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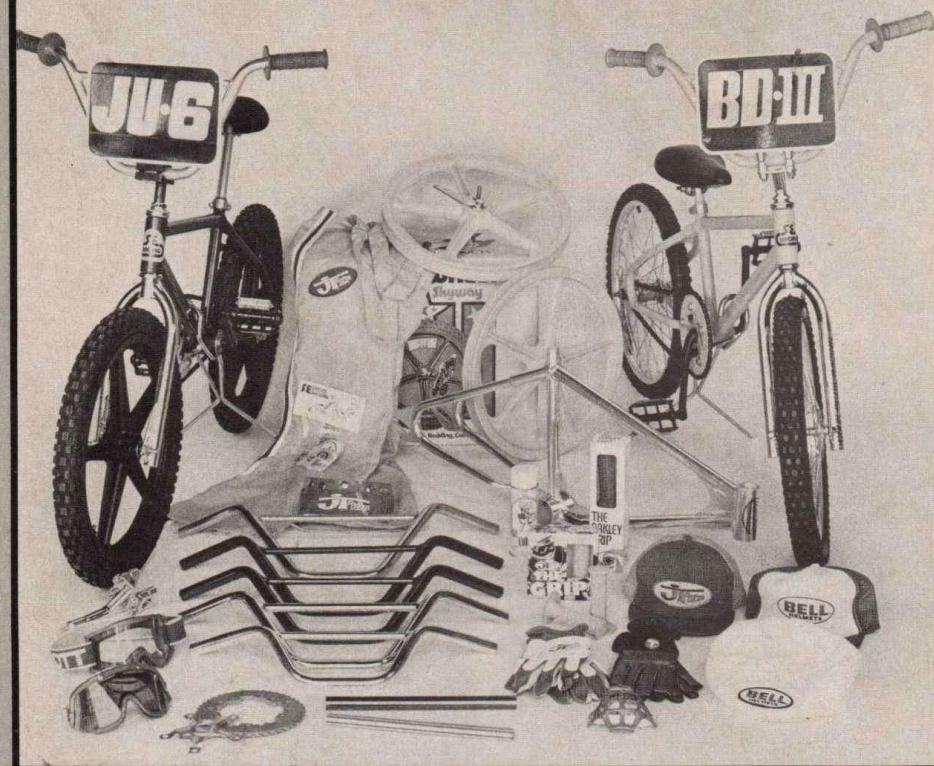
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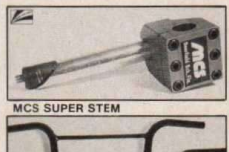
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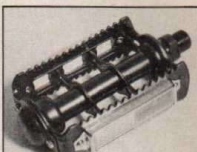
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BMX LEVER (PREFORMED) WITH SLEEVE COVER



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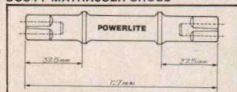
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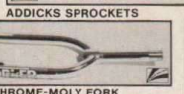
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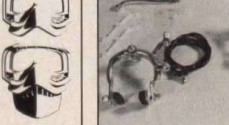


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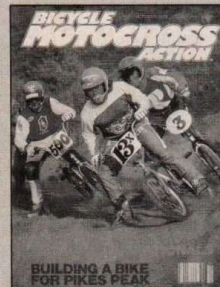


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**BICYCLE  
MOTOCROSS  
ACTION**

VOLUME THREE  
NUMBER FIVE  
SEPTEMBER/OCTOBER 1978



## COVER:

David Clinton (Shimano), blazing into the first turn at a recent national at Race World in SoCal.

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# Editorial

by  
**Bob Osborn**

## Let's have no more excuses for the absence of an on-the-scene first aider at large BMX events

But there is something else we are becoming aware of as bicycle motocross continues to grow.

More often than not, at large BMX races (large being anything much over 250 riders) there is not a paid first aider in attendance.

This was true, for example, at two of the most recent large BMX races I went to; the NBA Springnationals at Race World, and the ABA Winternationals at Azusa.

At both races the promoters could have had an ambulance there within a few minutes. But who was there to decide if a person needed an ambulance in the first place, or to render effective immediate first aid, or to prevent further injury that might be caused by an untrained person who was trying to help?

Excuses or vague references by the promoter about some spectator who is supposed to be qualified as a first aider just won't get it anymore. Sooner or later someone is going to be seriously hurt at a race and there will not

be any competent immediate help available. It does not take too vivid an imagination to picture what could happen.

So when do the promoters start hiring qualified paramedics... before this happens... or after?

With anywhere from 300 to 1000 riders signing up to race most large events, bicycle motocross has reached a point where there should be at least a qualified first aider with a complete first aid kit at each and every one of these races. An ambulance standing by would be even better. The promoters of these races can certainly afford one.

And how about the small local races? Maybe hiring a paramedic for the 100 rider event is debatable, but the least a track operator should do is keep a well stocked first aid kit handy to patch up the inevitable scrapes and raspberries. And to know the location of the nearest emergency hospital, and to know how to get quick emergency help to the track.

Last weekend R.L. and I went down to San Diego to catch the opening of Jim Dougherty's Willow Glen track. Jim started the famous Rancho San Diego track a couple years ago, so he is no novice when it comes to running BMX races.



Sitting right next to the starting line was an ambulance. Now that ambulance didn't start up the whole day. In fact, the ambulance attendants didn't even have to get out.

So did Jim Dougherty waste his money? Not hardly! One of these days when somebody needs it at Willow Glen, it'll be there.

My point is this... and I want to state it as strongly as possible... The time has come when a paramedic and, quite possibly, an ambulance should be standing by at EVERY large BMX race. This can no longer be put off. There are no more excuses.

If you agree, write to your sanctioning organization. If you disagree, write to me. ★

BICYCLE MOTOCROSS ACTION

BICYCLE MOTOCROSS ACTION'S marketing and advertising director, Jim Stevens, and yours truly, both carry advanced first aid cards issued by the Red Cross. And, without trying to sound corny, we know how to use 'em.

Quite often either, or both, of us will end up serving as the unofficial first aid person at the races we go to.

Because of this, we are aware of how few times riders are seriously hurt when they go down. More often than not, when a rider stays down for a while he just wants to catch his breath and get his bearings. Of course there are a few squirrels around who play the "wounded hero" bit for a few moments, but they are in the minority.

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# Dear Wiz,

## KEEP THE CHANGE

Here are five bucks for a subscription. Keep the change... you guys are worth a lot more.

Bob Loud  
San Jose, California

God, if only I could have gotten Howard Hughes to subscribe before he checked out.—Oz

## STICK IT ELSEWHERE

Could you put the address sticker on the back cover because it racks up the photograph on the front cover when you pull it off.

Bruner Dyer  
Dallas, Texas

The Postmaster and CYC both said no.—Oz

## PICKY, PICKY, PICKY

The articles in your June and August 1977 issues concerning crank length and gearing are not correct. The statements to the effect "larger if you can turn the RPM" imply that you have to pedal big cranks as fast as small cranks. This is not so. The crank length has a direct linear effect on the overall ratio of input to output.

To make my point, I will tell the story of Kenneth and Mark. Both were nine years old last summer and both rode Schwinn Competition Scramblers with Matthews forks, aluminum wheels, 20X1.75 knobby tires, etc. Kenneth, who is built like a fireplug, was geared 40-15 with 7 inch cranks. Mark, who is 2 inches taller than Kenneth, was geared 42-20 with 5 1/2 inch cranks. Either boy could win on a given day.

John M. Hassler  
Fort Worth, Texas

C'mon Hassler, everybody knows that you can gear any length crank to turn as fast or as slow as you want. What the articles were suggesting was a way to set up crank and sprocket combinations to make maximum use of the leverage advantage offered by longer cranks, limited by the individual's muscular capabilities.

In the example you have offered, the circumferential distance traveled by both riders' pedals would be the same over any given length track.

However, to accomplish this Mark (with the 5 1/2's) would have to rotate his cranks at a quite higher rate. But, of course, he is geared much lower than Kenneth so his cranks are easier to turn.

In other words, your example is a toss-up and proves nothing, unless it's that both crank/gearing set ups are equally inefficient.

Never having seen Mark or Kenneth I can only guess that both would go faster with 6 1/2-inch cranks and complimentary gearing; 7-inch cranks are a shade too long for most 9-year-olds to spin at peak efficiency, and 5 1/2-inch cranks do not provide the leverage advantage of the 6 1/2's.—Oz

## IT'S HOT IN ST. LOUIS

Your magazine is so hot here in St. Louis that I had to ride five miles to get the February 1978 issue just because I was a week late getting it at the local bike shop. Also, can you tell me how to get a good sponsorship?

John Luzynski  
St. Louis, Missouri

Yeah, Luzz... beat Stu. And tell that guy to stock up.—Oz

## THE GREMIE PUD OF SAN RAFAEL STRIKES AGAIN

I have a '76 model Mongoose frame which does not have a caliper brake mount. I also have a freewheel. What I do not have is brakes. Do you know about a brake adaptor for my frame, something like the FMF adaptor?

Timmy Rice  
Richardson, Texas

Yes, Tim my man, I know of one. Have you ever heard of the famous gremie pud of San Rafael? Yeah, it's of Sean McLean, owner of BMX Racing Components Co., and he makes a brake bracket just for your bike. It's pretty cheap too. For more info write: Hank and Frank, 106 E. 14th St., Oakland, CA 94606.—Oz

## IT'S FUNK AND WAGNALLS TIME

All I ever hear now is gnarly this and gnarly that. What's it all mean? I thought Gnarly was a short fat man with a beard. Who or what is gnarly?

Stacy DiMaggio  
San Jose, California

"Gnarly" is rugged, terrifying, rocky, thrilling, dirty, scuzzy, out of sight, wild, boss, mean, keen, outrageous, and like that. "Narly" is a short fat, bald guy with a red moustache who has a secret BMX training camp and is an old friend of Scott's.—Oz

I am eleven years old and I would like to know what DG stands for?

James Robison  
Auburn, Washington

It either stands for "definitely gnarly" or "damn good" or "Dan and Gary," the originators of DG Performance Specialties. Gary (Harlow) now owns the whole thing.—Oz

## MAKIN' TRACKS

I would like to know why we don't have a BMX track in Cleveland so the kids who are interested can race.

Frank Zugovitz  
Cleveland, Ohio

All of my BMX buddies have been wanting a track here in Laramie for a long, long time. All we have is street riding. We have been to city meetings and have asked the city if we could have a BMX track here but no one will let us and we don't know why.

Kirk Bruce  
Laramie, Wyoming

BMX is really booming in Michigan and I've got to tell you that you guys helped a lot. There are four or five BMX tracks here now, and there will be some new ones this year. The sport just wouldn't be the same without Bicycle Motocross Action.

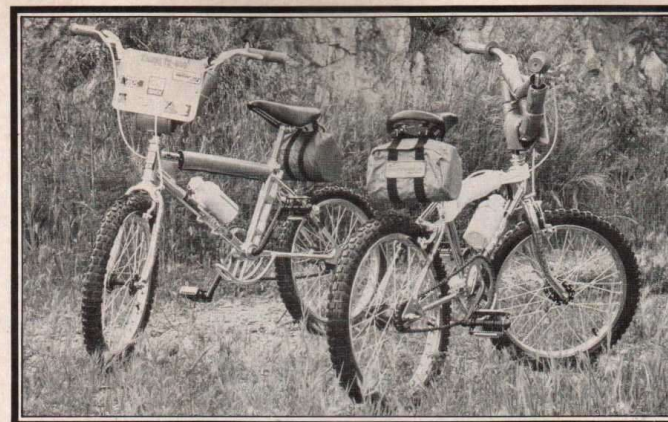
Scott Towne  
Plainwell, Michigan

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# THE GREAT CYC PIKES PEAK DESCENT

BY THE MFM STAFF



## PART ONE: Building and Outfitting the Machines

Dear BMXA,

My friend and I are planning a trip down Pikes Peak in Colorado. There are two things special about this trip. The first is that the trip will be made on BMX bikes. The second is that we will be the first.

The reason for the BMX bikes is that the trail is narrow, rocky, and steep with other obstructions.

We are both high school photographers and journalism students, so we do know something about writing articles. Would your magazine be interested in an article about our trip? Since it will be on BMX bikes I think it would be suitable for your magazine.

Of course if the article isn't up to your standards you can junk it. But it wouldn't hurt to look at it, would it?

Curt Van Inwegen  
Colorado Springs, Colorado

Dear Curt,

Fantastic!

My brains fell out when I read your letter about a "Pikes Peak Descent."

Let's do it!

Let me know your ideas for machines. Maybe I can come up with a sponsor for you guys.

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California

Dear BMXA,

What we have in mind is a couple of CYC Stormers with NON-DINGABLE, NON-BENDABLE, NON-CRACKABLE rims, a coaster brake along with a back caliper brake PLUS a front caliper brake (this item is a must, my friend and I are both experienced with front brakes on BMX bikes). And, because we will be sliding over rocks and climbing fallen logs, we will need some sort of HEAVY DUTY sprocket guard.

If this whole thing comes off, and if you can help us get a sponsor, it would make my whole junior year at school.

Curt Van Inwegen  
Colorado Springs, Colorado

Dear CYC Distributing,

Got a letter from a couple high school guys in Colorado. They are both photo-journalism students.

They have this far out idea about riding two BMX bikes DOWN Pikes Peak on backpacking trails, taking photos, then writing an article about their trip for BICYCLE MOTOCROSS ACTION.

I'm tentatively planning on running this in two articles. The first article will be called "The Great Pikes Peak Descent: Building and Outfitting the Machines." And then, in the follow-

ing issue, we will run the second and final article, called "The Great Pikes Peak Descent: Descending."

Would you be interested in springing for two fully outfitted "special" CYC Stormers, jerseys, and helmets for these guys? Think of the advertising! Think of the publicity! Also, they specifically requested Stormers.

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California

Dear BMXA,

Hey, gassit! Terrific! Gnarly! Bonkers! Do it! Far out! Banzai!

How much will it cost?

Terry Vienna  
CYC Distributing  
Hawthorne, California

Dear CYC,

LOTS!

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California

Dear BMXA,

Can it be called "The Great CYC Pikes Peak Descent"?

Terry Vienna  
CYC Distributing  
Hawthorne, California

◀ Randy and R.L., the CYC Stormer specials, and springtime in the San Gabriels.





Dear Curt,

Can we call it "The Great CYC Pikes Peak Descent"?

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California

Dear BMX,

Yup!

Curt Van Inwegen  
Colorado Springs, Colorado

Dear CYC,

Yup!

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California

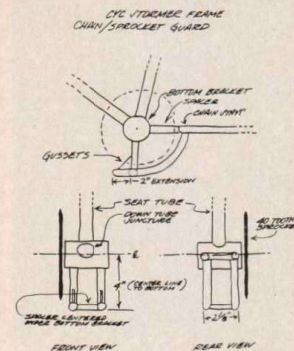
Dear Curt,

You got it! CYC Distributing is bouncing for two complete bikes, including modifications to the frames. You guys will also get jerseys and helmets from them.

Boy are they excited about your trip. I think they may even use it somehow in their future advertising, assuming you guys make it in reasonable condition, of course. (Be sure to wear the helmets.)

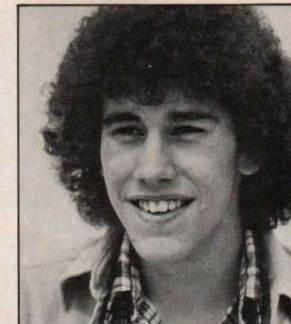
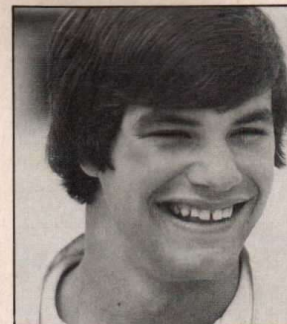
◀ BLJ tries his stuff on a steep rocky downhill trail in the San Gabriel Mountains. The trail won. Jones lost.

Enclosed is a design for a sprocket guard that Jones, R.L., and I worked out. Check it over and let me know what you think.



I've got to tell you that all the guys on the staff are dyin' lousy to fly out to Colorado and ride down with you. Only we're not going to do it... this is your thing... but I sure hope you guys get some primo photos.

Bob Osborn  
BICYCLE MOTOCROSS ACTION  
Torrance, California



The two guys who came up with this idea and will be riding these bikes down the Pikes Peak backpacking trails, Colorado Springs locals, Curt Van Inwegen on the left, and Greg Keller.

And that's how it went until the details of construction and outfitting were worked out.

It was decided that we needed a combination trials and enduro bike. This meant low gears, super brakes, strong wheels, large tires, lots of padding, a bulletproof frame with sprocket guard, and a few essentials added that are not normally found on twenty-inch bikes.

Perfection would be a bike that could be trials'd over logs and boulders and drop offs; that could be pedalled up

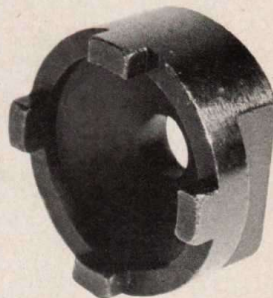
short steep sections of trail; that would stop on a dime taped to a wall; that would not break, bend, tweak, twink, or suffer any other form of seizure; and that could carry a few odds and ends that Curt and friend would find essential to life, happiness, and getting to the bottom of the hill.

With all this stuff in mind, we proceeded to build the "Great CYC Pikes Peak Descent" machines.

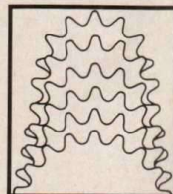
CYC pulled two Stormer frames out of assembly and had the sprocket guards that we had designed heli-

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BMX-1 PEDALS are tougher than any other BMX pedal because of the radiussed outer corner construction (No rivets), a chrome-moly, heat-treated, stepped-down shaft, and bearing cones that are adjustable and rebuildable.

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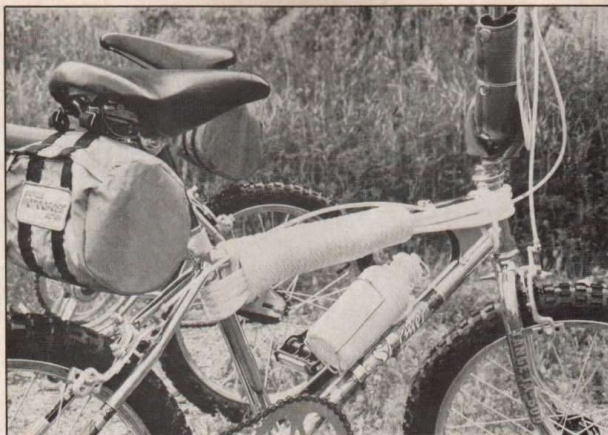
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◀ Some of the tricky deals we added to the Pikes Peak plonkers; a coil of nylon rope, a water container, a tire pump, and a seat bag with spare tubes, etc.



We hope Curt and Greg have as much fun riding down Pikes Peak as we had trying out the CYC specials.



◀ One of the CYC Stormer special frames with a trials-type sprocket guard.



Heavy duty sprocket guard, heavy duty spokes and rims, 2.125 Cheng Shins with heavy duty tubes, and a tire pump duct taped behind the seat post. These honeys could go anywhere.

◀ Critical trials riding like this requires perfect balance, total control of the bike, and your tongue stuck out.



The seat bags were for spare tubes, sandwiches, Nachos, and a few tools. Check the heavily padded bars to protect Curt's and Greg's knees, noses, etc.

arced on. Then they chrome plated them and added stickers. Voila, two prototype combination trials/enduro Stormer frames!

Then came the neat part . . . picking the exactly right parts from CYC's huge stock of BMX equipment to complete the Pikes Peak bikes.

Because of the letters that had flown 'twixt Torrance and Colorado Springs, we already had a good idea of just which parts were needed.

Rather than list individual reasons for picking each part, suffice it to say that all parts were selected first for durability and second for light weight. A few parts were chosen for comfort or safety. They are as follows:

- Steel dimpled rims with 105 gauge spokes
- 2.125 Cheng Shins
- Thorn proof, heavy duty tubes
- Tange TX-500 chrome-moly forks
- Double-clamp chrome-moly goosenecks
- Red Line "V" bars
- Oakley II grips
- Front and rear caliper brakes
- Rear Bendix coaster brakes
- KSM single seats
- Takagi 6½ inch forged cranks
- KKT pedals
- 40 tooth steel front sprockets
- 18, 20, and 22 tooth rear sprockets
- All kinds of frame and handlebar pads.

In addition to this stuff, we added four extra tubes, a tire pump, fifty feet of nylon rope, two water bottles mounted on the frame down tube, and a couple of Bellwether nylon seat bags.

**OAKLEY GOGGLES**

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Naturally we had to put everything together before shipping the bikes to Colorado Springs. We had to see what they looked like, and do a little "test" riding over logs and boulders and stuff like that. Besides, it would be impolite to send Curt and his friend a couple of basket cases.

What a kick they were to ride. With their stump pulling gears they rode like a trials bike. Anything less steep than telephone poles was easy to ride up. And by using the sprocket guard, the ol' trials method of "wheelie up, bump over" got us over fallen logs with class, style, and a degree of grace. After trying the bikes, everybody was certain that those guys in Colorado desperately need our help. But I convinced them that we would

just be horning in on someone else's idea . . . so forget it.

Well, by this time our end of the deal was about to completion. All that remained was to package the bikes, make sure that Scot and Jones didn't try to stowaway in the boxes, and ship 'em to Colorado.

I just hope Curt knows how to use a camera. If he blows the photos, we won't have the second part of the Pikes Peak story.

Just to be absolutely sure, maybe I'd better fly to Colorado and . . .

**FOOTNOTE:** Because the idea for "The Great CYC Pikes Peak Descent" was so exciting, innovative, and new to BMX, the two CYC specials, with all the equipment on them, were given to Curt Van Inwegen and his friend.★





# THE BIG KAHUNA LAGUNA

**BERM BUSTIN' WITH NON-FERROUS METALS**

STORY AND MOTOPHOTOS BY THE STAFF  
WILD AND RACIAL TESTING BY BLJ  
HALF-HEARTED TESTING BY R.L. AND RANDY

Color is getting to be a big thing in BMX racing. It doesn't make you go any faster, but it shor is purtier.

Last night at the Covina track there was this little guy, maybe seven years old, who was totally decked out in bright lime green; frame, pants, jersey, helmet . . . the whole enchilada. He looked like an un-Sanforized version of Jimmy Weinert. And do you know something? Even though lime green is not one of my favorite colors, this little squirt looked sharp.

New BMX teams are spending more time choosing their racing colors than a teenage girl spends deciding what to wear to her first prom.

There is probably some involved psychological explanation for a racer's affinity to bright, colorful machinery and racing clothing . . . like compensating for an inhibited ego, or some other psychological reason that commands an almost total lack of interest on the part of everybody except the shrink who thought it up in the first place.

Or maybe the reason relates to our ancient, more militant past, when our ancestors, armed only with clubs and spears, knew the psych advantage of warpaint, beads, and other body decorations.

Whatever the reason . . . color is in. It's the hot tip, the only way to go.

And so we step up to the Laguna GT for close examination. And, as you should have already guessed, the first thing about it to hit you right in the eye is . . . color. Coordinated color. Bright flashy color.

The GT comes in a choice of three colors: gold, blue, or red. These are electrostatically applied powder epoxy coatings; very bright and very durable finishes. Even the aluminum surfaces are finished in this manner, as opposed to anodizing. The frame, handlebars, forks, rims, and seat post of each GT are finished in these matching colors. Add the startling white safety pads and you've got some mighty fine lookin' racing machines.

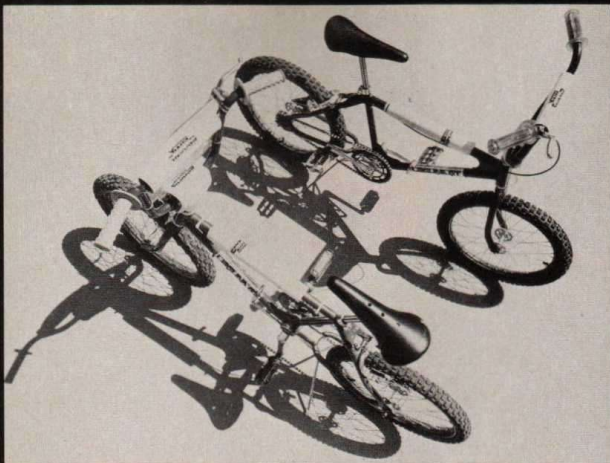
The Laguna GT is the first aluminum framed bike we've tested in the hal-lowed pages of The Most Factory Magazine. But we already knew almost exactly what to expect from the frame because it's been around for a long time.

Originally this frame was made exclusively for FMF (Yeah, that's why it looks so familiar). But, since FMF ran into hard times and is not buying many (if any at all) of these frames, Laguna is. And well they should . . . they are great frames.

The only difference between the FMF frame and the Laguna GT, ex-







A hummingbird's eye view of the mighty Lagunas. All pads and plates are included.



R.L. getting some aerial style.

cept for colors, is that the FMF used to have three lightening holes in the steering head gusset, whereas the GT has only two. Also, the GT frame has a spacer added between the seat stays that is drilled for a caliper brake. Weight of the Laguna GT frame, according to our postal scale, is three pounds eleven ounces, give or take a few drams. That's light, folks.

The forks are chrome-moly Tange TX-500's, finished to exactly match the frame color. Weight is two pounds two ounces.



The brake lever supplied is unbent and works almost not at all. To stop it from jamming your fingers, it must be bent.



Some very zoot equipment: KKT chrome-moly pedals, Takagi Tourney alloy 6 1/4 inch cranks, and a Takagi alloy sprocket.

Handlebars on the Laguna GT are the aluminum box style. Color coordinated. Weight is one pound one ounce. Light as a feather. Well . . . a fat feather.

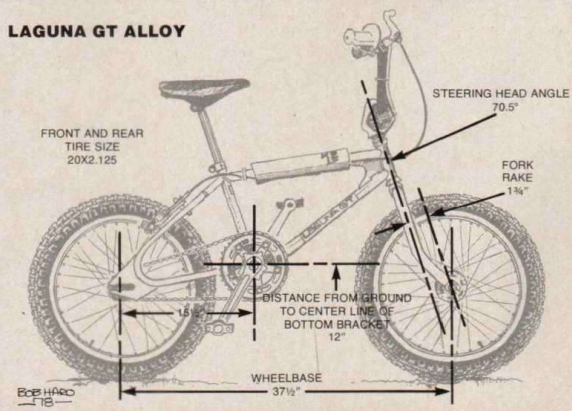
The grips supplied with the GT are lame. They're clear plastic uglies shaped something like Oakleys, with grooves in the surface that trap and hold dirt. Chuck 'em and get some Oakleys or Ours or Preston Pettys or something good.

The Laguna gooseneck is a chrome-moly double clamp job that looks very much like the BMX Products Gold Stem, only it's slightly smaller and chrome plated. Weight is one pound three ounces. The stem is not color coordinated. Of course it wasn't really necessary, seeing as how it's covered with the stem pad anyway.

Which brings up the point that the stem, crossbar, and frame pads and numberplate are included in the original cost of the Laguna GT. This bike is ready to boogie at a suggested retail of \$249. You don't have to add anything except air in the tires and your racing number on the plate.

Shimano large flange hubs, eighty gauge spokes, and Araya rims make up the super light wheel assemblies. The rims are coated with the same powder epoxy color as the other finished parts. We have seen other finishes chip and peel off rims when caliper brakes were used. Because of this we really tried to damage the rim coating. All we accomplished was leaving a ring of brake pad rubber around the rim (like ring around the collar), which came right off by rubbing with a rag

#### LAGUNA GT ALLOY



dampened in paint thinner. Believe it, this is a tough finish. We've got to give it our "1000 Pound Bomb Proof" rating.

Fore and aft are 2.125 Cheng Shin knobbies. Is there even a question about traction with Cheng Shins anymore?

The Laguna GT power train starts with KKT chrome-moly pedals and Takagi-Tourney alloy cotterless 6 1/4 inch cranks on a standard conversion spindle. Next comes a Takagi 42 tooth alloy front sprocket, DID chained to a Maeda TA 888 16 tooth freewheel.

The Laguna GT comes with a single Dia-Compe caliper brake at the rear, which probably doesn't meet the CPSC braking requirements for street use, which were probably devised by bureaucrats who had never heard of bicycle motocross racing or BMX

racing bikes. (Lightweight track bikes, the ones with 27 inch wheels, are exempt from CPSC regs because they are only used for racing.)

But BMX people are rarely stopped, only sometimes slowed down, by governmental Victorian thinking and procedures. The way Laguna avoided having to put all that street equipment (reflectors, chain guard, front caliper, etc.) on a pure race bike was to send it to dealers in two boxes, one containing the frame, forks, etc.; the other with everything else. Maybe this doesn't make great sense to you, but it does satisfy a government regulation which doesn't make sense in the first place when you figure that this is a race bike, not a street bike.

A hard plastic, unpadded Freccia Doro seat comes with the Laguna GT. It is streamlined, lightweight, and great

for BMX. It's mounted on a fluted (B&D copy) alloy seat post with the grooves coated the same color as the frame.

Total weight of the aluminum framed Laguna GT is an astounding 23 3/4 pounds. That's box stock, right out of the crate . . . pads, number plate, and everything. Pretty mucho bueno, huh?

#### FINAL TRICKS FOR RACING

Before we took the Laguna GT out to the field of honor, there were a couple things that the test team guys wanted to modify. First they sawed about one inch off the ends of the alloy box bars, then slapped on a set of Oakley grips. They took the previously unbent brake lever and carefully bent it to just the right state of tweak.

Then they switched the 2.125 rear Cheng Shin for a 1.75 Cycle Pro gum-







Rapid Randy studying one of his favorite subjects, "Complete and Total Berm Destruction."

wall "snakebelly," which natchurly dropped the already low gearing (42-16) effectively even lower. To kick it up to your basic flat track gearing (we were heading out to Covina that night) we put on a 44 tooth Addicks.

The Tourney 6 $\frac{3}{4}$  inch cranks were switched with Takagi 7 inch forged cranks. The reason for this was that Building Leapin' Jones was going to race it, and he prefers the slightly longer crank and does not like the way alloys flex. For anybody much under fourteen or fifteen years old, the Tourney alloys would have been perfect.

#### IMPRESSIONS AND CONCLUSIONS

In the how-do-it-handle department there are four basic variables to be considered: Steering head angle, fork rake, wheelbase, and bottom bracket location.

The steering head angle and rake must be considered together. Without going into all the interrelationships of the two, suffice it to say that the steering would be exactly neutral on a 36 inch wheelbase, but is just a

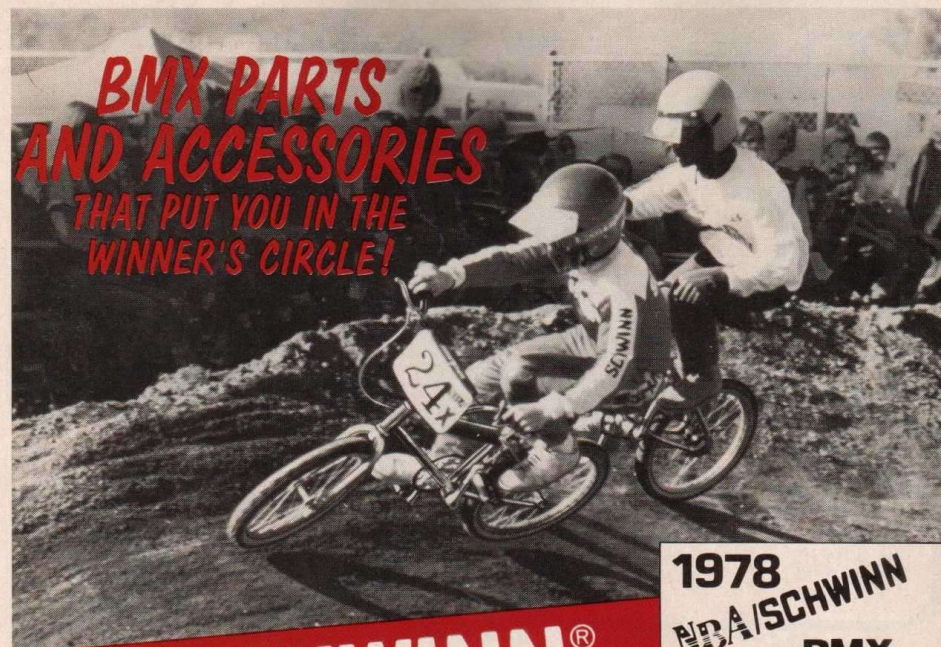
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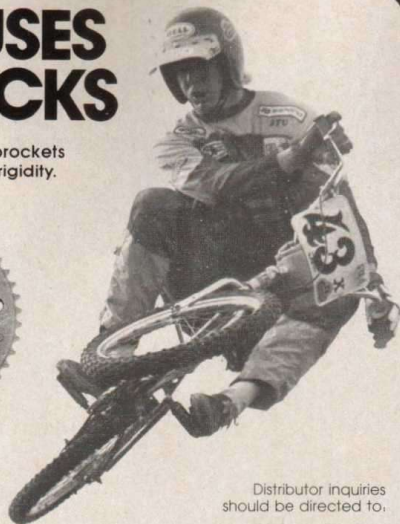


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shade slow when combined with the long 37½ inch Laguna GT wheelbase. What this will mean in a race is that you can do all kinds of things wrong and the Laguna won't pitch you on your ear. Just don't get gross about it.

The bottom bracket is located so that bike balance, end to end, is also neutral. In other words, if you loop or endo it's your fault, not the bike's. There is plenty of ground clearance for swinging those Tourney cranks.



*Them tars got gripton. No brag, just fact.*



*R.L. doin' a Grossi.*

With the long wheelbase you can lean back into a full power position; arms close to straight, legs applying max pedal power, front end floating slightly, and zero slip at the rear. This is hookin' it on! On a shorter wheel-base bike there would be more of a tendency to loop if you did this. On the Laguna you can do it with aplomb!

### AND IN SUMMARY, LADIES AND GENTLEMEN . . .

The Laguna GT is brightly colorful, has a (relatively) unique alloy frame, is super light, has very high zoot equipment (not the absolute most highest zoot, but very respectably high zoot anyway), handles quite nicely (if a bit dull), and is priced very competitively with other flat out BMX racing bikes.

The quality and durability of most true bicycle motocross equipment is unsurpassed in the bicycle industry. And the Laguna GT is well up toward the top of the BMX bikes. And that ain't too shabby, young hero. ★

## We've got it all together

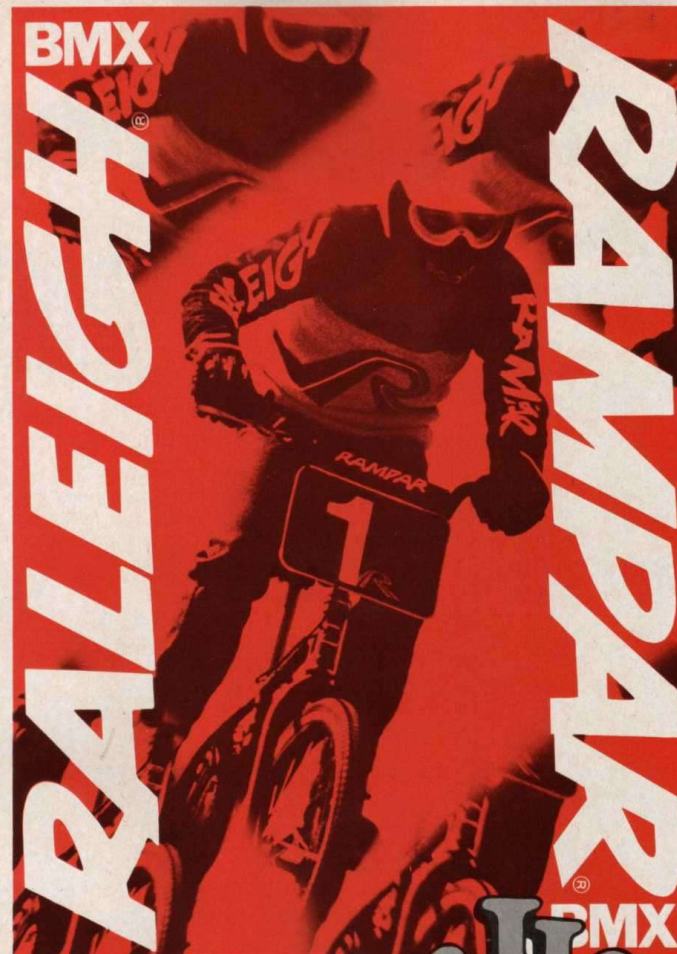


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"hot" tips, "hot" ideas, "hot" selling equipment, "hot" inside tricks

# “the hots”

## Tire Trends

An old BMX axiom (not axle) states that, "The smaller the rider, the more his forward motion is affected by machine weight."

In the 6, 7, and 8 year old classes, bicycle weight is critical. Especially rotating weight... and most especially if that rotating weight is at the outer limits of a rotating mass. Like a tire and rim.

For this reason a few squirts' European mechanics (fathers) are switching to sew-ups and saving pounds... not ounces, pounds.



To provide visual proof of this we snagged 6 year old Rinker Marietti and took this picture. His rims are 20 inch Clement Fiamme aluminum 24 spokes. The tires are some Italian sew-ups called Juniores. His European mechanic keeps them inflated to about 65 pounds.

And while you're checking the tires, take a look at the frame and forks that of Rinker is runnin'. His mechanic told us it's a custom Delta Racing Products outfit, and they (the frame and forks) weigh... are you ready for this? ... 2 pounds 14 ounces together.



And here we have 10 year old hot dog Geoff Rutherford, sporting the slightly-fatter-than-sew-ups-slightly-skinnyer-than-1.75's tires that are being used by the avant-garde of the in-between age groups.

Geoff's tires are 1 1/8 inch Cheng Shin Capris, inflated to somewhere between 35 and 65 pounds, depending on the track.

Advantages of these tires? Less rolling resistance which means a hair more top end, and light weight which means quicker acceleration.

Disadvantages? Not much traction, rims are more likely to become tweaked.

## Cold Tip

When the hot weather sets in and you know you're going to be thirsty for some cold water at the races, try this: Take a half-gallon or gallon plastic milk jug (with the cap on the top), fill it most of the way to the top, and stick it in your freezer. Don't fill it all the way or you'll end up with a mess when the water expands during freezing.

When you get to the races, if you remembered to bring the frozen jug, you'll have ice water all day long as the thing melts down. If you want to take this a step farther, freeze some Gatoraid or Wet Energy.

## Finger Tip Brake Adjuster

Here's a hot tip from Sean McLean (aka The Gremie Pud of San Rafael, aka The Brake Bracket Tycoon). It's a cable adjuster that gives you quick and easy caliper brake adjustments right at your finger tips... like when you're sitting on the starting line.

The adjusting bolt and knurled lock nut are from a Weinmann brake. The adjusting barrel is from a Mafac 10 speed brake lever. You can get these parts at your local bike shop for about a buck.



To install it, cut a 7/8 inch section out of your brake cable housing (preferably after removing the cable) about 4 inches away from the brake handle. Stick in the adjuster, slide the cable back inside, and that's it.

## A Caliper Un-Drag Trick



Kevin McCarthy of Merced, California devised this method of causing his side pull caliper brakes to re-center after application. In other words, here's a cool way to stop side pull brake shoes from dragging on your rim.

Kevin got this spring off the cord on his mother's toaster.

Try telling your mother that it's a matter of priorities. If that doesn't work, try a hardware store.

continued on next page



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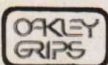
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### Lever Location

Here's a new (or at least pretty new) approach to mounting and bending your brake lever.

With this under-the-grip position, all you do is reach down with a finger or two and you got it. There is virtually no arm movement involved, like when you have to drop your elbow to snake a couple fingers over a lever mounted in the normal position.

This idea from SoCal whiz, Byron Friday.

### Grip Slip Tip

Here's a hot tip,  
If while blasting through a dip,  
You do a flip,  
Feeling like a drip,  
'Cause off your bars came a grip.

First clean the crud off your bars.  
'Till they shine like the stars.



Then squirt some Bel-Ray Contact  
Cleaner,  
Right inside those rubber wieners.



Then slap 'em on the bars,  
Let them dry and it's off to the wars,  
And when you see how they stick you'll  
say, "Far . . .  
Out!"

### Racing on a Shoestring

From Flying Frank Lark, Marshall, Michigan: Do you have problems with your shoestrings coming untied during a race? Duct tape 'em, width wise.

(Jones is always snooping through our "Dear Wiz" and "Hot Tips" letters. The same day he read the above letter we went racing at a local track. He finished his first moto half way around the track . . . His shoestring had wound around the pedal shaft about twenty times! Could it be that Jones has a reading comprehension problem?)

### The Gumwall Rally

Superlight gumwall BMX tires are catching on quickly at west coast tracks.



Current popularity leader of the superlights is the 1.75 Cycle Pro "snakebelly" pictured above. It weighs a scant one pound one ounce.

The Schwinn tractor tread and knobby gumwalls started this trend but were a bit large in diameter for this type of tire. If Schwinn would put their great knobby tread pattern on a 1.75 gumwall casing, it would become the instant standard of excellence.

A new 1.75 gumwall with a knobby tread is just being introduced to the BMX market. It is manufactured by Mitsubishi and should prove to be a hot number.

A word of caution about gumwalls: Remember that these tires are thin. That's what makes 'em light. You go faster, but you pay a price in reliability. They have been known to pop. Like a couple months ago when David Clinton was testing a new gumwall tire. And it blew up. During the Pro class main. And David was leading. And the purse was 300 dollars. Sheesh . . . ★

Got something really hot that you'd like to share with everybody? Not the normal stuff but something really "hot"? Want to see your name in The Most Factory Magazine? Shoot those "HOTS" to us and if they're great we'll run 'em. Send them to: BICYCLE MOTOCROSS ACTION ("HOTS"), P.O. Box 5277, Torrance, CA 90510.

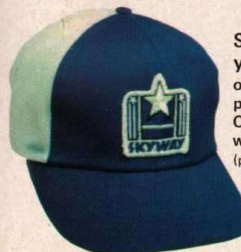
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For the past year, the experimental Team Mongoose bike has been winning the big races. The RC Cola Race. The U.S. Grand Prix. The Arizona State Championship. And already this year, John George took the flag in the Winter Nationals on a Team Mongoose.

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

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

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# LAGUNA GT

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Simple, by using 6061 T-6 heat treated aluminum for our frame, Takagi MX 3 piece quick-change crank with KKT Super pedals. Also, the lightweight ABS Solo seat, Shimano caliper brake system and Laguna BMX pads and number plate, as standard equipment. With our beautiful wheel to frame color match, Shimano hubs, Tange chrome-moly fork, alloy 6061 T-6 handlebar, we are able to create an aesthetic, yet

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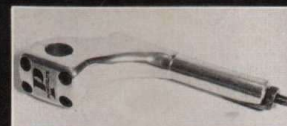
### NEW TRIP IN GRIPS

JT RACING has come up with a new wrinkle in grips. While everybody else is messing with shape and surface patterns, JT is into compounds.

Because different riders prefer different degrees of grip firmness, JT has varied the rubber compounds in their grips, then color coded each one. They go like this: Yellow is super soft, red is normal, blue is firm, and black is extra firm and beautiful.

A hot new idea from: JT RACING, 303 W. 35th St., Suite C, Dept. BMXA, National City, CA 92060.

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### THE WORLD PREMIER SHOWING ... ONCE AGAIN

Remember a product release we ran a year ago about a new DG stem?

Well, it's finally here. Hot ziggity! Only now it's the POWERLITE stem.

They haven't been out long enough to tell much about 'em, but in the appearance department they go about a nine point eight.

The POWERLITE stem is cold forged of a material called micro-alloy, which is a special aluminum alloy developed primarily for the cold forging application.

All five Allen bolts (four in the clamp, one stem bolt) are heat treated to Rockwell 45C, and that's pretty hard. Also, one size Allen wrench will fit all five bolts.

The retail price for these honeys will be somewhere around twenty-five dollars. They come in black, blue, red, silver, and gold. Check at your nearest dealer or contact: EVERYTHING BICYCLES, 22122-B So. Vermont, Dept. BMXA, Torrance, CA 90502. Phone (213) 328-4222.



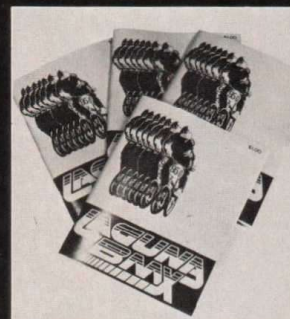
### HAPPY FACE

The TWO WHEELER'S one-piece face mask by MXL makes you look mean, and keeps various and sundry things, like elbows, handlebars, pedals, fingers, and knobby tires, from poking you in the face.

It has scratch-resistant lenses with pins for tear-offs, it's made of unbreakable plastic, and it only costs about 15 dollars retail.

Colors are black, white, red, yellow, and maybe blue. Check at your local bike shop or write: TWO WHEELER'S, INC., 7625 East Rosecrans Ave., No. 21, Dept. BMXA, Paramount, CA 90723. Call: (213) 634-6525.

# PRODUCTS



### ALMOST A SEARS, ROEBUCKER

If you like an all BMX catalog with a lot of pages (96), and a lot of products (over 3000), and a lot of color (7 pages) ... check out the 1978 LAGUNA DISTRIBUTORS catalog. This sucker is almost a Sears, Roebucker.

Naturally all the Laguna and Jimmy Weinert product lines are in there, but you will find way more brand names than just those.

The catalog costs \$1 and shipping costs \$1 for a grand total of, you got it, \$2. The reason for the high shipping charge is that they U.P.S. the catalog to you, and U.P.S. stands for Ultra Fast Sending, you know.

Write to: LAGUNA DISTRIBUTORS, 23302 Vista Grande, Dept. BMXA, Laguna Hills, CA 92653.



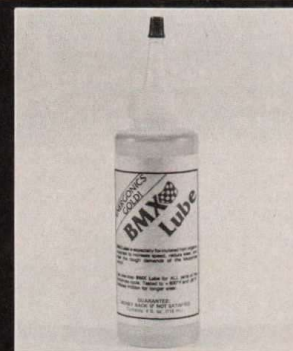
### WHAT CHAIR?

Those sneaky devils at LAGUNA DISTRIBUTORS finally figured a way to get two product releases in the same issue.

We don't even know what this one has to do with BMX, but who cares?

Anyway, their director's chairs are hardwood and blue canvas, come in the usual chair size and the 42 inch tall size shown, and are silk screened on both sides of the back with the LAGUNA logo.

When you check out these, tell LAGUNA DISTRIBUTORS that you saw Pam (who is a very factory model) and their chair in The Most Factory Magazine.



### BMX LUBE

What we are not going to tell you about are all the unusual properties of this non-petroleum based lube (and they are unusual, but we don't have the space here).

What we are going to tell you is that we tried it prior to writing this product release, and we were flabbergasted! This stuff made a noticeable difference. How much of a difference we'll find out soon, 'cause we're going to compare a few BMX oils in an upcoming issue. A sort of slip-sidin' shoot out.

In the meanwhile, if you want more info on BMX LUBE, write: ENERGONICS INTERNATIONAL, P.O. Box 734, Dept. BMXA, Fair Oaks, CA 95628.



Chuck Robinson builds BMX racing images. He also builds sales.

He started with Webco several years ago, and put together one of the hottest teams BMX had ever seen. While this was happening, Webco's BMX sales zoomed.

Next, Chuck put DG on the BMX map. You've heard of DG maybe? That's what Robinson does: builds a hot team, hot equipment, big sales.

He left DG for what was apparently a better offer from LRV. But, to make a long story short, LRV was a tougher image to work with. The company was bogged down. BMX sales had slipped. LRV had not kept pace with this exploding new industry.

Robinson was hired to correct this situation. And he might very well have, except that an efficiency expert decided that LRV couldn't afford Robinson's services. (Sometimes high level corporate wisdom and logic are difficult for us mere laymen to fathom.)

However, to both LRV's and Robinson's credit, they parted on good terms, with Chuck acting as a part time consultant to LRV.

And so, out of the still smoking ashes rose, as a phoenix, Robinson Racing Products. And Chuck Robinson now has the opportunity to see if what he does REALLY works.

Only time will tell that, but for now he is starting to build. And, according to the Robinson formula for success, one of the first priorities is a superteam.

And so, introducing the new Robinson Racing Products factory instant superteam: Gary Renteria (SoCal), Larry Ruiz (NorCal), Scott Clark (NorCal), Bill Anderson (Colorado), Mark Wagner (Georgia), Brian Webb (Florida), Chris Brito (Florida), and . . .

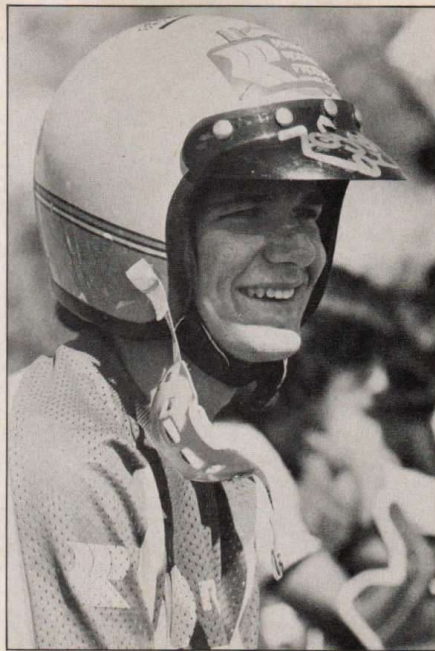
## THE FLYIN' OKIE

# Jeff Ruminer

Home: Seminole, Oklahoma

Classification: 15 Expert

Regional Standing: No. 3K (NBA-Oklahoma)



Ruminer, gettin' down.

**BMXA:** I noticed the narrow Red Line "V" bars on your bike. How much did you cut them?

**RUMINER:** About two and a half inches each side. I'm used to box bars.

**BMXA:** Why?

**RUMINER:** I can't ride with those big bars. You ain't got enough control with 'em. They're for big dudes like Stu. I can jam faster with narrow bars. I can just pick the bike up and start movin' with 'em . . . put my body into it.

**BMXA:** Is that a Robinson frame, or is it an LRV with the decals removed?

**RUMINER:** It's an LRV, but it's Chuck's frame, you know. He made this'n before he left. They didn't really get out. The forks are LRV though.

**BMXA:** They look like Tanges.

**RUMINER:** Hunh uh . . . LRV's. Yeah, I've had people ask me. You can pick 'em up and pick up some Tanges, and then are, oh a lot lighter. You can just throw these'n up in the air.

**BMXA:** What kind of sponsorship did Chuck give you?

**RUMINER:** Well, two bikes; one to

race and one spare. Helmet, jersey, pants, everything. He's startin' in to pay my flight to big races, since I've done better.

**BMXA:** Any co-sponsors?

**RUMINER:** JT and Bell Helmets, and I think we might get somethin' with Van's. I'm not sure yet.

**"Yeah, just keepin' your bike in shape. You should take care of it. Treat it like you would your dog, you know. Grease it and all that . . ."**

**BMXA:** Do you have any contingencies going? If you win a national, do you get bucks from anybody?

**RUMINER:** No. I don't take money.

**BMXA:** You don't take money?

**RUMINER:** No.

**BMXA:** You don't want it?

**RUMINER:** No, I don't want it none. 'Cause you'd be considered a pro. You can't play nothin' else, like football or somethin' in high school.

**BMXA:** Are you just naturally the fastest fifteen year old in the world, or do you work at it?

**RUMINER:** I work at it. I can't hardly

sit down for long, you know. I always have to do something. From skateboards to bicycles, you know. I'm always having bad luck, like pushin' a motorcycle around 'cause the chain breaks.

**BMXA:** That's good exercise, though.

**RUMINER:** Yeah, like pushin' it eight miles from the house?

**BMXA:** So that's how you work out? Push your motorcycle eight miles out and eight miles back?

**RUMINER:** And run around and lift weights and stuff like that. And I'm in track.

**BMXA:** What do you run in track? Distance?

**RUMINER:** Sprints . . . fiftys and hundreds.

**BMXA:** So, do you have a training program or are you just always hitting everything?

**RUMINER:** I hit everything, plus I've got a training thing. It's like not to eat too much, and watch what I eat, you know. I run most every night. And go to about two races a week. And I got a paper route a couple years ago to keep in shape for bikes. It's about two miles with about fifty pounds of papers, up these big ol' hills and down the other ones. And I made some trails near my house and I ride those most of the time.

◀ A time for introspection . . . Three of the fastest 15 experts anywhere, Sewell, Ruminer, and Utterback, just prior to the main at the Springnationals. Ruminer won.





The Flyin' Okie, bookin' on a gnarly surface.



Funny how goggles only fog up just before a race . . .

The Ruminer machine: Sugino 175 mm alloy cranks, 45 tooth Sugino sprocket, 16 tooth freewheel, KKT pedals, Campagnolo hubs, Red Line "V" bars, Red Line gooseneck, Oakley grips, LRV forks, a Carlisle on the front and a new Cycle Pro gum wall on the rear, and a Robinson designed LRV frame (Robinson frames are in the prototype stages as this article is written).



**BMXA:** Let's say you kicked back from all that working out. Would you still be as fast?

**RUMINER:** Not really. I'd probably get fat 'cause I eat a lot, you know. I wouldn't be as fast 'cause I wouldn't have enough wind. I'd go around a track and be on my knees. I just wouldn't have it all together. I think I'd still be good, you know, 'cause I'm just used to doin' stuff like that, but it wouldn't come easy. And it would take a long time to get back in shape.

**"It's more competitive in California, you know. Dudes come here to see who's hot in their class, to see if they can take it. After my first trip up here, I went for it."**

If you want to win, you have to work out. You can't just go around the house goofin' around, you know, or goin' out drinkin' with all your buddies or something like that. You get one or the other.

**BMXA:** Have you got one or two hot racing tips for everybody out there in BMXville?

**RUMINER:** Yeah. I go up there about five or ten minutes before my moto. Just sit and relax and watch the starter and how everybody goes. If you're really wantin' to win bad, you know, and get good starts, you can watch some of the big guys go off of it. Watch how they go, and take the first turn and stuff. Watch how they go around corners, you know, and see where all the bumps are. That's about it.

**BMXA:** You got another tip, Jeff?

**RUMINER:** Yeah, just keepin' your bike in shape. You should take care of it so you don't end up cryin' at the races 'cause it don't run good. You should take care of it, you know. Treat it like you would your dog, you know. Grease it and all that . . .

**BMXA:** You grease your dog?

**RUMINER:** Well, no, but you know . . . take care of your dog and keep it right . . . (Five minute break for chuckling, snickering, and knee slappin'.)

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**BMXA:** Okay, greasy dogs aside, back to it . . . Do you live close to Cash and Matt?

**RUMINER:** Oh, 'bout twenty miles. We race a lot.

**BMXA:** Where have you raced?

**RUMINER:** Washington, Oregon, Canada, Northern California, Southern California, Texas, Hawaii, and Oklahoma of course.

**BMXA:** Not too shabby for a fifteen year old. Who paid for all this travel?

**RUMINER:** Chuck. He's helped me out most of the way.

**BMXA:** Who, in your opinion, are the three or four hottest BMX racers anywhere? They can be any age, boy or girl, or your dog if he races.

**RUMINER:** Well, it'd be that dude, Clint Miller. He's up and comin'. He'll be sixteen in two months and he's

gonna be hot. And this dude on our team, Scot Clark, is so hot. And Kenny Nachman. And Scotty Wegner from Georgia. He's eight or nine and he's super fast, man. And that dude, Vance Justice, he's a fast rider too. He's nine, from Florida.

**BMXA:** In all your travels, what were your favorite tracks?

**RUMINER:** Rheem, in Northern California. And there's one in Everett, Washington called Slaughterhill. It's . . . oh, man . . . it was a big ol' hill . . . just swoosh! Man, it was so fast! It had big rocks on it, but it was fun.

**BMXA:** That's it on tracks?

**RUMINER:** Covina in Southern California, you know. It's pretty cool.

**BMXA:** What is the difference between the BMX racing in California and everywhere else?



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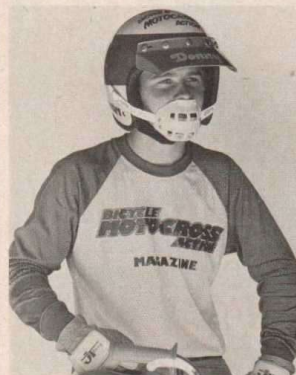
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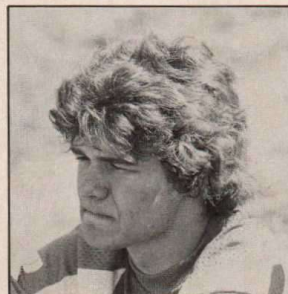
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**RUMINER:** It's more competitive in California, you know. Other places you got the feeling it's just a race . . . not important. You go to racin' here and it's do or die. They go for it! The atmosphere is racing, totally. It's serious. Dudes come here to see who's hot in their class, to see if they can take it. Other dudes come here for the big bucks.

Other places it's not like this. It's just mello, Oklahoma and around in there, it's not hot. Kids race just to goof around. Up here it's like their job. Like Stu and them, they get paid for ridin' those frames. They're big men. Around Oklahoma and other states you don't have nuthin' like that, you know. It's good to look up to all these dudes.



Once you race out here . . . that's what changed my ways of racing. After my first trip up here, after that I went for it. I always wanted to race after that. It's so fun. It made me more serious about it. It made me want to do my best. Like down there you can think you're doin' your best, until you come up here, and you're not. No way. California racers definitely have the edge.

**BMXA:** So which do you prefer, the goofin' around races or the serious ones?

**RUMINER:** The serious racing. Little kids might think the goofin' around ones are better 'cause they've got nothin' to do. But as you get older, that gets boring. Like if you came up here you'd find out it wasn't boring. You've got to do a lot more to keep in shape, and to keep up with these dudes.

**BMXA:** One more question, Jeff. Where are you going from here?

**RUMINER:** The top.

**BMXA:** . . . Uh, the top of what?

**RUMINER:** No. 1 national plate.

**BMXA:** . . . How long do you figure it will take you?

**RUMINER:** Just this summer.

**BMXA:** THIS YEAR? You figure on No. 1 THIS year?

**RUMINER:** Yeah.

**BMXA:** What if you don't make it?

**RUMINER:** Well, I'll just go for it next year.



Fun truckin' to the races . . . Reality as viewed by our out-of-his-squash artist, Bob Haro.



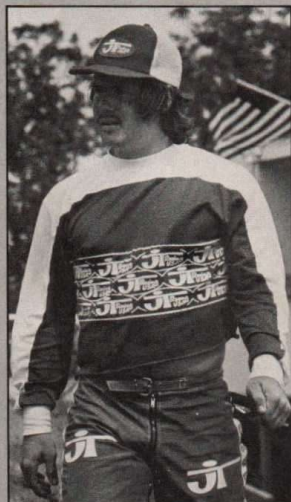
# SUPERBYKE ★ ABA SPRINGNATIONALS



The first of the pro semis. Four racers would transfer. The object was to save energy for the main, but be in the top four.



Hottest team of the day was "The Green Machine." Hottest G.M. rider was Jimmy Roberts. He annihilated the 15 novice class. Maybe it was his knobby shoes that did the trick.



A little after this photo was taken, this guy's boat came in.



## CLINTON CRUNCHES THE CASH COMPO

**"Phoenix is just a big Xerox copy of Bakersfield . . . mostly farms, cattle, massage parlors, country music, chewin' tobacco, and kids ripping around on old tractors."**

There it went. The sun just dove behind the Big Horn Mountains of Arizona. It is a typically mind bending sunset for this state.

The residual reds and ambers illuminate the desert floor enough to make out all the Saguaro cactuses, set forever in their ramrod straight posture like a bunch of motorcycle cops on parade.

It is 7:30 in the evening. We just passed "Sore Finger Road". Now that name has a real desert flavor, don't it?

R.L. is driving. No, he's not 16 yet. This is totally illegal. But before you try to turn us in to the Highway Patrol for a reward, notice that I didn't sign my name to this article so you'll have a tough time proving for sure who it was that allowed him to drive.

Anyway, the traffic is minimal, and

R.L. is doing a first rate job (only blowing the double nickels by ten), so no big deal.

BLJ (Building Leapin' Jones) and Randy couldn't make it this weekend, so it's just me and R.L. and Waylon Jennings and the Outlaws at max volume on the tri-axials.

The cruise control is locked on sixty-five, Waylon's into the second verse of "Yesterday's Wine", and we're truckin' back to the secret headquarters of the Most Factory Magazine, high in the rugged mountains of Torrance, California.

A couple hours ago we left Phoenix, after spending the day at the ABA Springnationals, watching in awe as the best pro racers in the country went after the biggest BMX purse in history . . . 1000 smackolas!



Maximum exertion finish straight competition in the 15 expert main. No. 828, Jeff Utterback (SE), won it by a hair. No. 855, Kirk Woodie, got a third . . . barely. No. 876, Kenny Knachman (Mongoose), was flat cookin' but got out in the rough and finished fourth. No. 202, Phil Nino, put on a tremendous last second burst of speed and passed everybody except Utterback.



This was the 1000 dollars that the pros voted to take a rain check on at the Torker/ABA Winternationals in Azusa, California a couple months ago.

Like tapioca pudding, the tension at Chandler was thick enough to slice with a knife. Even someone as unflappable as myself was flapped . . . I had butterflies everytime a pro moto came up. And all I had to do was take pictures. Think of what the racers were going through.

Clinton won it. 500 bucks! Stu slipped a pedal off the first jump in the main and it cost him 250 dollars, the difference between first and second place, because that's when David powered past him into the lead, never to be touched again. Stu had to fight for it after his early mistake, but he hung on to second.



The 11 experts, haulin' bazoonies.



The exodus of the Israelites from Egypt? The line where you sign up for summer vacation? How about the Chandler starting hill during practice?

Phaster than a plash, 10 year old expert rider, Matt Hubbard. He finished second overall, right behind Ronnie Ames (CYC).

Tinker "Back in the Saddle Again" Juarez smoked in for third spot and 150 dollars. Tinker was hot all day.

Brent Patterson pounced on the 100 dollar reward for fourth. But that's not first. He's been running seconds, thirds, and fourths all this year at the biggies . . . always a bridesmaid, never a bride. A big win now would mean a lot for the new Patterson Racing Products company.

The invincible John George was vincible at Chandler. He never did get with the program. Couldn't even qualify for the pro main, which gives you an indication of the ferocity of the competition for the pro purse. He did qualify for the sixteen expert main, but was so disgusted with his performance in the pro class that he didn't even show up.

The Chandler track is an exact twin of the Azusa track in California where the ABA Winternationals were held a couple months ago. Hot track design.

It is becoming a characteristic of the ABA to have exciting, flawlessly prepared tracks for their big races. Chandler was not an exception. In fact, on a one to ten scale, track de-



One of the pro semis: Stu's smoking into the first turn with Patterson and Clinton right on him. Check the SE rider (Utterback) trying to go underneath . . . that's hanging it out! But it didn't work.



The Californians still dominate pro bicycle motocross racing. Left to right: Oakley (Mongoose), The Kos (Mongoose), Juarez (Mongoose), Kramer (SE).



sign and preparation, crowd control, organization, and efficiency of running the motos had to be somewhere in the mid-nines.

Two things were improved a bunch over the ABA Winternationals. One was the rapidity of running the motos; it went off neat, clean, and quick this time. The other thing was the presence of a qualified first aider at the Spring-

nationals. This was noticeably missing at the Winternationals, as mentioned in this issue's "Editorial".

And so, as the Arizona desert, by now a blue-black color split only by the white eyes of the occasional oncoming eighteen-wheeler, races past right outside my window; and Waylon rips into "Honky Tonk Heros"; and R.L. (whistling now, like a veteran of

the highways) keeps on truckin'; I'm thinking that this was a great ABA race and a neat Arizona weekend.

I'm also thinking about the Patterson/ABA Summernationals in Amarillo, Texas in a couple months. Pro racing today for the 1000 dollar purse was mind boggling. In Amarillo the pro purse will be a whopping 1500 frogskins. Mother Brown! ★



While chaos and confusion gripped most of these 14 experts, Marty Jackson (Panda) was beatin' feet for the finish line.

# ☆☆☆ RESULTS ☆ ABA SPRINGNATIONALS ☆☆☆

OPEN PRO David Clinton Stu Thomsen Tinker Juarez	14 NOVICE Ed McInelly Wayne Hicks Anthony Faciolo	11 NOVICE Roger Anderson Ricky Jeffries Scott Miller	7 YEARS OLD Esteban Yalas Jason Charlie Carter Smith
16 OVER EXPERT Stu Thomsen Perry Kramer Jesus Bustamonte	13 EXPERT Dobie Nino Mike Cossinger Tim Faust	10 EXPERT Ronnie Ames Matt Hubbard Brett Elliot	6 YEARS OLD Robbie Messmore Chuck Bruce Rinker Marietti
16 OVER NOVICE Dinker Reynolds John Murphy Harold Hatch	13 NOVICE Steve Sommers David Murphy Larry Swift	10 NOVICE David Farley Billy Dufau Morris Desatoff	5 YEARS OLD Toby Williams Mark Bishop Ben Green
15 EXPERT Jeff Utterback Phil Nino Kirk Woodie	12 EXPERT David Marietti Trey Pfeilsticker Jimmy Guerres	9 EXPERT Kyle Fleming Gary Burnett John Cunningham	SENIOR LADIES Denise Holroyd Roxanne Buckner Donna Golosewski
15 NOVICE Jimmy Roberts Jeff Farlow Alan Long	12 NOVICE Doug Olson Scott Herrell Tom Loughran	9 NOVICE Tom Simms Dan Rutledge Paul Romero	INTERMEDIATE LADIES Jill Harding Nancy Bruce Lisa Swift
14 EXPERT David Havenly Marty Jackson Lee Miller	11 EXPERT Theodore Sermano Mike Nadeau Steve Studer	8 YEARS OLD Eric Hassett Doozer Trevino Lonnie Tatton	JUNIOR LADIES Rhonda Ames Tammy Sanders Debora Babakitis



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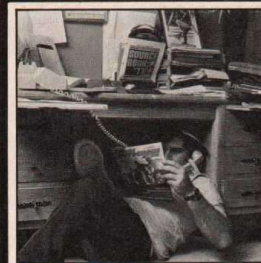


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## revelations, rumors, miscellaneous drivel, new things, outright lies and inside dope

by Jim Stevens

### Event Insurance Crisis Over

BMX racing just came through a kind of insurance crisis. It seemed that for awhile nobody had insurance except the NBA tracks . . . and they wouldn't tell where they got it.

Well, all you track promoters can breathe a collective sigh of relief. E. Broox Randall once again has an underwriter for BMX event insurance. For information contact Tom Allread at:

**E. Broox Randall • (213) 462-2111 Ext. 250**  
1132 N. Vine St. • Hollywood, CA 90038

And we have a new company in Florida (well, not really new . . . as it turns out this is where the NBA has been getting coverage) supplying BMX event coverage. For rates, etc. contact:

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### DG Scuttlebutt



Jeffrey Bottema, displaying the body that launched a thousand ships, casually chats with his new teammate Clint Miller, blithely unaware of the paralyzing effect his charms are having on nearby females.

The DG team, thin of rank lately, has picked up Clint Miller for a full blown factory sponsorship. Clint used to ride for Team JMC.

Also, you Jeff Bottema fans will be tickled to know that he is easing his way back into BMX racing, wearing the DG colors of course. But he is having this strange problem . . . when he comes out of a turn he keeps turning his right grip and looking surprised when nothing happens. I'm sure that whatever is causing this will pass with time.

### Plasticman Ready To Strike Again

Rumor has it that Lyle Addicks, of the Addicks Co. (plastic sprockets, etc.), is planning to expand into the realm of frames, forks, and handlebars. Steel . . . not plastic.



### Eddie King Goes Factory



Torker, Wheels N' Things Bike Shop, and 13 year old San Diego thunderbolt Eddie King have been secretly dickering about a sponsorship for the last six months.

Well, the smoke has cleared and here's how it turned out: Eddie is now fully sponsored by Torker . . . but he still rides out of Wheels N' Things.

What this really means is that Torker pays the bills and Eddie will wear the Torker colors and logo . . . and Wheels N' Things gets their name on his jersey sleeve.

Eddie King is a hot rider and gets a lot of print (that's magazine talk for publicity), so he's well worth all this fuss.

Congrat's on the factory ride, Eddie.

### The Red Baron's Machine

Came across this photo of the trickiest hack of all time, so far. This is the very machine that was flown to glory by the Red Baron (aka Dennis Dain) and Steve Ruiz at the peak of their career. Now tell me, is that a far out hack or what?





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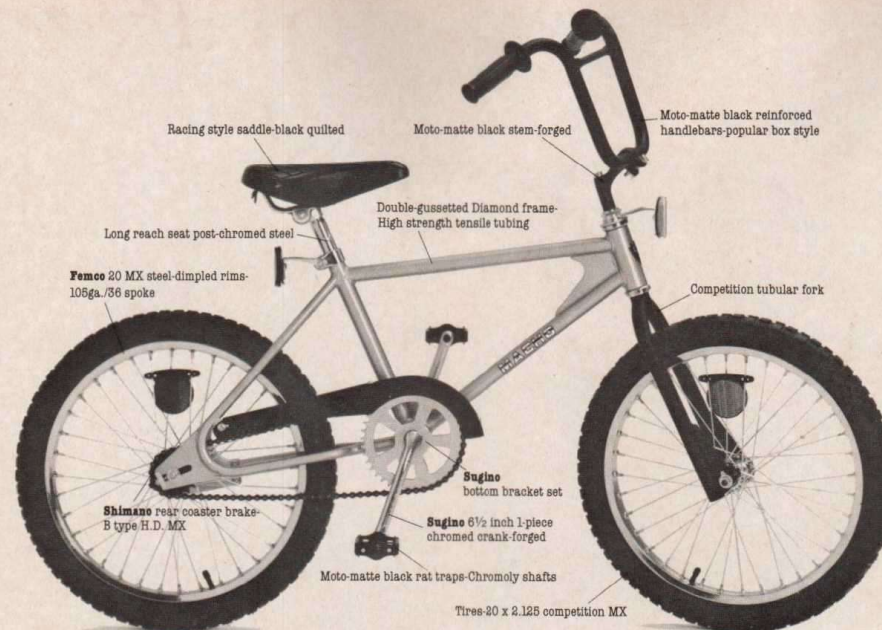
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A lot of bargain BMX bikes have a nasty habit of becoming instant garbage the first time you blast a berm. That can get pretty depressing, and very expensive. So the Macho was carefully designed to deliver race-winning performance



moto after moto. We avoided hoking it up with useless, quasi-moto junk, and bolted on rugged, competition BMX components to handle radical aerobatics in stride.

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**MOTO-X  
FOX**



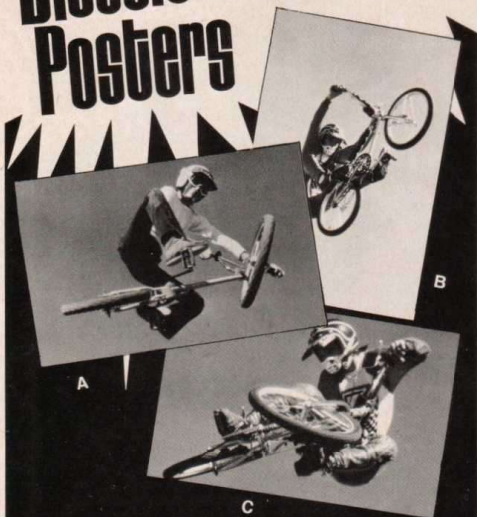
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People who race things have a penchant for decorating whatever it is they race. Perhaps it is done for the psych value, much the same as when Indians used war paint. Or maybe it's a kind of 'macho' trip. Or maybe it's just wanting to fiddle around with their racing machine. Or maybe it's all three . . . Who knows?

Whatever the reason, throughout history there has never been a racing vehicle that was not decorated in some way by its owner.

The people who race cars, boats, chariots, and the like, have large surface areas on which to add stripes, flames, wild colors, stickers, logos, their own name, their girlfriend's name, the Emperor's name, and other kinds of racing graffiti.

It's tougher for motorcycle racers to satisfy this primitive urge, but not impossible. They at least have a gas tank to paint some flames or stripes or slap some stickers on.

But what is the bicycle motocross racer to do? There is just no place to decorate . . . except . . . Yes, you got it! Where there's a will there's a way . . .



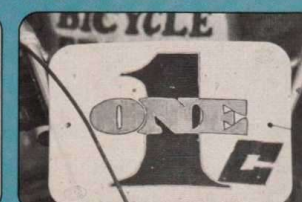
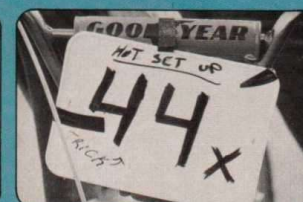
# number plates . . .

in BMX racing are being raised to the level of . . .

## an art form

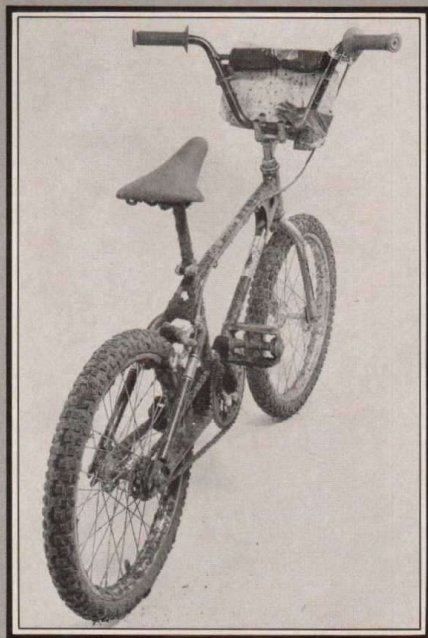
As examples of this budding art form, we offer the following as some of the best . . . and a few of the worst . . . plates we've seen over the past six months.

If you decide to knock out a spiffy plate of your own, and you are a member of a BMX sanctioning organization, be sure to check with them about what can and cannot go on your plate. Mostly keep it legible, so the finishers at the next big race can score you properly.





# IS THIS THE CREATURE FROM THE BLACK LAGOON?



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### DEAR WIZ,

continued from page 9

There are many excellent riders here in Redding, but they have no place to ride. I hope this letter will influence the bike shop owners in and around Redding to invest in a BMX track. It would surely pay off for them in the long run.

Sean Hankin  
Redding, California

We are looking into the possibilities of building a BMX track in the Redmond area. The Department of Parks and Recreation in Redmond has been involved in an annual motocross event held in the summers. It has come to

our attention that there are no sanctioned tracks in the area, and there are quite a few motocross enthusiasts out there who would like to have a year around track. Redmond is considered to be the bicycle capitol of the Northwest, and this would be an excellent place to put an activity of this sort.

Cheryl Rogers  
Parks and Recreation  
Redmond, Washington

Boo . . . Cleveland, Laramie, and Redding! Yea . . . Plainwell and Redmond! -Oz

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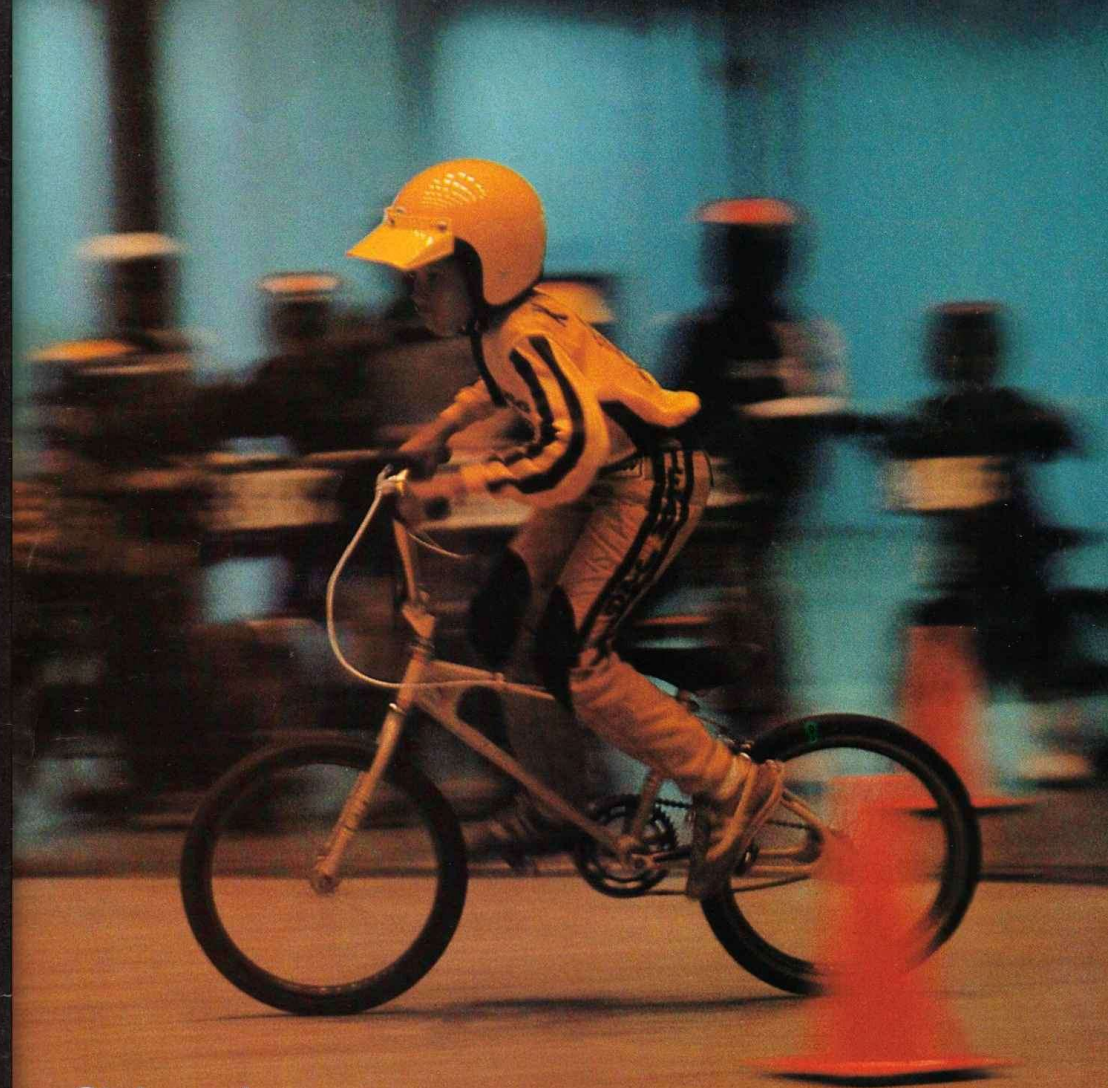
# munch and crunch

The benevolent loonies here at the Most Factory Magazine will pay ten bucks (\$10) cash for any MUNCH & CRUNCH photo not enough to be included in these hallowed pages. BX10 glossies please, and don't forget to put your name and address on the back so we know who to send the check to. It would also be neat if you told us who chewed.



A motor drive sequence showing how the Creature from the Black Lagoon got that way. Brian Curnell (Mongoose)

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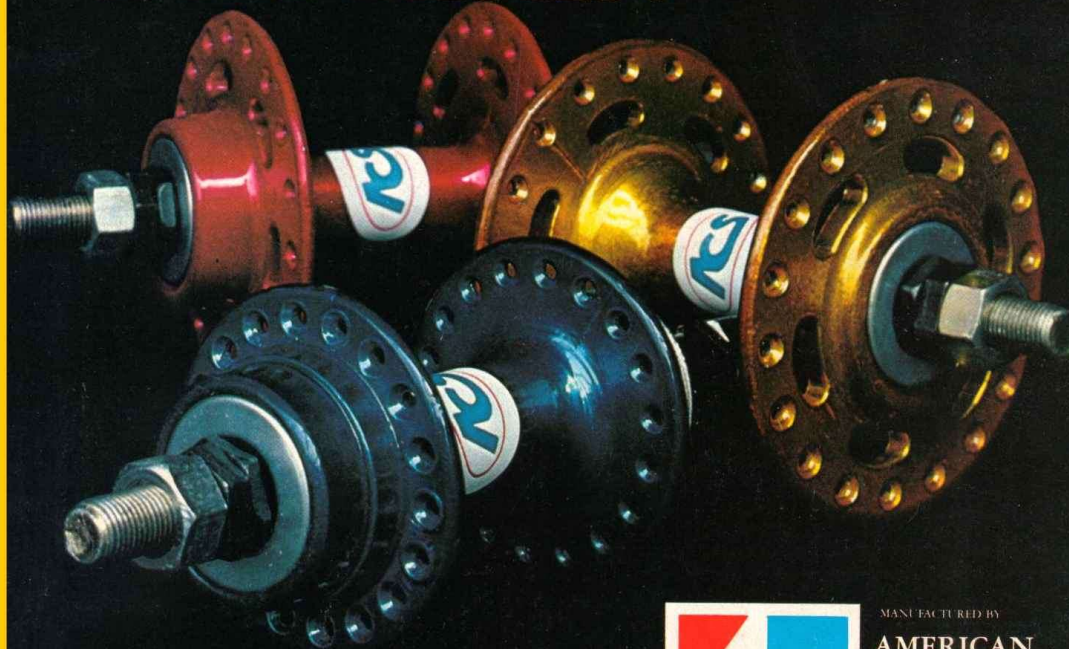


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