

BMX PLUS!

The Bicycle Motocross Magazine

February 1983
Volume 6 Number 2

CCC 02151

BMX PLUS!

TESTS

Champion 24
Puch Trak Pro 20
Exclusive! Ultimate
Pedals for '83

FREESTYLE

Haro How-To

ABA GRANDS

Full Coverage of BMX's
Biggest Race Ever!
Plus Gold Cup Finals

Bob Haro



Rad Gallery
Returns !!!

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Contents

BMX PLUS!

Bike Tests:

One more month—two more grueling tests of man and machine. Would you believe boy and bike? How about Puch's Trak Pro 20 and Champion's 24, then? Both bikes are top-of-the-liners with performance and price for the not-so-weak of heart and pocketbook. Check pages 22 and 30 for our evaluations of these two exciting new releases from the quality—not quantity—school of BMX.

Photography:

We know that it's long overdue, but our ever-popular Rad Gallery photo feature returns with a vengeance—an exclusive James Cassimus portfolio we know you're going to crave. Cassimus, one of BMX's finest photogs, breaks out some of his classic shots of Aparijo, McNeal, Morales, Poulson, and Patterson. Exposing colorful, radical action has always been the focus of our Rad Gallery, and this month King James is our man on the scene and behind the lens.

Pedals:

In this month's product overview we bravely set off in search of pedals for the Bigfoot. Our feature highlights the latest developments in the platform pedal department from innovators like ACS, Hutch, KKT, MKS, Profile, Shimano, Skyway, SR, and SunTour. We think you'll walk away from the article with the understanding that just because you've got longer feet doesn't mean you'll get the short end of the stick when it comes to pedals.

Racing:

In this issue we cover ABA's final races for the 1982 season—their Gold Cup Finals and their Grand National, both of which were held over Thanksgiving weekend in Oklahoma City. There The Grands officially became BMX's biggest race to date amidst spectacular upsets, the usual controversies, and the year's fiercest racing.

ON THE COVER

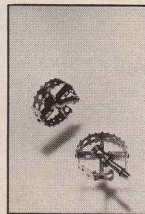
Captain's Log: Contents Page. Star Date: February 1983
It seems spaceman Bob Haro has safely landed his BMX space shuttle on our computerized cover grid after successfully orbiting the earth exploring and promoting BMX's wild, new frontier—Freestyle. Futuristic photo by just plain Val Gelineau who specifically asked us not to refer to him as a "hot shot Hollywood photographer," so we won't.



Pages 22 and 30



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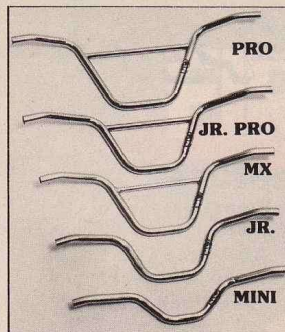
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Number 2

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Feel the difference a perfect pedal makes, sink your tennies into Shimano DX.

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DX
PLATFORM PEDALS

FREESTYLE:

by Bob Haro

Photos by James Cassimus

In freestyle the only boundaries are one's own imagination. Freestyle, trick riding, or whatever you might call it, as we know it today, is still in its infancy with many tricks just waiting to be discovered. Each month we try to bring you a different type of stunt that can be performed on a bicycle. We hope you'll enjoy them and that they will kindle your own imagination. This month we take you away from the incline world of ramps and bring you back to the portable aspect of trick riding. This stunt is known as a Bar Hop—no relation to bar hopping for the drinking crowd. The Bar Hop requires keen senses and quick reflexes. To keep from hooking your feet on the number plate and bailing, the trick is best learned with handlebars that have low crossbars and no plate. When learning this trick wear a helmet and elbow pads to keep your body intact during practice.

Once you've mastered this trick, you're sure to "wow" your racing mates with your ability and balance as you whiz by them aboard the handlebars. Use caution when learning, though; because it's harder than it appears. Best of luck!

Trick: Advanced Bar Hop

Step 1: Ride seated, at moderate speed. Remove number plate so your feet don't hook up on it.

Step 2: With pedals level, pre-load your body by leaning backward.

Step 3: As you head downward to pre-load, concentrate on the crossbar and think in your head about making sure your feet clear it.

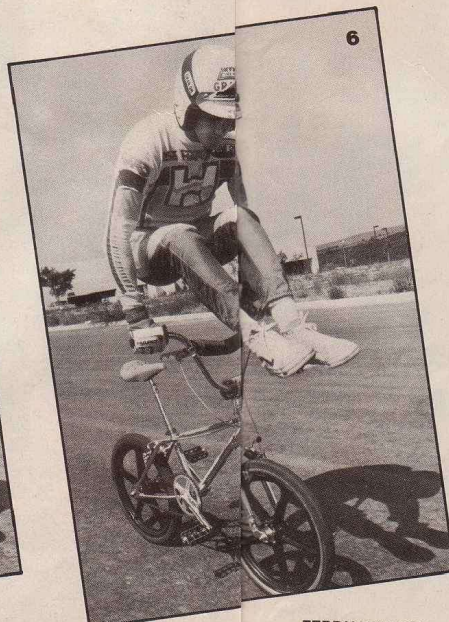
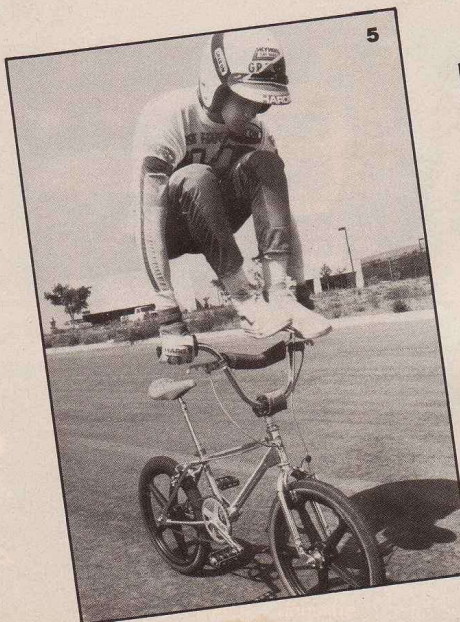
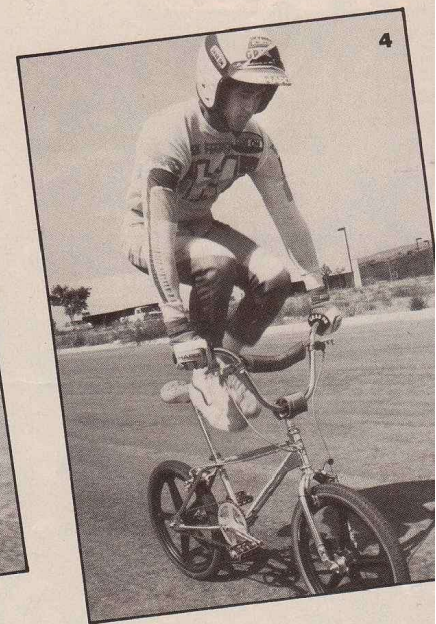
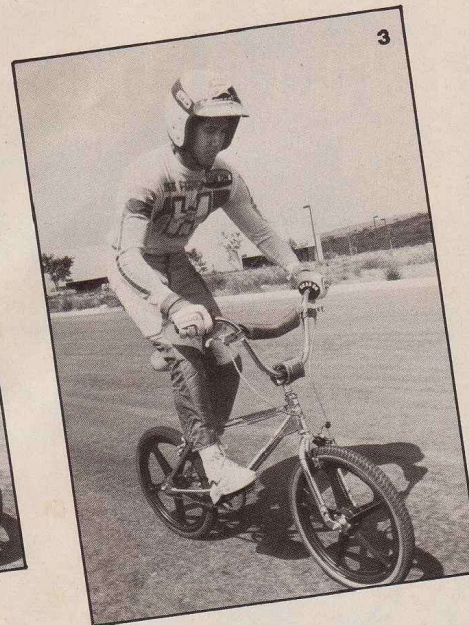
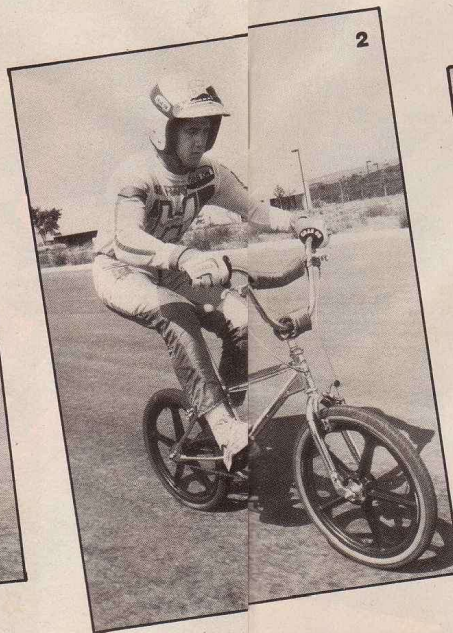
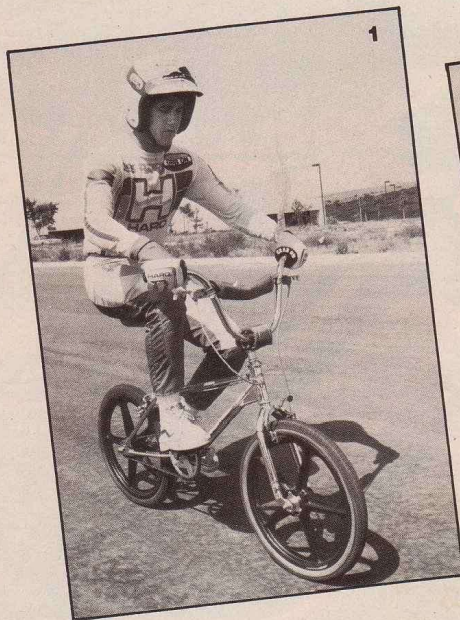
Steps 4 and 5: Spring forward, keeping arms rigid to support your body as you swing over the bars. Tuck your legs in as tight as possible to your chest.

Step 6: Critical moment: keep arms straight and lower your rear onto the crossbar.

Step 7: Now regain your composure and steer straight (practice will help here).

Step 8: When you're comfortable, just release your grips and you're riding no hands and no feet. Steer with your rear, and balance using your legs.

HARO'S BAR HOP



...redline's new 600a

longer, lower, lighter and meaner.

Now from Redline comes a machine that is so bold, so light and so right. As you sit on our Ultra Light seat, hands grasping our famous V-bars, feet resting on alloy pedals, you begin to get the feeling of flight. With the heart of a genuine Redline all chromoly frame, weighing in under 4 lbs., all chromoly forks and precision components machined to incredible tolerances, you'll suddenly understand why our version of a BMX out-performs everyone else. SO, BEFORE YOU BUY A BMX BIKE, WEIGH THE COMPETITION.

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BMX Black Mail

Hey Guys,
I'm a sixteen-year-old girl who's really into BMX and needs to get in touch with some pen pals. I'd be happy to hear from anyone (ESPECIALLY Scott Clark!) who wants to correspond with me. Scott Clark is really my fave, but I also love all the cute guys on GT.

Sorry for not including one of my modeling pictures, but they were only on contact sheets. However, thanks (in advance) for printing my letter and hope to hear from you all soon.

Love,

Michelle Couturier
10280 Lennon Road
Swartz Creek, MI 48473

Clark, you devil you. How many hearts are you gonna break this year, huh, big guy?

Fast bikes, fast women, fast planes, yeah we've heard all about the lifestyles of you rich, famous, jet-setting pros and, well... frankly we're jealous. Copies of the above letter (with the juicy parts left in this time!) will be sent to your mother and girlfriend.

P.S. To the guys on Team GT: According to our plan, duplicate letters (so we doctored 'em a little bit!) were sent to Clark's mother and girlfriend. What a laugh, huh? So now that Scott's totally out of the picture, it's up to you guys! As per our phone conversation, please send us a check for the usual amount.

Dear Plus!,
I'm a fourteen-year-old (soon to be fifteen) semi-BMXer. What I mean is, I'm dead serious about BMX, but I'm also an urban southern boy with other interests—like girl BMXers! I'm writing to you Plus guys in hopes that you'll give me your usual expert advice, and fix me up with a nice, down-to-earth female, preferably 13-17 years of age who's as into BMX as I am. I'm not picky—any hair color will do.

Jimmy Clark
Lawrenceville, Georgia

Jimmy, we've got just the girl for ya. Now all you gotta do is change your first name...

Ahl gave his All

In your November issue, Volume 5 Number 11, regarding the Inside Scoop column on page 19. I was

thrilled to see the Red Line/World Almanac National BMX Skills Competition current results.

Since I was the winner (so far) of the 25 Meter Dash, it was my first time having my name in print—the only problem is that my name is Brian Ahl (not Awl) and I am from Lincoln, Nebraska (not Grand Island).

Needless to say, it was great competition, especially with Greg Grubbs there. I really appreciate your putting this in BMX Plus. As usual, it was another great issue.

Brian Ahl
Lincoln, Nebraska

You're welcome. Sorry. And thanks, we enjoyed it too... or something like that.

Plus Equals Minus?

Dear BMX Plus,

My name is Robert Chapman (alias BMX Enthusiast). Anyway, I think that BMX Plus is the most informative BMX magazine that is published today. You write about all the races and stuff and have less advertising than anyone else. You publish the best magazine ever. Sincerely Yours,

The BMX Enthusiast

Robert, a sincere "thank you" from everyone on our editorial staff who totally loved your letter and comments. We have nothing but good things to say about you. Consider yourself a friend for life.

However, when your letter was brought to the attention of our Advertising Director, Ross Kehl, some very different, shall we say, colorful, comments and observations came up.

Unfortunately, Mr. Kehl could not be quoted. After all, this is a family magazine. Thanks again. No matter what Ross says, remember, you're always O.K. with us.

Pintzke vs. Pratt vs. Hendricks

Dear Editors,

This letter pertains to your monthly update "Inside Scoop" in your November 1982 issue. I just wanted to let you know that Jim Pratt and Joe Hendricks aren't the only ones who have competition.

At the ABA Dixieland National I performed a jump of 5 cars, cleared the landing ramp, rode it out, yet hardly anyone has ever heard about me or knew about it. We all know

Pratt is still around, but is he going for the record?

My thoughts are: that the object of BMX car jumping is to clear the jump with human power. If Joe cleared it that way, then he has the record. As to jumping on a bike and getting towed—this should be in a whole different record class. As far as getting towed, Joe did a great job.

There are only three professional distance car jumpers known to BMX. We jumpers deserve a little more recognition. After all, we are the ones trying to please the audience and beat the impossible. Kids should know not to attempt a stunt like this unless they have years of experience, are of age (or have parental approval), and are wearing safety equipment. Kids appreciate these attractions. This can clearly be seen by the applause and the handshakes.

I'd like to let people know that Pratt inspired me also two years ago, and that I'm going to give the record some competition. Thanks for letting me express myself. Also let me add, all the people working with BMX Plus! are doing a great job topping the so-called world's largest competitor. Not mentioning names.

Thanks,

Chris Pintzke
La Porte, Indiana

Free Money

We knew we'd get your attention—but that's not all we want. We want, no, we need, your letters, feedback, comments, communications, condolences, confessions, congratulations, conjectures, consensuses, considerations, controversies, criticisms, etc.

We want 'em all and we'll even pay you for them! That's right—anybody who writes us a letter that we publish in this column will receive, absolutely free, a **BMX Plus!** backpack: an \$11.95 value! so send us those letters and postcards—technical, personal, or whatever you feel like scribbling down. Please understand though, that long letters may be abbreviated, nasty letters should be as short as possible, and long nasty letters will be returned to your mother. Write On!

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20x1.75	165	120	27.27%
20x2.125	215	150	30.23%
		WEIGHT IN GRAMS	

SuperLite

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STEVE SHOBERT, National Pro



"It holds the hot line on any track!"
ANDY PATTERSON, 17 Expert

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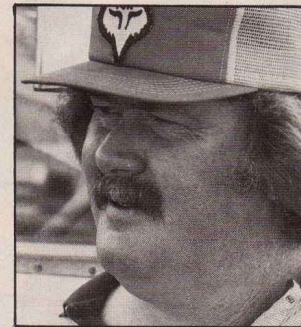
**SKYWAY
RECREATION**

Skyway Recreation Products, 4451 Caterpillar Road, Redding, CA 96003

Inside Scoop

The Patterson Rumors

Rumors have been flying about the **Patterson Racing Products** team ever since an item appeared in **BMX Action** Magazine that suggested that they might be agreeable if a new sponsor tried to sign them. Following their outstanding performances at the ABA Grand National (elsewhere in this issue) speculation and rumors reached new heights. The word from **Vance Patterson (Brent and Brian's dad and the owner of the company)**: Patterson Racing Products is still in business; the guys are not looking for a new sponsor, but Brent and Brian **would** be willing to leave P. R. P. if someone were to offer them \$50,000 a year each. Any takers?



Vance Patterson denies rumors of break up of Patterson Racing Products team.



French national BMX champions crowned at end of points year.

French BMX Champions

While we're on the subject of national champions, here's a photo of the twelve top riders in France for 1982. We can't I. D. which is which, but we do have their names and classes. They are: 6 Years, Christophe Emotte; 7 Years, Rudy Nicolas; 8 Years, Philippe Hinault; 9 Years, Christophe Bellong; 10 Years, Frederic Cassau; 11 Years, Fabrice Perez; 12 Years, David Kostler; 13 Years, Philippe Leleu; 14 Years, Christophe Delarche; 15 Years, Claude Vuillemot; and 16 Years, Oliver Munsch; and Open, Xavier Redois.

Not a "Jason" in the bunch. Our thanks to Brian Montgomery for sending us the notice and picture.

FEBRUARY 1983

Pete Loncarevich moves up to pro class.



Mickey Lundy says goodbye to amateur ranks.

New Pros

Diamond Back's Pete Loncarevich turned pro after the ABA Grands. The word from Pete is that he'll race the lower-level pro class before moving up to AA. So far Pete's raced only two local races as a pro, and though he hasn't won a main yet, he's been making quite a showing in the motos. The question is: Can Pete continue his JAG World Championship winning streak? He's won his class each of the last three years. Find out next month if he can make it four in a row.

Pete's Diamond Back teammate **Eddy King** has put his own change to the pro class into a temporary holding pattern. The latest word from Diamond Back is that Eddy will turn pro in April.

Meanwhile, our old friend **Mickey Lundy** of the **Race Inc.** team made the move to the pro ranks right after the ABA Grands. According to our man **Mike Miranda**, Mickey has what it takes to make it in the bucks class. We think so too, but we'll wait and see. It ain't easy, as they say.

Injuries List

Kevin Mc Neal, 1980 Pro JAG World Champion and 1981 ABA National Number One, will miss the 1982 JAG World Championship due to a head injury suffered at the notorious **Sand Hills** near his home in Riverside, California. According to eyewitness accounts, Kevin made the longest jump ever seen at the Sand Hills, overshooting the normal landing hill and crashing onto flat ground. Kevin was knocked unconscious (he was not wearing a helmet) and rushed by ambulance to a nearby hospital. Kevin spent eleven days in the hospital, unconscious for the first five. Kevin reports that his doctors told him he "nearly died"; however, he broke no bones and will be able to resume racing in January.

Jeff Osmus is also out of commission for the World Championship. Jeff took a bad crash on the "Moonwalker" whoop-de-doo at the ABA Grand National, breaking his leg.

This month's good news is that **Harry Leary** is back in action. Harry tore cartilage in his left knee at the **Huffy IBMXF World Championship** last July. When he resumed racing in early October he reinjured the knee, requiring another two month layoff. As of December 20, Harry is back on the pedals again, racing local races, and getting ready for Vegas. He says it may take him another month to get all his strength back, but he's anxious to get going again and predicts that 1983 will be his best year yet.

Inside Scoop

Pro BMX Bike Tag

This month we went over to a handy BMX riding area in Santa Ana, California, to get the color shot of Mike Miranda for this issue's Puch Test. It so happens we stumbled onto one of the greatest games of "bike tag" in the history of BMX. Assembled for the game, all in street clothes, were none other than **Clint Miller, Harry Leary, Stu Thomsen, Eric and Robby Rupe, David Lee** (of Bassett, not E.T. fame), **Byron Friday, Greg Hill, Pete Loncarevich**, and, of course, Mike Miranda, as well as some of their friends. We're talking awesome—you shoulda been there!

ABA National Rankings

We've got the final word from the **ABA** on their national points chases. Here are the end-of-the-year rankings in the key races:

Amateur Points

1. Steve Veltman	1842
2. Rich Farside	1605
3. Geoff Scofield	1478
4. Jason Wharton	1450
5. Gary Ellis	1446
6. Doug Davis	1435
7. Eddie Siegmund	1412
8. Leon Williams	1356
9. Richie Anderson	1316
10. Eddy King	1303
11. Roger Moore	1296
12. Craig Back	1296
13. Charlie Williams	1278
14. Chris Torres	1204
15. Sam Arellano	1180
16. Jason Donnell	1174
17. Jason Jensen	1160
18. Mike Horton	1159
19. J. D. Finney	1150
20. Mike Salido	1115

Girls

1. Debbi Kalsow	711
2. Yolanda Williams	683
3. Lisa Terry	661
4. Cheri Elliott	422
5. Stephanie Alstott	401
6. Kim Johnson	398
7. Julie Lindsay	381
8. Lisa Vonderahe	378
9. Peg O'Parka	372
10. Trish Ohda	368

Cruiser

Steve Veltman	1162
Rob Fehd	1128
Tim Judge	1114
Clarence Perry	1050
Mark Steimer	944
Danny Steplight	891
D. D. Leone	790
John Hoffard	667
David Lambert	645
Scott Patterson	620

1983 ABA National Schedule

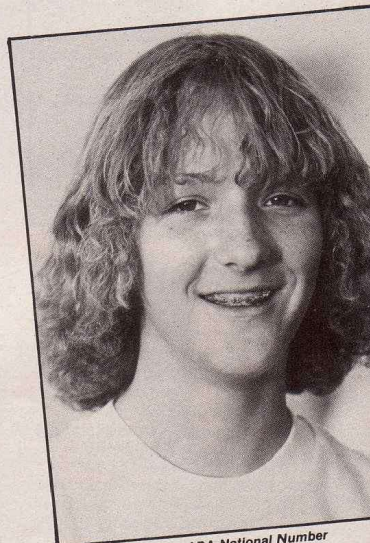
The ABA has announced the following national schedule for 1983:

Lake Elsinore, Calif.	Jan. 22-23
Shreveport, La.	Jan. 29-30
Chandler, Ariz.	Feb. 19-20
Lubbock, Tex.	Apr. 10
Springfield, Ill.	May 1
Northern California	May 28-29
Sumner, Wash.	Jun. 12
Colorado	Jul. 2-3
Michigan	Jul. 17
Indiana	Aug. 13-14
Charlotte, N.C.	Aug. 21
New Jersey	Aug. 28
Oklahoma City (Grand National)	Nov. 25-27

Be there or be square.



Steve Veltman tops amateur and cruiser classes in final ABA national points.



Debbi Kalsow takes ABA National Number One in girls classes.

Another First for VANS



Kim Johnson - VANS Racing Team

World's Championship Race, Dayton, OH '82 #1 14 & Over PowderPuff Class
 BMX Magic Mountain Race, Valencia, CA '82 #1 15 & Over PowderPuff Class
 ABA Gold Cup, Oklahoma City, OK '82 #1 15 & over PowderPuff Class

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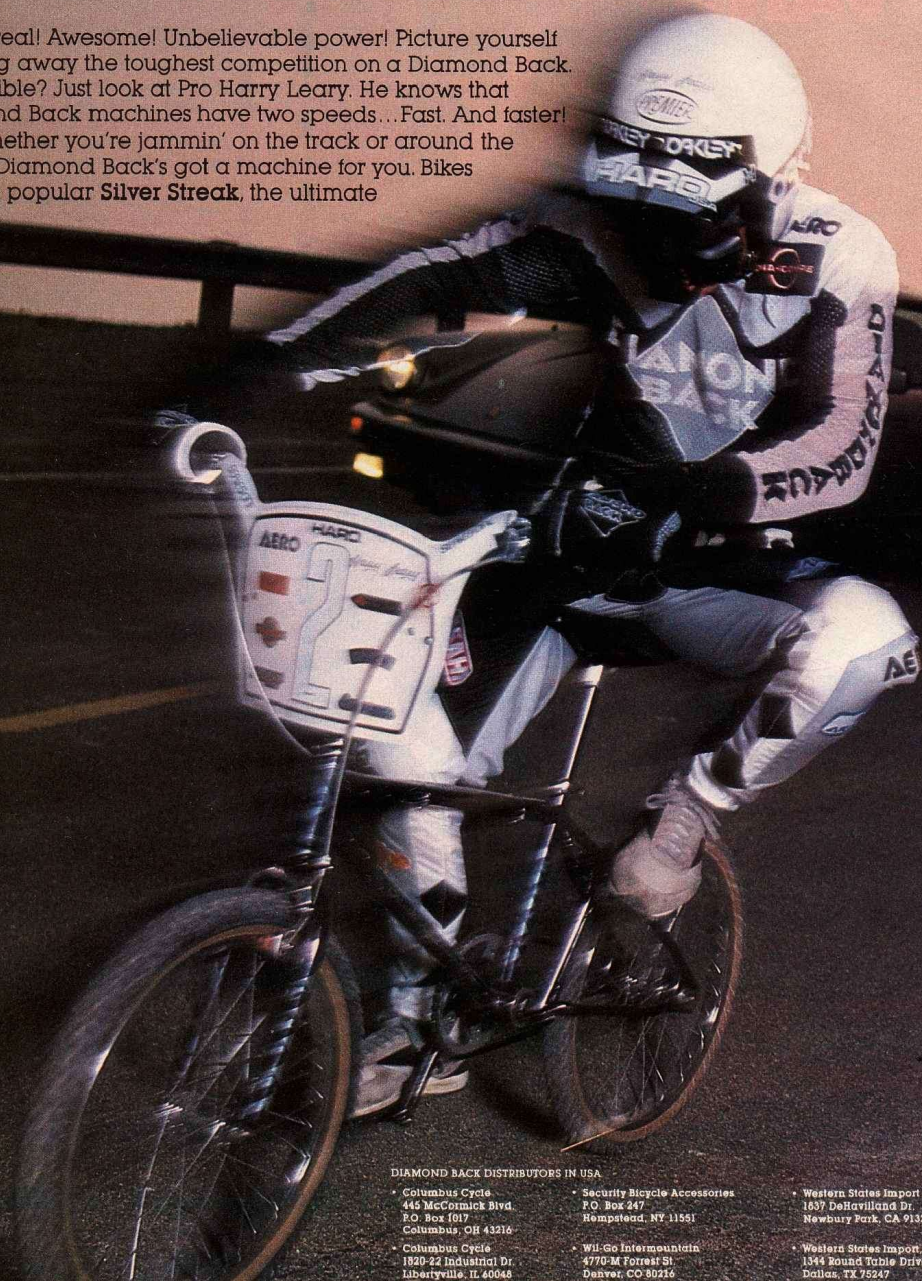


TM

TRAFFIC JAMMIN'

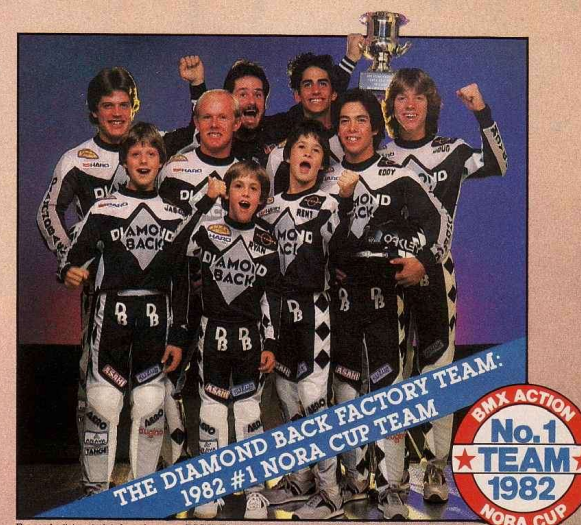
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JAG's 14-year-old Greg Liggins set the BMX world on its ear, scoring a quadruple in the U.S. Gold Cup Finals.

Gold Cup Finals

End of the road or end of the rainbow?

Story and Photos by John Ker

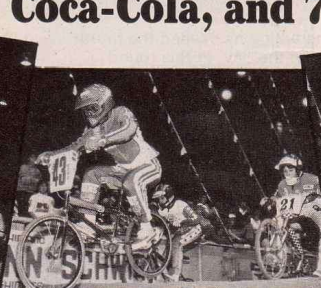
The ABA Gold Cup consisted of a series of races designed to give racers a chance to compete for a national title without having to hit every ABA national along the way. A rider only had to race one Gold Cup qualifier to earn a shot at the

Gold Cup Championship in Oklahoma City. The only thing he (she) had to do was make the main in his (or her) class and he was eligible to race that class at the Championship.

Sponsored by Schwinn, Jag BMX, Thom McAn, Coca-Cola, and 7-11



Stompin' Stu, Donny Atherton (120), and Bart McDaniel (7) take on the wild and woolly whoops on the ABA's dual purpose, Gold Cup/Grand Nationals track. Stu had the Pro Main in his pocket until the last turn, when he slipped a pedal and Bart got by him.



The fastest lady in BMX right now—Kim Johnson. When she started racing there was no class for girls, so her competition were guys like Pete Loncarevich and Lee Medlin—and she used to beat them. Behind her here is Jenny Zeuner (21).



Poulson and Patterson. Poulson was back on the gas again, scoring a Gold Cup double, the gas again, scoring fourth in the Expert and a fifth in the Open for his last amateur races.

The concept was an interesting one, although it pointed up the problem that most one-shot races face. Despite the glorious titles bestowed—United States Gold Cup Champions—the race winners were still basically just one-race winners. The Championship didn't really seem any more significant than an ordinary ABA national. Maybe even less so.

Of course, ABA nationals are not to be taken lightly. They have come to be the standard by which other big, important BMX events are judged. The competition is always intense. The turnout is generally very large. The tracks are usually good (occasionally excellent). The races run as smoothly and reliably as a brand new foreign car.

If there was a main factor that made the Gold Cup Championship seem a little, shall we say, insignificant, it had to be the scheduling of the race. The Gold Cup Championship was scheduled

for the Fairgrounds Arena in Oklahoma City for the day after Thanksgiving, as if it were just a pre-race for the Grand National.

Any race would suffer by comparison to the ABA Grand National. It's like being the warm-up act before the Rolling Stones. No matter how good a show it turns out to be, everybody knows it's just the warmup act.

As it turned out, many racers felt the same way about the Gold Cup, choosing not to race until the real Grand National, not wanting to get tired out or hurt before the most important race of the year. For example, Team Diamond Back passed up the Gold Cup finals altogether.

Maybe that was for the better, as the whole purpose of the series seemed to have been to give unknown riders without major sponsors a chance to race for a national championship. The fact that some riders didn't think the

race was important enough to expend their energies on only meant that other riders would have better chances to win and/or get signed by potential sponsors. As it was, there was enough "factory team" attendance to give credibility to every rider who could place first, second, or third in his class.

Liggins Quadruples

Nobody but nobody did as well at the race as JAG's new superstar, Greg Liggins. He first got our attention just a month ago when he tripled at the ABA's Lancaster national. This time around he quadrupled, winning the 14 Expert, the 13-14 Open, the 13-14 Cruiser, and the 13-14 Trophy Dash.

It was not an easy feat to accomplish, and it did not win Greg too many fans either. He had already won his Open and his Cruiser mains when the 14 Expert main got started. Greg was stuck



The 14 Experts in full speed-jump formation. Weight back, full body compression and they're still flying. Commander Mark Steimer takes the right wing position on his GT-14.

chasing Rob Eisenberg around the track most of the way, with Eisenberg riding a very smart race, effectively blocking Liggins from any passes. In the last turn Liggins tried to pass Eisenberg on the inside and in doing so slid into Rob, knocking him down. The crowd booed its disapproval, but the officials ruled that it was a fair move, unintentional, and gave Greg the win.

The 13-14 Trophy Dash was

where Liggins needed the fourth win of the day. In this round Liggins found himself behind John Choi (the 13 Expert winner) coming into the second turn. It looked like Greg would have a hard time passing the speedy Choi until John crashed (untouched by anybody) in the slick second turn. It was a clean race but Greg didn't get much

applause at the finish line. As announcer Merl Mennenga noted, "This crowd is merciless!"

The "Unknowns" Rule

The Expert classes numbered more "unknowns" than "knowns" in the

Gold Cup Championship November 27, 1992			
AA Pro Money Bart McDaniel Stuart Thomsen Donny Atherton Mike Miranda Tinker Juarez David Christensen A Pro Money Scott McDaniel Brian Barlow Bob Medrano Brian Pascal Andrew Zirzow Tracer Finn Scott Fifield Angel Campano Pro Open Bob Medrano Donny Atherton Brian Pascal Joe Myrick Greg Grubbs Tracer Finn David Christensen Pro Cruiser Ron Anderson Tinker Juarez Kevin McCarthy Joe Stam Clarence Perry Glen Adams 17 Expert Don Jolie Mike Poulson Fred Johnson Andy Patterson 16 Expert Van Argiros Gary Ellis Jeffrey Putney Shawn Carmody 15 Expert Eric Garcia Richard Hebert Vern Latham James Geronzik Randy Decker 14 Expert Laurence Liggins Roy David Michael Falts Freddie Hill 13 Expert John Choi Carlos Royal Brock Bruce Mike Lynch Trae Brannon	12 Expert Mark Perez Chris Callahan Kevin Collins Brad Wilson 11 Expert Damien Bernal Jason Graham Brad Francisco Scott Ricketts 10 Expert Brian Burnside Jason Jordan Climt Brewer John Purse 9 Expert Matt Dedoes Adrian Will Justin Roos Corey Gray 8 Expert George Seewers Jason Bowman Gary Debacker Brian Colegrove 7 Expert Jason Holmes Brit Audoud Christopher Combe Dustin Dorr 6 Expert Mark Kotsay Travis Younger Robby Hearn Cabe Ellis 17 Novice Clay Thurman Matthew White Steve Albertus David Gascola 16 Novice Michael Schaak Richard Hebert David Crow Dale Ball 15 Novice James Mock David Libich Roy Sowell Robert Barr 14 Novice Dale Yau Climt Brewer Dan Larkins Mike Mintum	13 Novice Jason Bartheld Terry Smathers John Mustian Chris Holland 12 Novice Danny Gibson Jason Graham Gary Benson Teofilo Dagsaan 11 Novice Steve McClellan Christopher Owens Mark Schuetz Greg Pitts 10 Novice Nicky Pulch Adrian Will Denny Wood Danny Mayes 9 Novice Jason Allison Jeffrey Rohm Jimmy Daspl Robert Obrien 8 Novice Timothy Moscardi Aaron Wolfe Casey Scanton Russell Kelley 5 and Under Novice Brian Bowman Matthew Tyler Steven Steelsion Clay Triplett 15 and Over Open Mike Poulson Fred Johnson D.D. Leone Don Jolie 13-14 Open Laurence Liggins Rusty Cable Robert Eisenberg Dan Penny 11-12 Open Mark Perez Erik Burdick Michael Hoadley Kevin Collins 9-10 Open Brian Burnside Climt Brewer Danny Vonken Eugene Jones	7-8 Open R.J. Petersen Roger Moore Ryan Pearson Brian Rosette 6 and Under Open Jason Donnell Kendall Burleson Mark Kotsay Jason Kelly 26 and Over Cruiser John Hoffard Scott Patterson William Dickerson Ron Schoonover 15-25 Cruiser D.D. Leone Mark Darcy Darrell Young Paul Rush 13-14 Cruiser Greg Liggins Stephen Gibson Jason White Robert Eisenberg 12 and Under Cruiser Danny Steplight Raymond Cholewick Chris Callahan Ronnie Rioux 15 and Over Girls Kim Johnson Beth Lavere Jennifer Zauner Stephanie Allison 13-14 Girls Yolanda Williams Shontell Gauthier Lisa Grossman Martine Lowry 11-12 Girls Kelli Langford Peg Oparka Manny Cameron Stephanie Gibson 9-10 Girls Lisa Terry Stephanie Alstott Nicole Collins Krischele Gill 7-8 Girls Jessica Lobben Kolly Merryman Sheila Shelton Jennifer Hesche

Team Trophy: Red Line

Trophy Dash Winner



Eighteen-year-old Bart McDaniel, at five-foot-seven and 130 pounds, may be the smallest of the pros, but he's a speed monster on the track. First in AA Pro.



Pssst. You want to see somebody red hot that you've never seen before? Take a gander at number 12. He's 11 Expert winner Damien Bernal and we guarantee this guy is fast. That's Erik Burdick (20) next to him, and Jason Jensen (3), Eddie Stegmond (1), and Shane Hill (2) behind him.

mains. Riders unknown on the national circuit were racing and beating the stars of some of the factory teams. With riders like Mark Kotsay (California) beating Travis Younger, Jason Donnell, and Chris Schoonover in the 6 Expert main, there was a lot of rooting for successful underdogs in the various classes.

The 9 Expert class produced another upset, with Matt Dedoes scoring the win in a main that included Andrew Soule, Justin Roos, Scott Wilding, and Geoff Scofield.

The one rider who really caught my eye was one Damien Bernal of California. I'd never heard of him before, but he blew away the likes of Jason Jensen, Brad Francisco, and Eddie Siegmund in the 11 Expert class.

Don Jolie racked up another big win with an outstanding performance in the 17 Expert main. A very strong and healthy-looking Mike Poulson took second and a red-hot unknown, Fred Johnson, took third. Andy Patterson took fourth in his last race as an amateur, turning pro the next day for the Grand National.

Poulson found solace in the 15 and Over Open class. Looking

faster than ever, he took a solid win over (in order) Fred Johnson, D.D. Leone, Don Jolie, Andy Patterson, Rick Webb (another lightning-like unknown), Paul Gossrau, and Omar Axt.

Two riders tripled at the event. The first was an unknown, Brian Burnside of Oregon, of the 10 Expert class. The other was Mark Perez of GT fame, in the 12 Expert class.

The Pro Class

Though virtually every top pro in America was either in attendance or due to arrive momentarily, the Gold Cup Championship didn't draw nearly as many pros as it could have. As was the case with the amateurs, many were waiting for the next day.

Ron Anderson surprised just about everyone by ripping to a win in the Pro Cruiser class, beating Tinker Juarez, Kevin McCarthy, Joe Stam, Clarence Perry (who had trouble with the jumps), and Glen Adams, in that order.

The Pro Open class saw Skyway pro Bob Medrano take a dramatic win over a much-improved Donny Atherton, who took second. The second place finish by Atherton served to evidence the fact that he

has undertaken a serious riding and training program in order to try to move up in the pro ranks.

The A and AA Pro Classes were won by two brothers from the state of Washington. There have been a number of successful double-brother acts in BMX before, and from all appearances, Bart and Scott McDaniel are on the same path. Bart edged out Stu Thomsen, Donny Atherton, Mike Miranda, Tinker Juarez, and Dave Christensen respectively for his win. Scott beat Brian Barlow, Medrano, Brian Pascal, Andy Zirzow, Tracer Finn, Scott Fifield, and Angel Campano, in that order, for his own.

The Outlook for the Future

In the coming year the ABA Gold Cup Championship will be held separate from the Grand National. The 1983 qualifying series will begin in Monroe, Washington, on January 15th, then hopscotch around the country with sixteen more stops before the finale. The final event, the U.S. Gold Cup Championships, will be held in Las Vegas, Nevada, October 8th and 9th. Then we'll really see if the Gold Cup series can stand on its own. We think it will.

Puch Trak Pro Team Issue

Austrian Craftsmanship—American Style

By Bob Hadley
Photos by John Ker

It seems appropriate to start an article about Puch bicycles by first indicating the proper pronunciation of the name. You'll always be able to remember it is pronounced pook if you think of it rhyming with kook. It's an interesting name and so is the Austrian company (Styer Daimler Puch) behind it. In the two and a half years since we last tested a Puch Trak-Pro bicycle, Styer Daimler Puch has moved from its position as Austria's second-largest industrial corporation into first. The company history goes back over a century and includes some notable heritage. Originally, Styer, Daimler, and Puch were three separate companies operating in different fields of industry. According to John Selyer of Styer Daimler Puch of America, Styer was a maker of farm vehicles, utility equipment and firearms. Paul Daimler, and the son of Gottlieb Daimler of Daimler-Benz automobiles, was a designer and builder of finely crafted luxury automobiles. Puch was a maker of combustion engines, motorcycles and bicycles. It was in the 1930's that the three firms decided to pool their resources through a merger. These days Styer Daimler Puch is a massive conglomerate involved in many of the original industries. Many of the company's operations, both in Europe and in the U.S., are joint ventures with other well-known companies. For example, according to Selyer, they currently supply Volkswagen, BMW, and Mercedes-Benz with many diesel engines, drive parts, and chassis.

The combined sales from all Styer Daimler Puch operations in 1981 exceeded one billion dollars.

Styer Daimler Puch of America is using joint ventures in order to keep up with the changing demands in the bicycle field. In the multi-speed line, you'll find models produced in Austria and in the Orient. Still, both bikes use the Puch emblem on the head tube. In Puch involvement began over three years ago when the company struck an agreement with Speed Unlimited, a frame maker in New Jersey, to build Puch's BMX models.

As with the smaller Puch, the rear triangle of the Trak-Pro frame is based on Speed Unlimited's popular Thruster design. Proportionally, the new Puch is a carefully scaled-up version of the small Trak-Pro that we tested in the August 1980 issue.

Currently the big version of the Trak-Pro is available as a frame-fork-handlebar set, but an "under \$300" kit version is due for release in early 1983. The configuration of in early 1983. The configuration of components that is shown on our test model was dubbed by John Selyer as the "Team Issue." Bicycle World in Howell, New Jersey, did all of the wrench spinning and supplied all components for the set-up.

Puch has stayed with the same basic frame and fork layout with the newest Trak-Pro. Key design features include oval top and down tubes, both with dimensions of .980" x 1.110", the Puch-exclusive double head gusset, and the Thruster-style "trapped" (a new word we just invented to describe this style of rear triangle) rear drop-outs. The rear triangle is gusseted at the juncture of the seat stays and seat mast and at the juncture of the chain stays and crank hanger. The tubular rear caliper brake mount adds to the rear triangle rigidity. Front-fork design is essentially the

same also, except that the fork offset has been decreased slightly to improve maneuverability. The dropouts are unique in that they bend out slightly where they're welded under the fork leg. The axle slips into the fork from the front rather than being the traditional vertical-entry style. The fork dropouts are relatively thin and lightweight, but we never had any problems with twisting.

With the Puch logo permanently embossed in the head gusset, you'll never mistake this for anything but a Puch, which is the first of three nice things about this gusset. The second nice thing is that it's skip-welded around the top- and down-tube/head-tube butts. This helps prevent tempering of the surrounding metal. The third

Puch's Trak Pro Team Issue combines light weight and high strength with good geometry. Mike Miranda takes the helm.



Miranda absolutely loved the Team Issue's unique, 9-inch-rise, CW Pro bars. Maybe, just maybe, it has something to do with the fact that Mike is sponsored by and appears courtesy of CW Racing. Thanks Roger. Over and out.

benefit is that the gusset is "form-fitted" around the top tube and the down tube, thus eliminating direct contact between the sharp edges of the gusset plate and the frame tubes. Often, poorly designed gussets can create a fracture-prone point where the sharp trailing edge of the gusset connects to the frame.

The Trak-Pro frame flexes less than your typical lightweight racer with no head gusset, but with little weight penalty. A blow that may sever an ungusseted frame likely would not phase the Trak-Pro.

The manufacturing quality of the Puch is nearly flawless from the welding right down to the chrome plating. All the traditional qualities of a good weld were present on our Trak-Pro: filletting, penetration, consistency, and coverage. Component fitting was no problem even though the rear stays had to be stretched just a slight amount to slide the rear hubs in.

Surprisingly, on these frames Speed Unlimited uses a technique called tumbling that enhances the quality of the their chrome plating. Tumbling is a process used to polish parts automatically. It is most commonly used with small parts. A large part like a frame requires a tumbler big enough to circulate the frame along with the small abrasive particles. One main benefit of tumbling is the very even finish it produces. Our Trak-Pro was proof of this—its chrome job was flawless. However, this flawless chrome did create an interesting situation. Notice we said situation, not problem, because every other frame should have this good a chrome job.

Chrome plating is very hard and very slick. This made it tough for the Italian-made OMAS rear hub fittings to get a bite on the thin rear drop outs. Normal tightening of the rear axle nuts wasn't enough to prevent the rear axle from slipping forward under hard "snap" acceleration. Frustrated, we decided to really bear down on the axle nuts, actually to the point of over-tightening them. But, typically, over tightening proved to be an error—the locknut (for the adjusting cone) on the freewheel side cracked, and then the aluminum adjusting cone that adjusts the sealed bearings stripped out and had to be replaced. That blew one day of riding. OMAS parts aren't exactly the most common things you'll find at any bike shop. The locknut is a common ISO (International Standards Organization) part, but the adjusting cone is standard only for OMAS series 1700 sealed hubs. Fortunately, we were able to find an OMAS dealer who

The Trak Pro affords all the room necessary for big guys to push and pull their weight around. If necessary, its power position could be easily modified for smaller riders with simple bar/stem, seat height, and crank length tailoring.

put us back on the right track. To him it looked like the locknut had been heat treated too hard; the way it snapped indicated a high degree of brittleness. Although he had never experienced any problems with OMAS hubs before, he replaced the locknut with a lower grade one (i.e., softer) to prevent any further cracking. Then the locknut on the other side cracked the same way the first one did, indicating it was no fluke. We replaced it with a lower grade one also.

Apparently these hubs are designed for "track-style" dropouts which are much thicker than your typical BMX ones. These track frames offer a certain degree of imbedability for the rear axle hardware. With thin dropouts and super chroming, the hardware can't bite in when normal torque is applied. Under the stress of over tightening, something had to give. Most often it's the hardened washer that's common on track hubs that cracks, but in this case the locknuts gave out. To be sure, it isn't a major problem, just a minor incon-

venience. It's nothing that a simple axle adjuster like the Whale-tail or softer locknuts won't solve.

More on Components

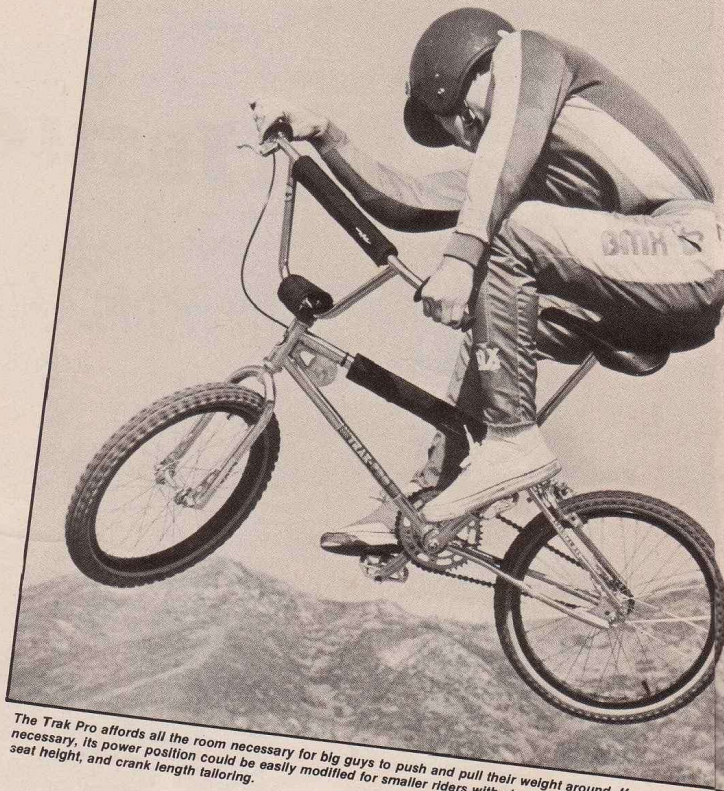
Along with the OMAS hubs, which, incidentally, were the titanium axle Titan 1700 low-flange models (which roll seemingly forever), Bicycle World supplied for the Team Issue: Red Line Flight Cranks, DX pedals and brake lever, CW handlebars, a Race Inc. chrome-moly seat post, and Dia-Compe caliper brakes and seat post clamp. Other nice touches included a Shotgun 2 seat (they must've known it's a favorite), a SunTour head lock-up, and the Araya 7X and Mitsubishi Comp III rim/tire combination.

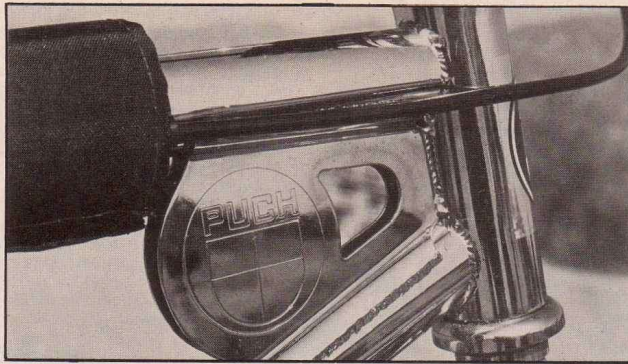
As a unit, the Trak-Pro tips the scales at just over twenty-four pounds. That's light, especially considering this was set up for a pro-sized rider.

Ergonomics

Ergonomics, as described in IBM's *Ergonomics Handbook*, is the

Mountainman Miranda hikes out just above treeline in California's rugged San Berdo Mountains. On or above the beaten path the Puch survived all Mother Nature and Father (well, maybe not yet!) Miranda had to offer.





The Trak Pro's form-fitted, skip-welded head gusset and ovalized top and down tubes. A blow that might sever an otherwise ungusseted frame would probably not even phase this one. With their logo permanently embossed in the gusset you'll never in a million years mistake it for anything else.



Currently, Puch offers the Trak Pro in a frame/fork/handlebar set only but plans to offer an under-\$300 kit version any time now. This, however, was our tester—a custom scout set up for us by Bicycle World and dubbed by Puch's John Selyer as the "Team Issue." Check the specs for all the details!



Not unlike Speed Unlimited's Thruster-style rear end, the Puch features unique "trapped"-style rear dropouts and gusseting at both the seat stay/seat tube juncture and the chain stay/crank hanger juncture. To sum it all up in one word: strong.

science of human factors. The word was invented in the early 1950's by a group of scientists and engineers looking for a term to describe the relationship between people and machine. The word is derived from the Greek "ergon" (work) and "nomos" (natural laws of).

Ergonomics, in the context of bicycles, helps put into perspective how well the form of the cycle follows the intent of its use. For instance, would you set up a pro racer with 165mm cranks? Of course not. It's ergonomically incorrect. Our Team Issue Puch had optimum ergonomics for riders five feet, seven inches or taller. This made good sense because it's a long bike, and Puch's other model fits riders smaller than that. The key proportions of this bike are its long wheelbase and low profile, which are consistent with the form of the smaller Trak-Pro.

A Controlled Ride

Puch's one minor change in the front end—the decreased fork offset, mentioned earlier—really livened up the handling of the Trak-Pro, yet it did so with no major loss of stability. The bike felt extremely maneuverable, and it took us little time to adapt to its points of balance and handling qualities.

The bike has a good personality, a good mixture of traits that makes it a vehicle that's easy to switch from the cruise mode to the race mode. The long wheelbase and laid-back seat angle favor cruising while the low profile and nimble steering make it a swift pacer from corner to corner.

When it comes to flat corners, the Trak-Pro is one of the more secure bikes. In fact, overall, the maneuvering of this bike around corners, even at race speeds, requires less body English to maintain control than many other race bikes.

No doubt the fantastic ensemble of components helps the Puch, but when it comes to handling, good components only serve to amplify what is already there. Expensive

components can make an already good bike better, but if the frame geometry were bad to begin with, all the great components in the world wouldn't save it. That's no problem with the Puch Trak-Pro, however. Even without Team Issue components it will handle up to spec.

Future Conclusion

Although you cannot expect the soon-to-be-released Trak-Pro kit

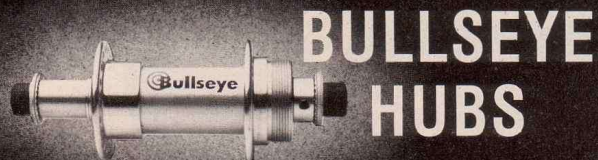
(\$300 price) to be as lavishly appointed as the Team Issue (\$500 value), you can anticipate it to be equipped in a quality race-ready fashion. With this new Trak-Pro frameset as the base for the kit, it's just a matter of ergonomics: if you fit it, it'll fit you. As John Selyer put it to us, "We only want to do things one way, and that's the right way!"

Bike: PUCH TRAK PRO "TEAM ISSUE"
 Age Range: 10 AND OVER
 Country of Origin: U.S.A.
 Intended Use: RACING/HIGH PERFORMANCE
 STREET-TRAIL Frame: PUCH BY SPEED UNLIMITED 4130 CHROME-MOLY HELI-ARC WELDED
 CHROME PLATED. OVAL TOP AND DOWN TUBE .780" X 1.110". REAR STAYS 3/8" AMERICAN
 STYLE BOTTOM BRACKET, HEAD TUBE 4"
 Fork: PUCH BY SPEED UNLIMITED LEADING AXLE 4130
 MOLY HELI-ARC WELDED, CHROME-PLATED: LEGS O.D. 1", RAKE 13 1/8"
 Wheelbase: 37 1/4" Top Tube Length: 47" Hanger to axle: 15 1/2"
 Hanger height: 11 3/8" Steering Head Angle: 70.5° Seat Tube Angle: 65.5°
 Wheels: RIMS: ARAYA 20" X 1.75" 7X ALLOY 36 HOLE. SPOKES: OBO CHROME
 PLATED. HUBS: OMA'S TITAN LOW RANGE ALLOY W/ TITANIUM AXLES,
 LOOSE BALL. TIRES: MITSUBOSHI COMP III 20" X 2.125" FRONT/
 20" X 1.75 REAR (35-40 PSI)
 Drive Train: CRANKS: REDLINE CHROME-MOLY FLIGHT 175mm. PEDALS:
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 1/2" X 3/8" FRONT SPROCKET: SHIMANO 44T ALLOY W/ TAKAGI CHROME-MOLY
 QUICK-CHANGE SPIDER. FREEWHEEL: SUNTOUR 16 T. Brakes: DIA-COMPE
 MX-1000 (REAR ONLY) W/ SHIMANO DX LEVER
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 NECK PRO MODEL ALLOY 4 BOLT CLAMP W/ CHROME-MOLY SHAFT.
 HANDLE BARS: CW CHROME-MOLY, CHROME PLATED. 28" X 8 1/2" HIGH.
 GRIPS: OAKLEY .5 SEATING. SAFETY SEAT CLAMP AND DIA-COMPE
 CHROME-MOLY 3/8" POST. ACCESSORIES: JOHAR CAL LITE PAD SET(3)
 TECH II ALLOY POST CLAMP. NOTE: CURRENTLY PUCH ONLY OFFERS A FRAME, FORK,
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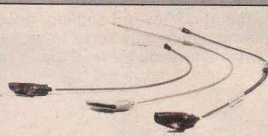
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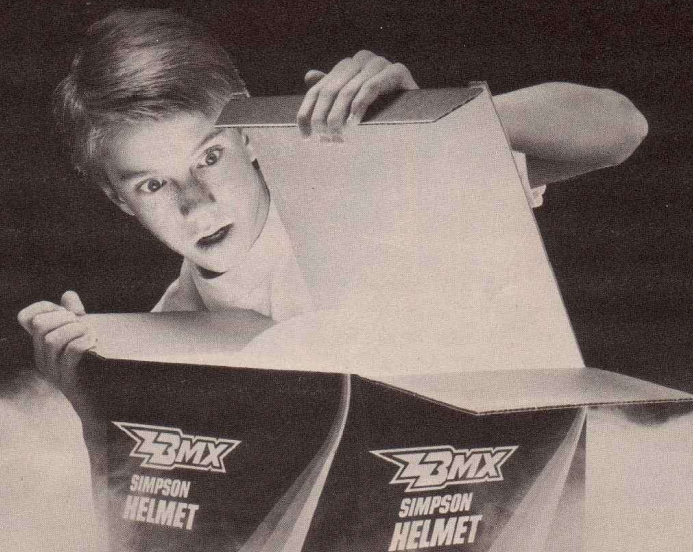
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The easy handling of the Champion 24 let Martin Aparjo demonstrate his version of a "Hannah." What Martin does next is his own invention.

Champion 24

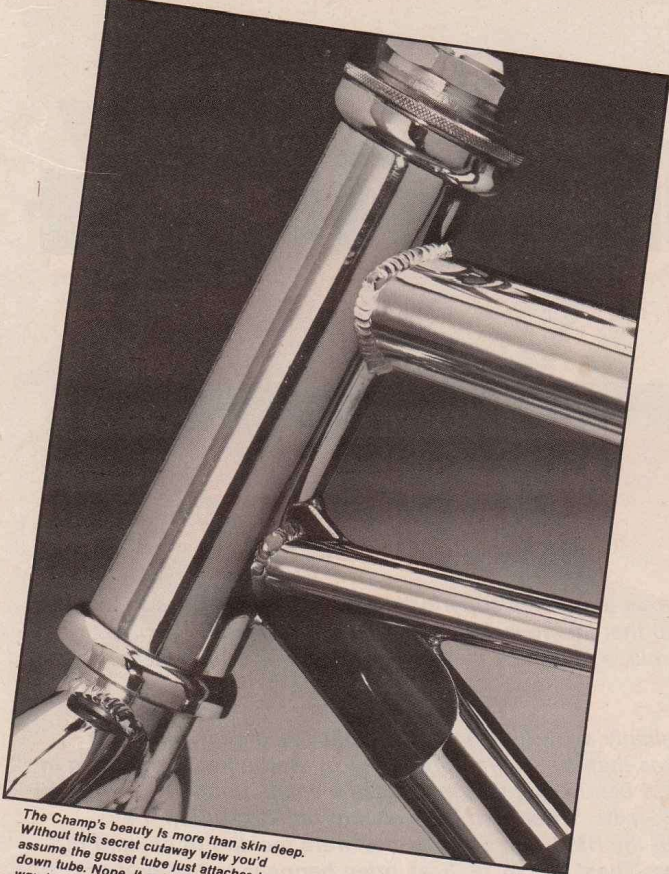
By Bob Hadley
Photos by John Ker

HIGH PERFORMANCE ART

To be called a champion denotes superiority over all others. True to the word and holding to that image is Champion Racing Products, Inc., of Chatsworth, California, a company that has given new meaning to the term "Front Triangle."

Champion was originally a motorcycle frame maker located in Northern California. It happens that they were bought out by Red Line Engineering in (or around) 1975, but before that they produced a small number of extremely expensive BMX framesets. When Red Line bought out Champion they weren't interested in the BMX frame at all, they were looking to expand the motorcycle ventures. Then, late in 1978, as often happens in the world of business, Linn Kastan and Mike Konle, the two partners owning Red Line/Champion, decided to dissolve their partnership and divide the company up between them. Kastan took his share and continued as Red Line, while Konle took his share and formed Champion. Konle and Champion remained in the original location with not only the motorcycle stuff, but all the equipment and tooling for bicycle production as well. Immediately, Konle put all of his years of experience making Red Lines to use, working as a fabricator of frames and frame tubing sets for other companies. He also stepped up his status in the motorcycle business, producing several models for short track (250 cc oval racing) and for motocross (500 cc four-stroke). Konle also became involved with cranes, not the birds, but the big construction cranes used in building and road repair, which he owns and rents.

Early in 1980, Konle figured the time was right to start working on his own Champion brand bicycles. It wouldn't be a straight resurrection of the original, which was both expensive to build and out-dated, but a new more efficient design based on the old idea. The result: three models—20-inch, 24-inch, and 26-inch. Our test bike: the 24.



The Champ's beauty is more than skin deep. Without this secret cutaway view you'd assume the gusset tube just attaches to the down tube. Nope, it actually pierces it on its way to being welded to the beefy 5-1/2-inch head tube.

The Old Idea

Over a year and a half was spent in experimenting with different styles designed around one constantly remaining feature: the original Champion's dual front triangle. From a visual standpoint, it appears as if the middle-gusset tube is connected only to the down tube and seat mast. Don't be misled. The gusset tube actually extends though and is welded to the head tube. To accomplish this, all the tubes are jigged up in a fixture. A welder then "tacks" the gusset tube to the seat mast. The down tube is carefully slipped rearward along the gusset tube to expose the head-tube/gusset-tube butt joint. After that joint is welded, the down tube is moved back into its position and welded. From that point the frame is 100% welded in the jig.

The objective of the dual triangulation is to spread out the concentration of stress loads in the most efficient fashion. To do this, the gusset tube has to be connected directly to the head tube and triangled with the top tube where it ends at the seat mast. Any other arrangement would not be fully effective. Champion's dual triangle gives it perhaps the best strength-to-weight ratio going. (See the sidebar for Konle's comments on dual triangulation.)

Not coincidentally, Champion's rear triangle section is designed with the intention of making it structurally consistent with the front half of the frame. The seat and chain stays angle to a perfectly mitered connection above the rear dropout. Champion figures that this method adds uniform rigidity to the rear triangle section. The unusual

rear dropout design was carefully considered and tested extensively by Champion. It looks much like a front fork dropout with an axle adjusting slot, but it is, in fact, much more than it looks. It is thick, one-third thicker (.140") than Champion's front fork dropout. It's stagger welded along the length of the chain stay, which is more than three and one-half inches long, and it has a channel bend along the bottom edge to help resist flex. We were very impressed with this design, but then, we're pushovers when it comes to clean, simple, and functional designs.

Not Overlooked

Since all the stresses to that critical head-tube area are delivered via the fork, it makes sense that Champion wouldn't overlook its design requirements. Like the frame, the fork shows purposefulness in design. It's a simple, proven leading-axle design executed with the expertise you'd expect from the man (Konle) who was one-half of the team that revolutionized (and legitimized) tubular chrome-moly forks for BMX.

The fork leg diameters are one and one-eighth inches. The leg ends and dropouts are done in classic slant-line style. The legs have a wide radius bend with no trace of the crumpling that is often seen on some brands of large O.D. forks. Flawless is the word for the cone threading, the washer key-way and yoke fittings.

Champion's main push is in framesets, but they've also developed three handlebars: one for cruisers and two sizes of regular bars. Like the frames, the bars are 4130 chrome-moly tubing. The cross bar is heli-arc'd in place. Our twenty-four-incher naturally had the cruiser bars which measure a width of twenty-six inches with a total rise of seven inches. The sweep bend isn't quite as flat as some of the new styles, and consequently, your forearms don't get cramped on long rides. Our only wish was for a full regulation width of twenty-eight inches. This would allow the individual rider the choice of leaving them wide or cutting them down to whatever width was desired. The bars also feature a knurled clamping area and a flawless chrome plate.

The Ensemble

An issue or so back, we mentioned that the Europeans referred to all the component systems together as a "groupo." The lesson for this month: the Japanese component makers call the same thing an "ensemble." Our Champion was set

up for this test with basically a Shimano DX ensemble (with Takagi MX Cr-Mo cranks instead of the DX). As usual, we were happy with the performance of all the parts, but most of all we were actually surprised by the caliper brake system. For sure, the DX two-finger brake lever finds favor with most of our testers as well as with many top racers, but the calipers, to be honest, have often left us disappointed in the past. But the set we had on the Champion Twenty-four worked as well as any caliper we've ever used. The reach is right in between the Dia-Compe MX 900 and MX 1000 models, an ideal compromise. The best feature is the hexagonal centering nut on the caliper side of the anchor assembly. With this, only a 14mm cone wrench is needed to accurately center the brake assembly. Shimano's quick-release system isn't as slick as Dia-Compe's cam/lever system, but it's

equally functional and simple to use.

Trail or Track

On the trail or at the track the Champion responds with desirable handling qualities: stable in-line tracking, neutral steering, good balance, and comfortable positioning. Like a true quality bike, riding it is pure fun in the sun (my rhyme for the year, O.K.?). Riding should be fun. For the price you pay for a Champion, it better be.

The top-tube height is about twenty-six inches, which puts it right between all the low frames (twenty-four inches or lower) in the cruiser class, like Bassett, Hutch, and Prosight, and the tallest, the Mongoose 2/4, which stands alone at twenty-eight inches. This mid-height gives the Champion cruiser a unified look, which is exactly how to describe the way it rides: unified. You feel like you're part of the bike,

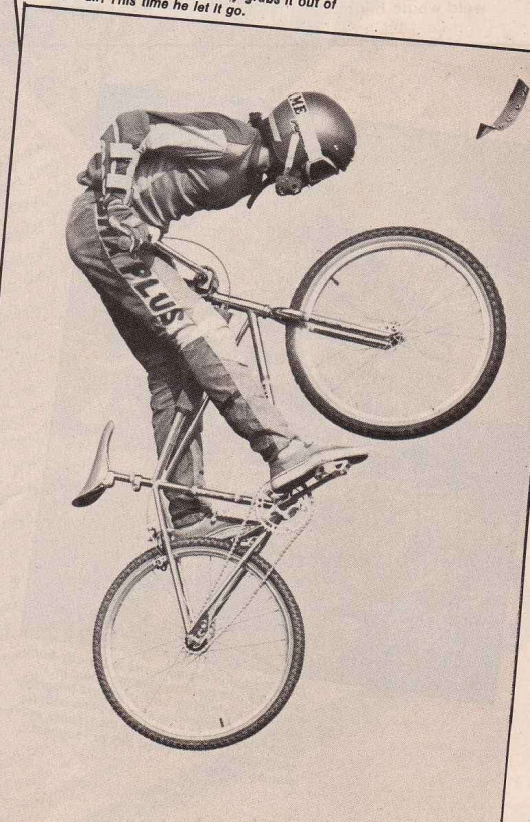
confident and in control whether it's in the air or tearing around a corner. It doesn't take a whole lot of moving around or forcing of the bars to get the Champion to click. Certainly it can be forced if you want to. Stuff it into a berm as rough as you like, and it'll take it and move you on in whatever direction you'd like to go.

To us a company shows class when it fulfills functional requirements in a simple, yet original, way. The Champion has this class. It is both daring and provocative without being ostentatious. In the *for-what-it's-worth* department: look at Champion's line-up of bikes. They are all based on one design and incorporate all the same methods of construction. To us that shows that Champion has confidence in its ideas, is willing to commit to them, and stand by them. These days that's hard to come by.

You've heard of a Martini on the rocks, right? Well, this is a Martini, straight up and over the bars rocks, with a twist. While leaning on the bars Aparijo actually touches his visor to the front wheel. . .



... On contact the visor blows off his helmet, whereupon our man usually grabs it out of the air! This time he let it go.



Konle on Frame Building

The new Champions are a unique and expensive breed. They are the brainchild of Mike Konle. Over the years he's built thousands and thousands of BMX frames out of his Chatsworth facility. In these recent quotes, Konle discussed various aspects of his designs and methods:

On The Double Triangulation:

"When you land from a jump, imagine as the front wheel hits the ground it wants to spread the wheel-base apart. That five-eighths-inch tube welded in there gives us a straight-pull reinforcement of the head area."

On Welding: "We take more time with our welding to insure both cosmetic beauty and function. We're not high-speed piecework welders. We try to make all the ripples consistent and keep the cross-section consistent. What we go for is an aircraft-quality weld. For instance, we don't allow any undercutting. Undercutting is where if you looked at a cross-section of a weld, the tubing right next to the weld would be thinner than the

tube's original wall thickness. That's no good, a no go. Quality control here is a top priority."

On Welders: "Only about one in ten who answer our qualifications for a welder and take our test are up to our quality standards."

On Plating: "Everything is pre-polished and finish-polished, if necessary, to remove any scale left from the welding. Polishing is of the utmost importance. Say you took a plain piece of metal and started working it repeatedly, bending it back and forth and so on. Eventually, that piece would work harden and break. But if you took that same piece of metal and polished it to a mirror finish, it would outlive the unpolished piece. By polishing the metal you remove any beginning cracks, that exist as surface imperfections, like small scratches or nicks (or any surface imperfection). Those imperfections crack and expand just like an earth fault as the metal is worked."

On Hydrogen Embrittlement That Affects Plated Frames: "It's a critical factor if you are plating a frame that is on the paper-thin edge

of making it. The chemical process of plating causes a case-hardening effect on the tubing, an effect that would cause a marginal frame to crack quickly, but if your frame is over and above the marginal point, chroming doesn't significantly affect it."

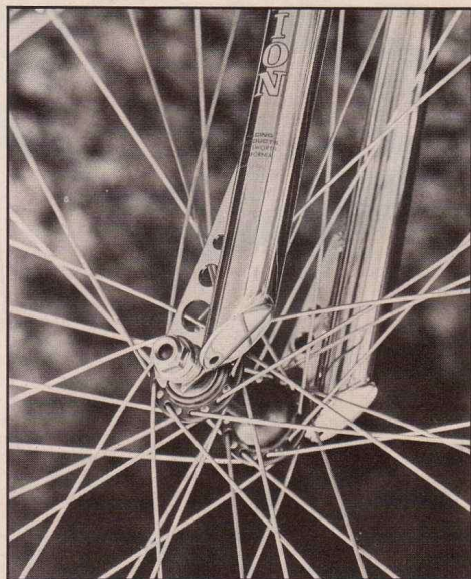
On Rigidity Through Triangulation:

"It has been my experience, in aircraft and in crane booms, the way you get strength is through proper triangulation, not through heavier wall thickness. You can make a frame lighter and equally as strong if it's triangulated correctly. It's the same as a boom on a big crane. They are triangulated all the way out to the tips with small diameter tubing, yet they're as strong as if they were a solid stock six-foot square. But a solid square of solid stock would bend like a garden hose under its own massive weight if you lifted it from one end. At the same time, your triangulated box section would barely sag under its own weight."

On Flex (the importance of frame rigidity): "If it flexes, it work-hardens."



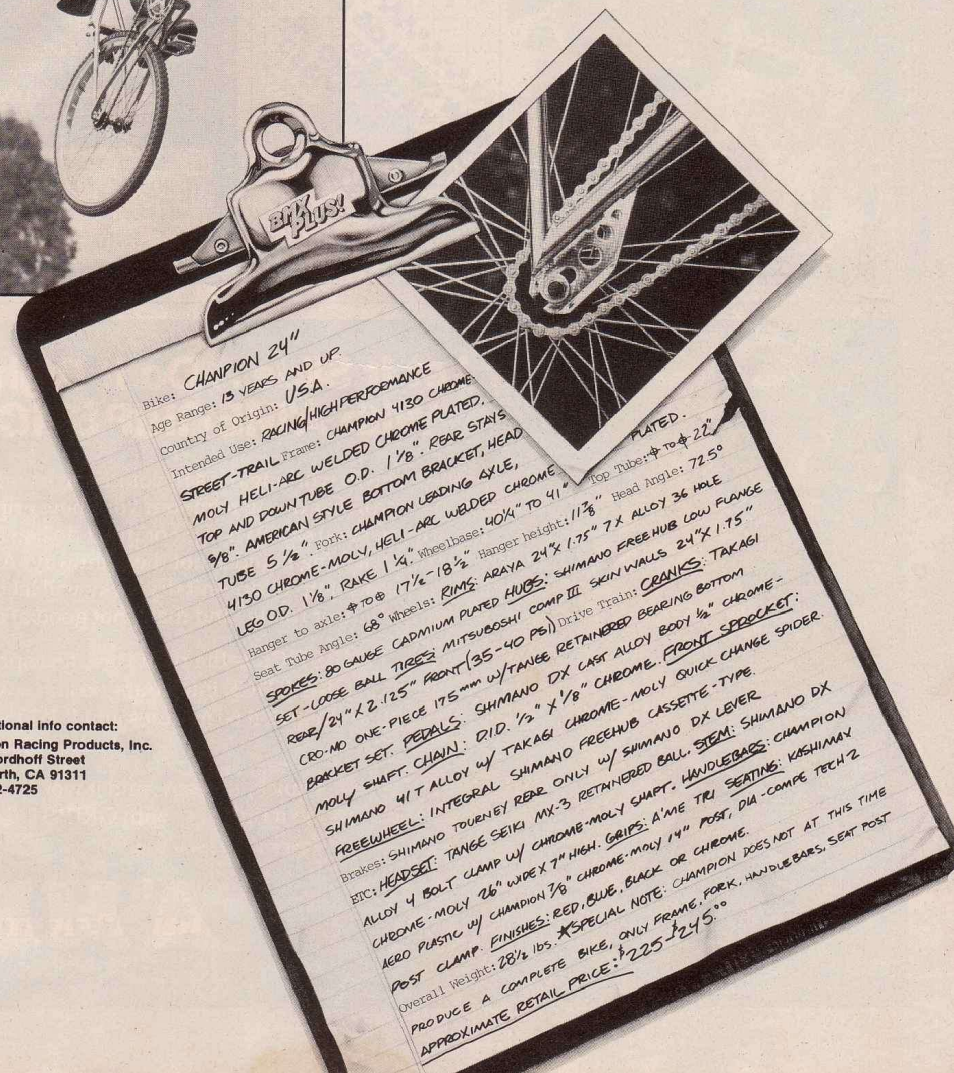
The Champion racing frame is big-city-born-and-bred and incorporates the finest in design, construction and structural integrity. When you combine its street smarts with its country comforts you'll find the Champ will easily handle the slickest city or roughest country terrains.



Now we've seen some nice looking legs in our day but check these out! They're flawlessly finished, 1-1/8-inch-diameter, chrome-moly models with classic slant-line style and leading-axle dropouts.



Martin has been known to pick some strange places and unusual times to check out test bike's tires for wear. Just wait till you see his in-air wheel truing! You just don't pull moves like this on a quirky-handling bike.



For additional info contact:
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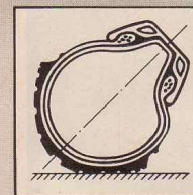
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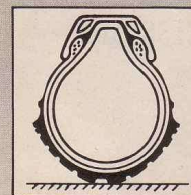
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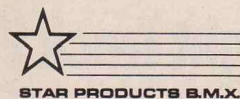
Spent the last two working days in your garage with a chainsaw and a crowbar trying to mount your new grips? A'ME (the grip makers) say do it right or don't do it at all. Chain lube or dishwashing liquid is **not** the right way. Any lubricant that won't set up or doesn't dry tacky will let the grips slide or rotate, and that's not good at all.

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PRODUCT OVERVIEW: IN SEARCH OF PEDALS FOR THE BIGFOOT.

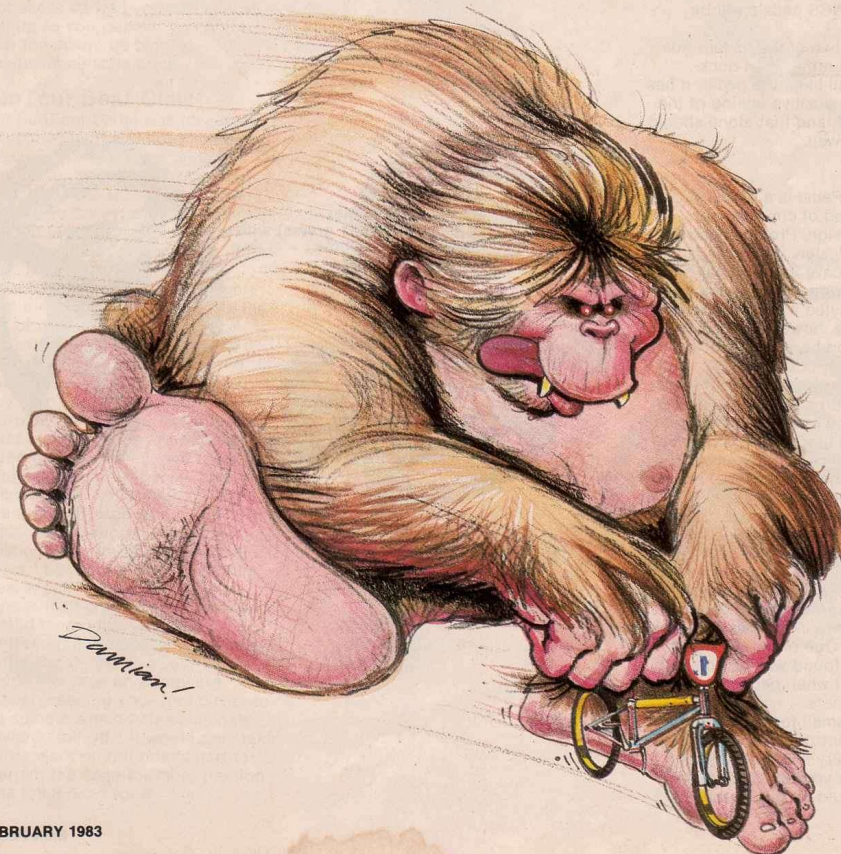
By Craig Kundlg
Photos by Dean Bradley

It's been almost two years since we tested pedals in our magazine, in our February 1981 edition. At that time we took a look at State of the Art Pedals. Those hot designs featured light alloy bodies, alloy cages, chrome-moly axles and sealed bearings. However, none of those pedals will be in this article. It's not because they aren't still considered trick, but because there is a bold, new trend in pedals with designs specifically aimed at the older riders. Until now, pedals just

never seemed to work well for riders who wore size 12 "gun boats"—there just wasn't enough surface area. This left a lot of big boys using the old black KKT originals—the largest of the old school. So a pedal for the big boys was actually long overdue. Recently nine companies have come to offer pedals designed for medium to large feet. Each of these nine pedals takes a different approach to the problems and requirements of the larger rider. As a matter of fact, through design, they may have found more answers than there were problems.

Along with a look at the design of each pedal, we will give you a brief

interpretation of the pedal's feel. They were ridden by a senior cruiser rider in his size 8-1/2's, by a seventeen expert in his size 10-1/2's, and finally by me in a pair of 9-1/2's. Each of us wore a different brand of popular BMX shoe during our riding session. In addition to the pedals' weights in grams and ounces, we'll give you an idea of the size of each pedal, by listing the number of square inches each pedal offers for your foot to sit on. Remember this is not the total area your foot contacts, but instead it is the area inside the perimeter of the pedal. So with no further ado let's set off in search of Bigfoot pedals.



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ACS

The ACS pedals we tested were prototypes. Their bodies were greatly influenced by the Shimano DX in that they incorporated a similar design. The ACS relies on pressed-in pins and a concave design to keep your foot where it belongs. The big difference between this cast-aluminum-body pedal and the DX is that the front of the pedals angles away from the bike. If you put your foot on the pedals at this angle, you will be riding duck-footed. The spindle that will be used in production will be chrome-moly and available in both 1/2" and 9/16". It will ride on a loose bearing set-up similar to the DX. The ACS will be available in silver, gold, blue, red, and black. The weight on our prototypes was 22.31 ounces (632.5 grams) a pair. The weight of the final product should be close to that. The ACS is 3.15" wide and 4.18" in length, giving it a total area of 13.17 square inches, the largest of all the pedals. The cost of ACS pedals will be around \$13.

Although two of the testers ride pigeon-toed rather than duck-footed, we all liked the pedal. It has all the same positive feeling of the Shimano DX, and that alone should make it sell well.

Profile

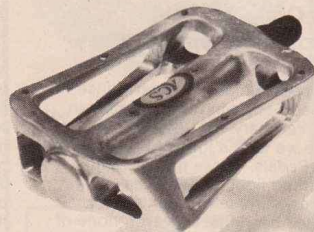
The Profile Pedal is a platform pedal. Instead of copying the Shimano design, Profile chose a horseshoe design. The body is flat with no concave to it and has steel pins in the rugged cast body. The model we tested had a chrome-moly spindle, however; a titanium axle will soon be available at a slightly higher cost. Both 1/2" and 9/16" spindles are available for the unit which turns on sealed bearings. The pedals are available in silver and black. The pair weigh in at 19.4 ounces (551 grams). The horseshoe shape offers 10.9 square inches of pedal area.

When riding the Profiles, the pins can actually be felt through your shoes. However we found that the horseshoe design did not really feel as secure and offer the traction to the parallelogram-design pedals. They feel more like a pair of the old long KKT's. One of the strongest features we found was its ability to clear ground when pedaling through corners.

(Another small foot note: Profile will also be introducing a mini horseshoe very soon for younger racers. Keep your eyes and ears open. It should be out in early '83.)



ACS
13.17 square inches
22.31 ounces (632.5 grams)
Around \$13.00



Profile
10.90 square inches
19.40 ounces (551 grams) with
chrome-moly spindle
Around \$80-90.00



Hutch Bear Trap

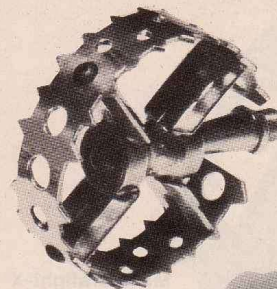
The Hutch Bear Trap pedal is not a member of the platform group. It has a cast-aluminum body with a bolt-on chrome-plated steel cage. The jaws on the cage are as sharp as a bear trap—they literally dig into your shoe. Four Allen bolts hold the cage onto the body. The four fingers that branch out from the spindle to the cage sit up high to add extra contact for your shoe. The large round cage gives the pedal 11.9 square inches of pedal area. The spindles are chrome-moly and available in both 1/2" and 9/16" sizes and turn on sealed bearings held in by an Allen screw. They are available in chrome only. A pair weighs in at 14.53 ounces (412 grams). Cost is around \$90.

When you put your feet on these pedals, you can feel the cage teeth through your soles. The feeling is definitely positive. Trying to readjust your foot while riding is next to impossible. You aren't likely to slip these pedals, but if you do your shins will pay dearly. Your foot sticks so well you can almost pull up as you pedal if you point your toe down. Its biggest disadvantage is its price.

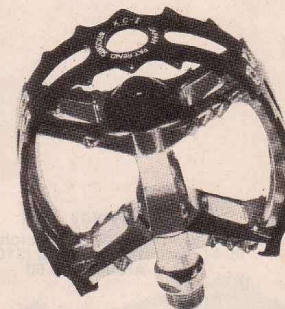
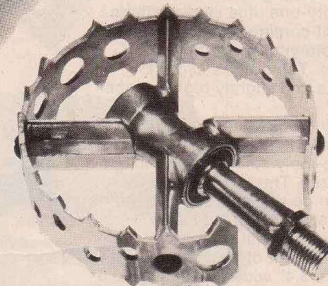
SunTour Bear Claw

The SunTour pedal was obviously influenced by the Hutch. The body is cast aluminum. Four fingers branch out to hold on to the cage. Eight teeth per side are cast into the fingers for extra grip. The arms are tied together at the outside edges by braces that are part of the cast. These are very important because they will keep the fingers from breaking when you fall on the end of the cage. SunTour's horseshoe-shaped alloy cage is held on by six Allen screws, and while it features aggressive teeth, they aren't as pronounced and sharp as the Hutch's. The body is silver and the cages are available in silver, gold, blue, red, and black. Spindles are chrome-moly and come in both 1/2" and 9/16" sizes. The SunTour uses loose, fully adjustable bearings and a soft plastic seal to keep the crud out. It offers 11.3 square inches of pedal area. A pair weighs in at 15.24 ounces (432 grams). Cost on these should be around \$30.

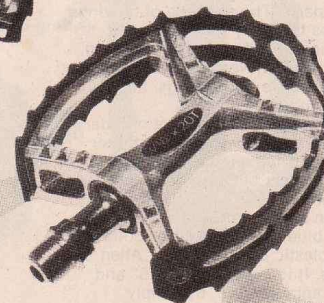
Although the cage isn't as spikey as the Hutch, the SunTour felt good. The cage and body are thinner, keeping your foot closer to the spindle which helps eliminate forward "roll-off." It would only take a little work on the rider's part to sharpen the cage for more traction if he felt a need for it.



Hutch Bear Trap
11.90 square inches
14.53 ounces (412 grams)
Around \$90.00



Suntour Bear Claw
11.30 square inches
15.24 ounces (432 grams)
Around \$30.00



MKS Grafight X

It is nearly impossible to describe the unique, some might say "bizzare", one-piece body design of the MKS Grafight X pedal. It is basically a platform pedal, cast from molded graphite plastic.

Twenty-one little studs in three different configurations are molded in to hold your foot where it belongs. The body is slightly concave and slightly higher in the rear.

They come in any color you want as long as it's black. They use chrome-moly spindles, available in both sizes. The bearings are loose and can be adjusted. The weight on a pair is 15.08 ounces (427.5 grams). They will cost in the neighborhood of \$20. These pedals measure 3.4" wide and average 3.6" long, giving them a pedal area of 12.24 square inches.

The MKS is pretty sticky (meaning your foot is unlikely to slip off) for a plastic pedal, though not as sticky as the parallelogram or spiked cage models. The large body gives the rider plenty of foot room, while the unique styling make for one trick-looking pedal.

Skyway Tuff Pedal

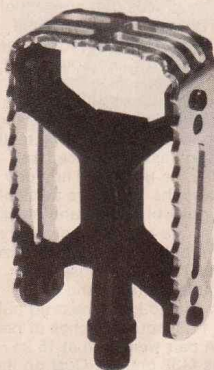
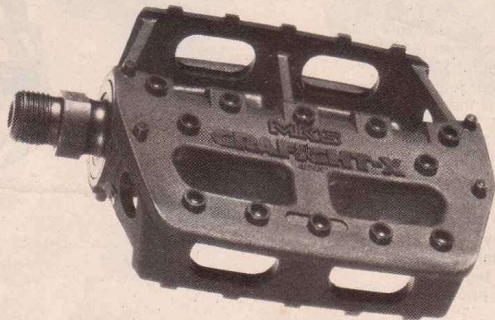
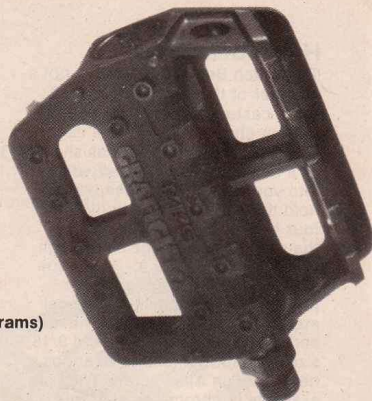
The Skyway Pedal is unique among these pedals because it contains no bearings. Tight tolerances between the chrome-moly spindle and plastic body allow for this design. Only a little grease separates these two parts. The absence of bearings keeps the body thin to help eliminate "roll-over." When riding, you would never guess that the pedals have no bearings, the pedaling is so smooth.

Although used by a lot of loder riders, the Skyway is even better suited to the middle- and smaller-sized riders because of its light weight.

An aluminum cage available in red, blue, gold, and silver bolts onto the plastic body with four Allen bolts. It is available in 9/16" and 1/2" spindles and, by simply removing one bolt, they can be cleaned and lubed to keep the pedal running smoothly. The pedals measure 4" by 2.5" (about the size of the old long KKT), giving it a total of 10 square inches of pedal area. The pair weighs in at 10.94 ounces (310 grams). Cost is around \$25.

MKS Grafight-X
12.24 square inches
15.08 ounces (427.5 grams)
Around \$20.00

Skyway Tuff
10.00 square inches
10.94 ounces (310 grams)
Around \$25.00



KKT AMX

KKT has been making BMX pedals as long as we can remember. The new KKT AMX is a pedal for people looking for platforms at a low price. The design consists of a one-piece aluminum platform body that is slightly concave with eight molded-in pins per side for grip. The pedals feature loose bearings, and the chrome-moly spindles are available in both sizes and can be adjusted to eliminate bearing play. The pedal is available in red, blue, black, gold and silver and measures 2.8" by 3.8" for a total of 10.6 square inches of foot-parking area. The cost is a mere \$13. The pair weighs in at 17.39 ounces (493 grams).

Although small by comparison to the other platform pedals, the KKT's concave design offers good traction while its smaller size makes it a good choice for smaller riders. The price makes it good for anyone who is on a tight budget.

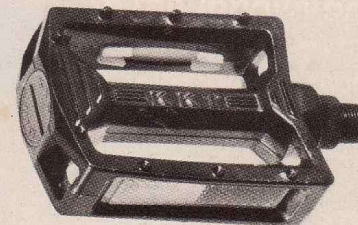
SR

The SR looks like a shrunk-down KKT. Other than size, the two are almost identical. The SR has an aluminum body that is slightly concave with ten pins (bowling, anyone?) molded in for traction. The spindles are chrome-moly, ride on loose bearings, can be adjusted if needed, and come in both thread sizes. Colors available are red, gold, blue, black, and silver. The SR measures 3.75" by 2.5" for a total pedal area of 9.38 square inches. A pair weighs in at 14.45 ounces (409.5 grams) and the cost is around \$14.

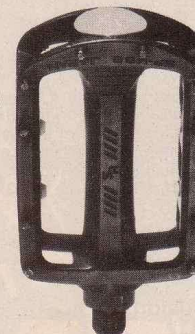
The SR feels similar to the KKT only smaller. Though anyone could use these pedals, smaller size and lighter weight make them better suited for the mid-sized BMX crowd.



KKT AMX
10.60 square inches
17.39 ounces (493 grams)
Around \$13.00



SR SP-468
9.38 square inches
14.45 ounces (409.5 grams)
Around \$14.00



Shimano DX

Shimano owns the claim to revolutionizing the BMX pedal design. The DX was the first so-called "platform" model. Five of the other eight pedals we tested were directly influenced by the DX. Instead of using a sharpened cage to keep your foot on the pedal, Shimano counts on six pressed-in pins spaced around the outer edge of the pedals plus three cast-in pins across the center brace that houses the spindle. The one-piece has a cast aluminum body, and a parallelogram shaped profile, providing more room for your foot on the front of the pedal. This design keeps the ball of your foot directly over the axle, where it belongs. The body is slightly concave (sunk down) in the middle so your foot sits *in* rather than *on* the pedal. It is almost impossible to "roll" forward off of a pedal with this design. The DX pedal is available in red, blue, gold, and silver. The pedals come in both 1/2" and 9/16" sizes. The chrome-moly spindle uses loose bearings that can be adjusted if necessary. A special dirt seal keeps the bearings clean at the threaded end. The Shimanos are almost square, measuring 3.45" by 3.41", giving the pedal a total of 11.76 square inches to rest your foot on. A pair of DX's weigh in at 15.24 ounces (545.5 grams). Cost is around \$38.00.

Riding with the DX gives you a feeling of security. Your feet are automatically in the right spot. Your feet don't slip around, yet it is easy to adjust your foot position without lifting your foot off the pedal. With all these features plus its excellent record for durability, it's easy to see why it is one of the top favorites among riders.

(Small foot note: A new Shimano pedal called the SX is on the way. It will be a scaled-down version of the DX for smaller riders. The price will also be reduced, to around \$15. Look for it around March, 1983.)

Conclusion

So, after a lot of footwork, footnotes, and exclusive footage, there it is—nine pedals aimed after the big foot market. Not one is exactly like another. If you are a member of the crowd who can swim without flippers and pass up a rowboat, or if you need toe clips just to ride down the street and not slip a pedal, chances are your answer is probably in this article. So now that you've checked the specs, seen the photos and picked your favorite—step on down to your local dealer and track down the ultimate pedal for your Bigfoot. Happy hunting.



Shimano DX
11.76 square inches
15.24 ounces (545.5 grams)
Around \$38.00



INNOVATION

in-nō-vā'tion, *n.* [from L. *innovatus*, pp. of *innovare*, to renew, to innovate.] 1. the act of innovating or effecting a change in the established order; introduction of something new.

We were pioneers with...

All chrome BMX bikes, aluminum chromed rims, machine tumble polished frames and forks, absolute ultimate chrome finish for 1983, exotic lightweight magnesium products, casual wear BMX dress clothes, the longest Pro size chromoly frame, magnesium seat post clamps, chrome seat post clamps, chrome racing pedals, magnesium head set lock, chrome and black bikes, chrome brake sets, chrome chainwheels, magnesium hubs, etc., etc.

When it comes to something new, HUTCH is in a class by itself. The future of BMX depends on the *innovators*!



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FEBRUARY 1983

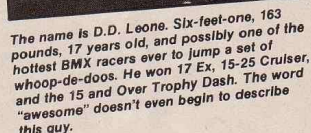


The excitement of the year was on the line in Oklahoma City for the ABA Grands. In the 17 Expert main it came down to this: a head-to-head battle between GT's Nelson Chanady and Red Line's ultra-awesome D.D. Leone. Nelson met his match this time—Leone got the win.

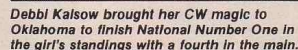
HUFFY/ABA GRAND NATIONAL

By John Ker

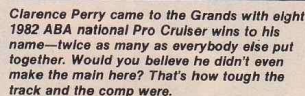
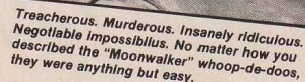
Wherein Brian Patterson drives his point, a new car, and national title home with a shocking pro triple, while Steve Veltman claims both cruiser and amateur titles.



The name is D.D. Leone. Six-foot-one, 163 pounds, 17 years old, and possibly one of the hottest BMX racers ever to jump a set of whoop-de-doo's. He won 17 Ex, 15-25 Cruiser, and the 15 and Over Trophy Dash. The word "awesome" doesn't even begin to describe this guy.



Debbl Kalsow brought her CW magic to Oklahoma to finish National Number One in the girl's standings with a fourth in the main.



Clarence Perry came to the Grands with eight 1982 ABA national Pro Cruiser wins to his name—twice as many as everybody else put together. Would you believe he didn't even make the main here? That's how tough the track and the comp were.

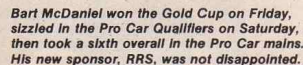
Just twelve racers in the ABA pro class met the dual criteria for eligibility. They were divided into two groups for three qualifying motos. The first group was comprised of Greg Hill, Brian Patterson, Bob Medrano, Clarence Perry, Bart McDaniel, and Steve Shobert. The second group included Stu Thomsen, Mike Miranda, Brent Patterson, Tommy Brackens, Greg Grubbs, and Dave Christensen.

The first day of competition, November 27, the two groups raced three times each to narrow the field to the final eight contenders. Brian Patterson, who had come to the race leading the pros in ABA earnings with \$3694, rode flawlessly, taking all firsts. The big

Four of the twelve pros were eliminated by the qualifying motos. They were Dave Christensen (who was racing with a painful knee injury he sustained in the Gold Cup Championship), Clarence Perry (who was riding a borrowed bike since he had neglected to bring his own 20-inch, thinking that he wasn't eligible for the Pro Car class), Bob Medrano (who just had an "off" day), and Mike Miranda (who was stuck riding a borrowed bike, since his own had been stolen).

The final field was narrowed to Brian Patterson, Stu Thomsen, Bart McDaniel, Greg Hill, Steve Shobert, Greg Grubbs, Tommy Brackens, and Brent Patterson. The eight-man main was to be run five times. The best overall finisher would win the ABA's Number One Pro Plate for the year, plus the gray 1982 Pontiac Trans Am parked out in the hallway.

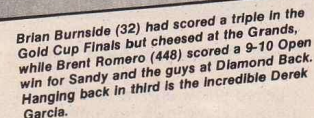
Brian Patterson crashed and took



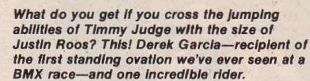
Bart McDaniel won the Gold Cup on Friday, sizzled in the Pro Car Qualifiers on Saturday, then took a sixth overall in the Pro Car mains. His new sponsor, RRS, was not disappointed.

The action had been hectic getting to this point. Crashes were commonplace on the extremely difficult indoor track. Greg Hill had crashed six times already. Stu and Tommy had done nearly as badly. Two of the first four Pro Car races had to be restarted due to major pile-ups before the first jump (the first two times that had ever happened in the Pro class," according to ABA president Merl Mennenga).

When the pros lined up for the final drop of the gate Brian Patterson seemed almost certain to take it, even though the seventeen-year-old high school senior from Hayward, California, had only turned pro the preceding February.



Brian Burnside (32) had scored a triple in the Gold Cup Finals but cheesed at the Grands, while Brent Romero (448) scored a 9-10 Open win for Sandy and the guys at Diamond Back. Hanging back in third is the incredible Derek Garcia.



What do you get if you cross the jumping abilities of Timmy Judge with the size of Justin Roos? This! Derek Garcia—recipient of the first standing ovation we've ever seen at a BMX race—and one incredible rider.

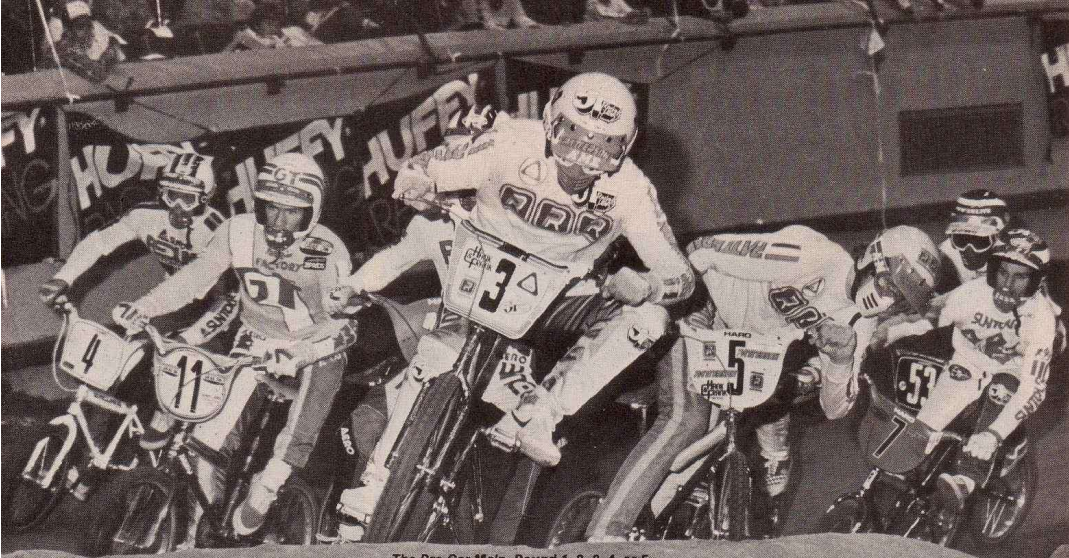
Starter Spunk Hempstead activated the electronic starting gate. When the green light came on, the gate dropped and the eight pros lunged down the starting ramp, a giant wooden structure easily twelve feet high and twenty-five feet long.

Brian chased Stuart down the first straightaway, eventually catching up and passing him in the treacherous third straightaway over the "Moonwalker" whoop-de-dooos. Stuart then put on a burst of speed and passed Brian in the last straightaway as they headed into the special pro section that would loop them back into the third straightaway again. Even though Brian only needed a fourth or better for the overall win, and a crash could have cost him the title, he started to make a move to pass Stuart again. Suddenly, from the stands next to that turn, the Patterson family started yelling at Brian: "Slow down! Don't take a chance!" He heeded their advice

and followed Stuart the rest of the way to the finish. Once Brian crossed the line he skidded to a stop in the pro section and ran to the top of the nearest jump and raised his arms in jubilation.

The crowd screamed its approval. Friends and fans cascaded over the walls into the arena area and mobbed Brian, shaking his hands, hugging him, and finally hoisting him to their shoulders to carry him around the floor.

Brian Patterson's domination of the Pro classes was nearly total. He had also entered and won both the separate AA Pro class and the Pro Open, racing every bit as skillfully as he did in the special Pro Car race. To our knowledge it was the first time anybody ever won three different pro classes at a major race. In all, Brian won the Pro title, the Trams Am, a special award of a one ounce Krugerrand, and \$1750. Despite the intense competition at the event, Brian managed to race and win more heats in the competition than anybody else ever had at a major BMX race. With three different classes entered, Brian raced a total of 18 different



The Pro Car Main. Round 1, 2, 3, 4, or 5—your guess is as good as ours. Brent's leading this time while Brian is getting stylish. Stu, Greg, Bart, Tommy, Grubbs, and Shobert played follow-the-Pattersons all weekend long.

Final Battle for ABA Top Pro

Listed below are the statistics on the final showdown for National Number One Pro in the ABA. After each rider's name are his finishes in the different rounds of competition.

HUFFY PRO CAR RESULTS

Pro Car Qualifiers (Saturday) (Top 4 transfer to Main)

	ROUND ONE	ROUND TWO	ROUND THREE
Brian Patterson	1	1	1 *
Bart McDaniel	2	2	2 *
Steve Shobert	3	3	4 *
Greg Hill	5	4	3 *
Bob Medrano	4	5	5
Clarence Perry	6	6	6

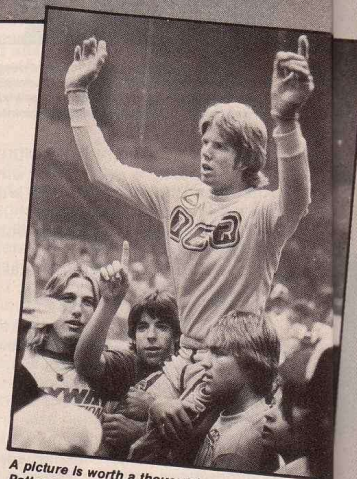
(Top 4 transfer to main)

Brent Patterson	2	2	2 *
Greg Grubbs	3	3	1 *
Stu Thomsen	1	1	6 *
Tommy Brackens	4	5	3 *
Mike Miranda	6	5	4
Dave Christensen	5	6	5

*QUALIFIED FOR MAIN

Pro Car Main (Sunday)

	FIRST RUNNING	SECOND RUNNING	THIRD RUNNING	FOURTH RUNNING	FIFTH RUNNING	OVERALL RANKING FOR THE YEAR
Brian Patterson	7	1	1	1	2	12
Brent Patterson	3	5	2	4	3	17
Greg Grubbs	4	4	5	2	6	21
Tommy Brackens	1	3	4	7	7	22
Steve Shobert	8	2	8	3	4	25
Bart McDaniel	2	8	3	5	8	26
Stu Thomsen	6	6	7	8	1	28
Geg Hill	5	7	6	6	5	29



A picture is worth a thousand words. Brian Patterson—National Number One Pro for the year. How sweet it is.



The Grand Nationals, November 28, 1982. You can't miss the 12-foot-plus starting tower, but a second Grand's innovation was a special pros-only section tucked behind the second turn (far right). The pros rode it after crossing the finish line the first time, then jumped over the back of the second turn and into the third straightaway. Pro times were close to fifty seconds on the track.

HUFFY GRAND NATIONALS

November 27-28, 1982
Oklahoma City, Oklahoma

Pro Car and National Standings

Brian Patterson	1982 Trans Am
Brent Patterson	\$100
Greg Grubbs	100
Tommy Brackens	100
Steve Shobert	100
Bart McDaniel	100
Stu Thomsen	100
Greg Hill	100

AA Pro Money

Brian Patterson	\$700
Brent Patterson	\$500
Rod Beckering	300
Joe Baumert	200
Jeff Rummert	150
Steve Shobert	100
Toby Henderson	50

Pro Open

Brian Patterson	\$700
Stu Thomsen	500
John Plant	300
Ron Anderson	200
Rod Beckering	150
John Crews	100
Andy Patterson	50
Tom Brackens	50

A Pro Money

Dave Marietti	\$700
Andy Patterson	400
Brian Pascal	350
Fred Hightower	250
Scott Filleld	200
Jeff Sanders	150
Angel Campano	100
Todd Huffman	50

Pro Cruiser

Brent Patterson	\$500
Jeff Bottama	250
Tinker Juarez	150
Toby Henderson	100
Kevin McCarthy	50
Ron Anderson	50

Joe Stam

Mat Harris	150
17 Expert	150
D.D. Leone	150
Nelson Chanady	150
Tim Judge	150
Troy Lemke	150

16 Expert

Rich Farside	150
Pete Loncarevich	150
Gary Ellis	150
Cody Smart	150
15 Expert	150
Richie Anderson	150
Jason Patterson	150
John Sandberg	150
Bubba Hayes	150

14 Expert

Tim Shere	150
Steve Gibson	150
Greg Liggins	150
Nick Gregory	150
13 Expert	150
Steve Veltman	150
Brian Schofield	150
Mike Lynch	150
Doug Davis	150

12 Expert

Danny Griggs	150
Lonnie Talton	150
Mike Hoodley	150
Leon Williams	150
11 Expert	150
Jason Jensen	150
Eddie Siegmund	150
Jason Wharton	150
Mark McKinney	150

10 Expert

Trevor Pigott	150
Eugene Jones	150
Jason Jordan	150
Buff Derek	150
9 Expert	150
Jason Christy	150
Scott Wilding	150
Duke Durbin	150
Geoff Scofield	150

8 Expert

Ryan Fien	150
Jason Bowman	150
Roger Moore	150
David Lambert	150
7 Expert	150
Jason Foxe	150
Robert O'Brien	150
Robert Haffner	150
Tod Tompkins	150

6 Expert

Jason Donnell	150
Mark Kolay	150
Scott Greg	150
Cabe Ellis	150
5 and Under	150
Brian Bowman	150
Billy Beard	150
Kevin Bradley	150
Trent Pearson	150

17 Novice

Terry Seeman	150
Matt Konopis	150
Matt White	150
Ken Kuhn	150
16 Novice	150
Jeffrey Willis	150
David Crow	150
Doug Van Vleet	150
Eddie Torres	150

15 Novice

James Mock	150
Mark Thomas	150
Scott Johnson	150
David Livich	150

14 Novice

Casey DeShong	150
Dale Young	150
Craig Turner	150
Russ Reed	150
13 Novice	150
Terry Smither	150
Eric Gunderson	150
Charles Lester	150
Billy Forbis	150

12 Novice

Danny Gibson	150
Paul DePaulo	150
Robert Folk	150
Chad Cumberly	150
11 Novice	150
Jason Hancock	150
Mike Livert	150
David Clark	150
Honda Berger	150

10 Novice

Adam Will	150
Chad Sider	150
Johnny Aoney	150
Tim Deike	150
9 Novice	150
Tim Grier	150
Mike Meyer	150
Bruce Jewell	150
Dewitt Eudale	150

8 Novice

Jeff Rohm	150
John Shook	150
Jon McGee	150
Vaughn Kerkhoff	150
7 Novice	150
Derek Smith	150
Robert O'Brien	150
Kevin Good	150
John Moor	150

6 Novice

Tim Moscardi	150
Manny Camerow	150
Kevin Knight	150
Donnie Shook	150
15 and Over Open	150
Baul Gossrau	150
Don Jolie	150
Gary Ellis	150
Cody Smart	150

13-14 Girls

Michelle Laurent	150
Lisa Vonderake	150
11-12 Girls	150
Cheri Elliott	150
Julie Lindsay	150
Manny Camerow	150
Peg O'Parka	150
9-10 Girls	150
Lisa Terry	150
Keillie Williams	150
Nicole Collins	150
Don Jolie	150
7-8 Girls	150
Wendy Sue Winter	150

6 Novice

Tim Moscardi	150
Manny Camerow	150
Kevin Knight	150
Donnie Shook	150
15 and Over Open	150
Baul Gossrau	150
Don Jolie	150
Gary Ellis	150
Cody Smart	150

13-14 Open

Michael Felt	150
Rusty Cable	150
Robert Eisenberg	150
Dan Penny	150
Tamille Schwartz	150
Mark Perez	150
Danny Steplight	150
Larson Marvelito	150
Lonnie Talton	150

9-10 Open

Brent Romero	150
Spencer Sharp	150
Kevin Keller	150
Mucho Jones	150

7-8 Open

Greg Grieshabetz	150
Soren Baker	150
David Lambert	150
Jason Bowhan	150
6 and Under Open	150
Mark Kotsau	150
Kendall Bulleston	150
Travis Younger	150
Sтивен Lord	150

26 and Over Cruiser

Scott Patterson	150
Dan Warrington	150
Curt Tesch	150
Ray Jones	150
15-25 Cruiser	150
D.D. Leone	150
Paul Gossrau	150
Troy Daniels	150
Cody Smart	150

13-14 Cruiser

Steve Gibson	150
Mark Shimer	150
Jason White	150
Donny Graves	150
12 and Under Cruiser	150
Danny Steplight	150
Cheri Elliott	150
Ronnie Rioux	150
Ray Obolowitz	150

15 and Over Girls

Jennie Zeuner	150
Kim Johnson	150
Wendy Edman	150
Stephanie Allison	150
13-14 Girls	150
Yolanda Williams	150
Michelle Laurent	150
Lisa Vonderake	150
11-12 Girls	150
Cheri Elliott	150

9-10 Girls

Julie Lindsay	150
Manny Camerow	150
Peg O'Parka	150
9-10 Girls	150
Lisa Terry	150
Keillie Williams	150
Nicole Collins	150
Don Jolie	150
Gary Ellis	150
Cody Smart	150

7-8 Girls

Wendy Sue Winter	150
Cheri Elliott	150
Julie Lindsay	150
Manny Camerow	150
Peg O'Parka	150
9-10 Girls	150
Lisa Terry	150
Keillie Williams	150
Nicole Collins	150
Don Jolie	150
Gary Ellis	150
Cody Smart	150

13-14 Open

Michael Felt	150
Rusty Cable	150
Robert Eisenberg	150
Dan Penny	150
Tamille Schwartz	150
Mark Perez	150
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Larson Marvelito	150
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Brent Romero	150
Spencer Sharp	150
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7-8 Open

Greg Grieshabetz	150
Soren Baker	150
David Lambert	150
Jason Bowhan	150
6 and Under Open	150
Mark Kotsau	150
Kendall Bulleston	150
Travis Younger	150
Sтивен Lord	150

times against the other top pros in the sport, winning 15 of those matches. It was possibly the most impressive pro performance ever at a BMX race. The only major pro class Brian Patterson didn't enter was the Pro Cruiser event. And his brother Brent won that one. What's more, Brent took second in both the Pro Car battle (and consequently took the National Number Two Pro Plate) and in the AA Pro class. It was altogether an extraordinary domination of the pro competition by the Brothers Patterson.

Another Patterson

The A Pro Money class saw the professional debut of Andy Patterson (no relation to Brian and Brent). Andy took second in the main behind Dave Marietti. Andy's racing was impressive, to say the least. His second place performance netted him \$400, while Marietti's win earned a remarkable \$700. As a matter of fact, the A Pro purse of \$2200 was greater than that of the Open Pro class (\$2000) and, at least initially, greater than that of the AA purse as well.

It was not until after the race was over and the racers had gone home that Brent and Brian Patterson realized that the ABA had only paid out a \$2000 AA purse, even though they had advertised a \$3000 payout for that class. *BMX Plus!* brought the matter to the attention of ABA president Merl Mennenga, who explained that it was an oversight

on their part. Mr. Mennenga said he would send checks to the pros in question in order to bring the total award moneys up to the advertised levels.

Veltman's Unprecedented Double

For much of the year, 13 Expert Steve Veltman had led the ABA national point standings in both the Amateur and Cruiser classes. In the last few months he had slipped to third place in the Cruiser division, but still held the lead in the Amateur division with a 96-point edge over 14 Expert Chris Torres, and a 98-point edge over 9 Expert Geoff Scofield.

That kind of lead was not very significant, however. Double national points here meant 240 points for a win (200 for a second, 160 for a third, and so on) plus double rider-count points. With 149 riders in the 14 Expert class, Chris Torres stood to earn 298 (2 x 149) points if he could make the main, plus an extra 240 if he could win it. Scofield was in a position to gain a total of 398 points with a win in the 79-man 9 Expert class. On the other hand, Veltman would earn 518 points if he could win the 13 Expert class.

Chris Torres was first to fail. Maybe it was the problem of adjusting to a strange bike (his had also been stolen earlier in the weekend); but, whatever, he crashed in his third moto and failed to qualify.

Veltman's next biggest 20-inch threat, Geoff Scofield, ran into problems in the 9 Expert main. Torker's Jason Christy matched Scofield's power right from the start. The two mini-titans battled for the advantage, side-by-side, all the way to the second turn. There Scofield overcooked it and his bike slid out from under him. His resulting fourth-place finish virtually guaranteed Veltman's Number One Plate in the amateur division.

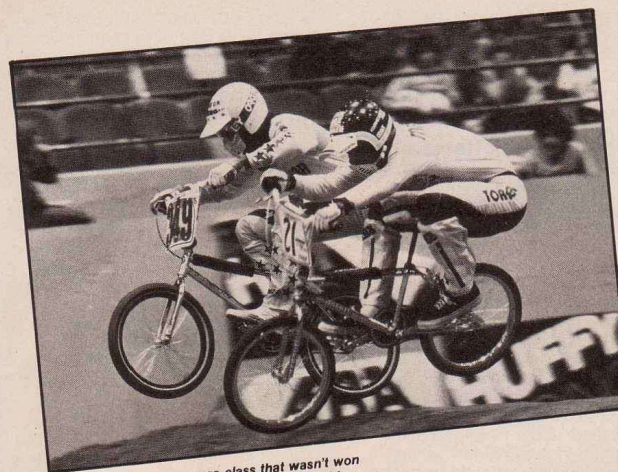
When Steve Veltman balanced on his pedals for the start of the 13 Expert main, he stood in an enviable position. According to unofficial calculations all he had to do was ride around the track to win the Number One Plate. Instead, he ripped off the line with the holeshot and held the lead all the way to the finish. It was a fitting end to the amateur points race.

The Cruiser Title

The National Number One Cruiser Plate came to Steve in a different way. Two riders were leading Veltman in points. The first was Robert Fehd. Next in line was Clarence Perry.

Fehd's chances faded first. He was fighting the flu when he came to Oklahoma, but he wasn't going to give up a chance to race. He qualified Saturday in his first moto of the 15-25 Cruiser class.

Sunday afternoon Robert got his second chance to race, this time in the quarter semis. From this round



There was only one pro class that wasn't won by a Patterson at the Grands. That was this one—the A Pro—where (#21) Dave Marietti scored his best pro finish so far, while (#349) Fred High-number (make that Hightower) took a fourth.

only three riders would advance. Fehd took the lead with cruiser-race newcomer Paul Gossrau. The two rode side-by-side into the first turn, where disaster struck for Fehd. In taking the big drop-off, Fehd's front end washed out on landing and he crashed. He got back up and started making a desperate move to qualify. By the last turn he was in fourth. He dove to the inside to pass, slid out, and crashed again. After that, his only chance for the Cruiser Plate hinged on Clarence Perry and Steve Veltman both choking.

Clarence Perry advanced steadily through the qualifiers in the Pro Cruiser class. With Fehd gone, all he had to do was make the main to get a shot at the Number One Cruiser Plate.

The Pro Cruiser semi was crucial. Clarence didn't need a win here. A fourth would do it, and that's what Clarence had almost all the way around the track. Almost. In the last turn Kevin McCarthy swooped "The Earthquake" and Clarence was left dreaming of what might have been. He hadn't qualified for the main.

In the end it was Steve Veltman who had the last shot at overtaking Fehd's lead. Steve made it to the semis, then to the main. He wasn't sure what he needed to win the plate, but he knew he needed something. As it turned out, sixth place in the main was all he needed and precisely what he got. Veltman edged into first place for the final Cruiser standings with Fehd ending up second and Clarence Perry third.

The Girls' Title

The battle for National Number One in the girls' classes came down to Debra Kalsow (601 points, coming into the event), Yolanda Williams (513 points), and Lisa Terry (483 points). With "Yo-Yo" and Debbi both in the 13-14 Girls' class, the decisive race would be a head-to-head match. All three girls made their mains.

Lisa Terry won the 9-10 Girls' main first, as expected. That made the Kalsow/Williams race even more important, because it was still possible for Lisa to win the plate if both Debbi and Yo-Yo did poorly.

When the gate fell, it was Yolanda who took the lead. Debbi was fighting to catch up down the first straight when she crashed taking the first jump. She got back up as quickly as she could, knowing that if she could finish third the plate would still be hers. Debbi struggled to fight her way back up through the pack, but wasn't quite able to move up to the crucial third place, finishing fourth instead. Yolanda won the race, and with it, the National Number One Plate in the girls' division.

Leone Triples, Almost Quadruples

In addition to the winning of National Number Plates for the year there was the usual excitement of any big race. The competition, even if judged solely by the numbers, was almost certainly the heaviest ever seen at any BMX race. There were 443 motos, over 3000 sign-ups, all the usual BMX superstars,

and some new faces as well.

The key amateur race was the 17 and Over Experts. This time it highlighted the talents of a rider who, though still new on the scene nationally, gives every indication of being one of the hottest riders to ever emerge in this sport. To make even one main at this race was an awesome feat, but one rider, D.D. Leone, almost scored a quadruple! Leone racked up wins in both the 17 Expert class and the 15-25 Cruiser class, took seventh in the 15 and Over Open, and won the 15 and Over Trophy Dash.

In the 17 Expert main, Leone holeshot the start, just barely edging out Nelson Chanady into the first turn. From then on there was no touching him. Even Mike Poulson and Eddy King (who took sixth and seventh) didn't have a chance. Chanady took second; Tim Judge got third; Troy Lembke, fourth; and a very impressive Fred Johnson finished fifth.

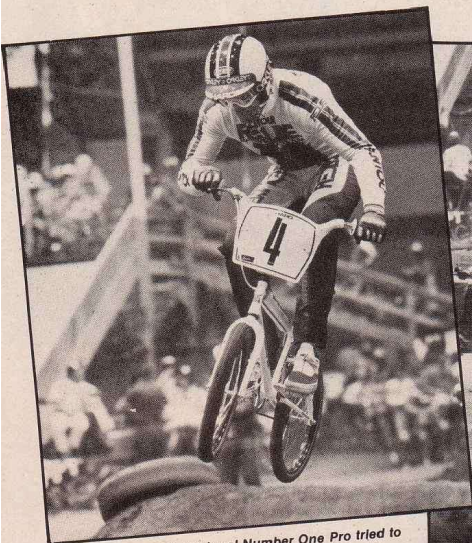
Yet Another Star Is Born

The Grand Nationals are a great place to get discovered if you're trying to find a sponsor. The only problem is that there are literally thousands of other riders trying to do the same thing and it's hard to get noticed.

Derek Garcia was an exception. A ten-year-old unsponsored rider, Derek came to the Grands from California hoping to win a trophy. A regular at the Pipeline Skatepark in "the Badlands," he had only been racing two years, but worked out regularly on a trick ramp in his driveway. In spite of being very small for his age and having asthma, too, he had developed into a good racer, even winning the 10 Expert class at the ABA's Great Pumpkin Race in October.

Derek had never won a national, but from the first time he took a jump in Oklahoma, the crowd noticed this little kid in his camouflage outfit. The boy didn't just jump, he soared. He took the whoop-de-doo two at a time when even the pros were having a hard time with them. The few times bigger riders got better starts, he'd set them up for passes, soaring over their heads off the jumps, passing on the inside or outside of turns, and sailing over them on the whoop-de-doo while doing outrageous cross-ups at the same time. The crowd loved it and showed it.

It was the sort of performance that had to be seen to be believed. By the fourth time he raced, potential sponsors were already talking about trying to sign him up for their factory teams. When he



The NBL's National Number One Pro tried to make it two-for-two in Oklahoma. Nice try, Stu, but a National Number 7 for you this time, big guy.



Twice ABA National Number One (1979, 1980), fifteen-year-old Richle Anderson (7) has won his expert class every time he's raced the ABA Grands ('78, '79, '80, '82). Consistency? Richle wrote the book! But for style, check out Number 15. Oh, yeah!

won his quarter-main in the 10 Expert class, having passed his fellow riders with every aerial move except a loop-the-loop the crowd went crazy. Men, women, and kids jumped to their feet to applaud. The whole audience was cheering him. Denny Griffiths (the editor of the ABA's *Bicycles and Dirt Magazine*) and I later agreed that it was the first time either of us could ever remember *anybody* receiving a standing ovation at a race.

By the time Derek's 10 Expert semi came up, the entire place knew who he was. The crowd was going wild cheering him as he raced around the track trying to qualify for the main. Derek was in the front of the group sailing over the "Moonwalker" whoop-de-dooos when another rider behind him got launched off course and into Derek's back wheel. Derek crashed into the fourth and last whoop, raising a large collective groan from the audience. The crash kept Derek out of the main but the crowd still gave him a huge round of applause as the little guy walked across the finish line with his bike.

Despite the fact that Derek didn't make the main, he had managed to make an incredible impression on

everyone who had seen him. Red Line, Raleigh, Murray, JAG, SE Racing, and Skyway all offered sponsorships to young Garcia. (At this time he hasn't yet signed a deal with anybody. He and his father are still weighing offers.)

Miscellaneous Items of Interest

What's in a name? Plenty. Six different classes at the Grand Nationals were won by riders named Jason: Jason Donnell took the 6 Expert; Jason Foxe won 7 Expert; Jason Christy got the 9 Experts; Jason Hancock won the 11 Novice class; Jason Jensen took the 11 Expert win; and Jason Griggs took the 12 Expert class.

Of course, being named Jason wasn't quite a guarantee of success. After all, Jason Wharton was leading the 11 Expert main right up to the final turn when Jason Jensen managed to swoop him for the win. Oh well, what's a kid to do?

The Notorious Bike Thieves

As you might have noticed in reading this story, bike theft was a major problem at the race, probably due to the extensive promotion of the race. While some

sources estimated that as many as thirty bikes may have been stolen from the arena, only eleven reports were filed with the city police, according to Detective Larry Deeds of the Oklahoma City Police Department. Even though two bikes were found by the police, those hadn't been reported as missing. Six local boys were found riding bikes that the police suspected had been stolen at the race. However, since none of those bikes had been reported lost, the suspected thieves got to keep them. (Anyone wishing to file a report of a stolen bike should contact Detective Deeds at the Oklahoma City Police Department. The phone number is (405)232-5311, extension 371.)

What's Next?

There has never been a more exciting or bigger BMX race than this one. That raises the question: What's next?

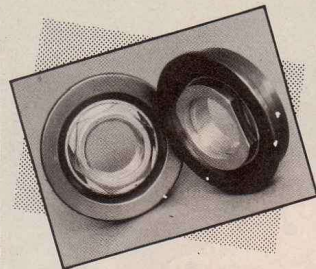
Well, BMX seems to be growing faster than ever before, so the Grands will probably be even bigger next year. Will Brian retain his title? Will Veltman? Will people bring locks and chains? Who knows?

Only one thing is sure; it will be a race you won't want to miss.

Brian Patterson (5) took control of the Pro competition and refused to let go, taking an unprecedented pro triple and the title ABA National Number One Pro of 1982.



As if National Number One in one class weren't enough, Steve Veltman took it in two. First in Amateur and first in Cruiser.

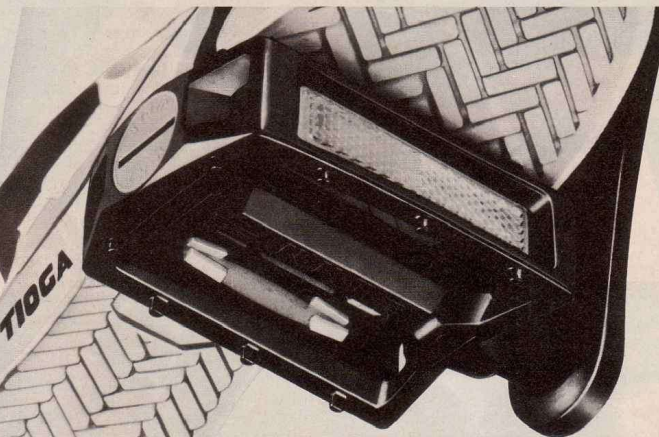


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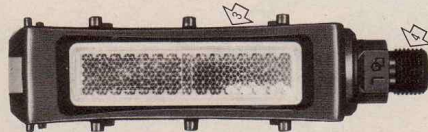
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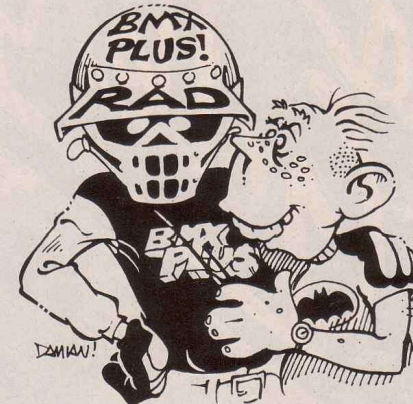


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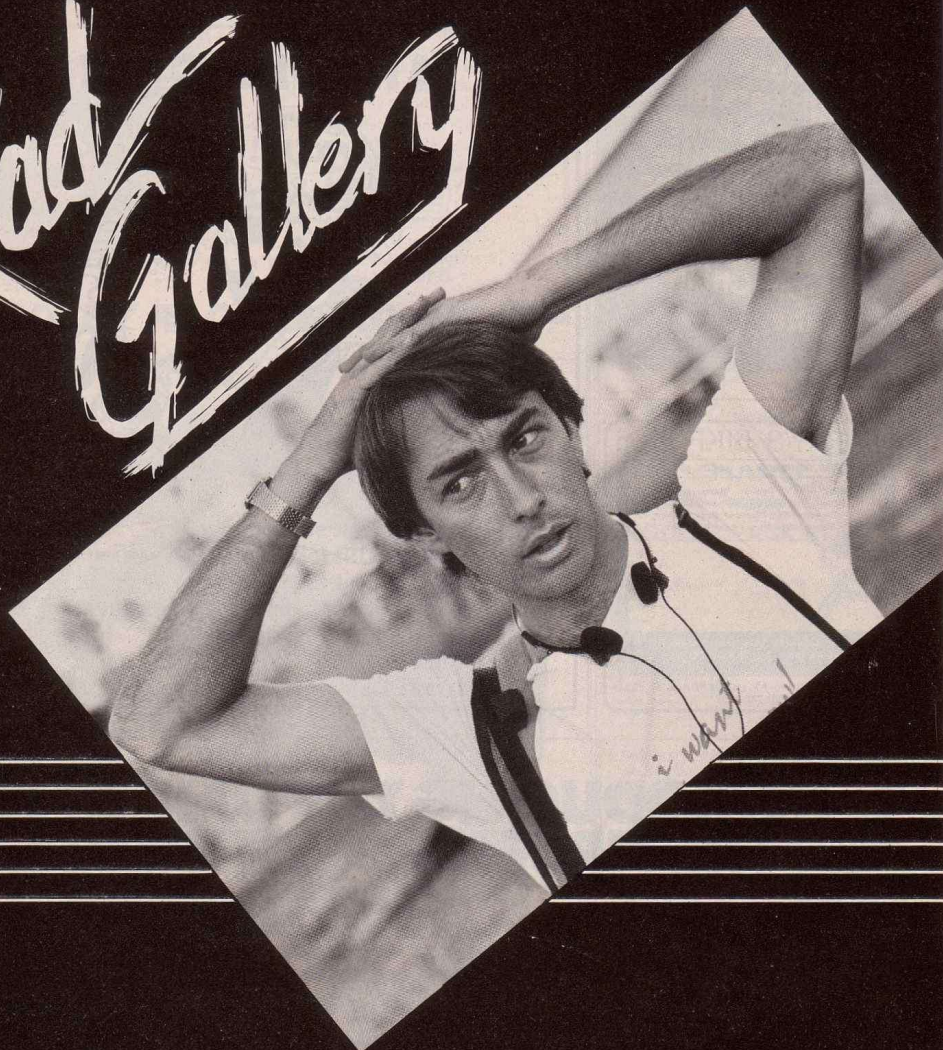
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Rad Gallery



They used to call him "King James" at the now defunct Action Now Magazine. Jim Cassimus was the reigning monarch of a staff of similarly youthful and talented "boy wonders" of action photography.

Jim Cassimus got his start in photography in late '75 in his senior year at San Pedro High School. Soon he was selling photos regularly to Skateboarder Magazine. By late '76 he was a staff photographer of that magazine, becoming Photo Editor two years later. When interest in skateboarding waned, Skateboarder became Action Now Magazine and Jim Cassimus learned to expand his horizons to include many diverse subjects, including BMX. A growing friendship with freestylist Bob Haro gave Jim plenty of opportunity for photographing the two-wheeled art form.

When Action Now Magazine stopped publishing around the beginning of 1981, Jim accepted an offer to join BMX Plus as a Contributing Photographer. He now divides his time between BMX Plus and his other commitments, one of which is serving as Photo Editor at Sailboarder Magazine.



Cassimus pioneered the use of available-light, strobe-at-dusk, action photography in his work with Skateboarder Magazine. Mike Poulson drove in from Las Vegas last winter for this session.

Rad Gallery

In addition to the afore-mentioned publications, Jim's photos have appeared in People, Newsweek, Us, Surfer, Surfing, Powder, Outside, and California Today. He also did all the photography for Bob Haro's Freestyle Moves and shot the cover for a book on the new wave band The Plasmatics. He was recently hired by Nikon to help illustrate a section on strobe techniques in action photography for an upcoming Nikon brochure.

Jim Cassimus will be twenty-five years old this February 10. Happy Birthday, James.

Andy Patterson at White Berms in West Covina. The only problem with having Jim shoot for us is trying to choose one best shot.

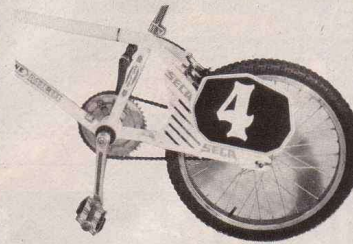


Kevin McNeal. Full power berm attack at Corona.



Bob Morales at the Pipeline. Cassimus at the Nikon.

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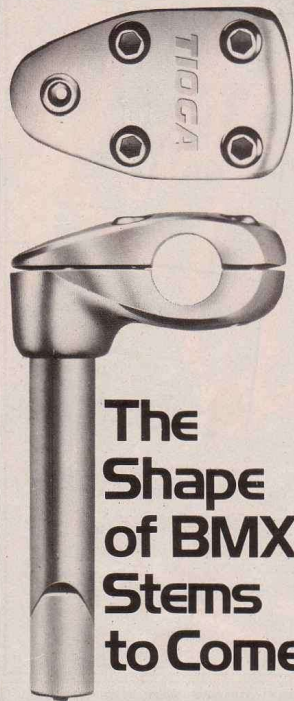


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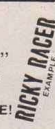
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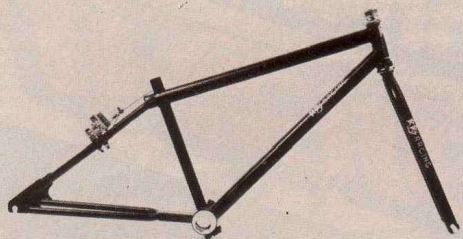
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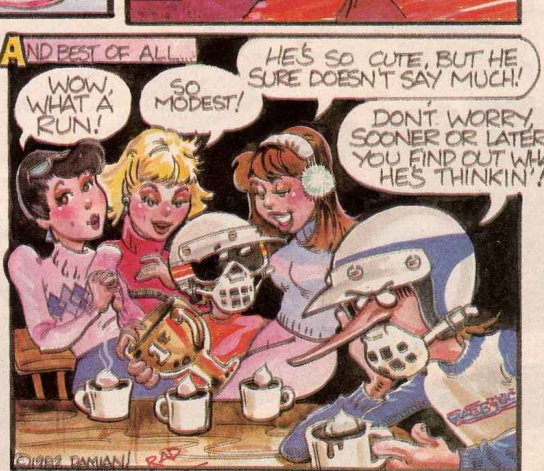
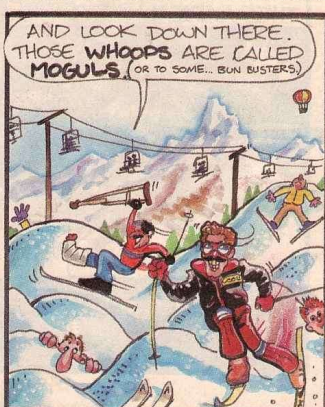
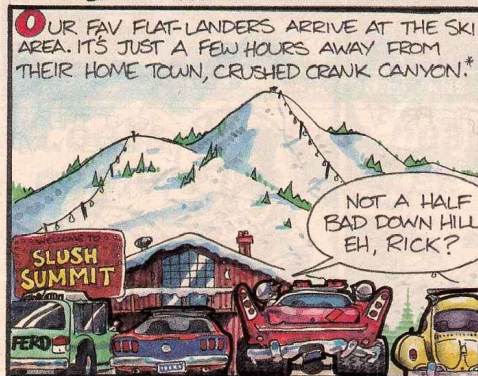
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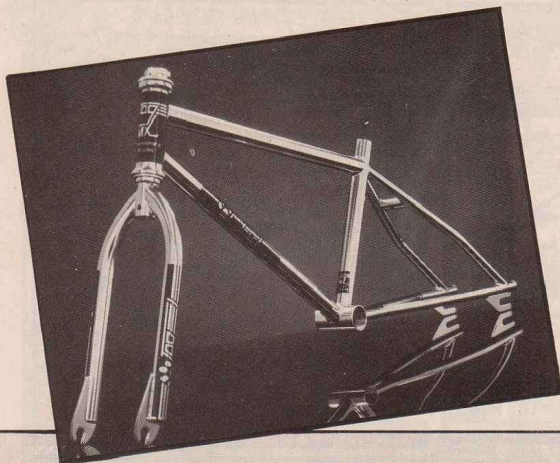
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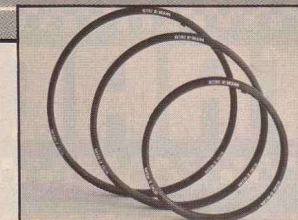
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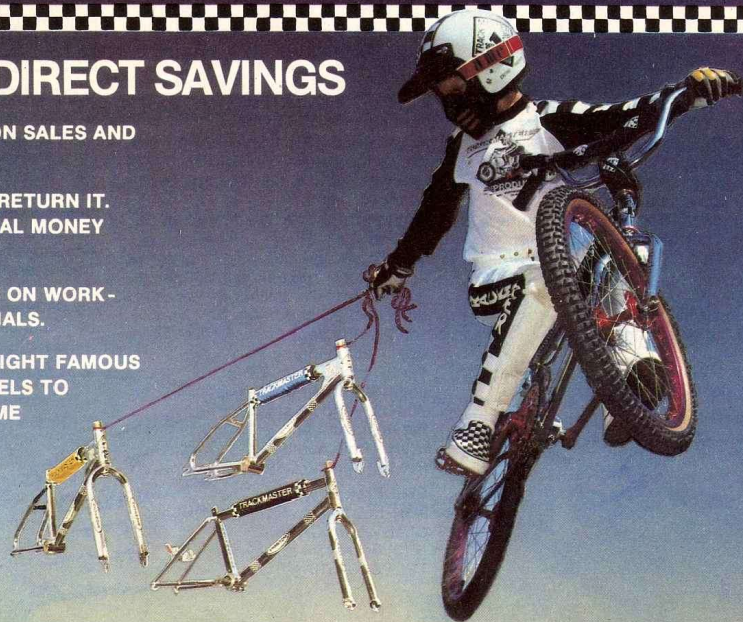
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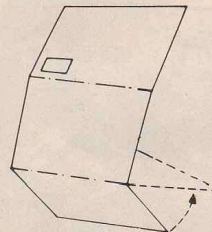
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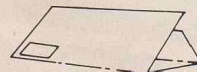
Step 2

Fold at Fold Line 1 (see diagram).



Step 3

Fold at Fold Line 2 (see diagram).



Step 4

Staple or tape where indicated so it stays closed.

Step 5

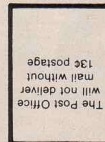
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FEBRUARY 1983

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Parting Shot



In the Pro class the idea is: "If you have to crash, take down as many other riders as you can." In shot #1 of this demonstration we see Brian Patterson and Brian Barlow have just landed in the middle of the track, but note how Barlow is trying to wrestle his bike onto Tommy Brackens' back wheel. In shot #2 we see that Brackens has escaped, but Brian Patterson is making an even more desperate attempt to trip Stu Thomsen by putting his hand under Stu's tires. In shot #3 we see that the gambit has worked—Stu is done for. In shot #4 we see Stu still has the presence of mind to try to grab Tommy's right foot, but Tommy has taken it off the pedal and gets clean away. Or does he? He's hitting the whoop-de-dos at close to full speed with just one foot on the pedals. Good luck. Photos from the ABA's Fall National in Lancaster, California, by Dean Bradley.

GET HOLD OF JOHAR'S ENERGY!



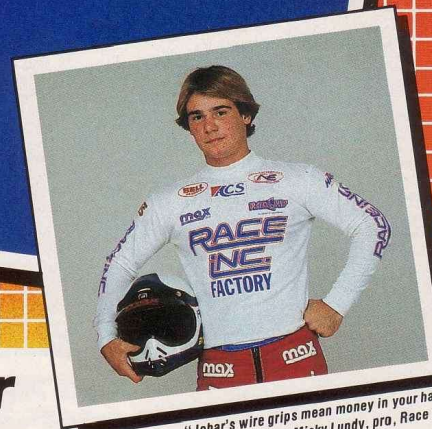
Cut-off front flange (on right-side grip) allows the front brake to be applied without hitting the grip.

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