

BMX PLUS!

THE NUMBER ONE BICYCLE MOTOCROSS MAGAZINE!

BMX PLUS!

FEBRUARY 1984
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HUTCH PRO STAR:
WILL THIS \$800
DREAM MACHINE PAY
OFF AT THE TRACK?

**HARO
EXCLUSIVE:**
HOW TO BUILD
YOUR VERY OWN
TRICK RAMP!

**RAD
GALLERY
SHOOT-
OUT:**
VOTE &
WIN!

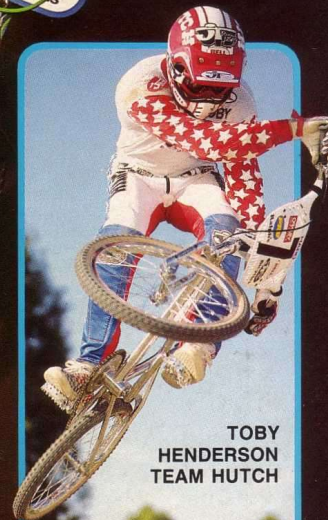


**DIAMOND BACK'S
HOTTEST NEW STAR:**
IS HE UNBEATABLE?

**FREESTYLE CHAMPS
SHATTER WORLD RECORDS!**



SNEAK PEEKS:
'84 RALEIGHS &
HILL'S NEW WEAPON



TOBY
HENDERSON
TEAM HUTCH

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USPS 465-510

TOP SECRET

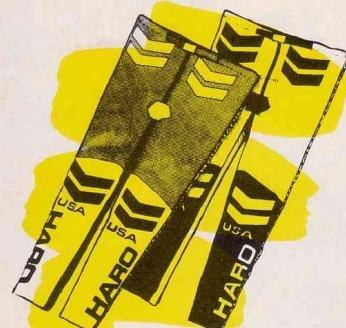
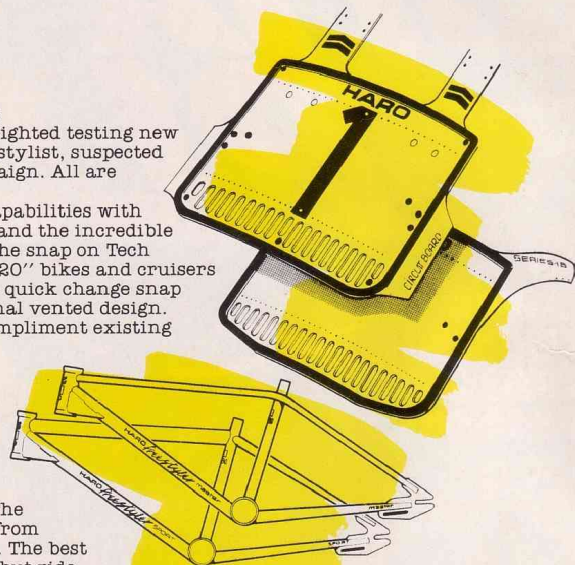
INTELLIGENCE REPORT

CLASSIFICATION: TOP SECRET
SUBJECT: HARO BMX ACCESSORIES

PERSONNEL: Special agents, functioning as professional BMX racers have been sighted testing new Haro equipment. Bob Haro, radical freestyler, suspected of developing and executing 1984 campaign. All are considered aggressive.

EQUIPMENT: Improved digital display capabilities with the addition of the advanced Series 1-B and the incredible Circuit Board. Both new plates utilize the snap on Tech number system. The Circuit Board fits 20" bikes and cruisers with over the bar straps and features a quick change snap on center panel in both solid and optional vented design. Mini version now in development to compliment existing Colorplate, Flopanel and Techplate.

Rapid deployment of new hi-tech framesets predicted in freestyle hot spots. Experience considered a crucial factor based on two years of design, production, and continuous testing. Two models are soon to be launched. The Freestyler Master. Quick and responsive for the serious trick rider. The Freestyler Sport. Built for everything from competitive poolriding to curb hopping. The best BMX bikes to own if you're not a racer but ride aggressively.



DEFENSIVE CAPABILITIES: Superior protection in the form of stretch vent racing pants with molded knee/shin pad, hip pads and woven spandex sidepanels. Standard pants feature high quality and comparable styling at a super price. Elbow guards employ sewn in plastic cap, extended forearm protection and detachable velcro straps.

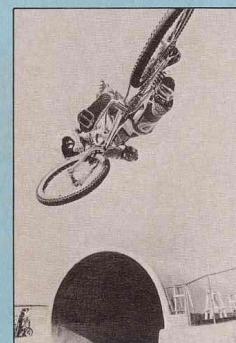
New Haro mouthguard now an important addition to the defensive capabilities of Haro products. Futuristic styling and functional protection.

See these and more Haro BMX accessories at quality bike shops everywhere or in the all new 1984 color catalog. The secret is out. Send two dollars for brochure and decals.

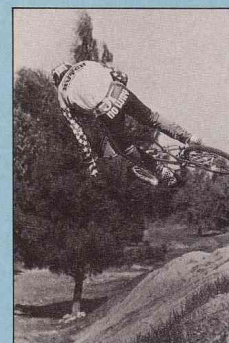
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RAD GALLERY



HUTCH PRO STAR TEST



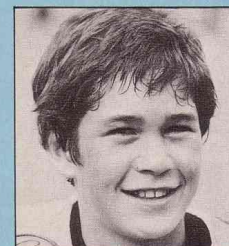
GHP ENSEMBLE



PRO GATE



LAS VEGAS



BRENT ROMERO



THAT'S INCREDIBLE! WHEELIE CONTEST

ON THE COVER:—Mike Dominguez streaks through the night above his back yard—the most incredible private quarterpipe playground in the world, we'd venture to guess—in Whittier, California. Inset: Toby Henderson. Photos by John Ker. Laser separations by Valley Film.

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always wear the appropriate safety gear.

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Robert Fehd
Robert Fehd

It's not hard winning the 1983 NUMBER ONE NBL TEAM TROPHY. You just have to be consistently faster than everyone else on the track . . . all year. But that's business as usual for TEAM GT. This gang has been doing more damage across the country than the A-TEAM.

Only three words describe their performance: Fast, Faster and Fastest, meaning if you're not running GT, you're running with the wrong crowd.

TEAM GT, they're probably the nicest group around, but to the competition they're bad company.



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INSIDE SCOOP



Freestyle wizard Woody Itson will be riding a Hutch from now on.

HUTCH ANNOUNCES NEW TEAM ADDITIONS

Hutch recently announced the signing of four new members to his factory team. Two are racers—**Christine Anderson** (who just finished the year as National Number One 10-11 Girl in the NBL) and **Jason Johnson**, 11 (who was the big star of Schwinn's racing efforts in the younger divisions); two are freestylers—**Woody Itson** (who will continue to ride with the Vans Trick Team) and **Mike Buff** (who will continue to ride with the **BMX Action Trick Team**).

Schwinn was sorry to see Jason leave. A week after Hutch announced his signing, Schwinn called to tell us that Jason won't actually be leaving until the first of the year.



Schwinn will lose Jason Johnson on the first of the year.



Greg Hill (shown here with his father, John Hill) moves into the street-bike market—but not with GHP.

GREG HILL TO WORK WITH WEST COAST CYCLES

Greg Hill recently signed a deal with **West Coast Cycles** that will introduce Hill's name to the street-bike crowd. Hill will approve the design and componentry of West Coast Cycles' street bikes, which are sold under the name **Cycle Pro**. The relationship will not affect Hill's own company, **GHP**.

FLASHDANCE FAD HITS BMX FREESTYLISTS

We might as well let you know that Vans freestylist (and *BMX Plus!* test pilot) **Martin Aparijo** is in the vanguard of a new rage in Southern California—"breaking." Breaking, or "break dancing," as it is also known, is the exotic form of street dancing that first came to wide attention in the movie *Flashdance*. Aparijo is a master of the form already. The most famous of the moves he does is "spinning," short for spinning on his back on the ground. Martin says that in the movie one dancer spun around eight times without stopping. Martin's own record is 13 times. Another popular move is spinning on one hand while the rest of one's body is parallel to the ground (Martin says he has gone around 20 times in a row using only his free hand to propel himself, eight times in a row without touching the ground with his free hand or any other part of his body). An even more difficult move, according to Martin, is spinning on one's head without otherwise touching the ground (see "Parting Shot"). Martin says he can manage three revolutions with that move.

Readers interested in trying their skill at this latest craze may note that **BMX elbow pads** make it easier to spin on one's hand or head, and that one should not wear an expensive shirt or jacket when attempting the back spins. Martin likens breaking to freestyle BMX without a bike.

Sociologists might take note that, according to Martin, street gangs in Los Angeles are now using breaking contests instead of fights as a means of establishing superiority on the streets.



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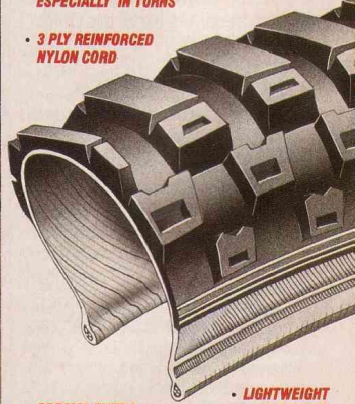
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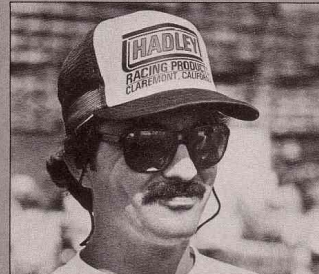
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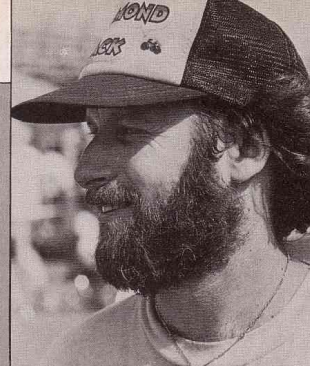


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INSIDE SCOOP



Huffy hires Hadley.



Sandy turns over the reins.

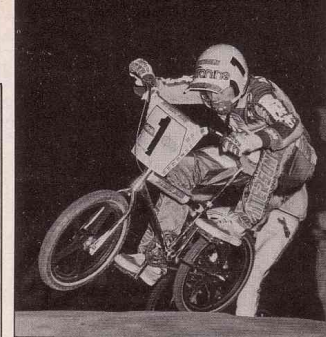
TEAM MANAGER CHANGES

Three major changes in the top factory team rosters were recently announced. Mark Soria, formerly of Robinson Racing, has taken over the job of team manager for the highly respected CW Racing team. CW owner Roger Worsham has seen his business grow so much in the last two years that he decided he could no longer effectively manage both the business and the team by himself.

The second team-manager change of major consequence is the signing of Howard Wharton, Jason's dad, to manage the affairs of Team Diamond

Back. Sandy Finkelman, who has been the manager of the Diamond Back team since its inception, will now work on the research and development of new products for Diamond Back, while still managing his highly successful Wheels 'n Things bike shop.

The third major change in team management is that bottom-bracket entrepreneur and former *BMX Plus!* editor Bob Hadley has contracted to take over the management of the Huffy team. He will continue to run his bottom-bracket business on the side.



Amateur or pro, Richie can stay with Patterson after all.

PATTERSON WON'T DUMP RICHIE

In our December issue we reported in this column that Richie Anderson was considering turning pro for 1984, even though his sponsor, Patterson Racing Products, wants him to stay an amateur for another year. We concluded, "If Richie, 16, turns pro against their wishes, he may have to find a new sponsor."

Not true, says papa Vance Patterson. Vance admits that he, Brent, and Brian feel strongly that Patterson Racing would benefit more from Richie's racing in the 17 Expert class in 1984, but they have no intention of dropping Richie from the team if he turns pro.



THE TRACKS!

The NBL Grands. The biggest race of the year. We were there. And we brought back the hottest, most in-depth coverage you'll find in any BMX mag. The hottest photos, the coolest words combined to tell you the real story, the whole story!



RULES...

BIKE TESTS!

Never before has there been such a bike buyer's guide. Never before has any magazine dared to pick a 20- and 24-inch top ten! There's even a special section for best-buy bikes ranging from \$120 to \$320! After reading this the guessing is over. You'll know which bike to buy!



FREESTYLE!

If you've got a heart condition or high blood pressure, don't even think of checking out our exclusive look into today's top freestylers. Mind-boggling photos of radical ramps, killer skateparks and the guys who dare to ride them!



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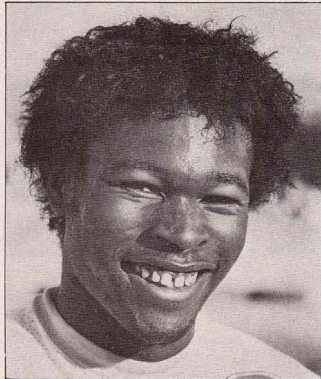
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Gregg Turnage gets a factory ride.

KAM-CHAMPION TEAM IS FORMED

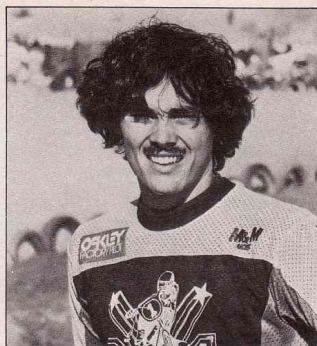
Kam Marketing and Champion Racing Products recently announced that they have joined forces to combine the marketing skills of Kam and the manufacturing capabilities of Champion. One of the alliance's first moves was to announce the formation of a factory team whose members include pro **Gregg Turnage** and 16 Expert **Dean Neeb**.



You just might win one of these beautiful Kryptonite Bike Locks if you vote in our Rad Gallery Election. See page 16 for details.

FRANK POST JOINS RACE INC.

Frank Post, the excitable boy of BMX, has signed on with the Race Inc. factory team. Post, 21, has seen his career go from high to low and back again as often as the tide charts at the Bay of Fundy. Back in 1980, he hit the high point of his career to date when he won the Pro class at the UBR, ABA, and NBL Grand Nationals, all without the support of a major factory sponsor. He capped off that year by winning the Pro Trophy class at the Jag World Championships in Indianapolis. More recently, Frank won the Pro Open class at the 1983 ABA Spring Nationals and followed that with a pro double by winning both Pro Open and Pro Cruiser at the 1983 ABA Great Northwest Nationals. A



Team change time for Frank Post.

lack of talent has never been Post's problem. (Greg Hill once mentioned to us that Frank Post has the speed and sheer riding skill to dominate professional BMX.) Frank's problem is that he has never been able to get along with most of his major sponsors for more than a few months at a time. In the past he has ridden for **Patterson Racing, Panda, Kuwahara, Skyway, and Boss.** Race Inc. team manager **Perry Kramer** has known Post for years, however, and is very confident that the new alliance will be a lasting one.

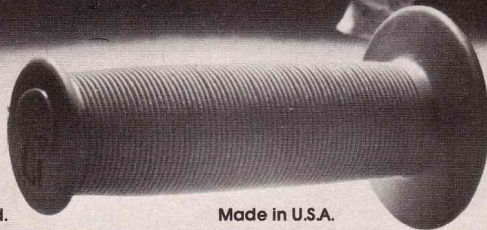
(continued on page 68)

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MAIL BAG



"Horses don't get flat tires."

A HORSE OR A REDLINE, PART II

Dear BMX Plus!

In your November 1983 "Mail Bag," a boy named David Scheaffer wrote a letter saying he had \$600 to buy a horse or a RedLine. Since he lives in Montana, my friend and I think he should buy the horse. I myself have a Mongoose and a Diamond Back, but I also love horses. Horses are so much more rewarding than bicycles. My friend and I were very upset at Gene Roden's "main differences between a RedLine and a horse," so we decided to give a few reasons why horses are better than bicycles in this case.

1. Horses don't get flat tires.
2. Maybe you do have to buy all of your tack if you want a horse, but bicycles break down, and just like a good saddle, good parts are expensive.
3. The average life span of a healthy horse is around 30 years; bicycles don't last that long.
4. On a horse, you can't get your jeans caught in the chain.
5. On a horse, you can't get your foot caught in the spokes and fall on your face.
6. There are probably many more places in Montana to ride a horse than a bike.
7. A horse is a living thing and can be your best friend; a bicycle can't

because it has no feelings.
8. Horses don't have any chains to break.
9. You don't have to pedal a horse; he does most of the work for you.

Lydia Meyer and Shelley Miller
Los Angeles, California

Now wait a minute! Did you ever try to put four horses in the back of a station wagon and drive to a race? Did you ever try to take a horse into your hotel room at a big National? And, how often do you have to shovel out the garage because of keeping your bike there?

HARO BOOK INFO

Dear BMX Plus!

In the December 1983 issue I saw that there is a freestyle book by Bob Haro. It looks rad! How can I buy the Haro Freestyle Moves book? Please tell me where I can get it.

Mark Shinn
Falls Church, VA

It not only looks rad, it is. No freestyler should be without it. You can order the book directly from Haro Designs, 6066 Corte Del Cedro, Carlsbad, CA 92008. The complete price, including shipping and handling, is \$7.80 for orders from within California and \$7.45 for orders from elsewhere within the United States. (The California state sales tax accounts for the difference.) For foreign orders the price is \$8.95 in U.S. currency.

ARAYA AEROS OR MAGS—WHICH WERE THEY?

Dear BMX Plus!

I was reading your Raleigh R600 bike test in the November '83 issue when I noticed the picture on page 27. It's of Dangerous Dave testing the bike on his wild quarterpipe. It caught my attention because it says at the bottom of the picture: "The Araya Aero rims held up to everything we could dish out—amazing!" Maybe that's true, but in that picture he has mag wheels on his bike, not Araya rims. You can clearly see this on his back and front tires.

Rob Kendall
Aldan, PA

You're absolutely right. We did put the Tuff Wheels on the Raleigh for most of the ramp riding. The Araya Aeros DID stand up to everything else we could dish out, but when Dangerous Dave said he wanted to see just how high he could get above his quarterpipe on the Raleigh, he said he thought he should put on the Tuffs just to be on the safe side. After all, we were going to send the bike to a lucky contest winner after we were done with it, and we didn't want to put any flat spots in the rims. □

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Rad Gallery

ELECTION II

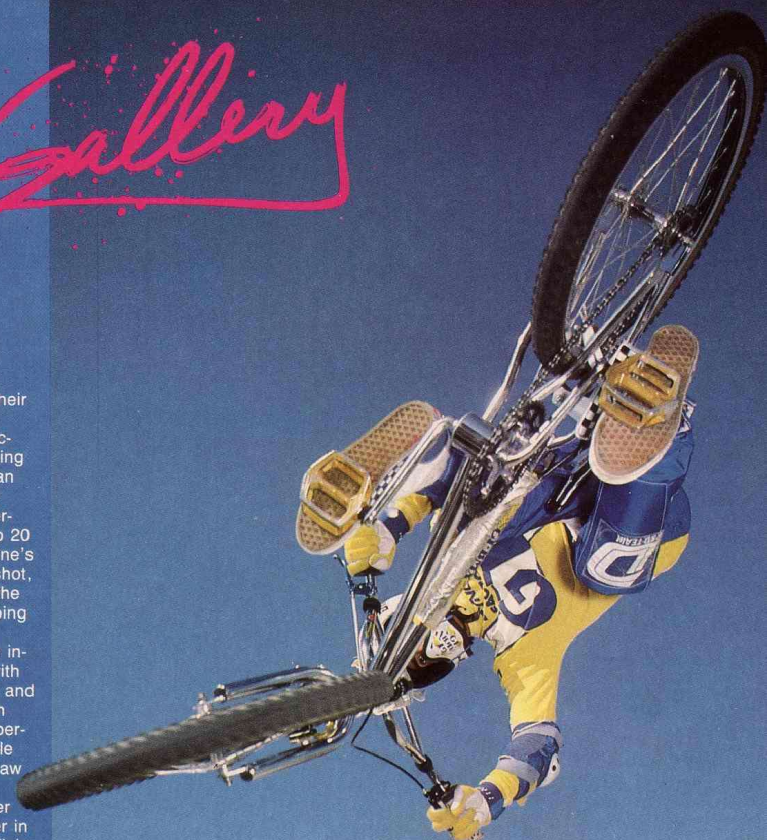
□ Hundreds of readers voted for their favorite Rad Gallery shot in our November issue's Rad Gallery Election. Some late votes are still trickling into our offices, but we think we can safely announce the winner. Eddie Fiola polled the most votes—46 percent—with his one-handed tabletop 20 feet above the bottom of the Pipeline's deepest bowl. Next most popular shot, with 28 percent of the votes, was the color shot of Dangerous Dave tapping his friend's hand high above the quarterpipe. The shot of Fiola high inside the giant pipe finished third with 23 percent of the votes. The black and white shot of Dangerous Dave high above his quarterpipe drew three percent of the total. We'll wait a couple more weeks for stragglers, then draw the names of the sticker winners.

This month we're holding another election. Vote for your favorite rider in this month's Rad Gallery—Eddie Fiola, Ron Wilkerson, Mike Dominguez, or Randy Moore. Send your vote to Election II, *BMX Plus!*, Box 9502, Mission Hills, CA 91345-9502. This time please write your vote on the back of the envelope (easier for us to count) or on a postcard.

We'll have a random prize drawing for the voters in this election too, so be sure to send your name and address with your vote. We'll give Kryptonite Bike Locks to ten lucky voters selected at random from all entries received before February 1, 1984. □

▶ **Ron Wilkerson** came down from Northern California to demonstrate his no-footer on the Dyno quarterpipe for our cameras. Even Fiola was awed.

▶ **Eddie Fiola** takes the death drop at the Pipeline, Upland, California.





◀ Night rider **Mike Dominguez** takes flight above his home turf. His three-quarterpipe back yard is the Fantasy Island of freestyle.

Rad Gallery



◀ Does this guy have "the right stuff" or what? Vector's **Randy Moore** shattered all existing BMX altitude records with this spectacular leap over Percy Priest Lake in Nashville, Tennessee.



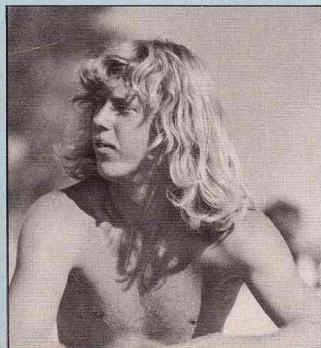
FACE QUIZ

HOW WELL DO YOU KNOW YOUR BMX STARS?

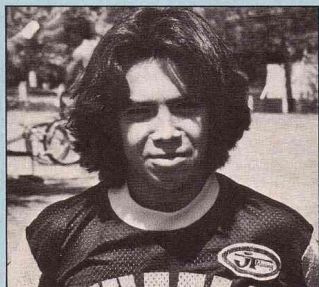
Our readers know their stuff. All those years of reading and riding have paid off. They know their bikes. They know their tracks. They know their tricks. But, do they know the correct identities of the following BMX celebrities? One, maybe. Two, possibly. Three or four if you're lucky. As always, we dare you to get 'em all right... *without* looking.



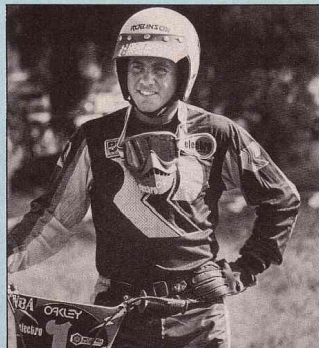
1. In the past year this pro rider was married in Hawaii and went on to finish in the top ten NBL pro standings.



2. During this rider's illustrious career he has ridden for DG and Raleigh, owned his own bike shop and manufactured his own forks before moving on to and managing a race team for one of the nation's largest bicycle manufacturers.



3. This guy used to absolutely dominate Corona and Rancho. He turned Pro last year and rides for a team managed by a man with the initials S.F.



4. Back in 1979 this rider was awarded NBA's coveted National Number One Pro Plate. In 1983, he placed in the top ten of both NBL's Pro Cruiser and 20-inch Pro classes.

SCORING:

There's no way you knew number one without looking. No way! So, we'll give you that one. If you got five out of six right, you a) totally know your BMX or b) cheated. Four right almost qualifies you as a BMX historian and three right without looking gives you a passing grade. Fewer than three right... well, keep working on it, huh? □



WHO AM I, ANYWAY?

5. This rider is one of the most overlooked pros of the past year. In 1983 he won two War of the Stars races. Now he races for KHS.



6. Number 422 is a former BMX PLUS! editor. The big guy in the middle now rides for the company that invented the tubular BMX fork. And number 191, long known for his outrageous jumping talents, now races for a company named after a particular reptile.

ANSWERS:
1. Little Toby Henderson on Christmas morning, 1963, with his first pedal-powered vehicle.
2. A longer-haired Jeff Bottoms back in 1980.
3. Promising young rider, Larry King, LA or so when he rode for Team Raleigh.
4. Marco Serrano, 1978/79, a Scott Clark at Rancho, San Diego, California, 1978/79.
5. Turnell Henry Hoping for the best Canyon Country, California, 9/78/80, 6. Charlie Litsky (Shimano), Stu Thomson (SE Racing/Shima-
no), and Harry Leary (MCC).

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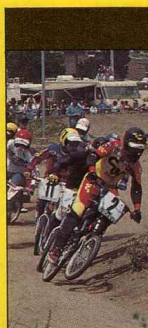
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STEPLIGHT

Danny Steplight
A great rider that spells double trouble for the competition in every race he enters. Danny rides both the ZX-Pro frame and the 24TFM Cruiser consistently to win all over the country.



GRIGGS

Billy Griggs
Billy is virtually unbeatable on his CZ-Phase 1 or 24TFM Cruiser frames wherever he races. His total preparation of his bikes and himself makes him the most consistent winner in his class.



KALSOW

Debbi Kalsow
There are few words that describe Debbi to most people — The Best!! She is the ABA's 1st #1 girl in the history of the sport. Debbi is so incredibly fast on her ZX-Pro frame that most boys won't even race her. Her personality makes her just as much of a winner off the track too.



MOORE

Roger Moore
Roger is a dynamite rider that has become a consistent winner all over the country on a XM Mini frame. His carefree attitude and quick smile hides his determination to be the best. Watch out competition!

CW Racing has become a powerful force in BMX racing with factory riders like Danny Steplight, Billy Griggs, Debbi Kalsow, and Roger Moore. These racers are consistent winners on their CW frames, handlebars, and other racing products designed and developed for riders that race to win.

You can become a big winner with CW Racing products too! Check out all the great CW frames and accessories at your nearest bike shop today. After all, you may become their only competition.

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ABA, NBL & ESPN/KIDS NETWORK

Where &
when to
race in the
new year

1984 NATIONAL SCHEDULE

□ The guessing is over. The dates are set. Everybody knows you can't plan your race schedule for the year if you don't know when and where the races are going to be. So here they are—all in one place, all at one time. Now the hard part is up to you: choosing which ones to hit. □

1984 ESPN/KIDS NETWORK BMX PRO-AM SPECTACULAR SERIES

Feb. 18-19	Puerto Rico
Mar. 24-25	Los Angeles, CA
Apr. 7-8	Las Vegas, NV
May 12-13	Atlanta, GA
June 16-17	Fremont, CA
July 21-22	Boulder, CO
Aug. 4-5	Niagara Falls, NY
	or Worcester, MA (TBA)
Aug. 11-12	Johnstown, PA
Oct. 27-28	Los Angeles, CA
Nov. 17-18	Los Angeles, CA (series final)
Dec. 28-30	Jag World Championship, Las Vegas, NV

(Note: The dates listed may include pre-races. Total purses are guaranteed to be at least \$8500 per weekend.)

For additional information on any of these Kids Network events, write Kids Network, Box 4859, Thousand Oaks, CA 91329, or call (805) 496-3383.

ABA NATIONALS FOR 1984

Jan. 14-15	Shreveport, LA	Florida
Jan. 27-29	Supernationals	Los Angeles, CA
Feb. 10-12	Dixieland Nationals	Raleigh, NC
Feb. 24-26	Winter Nationals	Phoenix, AZ
Mar. 9-11	Spring Nationals	San Francisco, CA
Mar. 16-18	Gilley's Nationals	Pasadena, TX
Apr. 6-8	Lumberjack Nationals	Salem, OR
Apr. 13-15	Great Lakes Nationals	Detroit, MI
May 25-27	Lone Star Nationals	Lubbock, TX
June 1-3	U.S. Nationals	Bakersfield, CA
June 29-July 1	Mile High Nationals	Boulder, CO
July 6-8	Great Salt Lake Nationals	Salt Lake City, UT
July 20-22	East Coast Nationals	TBA (NJ)
Aug. 24-26	Summer Nationals	South Bend, IN
Sep. 14-16	Great Northwest Nationals	Seattle, WA
Nov. 2-4	Fall Nationals	Rockford, IL
Nov. 23-25	Grand Nationals	Tulsa, OK

(Note: The dates listed include the pre-races to the Nationals. The ABA guarantees a minimum of \$10,000 in pro purses for each weekend.)

For additional information on ABA events, write ABA, Box 718, Chandler, AZ 85224, or call (602) 961-1903.



The Murray World Cup will return to Tennessee in June.



The ABA Grand Nationals is just one of several stadium races slated for 1984.

NBL WAR OF THE STARS SCHEDULE FOR 1984

Jan. 14-15	Miami/Pompano	Florida
Feb. 11-12	International (TBA)	Massachusetts
Mar. 3-4	Azusa/Devonshire Downs	California
Apr. 7-8	Las Vegas	Nevada
Apr. 14-15	Memphis	Tennessee
Apr. 21-23	Sarasota/Orlando	Florida
May 26-28	Stow/Brookville	Ohio
June 9-10	Denver	Colorado
June 16-17	IBMXF EUROPEAN CHALLENGE CUP	Holland
June 23-24	Murray World Cup (International)	Tennessee
July 1	Peachtree	Georgia
July 7-8	Guilford/Meriden	Connecticut
July 14-15	Middletown (TBA)	New York
July 21-23	North Park/South Park	Pennsylvania
July 28-29	Waterford Oaks	Michigan
Aug. 4-5	Northern California (TBA)	California
Aug. 17-19	IBMXF WORLD CHAMPIONSHIP	Japan
Aug. 18-19	(TBA)	Illinois
Aug. 25-26	Fort Wayne/Indianapolis	Indiana
Sep. 1-2	NBL Grand National (Louisville)	Kentucky

(Note: The dates listed include only the actual Nationals. The NBL guarantees a minimum of \$4000 in pro purses for each National.)

For additional information on NBL events, write NBL, 84 Park Ave., Flemington, NJ 08822, or call (201) 788-3900.

REDLINE JUST GOT TRICKIER.



Another blasted curb coming up. Whoosh...
Up and over. No problem.

Some people can't get down a stretch of
naked concrete without doing a little styling.
That's why Red Line designed the new
RL-20 Pro-Styler.

Available in frame & fork set or complete bike,
the RL-20 Pro-Styler with its exceptional

geometry and brutally strong construction
is well equipped to handle all the curb ends,
bunny hops, aerials, tabletops, and white-
knuckle jumps that a ride to the store can
dish out.

Long awaited by world class stunt pilots
like R.L. Osborn, and street riders alike, the
Pro-Styler is for all those who find that an
afternoon's ride can be tricky business.

For BMX and Freestyle riding, Red Line strongly recommends the use of proper safety gear. RL-20 specifications and components are subject to change without notice. C.P.S.C. equipment included—not shown. Above action photo courtesy Bob Osborn, BMX Action.

REDLINE

Red Line Engineering, Inc.,
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"THE BRUTE"

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NATIONAL "PANORAMA" TIRES



HUTCH PRO STAR

BMX's American dream
By Dean Bradley



How big is the new Hutch Pro Star? Big enough for six-foot, 175-pound pro Toby Henderson to move around on! The 29-inch by nine-inch pro-style bars, long offset stem and extra-long Pro Racer frame and fork are the key to first-class seating and comfort.

Combine the Pro Star's short rear triangle with its 73-degree head and 72-degree seat tube angles and you've got a tight-handling frame and fork. The rear end won't slide out and around like this unless you force it.

□ There is no such thing as an all-American BMX bike. Sure, there is a wide variety of American-made frames, forks, components, etc., but the fact remains, there has never been an all-American-made BMXer. We've come pretty close, but we're not there yet. Now, the good news:

Enter the Hutch Pro Star. At around \$800, the 21-pound Pro Star is one of BMX's most exotic and expensive machines. It is also the closest America has come to producing a complete bike. Everything except the Pro Star's Araya 7X alloy rims, Izumi chain, Shimano Chromoly DX free-wheel, Dia-Compe MX-900 caliper brake and Tange BMX 125 alloy headset is American, tried and true. Now, we're as proud as the next American, but the bottom line is, we wanted to know if our home-grown American know-how could match up to the

already proven Japanese technology and componentry. Sure, Hutch had a lot to lose. They also had a lot to gain.

THE STAR TREATMENT

The exotic Hutch Pro Star begins life as a three-pound, 11-ounce Pro Racer frame and one-pound, ten-ounce fork. Both are 100-percent 4130 chromoly, and both have been hand-picked off the Hutch assembly line for their exceptional overall finish and fabrication quality. Only the cream of the Hutch crop make it into the limited-production ranks of the Pro Stars. That's not to say that Hutch's other chassis aren't beautifully finished, but the particular frames and forks chosen to serve duty as Pro Stars are, as was ours, truly outstanding. Features on the Pro Racer include one-inch diameter top tube, 1-3/8-inch down tube and rear loop-tail design. The forks are Hutch's standard one-

inch-diameter tubular leading-axle units. We're disappointed to say that they are not drilled for a front caliper brake. Like the frame-and-fork set, the bars and seatpost are hand-picked 4130 chromoly units, with the bars measuring in at 28-7/8 inches by nine inches, while the seatposts are offered in either straight or laid-back design.

Now, that's just about as far as most American manufacturers go toward building a BMX bike. Not Richard "Hutch" Hutchins, though. Hutch also outfits his Pro Star with his American-made Pro Racer stem, 2-N-1 headset and stem lock, magnesium sealed-bearing hubs complete with titanium axles, Aero-Speed chromoly

The Hutch Pro Star handled everything from deep-woods berm slides to hard riding and heavy jumping. This is one of Toby's secret riding spots, and he's obviously got the place wired.



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31 New Tange MX 45L sealed, chrome, black red, blue or gold	12.90
32 New Tange MX 125 alloy, red, blue, gold, black or silver	8.95

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33 Alloy 7x chrome rims and spokes w/ Hutch bottom seal and sealed bearing, 20"	\$140.00
34 Skyway Tuff II 20" freewheel or discus	49.95
35 Alloy 7x chrome rims and spokes, chrome	64.90
36 Alloy 7x chrome rims and spokes, chrome	64.90
37 ACS 7x 1/8" w/Suzuki Match hubs & spokes, all colors	49.90
38 Monogrip Pro Disc, chrome wind, blue & black, 20"	64.90
39 Monogrip Pro Disc 2-COP welded, 20"	69.90
40 New 20" x 1-1/8" w/Suzuki Match hubs & spokes, all colors	79.90
41 New 20" x 1-1/8" w/Suzuki Match hubs & spokes, all colors	59.90
42 24" x 1-1/8" w/Suzuki Match hubs & spokes, all colors	62.90
43 Skyway 20" Ghoshin, alloy hubs	214.00
44 New 20" x 1-1/8" w/Suzuki hubs & spokes, all colors	59.90

HUBS

45 Turbo-Spin precision sealed bearing, aluminum alloy, chrome	\$98.00
46 Hutch sealed bearing, small frame, chrome & color	\$4.95
47 Hutch sealed bearing, small frame, chrome & color	39.90
48 Hutch sealed bearing, chrome & color	39.90

RIMS

49 Pro Class chrome 20" rims only, red, blue, gold, black strips	\$20.90 ea.
50 DMS precision sealed, world's lightest! chrome	16.90 ea.
51 Uni 20" x 1-1/8" chrome	17.90 ea.
52 Uni 20" x 1-1/8" chrome	18.90 ea.
53 ACS 2" rims red, blue, gold or black, 20" x 1-1/8"	13.95 ea.
54 Alloy 7x 24" x 1-1/8" chrome	17.95 ea.

NOTES:

Add \$20.00 for custom wheel building.

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55 New Carlini (Universal) master Aggressor R/A tires black, 20" x 1-1/8"	\$8.95
56 New GT BMX Comp II free, black, 20" x 1-1/8"	7.95ea.
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60 Togo Superlighte 20" x 1-3/8" 1-7/8, 2-1/2"	3.95ea.
61 Superlighte 1 7/8, 2-1/2, black, blue, red, silver	3.95ea.
62 Comp II or 1 1/8 or 1-3/8" x 20" black, blue, or red, silver	8.95ea.
63 Standard tires, all sizes	2.95ea.

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64 Profile 3pc crankset, 170, 175 or 180mm	\$149.95
65 Tange chain chrome	11.95
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HUTCH

see Henderson ride, you'll know he's not exactly the easiest guy on equipment, either.

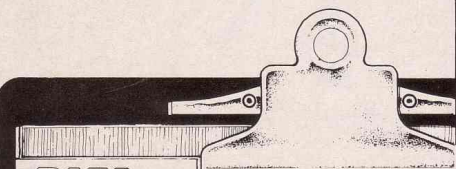
Back to the setup. Hutch's trick magnesium hubs with their sealed bearings and titanium axles, and his unique chromoly Aero-Speed cranks with their sealed-bearing bottom bracket will require some special attention. Believe us, if these are improperly adjusted or installed, they'll give you pains. If you do it right, these sealed units will offer the ultimate in performance while requiring a minimum of adjustment and maintenance hassles. Take your time. Do it right.

AERO SPEEDING TICKET

After carefully setting up our Pro

Star, it rolled like an American dream should. There's nothing quite like riding on a fresh set of sealed bearings: no surge, no drag, no bind or vibration—just silent, silky-smooth precision. But sealed bearings have a way of being either your best friend or your worst enemy. The bearings on our Pro Star turned out to be a little of both. The Hutch hubs were awesome. No problem there—nor with the pedals or Tange's excellent new BMX 125 alloy headset. That leaves us with the bottom-bracket bearings. Problems! Hutch included a special sheet on bottom-bracket installation in the box with our test bike. Unfortunately, the person who assembled our particular

bike didn't bother to read the instructions. It seems that after one of our normally feverish shooting sessions, somebody glanced down and noticed that both aluminum bearing cups had worked their way out of the bottom-bracket shell. Not good. After we resealed the cups and adjusted the slop out of the arms, it was back outside for more jump shots. Actually, you shouldn't do what we did to our Pro Star. It wasn't fair. But, it's our job. We purposely abused it. More jumps, more berm shots and an occasional crash brought us back into the pits for more repairs. Again, the cups had worked their way out. The arms were flopping; the chain was slapping

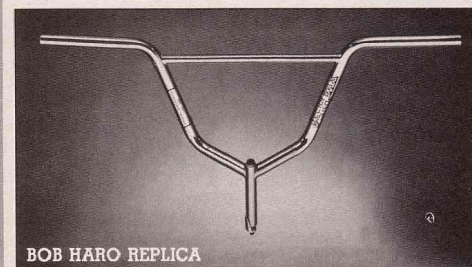


1. Bike: Hutch Pro Star 20-inch complete bike.
2. Age range: 13 and over.
3. Country of origin: USA.
4. Intended use: Racing.
5. Wheelbase: 36-3/4" to 37-3/4".
6. Bottom-bracket height: 11-7/8".
7. Chain stay length: 14-7/8".
8. Steering head angle: 72°.
9. Seat tube angle: 73°.
10. Frame: Hutch Pro Star, 4130 chromoly, heli-arc welded, chrome plated. Features: 1" diameter top tubes, 1-3/8" down tube, 4" head tube, American bottom bracket, 5/8" diameter chain/seat stays, loop-tail design.
11. Fork: Hutch Pro Star, 4130 chromoly, heli-arc welded, chrome plated. Features: 1" diameter legs, leading-axle design. Not drilled for caliper.
12. Rims: Araya 7X, alloy, 20" x 1.75".
13. Spokes: 36/080 chrome plated.
14. Hubs: Hutch, magnesium with titanium axles, sealed bearings.
15. Tires: Carlisle Aggressor R/A skinwells, 20" x 1.75", front and rear, 50 psi.
16. Cranks: Hutch Aero-Speed, three-piece, hollow chromoly, 172mm.
17. Pedals: Hutch Competition, cast-aluminum body, sealed chromoly spindle, replaceable aluminum cages.
18. Chain: Izumi 1/2" x 1/8" black/chrome.
19. Bottom bracket: Hutch sealed bearing.
20. Front sprocket: 43T alloy with Hutch Aero-Speed quick-change disc.
21. Freewheel: Shimano 16T Chromoly DX.
22. Brakes: Dia-Compe MX-900, Tech 3 lever, rear only.
23. Headset: Tange BMX 125 alloy with Hutch 2-N-1 headset and stem lock.
24. Stem: Hutch Pro Racer, aluminum four-bolt clamp, chromoly shaft.
25. Handlebars: Hutch 4130 chromoly, heli-arc welded, chrome plated, 28-7/8" x 9".
26. Grips: Hutch.
27. Seating: Kashimax Aero plastic with Hutch 4130 chromoly straight seatpost and Aero post clamp.
28. Miscellaneous: Hutch Stadium numberplate, three chrome Zap safety pads.
29. Overall weight: 22-1/4 lbs. with pads and plate.
30. Approximate retail price: \$795 to \$815.
31. For additional information contact: Hutch Hi-Performance, 34 Alcoa Place, Baltimore, MD 21227; (301) 242-6924.

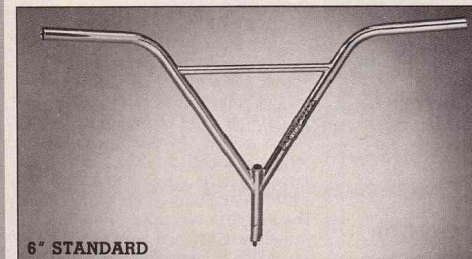
around; we even lost one of Hutch's trick little black plastic crank arm caps. Things were beginning to look bleak.

We checked with Toby to find out the hot tip with the new Aero-Speeds. They're apparently so new that not even Toby had the answer. Why, he didn't even have a set on his bike! (From now on, when we tell you that we test only the latest equipment, please believe us.) It seems that the crank set on our test bike had been among the first off the production line. After we pulled it apart and carefully followed the assembly instructions that the manufacturer had sent along, we didn't have any additional probs. It seems that during the prior assembly, "someone" had "somehow" gotten some grease between the aluminum cups and the chromoly shell, which accounted for the seating problems. After we got rid of that little pain in the neck, we applied some Loctite to the disc screw and the two crank arm

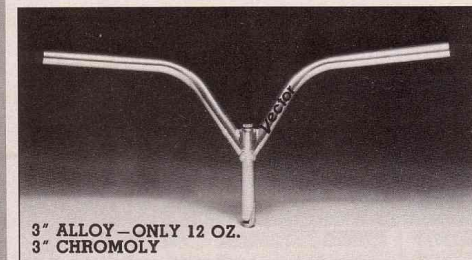
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BOB HARO REPLICA



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HANDLEBAR/STEM COMBINATIONS

(Patent Pending)

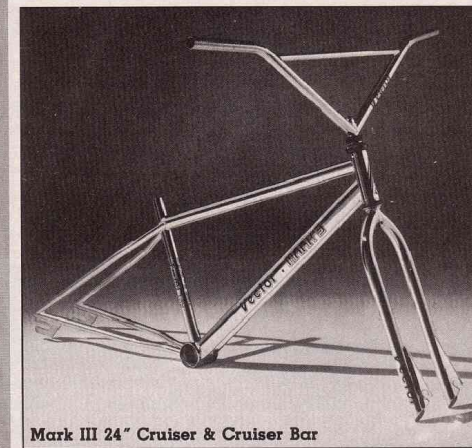
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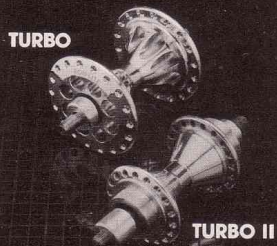
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HUTCH

fasteners—no more problems. We checked everything after another hard ride. After retightening the two crank arm bolts, we never had another problem. The new Aero-Speed cranks looked so beautiful, we really wanted them to work. And they did, but not without some serious dialing in. As long as we remembered that the Pro Star was a super-serious race bike and was to be treated like one, we didn't have any further encounters of the embarrassing kind. Like all thoroughbreds, the Pro Star is a bit high-strung. You just have to get used to that.

STAR-STRUCK

Hutch's Pro Star performance hits hard. For your 800 or so dollars, you've got a 21-pound wonder that's so trick, many pros can't even afford one. If you can't win races on a bike of this caliber, sorry, pal, you just can't win races. It's that trick. When some guy rolls up on a Pro Star, you know he has come to play hardball. The Pro Star lets the world know that you know BMX. It's kind of intimidating, riding around on a bike like this. It's so shiny and flashy, it attracts crowds. Wherever we went, the Hutch turned heads. If you want to cruise

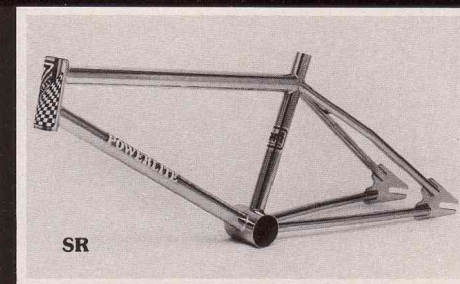
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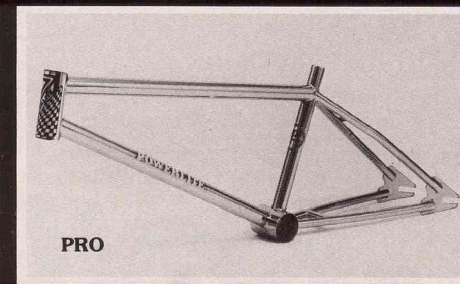
JR.



SR



SRX



PRO



PRO-24

S-24

	Suggested Rider Age	Weight	Top Tube Length
JR.	6 to 9	3 lbs.	16 1/4"
SR	6 to 10	3 1/2 lbs.	16 1/2"
SRX	10 & up	3 3/4 lbs.	18"
PRO	14 & up over 5' 8" tall	4 lbs.	19"
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We won't go into heavy detail on the hybrid handling or the synchronized teamwork of the componentry. There's no need to. Let's just say that the Pro Star is very possibly the finest BMX bike we've ever ridden—probably more delicate than some, but lighter and more responsive than most others. It's a trade-off. The bottom line is that the Pro Star is just about the best BMX has to offer right now. And that goes for Japanese, Taiwanese, or whatever. But, as we've mentioned many times before, American ingenuity does have its price. Is it worth it? Sure it is. All you have to do is pay the price, and you, too, can own the American dream. □



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BEHIND THE SCENES

ABC-TV'S THAT'S INCREDIBLE! WHEELIE RACE

BMX stars battle for
prime-time fame

Story & photos by John Ker



Two members of the triumphant Schwinn team complete a successful hand-to-hand transfer. The team, comprised of Jon Roth, Gordon Fletcher and Ken Falman, was handpicked by Donny Atherton, and, ironically, each one rode a GT.

□ How do you determine wheelie champions? Do you time them? And if so, do you use a stopwatch, a sun dial, or maybe a calendar? Or do you measure the distance as somebody rides his or her back wheel from, say, Sarasota to San Jose? Or do you invent some kind of contest to make it a

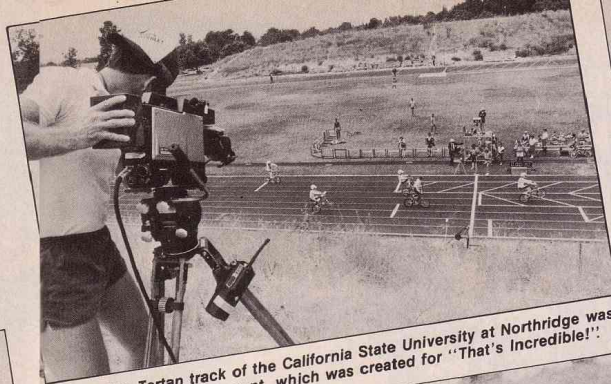
little more exciting?

That's what Alan Landsburg Productions, producers of the *That's Incredible!* television series, did when they set out to find the wheelie kings of BMX. Landsburg and veteran TV director Rea Anders and his crew put their imagination to work to come up with a new kind of wheelie competition.

They decided to create a wheelie

relay race and invite representatives from some of the top BMX teams in the country to compete. Three-man teams from Schwinn, Diamond Back, CW, Jag, S.E. Racing, and Vans all decided to compete. The site for the event was the quarter-mile oval track of the California State University at Northridge.

The contestants included BMX superstars as well as lesser-known wheelie experts. Diamond Back sent Harry Leary, Eddy King, and Doug Davis. CW sent Mike Miranda, Tracer



The Tartan track of the California State University at Northridge was the site for the event, which was created for "That's Incredible!"



Brian Scura drops the baton from his mouth in a failed pass with teammate Martin Aparijo of the Vans freestyle team.

Finn, and Billy Griggs. Jag sent Paul Gossrau, David Ruz, and one of their support riders, Steve Yamamoto. Vans sent world record wheelie champion Brian Scura, freestyle expert Woody Itson, and BMX *Plus!* test rider Martin Aparijo. SE sent a hand-picked group of "no-names" headed by freestyle artist Kenny Haas. Schwinn had Donny Atherton dig up a similar team of little-known riders from his neighborhood. (Ironically, all of them were riding GTs.)

The rules for the event were fairly simple. As mentioned earlier, each team consisted of three riders. Each rider had to wheelie 220 yards while

carrying a baton, and when it came time for the next rider, the first rider had to pass the baton to his wheelie teammate within a marked zone. If the rider with the baton touched his foot or front wheel to the ground, he and his team would be disqualified.

The wheelieing was fairly easy for most of the riders, but racing while passing the baton while doing both was almost impossible. In numerous practice runs none of the teams was able to consistently complete a full circuit without touching down. Even with passing the baton to the receiver's mouth (which was found to be the best way to pass the baton), the success rate on the practice runs was so bad that the rules had to be



CW's Billy Griggs (left) and Tracer Finn try to complete a successful pass of the baton.



Director Rea Anders (with mustache) discusses some fine points of the competition with the riders, as his assistant director wields the megaphone.

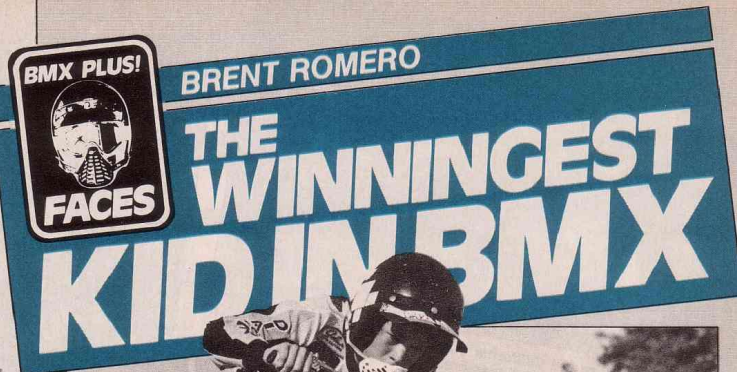
changed. Director Anders decided to merely penalize a team each time somebody touched down. That worked out fine, and the show went on.

Schwinn, Jag, Diamond Back, and Vans all made it to the finals. The Vans team looked like the favorites once the action got under way, but it wasn't to be. When Brian Scura tried to accelerate too quickly on his leg of the relay, he looped out and took out Diamond Back's Doug Davis.

The crash slowed down Diamond Back so much that their chances were wiped out as well. In the end, it was the slower but steadier Schwinn team who got the win.

As they say in the industry, that's show biz.

(Editor's note: The air date for this segment of *That's Incredible!* has not yet been announced.) □



Diamond Back's newest star

Brent dominated his age class in the Phoenix area for the next year and during that time came to the attention

Sandy has high regard for Brent, calling him "one of the greatest finds ever." Says Sandy, "In my opinion, of all the riders I've ever seen, Brent is probably the most totally competitive

As for the coming years, the prognosis is bright. Says Sandy Finkelman, "He'll be even more dominating in the future than he is now." Now *that* is a prediction. We don't even know if that's possible. □

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When you sit in the saddle of a Piranha. When the gate drops. When dirt does reverse gravity in your face. When the pack crunches at the first nasty turn you'd better be on a

Piranha. New from Ross Bicycles. 7 Sleek. Geometrically



slick and componently combed to perform moto-cross magic. We let out all the stops for Piranha, because Piranha is built for the rider leading out of the first nasty turn.



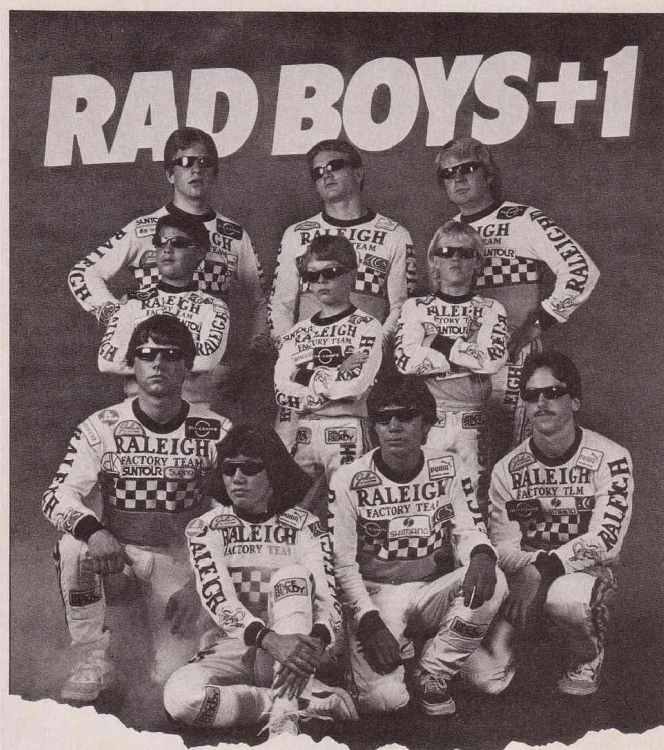
R O S S B I C Y C L E S

RALEIGH 1984

Nasty new models & a tough new team. Are they unmanageable or unstoppable?

You can't help but to have noticed them. You know, those "Rad Boys+1" ads. The ones with everyone standing there looking so cool in their dark designer wrap-around shades. That's the nasty new Raleigh Factory BMX Team. Combine this well-rounded, if not motley, crew with an equally impressive new lineup of bikes, and it suddenly appears that the Big R will emerge as a force to be reckoned with in 1984.

Raleigh debuted its '84 race effort and bike line back in September at the Interbike Show in Las Vegas. To say that those in attendance were impressed would be an understatement. Everybody was pumped! Especially the Raleigh guys! From the look of things to come from Raleigh this year, don't be surprised. We told you so. □



Raleigh Racing 1984 (top row L to R): Mike Stinson, Mark Driscoll, George Antill. (Middle row L to R): Sam Arellano, Dylan Spears, Jason Christy. (Bottom row L to R): Don Johle, Misty Dong, Larson Manuelito, Jamie Tedesco.



Power riders such as team rider Mike Stinson will find Raleigh's new R7000 24-inch to their liking. Twin 70-degree head and seat tube angles and a just-under-40-inch wheelbase make for a smoother ride when the going gets rough.



Raleigh's top of the line—the R7000FS ("FS" stands for full size). Features double-butted 555 chromoly tubing, aero-style alloy rims, chromoly cranks, bars and seatpost. Check out the all-new rear triangle and dropouts!



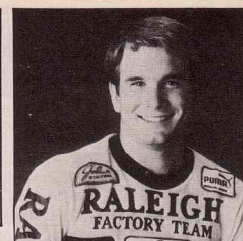
The R7000SL ("SL" stands for super light). It's the scaled-down 20 x 1-3/8 tire-clad counterpart to the R7000FS. This is going to prove to be THE hot bike for the 12-and-under crowd!



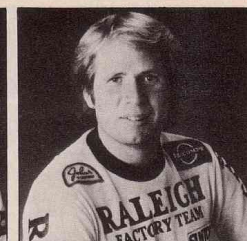
Dylan Spears, National Number Two, 10 Expert, Murfreesboro, Tennessee. Has been racing since he was four years old and has carried the title of Tennessee State Champ for the past five years.



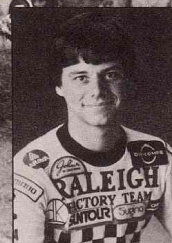
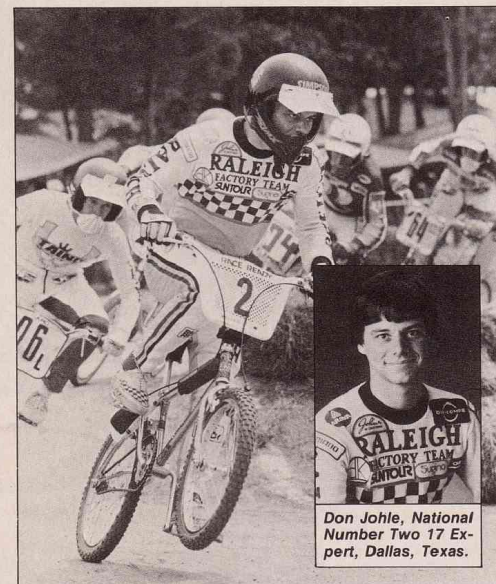
Misty Dong, National Number 15, 16 & Over, Girls Division, Bakersfield, California. Has been active in BMX for the past six years and has appeared in TV commercials, an episode of CHiPs and a soon-to-be-released Paramount film.



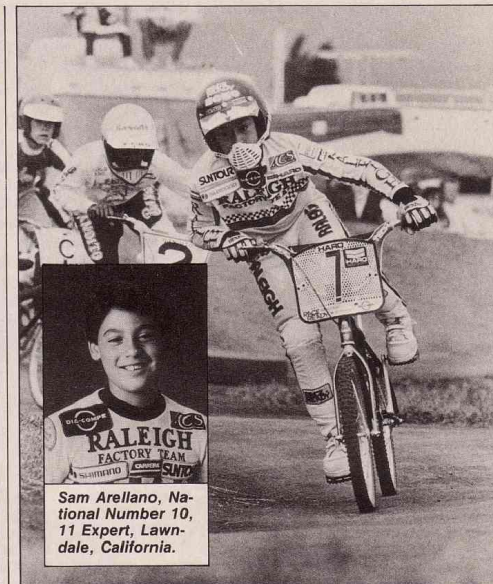
Mark Driscoll, National Number 22 Pro, Cedar Rapids, Michigan. Was recently recruited from the Huffa race team. Former 16 Expert World Champ.



George Antill, National Number Nine, 35 & Over Cruiser. Began BMX racing in 1980 after racing motorcycles professionally. Plans to take home the Number One Plate in his class this year.



Don Johle, National Number Two 17 Expert, Dallas, Texas.



Sam Arellano, National Number 10, 11 Expert, Lawndale, California.

Keep an eye on Johle this year. He recently graduated from high school and turned pro, earning himself 32 college scholarship offers! With a new class sponsor and bike, he could prove to be as unstoppable on the track as he is in the grade books.

Slammin' Sam Arellano, Murray World Cup 1983. In only three years of racing, he has won over 1000 trophies and earned several appearances on national television. You can bet that team riders like Sam had a lot to say when the topic turned to developing new bikes for 1984. Raleigh listened. We win.



Raleigh's top-dog 24-inch—the R7000. Same double-butted chromoly 555 tubing as the other two R7000s, plus 185mm chromoly cranks, Raleigh's trick new high center ridge, uni-directional skinwall tires, and alloy aero-style 24 x 1.75 rims.



The R3500. Available in either full-size (FS) or superlight (SL) frame-and-fork sets. With any of the FS packages you get the full-size 20 x 1.75 alloy rims, while the SLs come equipped with super-trick 20 x 1-3/8 alloys.



The 2500 CFS and SL are two of Raleigh's most affordable BMXers. We were really impressed with the fact that you find stuff like the chromoly freewheel, power disc sprocket and beartrap-style pedals as stock equipment!

THE 1983 WORLD ALMANAC SKILLS CONTEST



Story & photos by John Ker

Five new records set

□ Who is the best BMXer in the world? That is a question that has been around for as long as there has been competition. In BMX the question is usually settled by racing. Or is it? A pro can hit a hot streak and win three races in a row, and we all think he's the hottest guy going. Then he doesn't win a race for four months, and we have to figure somebody else is the best BMXer in the world. But who?

Well, we can't answer that. Or can we?

The World Almanac National BMX Skills Competition was created to help answer the question, *Who's the best in the world?* for five different BMX skills. The two guys who dreamed up the whole concept are Steve Fiske of the Fiske Enterprises public relations firm and Linn Kastan of RedLine Engineering. They decided that it was about time somebody started finding out who was really the best in the world at BMX, and they worked out a plan to find out.

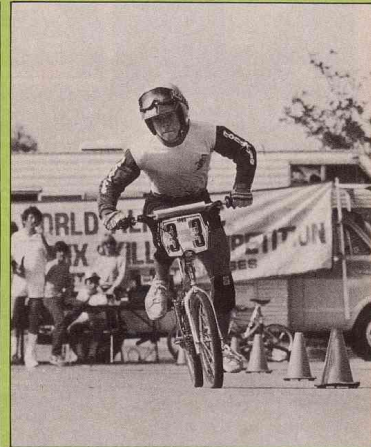
In June of 1982, after securing the help of several major sponsors, Fiske set out across the country with the

RedLine motor home, a trailer full of the necessary equipment, and a crew of enthusiastic helpers. By the end of the summer, his crew had traveled over 20,000 miles, stopping at some 35 different cities and seeking out the best BMXers in the country in the five different events that Fiske and Kastan had devised: 1. a 25-meter dash; 2. a 25-meter slalom; 3. a distance jump off a one-foot-high ramp; 4. a bunnyhop; and 5. a timed wheelie.

The event was a big success (see *BMX Plus!*, December 1982), and world records were officially recorded in all five events in the 1983 World Almanac, which had agreed to help sponsor the tour.

CHANGES FOR 1983

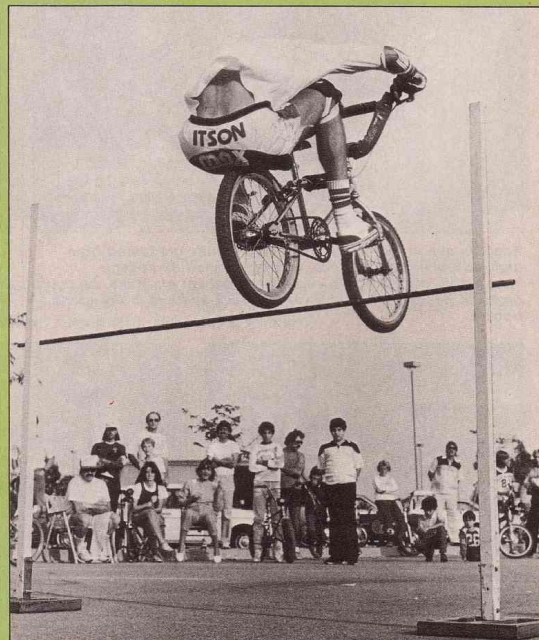
Steve Fiske wanted to make the skills contest an annual event right from the beginning, but he got off to a slow start in the second year of the event, 1983. It was already summer by the time he had lined up enough sponsors to finance the tour across the country. The World Almanac remained the key sponsor, while RedLine, Skyway, Nike, Texas Instruments, and Keebler signed up as co-



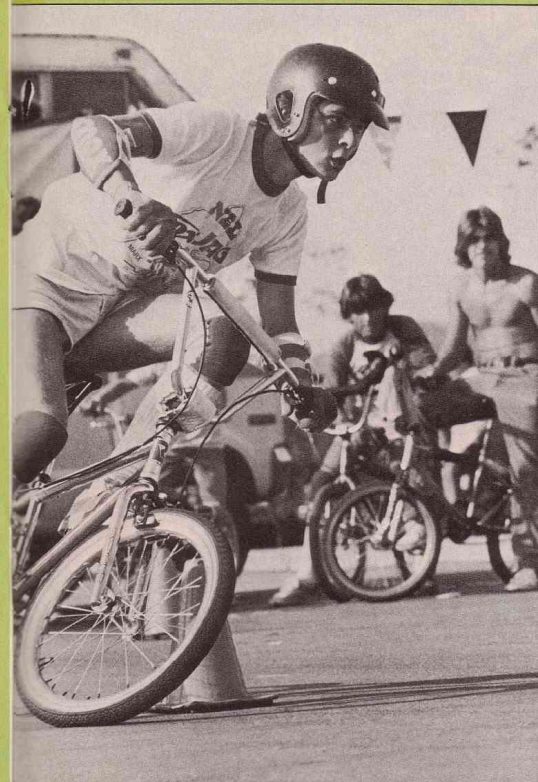
What could be more basic than a 25-meter dash on a BMX bike? Well, that's what makes it a tough event. What could be more difficult than setting a world record in it? Here's Brian Berger doing just that in 3.06 seconds, shaving .16 seconds off Jeff Kosmala's 1982 record.



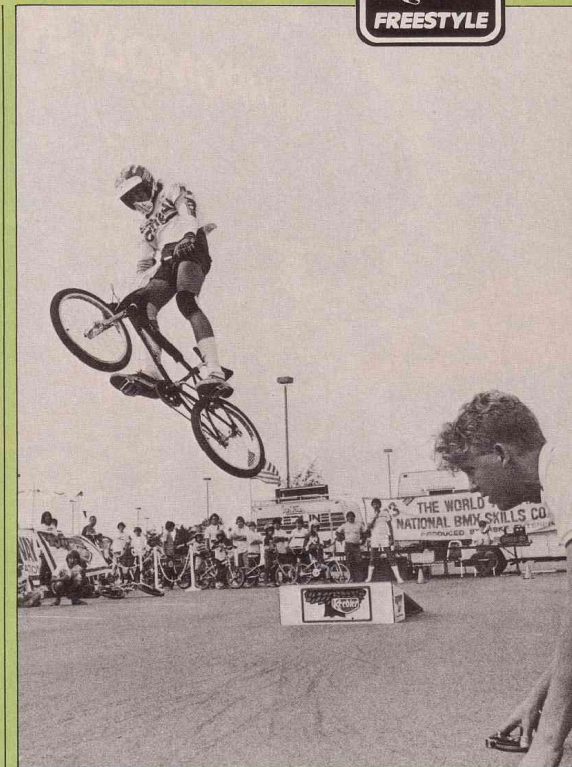
The contest was designed to discover great talents and raise them from obscurity to fame. Rich Hodge, who here tied the bunnyhop record of 41½ inches on the final day's competition, was one of the discovered talents.



With not an inch to spare, Woody Itson sails over the crossbar on his way to tying the 41½-inch bunnyhop record.



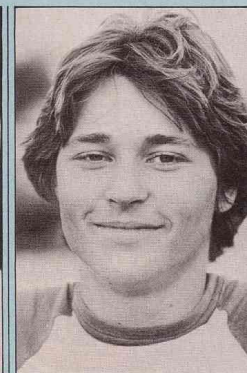
Michigan's Steve Gorski flew out to California from Michigan just to beat his own record in the 25-meter slalom event.



Last year's bunnyhop co-champion, Tim Tracy, put up a great fight in the ramp jump competition. His 17 feet eight inches was just two inches shy of Martin Aparijo's record.



BMX PLUS! test rider Martin Aparijo recaptured his world record in the ramp jump.



Co-holder of the bunnyhop title, Rich Hodge.



Freestyle specialist and bunnyhop expert, Woody Itson.



Some riders, like this one, were more interested in just having a good time than worrying about breaking records. Next year, promoter Steve Fiske says he will give awards to every age class champion in the country.

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THE 1983 WORLD ALMANAC SKILLS CONTEST



SST owner Brian Scura said he could have gone for hours longer if he hadn't run into a curb two hours and 57 minutes into his record-breaking wheelie.



Brian Scura admits that marathon wheelies can get a little boring at times. It was clowning like this that finally did him in.

sponsors. Once again, RedLine provided "loaner bikes" equipped with Skyway Tuff Wheels that kids could borrow if they wanted, and Bell provided helmets for the same purpose.

The events were unchanged, but for some minor refinements. In the bunnyhop and ramp-jump contests, riders were allowed 35-foot approaches this time, ten feet more than last year. (The bunnyhop results weren't affected much, but competitors found the longer approach a big help in the ramp jump.) The other minor refinement was that a separate arena area



Martin Aparijo demonstrates his world record form with a powerful leap from the foot-high ramp, easily clearing the tape marking the previous record.

was marked off for the wheelie competition so the marathon wheelie artists wouldn't hold up the rest of the competition. This was a great idea, as everyone found out when the 42-minute, 23.35-second record of 1982 was being challenged.

THE RECORD-BREAKING FINALE

We couldn't cover every stop on the tour, or even most of them, but we could cover what is probably the most important one. According to Steve Fiske, that would be the final event, scheduled for The Oaks shopping mall in Thousand Oaks, California, virtually

our own back yard. Last year, when the final event was also held at The Oaks shopping mall, records were set in three of the five different contests, and another record was tied. With luck, something similar would happen.

As luck would have it, we couldn't have picked a better stop to visit. This year, every single world record was under assault on the final day. Four records were broken by nightfall, and the other one was tied. We couldn't have asked for more. (See the sidebar for the new records and who set them.) □

THE 1983 WORLD ALMANAC SKILLS CONTEST

THE NEW RECORDS AND WHO SET THEM



Steve Gorski prepares to launch an assault on his 1982 record in the 25-meter slalom event. On his 27th try on the final day he finally broke his old record.

THE 25-METER DASH

• Last year's 3.22-second clocking in the 25-meter dash was set by Jeff Kosmala in Thousand Oaks, and the record stood until a year later, when 17-year-old Brian Berger of Thousand Oaks shattered it with a new time of 3.06 seconds. Berger, a 17 Expert, recently took two thirds in the 17 Expert and 16 & Over Open classes at the Las Vegas ESPN race, covered elsewhere in this issue.

THE 25-METER SLALOM

In 1982, nobody could even come close to the incredible 7.24-second record by Steve Gorski in Troy, Michigan. When Gorski missed this year's event in Michigan, he decided to spend his savings on a round-trip ticket to Los Angeles so he could try to break his own record. No one else was even coming close to Gorski's remarkable '82 record.

Promoter Fiske invited Steve to come to the event as his guest and to stay at the Fiske house. Gorski accepted and flew to California.

Steve tried all day Saturday and almost all day Sunday to break his old record, coming heartbreakingly close, but repeatedly missing the mark. Finally, late on Sunday afternoon, Steve accepted some coaching and encouragement from another champion, Brian Scura, and tried taking the



Vance Hubersberger of Beulah, Colorado, was the first rider to clear the bunnyhop bar at 41½ inches. For two years riders have tied him, but no one has been able to beat him in this event.

cones wider. The advice worked. Sunday, on Steve's 27th try (entries in the event were priced at \$3.50 for three, \$5.00 for five), he snaked his way around the six rubber cones in a new record time of 7.17 seconds.

DISTANCE JUMP OFF A ONE-FOOT-HIGH RAMP

When the 25-foot approach to the one-foot-high ramp was increased to 35 feet for 1983, it stood to reason that Martin Aparijo's 15-foot 9-1/2-inch jump of 1982 would be eclipsed. It was—by Rich Barone of Illinois, who leaped 15 feet 11-7/8 inches.

Martin came back with a vengeance and broke and rebroke that record and new ones, until he set the final record of 1983—17 feet ten inches—in the gathering gloom of dusk on the final day of the event. Martin was not without a challenger, however. Tim Tracy, a co-holder of the 1982 bunnyhop record, went all the way up to 17 feet eight inches before it got too dark for him to see the jump anymore, and he decided that Martin's record would have to stand.

THE BUNNYHOP

Vance Hubersberger set the 1982 record of 41 inches in Colorado. The mark was later equaled by Tim Tracy of Thousand Oaks, and the two shared the record in the World Almanac.

This year, Hubersberger was the first to break his 1982 record, but not the last. With his unusual table-top-style method, Vance cleared 41-1/2 inches this year in Colorado.

On the final day of competition in 1983, at The Oaks mall, Vans' trick team star Woody Itson and local bunnyhop artist Rich Hodge both tied



Brian Berger shows the tools of his trade—his Jag bike and one of the strongest pairs of calf muscles in BMX.

the Hubersberger mark but failed to beat it. Tim Tracy, last year's co-holder of the record, cleared 39 inches this year on the final day, then had the bar moved right up to 42 inches. He tried six times, failing each time, and so the final record of 41-1/2 inches is still shared by Hubersberger, Itson, and Hodge.

THE WHEELIE

Brian Scura's record of 42 minutes 23.35 seconds in the 1982 wheelie event was unbeatable in 1983, until the tour came back to California. In Anaheim, a week before the Thousand Oaks contest, Scura's Vans teammate, Woody Itson, obliterated the old record with a 57-minute timing.

Brian decided he didn't want to give up his record without a fight. He brought his favorite trick bike to Thousand Oaks and wheeled Woody's record away.

Brian was planning to wheelie all day long if he could, but just short of three hours into his record breaker, he turned to say something to some on-lookers. When he glanced back at the 50- by 82-foot area in which he had to complete his wheelie, he saw that he was about to hit the curb. He successfully wheeled over it, but the time-keeper had to stop the clock when Brian left the designated area. The final time was two hours 57 minutes. •

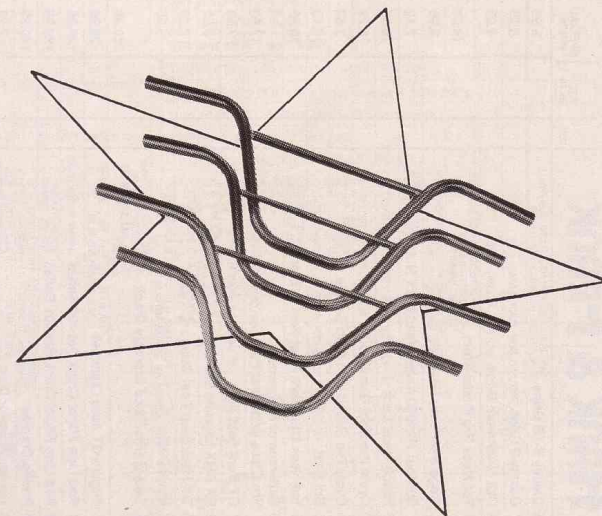
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HOW-TO

BUILDING A RAMP

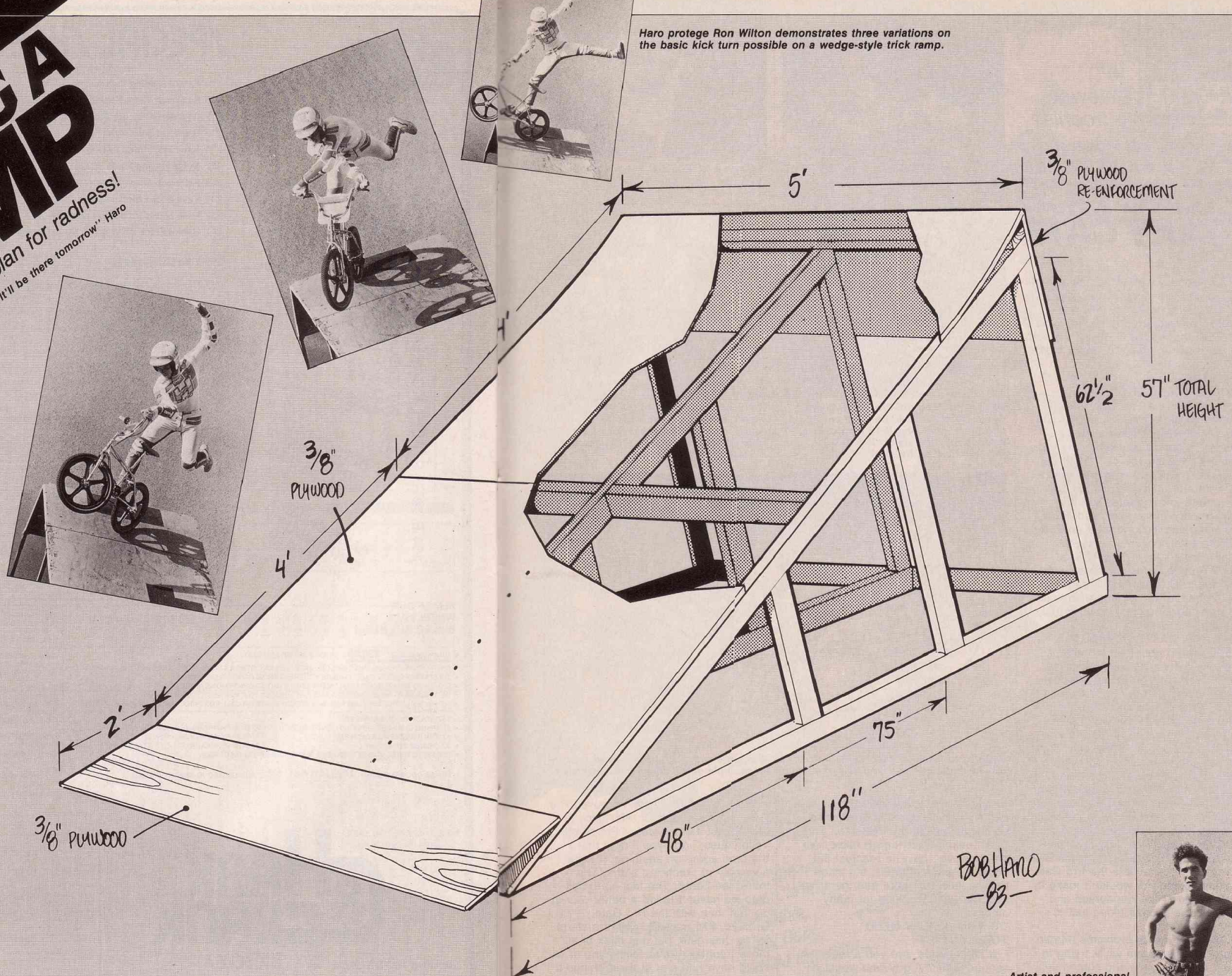
Haro's diabolical plan for radness!
Story & illustration by Bob "It'll be there tomorrow" Haro

□ Well, team, it's time to crack out the saw and hammer and revamp your ramp. Since we know what rampaholics most of you are, we felt it only fitting to show you what is cooking in the way of new small or trick ramps.

What is presented here is a rather detailed illustration of a wood version of the Haro Freestyle Team's trick ramp. My ramp is almost the same as far as dimensions go, only it's in steel. If you've got the cash, then I'd recommend steel. But since most of us are on the family-plan budget, wood will be sufficient.

To begin this project you will need a saw (hand) or skill saw, a hammer, glue, nails, approximately 110 feet of two-by-fours and two sheets of four-foot by eight-foot by 3/8-inch plywood and some patience.

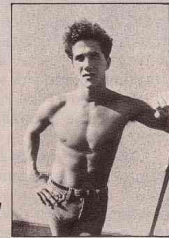
A few recommendations when assembling this ramp: Lay one frame triangle on the ground with the triangle cut to size, then set it up as if it were the complete ramp. Next, eyeball it to see if it's not too gnarly for your abilities. It's fairly large, but it looks great and is cool to ride. Then, if everything's ten-four, lay the first one down and use it as a guide for the other two triangle supports—that way everything matches. Use glue on the joints and wood screws to hold the plywood to the frame. This will make your ramp stabler. Other than that, take your time and have fun with your new toy! □



Haro protege Ron Wilton demonstrates three variations on the basic kick turn possible on a wedge-style trick ramp.

BOB HARO
-83-

Artist and professional freestylist Bob Haro.





Gateway
to trophies

PRO GATE II PRACTICE START GATE

□ Occasionally we run across a product we wish someone would have invented a long time ago. Like this month's product probe, the Pro Gate II Practice Starting Gate. Boy, if we had only had one a couple of years back, well, then...

INVESTING IN A TROPHY COLLECTION

Simply put, the Pro Gate II is a lightweight, portable practice starting gate—lightweight because it's constructed of sand-cast aluminum, and portable because you can fold it up and take it with you. It comes equipped with four stakes for securing it to the ground and operates with the simplicity of a hand lever and cable. The cable connections even allow for multiple gate hookups if you wish. What more could you want? The price? Around 75 bucks for a single-gate setup. No assembly is required, but the bad news is that batteries are not included. The good news is that you don't need any.

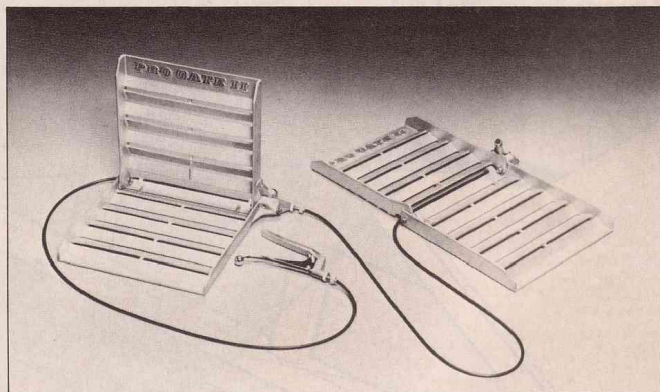
PRACTICE MAKES PERFECT

It all started about six months ago when the folks at Pro Gate sent us one of their early Pro Gate II models. We promptly went out and snapped it in half. Both Martin and Miranda took a trip over the bars and went away mumbbling something or other about "we told you so" or "if Bradley wants this new stuff tested so badly, he ought to test it himself." So much for hard feelings. We sent it back with a brief list of shortcomings and possible solutions, and they returned the favor by fabricating a new-and-improved version of the Pro Gate. Now let's welcome back our once-bitten, twice-shy test team to re-evaluate the Pro Gate. Miranda couldn't or wouldn't make it, so Hutch pro Toby Henderson and freestyler Fiola came along just to keep us honest.

After some minor problems (Martin hammered his thumb while trying to pound in the stakes) and some minor adjustments, the new Pro Gate started to click. Start after start the Pro Gate



Toby really liked the Pro Gate. Ask him or any other Pro, and he'll tell you that one of the best ways into the bucks is through practice starts. The Pro Gate II will take care of the rest.

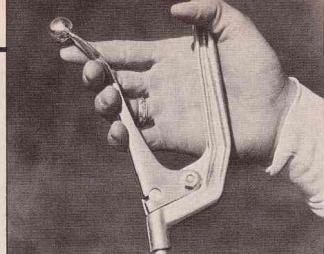


Gateway to trophies: the Pro Gate II. Comes complete with four stakes, hand grip release and cable connections, which allow for multiple gate hookups. No assembly required.

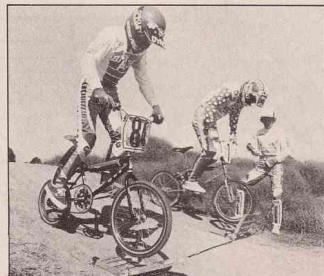
resisted flex, stayed put and released quickly and cleanly. Even with the combined weight of Henderson and Fiola, neither mechanism failed. We did, however, have to readjust the cable a couple of times, but since then, a little lube here and there has kept our gates working for many moons.

DO YOU REALLY NEED TO BUY THIS?

It all depends. Are you a racer? A serious racer? A guy who would do anything within the rule books to beat his competition by embarrassing



A pinch is all it takes. Set the gates, ready the riders, pull the trigger and JUMP back!



We're proud to say that the new and improved Pro Gate II successfully withstood repeated abuse from both Fiola and Henderson. Treat it right and it'll last many moons.

RAD BOYS+1



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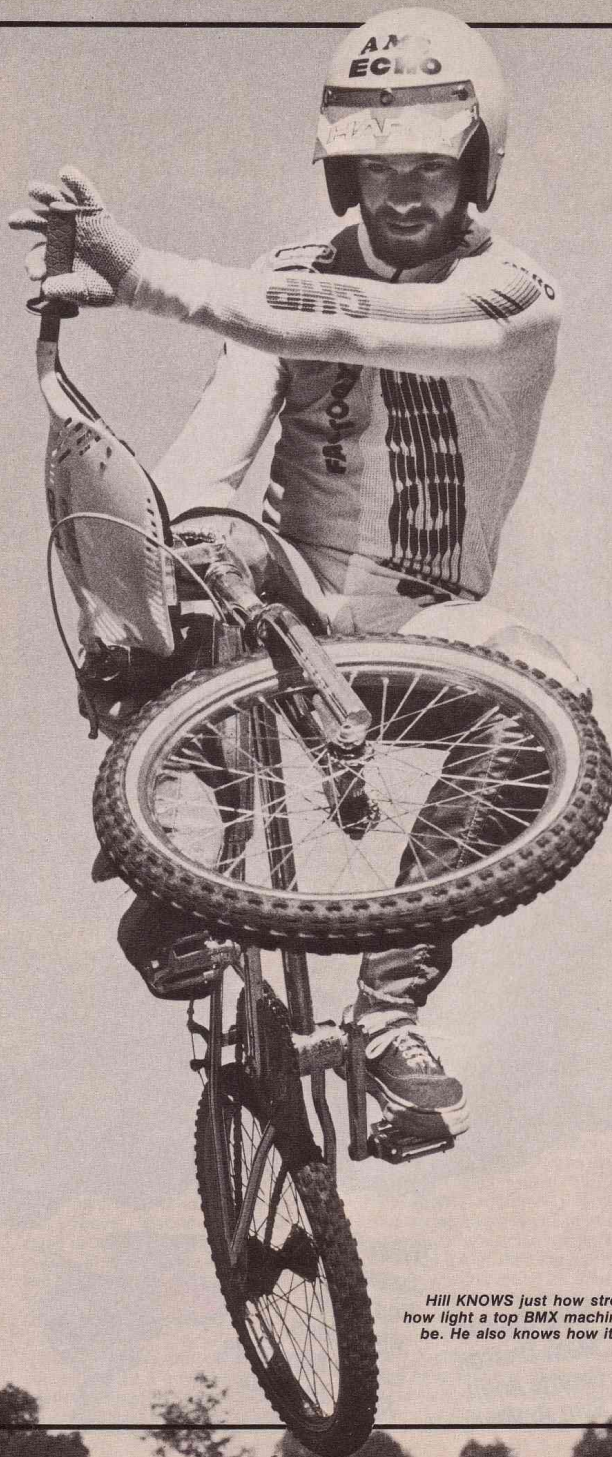
GHP ENSEMBLE

An exclusive look into
Greg Hill's all-new BMX
wares

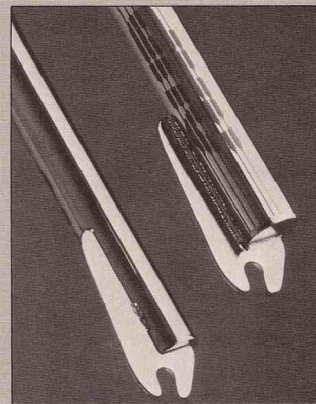
□ It has often been said that if you want the job done right, you've got to do it yourself. And if you happen to be one of the world's top BMX pros like Greg Hill, then that means manufacturing your own line of BMX equipment in the process. If you've followed Hill's career at all, you already know that he has always known what he wants and that getting it is one of his favorite pastimes. So, when we first heard that Hill was leaving his long-time sponsor, GT, to join forces with his father at GHP (Greg Hill Products), it was really no big surprise. We always knew that it was only a matter of time before "the Businessman" got down to business.

TAKING CARE OF BUSINESS

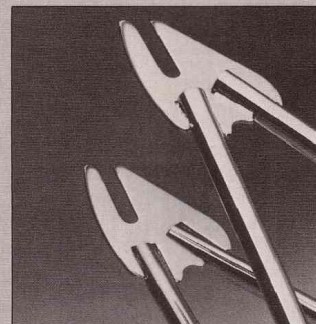
GHP is a family operation, and as such, prides itself on producing a limited number of high-quality BMX frames, forks, bars, and seatposts. If you're looking for a mass-produced product, you just won't find any at GHP—at least not yet. Maybe, just maybe, you're really sharp and have noticed that this new GHP stuff slightly resembles certain products marketed previously under the Star logo. Very observant! Star Products was Greg's father's company, which has now evolved into GHP. No change in quality or construction, just a change in decals. All GHP products proudly display flashy new yellow, red, and orange logoed Mylar decals over



Hill KNOWS just how strong and how light a top BMX machine must be. He also knows how it should handle.



Clean, strong and simple—that about sums up the GHP tubular forks. Weld quality was outstanding, as was the show chrome-plated finish.

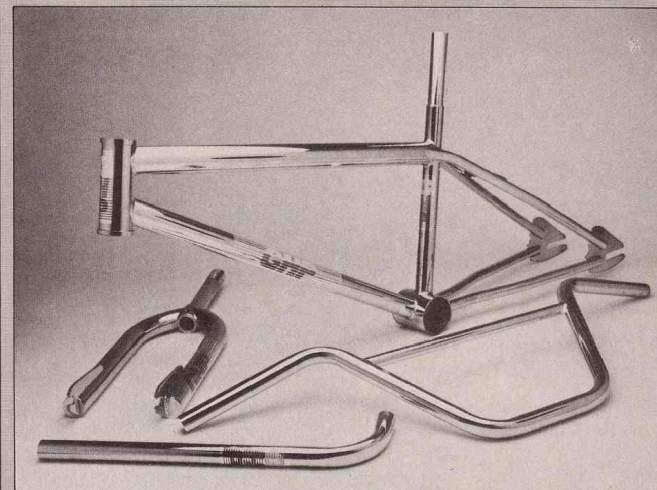


The rear stays and drops are very businesslike. No fancy tapered tubes or Swiss-cheese dropouts here; just what you'll need to keep everything straight and true while you win every race in sight.

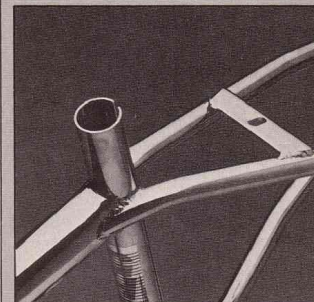
meticulously plated and polished chrome finishes.

FRAME WORK

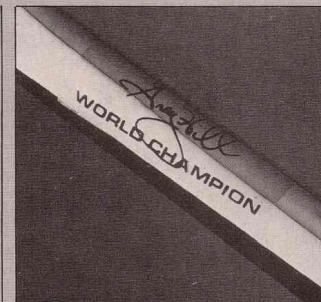
The heart of the GHP ensemble is the race-proven frame-and-fork set. Combine Greg's years of racing knowledge with his father's understanding and insights into frame fabrication, and you come up with a slick package, indeed. Weight on the frame alone is four pounds, ten ounces, while the forks hit the scales at one pound, 12 ounces. The frame set features 1-1/8-inch top tube, 1-1/4-inch down tube, four-inch head tube and a large yet thin-walled bottom-bracket shell. Chain and seat stays are separate. They are joined at one end by beefy rear dropouts. At the other end the seat stays wrap around the seat tube and are welded to the sides of the top tube. The chain stays are welded into the bottom-bracket shell as usual. The GHP forks are a pair of



The GHP ensemble. Beautiful music for BMX ears. Bad noise for your competition.



Hill's unique approach to the high-stress seat tube juncture. The seat stays are meticulously mitered to wrap around the seat tube and along the top tube. The result is functional beauty.



There are not many guys who can display a decal like this. There are also not many people who can produce an ensemble this nice. Greg Hill can do both.

very businesslike 1-1/8-inch tubular 4130 chromoly leading-axle units. Fabrication quality on our frame-and-fork set was excellent. The welds were clean and consistent, while chroming and polishing were outstanding.

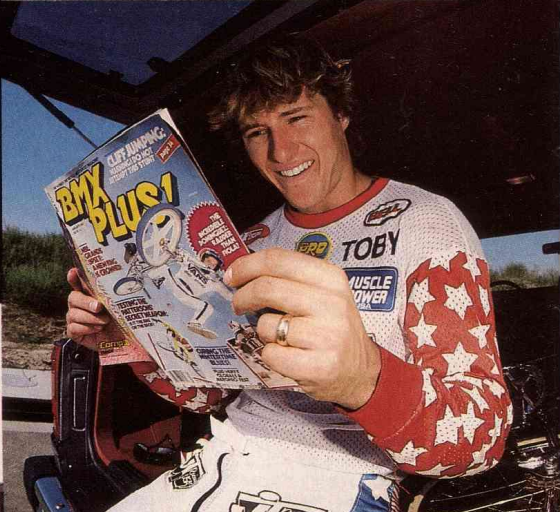
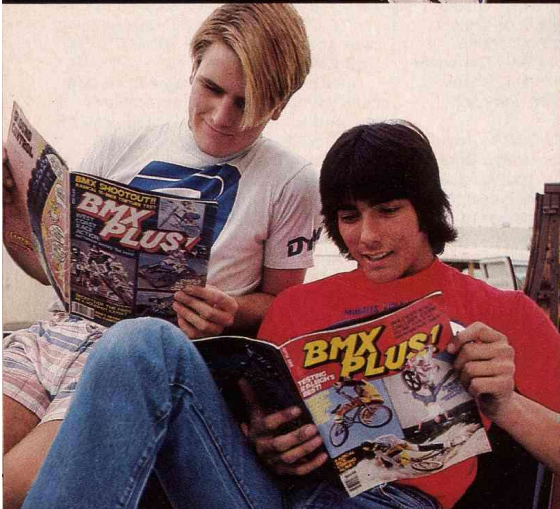
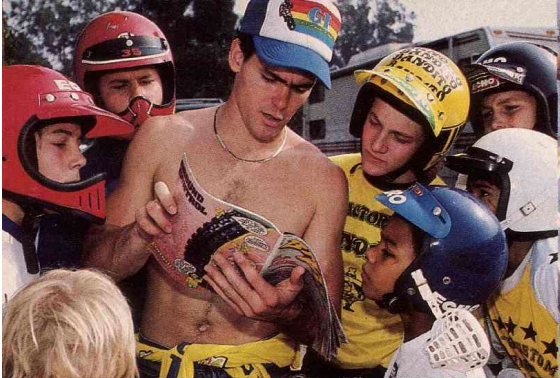
LAID-BACK BEHIND BARS

Behind GHP's popular Pro Bars (formerly Star Bars) is your choice of either straight or laid-back seatposts. Both posts have been designed with the big guys in mind and feature beefy .065-inch-thick 4130 chromoly tubing. The laid-back, as well as the straight model, comes in jumbo 15-inch lengths. The dimensions on the bars are 28-7/8 inches by nine inches and they feature today's popular, flatter (less swept-back) "pro"-style bend. Hill has always believed that running a taller set of bars with a flatter bend aids in stronger starts and in a more efficient power position. We liked the

bars and the posts, and we feel that if you're around five feet four inches or over, you will, too.

THE END RESULT

After previewing GHP's new line, we think you'll agree that if anyone is qualified to build a hard-core ensemble for racers, it's Greg Hill. Overall, we were very impressed. But then again, we expected this sort of an effort from the Hills. Quality control is top notch. Fabrication and attention to detail are excellent, and you can't deny the instant status value of the GHP logo. After all, if it's good enough for guys like Greg Hill, Charlie Williams and England's Tim March, chances are it's good enough for regular duffers like the rest of us. Be warned, though, this is only the tip of the iceberg. We predict that you'll be hearing a lot more from GHP in the future. Whatever you do, don't touch that dial! □



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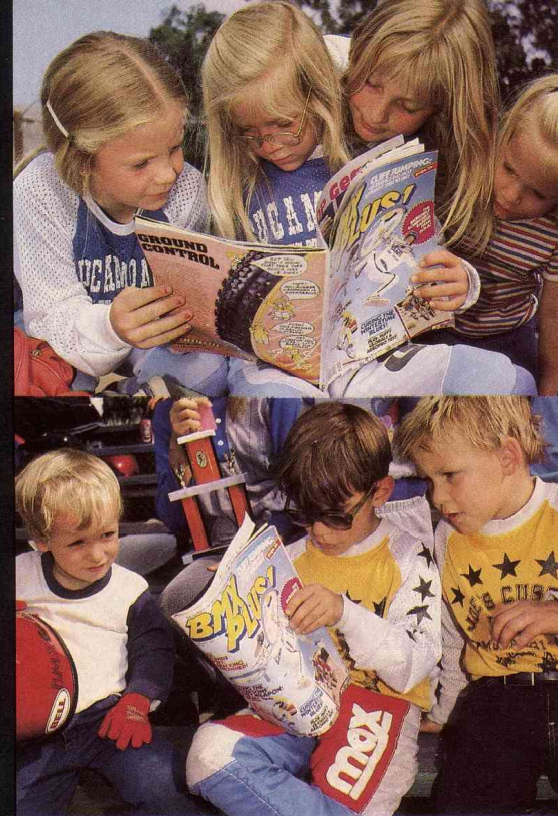
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ESPN: ROUND FIVE

VIVA LAS VEGAS!

Hill bombs; Patterson powers into the series lead

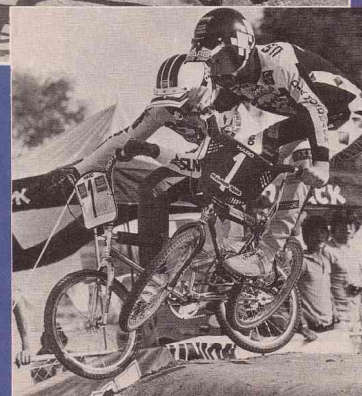
Story & photos by John Ker



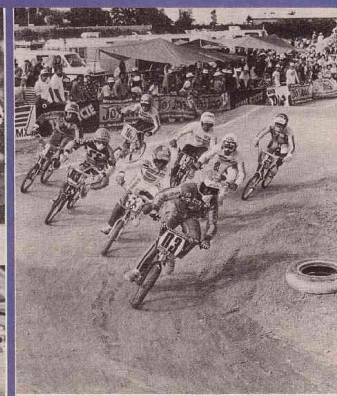
(Above) Brian Patterson (4) became the first rider to win two ESPN Pro Spectacular races this year, narrowly beating Pete Loncarevich (73L), who, if this race was any indication, will be a major threat in the pro ranks in 1984.

(Right) Local Fred Johnson (03) won the 17 Expert over a tough group, including Mike Poulson, who is not used to losing to unknowns. (Center right) RedLine's Eric Garcez and Diamond Back's Doug Davis only race against each other in the same age class about one month out of the year. Garcez got the win—barely.

Just when we thought the hottest winning steak in BMX was finished, Brian Patterson came back to prove that it isn't over yet.



□ Most BMXers love Las Vegas. It's not that Las Vegas was designed with kids in mind. Far from it. It's just that it's one place where racers can usually get their parents or sponsors to bring them to a race. The casinos, the bright lights, the restaurants, the shows, and the chance to maybe come home with half a million dollars from a slot machine jackpot can be an irresistible lure for a lot of grown-ups. It's also a welcome change for the nation's top BMX pros, who are used to touring the backwater BMX tracks of the rural U.S. in towns where the after-race entertainment is often limited to a dinner of Chicken McNuggets, a second-rate movie, and a few rounds of video games.



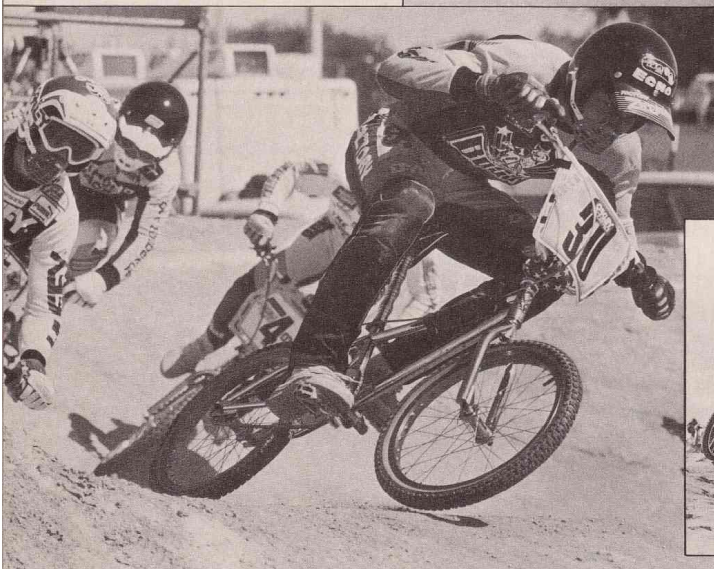
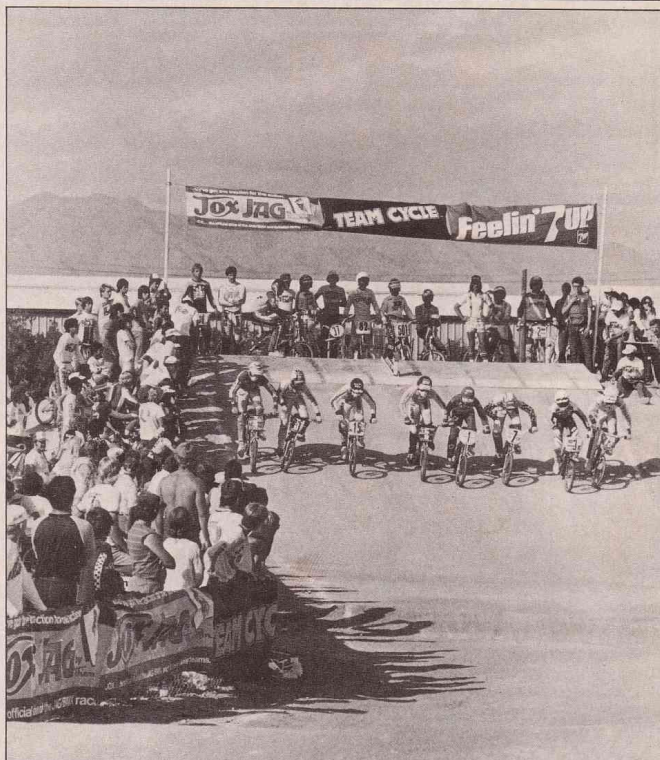
LAS VEGAS!

I don't want to say too much to help promote the casinos of Las Vegas (since their slot machines and gaming tables have never done much to help me), but they can be kind of fun places to hang around in if your idea of a good time includes losing a lot of money in a short period of time.

With over two and a half months of slack time between the NBL Grand National and the ABA Grands, and with no ABA or NBL Nationals in the interim, amateurs and pros were both ready for Las Vegas and round five of the ESPN Super Series. Whereas the first four races of the series had drawn about 80 motos each, with the optimal scheduling and the lure of Las Vegas, this one drew 109—not quite spectacular, but a big improvement, nonetheless. (See the sidebar for more on the amateur battles.)

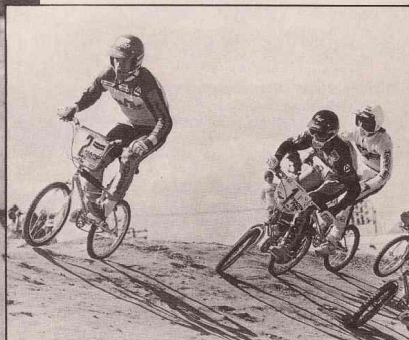
PROS LOCKED IN TIGHT BATTLE FOR SERIES POINTS

If nothing else, the first four races of the ESPN series had proven how little difference in ability and consistency there is among the top pros. Following the last stop of the series in Johnstown, Pennsylvania, Greg Hill was the points leader with 190 points, just 20 points ahead of Eddy King, 50 points ahead of Harry Leary, and 70 points ahead of Brian Patterson and Anthony Sewell.



Richie's older brother Ronnie Anderson used to be known as one of the most spectacular jumpers in BMX. Now he's becoming one of the fastest pros as well: first in Pro Trophy.

The pros launch down the starting hill as the crowd jams the fence for a better view of the action.



Profile's Richard Zagars looks like he'll be in the B Pro class for a short stay. Incidentally, note how rough the first turn is in this shot—bumps galore.

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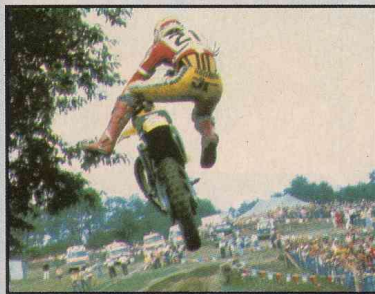
1. Flyin' Four-Sixty-Fives—Rick Sieman photo.



4. Sandblasting on the ATC250—Paul Clipper photo.



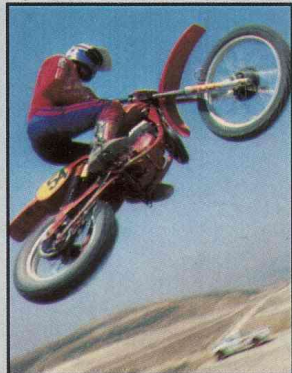
7. Johnny O'Mara on the 125 Zuger—Dennis Cox photo.



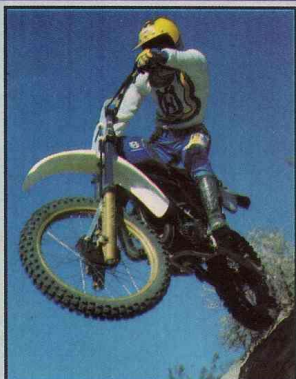
8. Bob Hannah at Unadilla GP—Dick Miller photo.



2. "Magic" Mark Barnett—Dennis Cox photo.



5. Soaring Clark "Kent" Jones—Dennis Cox photo.



3. Dick Burleson on the rocks—Tom Webb photo.



6. Marty Moates and Chuck Sun—Miller photo.

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BMX2-4

SO-SO TRACK, BEAUTIFUL WEATHER

The Las Vegas track was judged as average to slightly below average by most of the pros. It offered a variation on the popular U-in-a-U design, but it was too bumpy (most notably in the first turn) and too narrow for the tastes of most pros. Another complaint was that the gate gave too much of an advantage to the riders on the inside. As a matter of fact, the gate was much less fair the day before, but the pros had gotten together and reangled it slightly to make the positions more equitable.

The weather for the race was beautiful, with a clear blue sky, bright sun, and temperatures in the 70s and low 80s.

HILL BLOWS IT

Series leader Greg Hill could have used another high finish to help build his narrow lead in the points race, but he got just the opposite of what he needed. Hill suffered from slow starts on what was obviously an "off" day for him and failed to make the Pro Main.

It was a far better day for Hill's biggest rival, Brian Patterson. Brian, the winningest pro of 1983, had gotten over the shock of losing the NBL Number One Pro title to Eric Rupe a month earlier and was eager to reaffirm his reputation as the hottest pro in BMX.

Brian made the Main along with Eddy King, Toby Henderson, Greg Grubbs, Eric Rupe, Tommy Brackens,

LAS VEGAS!

Pete Loncarevich, and Clint Miller.

In the first running of the three-round Main, Brian exploded out of the gate with the early lead and took it all the way to the finish for the win. Loncarevich finished second, and Grubbs third.

In the second running, Brian won again. This time Miller took second, and Brackens third.

At this point, Brent Patterson joined Brian on the infield to apprise him of the situation as it now stood. Brent was keeping score: Loncarevich, Miller, and Brackens each had seven points; Brian had just two. Nobody else was in reach of Brian's points lead.

Brian admitted later that when he joined the other pros on the gate for the final running of the Main, he pushed to the back of his mind the fact that he only needed a fifth to guarantee himself the overall win. He wanted another first. When the starter called out, "Watch the lights," however, a muscle in Brian's left elbow suddenly went into a severe and painful cramp. "I couldn't say 'wait,' 'cause I knew he was ready to hit the switch, and I just seized," explained Brian later.

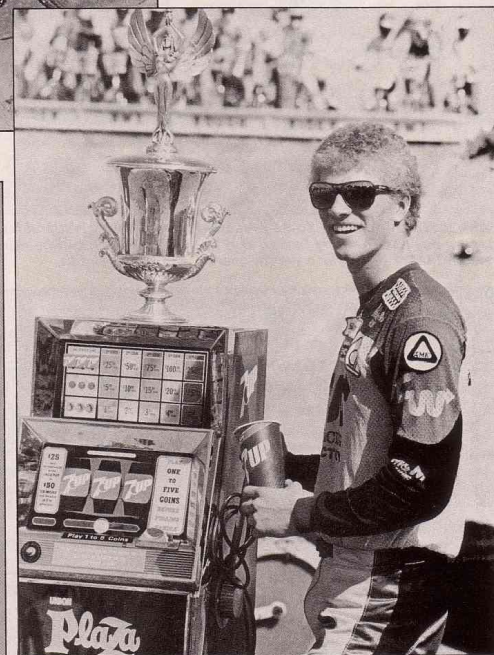


Murrayman Keith Gaynor flew to first in the 18-24 Cruiser bracket. That's Mongoose's Brett Allen beside him.

ESPN PRO SPECTACULAR: ROUND FIVE Las Vegas, Nevada A PRO MAIN

RIDERS	ROUND 1	#2	#3	TOTAL	SERIES POINTS EARNED	WINNINGS
Brian Patterson/Patterson	1	1	5	7	80	\$2500
Pete Loncarevich/LRP	2	5	1	8	70	1000
Clint Miller/Kawahara	5	2	4	11	60	600
Tommy Brackens/Torker	4	3	7	14	50	400
Eric Rupe/Profile	7	6	3	16	40	200
Greg Grubbs/Hyper	3	7	6	16	30	125
Toby Henderson/Hutch	8	8	2	18	20	100
Eddy King/Diamond Back	6	4	8	18	10	75

B PRO		14-15 Girls: Paul Drappo	
Richard Zagar/Scorpion	\$250	12-13 Girls: Rae Andrews	190
Brad Shohle	100	10-11 Girls: Kinschelle Gili	90
Dave Marietti	75	8-9 Girls: Jan Schorling	70
Dennis Kishiyama	50	7 & Under Open: Heather Siorido	140
Ron Anderson	\$250	Team Trophy: RedLine	
Eddy King/Diamond Back	100	ESPN PRO STANDINGS	
Pete Loncarevich/LRP	75	1. Brian Patterson	200
Greg Hill/GHP	50	2. Greg Hill/GHP	190
John Crews/Patterson	\$250	3. Eddy King/Diamond Back	180
Kevin Johnson	100	4. Eric Rupe/Profile	140
Tinker Juarez/Bandito	75	4. Harry Leary/Diamond Back	140
Mat Harris/Huffy	50	6. Anthony Sewell/Murray	120
17 Expert: Fred Johnson		7. Toby Henderson/Hutch	110
16 Expert: Kelly McDougall		7. Pete Loncarevich/LRP	110
15 Expert: Eric Garcez		7. John Plant/Huffy	110
14 Expert: Peter Casano		10. Greg Grubbs/Hyper	100
13 Expert: Mike Scott		10. Stu Thomson/RedLine	100
12 Expert: Ronnie Rioux		12. Scott Clark/Murray	90
11 Expert: Deric Garcia		13. Clint Miller/Kawahara	80
10 Expert: Jason Holiday		13. Brent Patterson/Patterson	80
9 Expert: George Seewers		15. Tommy Brackens/Torker	50
8 Expert: Sean Aldott			
7 Expert: Willie Huebner			
6 & Under Expert:			



CW's Tracer Finn tried but couldn't get lucky with this one. RedLine won the unusual Team Trophy/slot machine.

LAS VEGAS!

Loncarevich snapped out of the gate with the holeshot; Patterson came out last, trying to race in spite of the pain. Brian passed Brackens and Grubbs after the first turn but needed one more spot to earn the overall win. Coming into the last turn on the far outside, Brian tried to pass Eddy King. Eddy went wider to block Brian's line; the two collided and Eddy went down. Loncarevich won this round with Toby

Henderson finishing second, but Brian's fifth squeaked him by with the overall win. Loncarevich and Miller ended up second and third for the day. The \$2500 first-place money was probably enough to make Brian one of the biggest winners in Las Vegas this day, but the 80 points he earned in the series standings was perhaps even more important. Brian now had 200 points for his total, compared with Hill's 190, King's 180, and Eric Rupe's and Harry Leary's 140.

THE REST OF THE SERIES

With just two races left in the series, Brian Patterson would be considered a clear favorite to take the final series title, except for one thing: He's going to miss the next race.

As reported in "Inside Scoop" last month, Renny Roker, the executive producer of the ESPN series, has rescheduled the next race in the series to fall on the same day as the ABA Grands. Brian Patterson, who is now leading the pro rankings in the ABA as well as the ESPN, has decided that he'll race the Grands that weekend and, a month later, try to win the last race of the ESPN series as well, hoping to take both titles.

It won't be easy. □



With most of the same riders present, Hutch's Toby Henderson dominated the pre-race a day earlier. Toby looked real hot early Sunday, but he must have run out of steam before the Main: seventh overall, with Eddy eighth.



John Crews (43) was looking good on his 20-incher as well as on his 24 (on which he won Pro Cruiser). Look at the start he's got here against riders like Hill, Brackens, Rupe, Loncarevich, and Plant.

HIGHLIGHTS OF THE OTHER CLASSES

Besides the action in the A Pro class, there was excellent racing in the other classes, both amateur and pro, with some real upsets.

The big pro upset was in Pro Cruiser. John Crews had just rejoined the Patterson team after roughly four years on other teams. He had never raced a cruiser before this weekend. He put the bike together Friday night, won the pre-race with it on Saturday and then won again in the ESPN's Pro Cruiser division on Sunday.

Was Brent jealous? "No, as long as it's somebody in a Patterson uniform, it's fine with me," said Brent.

The 17 Expert class had a fair selection of stars present, but it was

Las Vegas local Fred Johnson of BXC who put the pedal to the metal and dusted the class, with a surprised Mike Poulson taking second. RedLine team manager Gene Roden, who had seen Johnson before, offered his opinion that Johnson would be among the top three 17 Experts in the country next year. Nobody cared to argue the point.

Torker's Kelly McDougall, who suffered from poor health through much of the year, came back fast and strong. Kelly took 16 Expert, with Robinson's Travis Chipres taking second and RedLine's Jon Anderson third. The other Anderson, Richie, was present, but he withdrew from the rac-

ing early because of back pain from an injury suffered earlier in the week.

Race Inc.'s rising young star, Mike Scott, made the most of the newly introduced ESPN trophy dashes. Mike quadrupled, winning 13 Expert, 12-13 Open, 13 & Under Cruiser, and 12-13 Trophy Dash.

Finally, we get to Brent Romero, the last of our list of upset heroes. This was Brent's first foray into the 11 Expert class. Surprise of surprises, Brent got smoked by three riders, foremost of which was the smallest rider in the class, Kuwahara's Deric Garcia. Romero got even, however, beating Deric in the 10-11 Open. *

1984 NBL War of the Stars Series VII National Schedule

		PURSE**
Jan. 14	Miami, FL	\$ 4,000
Jan. 15	Pompano, FL	\$ 4,000
Feb. 11 & 12	Massachusetts (International)	\$10,000
March 3	Azusa, CA	\$ 4,000
March 4	Devonshire Downs, CA	\$ 4,000
Apr. 7 & 8	Las Vegas, NV	\$ 4,000
Apr. 14 & 15	Memphis, TN	\$ 4,000
Apr. 20	Sarasota, FL	\$ 4,000
Apr. 22	Orlando, FL	\$ 4,000
May 26	Brookville, OH	\$ 4,000
May 27	Springville, OH	\$ 4,000
June 9 & 10	Denver, CO	\$ 4,000
June 23 & 24	Murray World Cup, TN (Int)	\$25,000
July 1	Peachtree City, GA	\$ 4,000
July 7	Meriden, CT	\$ 4,000
July 8	Guilford, CT	\$ 4,000
July 14	Middletown, NY	\$ 4,000
July 15	Howell, NJ	\$ 4,000
July 21	North Park, PA	\$ 4,000
July 22	South Park, PA	\$ 4,000
July 28 & 29	Waterford Oaks, MI	\$ 4,000
Aug. 4	T.B.A., CA	\$ 4,000
Aug. 5	T.B.A., CA	\$ 4,000
Aug. 11	Mendota, IL	\$ 4,000
Aug. 12	Batavia, IL	\$ 4,000
Aug. 25	Fort Wayne, IN	\$ 4,000
Aug. 26	Indianapolis	\$ 4,000
Sept. 1-2	Louisville, KY (GRAND NAT.)	\$15,000

**Minimum guaranteed Pro Purses

I.BMX.F. APPROVED INTERNATIONAL EVENTS

Feb. 11-12	Massachusetts, USA (WOS)
June 16-17	European Challenge Cup, Holland
June 23-24	World Cup of BMX, TN, USA (WOS)
Aug. 17-19	WORLD CHAMPIONSHIP, Japan

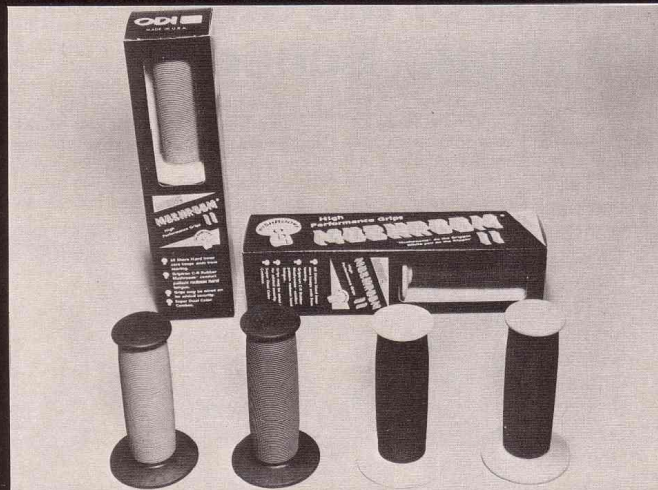


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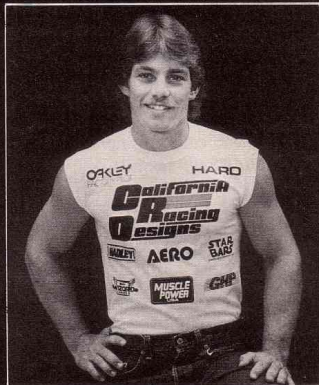
TRICK STUFF



MUSHROOM II HIGH-PERFORMANCE GRIPS

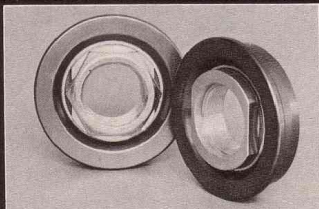
It's finally here—the new and improved Mushroom Grip II from ODI! This trick new grip combines the same popular features of their past grips, while throwing in a few new twists. The II is a two-piece grip that combines a tear-resistant, bar-gripping inner core covered in soft yet firm Griptron C-R rubber in the same famous mushroom pattern you've come

to love. Also, if you wish, these new Mushroom IIs can be wired onto the handlebars just like the Pros do. They're now offered in a wide variety of color combos from your local dealer, or contact Ornate Design Company, Dept. Plus, 3300 Kashiwa St., Torrance, CA 90505; (213) 530-1207. You'll see them sprouting up all over.



CALIFORNIA RACING DESIGNS MUSCLE T-SHIRT

Clint Miller's California Racing Designs is proud to introduce its bold new muscle T-shirt. If you've got 'em, display 'em in this sleeveless T, which exhibits not only the popular CRF logo, but also logos from eight other top-notch BMX companies, including Oakley, Haro, Hadley, Aero, Wizard, Muscle Power, GHP and Star Bars. These handsome shirts come in men's or boy's sizes in your choice of white, yellow or blue. If you need any further info, contact California Racing Designs, Dept. Plus, 714 Baseline Rd., San Dimas, CA 91773; (714) 592-1202.



HADLEY SEALED-BEARING BOTTOM BRACKET

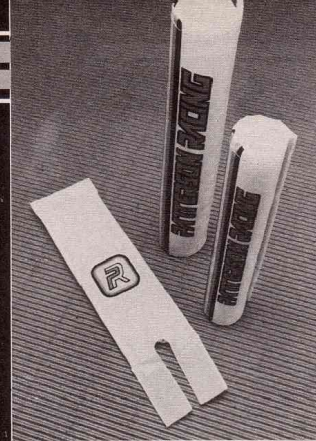
When you see those Hadley stickers on numberplates and wonder what Hadley is, remember this: Something has to keep those expensive cranks you've got turning smoothly in your frame, and that's what this is for. It's the Hadley Racing Products Sealed-Bearing Bottom Bracket. It isn't cheap, but it does work. Super-lightweight and extremely durable, Hadley Bottom Brackets are designed for trouble-free racing. Used by many top teams and pros, these units are available in five anodized colors or in chrome, are sold dealer direct, and are covered by a 90-day warranty. Suggested retail price is \$41.95. For more information contact Hadley Racing Products, Dept. Plus, 683 Geneva Ave., Claremont, CA 91711; (714) 624-8824.



MAX HATS

Boy, Dad, are you in luck! Your racing quintuplets are about to sign sponsorship deals with five different factory teams but say they still want to dress alike. If Max hadn't come along with these five almost identical hats that vary only in the color schemes, you'd be in deep water with a strong current. Let 'em join CW, Race

Inc., Torker, Powerlite, and GT. You'll have 'em covered in style. And remember, Dad, if you're on a tight budget, one size fits all. For more help write the haberdashers at Max USA, Dept. Plus, 1885-L Fullerton, CA 92633 or call (714) 738-3669, and say "hi" to Doris and Magoo for us.



PATTERSON RACING TEAM PADS

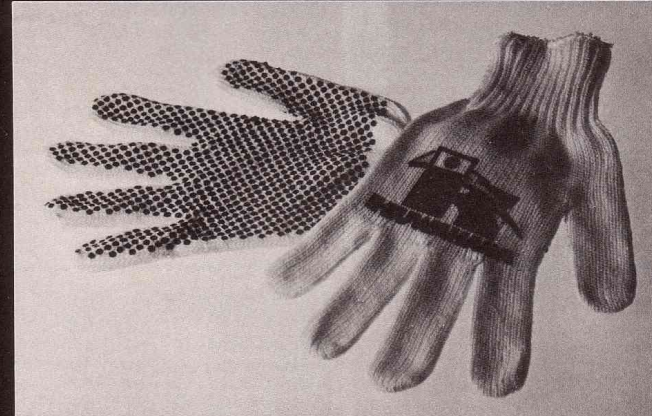
Even the Patterson brothers crash now and again. And when they do, they rely heavily on these trick new Patterson Racing Team safety pads to save their bodily parts from coming in contact with all things hard. Just slip a set of these sharp white pads with contrasting blue, yellow and orange Patterson graphics on your stem, top tube and crossbar, and goodbye, bruises, and hello, style and grace. If you've got a Patterson, show your colors, and even if you don't have one, fake it and pick up a set. We've said it before and we'll say it again—don't get rad without a pad. For additional info contact Patterson Racing Products, Dept. Plus, Box 3626, Hayward, CA 94540; (415) 889-1402.



JT MODULAR FACE PROTECTION SYSTEM

When it comes to putting on race faces, JT has got you covered. Take their new JT Mouthtrap, Half/Mask, and Add-Visor, for example. This full-protection system starts off with JT's popular Mouthtrap, a two-snap-mounted, fully ventilated guard that covers not only your chin and mouth, but also part of your nose. What isn't covered by the Mouthtrap or your goggles can seek shelter behind JT's trick new Half/Mask, which easily mounts to either

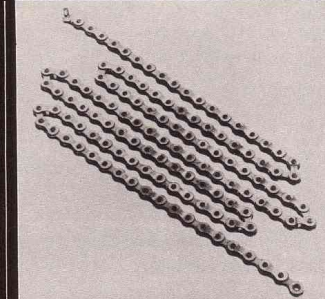
Scott or Oakley brand goggles. Next we've got JT's new Add-Visor, which features extender shields in either smoke or clear, bold team graphics, and sturdy four-snap mounting. Together or separately, the new JT Modular Face Protection System is a stylish, lightweight and functional addition to any racer's wardrobe. For further info contact JT Racing USA, Dept. Plus, 303 W. 35th St., Suite D, National City, CA 92050; (619) 427-0971.



KUWAHARA COTTON GLOVES

Has the wet and wild winter of '84 put a damper on your racing career? Are you losing touch with your bike? Slipping into a slump? Well, for crying out loud, get it together! Get a pair of Kuwahara cotton racing gloves! Just check out all those hundreds of tiny little latex dots on the palms to help you keep things from getting out of hand. Also, see those comfort-

able cotton cuffs? Well, besides keeping your hands in, they'll keep the cold, dirt and dust out. They're available in an assortment of Team Kuwahara colors and sizes. If you wish any further info on Kuwahara products, contact Kuwahara, Dept. Plus, 21345 Kashiwa Court, Torrance, CA 90505; (213) 325-6300. They'll be happy to help you.



SHIMANO DX DURA-ACE SILVER SERIES CHAIN

You'll be hard-pressed to find a tougher chain than the new DX chain from Shimano. Designed with only the finest materials in mind, the DX chain features famed UniGlide contoured links, beefed-up joints and chromoly bushings. The result is a silky-smooth ride and a chain that resists stretch and wear. Available in sizes 1/2 by 1/8 inch or 1/2 by 3/32 inch. For additional information on any of Shimano's fine line of products, contact Shimano Sales Corporation, Dept. Plus, 9530 Cozycroft Ave., Chatsworth, CA 91311; (213) 767-7777. □

HOW HURRICANES GET STARTED.

Every season we keep our eyes peeled for potential whirlwinds. Because what starts out a dust devil can, like Bob "Hurricane" Hannah, take the motocross world by storm.

Exactly why we build the CR80R. Like our larger CRs, its berrn-blasting liquid-cooled engine pumps out more low and mid-range torque, thanks to our exclusive ATAC™ system. And more top-end

power, with a new expansion chamber and higher compression ratio.

Also new is the CR80R's bolt-on rear frame section for easy maintenance.

For smaller experts there's the CR60R.

Its punchy engine is the result of a larger carburetor and new expansion chamber. With a 28.3-inch seat height, it's perfect for little cyclones.



CR60R

And both CRs come with dramatically improved suspensions. Larger diameter forks and our proven Pro-Link™ rear suspension have longer travel to soak up whoops and hold the inside line.

So get the 1984 CR80R or CR60R.

Who knows. Breeze to a championship and your middle name might be "Hurricane" too.



HONDA
FOLLOW THE LEADER

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For operator use only. CRs are designed for motocross use only. Do not change without notice. © 1983 American Honda Motor Co., Inc. Dept. 718-BMX4, Box 9000, Van Nuys, CA 91409.



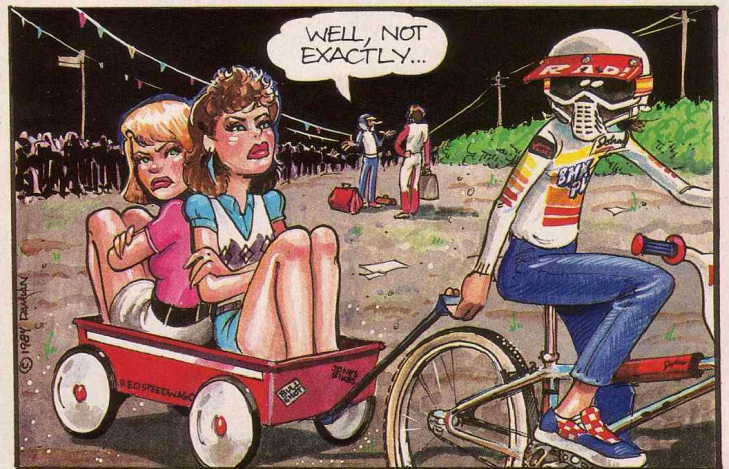
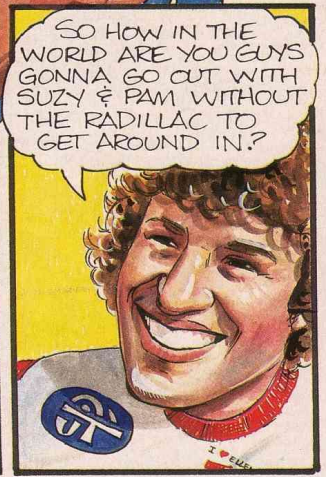
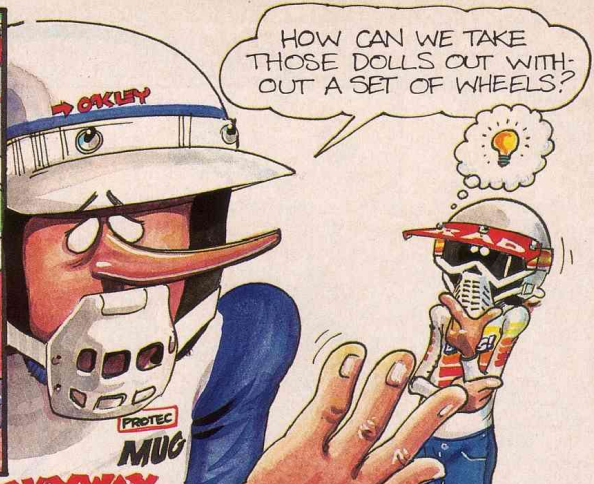
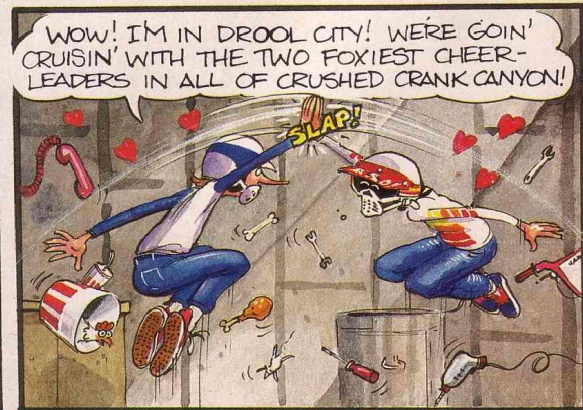
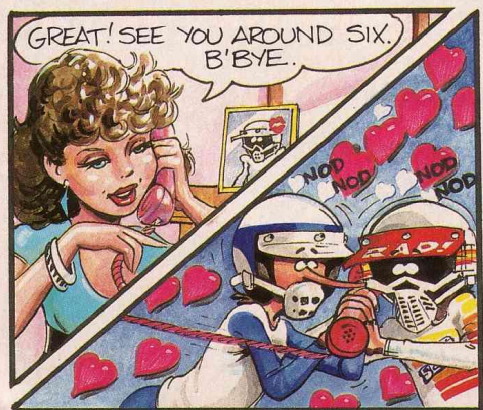
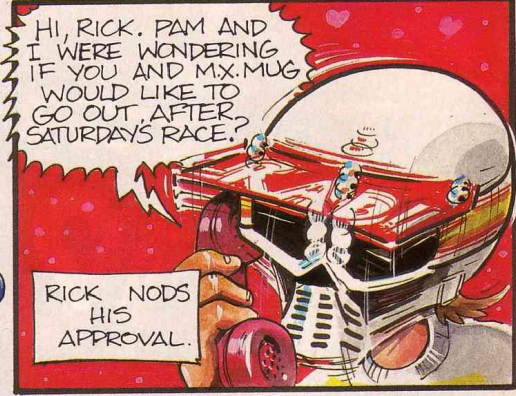
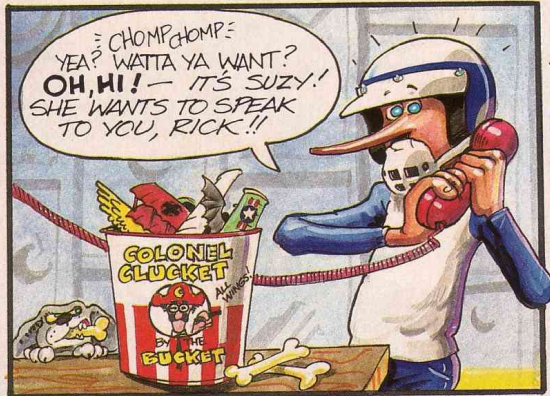
THE GARAGE SEEMS A LITTLE EMPTY WITHOUT THE RADILLAC* BUT OTHER WISE, THINGS AROUND CRUSHED CRANK CANYON ARE SWINGING BACK TO NORMAL. SINCE RETURNING FROM THEIR CROSS-COUNTRY ESCAPADES, OUR HEROES HAVE HAD TIME TO RELAX, SPONSORS HAVE SUPPLIED REPLACEMENT SCOOTERS, AND THE WORD HAS GOT AROUND THAT THE BOYS ARE BACK IN TOWN. BUT THINGS NEVER REMAIN CALM FOR VERY LONG WHEN YOU'RE DEALING WITH...

* THE RADILLAC - RADICAL RICK'S TRUSTY CADILLAC, DESTROYED BY A TERRORIST

RADICAL RICK!

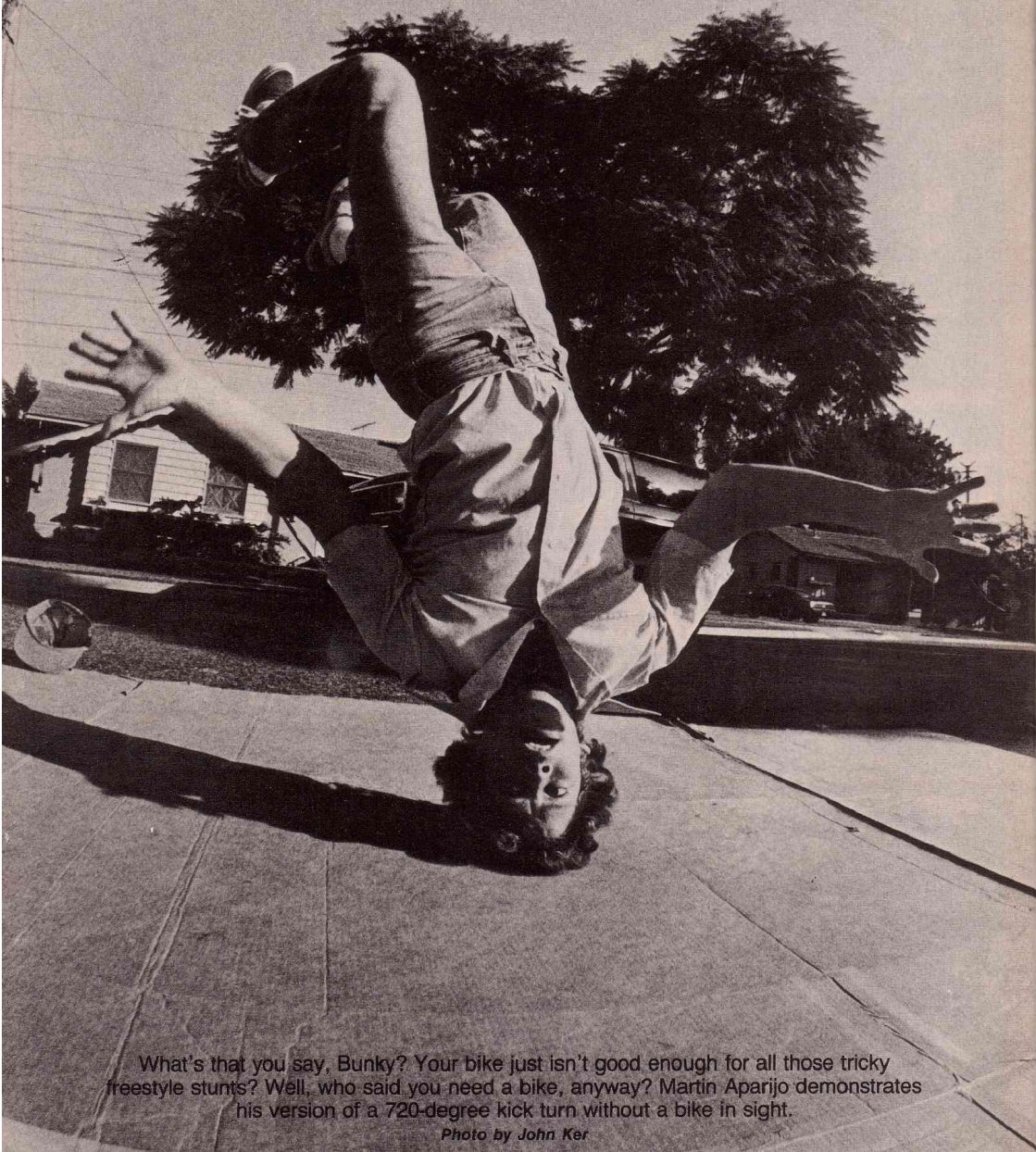
And MX MUG

A True Story
By Darius



NOT TO WORRY- NEXT EPISODE RICK GETS HIS CAR KIT !!

PARTING SHOT



What's that you say, Bunky? Your bike just isn't good enough for all those tricky freestyle stunts? Well, who said you need a bike, anyway? Martin Aparijo demonstrates his version of a 720-degree kick turn without a bike in sight.

Photo by John Ker

0/20 VISION.



EXCELLENT VISIBILITY.

Fighter pilots need 20/20 vision. That's why many of the fastest motocrossers equip themselves with the Oakley 0/20 Goggle System.

The 0/20 Goggle System is a precision flying instrument. From the precisely curved, minimum-distortion lens. To the unique, vision-contoured frame that allows maximum straight-down and peripheral sightlines.

And you can arm the 0/20 with the highly effective Factory Pilot Tearoff System. The ingenious pop-tab mechanism keeps each succeeding tab in optimal position. So you can rip away mud and dust with machine gun precision and speed.

The 0/20 Goggle System is also exactly engineered for another important battle feature: comfort.

The extra-wide frame and high nose bridge fits your face (or any face) perfectly. While the thick cushion of foam softly seals the 0/20 to your

tender skin. And the ample, filtered air vents keep your most important vision instruments—your eyes—cool and comfortable.

VISIBLY EXCELLENT.

While the 0/20 Goggle System is helping you turn faster lap times, it's also turning a few heads. 0/20's look as effective as they really are. Form follows function in every detail. No frills. Just mean, clean goggles.

When you strap on the 0/20 Goggle System, the competition knows you mean business.

And you can arm yourself with 0/20's that match your own color scheme. The unbreakable urethane frame comes in white, yellow, gray, red, blue or black. All with fully adjustable, color-coordinated straps.

And, of course, Oakley provides the widest variety of lenses and lens tints available.

FLY THE PRO MODEL.

If you're fast enough to need it, you can now get

the Professional 0/20 Factory Pilot Goggle Kit.

The Kit contains an 0/20 Factory Pilot Goggle System with new extra-comfortable Dual Face Foam. A Factory Pilot Tearoff System, including frame clip. Two extra lenses. And our special 0/21s Half Mask.

Of course, you can still build your own 0/20 Goggle System. Buy the basic 0/20 Goggle and equip it with the accessories that are right for you.

Either way, you'll be flying with the most advanced vision system available—the 0/20 Goggle System.

And that, as any pilot will tell you, is a clear advantage.

OAKLEY
FACTORY PILOT

Send \$12 for the new "Factory Pilot" hat to: Oakley, 3 Wrigley Drive, Irvine, CA 92714. Retail price of 0/20 Goggle: \$21. Retail price of Professional Factory Pilot Goggle Kit: \$39.50. Available only where the most advanced motocross equipment is sold. Oakley, Factory Pilot and 0/20 are registered trademarks of Oakley, Inc.

GROUND CONTROL

Let's take a sneak peek at the secret testin' grounds at TIOGA's tire factory. The five little dudes checkin' out the COMP III are the quality control experts. They carefully check over things like construction, the unique tread design and the secret tire compound which provides excellent traction and longer tire life. The quality control gang work 'round the clock to make sure every COMP III tire gets to you perfect for racing. COMP IIIs are magic in the earth because the blocks are designed to Flatten dirt and mud in the tire path by biting and gripping the ground ahead. Then as the blocks expand, they automatically self-clean by ejecting the dirt and mud. Put your finger between the blocks and feel them diggin' in. The gap between each block is wide and independent, ensuring maximum driving force. This also means fewer blocks, resulting in a lighter tire. The unique 18 sided tread blocks reduce slippage in all directions. COMP III provides you with a smoother ride on the straights and radical cornering in the curves. Slap a set of COMP IIIs on your racing machine and experience total "GROUND CONTROL."

Available in 1 3/8", 1.75 and 2.125 sizes for 20 inch and 1.75 and 2.125 for 24 and 26 inch wheels. Colors available are blue, red, yellow and black.

AND DON'T FORGET THAT THESE OUTER KNOBS REALLY GIVE LESS SLIPPAGE ON FAST TURNS.

BET YOU DIDN'T KNOW THAT THIS TIRE BLOCK HAS 18 SIDES!

HEY! THIS RUBBER COMPOUND IS OUTRAGEOUS!

PHEW! THIS SIDEWALL IS REALLY STRONG!

HEY COM'ON YOU GUYS... LET'S BREAK FOR LUNCH.

Comp III

TIOGA LEADS THE WAY

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