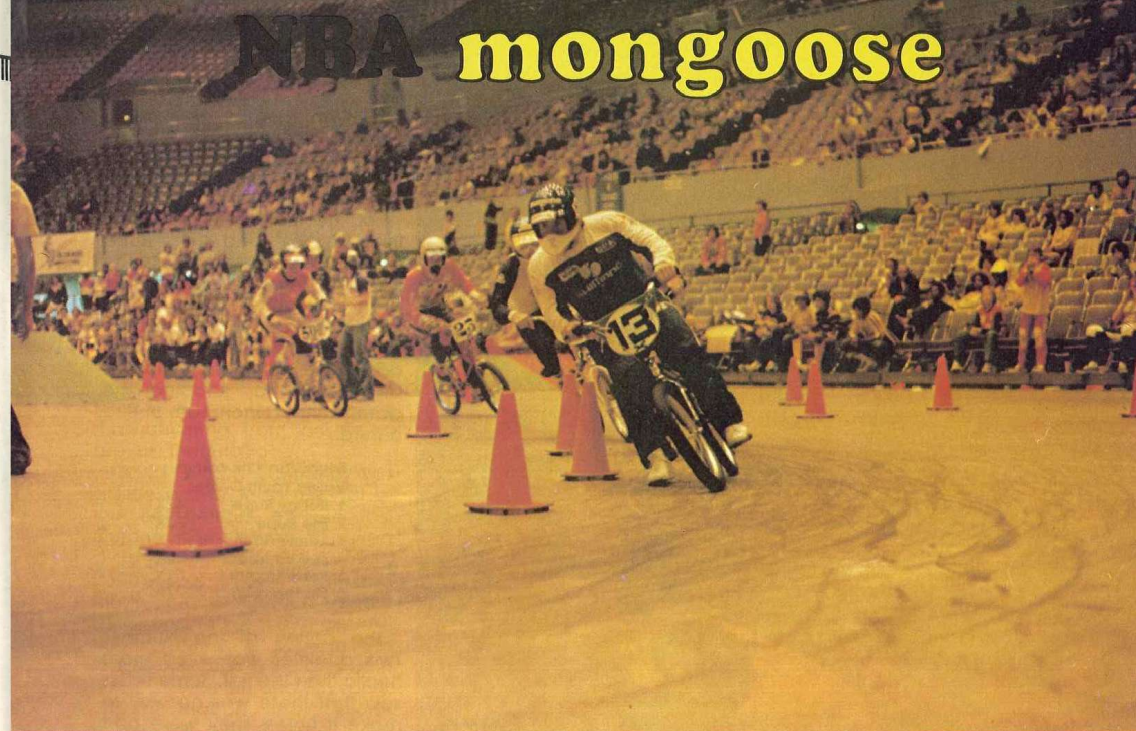
your room. Check your clock so you know you're not late for the NOON meeting . . . 7:30 AM, right on time. No, that's not early. Where's the track? Far away? Heck no, the track is a mile down the road . . . but there's much to do before the race.

Check your number plate, are all the letters of your sponsors name still on it? How about the shops decal on the seat stay? Alright, time to pack your pro-ala-moto BMX bag. You go for your t-shirt with BMX SHOPPEE USA (your sponsor's shop . . . natch) on it. It is easy to find. It's the one in the corner of your drawer, neatly folded and blazin' white amongst mushed up, crunched WD-40 stained shirts. That goes on the ol' bionic bod with your pure macho short shorts. Must show your sponsor he backs a hunk of USDA 100% beef you know. Your dirt free, ironed flat clothes get packed into the bag, ever so gently now. Also, grab those band-aids and extra change on your dresser. You don't want to bug your sponsor for little things like that when you need something to cover-up your last moto biff.

OK, all set to go. Oops, hold on. Even though nature isn't calling, make a trip (yep, one more time) to the bathroom. Nothing is worse than holding up your moto and crankin' to the porta-john. You're not sponsored for that you know.

Breath check, t-shirt tucked in so all letters visible, check your teeth again on the chrome of your bike. Ah, so pretty!

It's only 9 AM, but you're the sponsors number one. No, not the fastest rider, but dog-gone, you make his shop look prettier than any other dude even if you get thirds and fourths. Hang in there little buckeroo, and you'll win it all some day, and your sponsor may even thank you for it. Maybe even give you another patch for Mom to sew on your jersey.



Dave Clinton en route to winning the richest prize ever awarded in BMX.

\$3,000 Purse



David displaying the pay dirt (pay check?)

The NBA/Mongoose Grand National - To date this race has been the event of the year for the BMX racing fan. This year it was really TWO races wrapped in the same package. The first race, featured here, was an OPEN PRO Race with a \$3,000 purse. The Grandnational itself is featured in a separate story on other pages of this issue.

The PRO portion of the Grand National is all meat/no fat action. The qualification work had already been completed two weeks earlier in three furiously contended days of flat out racing for the precious 14 slots that would be filled by the best 14 riders. Only the top 14 qualifiers would be permitted to compete for the cash prizes. Points toward qualifications were based on their finish in each of the main events in the three days of qualifying.



"Corona Kid" Kevin McNeal won several motos early but an over psyched Dave Clinton and Brent Patterson left him 3rd.

For the first evening's qualifiers, Robby and Eric Rupe (Schwinn) surprised everyone by both making the mains. Then they amazed 'em all by taking first and second place in front of Stu (SE) who crashed, and Clinton (Shimano) who was disqualified for jumping the gate. Kenny Nachman pulled a third.

Friday the 13th at the Valley Youth Center

1. Robby Rupe	42X
2. Eric Rupe	22X
3. Kenny Nachman	17X
4. Jeff Utterback	35X
5. Perry Kramer	81X
6. Stu Thomsen	27X

The action at the Number Two qualifier was even more hectic than the first. Some riders saw that there was no way to make it unless they were part of a miracle. Some saw that unless they continued to perform at absolute peak form they would slip dangerously close to the unwanted #15 spot or below.

Action was good in the preliminary heats. Dain (Cook) and Guilmette (DG) literally blew away Tony Nurse (JAG) from Kentucky, even after he got the holeshot on both of 'em. Stu (SE) made a good finish in the second semi after a so-so start. Patterson (PRP) edged out Greg Hill (Redline) by the smallest bit of rubber on the rim of his tire to make it to the main. KOS (Mongoose) and Clinton had no problems making the main.

In the second night's main, Dennis Dain was like a bit of lightning, getting a holeshot and looking like the man to beat. Kos picked up the #2 points and Patterson, who was racing on a painful ligament torn ankle, managed to squeek out another "just ahead of him" 3rd over an uninspired Stu Thomsen.

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Saturday the 14th at the Valley Youth Center

1. Dennis Dain	173X
2. Jeff Kosmala	23X
3. Brent Patterson	10X
4. Stu Thomsen	27X
5. David Clinton	13X
6. Ted Guilmette	132X

The third day's race, unlike the previous two held at the relatively flat Valley Youth Center, was being held at the fast long downhill track at Corona, CA. This was no holeshot track. It was the final day of qualifying on a track that is more than able to separate those who want to qualify more than anything, from those who are just there to race.

David Clinton (Shimano) was a little braver than the rest of the competitors on the fast Corona Downhill and pulled a first just in front of Jeff Kosmala (Mongoose). The third and fourth place finishers, Leary (JMC) and McNeal (GT) assured themselves of a spot in the top 14 by keeping Stu and Dain limited to the 5th and 6th spots.

Even though they didn't make any of the three main events, Coy Hudson (Wheels and Things) and Greg Hill (Red Line) earned the thirteenth and fourteenth spots by performing well in the previous three day's motos.

Final Day - The 15th at Corona

1. David Clinton	13X
2. Jeff Kosmala	23X
3. Harry Leary	500X
4. Kevin McNeal	71X
5. Stu Thomsen	27X
6. Dennis Dain	173X

Qualifiers for the NBA/MONGOOSE Grandnationals

1. Jeff Kosmala	(Mongoose)
2. David Clinton	(Shimano)
3. Dennis Dain	(Ralph's Bikes)
4. Robby Rupe	(Schwinn)
5. Eric Rupe	(Schwinn)
6. Stu Thomsen	(SER)
7. Brent Patterson	(PRP)
8. Perry Kramer	(SER)
9. Kenny Nachman	(Mongoose)
10. Harry Leary	(JMC)
11. Ted Guilmette	(DG)
12. Kevin McNeal	(GT)
13. Coy Hudson	(Wheels and Things)
14. Greg Hill	(Red Line)
Alternates	
15. Bobby Encinas	(Shimano)
16. Jeff Utterback	(Ser)

JANUARY 1979



Stu Thomsen had already clinched the No. 1 plate for next year, but he was going for the bucks. Stu finished fifth.



Brent Patterson blazin' along a blurry background. Brent scooped up a big second place check.

On the day of the race it seemed each of the 14 competitors were off in a world of his own. Some of them even had plans on exactly how they were going to spend "their" \$1000 check!

The pre-race meeting was presided over by Ernie Alexander, who laid out very specifically, how the races would be started, scored, and exactly how much each place was worth to the participants.

Now it was up to the riders themselves. They could go home with a lot or a little. Here's how the two motos of Pros were set up, and how they finished in each moto:

MOTO #1			
HUDSON	6	3	2
McNEAL	3	1	1
KOSMALA	1	4	3
GUILMETTE	2	7	7
NACHMAN	5	2	4
E. RUPE	7	5	6

MOTO #2			
KRAMER	6	4	6
B. RUPE	7	7	4
HILL	2	5	5
PATTERSON	4	3	2
THOMSEN	5	2	1
DAIN	3	6	7
CLINTON	1	1	3

In the #1 MOTO, McNeal was the man to beat. The force to contend with in MOTO #2 turned out to be David Clinton. Here's the list of the six that got to make the run for the \$1000 check.

McNeal
Leary
Kosmala
Patterson
Thomsen
Clinton

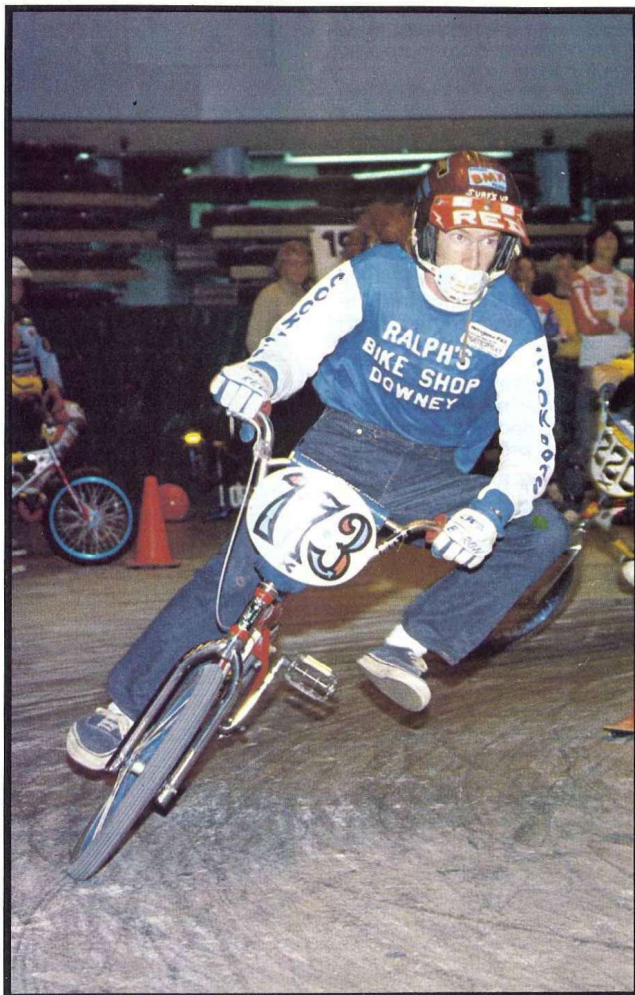
What must have been going through their minds in the minute before the gate dropped? McNeal and Leary probably just love the racing and the \$1000 can get you a lot of those. Kosmala was thinking about the new mini-truck that he was going to order on Monday. Patterson was looking for a chance at one BIG win to help fortify the Patterson Racing Products image. Thomsen might have been

thinking the \$ would be nice but with #1 National already in the bag, is it really worth the effort? To David Clinton a win here would for sure make his bank account feel good, but more than that it would put him back on top after a retirement due to an injury.

The gate dropped while the crowd was dead silent . . . Clinton exploded along with the roar of the spectators. Kosmala lost a pedal out of the gate and blew a grand in less than one second. Patterson was right on Dave's back tire,

looking desperately for a mistake or opening that never appeared. McNeal and Leary (3rd and 4th) did no good for each other as they played "popcorn", bouncing off of one another. Stu coasted in for a 5th place in front of a totally disgusted with himself, Kosmala. Here's how it ended up.

CLINTON	\$1090
PATTERSON	\$ 835
McNEAL	\$ 490
LEARY	\$ 230
THOMSEN	\$ 160
KOSMALA	\$ 105



Dennis Dain on one of his last rides with Cook Bros. After the race, we were informed that the "Red Baron" was switching to RED LINE.

BMX PLUS

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Nostalgia Already?

Photos & Story by Brian Panaccione

While I sit and listen to Lynyrd Skynyrd's new album "First and Last", I think fondly back to the good old days of BMX firsts (may there never be a last).

Invented by a kid from LA early in the seventies, it only took a quick kick to reach nostalgia.

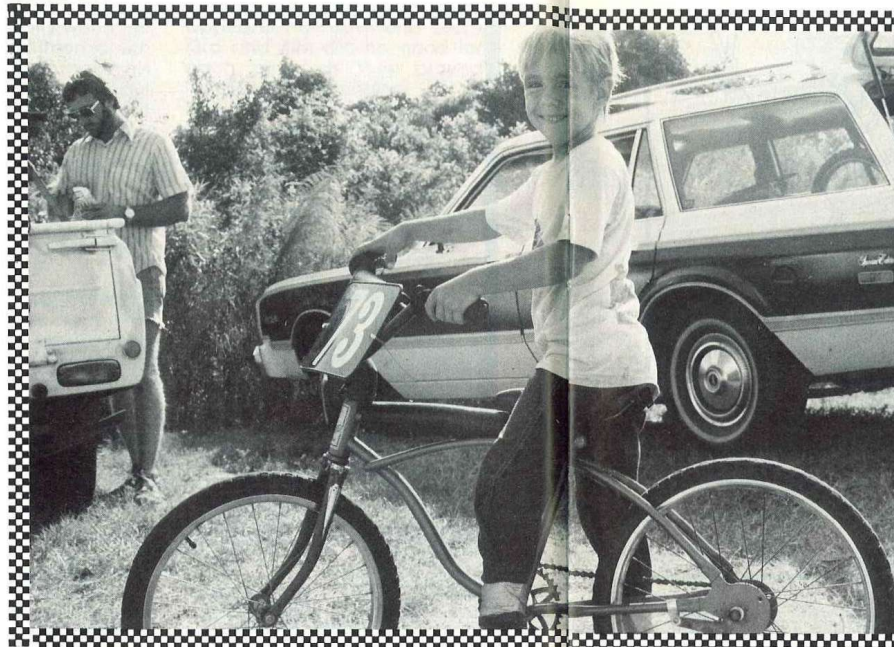
Can you remember those radically rapid rubber band starts? Or flag starts where some looney waltzed out into the path of eight wild eyes, crazed BMXers waving his flag in conflicting directions.

Then again, maybe your fondest memories are of those hilariously horrible mud holes. Many a little kid was lost there to submerged alligators. Most often those terrible torturous tracks looked like they were built on old World War II mine fields.

And how long did it take you to convince Mom that BMX was safer than flat footed, floozie football and to get her to sign a release form so you could race.

Then there was the chopped and channeled Stingray with 4-1/2 inch cranks and winged-out handle bars you ripped off of your brother's Honda.

Those practically prehistoric, intriguing antiques that courageously challenged those obstinate obstacle courses are memorialized here for all who ever rode one of the sort.



Remember these overnight overhauls by factory D.A.D.? Total conversion cost: 1 number plate and 1 set of pads. This model comes complete with mechanic, timeskeeper, firstaider and coach as well as one well equipped chuck wagon. Remember the good old days when Dad could still afford to feed ya'?



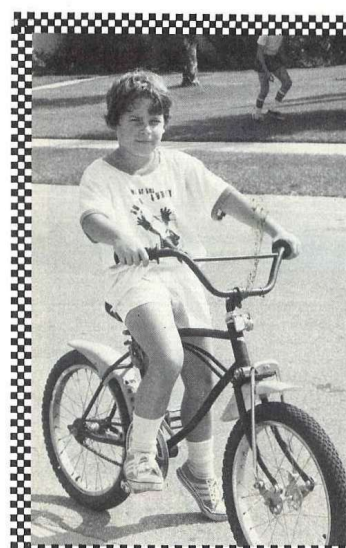
The ever popular department store wonder.



This super smooth suspension swooper is a surefire way to eliminate all those nasty bumps on the track.



This model comes complete with telescoping forks for those phantastically close photo finishes.



This narly, neighborhood mailbox muncher appeared about the time all the mailboxes in your neighborhood started disappearing.



Three savy street scorchers nervously awaiting the starter. (Somebody say something).

BMX PLUS HOT DEALER LIST

The bike shops listed below have distinguished themselves by ordering plenty of BMX PLUS magazines for you. Be sure to visit them whenever you need a BMX part. Thanks

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WHEELER D'LER
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Richardson, TX 75080

BIKE GALLERY
5201 N.E. Sandy
Portland, OR 97213

WHEELS UNLIMITED
2140 Murray Ave.
Pittsburgh, PA 15217

BIKE SHOP
1149 S. King St.
Honolulu, HI 96814

WILSON'S CYCLE
308 Main Street
Hackensack, NJ 07601

BOB'S SPORT & CYCLE
2750 Sheridan Rd.
Zion, IL 60099

CENTER CYCLE
Renton Shopping Center
Renton, WA 98055

COLORADO COMPETITORS BIKE SHOP
7475 E. Arapahoe Rd.
Englewood, CO 80112

HANKS BMX PLACE
6395 Firefly Dr.
San Jose, CA 95120

MR. BIKE
1847 "O" Street
Lincoln, NE 68508

PEDAL PUSHERS
9054 Westwood Village
Plaza S.W.
Seattle, WA 98126

PEDALER'S EAST
24 Park Ave.
Vineland, NJ 08360

PEDDLEPOWER CYCLERY
325 E. Grove
Orange, CA 92665

PIRKLE'S BIKE CENTER
4860 A S. State Rd. 7
Ft. Lauderdale, FL 33314

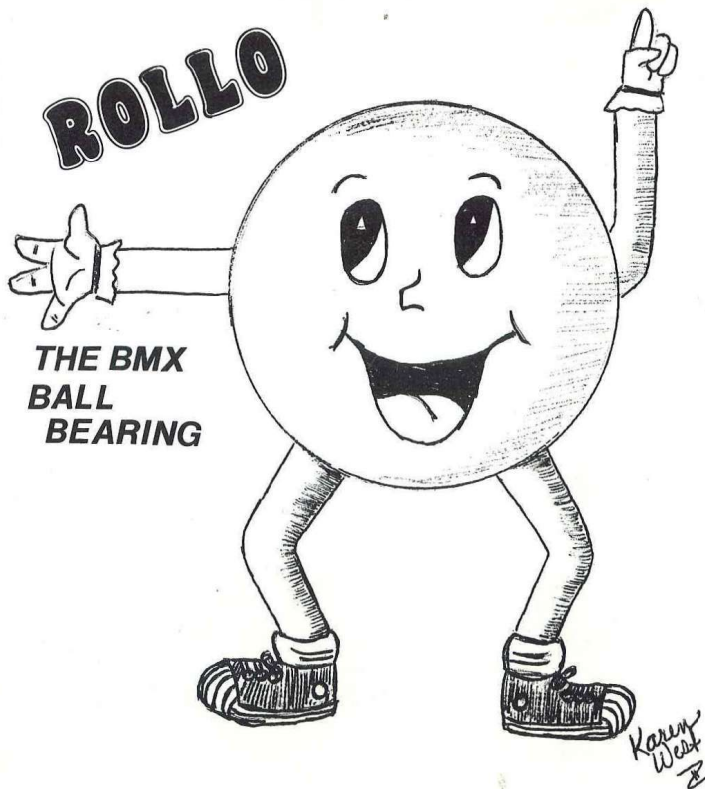
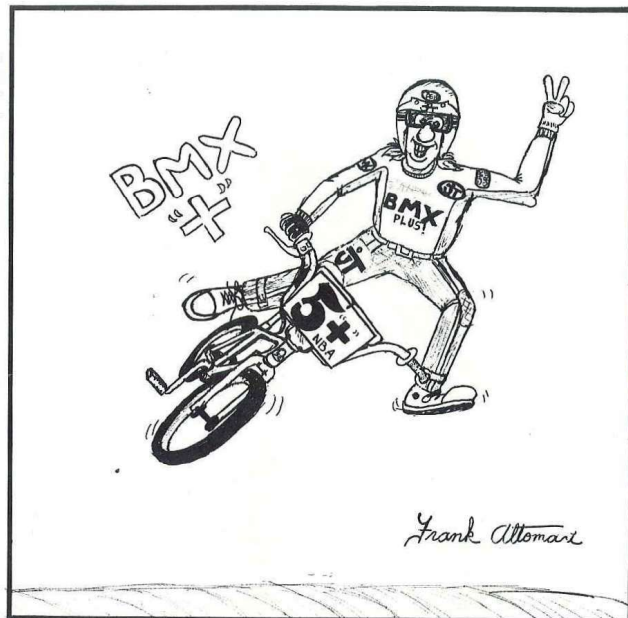
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Downey, CA 90242

SAFARI CYCLES
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Waipahu, HI 96797

SAFETY CYCLES
1014 N. Western Ave.
Los Angeles, CA 90029

WAVERLY SCHWINN CYCLERY
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For the past year, the experimental Team Mongoose bike has been winning the big races. The RC Cola Race. The U.S. Grand Prix. The Arizona State Championship. And already this year, John George took the flag in the Winter Nationals on a Team Mongoose.

The Mongoose factory team has proven to the world that this light but rugged bike is the finest competitive racing bike ever made. Utilizing the newest and strongest components for strength and durability. But only the factory team has ever had the pleasure

of riding it. Torturing it. Testing it. Until now.

The Team Mongoose bike is now available at bicycle shops all over the country. It's ready for you... Are you ready for it?

**team
mongoose**
B.M.X. PRODUCTS, INC.

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Geoff Rutherford being relentlessly hounded by Kyle Fleming.

ABA FALL NATIONALS

Perry Kramer's back to his old style - winning

Perry Kramer (81X) took the Trophy Dash with a great come-from-behind effort.



As expected, the older riders and top pros turned out in force for the big ABA Fall National at Oakdale's Pioneer Arena. None turned out in force greater than Perry Kramer, the overall champ for the day. Kramer proved beyond a doubt that he is in top form and can compete with the toughest riders in the United States. Perry went head to head with the top pros and came out on top.

The first moto action was fierce among the front runners. The leaders' objectives were to qualify early so they could rest and be fresh for the semis. Under the transfer system the winners qualify, while the others must race again to qualify in the second or third motos. Jeff Kosmala, John George, Perry Kramer and Stu Thomsen held the immediate psychological edge over the other riders by winning their motos. The rest of the qualifiers had to battle it out in the final two motos.

The two semis decided which eight riders would go for it all in the Pro Main, they were: Perry Kramer, Kevin McNeal, Dennis Dain, John George, Stu Thomsen, Frank Post, Jeff Kosmala, and Brent Patterson.

On the line for the Pro Main the air was vibrating from the intensity of each rider's concentration. After the staging preliminaries were done, all eyes were fixed on the "Christmas Tree" starting light which drops the gate simultaneously when the green light flashes. When the gate dropped, the riders burst ahead in perfect unison. Into the first turn Kramer dived inside and took control. All the riders hit the first turn within inches of Kramer. John George had the best drive and managed to break free of traffic and take the lead from Kramer. George's glory was short lived as Kramer snatched back the lead in the second turn and was never headed. If these pros make one mistake, the guys behind capitalize instantly. George held on for second and Brent Patterson third. Letting Kramer by in the second turn cost George \$250.00, but not one to complain, George gratefully accepted his

BMX PLUS



Mike Buff (728X) takes the middle line thru Oakdale's hairpin turn. Most of the turns offered varied lines.

\$250.00 second-place check. Not bad for a day's work. Kramer, on the other hand earned a spot in the Trophy Dash, a chance to add a nice five foot overall winner trophy to his \$500.00 pro winner's share.

Separate from the pro action but just as exciting was the 16 Expert Class. Dennis Dain, Kevin Ridling and Turnel Henry were the big winners. Dain won the main wire to wire. Dennis was also in the Pro Main but the first turn traffic caused some problems, so winning the 16 Expert Main made things look a lot brighter for him.

Outside of Perry Kramer, the one rider who stood out all day was Geoff Rutherford. Not only did he win his 10 Expert Class, but also the 10 and under Open and the 8 to 10-year-old Trophy Dash! It must be rough on his dad tryin' to put all those trophies in one car (I wish I had that problem).

John Romero won the under 7-year-old Trophy Dash and Ron Beckering, a promising new-



Tough competitor Anthony Sewell won the 14 and Over Open class.



Why?

comer, won the 11-13-year-old Trophy Dash. Kramer made it a complete day by defeating Anthony Sewell and Dennis Dain in the 14 and over Trophy Dash.

Congratulations to the ABA! It was a refreshing feeling to see BMX back at Pioneer Arena. Pioneer used to have one of the most successful BMX programs in Northern California back in '76, but it closed down its BMX activity in 1977 and until now BMX was non-existent there. With the success of the Fall National, hopefully someone will re-open Pioneer Arena to BMX on a weekly basis.

Results on Page 53

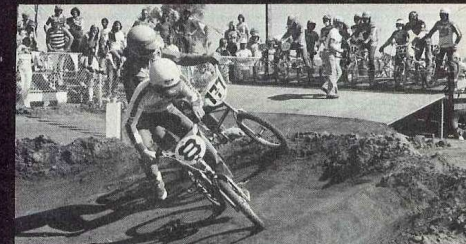


Johnson from Hank and Frank kicking through the corner.

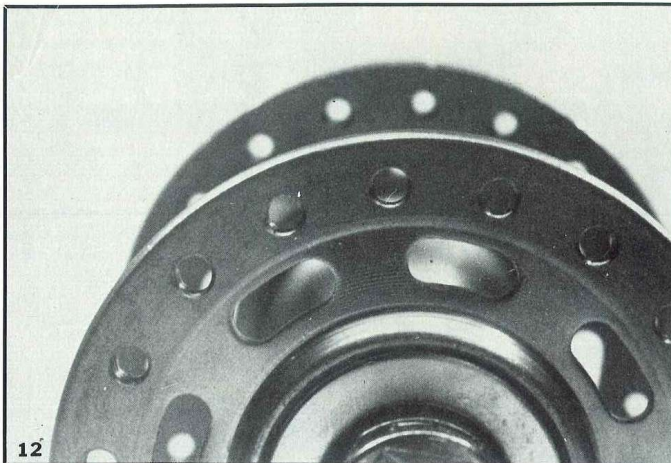


JANUARY 1979

Slick scoring tower, slicker trophies.



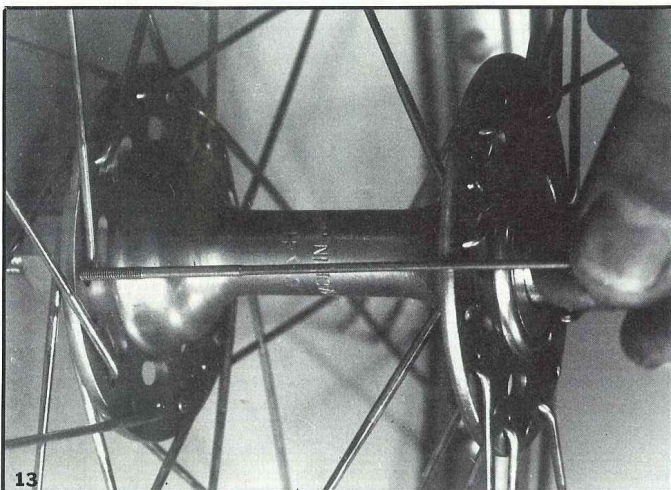
Greg Hill holds off Brent Patterson in the 14 and Over Trophy Dash.



12

This may come as a surprise to you, but now it gets complicated. First thing to notice is that the hub holes are drilled

off-set. Now with that hot knowledge, check the next picture.



13

Refer back to the first spoke you put in. Remember, I told you to mark it. Now turn the wheel over so the unspoked flange is up. Get a spoke like shown and put it next to the first spoke you put

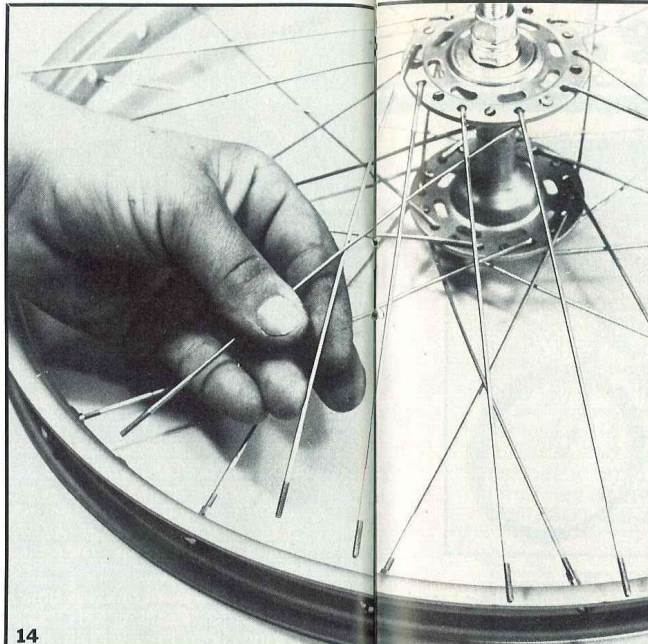
in. (This is just a guide to find the right spoke.) Now look to the first spoke to the immediate right and put it into the rim on the right next to the first spoke you put in and put a nipple on it.

Back to the formula referred to in caption No. 8, if your first head up spoke is on the right, you have to change the whole procedure around. To simplify: when it says to do something to the left, do it to the right. And right, do it to the left.

Here are some simple rules to

follow when building a wheel:

1. Head up spokes always go over head down spokes.
2. Make sure that all the spokes are going the right way in the hole.
3. When you are finished, the valve hole should have a larger space beside it than the other parts of the rim.



14

Now bring four spokes from the left and put the fourth one in the second empty hole. Continue around like you did the



FINISH

NEXT MONTH: Getting Straight - How To TRUE The Wheel.

BMX PLUS

JANUARY 1979

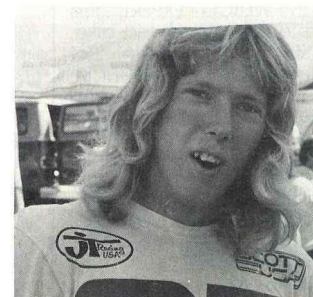
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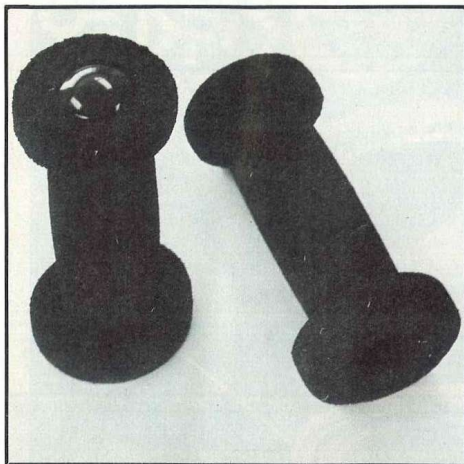
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At last a grip has been designed that actually does something for the rider, this is to absorb vibration. The MX-1 is made of a very durable foam which resists breakdown. Another feature the riders like is the positive grip the MX-1 offers without having to clutch the handlebars in a stranglehold.

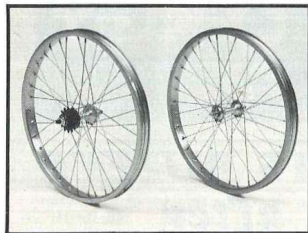
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Perhaps the greatest invention of all time has been the wheel. It has been around in millions of sizes, shapes and forms. West Coast Cycle now offers it in the latest fashion for BMX bicycles. Araya anodized rims and Shimano light alloy hubs with quick change rear sprockets is the hot tip. Have your dealer contact:

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ALL IN THE FAMILY

This is the WEBCO "EXPERT", first cousin to this month's test bike, the WEBCO PROFESSIONAL. Hot equipment items of interest include an alloy seat post and handlebars, TUF-NECK gooseneck, ACS hubs, Shimano Pedals, and a chrome moly frame. We know you are going to want more information on the bike, so we have included WEBCO's address:

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P.O. Box 429
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LAGUNA'S ANSWER TO THE THRASHER PROBLEM

Laguna Distributors brings you their 101 model ready for action. They have equipped the 101 with TUFF Wheels, a chrome-moly fork, and Takagi heavy duty cranks so that it can handle any abuse you might want to inflict upon it. Laguna's strong reputation for dependability makes this bike a sure winner.

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BMX PLUS

SELECTING YOUR FIRST RACE MACHINE

Deciding which bike should be your first real BMX machine can be a problem. The solution: Let BMX PLUS! help you.

First let's separate BMX machines into two categories, the Thrashers and the Racers. The Racers are the super trick "For Racing Only" machines. The Thrashers are the heavy duty "All Purpose" machines. For this comparison, we are going to use the JAG BMX "Team" bike and the "MAG JAG" because we're trying to show you what one company has done to bring you two similar but very different bikes.

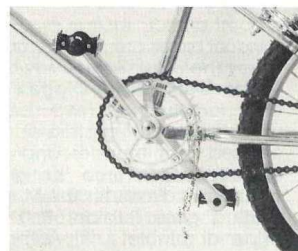
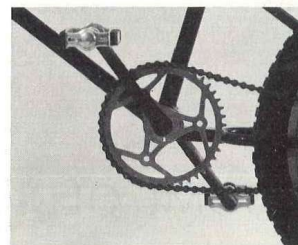
Both JAGS are excellent bikes

and can be raced; it just depends on how serious you are willing to become. If you are thinking about racing but aren't sure, then the lower priced "MAG JAG" would be the type of bike for you. If and when you want to get more serious, then you can easily replace the heavy items with lighter weight racing equipment.

On a Thrasher, low cost and durability are major factors. For the "MAG JAG", steel bars, one piece cranks, motomags and heavy duty forks make up one sturdy combination. The "MAG JAG" frame is only half chrome moly with the other half

being mild steel. This makes a strong but slightly heavier frame than its exotic, all chrome moly, cousin, the "Team Bike". It's also less expensive ... an important consideration.

The "Team Jag" is a full breed machine - no compromises. Lightweight alloy pieces with an all chrome moly frame brings the weight down and the raceability up. Both the "Mag Jag" and the "Team Jag" handle about the same, but the "Team Bike" is much easier to control and easier to ride, but you pay for it.



	MAG JAG	TEAM BIKE
FRAME	CHROME MOLY/ MILD STEEL	ALL TUBES CHROME MOLY
HANDLEBARS	MILD STEEL	ALUMINUM
CRANKS	STEEL ONE PIECE ASHTABULA	ALUMINUM DURA-ALE SHIMANO 3-PIECE W/QUICK CHANGE GEARS
WHEELS	MOTO MAG II COASTER BRAKES	ARAYA ALUMINUM RIMS W/FREEWHEEL & CALIPER BRAKES
SEAT	MESSINGER	MATTE SUEDE RACING SADDLE
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PRICE	\$165.00*	\$270.00*

*Prices will vary depending on what area of the United States you live in.



mongoose

GRAND NATIONALS

"PROFESSOR" SEWELL TEACHES SOME OLD DOGS SOME NEW TRICKS



John George made a glorious return to racing by winning the regular PRO Class.

Indoor races are pretty Spacey to say the least. Safe to say, the Sports Arena is the biggest indoor facility that's ever been used for BMX. The atmosphere echoed with thunder and excitement each time the gate went down. From 11:30 A.M. the starting gate fell as often as twice a minute until Anthony Sewell won the last of the 600 motos at 9:30 P.M. Over 1100 entries participated in the event making it the biggest race ever.

Team Mongoose was out for this one big and all their hope ended up on John George and Kenny Nachman. BMX Products president, Skip Hess, was ecstatic over the performances of these two team members. George won the Regular Open Pro Class handily, and Nachman tore up the 15 Expert Class wire to wire.

Anthony Sewell absolutely rip-

BMX PLUS



All the excitement in this crowd was caused by Kenny Nachman winning the 15 Expert Class. Kenny's sponsor, Skip and Liz Hess of Mongoose (Center and Left) were quite happy. Ditto teammate, Stanley Robinson.



Despite the relatively slow speed, the Side Hacks really let it all hang out.



Bobby Wood looks for some traction around the tight left hander. James LaValle (88X) and Steve Vallejo (2P) give chase.

ped apart the 14 and Over Open Class and he had quite a surprise in store for the Trophy Dash! Anthony really had to work all day, especially after crashing in the first moto. Sewell had to deal with Jeff Ruminer, the East Coast National's Champ, during the remaining motos. Anthony's teammate, Turnel Henry had a freak accident in the first moto. Tunney's grip came off about halfway through the race and he lost it.

The track was basically the same as the U.S. National (see diagram). Reaction to the indoor course was mixed. According to Clint Miller (who has left DG to ride for Utterback), he says, "The track's pretty hot." Another rider, Larry White, said, "It's a little tighter than before." The wood jumps are no problem." White also commented, "The starting pad angles down slightly for about six feet, then it drops off about three inches and that



Anthony Sewell and Stu Thomsen in a classic confrontation. Current No. 1 and next year's most likely candidate.

could cause some problems."

Remarks like, "It doesn't seem like real motocross! were as common as, "It's almost as fun as racing in Hawaii!" Spectator reaction was about 80/20 (80 percent like it). All the spectators agreed that the dustless, sanitary conditions were unbeatable.

The racing was great regardless of any circumstances. The races were tightly paced and passing was frequent. The track allowed much more passing than was originally anticipated. Traction was tricky or great depending on the tires. If your tire combinations were right, you had all the traction you needed. If not, you played slip-sliding away ... all day long. Back to the racing ...

Brent Patterson made up for some consistency problems that he had during the year by winning the 16 Expert Main. Brent passed Kevin McNeal going into the first turn and was never touched. Brent commented that, "I wish it was a dirt track, but what can I say? It's OK for what it is."

Undoubtedly the fastest rider outside the Californians was Jeff Ruminer from Oklahoma. Ruminer had an up and down day. The down part was a horrendous crash off the big table top. The crash shook up Jeff only momentarily and he was right back in form the next moto. Jeff had one outstanding race in which he edged out Anthony Sewell. Unfortunately, Ruminer had a bad time of it in the semis and could not qualify.

Mike Bush grabbed the hole-shot in the 14 Expert Main. Bush blew his lead in the first turn and Dirk Davidow and Steve Givens passed him. Davidow went on to place 4th in the Trophy Dash.

Kim Johnson is a "Wonder Woman" and we wonder if any other girls will ever beat her. Kim swept the Senior Division of the girl racers. They should just give her the first place trophy when she signs up and let the others race for second. As it was,

PAGE 42



Steve Givens

Doreen Payne finished second behind Kim.

The final race of the day was all Anthony Sewell, which surprised a lot of people, but not this Wise, Old Writer! I bet all my money on Sewell. About the only person that anyone agreed on was David Clinton, and all those people agreed that Clinton would not win. Why? Clinton had such an emotional rush by winning the big Pro Class that he could not have even cared about the Trophy Dash, and he finished seventh out of eight. Clinton had his prize. For John George, it was a different story. John wanted to win so badly that he'd have eaten a real Mongoose. Patterson wanted the win too, for personal reasons. Compared to last year, Brent hasn't done too well this year, and a win today would have been the high point of this year. All this wishing, wanting and betting didn't bother Anthony Sewell. When that gate dropped, he blew everybody off so badly that they had to receive shock treatment right after the race.

At the trophy presentation, Anthony's parents and sponsor almost wept with joy. Anthony just kicked back and smiled, standing next to the biggest trophy ever awarded at a BMX race.

Results on Page 53

WHAT IT ALL MEANS.

At big events like the NBA/Mongoose Grand National, there are many classifications. Separate age groups mean that each rider rides against others his own age. Combined age groups mean that riders of two age groups race together (i.e. 12-13 yr).

For the Mongoose/NBA Grand Nationals, the NBA used separate age groups and NOVICE and EXPERT classes in each group (except the 7 and under).

The Open Classes are for racers who want more racing

activity than their regular class. Anyone can enter, NOVICE or EXPERT, providing they're in the correct class. The Open Class gives the rider a chance to race against others whom he might not otherwise race against.

The Pro Class is strictly for the top riders who race for money instead of trophies. These riders also compete in the 16 Expert Class, but are forbidden to ride against the 14 and Over Open Class.



PART TWO: SCHWINN TOUR SEATTLE, WASHINGTON

Woodinville, Washington

Saturday morning can roll around mighty slowly, especially if you are a BMX racer, and this Saturday was no exception. Woodinville's local talent were waiting impatiently for this particular day due to some outside riders. The outsiders; Washington's down-under buddies, California and Oregon.

The track was smoothed and nurtured for this event and when the gate fell for the first time the Washington shoes were off to an immediate stomping of the outsiders, such a whipping

The track was smoothed and nurtured for this event and when the gate fell for the first time the Washington shoes were off to an immediate stomping of the outsiders. Such a whipping, the locals took six of the twelve classes leaving three a piece for California and Oregon.

Two of the Washington stand-



This is a local SCHWINN Team. (What's the old guy doing with the RED LINE hat on?)



Big Sleepers provided great traction. The soil is perfect BMX.



Trenchin' along through the Tundra on TUFF WHEELS. (What ... Me?)

outers were Joe Duran (Pedal Pushers) taking the 10 Yr. old expert class, and a double win, 12-13 expert and 13 and under open, put down by Grant Carpenter (W.S. Bike Shop). These two were so hot they continued their winning right on to the following days race in Oregon (see Dec. 1978 issue).

It was the 14-15 experts that gave the sunshine boys from California a chance to shine, keeping the local favorites Paul Skorniakoff (W.S. Bike Shop) and Tim Geisler (Pedal Pushers) out of the lime-lite, California taking it one, two, three.

Even though the sun lovers from So. Cal were dominating the older classes, one of the wing-footed local flyers Brent Lariviere (W.S. Bike Shop) slipped in for a well-riden 2nd place in the 14 and over open.

All in all the Oregon and California riders looked pretty good but credit must be given to the Washington Woodinville riders and the track promoters for an excellent race.

David's choice in racing grips.

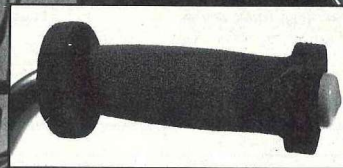
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Sanctioning Body Roundup



Ernie Alexander - The Fifth Annual National Awards night will be held at the Odessa Restaurant on January 9th, 1979, in Mission Hills, CA. Last year there was over 2,000 people to enjoy movies, refreshments, live entertainment, and of course, watching the top riders receive their awards.

Also of interest, on January 9, 1979, as part of the pre-game entertainment for the Los Angeles Rams playoff game, the NBA will stage an invitational (No points awarded), heavy duty, super-fast BMX race.

NBA
P.O. Box 411
Newhall, CA 9132

ABA

Merle Mennenga - Latest news from the ABA is the tentative dates and locations for this years Nationals. Five major Nationals are scheduled for 1979, the first being the Arizona Winter National. Either the Spring or Summer National will be held on a indoor DIRT track in Texas. As of yet the other three nationals have not been confirmed. As soon as they are available, the information will be passed on to you.

ABA
P.O. Box 718
Chandler, AZ 85224

UBR

UBR (United Bicycle Racers)
3532 Longbridge Dr.
Modesto, CA 95350

John Valdez - The United Bicycle Racers (UBR) is opening a new track in the Livermore area. UBR is wooing several other tracks and should have several going by next issue.

NBL

NBL (National Bicycle League)
1179 S. W. 1st Way
Deerfield Beach, FL 33441

George Esser - The annual competition congress meeting produced some positive results. Most interest was aimed at public relations and policies.

The NBL has released their 1979 WAR OF STARS schedule, and here it is.

FEB. 10 Orlando, FL
JUN. 23 Wakarusa, IN
JUN. 24 Manteno, IL
JUN. 30 Springfield, IL
JUL. 1 Evansville, IN
JUL. 4 Indianapolis, IN
JUL. 7 Collinsville, IL
JUL. 8 St. Louis, MO
JUL. 15 Lawrenceburg, TN
JUL. 21 Pittsburg, PA
JUL. 28 Vineland, NJ
Sept. 1 & 2 GRANDNATIONAL Knoxville, TN*

To qualify you must be in the top 25 of your age group in your region. Write to the NBL for more info on qualifying.

NBL
1179 S.W. 1st Way
Deerfield Beach, FL 33411
The NBL has leaped into the computer age and will now keep their membership list and points on a computer.



FBMXA at P. O. Box 547, Clearwater, FL 33517

NBL NATIONAL STANDINGS

- 6 YR JIMMIE HARNESS, FL
DAWN BERGSTEN, FL
- 7 YR CHIP FARTHING, IN
TODD FLEMING, GA
- 8 YR DUANE ZENTMEYER, IN
JAMIE CROW, IN
- 9 YR PAUL MURRAY, IN
RICKY FOWLER, GA
- 10 YR ARDEN MATHNA,, GA
SCOTT WEGNER, GA
- 11 YR HAL OR, FL
DANNY DICKERMAN, MO
- 12 YR JOHN KOVACHI, GA
BUDDY HIGGIN, IN
- 13 YR TIM JUDGE, FL
LEE BAKER, IN
- 14 YR A.J. LOJEC, GA
BARRY BEST, KY
- 15 + SAL ZUENER, NJ
KEVIN MURRAY, IN

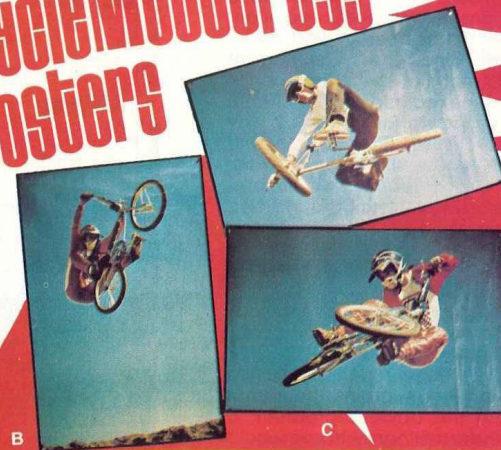
Grand National Champs (NBL)

- 7 UNDER JIMMIE HARNESS, FL
CHIP FARTHING, IN
- JR. OPEN (8-10) PAUL MURRAY, IN
RICKY FOWLER, GA
- INTERMEDIATE OPEN (11-13)
TIM JUDGE, FL
HAL ORR, FL
- SENIOR OPEN (14 +)
SAL ZUENER, NJ
BRYAN WEBB, FL



NPSA, 508 Vine Ave., Dunedin, Fla. 33528

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Inquiries for PRO schedules and other info should be directed to PRO, 7310 Adams, Bldg. E, Paramount, CA 90723.

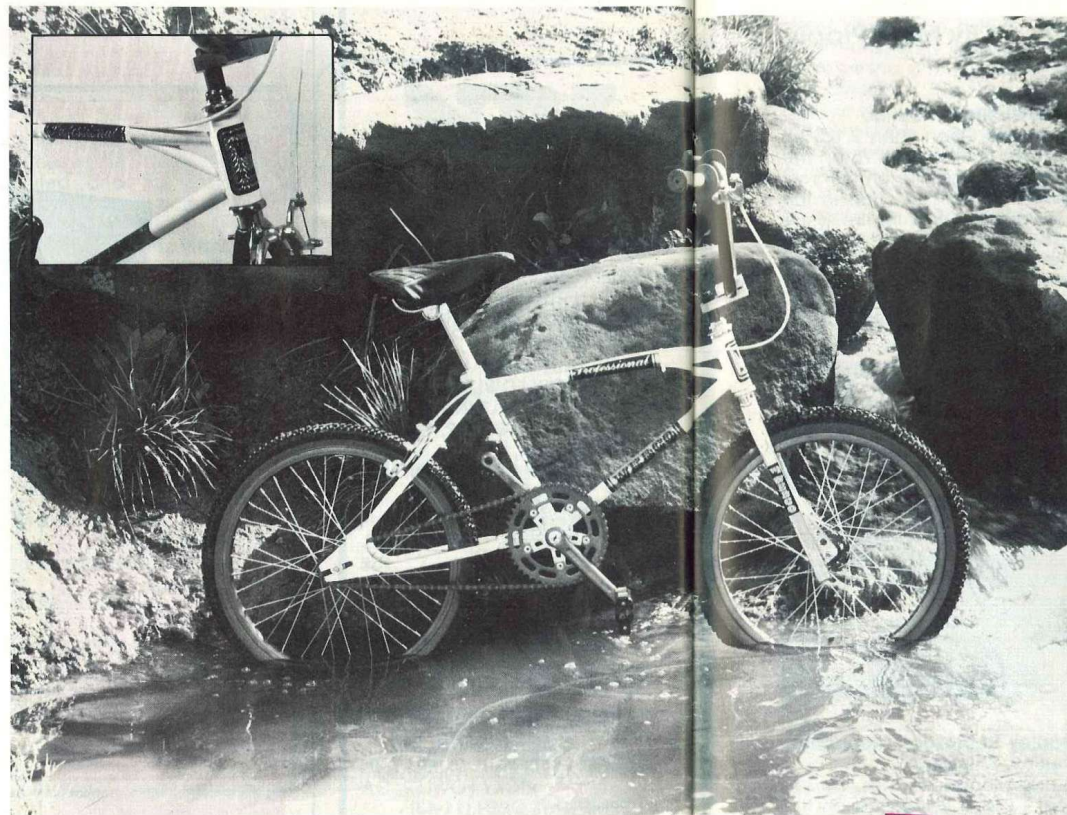
The sanctioning bodies play an important role in BMX. Listed here are the sanctioning bodies that BMX PLUS! is aware of. All of these associations are unique and each one is a qualified and bona-fide organization. If you are interested in starting a track or have an independent track operating now, it could be to your benefit to contact these people. These organizations can help you with your program and can help improve our sport.

BMX PLUS! EVALUATION

To do a test on a WEBCO bike means testing BMX evolution! WEBCO has been in the BMX industry since the beginning (of BMX, not the earth). They originally entered into the BMX frame business via Rick Twomey way back in '73, (Rick is now with BMX Products). Twomey's Rick's Bike Shop Team was the best and fastest team around. His riders were so crazy that they used to wear shoulder pads and combat boots when they raced. These guys were so rough on equipment that every week their frames, wheels and handlebars would go SNAP, CRACKLE AND POP! The repair bills started giving Rick migraines. The frames were the obvious problem; a standard Stingray frame would last about two weeks under John Palfreyman (Rick's fastest rider). It wasn't too long before Mr. Twomey came up with a straight tube BMX frame design. He took that design to WEBCO and they put together the first production of BMX frames.

That original WEBCO was the most copied frame ever. Just about every design on the market now is a spin-off of that original design. WEBCO did a little spinning-off on their own and came up with the Team Replica, an exact production version of their race team bikes.

Chuck Robinson appeared after Rick's days with WEBCO were over. Robinson proceeded to change the entire look of BMX forever. Chuck introduced style to the BMX world by outfitting his WEBCO team with the slickest looking pants, jerseys and matching helmets. The world was stunned! BMX went to color and things have never been the same since. WEBCO riders were everywhere - winning everything in sight! Just when all the manufacturers were catching up to the Team Replica frames, WEBCO unleashed The Ultimate, a super light-weight chrome-moly version of the Team Replica. WEBCO BMX was in full swing and it seemed like they would



Ready for anything: the WEBCO Professional is distinguished by the rectangular tube forks and unique head gusset (inset).

be on top of the BMX world forever. They had the market in a strangehold. But ... early in 1976, Chuck Robinson left WEBCO and took the entire WEBCO team to ride for DG. WEBCO was without a team and since that time they have never really had a serious race team effort. WEBCO kept selling bikes, however, as many as ever. The Team Replica and the CM Ultimate have been the mainstay for sales .. until now.

WEBCO has just introduced the Professional Model.

Some minor design changes have allowed them to reduce

the weight of their frame even lower than the featherweight Ultimate.

HANDLING

WEBCO big bikes have always handled a bit on the easy side. The Professional has generous amounts of head angle and that means a steady handling, high speed bike. It also means that you've got to pay attention in the flat turns because the bike will drift out instead of sliding out speedway style.

If you're addicted to berms, then the Professional will fit your style just fine. The bike excels the high speed stuff and hitting

WEBCO PROFESSIONAL



A steady bike for trials. This slick embankment was no sweat for Todd Nicklas and the WEBCO Pro.



This machine loves berms ... especially on tight turns.



At speed is where the WEBCO Pro really handles. Its only limits are how fast you dare to take it.

a berm full speed is where it's really comfortable. Straight line stability is so easy to maintain - just point it where you want to go and crank. Jumping the bike is super easy and cross-ups are a cinch. The weight distribution is perfect for almost all the aerial acrobatics you would be willing to try.

LAYOUT

WEBCO has not changed the general layout of their bikes since the Team Replica and it shouldn't. The Team Replica has excellent geometry. The crank position, seat post and head angles are well placed and

ASK THE EXPERTS . . .

"What type of tires do you use?"

By Mark Pippin

Bobby Encinas - 16 Expert Shimano, J T Racing Imports, Grab On, Mongoose

"On my back tire I use a hard compound gumwall experimental tire manufactured for me by IRC. The tire is very light and I run a very high air pressure in it. I run a small Chen Shen in the front right now, it's a gumwall. I used to run a large regular Chen Shen, but the weight savings I get from using the lighter gumwall really makes a difference. Also, they hold a higher air pressure than the regular Chen Shen tires. As far as air pressure, I like to run a medium air pressure, not too hard or soft. Too hard and you get the bumpies, too soft and the friction is too great."



Todd Nicklas - Redline

"I use the Chen Shen 2.125 on the rear tire and a 1.75 on the front. The larger tire on the front gives me more traction in the turns and the smaller tire in the back is a lot easier to spin. The pressure I use really depends on the condition of the track. I'll use high pressure for soft tracks and low pressure for hard track conditions."



Stanley Robinson - Mongoose, Oakley, Shimano

"I ride Mongoose Tires. On the front I use a 2.125 and on the rear I use a 1.75 tire. Both of these tires are gumwalls for lightness. These tires have very good traction and I use them for both indoor and outdoor races."



BMX PLUS

Turnell Henry - 16 Expert - Team JAG BMX

"The tire I ride is a tractor knobby. It's different from a Cycle Pro because it's just like the street tire that you see on a street knobby on a Huffy. They give me a really good grip, as good as the grip I've found on any other tire. They are a little heavier, but that is alright with me because it balances my bike to where it feels comfortable to me. Most of the time I run a 2.125 in front and a 1.75 in back, but when I feel I need a little extra speed, I will run a 1.75 in the front too! I run with a lower pressure than everybody else to give me a little extra "suction" in the turns. High pressures tend to slide in the corners. I have tried other peoples bikes that had gumwalls on them, but they just did not seem to give me the performance that the regular type tires do. OK?"

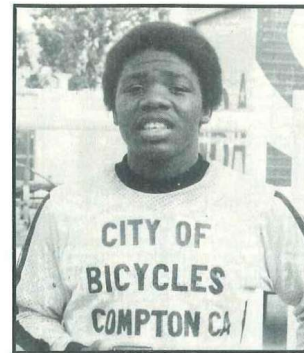
Larry White - 16 Expert Flying Dutchman

"I use a 2.125 Chen Shen tire in the front and a 1.75 Raleigh Red Dot on the back. The purpose of the larger tire in the front is to get more traction in the turns. The smaller tire on the rear is to get faster acceleration off the line. I run the solid wall tires instead of the gumwalls because they don't make a gumwall with the type of tread pattern I like yet. I know that they are lighter than the regular type of tire, but the tread pattern just doesn't stick for me."

I use about 50 pounds of pressure in the rear tire and about 37-40 pounds in the front tire.



JANUARY 1979



Eddie King - 14 Expert - Factory Torker/Wheels and Things

"I use Cycle Pro's mostly on indoor and on concrete. On soft tracks, I stick to the knobby type tire. I use a Chen Shen on the front and a Mitsuboshi on the back."

On an indoor track like here at the Sports Arena, I like to use the Cycle Pro tire. That's about it."

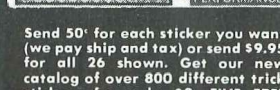


Mike Craser - 13 Expert 13 Under Open

"I prefer the Competition II tires. I really like them and I like the way they ride. They get really good traction. I don't run any special tire pressure or anything, I go mostly by feel according to the track conditions that I am running on. I also think that the gumwall feature makes the tires lighter than the others."

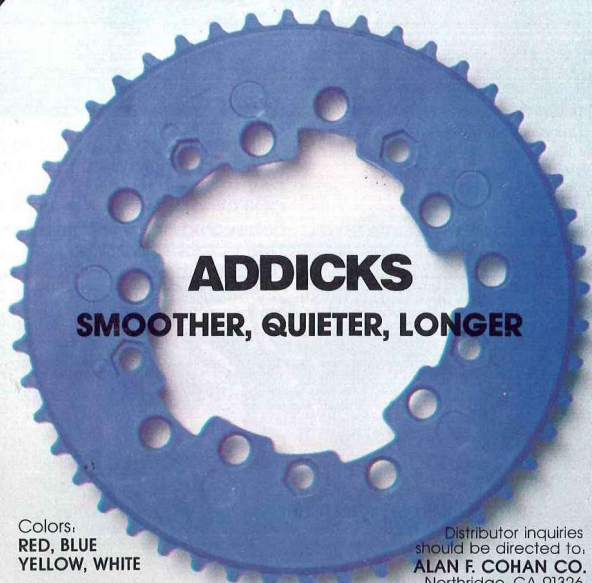


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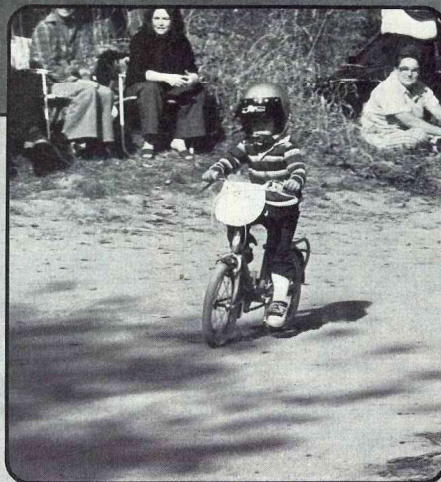
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Short Shoes Shake Seattle

Sunday morning. The air thick with anticipation of what might be the RACE OF THE CENTURY! The scheduled competitors were sitting nervously in the factory vans preparing mentally for the up and coming race.

The racers - 3 year old Ian Russel and his arch rival #3X, Glen Tamura. They stepped quickly over their glistening machines, Ian on the west side of the gate, Glen on the east.

Nothing could be heard but heavy breathing as each competitor awaited the dropping of the gate. Seconds later, the



gate dropped and the riders left the starting area like two F-4 phantoms catapulted from a carrier deck. Bolting down the track at Mach speed, each rider had visions of checkered flags scribed beneath the oversized helmets. With controlled slides through each turn, the crowd became more electrified, cheering the two short shoes on in their quest. When the dust cleared and the roar of whirling pedals quieted, #3X, Glen Tamura, had won by a narrow margin, but with all the glory of R.D. taking the Trans A.M.A.

the Professional feels right when everything is adjusted correctly. WEBCO has been making forks for about a year now, and its geometry complements the frame perfectly. The fork is made from rectangular tubing and frankly, we were worried about it flexing from side to side. Our worries were unjustified. The forks did not flex a bit and never once did the bike go into any high-speed wobbles.

One feature, found only on WEBCO's Professional model, is that the bottom bracket has been precisely offset just a hair in order to provide better chain alignment between front and rear sprockets. Just a minor design improvement but it reflects on the overall performance of the machine.

COMPONENTS
The components are all the add-on parts that WEBCO does not make. Some excellent choices were made by WEBCO for this model. Sun Tour free wheels are among the best. Tuf Neck supplies the Tuf Neck gooseneck and they hold the aluminum handlebars so tight that a gorilla can't move 'em. Cycle Pro tires mounted on Araya alloy rims are about the lightest combo going. The fluted alloy seat post held up great for the test. Front brakes were supplied with the bike to meet CPSC requirements but we took them off preferring only the back brake for BMX racing. The rear -caliper worked great, being able to lock up the rear wheel at any time, (who wants to go slow on a race bike?).

CAL STATE CHAMPSHIP APTOS

OPEN PRO
Stanley Robinson
Scott Clark
Bobby Enclinas
10 & UNDER OPEN
Doug Davis
Dan Koerber
Gary Renteria
13 & UNDER OPEN
Ron Anderson
Eddie King
Hank Clappa
14 & OVER OPEN
David Renteria
Kevin Jackson
Bobby Woods
POWDER PUFF
Kim Johnson
Jane Wilkenson
Vicki Paleros

8-NOV.
Doug Pallard
David Tolya
Mark Mello
6 YR. OLDS
Bruce Rowley
Jason McNally
Daniel Holm
7 YR. OLDS
John Romero
Shane Martin
Robert Morris
8 YR. OLDS
Doozer Trivins
Berkely Kent
Chuck Southwick
9 NOVICE
Doug Belsher
Kevin Holm
Danny Stratham
9 EXPERT
Kyle Fleming
Danny Martin
Stefan Coleman
10 & UNDER OPEN
Geoff Rutherford
Kyle Fleming
Chris Leach
11-13 OPEN
George Pennington
Danny Mayer
Rod Beckering

16 EXPERT
Dennis Dain
Kevin Ridling
Turnell Henry

7-UNDER NOV.
Jasen Adams
Steven Bonita
Marty Sorabano
7-UNDER EXP.
Jason Jensen
Jeff Long
Trevor Pigott
15-EXP
David Renteria
Bobby Woods
Tom Bady
TRPHY DASH
Scott Clark
David Renteria
Stanley Robinson
12-NOV.
Bobby DeMello
Mark Dixon
Chip Page
13-NOV.
Mark Ferreira
Mike Moran
David Vega
12-EXP
Mike Borden
Dean Meyer
Duane Ballenger
13-EXP.
Eddie King
Lee Medlin
Hank Clappa

11-NOV.
Sean Phillips
Andy Cook
Robbie Hoff
14-EXP.
David Wilson
Tom CChristopher
Chuck Mikel
16-NOV.
Crig Matoza
David Young
Greg Agular
14-NOV.
Kevin Rogers
Zoran Locke
Que Adrang
14-EXP.
Steve Givens
Bill Dixon
Sheldon Kam
15-NOV.
Devin Copper
Donald Schott
Tony Moscato
16-EXP.
Scott Clark
Larry Ruiz
Scott Lykins

ABA OAKDALE RESULTS

7 & UNDER TROPHY DASH
John Romero
8-10 TROPHY DASH
Geoff Rutherford
11-13 TROPHY DASH
Red Beckering
TEAM TROPHY
CVC Racing Team
PRO
Perry Kramer
John George
Brent Patterson
GIRLS JR. DIVISION
Rhonda Ames
Misty Fields
Christina Borgens
GIRLS INTERMEDIATE
Beth Gera
Jill Harding
Sara Rutledge
GIRLS SENIOR
Kelly Corhall
LeAndrea Payne
Pam Lukens
5 YR. OLDS
Toby Williams
David Tolya
Mark Mello
6 YR. OLDS
Bruce Rowley
Jason McNally
Daniel Holm
7 YR. OLDS
John Romero
Shane Martin
Robert Morris
8 YR. OLDS
Doozer Trivins
Berkely Kent
Chuck Southwick
9 NOVICE
Doug Belsher
Kevin Holm
Danny Stratham
9 EXPERT
Kyle Fleming
Danny Martin
Stefan Coleman
10 & UNDER OPEN
Geoff Rutherford
Kyle Fleming
Chris Leach
11-13 OPEN
George Pennington
Danny Mayer
Rod Beckering

14 & OVER OPEN
Anthony Sewell
Scott Silva
John Schmid
10 NOVICE
Dan Rutledge
George Gera
Scott Backstrom
10 EXPERT
Geoff Rutherford
Chris Leach
Dennis Paricar
11 EXPERT
Matt Welch
Jason Martin
Joe Crivello
11 NOVICE
Richie Anderson
Ronnie Ames
John Anderson
12 NOVICE
Ritchie Hasselden
David Nadig
Jon Carter
12 EXPERT
Kenny Lee
Scott Herrell
Chris Ow
13 NOVICE
Danny Mayer
Mike Goldsby
Norman Bruce
13 EXPERT
Rod Beckering
Albert Delgado
Dallas Brown
14 NOVICE
Joe Stan
David Reiter
Mark Tranham
14 EXPERT
Greg Hill
Marty Jackson
James Hall
15 NOVICE
Paul Higgins
Jeff Barling
Mike Murphy
15 EXPERT
Kenny Nachman
Bobby Clark
Phil Rino
16 NOVICE
Ed Timmssen
Steve Lukens
Isolas Nino

RESULTS NBA/MONGOOSE

TROPHY DASH
Anthony Sewell
John George
Kenny Nachman
\$3000 PRO
David Clinton
Brent Patterson
Kevin McNeal
SIDEWACK
Kirkem-Wilkinson
Gengrich-Teske
Doward-Laakso
GIRLS SR.
Kim Johnson
Doreen Payne
Leslie Burley
OPEN PRO
John George
Clint Miller
Larry Ruiz
13 NOVICE
Danny Mayer
Conrad Omecien
Saul Hudson
14 NOVICE
Jeff Douglas
Randy Silford
Scott Tiffeld
10 EXPERT
Geoff Rutherford
Don Koerber
Will Ziep
16 EXPERT
Brent Patterson
Kevin McNeal
Stu Thomsen
15 NOVICE
Doug Kirk
Don Schott
Tony Moscato
8 EXPERT
Lonnie Latton
Derek Brown
Mike Scuto
9 NOVICE
Bowdy Cook
David Scott
Tony Gonzales
9 EXPERT
Doug Davies
Danny Martin
Kyle Flemming
7 NOVICE
Rinker Marrietta
Robbie Messmore
Mike McCue

10-UNDER OPEN
Geoff Rutherford
Roy David
Gary Renteria
14-OVER OPEN
Anthony Sewell
Kevin Dryer
Garrett Everts
13-UNDER OPEN
Lee Medlin
Chris Hopkins
Mike Borden
7 EXPERT
Aaron Jensen
Mike Muniz
Garrett Greedy
8 NOVICE
Tim Henderson
Mike Ward
Brent Fay
13 EXPERT
Ron Anderson
Richard Zagars
GIRLS JR.
Jane Wilkenson
Lisa Horton
Misty Dang
12 NOVICE
Sam Johnson
Paul Farrow
Bob DeMello
12 EXPERT
Mike Borden
Will Scuto
Jack Kent
16 NOVICE
Toby Henderson
Rick Chastain
Ron McKierman
11 NOVICE
Mike Henderson
Brett Benson
Mark Poppekotos
11 EXPERT
Richie Anderson
Bo Stevens
Jon Andersn
14 EXPERT
Dirk Davidow
Steve Givens
Mike Bush
10 NOVICE
Roy David
Darrell Foster
Ron Haigwood

15 EXPERT
Kenny Nachman
Bob Woods
Denny Davidow



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CONTEST NO. 1

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Jeff Allen
Billy Cass
B.J. Coates
Rob Cornet
Don Hajek
Cheri Hanna
Tim Hartman
John Hill
Randy Neyer
Greg Keyes
David Mosher
David Ross
Chris Royse
Kenny Williams
Mitch Smith
Corin Salggall
Rob Williams

Battle Creek, MI
Corona, CA
Pueblo, CO
Arleta, CA
Parker, AZ
Columbia, CA
Prescott, AZ
Indianapolis, IN
Montrose, CA
Santa Ana, CA
Northridge, CA
Chino, CA
Riverview, FL
Portland, OR
Harrah, OK
Nicelle, FL
Albany, OR
Los Gatos, CA
Tucson, AZ

THIRD PRIZE WINNERS

Dallas Brown
Marc Hershey
Dave Helfer
Terry McKernan
Mike Meyer
Ryan Minth
Keith Peterson
Gary Robertson
Mike Roy

Tempe, AZ
Arroyo Grande, CA
Northridge, CA
Barstow, CA
Rancho Palos Verdes, CA
Dallas, TX
Eugene, OR
Arlington, TX
Santa Maria, CA
Garland, TX

Thanks for the hundreds of entries you guys (and girls) sent in. There are going to be lots more contests, so keep on entering. We like to hear from all of you.

BMX PLUS



WEBCO WEBCO WEBCO

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In Motocross



Replica



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