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## BICYCLE MOTOCROSS ACTION



SEPTEMBER 1979  
VOLUME FOUR  
NUMBER SEVEN

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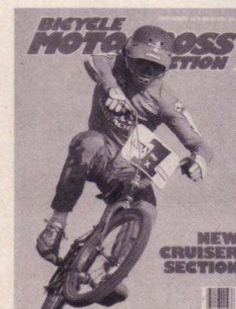
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COVER: Last year Bobby Encinas was  
voted BICYCLE MOTOCROSS ACTION  
Magazine's No. 1 Racer. Who will it be  
this year?



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# EDITORIAL BY BOB OSBORN

**The latest poop on the national point leaders, big money winners, and the coming Grand Nationals . . . sort of.**

## NBA

"Oh, we won't be running that on our computer until next month."

## SUBJECT NUMBER TWO: TOP MONEY WINNERS SO FAR (PURSES ONLY) . . .

### ABA

Greg Hill \$1254  
Stu Thomsen \$1184  
Brent Patterson \$1100  
David Clinton \$925  
George Fayfak \$376  
Ed Timmsen \$354  
Kevin McNeal \$281  
Tinker Juarez \$250  
Perry Kramer \$200  
Phil Nino \$180

### NBL

The NBL does not yet have a pro class.

### NBA

"We don't keep track of how much the boys win."

## SUBJECT NUMBER THREE: GRAND NATIONAL INFO . . .

### ABA

ABA Grand Nationals  
Sponsored by DG  
November 3, 1979  
Horsemen's Park Arena  
Las Vegas, Nevada

### NBL

NBL Grand Nationals  
September 1 and 2, 1979  
East Tennessee BMX Track  
Knoxville, Tennessee

### NBA

"We don't even know where it's going to be yet, so how can we know the date?"

(Heavy sigh) Sometimes it's tough to understand the internal workings of the NBA. ★

Greetings, all you racing fools out there.

For your information, edification, and enlightenment I have here some of the latest poop about the leaders of the national point races, who the big bucks winners in the Pro classes are so far this year, and dates and locations of the different grand national events later in the year.

The only problem, as you shall see, is that the listings are not quite complete. What I have was obtained with a very few phone calls to the ABA and NBL, and a great many phone calls to the NBA. When you read the following, I think you'll see what I mean when I say that the amount of information gained from each sanctioning organization was inversely proportional to the number of calls made.

## SUBJECT NUMBER ONE: NATIONAL POINT LEADERS SO FAR THIS YEAR . . .

### ABA

1. Ronnie Ames
2. Denny Davidow
3. Kyle Fleming
4. Jimmy Bertoldo
5. Lee Medlin
6. Scott Herrell
7. Richie Anderson
8. Danny Wall
9. Dobie Nino
10. Doozer Trevino

### NBL

- 16 AND OVER: Sal Zeuner
- 15 YEARS OLD: Dale Beline
- 14 OVER OPEN: Greg Esser
- 14 YEARS OLD: Keith Hoover
- 11-13 OPEN: Buddy Higgins
- 13 YEARS OLD: David Argyle
- 12 YEARS OLD: Jeff Brown
- 11 YEARS OLD: Robby Mylls
- 8-10 OPEN: Paul Murray
- 10 YEARS OLD: Amon Emeka
- 9 YEARS OLD: Pam Holiday
- 8 YEARS OLD: Scott Pearson
- 7 UNDER OPEN: Mark Bickson
- 7 YEARS OLD: Jimmy Harness
- 6 YEARS OLD: Joshua Summers



## TRICK RIDE BY BOBBY ENCINAS. TRICK HELMET BY PRO-TEC.

People tell Bobby Encinas that he's got rocks in his head for trying a stunt like this.

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Of course, it takes more than light weight and strength to impress

Bobby Encinas. It takes comfort.

That's another thing the Pro-tec BMX helmet has plenty of.

It has two layers of shock-

absorbing foam for extra cushioning. Plenty of ventilation ports to help you keep your cool. And the Pro-tec BMX helmet doesn't block your hearing. So you can keep an ear out for riders coming up from behind.

All in all, there's no better helmet for BMX than Pro-tec.

So don't be swayed by some hot-dog looking motorcycle helmet the next time you buy headgear.

Instead, do what Bobby Encinas does.

Use your head.



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# DEAR WIZ

Unafraid, we herein solicit social comments, remarks about articles, suggestions, assorted drivel, or whatever.

## COSMICALLY TRICK

Hey you guys at BMXA (Windy and Yvette, too). Hi there. How's your plate business going, Haro? Good, good. How are things up there on the terrifying, forbidden, rugged, mountain top in Torrance? Good, good. I got a few questions to ask you people who are going to print my letter. First, how good are Troxel seats? Second, are Elephant brand cables any good? Third, how good and how much are Patterson frames? Keep up your cosmically trick ultra zoot work. Catch you on the flip flop.

The JT Kid  
Motoland, California

First class, never heard of 'em, primo, and around a hundred dollars.—Oz

## NO. 1 DOWN UNDER

We just had the Coca Cola Inter-

city Challenge Cup race and the Brisbaneites blew away the Sydney boys. Steve Wilkinson is our number one



rider with Peter Wort right behind him. They are keeping fit so they can give you Yanks a thrashin' in the next international confrontation. BMX is

really hot down here in Brisbane. The photo is of me at my track.

Paul Gaffney  
Team Stubbies  
Brisbane, Australia

All you glory hounds out there who want to see heroic photos of yourself in the Most Factory Magazine had better start wearing helmets because we're not going to draw them on too many more people. (See the "RAD NURD" letter in this column.)—Oz

## TEAM RALEIGH?

Does Raleigh have a factory team?

Steve Edwards  
Boalsburg, Pennsylvania

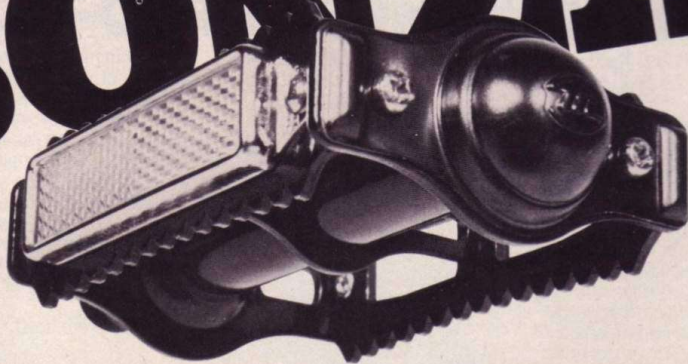
Yeah, Steve, they just picked up Jeff Bottema and Toby Henderson.  
—Oz

—continued on page 10

**BEWARE OF IMMITATIONS  
INSIST ON GENUINE**

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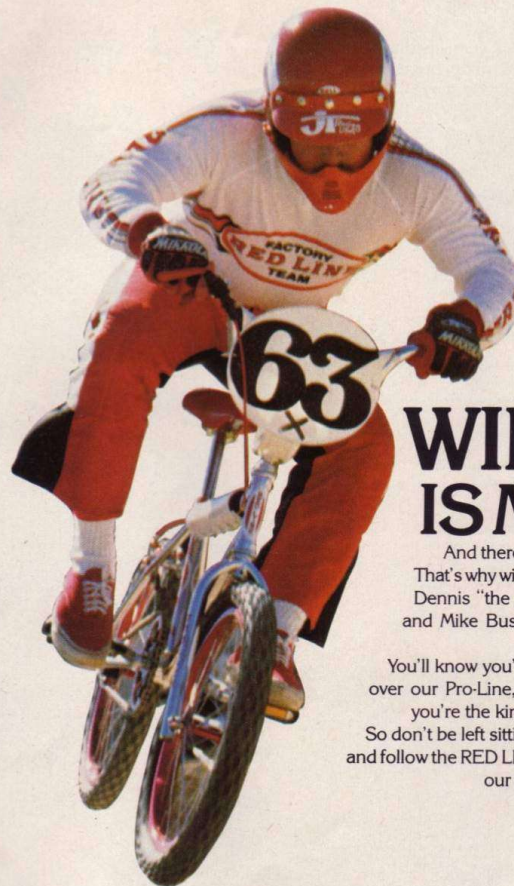
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# MORE THRASH FOR YOUR CASH!

**F**irst off, you have to understand even a Rampar BMX machine can only do so much for you.

If you ride like an old lady, you might as well get yourself one of those balloon tire jobs with the basket and a little bell.

But if you aim to boogie and jam in the gnarliest possible fashion, get yourself a Rampar. You will be putting your money into a very sweet piece of work.

## Take the new R-11XL.

The frame is chrome-moly steel, double gusseted to withstand the heaviest BMX crunching.

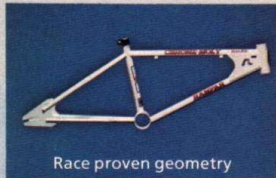
The fork is Rampar's 400X, with chrome-plated, hi-tensile steel tubular blades.

The stem is heavy-duty forged steel with an extra-strength binder bolt.

Tough? You can take the R-11XL

through the Baja if you want to. Just remember to wear your helmet.

If you are into braking, the R-11XL has some of the best: Dia Compe forged alloy side pulls with alloy levers.



Race proven geometry

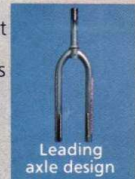
The crankset is a forged one-piece, with seven-inch cranks, and a lightweight 40T Williams pattern chainwheel.

The tires are 20" x 2.125" MX knobby gumwalls on Araya

7C light alloy rims.

The R-11XL also comes with black plastic octopus grips you would be crazy to replace, Sunshine BMX alloy hubs, and a special Rampar Hi-Tail saddle.

Now does all this thrash cost a lot of cash? No way. Check it out with your Raleigh/Rampar dealer. The R-11XL is a millionaire's bike just plain-folks can afford.



Leading axle design

## There's more than one way to burn a berm.

Raleigh/Rampar builds other BMX machines. All are beautifully engineered, tightly built competition cycles. For you highrollers, we have the R-9. This super-lightweight is the max in BMX technology.

All chrome-moly frame and fork, heli arc welded. A forged four-bolt light alloy stem. Sugino 5-pin alloy cotterless crankset. Dia Compe side pull brakes. Low profile knobbies on rims of anodized alloy. KKT MX pedals with chrome-moly axles. In other words, the works.

The R-9 weighs in at under 26 pounds, but it's tough as a battleship. Take it over the high side once or twice and see for yourself.

Next, consider Rampar's R-10. This is the hottest-selling BMX machine in

the U.S. Test thrash an R-10 and you will understand why.

The R-10's competition frame geometry makes it a natural for the heaviest motocross action.

This bike has the guts to go head to head with the best: a gusseted frame, high-traction knobbies, and seven-inch cranks. Whether you are running

motors or just thrashing, the R-10 can really boogie. And while we are on the subject, there's a scaled-down version of the R-10 for little guys, the R-10 Mite-Y-Mite.

Now, if you know more about BMX than the average dude, we call your attention to Rampar's R-11. We think you will find it a beautiful combination of technology and economy.

Chrome-moly maintubes. Hi-tensile fork. Araya 7B alloy rims. A forged steel stem with extra-strength binder bolt. MX knobby gumwalls. Gnarly octopus grips.

You can really go far on an R-11. And you will be going first class.

## Tear us apart.

The real test of BMX machines is in the riding. So make it a point to eyeball the entire Rampar line in person. Analyze details. Ask questions. Don't be afraid to bounce our bikes around a little.

When we decided to get into BMX, we knew we would have to satisfy the toughest customers on earth. People like you.

So we build Rampar BMX equipment right.

Because we want to give you more thrash for your cash than anybody else. It's as simple as that.



Ultra-light alloy stem



One piece crank and spider



Sugino 7" cranks

Rampar R-11XL



Rampar R-9



Rampar R-10



Rampar R-11



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## DEAR WIZ

continued from page 6

### WILL THE REAL PEDDLEPOWER PLEASE STAND UP?

I bought a Peddlepower frame about a year ago and now the company has switched the name to Powerlite. Is there any difference in the frames? And why did they switch names?

Pierre LeGrand  
 Richland, Washington

*You're not putting me on with that name, are you, Pierre? It sounds like the name of a French police inspector in a spy movie . . . "Oh, there's been a triple axe murder! We'd better get (heavy drum roll) Inspector LeGrand of Interpol!"*

Anyway, what happened was that there was this Peddlepower company in the West that manufactured BMX equipment and was getting ready to go buns-out into promoting their products. And then there was this Peddlepower company in the east that was totally separate, but would get a bunch of free advertising if the western Peddlepower company didn't do something. So the mild-mannered western Peddlepower company aimed their Secret Star Ring at the planet Jupiter, spun around twice, shouted, "SHAZBAH!", and bingo . . . Powerlite!

But to answer your question, Inspector, the name's changed but the frame's the same. -Oz

### HIGHLY SQUISH RESISTANT

My friends, relatives, parents, friends of parents, parents of friends, etc., have told me that I'm the prima ballerina of the dirt freaks in our area. I've raced on most of the tracks within a 40 mile radius of my house . . . which aren't many. But there is one problem: My bike isn't worth half the wolfbane in Transylvania. And there is another problem: NO MONEY! Where can I get a relatively cheap bike that I can race in the 16 novice and 16 expert classes without squishing it?

Also, how long should a Tuff Wheel last under constant full kickouts with wopping it? I've had six regular rims in the last year and pretzeled every one on the first day.

Also, WFO means "Why Fight Oz!"

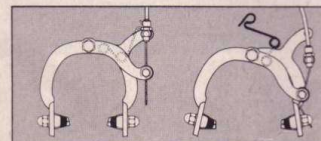
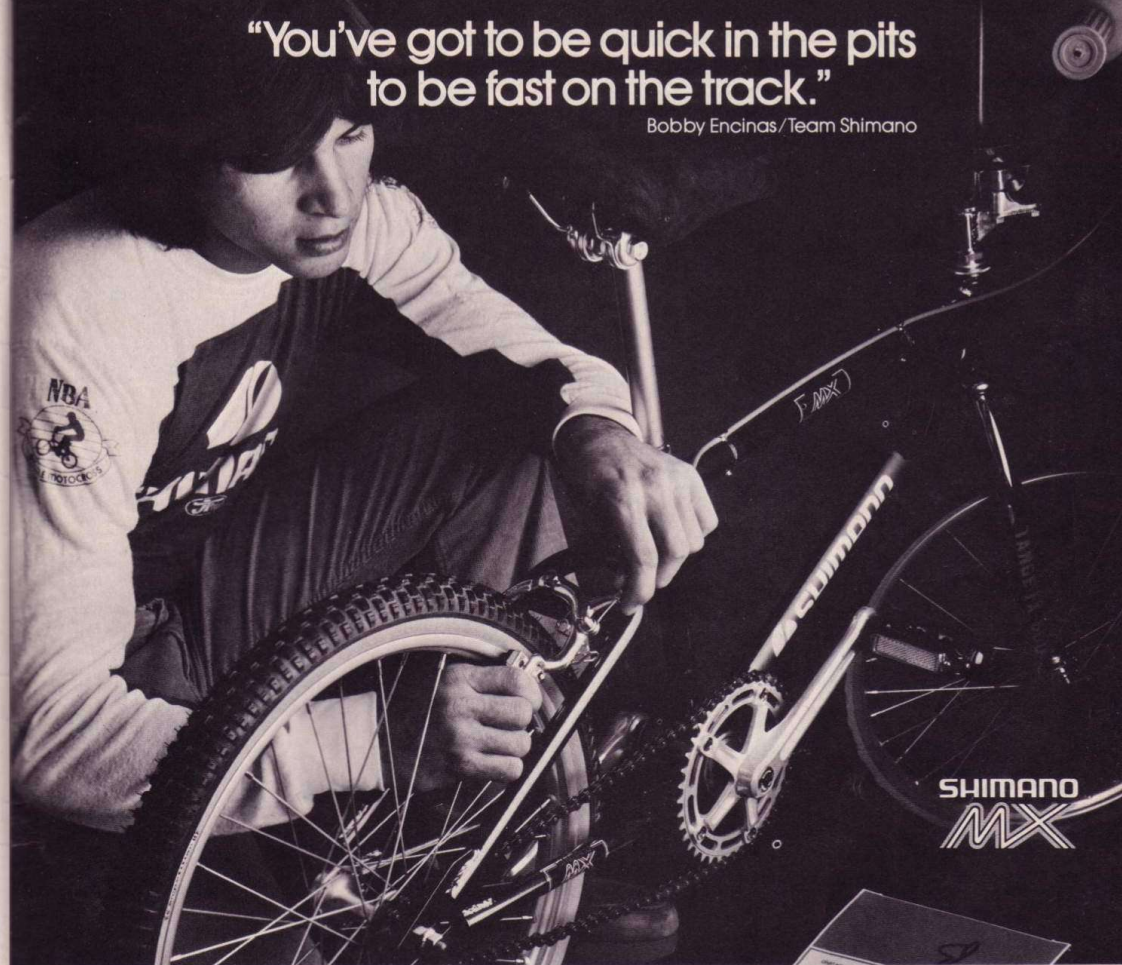
Devin Bank  
 The Flying Dustrag  
 Cheviot Hills, California

*Wolfbane? Wolfbane? Is that what I think it is? And what is "wopping" it?*  
 continued

BICYCLE MOTOCROSS ACTION

**"You've got to be quick in the pits to be fast on the track."**

Bobby Encinas/Team Shimano



Shimano's quick-release alloy sidepull brake eliminates cable adjustment hassles.

Race-winning performances are often made in the pits, where champions like Bobby fine-tune their motocross machines to perfection. But Bobby likes to get out of the pits fast, to get back on the track for more radical action.

That's why Shimano's new concept MX components feature quick-changeability. Check out our alloy motocross sidepulls. A simple, quick-



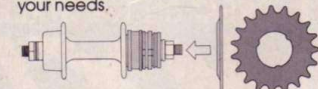
The chevron-shaped Shimano brake shoe is ideal for cutting through dirt and grime for sure stops.

release mechanism allows rapid wheel removal without altering brake adjustment. And when you're back on the track you'll get smooth, responsive stopping power with Shimano's exclusive Synpul design and chevron-shaped brake shoes.



The Factory Guys. Team Shimano Racers Bobby Encinas, Chris Allen and Steve Givens.

MX quick-change artists will also love Shimano's alloy Motocross Freehub, the latest word in hub technology. Our unique, integral cassette freehub means speedy gear selection and installation, plus wide-track ball bearing positioning for increased rigidity and reduced wear. And Shimano lets you choose sprockets from 13 to 20 teeth for the right ratio for your needs.



Our new alloy Motocross Freehub, 13 through 20 tooth, quick-change sprockets available.

Get the components that keep you quick . . . in the pit or on the track. Shimano. At your local MX shop.

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## DEAR WIZ

Is that some kind of Italian joke?

Anyway, Dustrag, for a totally unsquishable bike that handles great and is CHEAP, check out the CYC Stormer MX test in the August issue of Awesome BMXA. And Tuff Wheels will hang in, probably forever, even under severe thrashing. The only problem with Tuff Wheels and the CYC Stormer is weight. For flat out racing, they are somewhat immense. But then, what price unsquishability?—Oz

### RAD NURD

Here's a picture of Ted Wember for your next issue of BMXA. The photographer is me.

Todd Rover  
Kenosha, Wisconsin



Thanks, Todd. Rad photo. But the guy's a nurd. He's not wearing any safety gear, or at least he wasn't until we added it. If we were to start running photos of riders doing outrageous things without benefit of protection, we would be encouraging others to do the same thing... and there's no way we're going to do that. That's why we've never run any of our readers' jumping shots until now.

In other words, we'll be happy to run a few of the best readers' jumping photos... BUT ONLY IF THE RIDER IS WEARING SAFETY GEAR.—Oz

### WHO'S BEHIND?

At the Robinson/NBA Winter Nationals, in the June BMXA, who is behind Stu Thomsen and Mark Thrower? Also, I would like to know what kind of bikes the Fearsome Foursome ride?

Bruce Utley  
Jackson, Tennessee

Why, that's the Tasmanian Devil, ol' Stanley Robinson. And you want to know what kind of bikes the Nurd Herd rides? Well, at the moment, Haro has a Red Line Micro Line; RL has a

BICYCLE MOTOCROSS ACTION

# In a short time we've left our mark



## Cycle Pro Snake Belly

In virtually every MX track throughout the world, you'll see this famous Snake Belly tread pattern. Cycle Pro in conjunction with National Tire Company, Ltd., the leading tire company in Japan, has developed this unique tread design which is self-cleaning, unbeatable on the straight-aways and corners like no other tire. Combining these qualities with the finest rubber available anywhere results in a tire which lasts longer and performs better.

Cycle Pro was not only the first to introduce this now often imitated tread

pattern, but was also the first to introduce a MX skin side tire in colors—red, blue and yellow.

We are happy to announce this Snake Belly tire is now available in a medium priced black wall.

Snake Belly tires really work best. Insist on Cycle Pro.

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## BMX JERSEYS AND PANTS

### JERSEYS

Custom made jerseys are available in any color combination and quantities desired. When your club or shop is interested in jerseys, send us a drawing showing detail colors, silk screening and quantity and let us quote you.

### PANTS

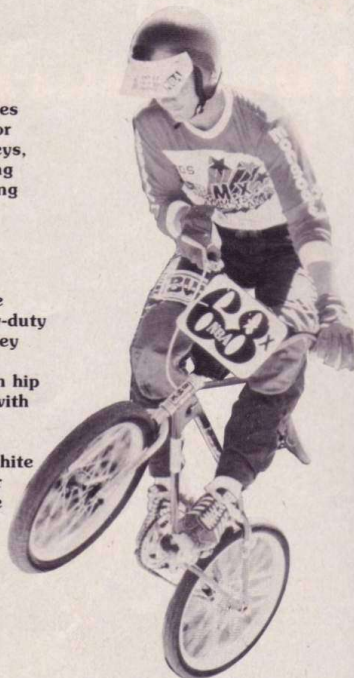
These new BMX pants are made of top quality heavy-duty double-stitched nylon. They are designed with padded leather knees and sewn in hip pads. The legs are fitted with Velcro® closures for your comfort and safety. Order blue, black, red, yellow, white or orange nylon with your choice of contrasting side stripes. Also, choose any color leather knees.

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## DEAR WIZ

PK Ripper from SER; Buff has a GJS, a Schwinn Sting, a Torker, and an old FMF; and Little Robert has a Robinson, two Torkers, a Mongoose, and a Minigoose. Jeez, we could start a bike shop!—Oz

### BLACKTRACK BAD GUYS

We have enclosed a photo of Black-track BMX which is in Saylorsburg, Pennsylvania. It is the longest downhill in the East and is packed with turns, berms, jumps, bumps, and a wild bonzai jump flying into a downhill S-turn. The track has been lengthened this year to 1405 feet, and is still growing. The Zeuners of New Jersey recently helped us join the New Jersey track circuit and get an NBL sanction.

John and Connie Newman  
Blacktrack BMX  
Saylorsburg, Pennsylvania



Blacktrack sounds like the old Soledad Sands track in SoCal. That was a real gnarler. By the way, what's with the grins on these guys faces? Are they grinning because they didn't chew, or because they just ran over the guys who did chew?—Oz

### RHYME TIME

Bike racing is so fun,  
Out there pedalling in the sun,  
No matter rain, hail, sleet, or snow,  
The Mongoose team will go, go, go!

We come off the jump like a flash,  
We hit the puddle with a splash,  
And when we cross the finish line,  
Then we will do it really fine.

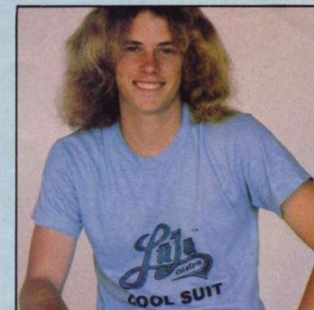
Today is practice,  
Tomorrow is race,  
Whenever we race,  
We've got a lot of grace.

Steve Burgess  
Lancaster, California

YUK! UGH! That's worse than the stuff I write!—Oz ★

BICYCLE MOTOCROSS ACTION

# THE GREAT YOU-NAME-'EM CONTEST



Luja Custom BMX pants need a name. Our motorcycle racing suit was named the Cool Suit by motorcycle riders. Luja Custom BMX pants are of the same cordura nylon material and quality that have made our Cool Suit a favorite of many professional motorcycle racers. These suits have protected riders in the dirt and spills of many national motocross events. They are tough enough to have survived the asphalt at Searspoint, Daytona, and Laguna Seca. All this protection and yet the comfort necessary to earn the rider-given nickname, "The Cool Suit."

Now, we want to let all you BMX'ers pick a handle for



our BMX pants. The contest is simple:

1. Just think of a good name.
2. Fill out the entry blank and follow the mailing instructions.
3. Be sure to have a local BMX bike shop stamp your entry in order to be eligible for the Grand Prize.
4. (There's nothing to buy.)

### ★ GRAND PRIZE:

C.Y.C. STORMER AND TAILOR-MADE LUJA CUSTOM BMX PANTS

### ★ 20 SECOND PRIZES:

LUJA CUSTOM BMX PANTS

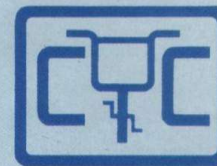
### ★ 30 THIRD PRIZES:

LUJA CUSTOM T-SHIRTS

**IMPORTANT:** Entries must be post-marked by October 1, 1979. In case of duplicate entries earliest postmark wins. A complete list of winners will appear in our December ad in BMXA. All winners will be notified by mail.



Luja Custom Products  
is a division of  
Sportsburst Corporation



Luja Custom Products are  
exclusively distributed by  
C.Y.C. Distributing

Dealer inquiries are invited

## ENTRY BLANK

Mail this entry blank to:  
C.Y.C. DISTRIBUTING  
LUJA CONTEST  
P.O. Box 467  
Hawthorne, CA 90250

### NAME FOR PANTS

LOCAL  
DEALER  
ADDRESS  
STAMP ▶

YOUR NAME  
ADDRESS

CITY STATE ZIP  
PHONE

(All names submitted become the property of Luja Custom Products)

## BIKE MASTER

North Jersey's BMX headquarters with wide selection of latest accessories.

Stop by and talk with some of our hot riders like Chis Jordan, Gabriel Emeka, David Kirkland, Frank Brown, and JAG NATIONAL CHAMP Amon Emeka.

Send for our catalog. We have the best buys around in custom built trick wheels with colored spokes/rims and hubs. We ship promptly.

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• DG • SE • TORKER • MONGOOSE • JAG • POWERLITE • ROBINSON • LAGUNA • DG

• MONGOOSE • JAG • POWERLITE • DG

• MONGOOSE • JAG • POWERLITE • DG

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# WORLD'S LARGEST DISTRIBUTOR OF BMX TRICK STUFF



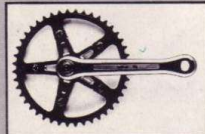
Xcaliper  
Anodized Red Blue Gold w/wrench



Nylon Padded Seat  
Red Yellow Blue, Only 20 oz.



Powerlite Mousetrap  
Red Blue Gold w/wrench



New VX Crank  
3 Lengths: 152 mm, 170mm, 175mm  
SunTour Alloy Red Blue Gold



SunTour  
Anodized Red Blue Gold  
Silver Black

SDK Mild Steel Bars  
6" FMF Bend  
Only 1 lb., 9 oz.



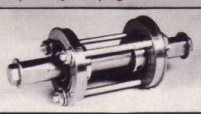
ACS Stoker Alloy Hubs Fronts & Rear  
Blue Red Gold



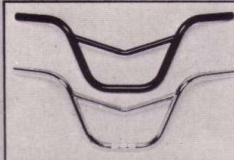
Alloy Nipples "Anodized" Red Blue Gold  
Weight Difference Per 72:  
2 1/2 oz. Steel 4 oz. Alloy



Beach Cruiser Seat  
Genuine Leather  
Super Cushy Coil Springs



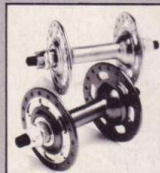
Bulls-eye Sealed BB Set  
Model A-5, Strong & Smooth



Mild Steel V-Bars  
Micro Size, Chrome Red Blue  
Only 1 lb., 12 oz.



Red Line V-Bars Blue Red Chrome  
Pro Line 1 lb., 9 oz. Micro Line 1 lb., 5 oz.



SunTour Alloy Front Hub  
Two-Tone Color Flange  
Red Blue Gold  
3/8" Heat  
Treated Axle



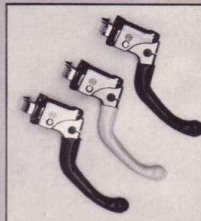
MODEL-1 BIKE PARTS KIT (Red, Blue, Gold)  
Your Frame & Fork & This Trick Parts Kit = Latest Hot Set-Up



Racing Wheels For Sew-Up Tires  
REMARKABLE!  
Only 4 lb. 7 oz. For The Complete Set!  
(both wheels & 2 tires/tubes)



Cal Winner Stem Red Yellow Blue  
Chrome-Moly Base Alloy Top Clamp



Two Finger Levers  
With Sleeves Anodized Red Blue Gold



Buffed & Polished Wheels  
Two-Tone Anodized Centers, Polished Sides

Oakleys  
MS V-Bar  
Tuff Neck

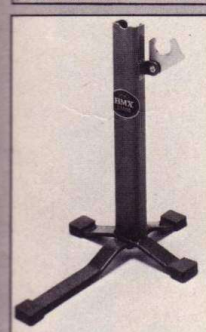
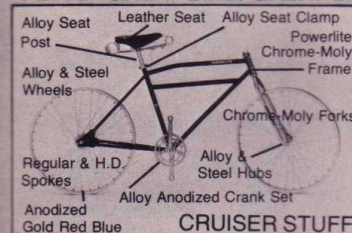
Taihei  
Fluted Alloy  
Xcaliper

## AND NOW BEACH CRUISERS AND BIKES TOO!

CPSC Approved Reflectors & Chainguard Included



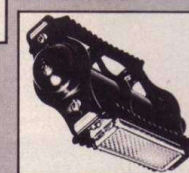
The WHOLE SHOT IN A COMPLETE KIT POWERLITE  
"FLYTE" GREAT BIKE! GREAT BUY! A WINNER!



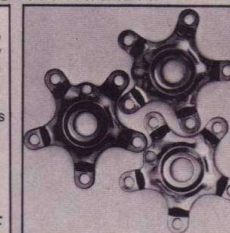
New! BMX Stand  
Fits All Bikes  
Great For: Shop  
Display, Home Use,  
Track & Pit



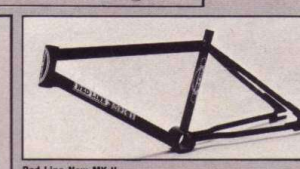
Mitsubishi Comp-II Skinwalls  
Yellow Blue Red Black  
20 x 1.75 & 20 x 2.125



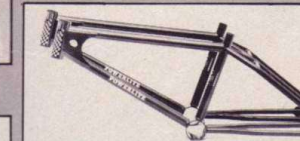
BONZAI  
MKS Contour 1/2" x 9/16"  
The Strongest Pedal



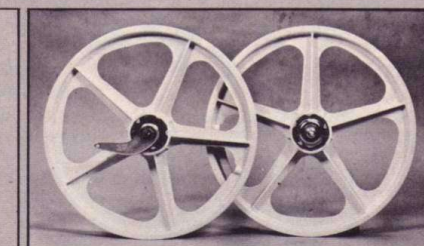
Colored Chrome-Moly Spiders  
Red Blue Gold Black  
Interchangeable  
w/Addicks, Sugino Maxy, SunTour VX



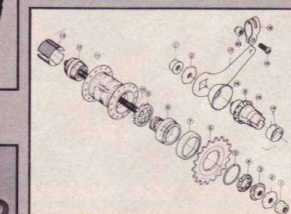
Red Line New MX-II  
Nickel Blue Red Black Yellow New Color! White



Powerlite Chrome-Moly & Mild Steel  
Regular Size Long Size  
Also avail. w/ threaded 10 spd. bottom bracket



Tuff Wheels II  
They Don't Rust, Bust Or Collect Dust... Rip Rattle  
Or Rot. They Win! The Lightest, Tuffest Mag Wheel  
In The World



SunTour Brake Parts  
For Tuff Wheel III

Taihei Seat Super 66 Nylon Elna 18 oz., Mini 13 oz. Red Blue Yellow



Kings Nylon 1/2" x 9/16"  
Yellow Black Blue Red  
Only 8 oz. per pair!



Sugino Super Maxy  
3/32" Chaining



Colored Spokes  
Black White Red Blue Gold



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Phone Craig, Ron or Howie Now!  
48 Hour Shipment

In Australia Contact:

Scott Shepherd  
BMX Promotions  
82 Lutwyche Rd. Windsor  
Brisbane, Qld. Australia Telephone: STD 575272





# hots & heavies

Hot Tips,  
Heavy Dudes, and  
Dyno-Rhino Drawings



Got a photo of one of the heavies of the sport (them's the dudes with way down low numbers), or got a hot tip to lay on everybody? Or how about an ultra-dyno drawing? We don't mean watching-the-grass-grow stuff... we're talking about primo photos, drawings, and ideas, as befits the Most Factory Magazine. If you've got 'em, flaunt 'em; shoot them in to us at: BICYCLE MOTOCROSS ACTION (Hots and Heavies), P.O. Box 5277, Torrance, CA 90510.

## SOMETHING OLD, SOMETHING NEW

One of the purposes of the "Hots and Heavies" column is to showcase a few of the really hot selling BMX items. Such as... the famous Red Line V bars. These buggers are functional (the V crossbar adds strength and rigidity while allowing enough flex to greatly reduce fatigue and possible failure where the crossbar joins the riser bars) and trick looking. They're made of chrome-moly. And the height, curve, and angle of the grips are excellent. Which is probably why it seems that half the twenty-inch bikes in the world are running them.

# KASHIMAX

## BMX

KASHIMAX

### FEATURES:

- Unbreakable Nylon Base
- Four Blazing Colors Red, Blue, Yellow & Black
- Very Light, 470 Grams Including Clamp Set
- Ultra Strong One-Piece Construction
- BMX Safety Clamp with Seat Post Stop
- Available With or Without Extra Holes
- Holes are made in the factory
- No sharp edges



### TO ORDER CONTACT:

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1617-K Rosecrans Ave.  
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Cycles Peugeot (USA) Inc.  
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Compton, CA 90220

Cycles Peugeot (USA) East  
495 Boulevard  
Elmwood Park, NJ 07407

Cycles Peugeot (USA) East  
580 Ellis Rd., Ste. 113  
Jacksonville, FL 32205

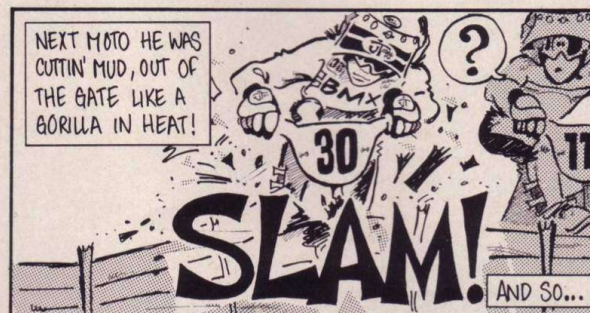
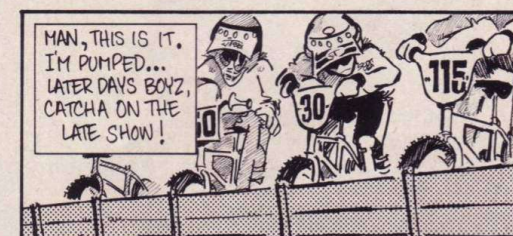


BMX SAFETY CLAMP  
WITH SEAT POST STOP

Kashima Saddle Mfg. Co., Ltd.

No. 30-3, 3-Chome, Hannan-cho, Abeno-ku, OSAKA, JAPAN

# EPISODES OF THE GRAB ON KID PRODUCTS



MANUFACTURED BY NEOTECH • Route 4 • Walla Walla • WA 99362 • (509) 529-9800

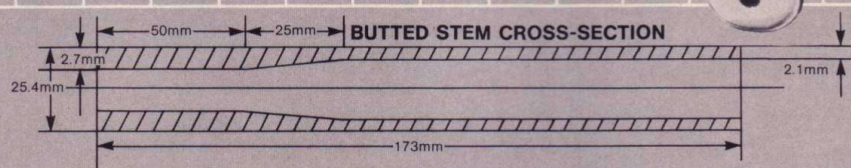


# TANGE FORKS



- RACING LIGHTNESS AND BMX TOUGHNESS
- HI-TENSIL STEEL BUTTED STEM AND HI-TENSIL SPECIAL STRONG LEGS
- BUTTED STEM FOR STRENGTH
- HELIARC WELDED CONSTRUCTION; LIGHT AND STRONG
- ACCURATE ALIGNMENT
- BETTER BALANCE OF STRENGTH
- AVAILABLE IN:

BLACK/WHITE/BLUE/RED/  
YELLOW AND CHROME PLATED



**TANGE INDUSTRIES, LTD.**

6-635 OOTORI-HIGASHI MACHI  
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SHIMANO SALES CORPORATION  
9259 San Fernando Road, Sun Valley,  
California 91352 (213) 767-7777

**hots & heavies**



## SEAT POST CLAMP EXOTICA

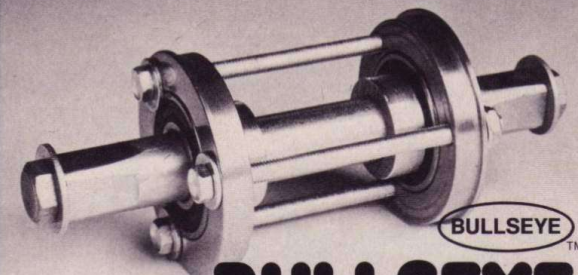
This particular idea is a bit wild for the average home mechanic, but we have included it here anyway . . . in case some manufacturer wants to pick up on it, or if one of our reader-racers or his European mechanic has the talent and tools necessary to do the job.



The Colorado Wild Man,  
Mark Hannum.

## WILD MAN

Another heavy dude is the Colorado Wild Man, Mark Hannum. In the NBA District "P" (Colorado, Wyoming, Utah), Hannum owns the No. 2 plate, just behind Bill Anderson. Mark has a Factory Torker ride, which means fame, fortune, glory, much travel, and a lot of dirty socks when he gets back.



## BULLSEYE BALLBRACKET™

FOR AMERICAN FRAMES

- Sealed Ball Bearings are easily replaced.
- Cups slip into frame and are securely held in place by cross bolts. No press fit hassle.
- Cups are highly polished and anodized Red, Blue, Gold, Black or Silver.
- Adjust laterally for precise chain alignment.
- About \$40.00 at your dealer.

**Durham Bicycles**  
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## IT TOOK A PRO TO DO IT

A 4 1/2 POUND CHROME-MOLY FRAME  
THAT RETAILS FOR UNDER \$70.00.



- 4 main tubes chrome-moly
- Nickel-plated chrome finish for durability
- Tight wheel base for better hill-climbing
- Perfect head-angle for quick response

Dealer and Distributor  
inquiries welcome.

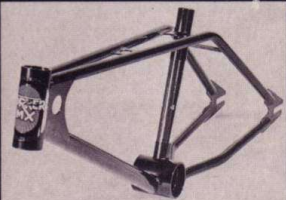
**SEKAI  
BMX**

Sekai Incorporated  
1245 Rainier Ave. S.  
Seattle, WA 98144  
206-323-8200





# TO THE MAX



TORKER L.P. MILD STEEL AND CHROME-MOLY FRAME



TORKER STANDARD AND MINI CHROME-MOLY FORKS



E.K. CHROME-MOLY RACING FRAME



MAXFLYTE COMPLETE BIKE



BIG BIKE MILD STEEL AND CHROME-MOLY FRAME

## PROVEN ON THE TRACKS!

In 1978 Team Torker compiled a tremendous string of accomplishments. The following are just a few:

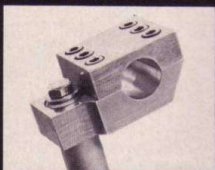
- 3 team trophies at major races
- Doug Davis, Bo Stevens and Eddie King won their NBA national age classification
- 33 wins and 18 seconds at national events

The 1979 Team Torker is Jason Jensen (7 yrs.), Doug Davis (9 yrs.), Bo Stevens (11 yrs.), Eddie King (14 yrs.), Dave Renfrow (15 yrs.)

### SEND FOR OUR:

- Sticker and Brochure ..... \$50
- Torker Logo Hats ..... \$6.00  
(one size fits all)
- Torker Logo T-shirts ..... \$7.00  
(Boys' S,M,L — Mens' S,M,L,XL)
- Torker Racing Jersey ..... \$17.00  
(Boys' S,M,L — Mens' S,M,L,XL)
- Torker E.K. Poster ..... \$3.00
- Torker Helmet and Gear Bag ..... \$16.00
- Torker Sew-on Patch ..... \$1.25

Here it is...  
The new Torker stem

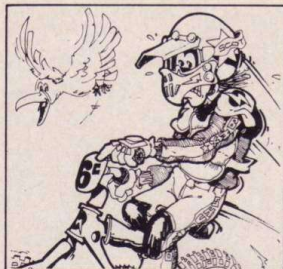


# TORKER

1889-J W. Commonwealth • Fullerton • CA 92633 • (714) 738-3503

SEND CHECK OR MONEY ORDER ONLY (NO CASH PLEASE)

## hots & heavies



### FAST DRAW

Dwight Wanahala, the guy who won first place in our recent drawing contest, has been hired to do some art work for one of our advertisers. He is going to be doing some illustrations for The Wheel Dance Kid's book, *How to do Bicycle Wheelies*. Could it be that Mighty BMXA has helped launch a new career? We hope so 'cause that's part of what we're here for. Good luck, Wanahala.



### TWO BAD DUDES

During a rare, brief, peaceful moment, we were able, at risk of life and limb, to photograph two of the most ferocious, wild and savage, brutal racers in the entire Northwest. The bruiser on the right is four year old Glen "The Wild Bull" Tamura. His partner-in-crime is the mean, sneaky lan "The Undertaker" Russell, as ornery a three year old as you're likely to meet.

Together these dudes are the Butch Cassidy and Sunshine Kid of the Washington-Oregon BMX circuit, wreaking mayhem and havoc and destruction where'er they go... making grown men whimper and mothers cringe in fear and hide their children.

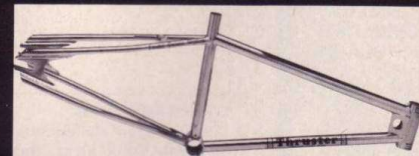
Both these hombres ride out of the West Seattle Bike Shop.

Don't let Russell's smile fool you, these are two mean dudes.



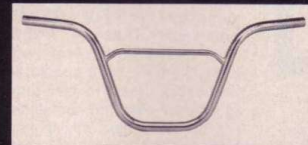
# Thruster. FASTEST GUN IN THE EAST!

Thruster's Ferdie Garcia Replica Frame is 100% chrome-moly (4130) and lightweight.



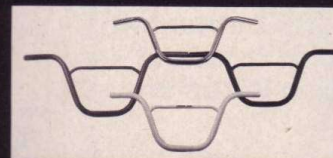
Ferdie Garcia Replica

It's super strength and superb handling make it the winner's choice. New design rear axle dropouts put all the thrust you put on the pedal to the rear wheel...no flex! Available with English bottom bracket, in chrome-plated, red, white, and blue.



Thruster Power Bars come in either 100% chrome-moly or 6061-T6 aluminum. Look for **Thruster II Power Bars** for the junior rider. The same improved wrist angle for comfort. Available in chrome-plated, red, white and blue.

Ask for the **Power Stem**, the stem that works... a combination of aluminum and 100% chrome-moly.



FACTORY TEAM EQUIPPED BY:



BILL  
WALTERS  
LEATHERS



ISE  
HELMETS

Thruster logo T-shirts available for \$6.00 in Boys: M,L Mens: S,M,L,XL. Send 50¢ for our brochure and sticker. **Thruster logo Caps** in blue and white available for \$7.00. One size fits all.

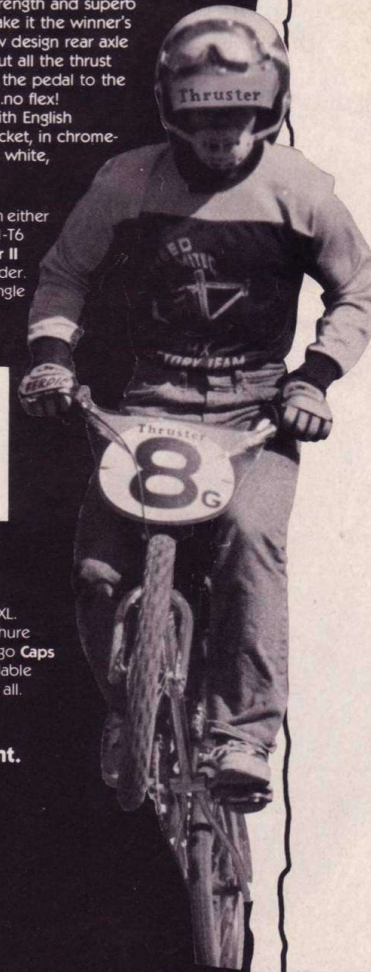
Quality **THRUSTER** products from the makers of the world's fastest funny car, **Vanishing Point**.



Dealers and Distributors  
Contact:

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## INTRODUCING THE GJS "A" FRAME

Ask the pro  
that rides one...

Clint Miller,  
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and  
Gary Miller (FL)



100% 4130  
CHROME-MOLY

AVAILABLE IN  
TANGERINE  
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BLACK

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**Mesinger's R-3 is becoming  
a household item for most  
of the Motocross Bikes we  
see these days.**

BMX Action  
Oct. 1977

**The R-3 is now available  
in colors yellow, red  
and blue**

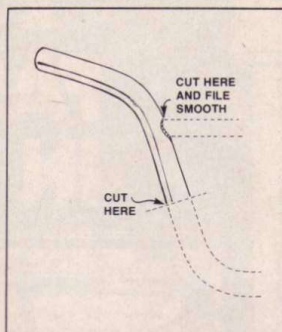


*If you are in to  
Motocross you should  
be on a Mesinger R-3*

**MESINGER MANUFACTURING CO., INC.**

Bethel, Conn. 06801 (203) 743-6714

## hots & heavies



### LAI D BACK IDEA

If you have always wanted one of those Cook Bros. "laid back" seat posts but could never find enough money to get one, here is the answer to your problem . . . if you have an old pair of bars that are the same OD as your seat post.

Cut the bars as shown in the drawing, then file off the weld where the crossbar used to be. Smooth the hacksaw burrs off with emery paper or a rat-tail file. This laid back seat post won't be quite as strong as the Cook Bros. one, but it looks trick and costs nothing.

Chris Keadle  
Pittsburg, Pennsylvania



### THE PAUSE THAT REFRESHES

You'll be pleasantly scintillated to find out that last winter we rat-holed this photo so we could present it to you now that it's summer in the city and everybody's neck is red and gritty.

This cool, refreshing moment has been brought to you by David (took the photo) and Scott (took the lumps) Steward of Randolph, New Jersey, and by the Fearsome BMXA.

# We make the pads!



**Johar of California**



# HARE POWER

The World's  
LIGHTEST  
BMX Pedal !

Get off the line fast and stay in the lead with HARE's new light-weight, super-strong pedal. A great combo of space-age plastic and metal make this pedal something to have under foot. "Why Harry, what nice teeth you have!" "All the better to grab you with, my friend!"

We've endowed the new HARE-PEDAL with four rows of teeth on each side. Keeps your foot in place and your leathers off the bar. A real advantage, especially on a muddy track.

HARE-PEDALS come in red, yellow, blue, or black. They're new, they're hot... So get-it-on-down to your BMX-ware shop and tell them you can't live (or ride) another day without a HARE-PEDAL.



HARE BMX PRODUCTS

23011 Alcalde  
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Laguna Hills  
CA 92653



TM

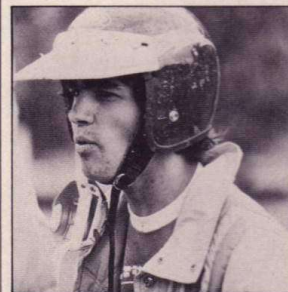
## hots & heavies

### OWNER SPONSORED

Fact: Bicycle motocross racing is a young people's sport.

Fact: Bicycle motocross racing is a young people's industry too. Or, at least the opportunities are there for those young people who are determined and industrious enough to make it happen.

Scot Breithaupt still races occasionally and owns SE Racing. Bob Haro races, owns Haro Products (manufacturing Factory Plates), and is Assistant Editor of BMXA. Sal and Terry Zeuner race and are partners in Pedaler's East, a BMX shop in Vineland, New Jersey. John George, past NBA No. 1 plate holder,



Brent Brown, co-owner of Brown Brothers Bike World in Kent, Washington.

is now a foreman for BMX Products. And here's a little known fact... Windy, BMXA's Staff Photographer, raced once or twice when she was a teeny bopper. And don't forget Charlie Litsky who races, is the BMX public relations guy for Shimano, and writes for every BMX publication in the world, except one.

The bike shop thing could get to be a big deal with the elder BMX racers. It is a natural for them. A big name in a local area can mean big sales. And they certainly have a good knowledge of the equipment. Like the Brown Bros. Bike World in Kent, Washington. Bank-rolled by their father, Brent Brown and his brother are partners in the shop and race the BMX tracks of Washington and Oregon.

We here at BICYCLE MOTOCROSS ACTION are proud to be associated with these young people. Like we keep saying, this is a big part of what this sport and industry is all about.

A Few Words for  
**ACS STOKER MAGS\***

\*Molded from Zytel®

The final word — You and ACS Stoker

American Cycle Systems Covina, California

**SPENCER'S WORLDWIDE BMX MAIL ORDER SERVICE**

48-hour shipment anywhere in the United States

For sticker and complete BMX catalog send coupon and \$1.00 to:

**SPENCER'S BMX**  
10442 Del Norte Way  
Los Alamitos, CA 90720

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

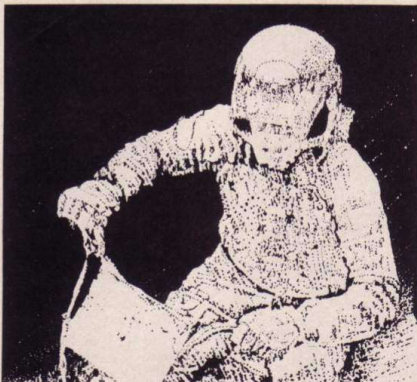
CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

We'll even ship to all you mates in Australia.

Two huge warehouses full of all the trick BMX equipment!





Energonics **GOLD BMX LUBE**  
**Blew 'Em All Away** in the  
**Big Lube Shoot-Out!!!**

**Bicycle Motocross Action Magazine says,**  
 "... meanwhile the crank spun, and spun, and spun, and ...  
**IT'S INCREDIBLE!!**"

**Stu Thomsen, Perry Kramer & Jeff Utterbach**  
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**GRIP TIP NO. 12,478**

To keep your grips from sliding around on your bars, remove them from your bars and clean the inside of the grips and the bars with some kind of solvent or paint thinner or something. After they have completely dried, spray a little hair spray on the bars and inside the grips. Very quickly slide the grips back on the bars and twist them a couple times so the hair spray gets spread around. Then give them about a half-hour or so to dry. This won't work with Grab Ons, but it's great with Oakleys or Ourys or the like.

Steve Pittman  
 Orlando, Florida



**JAMMIN' JELLY**

When it's the night before the big race, and you're doing the final pre-race prep work on your racing machine, and you have just sanitized and sterilized all your bearings only to discover that your buddies cleaned you out of your favorite racing lube when they worked on their bikes in your garage that afternoon, and all the stores that sell it are closed for the night, and you're going to be out at the track before they open in the morning ... check in your folks' medicine cabinet. See that jar of Vaseline Petroleum Jelly? Got the picture?

Keep in mind that this stuff was not formulated to be a bearing lube, so over the long run it leaves much to be desired. But in a pinch, when you don't have anything else, it can save your bacon.

Chris Germenshausen  
 Pasadena, Maryland

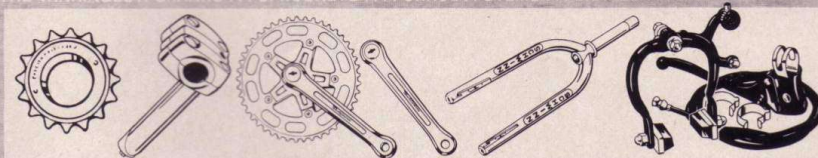
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# CYCLE PRO TROPHY

**FISHGILLS AND SNAKEBELLYS  
AND OTHER WEIRD THINGS**



The Spoiler,  
The Foiler,  
The Jammer and Trophy and Duster,  
And the Macho.

Sounds like the names of some hippy  
dwarves . . . or a bunch of weird rain-  
deer . . . or, if you say it real fast, the  
first verse of a Mexican fandango.

But lo and behold, sports fans, and  
forsooth and odds bodkins, 'tis in fact  
none of these.

What it is, is a listing of the different  
Cycle Pro motocross bikes and frames.  
And, actually, there's one more frame  
that is just called the Cycle Pro, but we  
left it out because it would have blown  
our hippy dwarf intro.

*For 175 frogskins, this is a fine bike.  
Especially for beginners and novices.*

Besides frames and complete bikes,  
the Cycle Pro label is stuck on such  
things as pedals, seat posts, the famous  
Snakebelly tires, handlebars, and a lot  
of other good quality motocross flotsam  
and jetsam.

When you get right down to the nitty-  
gritty, these guys have more motocross  
parts than Der Wienerschnitzel has  
wieners.

But, young heros, we are wandering  
off into the boonies. To get back on  
track let's twinkle-toe hastily through a  
description of the Cycle Pro frames and



*Fire road flat tracking. Don't let the  
Trophy's low price throw you. . . .  
This is a good handling bike.*



# CYCLE PRO

bikes, and then we'll zero in on the Trophy.

The Spoiler and Foiler are almost identical to the old FMF alloy frame. The Spoiler has a round top tube and the Foiler has a teardrop or airfoil-shaped top tube. That's the only difference.

The Macho is a relatively inexpensive steel-framed thrasher. Or, to put it a different way, it's a very tough street bike that would make a good beginner's race bike.

The Cycle Pro frame we mentioned is the only chrome-moly frame this company produces. It has what the people at Cycle Pro call a "fishgill" gusset. (Snakebelly tires? Fishgill gussets? There's some passably strange people over there at Cycle Pro.)

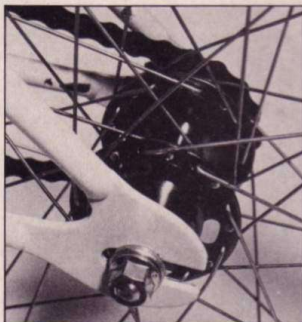
Now we come to the Marx brothers of BMX bikes . . . the Jammer, the Trophy, and the Duster. These jobbers are basically identical except that the Jammer has forged cranks and coaster brakes; the Trophy has forged cranks and caliper brakes, and a freewheel; and the Duster has alloy cranks, calipers, and a freewheel.

Are you getting the picture now? All three of these guys are basically the same bike with minor variations in equipment and price. So, if you want to, you can consider this a test of all three bikes . . . even though we will from here on be addressing ourselves to the Cycle Pro Trophy exclusively.

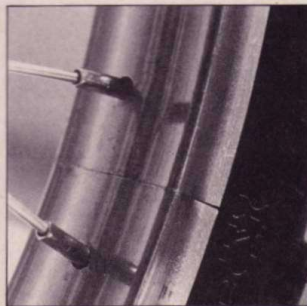
Lugged frames in bicycle motocross are about as hard to find as two-tailed billy goats. But the Trophy has a lugged frame. This method of construction has been popular in derailleurs for many years, but has been used almost not at all for BMX frames. The reason for this probably lies somewhere back in time when the first top-quality BMX frames were being created in small specialty BMX shops that could not afford the megabucks set-up charges necessary to form lugs. So they went around the problem and began using heli-arc welded butt joints, thereby setting new standards in what was then a new industry. . . . Necessity is the mother of invention, and all that stuff.

However that might be, the lugged method of joining frames does offer certain advantages.

Instead of external welding at the joints, a brass ring is inserted into the lug, then the tube is inserted, then the entire area is heated to a temperature that causes the brass to flow and bond.



The Suzue hubs are fine equipment. Notice how the axle does not protrude . . . which is far less hazardous to your bod than the ones that do protrude.



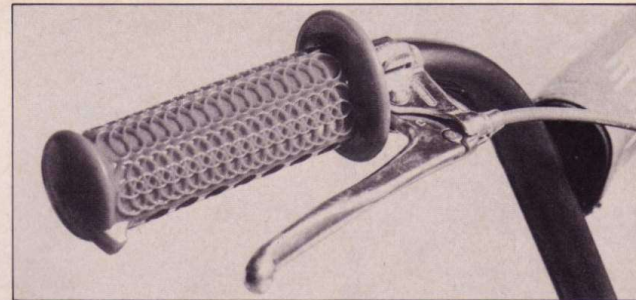
The Reynolds alloy drop-center rims (we never heard of 'em before either) are not welded! But they did it that way on purpose. Check the text to find out how and why.

The advantage of this is total penetration of the brass over a large surface area, which provides for the use of thinner tubing, which means lower relative frame weight.

Another fascinating phenomenon about the Cycle Pro Trophy is the way the Reynolds alloy rims are joined. At first we thought they were welded in crummy fashion, and had cracked. But when we looked more closely, there did not appear to be any welding at all!

Considering the fact that we were just getting ready to do some heavy-duty fast downhill testing, alarm spread like the mumps through our bold fearless test crew.

But, not to be concerned. In actual fact these rims are supposed to be like that. They are NOT welded. They are pinned where they join by the use of inserts in the hollow tubular sections of the rim, then pulled together and held by the laced-up spokes. This is another trick borrowed from derailleur



The unbent levers kill your knuckles. The stock grips kill your palms.

construction methods. Sneaky people, those 10-speed builders.

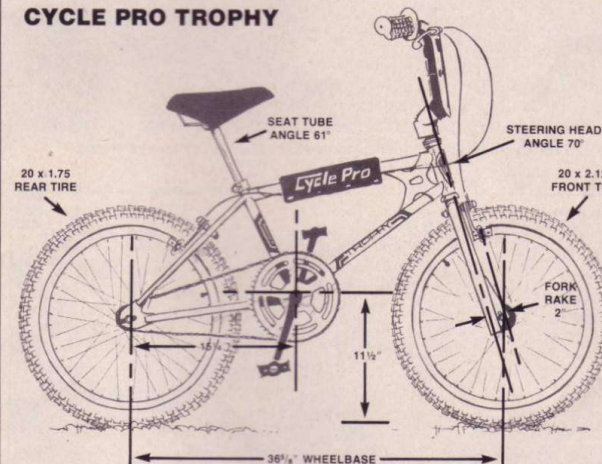
## SOME MISCELLANEOUS STUFF ABOUT THE TROPHY

It only costs about 175 dollars! Such

a deal. You don't get the primo big-name racing equipment, but don't forget that that's what runs racing bikes up into the financial stratosphere. This is a great street bike or beginning racer's bike.

The Suzue anodized alloy hubs are good lookin' buggers. We can't figure out why we don't see them on more

## CYCLE PRO TROPHY



### CYCLE PRO TROPHY SPECIFICATIONS

**FINISHES:** White, blue, or red powder epoxy finishes

**WEIGHT:** 30 pounds 14 ounces

**RETAIL COST:** Approximately \$175

**FRAME:** Cycle Pro diamond-lugged, constructed with Tange hi-tensile steel tubing

**FORKS:** Cycle Pro mild steel tubulars

**HANDLEBARS:** Cycle Pro steel medium butterfly

**GRIPS:** Winner's Circle

**STEM:** Ashtabula black

**RIMS:** Reynolds alloy drop center

**SPOKES:** .080/36

**HUBS:** Suzue alloy anodized

**BRAKES:** Shimano Tourney side-pull calipers, front and rear

**TIRES:** Kenda knobblies

**PEDALS:** Cycle Pro HTI with chrome-moly spindles

**CRANKS:** Ashtabula 6 1/2 inch color-coated

**FRONT SPROCKET:** 44T

**REAR SPROCKET:** Shimano 16T free-wheel

**SEAT:** Quilted, nylon base

**SEAT POST:** Steel

**EXTRAS:** Top tube, handlebar, and stem pads, one-year warranty against defects in materials and workmanship, owner's manual



Making extreme haste downhill. If the Cycle Pro Trophy geometry had been off, we would never have found Buff in all the bushes.



# CYCLE PRO



The bright red graphics on the ice box white Trophy frame are . . . uh . . . startling.

motocross bikes. Nice finish to them.

The Reynolds alloy rims have a powder epoxy color-coating in the center and polished shoulders so the caliper brake pads won't wear through the color.

The cranks on our test Trophy were epoxy color-coated Ashtabula 6½ inches. The color was boss. But they weren't heat-treated, and you know what happens then. They folded on the third jump. We have since contacted Cycle Pro about this, and future



Buff and the Cycle Pro . . . about to be had for lunch by the boonie weeds.

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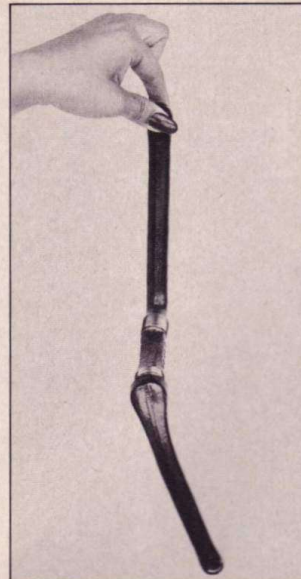
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Oh, no. Ugh. Yuk. Three jumps and the non-hardened Ashtabulas folded. From now on, Cycle Pro Trophies will come with hardened Ashtabulas, which are bulletproof.



Trophies will have Ashtabula heat-treated cranks, and those suckers are tough.

Once again, none of our test guys cared much for the Winner's Circle grips.

The steel color-coated bars have what Cycle Pro calls an alloy bend. This means they're shaped like alloy butterfly bars. Good bend. Everybody liked them.

The Trophy comes stock with front and rear calipers. But the levers are

straight. They kill your knuckles and are hard to grab in a panic situation.

The rear dropout slot could be a little longer, maybe a half inch. This would allow a bit more flexibility in changing sprockets without having to change links in the chain. No big deal, really.

### AND SOME MISCELLANEOUS STUFF ABOUT HOW THE TROPHY HANDLES

At 30 pounds 14 ounces, the Trophy is a bit heavy for a racing bike; but what do you expect for 175 bucks?

The Trophy is easy to get used to. Geometry and dimensions are predictable, comfortable, and a shade slow. This bike won't whip around in a turn like a Webco might. And you don't have to worry about the front wheel crabbing suddenly. The mild steering head angle and long wheelbase smooth out these surprises. More reasons why this would be a good beginner's race bike. It will forgive a lot of small errors.

### SO, HOW DO DE TROPHY STACK UP?

Good beginner's racer. Great street bike. CHEAP! And, for all you dudes who like to back your bets, the Trophy has a one year warranty against defects in material and workmanship under reasonable use.

And thazallfoks!

★

## PUT THIS HEADSET ON and be quick in the pits

BEFORE A RACE MAKE A COMPLETE ADJUSTMENT OF HEADSET

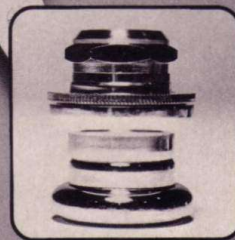
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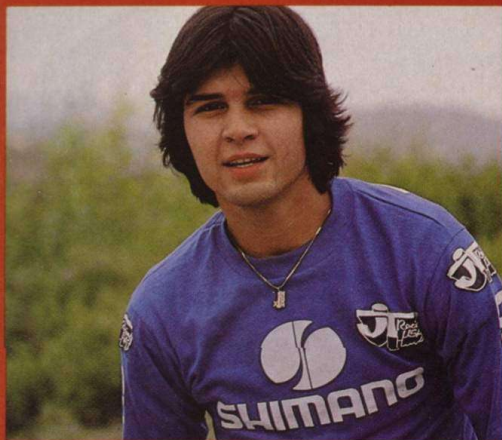
# New Anti-Gravity Machine



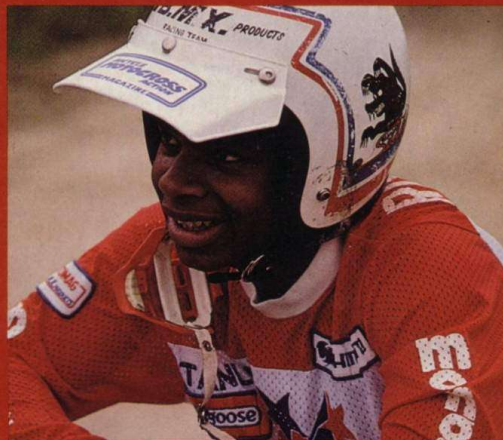
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**Test Fly One at Your Local Bike Shop!**

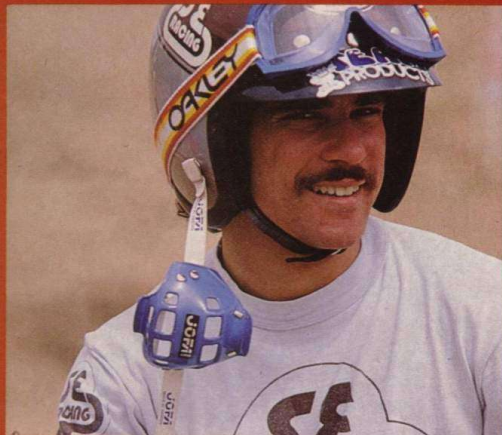




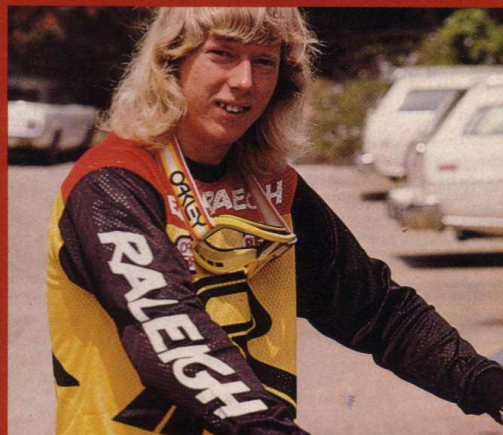
Bobby Encinas • Shimano



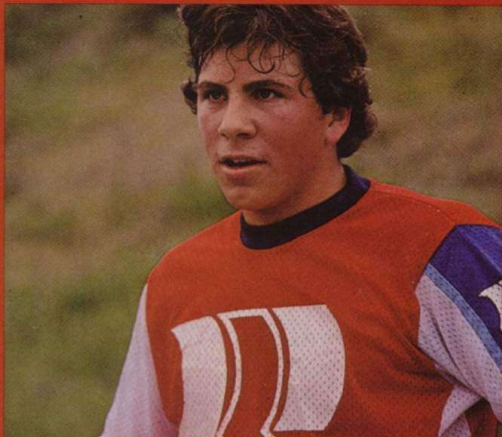
Stanley Robinson • Mongoose



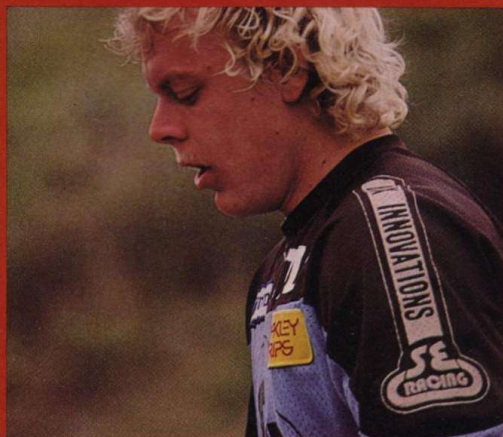
Perry Kramer • SER



LATE NEWS FLASH: It's Jeff Bottema . . . on Raleigh!



Scott Clark • Robinson Racing



Stu Thomsen • SER

1979 BICYCLE  
MOTOCROSS  
ACTION MAGAZINE  
NO. 1 RACER AWARD

# THE CANDIDATES

**NORA\* IS CALLING...**

**\* NUMBER ONE RACER AWARD**

On the following pages you will find photos of some of the leading candidates for the 1979 BICYCLE MOTOCROSS ACTION No. 1 Racer Award. This is by no means a complete listing of who is eligible. These photos are just to get you thinking. Who knows . . . ?

Moon Man Snickems of Lenoir City, Tennessee, who finished dead last in the 1978 No. 1 Racer competition . . . could run off with the whole enchilada this year. (Are you still out there, Moon Man? Send us a picture. We want to see what you look like.—Ed.)

Harry Leary • JMC



David Clinton • Red Line



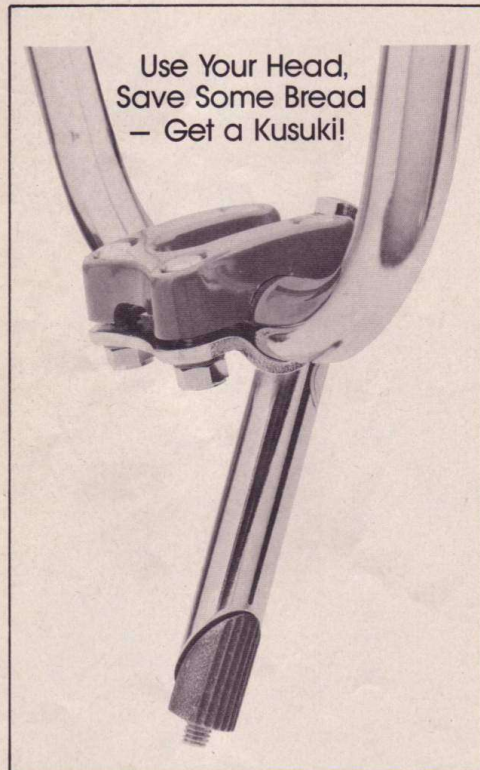
Greg Hill • Red Line





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## CANDIDATES



Sal Zeuner • DG

### RULES OF VOTING

1. You may vote for any racer and any team you wish. The team you vote for does not have to be the same team that sponsors your choice for No. 1 Racer.
2. Each vote must be submitted on an official ballot printed in BMXA. No copies will be accepted.
3. To have your vote counted it must be postmarked by September 31, 1979.

## VOTE FOR YOUR FAVORITE

The presentation of these awards will be made in November at the:

### NBA/MONGOOSE GRAND NATIONALS

Note: BMXA will present in addition to the 'NORA' Cup, a cash award of \$500 to the winner.

SEPTEMBER 1979

Hear ye! Hear ye! Hear ye!  
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The polls are open so you can vote for your choice for the 1979 BICYCLE MOTOCROSS ACTION No. 1 Racer. Who do you think should receive the prestigious, coveted "NORA" (Number One Racer Award) Cup?

You don't even have to be a registered voter. The only rule is that you have to send your vote in on one of the official ballots that are in the maga-



Brent Patterson • Patterson Racing



Jeff Kosmala • Mongoose

### 1979 BICYCLE MOTOCROSS ACTION No. 1 Racer Award

## OFFICIAL BALLOT

Deadline: September 31, 1979

Write in your choice for:

No. 1 Racer \_\_\_\_\_

No. 1 Team \_\_\_\_\_

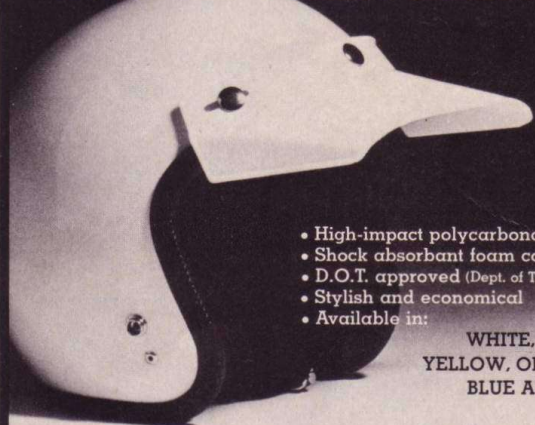
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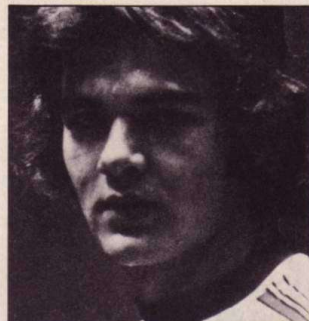
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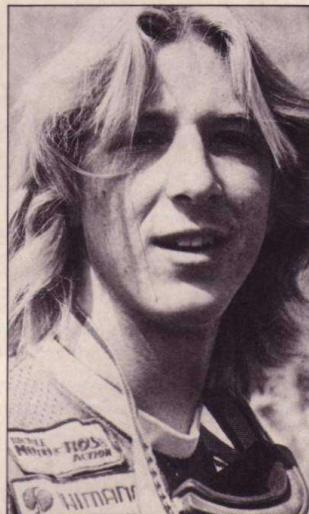
## CANDIDATES

zine. The reason for this is that during the No. 1 Racer voting last year some dirty guy mimeographed several thousand ballots with a certain hot dog racer's name already written in, then got a bunch of different kids to sign them (at least he didn't sign them all himself), and tried to stuff our ballot box.

It was a pretty good try, but you gotta go some better than that to slicker the always alert MFM staff.



Jeff Ruminer • Red Line



Kenny Nachman • Mongoose

Don't forget to include your choice for the 1979 No. 1 Team on your ballot. You can vote for any team you wish. It doesn't necessarily have to be the same team that your choice for No. 1 Racer rides for. The No. 1 Team, as selected by our readers, will also be

presented with a huge, silver, loving cup trophy. Both presentations will be made at the NBA/Mongoose Grand Nationals in November.

Last year Bobby Encinas was elected by our readers as the 1978 BMXA No. 1 Racer. Since that time he has become the Bob Hannah of BMX. He has so many sponsors now that he doesn't have room on his jersey for all the patches. It seems like he is endors-



Greg Esser • MCS

ing products in half the advertisements in the magazine. He is probably the highest paid rider in the sport. He has been across the U.S. a couple times in the last year, and to Japan once. And he has been on TV a couple times.

Ah, yes... fame and fortune, the name of the game. Who will it be this year? It's up to you. . . . \*



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## Secret American MX Missile Unleashed!

Chatsworth, CA.—From deep in the heart of Southern California's once-thriving aerospace industry comes a rapid response to the President's call for immediate development of our country's first MX missile. Rising to the challenge, Sentinel Bicycle Manufacturing Company of Chatsworth displayed today their entry into the MX arms race. Both the Defense Department heavies and the press corp were stunned by the new device. Dubbed the *Scorpion*, Sentinel's MX Missile looks startlingly little like conventional Cold War weaponry. Sentinel engineers, in fact, chose to disregard such details as computer-controlled guidance systems and nuclear warheads; substituting color-coordinated nard guards and tough tubular front forks. Subjected to harsh questioning as to the feasibility of confronting the Soviet Bloc with such a radical device, Sentinel's spokesman Pablo Hinkston replied, "We've got years and years and years of experience building not only MX bikes, but even 10-speeds! You better believe that this gnarly little sucker'll keep them commies in line."

## RUSSIA REACTS

Moscow, USSR—According to reliable sources within the Kremlin, top Soviet officials were largely unimpressed by Sentinel's recent bid to achieve total MX superiority. The official response? Today's Pravda, "Those SBMC guys blow a lot of hot wind. We are already mounting up our national hockey team and some specially trained bears on our MiGMX bikes. We thoroughly expect to bounce those capitalistic Yanks on their big bermisks."



SCORPION MX MISSILE debuts in test launch at San Fernando Valley facility.

## Tables Turned! Biker Bites Bike!



BermBuster



Victim

Santa Monica, CA.—"Bermbuster" Bruce, loco Bay Area pedalpusher, has actually eaten an entire *Scorpion* MX bike, right down to the CPSC reflectors. Burped the Bermbuster, "It was a cinch once I got past the tires. Hey! Anybody gotta toothpick?"

## Scorpion MX Features Lugged Frame!



Chatsworth, CA.—Observers agreed, the most amazing aspect of the new *Scorpion* MX design is the apparent lack of any lethal capacity. "Non-lethal?? It's not only not lethal, it's CPSC legit!," Chief Engineer Paul Hinkston pointed out. Hinkston also pointed a lot at the *Scorpion*'s trick, triple-lugged Mangaloy frame. "Using custom-built welding rigs and unique capillary action we get superclean supertough joints," noted Hinkston, "Check out that racy V-Bar, that nylon saddle and those matching forged crank arms. Can you believe those two-tone anodized rims? Our *Scorpion* may be light...but it's Tough. I mean, you gotta get RAD with them Russkis or they'll start shovin' us all over the starting gates."

## MX Bases Announced

For the *Scorpion* launch site nearest to you contact your closest MX base.

**Bauer Cycle Supply**  
404 Third Ave., North  
Minneapolis/MN 55401  
(612) 333-2581

**Bike Brokers**  
3809-B New U.S. Hwy 41  
N. Ft. Myers/FL 33903  
(813) 995-3232

**Cycle Industries**  
3308 Harbor Ave. S.W.  
Seattle/WN 98126  
(206) 932-3302

**District Cycle Supply**  
10747-2 Tucker St.  
Beltsville/MD 20705  
(301) 937-5580

**Moore Cycle & Supply**  
1537 W. Main  
Oklahoma City/OK 73106  
(405) 236-3785

**Security Bicycle Acces.**  
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Hempstead/NY 11551  
(800) 645-2990

**Standard Cycle Supply**  
1961 N. Cornell Ave.  
Melrose Park/IL 60161  
(312) 345-7300

**Wilson Bicycle Sales**  
1604 Whipple Rd.  
Union City/CA 94587  
(415) 471-7520

# PRODUCT ANALYSIS

## OBJECTIVE ANALYSIS

The glass-filled nylon used for the new Tuff Wheel is the same compound that has been used for years for the original Tuff Wheel. Extremes of weather (temperature) have no effect on it. It has high impact resistance and yet is flexible enough to reduce the possibility of fatigue fractures of the frame that can be caused by continual hard use while running the extremely rigid cast aluminum mag wheels.

The new Sun Tour coaster brake hub is almost identical to the 4-shoe Bendix 76 hub. Some of the parts are even interchangeable. But not the part that would be most convenient to interchange; the sprocket. The Sun Tour hub takes a sprocket with a slightly smaller hole, which means if you put a Bendix sprocket



It's our gay caballero, giving his all ... donating his body ... to upgrade the sport. The Tuff Wheels hung in. They're tough!

**BICYCLE  
MOTOCROSS  
ACTION**  
**OFFICIAL TEST**

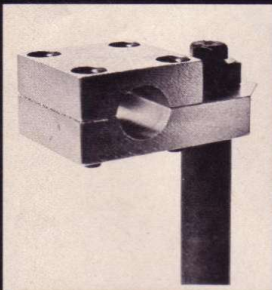
# TUFF WHEEL II



THE KING OF BMX STEMS

# TUF NECK®

WILL SCURTO



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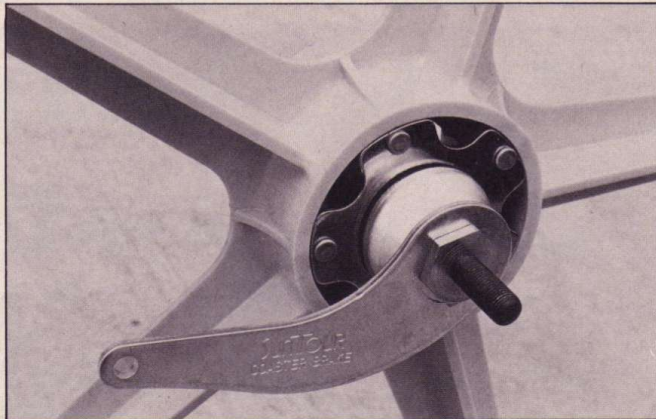
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CYCLE COMPONENTS  
P.O. BOX 4667  
El Monte, CA 91734  
(213) 686-2194

## PRODUCT ANALYSIS



The new riveted-flange method of mounting the Sun Tour coaster brake provides more air circulation and better heat dissipation than the old method.

### SPECIFICATIONS

**MANUFACTURER:** Skyway Recreation Products.  
**MATERIALS:** A glass-filled DuPont nylon compound called Zytel.  
**COLORS:** Red, blue, yellow, black.  
**WEIGHT:** 2 lbs. 10 oz. for the complete front wheel, 3 lbs. 14 oz. for the complete rear wheel.  
**FRONT HUB:** A Sun Tour free-bearing hub designed by Skyway.  
**REAR HUB:** A Sun Tour 4-shoe coaster brake hub.  
**RETAIL COST:** About \$35 for the front wheel, about \$41 for the rear wheel. Both wheels include the complete hubs.  
**GUARANTEE:** 90 days on materials and workmanship.



Ladeez and gentlemen... the brand new Tuff Wheel II. This is ultra-dyno thrashing equipment.

### SUBJECTIVE ANALYSIS

Hey, they're cool.  
That's why everybody in the world has had at least one set of Tuff Wheels. They are totally class cafe racer equipment... good lookin', colorful, and if you decide to do some jumping or thrashin', they are absolutely bullet-proof. You might bugger up the bearings or an axle, but unless you're Vasily Alexeev or Kung Fu or somebody like that, you're not going to be doing any damage to the wheels.  
As far as racing goes, Tuff Wheels

BICYCLE MOTOCROSS ACTION

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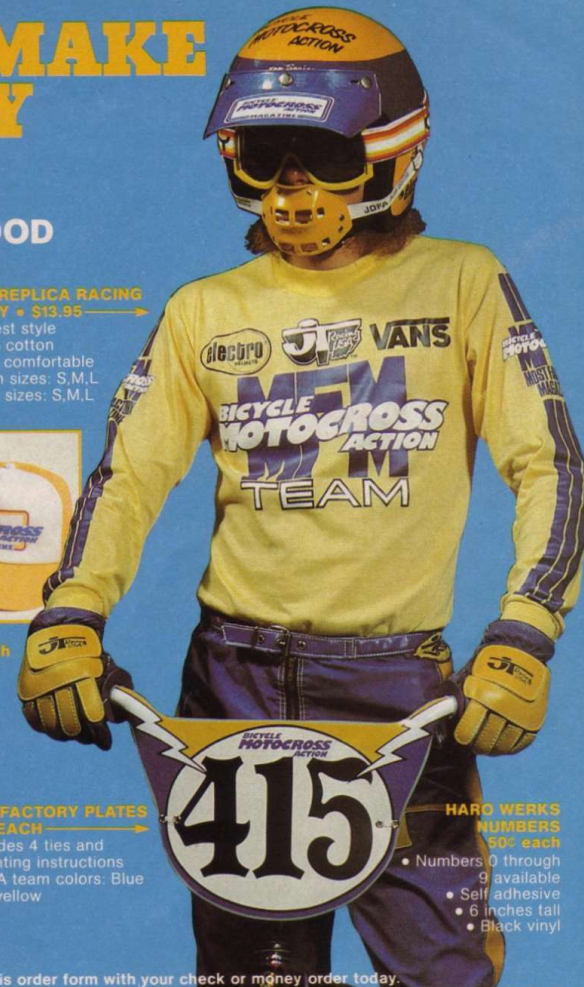
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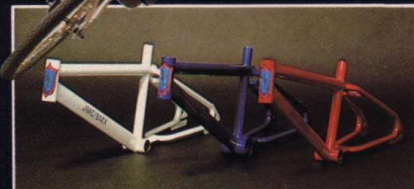
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- Short frame 3 lbs. 8 oz.
- All Hellarc Welded
- Options available:

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## FORK FEATURES

- All 4130 Chrome-Moly
- Heat-treated stress-relieved
- 1 lb 5 3/4 oz.
- Hellarc Welded (TIG)
- Streamline tubing

## COLORS AVAILABLE

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CANDY APPLE BLUE  
JMC WHITE

## DEALERS AND DISTRIBUTORS CONTACT

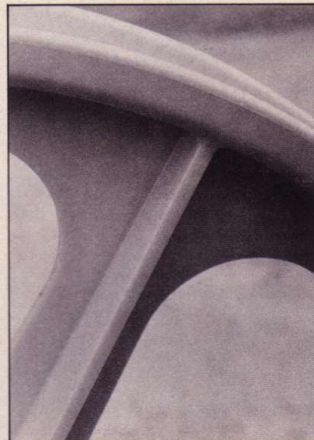
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SEE OUR TEST IN THE JULY '79 ISSUE OF BICYCLE MOTOCROSS ACTION.

# PRODUCT ANALYSIS

are great for the beginner and novice classes where race bikes sometimes have to do double duty as street machines and thrashers. For buns-out peak-level competition, we still hold with .080 spokes and alloy rims.

One thing we noticed was that when you go into a fast hard turn on a high-traction surface, the front Tuff Wheel



Those guys at Skyway put a fair amount of time and thought into improving the side-load stiffness.

will sometimes skitter or flutter a bit. This is a rapid flexing of the wheel. The new Tuff Wheels are not as prone to this as the old ones, so there has been improvement in the side-load stiffness. We found that if you run your front tire at a lower pressure, like about 30 PSI, this skittering is almost completely eliminated.

Tuff Wheels are totally unsuitable for sidehacks. They look just grand, but no matter how much the side load stiffness has been improved, it's not enough. These are super wheels . . . but not for hacks.

One more thing we want to tell you before we ride off into the sunset. . . Very shortly Skyway will have a free-wheel Tuff Wheel available that will be sold in conjunction with some Kool Stop brake shoes. The brake shoe pads will be a special compound for nylon, and they will match the Tuff Wheel colors so as not to scuff the shoulder of the wheel.

Hot stuff, huh?

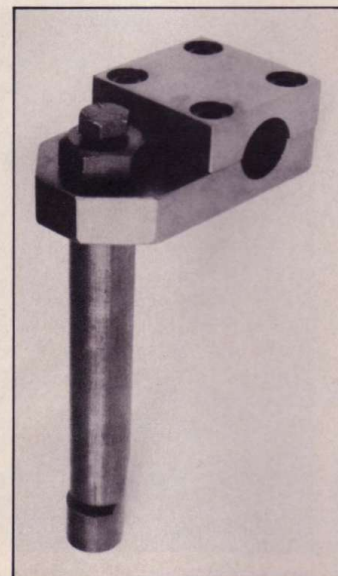
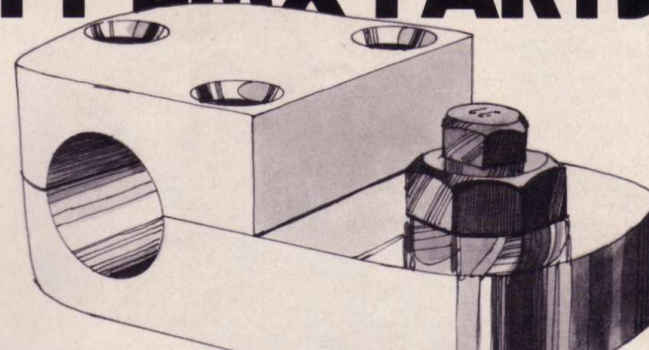


BICYCLE MOTOCROSS ACTION

# QUALITY BMX PARTS

## THE NEW TUF-NECK 2000

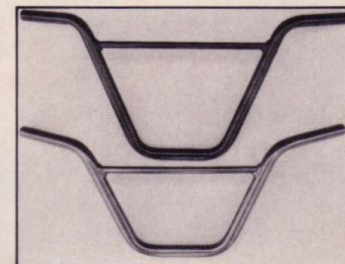
Hot radiused shape.  
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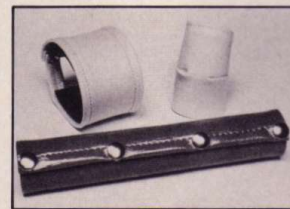
TUF-NECK STEM



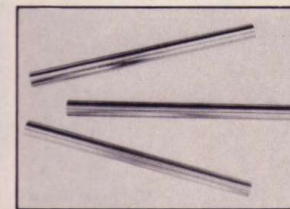
KING COBRA 4130 CHROME-MOLY FRAME AND GREYHOUND MILD STEEL LONG FRAME



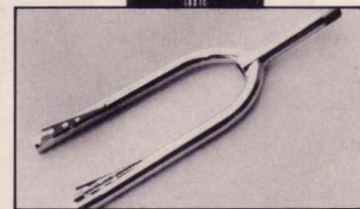
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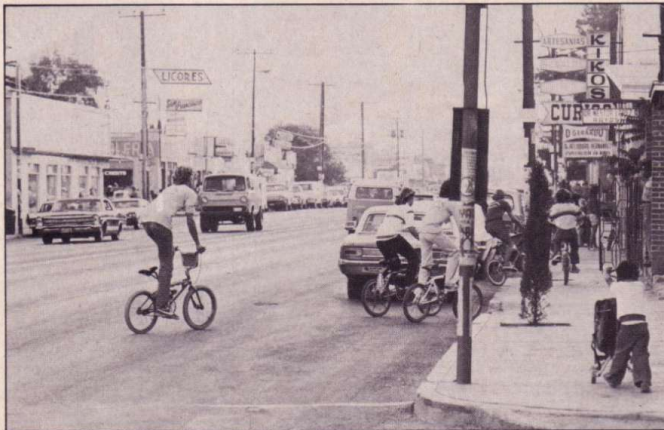
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Bunches of gringo turista racers cruised around Tecate, porkin' out on the Mexican cuisine.

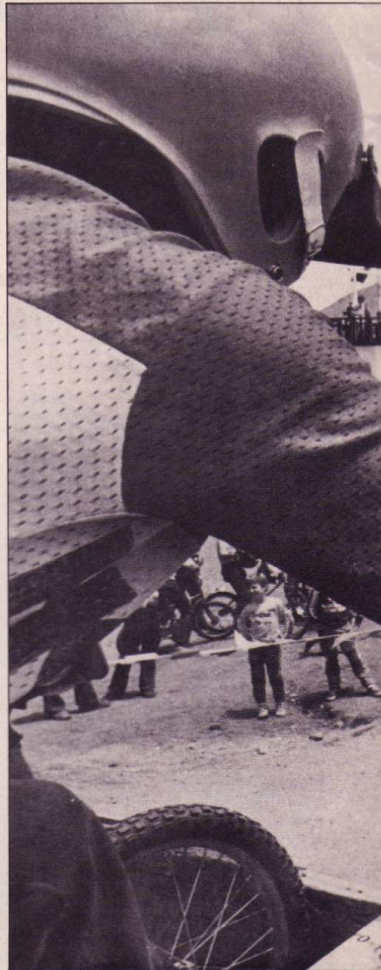


This secret FBI photo shows a slippery looking underworld character who is the lookout for a sneaky organized crime ring of unscupulous fire cracker smugglers who are inside making a big buy, while their get-away vehicles are left running outside.



For some mysterious BMXL reason, almost everybody had to run pie plates over their regular numbers. It sure gives

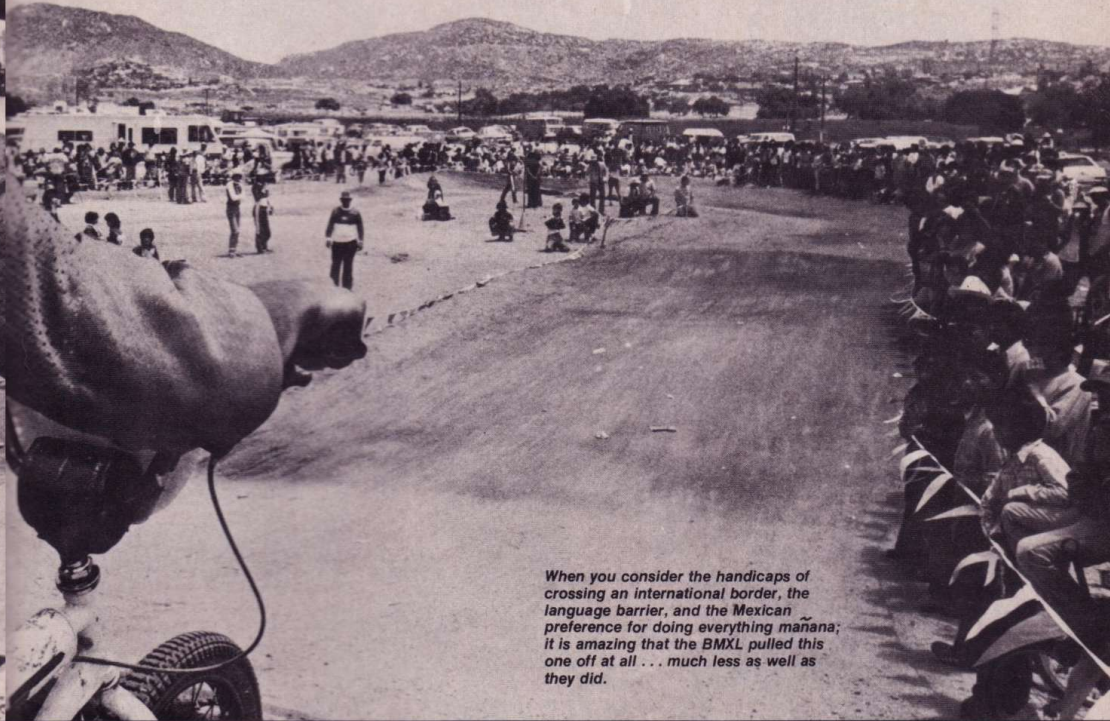
the bikes a Mickey Mouse look. The Team Aggie hombre in the lead is 15 expert, Joe Aguilera.



BMXL MEXICO/USA FIRST INTERNATIONAL BMX RACE

# TECATE

PORKIN' OUT IN THE GOLDEN LAND OF THE 25¢ TACO



When you consider the handicaps of crossing an international border, the language barrier, and the Mexican preference for doing everything mañana; it is amazing that the BMXL pulled this one off at all . . . much less as well as they did.

## BY HARO

Hmmm . . . Tecate, Mexico.

As I look at the map it's just 35 miles east of San Diego, which is surprising because I was previously a local San Diego boy and didn't even know the place existed, let alone so close to home turf.

And now, the whole MFM staff would be cuttin' mud to the golden land of 25 cent tacos. Kinda spooky, ain't it?

As we headed south from our mountain-top headquarters, the scenery changed gradually to the rock and dry grass covered hills that were the boonies of San Diego.

While Windy and Val and myself were jammin' to the tunes of Ted Nugent, Supertramp, and anything else on Windy's new stereo, Oz and crew in the BMXA van were in close pursuit.



When you're a famous factory racer you gotta maintain a super-cool image; like Shimano's token midget, 8 year old Chris Allen.

Three hours later we were crossing through the US/Mexico border and into the streets of Tecate, with its shops and sellers just waiting for us gringo tourist types.

Our first obligation as staff members was to sample every kind of Mexican cuisine our hairy hands could latch on to, led by our fearless leader and boss, Oz. We could be seen occupying nearly every street corner, porkin' out on the local grindables.

As it turned out, we all paid heavily with a mass epidemic of Montezuma's Revenge, that dreaded Mexican sickness that claimed fully two-thirds of us unsuspecting tourists that went to the Tecate race. Talk about Bummer City!

After our taste-testing experiences we loaded into our assigned vehicles and began trying to locate the famed

El Refugio Hotel. I'm not sure what El Refugio means. I don't think it is the hotel for refugees, but who knows?

As it turned out, since our crew consisted of four guys, three girls, one Red Line, one GJS, one PK Ripper, eight camera cases, three water jugs, all kinds of luggage and other assorted personal belongings, and we only had four very small rooms, the sleeping arrangements were gonna be hectic, but nothing too tough to handle.

Assignment number two, search and locate the BMX track, sounded simple enough. HAH! When you only have a ten or twelve word Spanish vocabulary, it's tough buns.

Oz, being our guide and local linguistic expert, was doing all the talking. After conversing with several residents and rattlin' off what sounded like Span-





ish, and many hand gestures later, we arrived at the BMXL track.

It was not what you'd call a demanding track. It was more or less flat, with several speed jumps. It was also extremely short.

The deep sand at the end of the first straight played a major part in determining your overall finish. If you were one of the unlucky persons starting in the number one or two positions on the gate, you'd be hatin' life after the first jump 'cause the sand would slow you down faster than a semi parked in the fast lane on I-5. Bog City. Scratch your lead.

If you made it through the hassles of that first straight, turn one left much to be desired. It wasn't exactly a berm, but it wasn't exactly not a berm either. You didn't ride it like you would a normal self-respecting berm. You more like bounced, pivoted, or slammed off it, as often as not into one of your racing comrades who was trying to take the inside line.

The next straight was fairly decent with the exception of more sand. It had two speed jumps in a row and then went into a gravelly right hand sweeper. Another short straight brought you to the finish line. That was it. About half to two-thirds of a normal BMX track.

Race day morning was met with the grunts and groans of the staff. The mean and evil Montezuma had shown no mercy the night before. All were casualties. At breakfast Buff and RL were total zombies. RL couldn't stomach anything, although Buff managed to eat one tortilla, which he practically beat to death buttering.

At the track the turn-out was good. Total sign-ups ran around 450 with some 71 motos, which ain't too shabby considering the gas crunch and the scheduling of the Skyway/NBA race on the same day in Northern California. The pits in Tecate looked like the parking lot of a Winnebago dealer; moto homes to the max.

The BMXL (Bicycle Motocross League) employs a transfer system of scoring, much like the ABA. Only bumper about that is if you win your first moto, you have to wait clear to the semi's before you race again.

Tinker was at Tecate. He was a definite stand-out in the 16 expert class. He also won it. As far as the Pros being there, they weren't, although there was some hot real estate. Homer's Force and Team Aggie, both from Nevada, were there. These guys are good, and they're starting to do a lot of traveling... gettin' serious. RRS was there and they were hot.

The 16 expert motos weren't too rosy



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## TECATE

for Tinker, as he barely transferred in the third moto. But in the main he was cookin' beans. You could tell he was pumped as he totally thumped on the other riders. When the gate dropped they were flyin'. As they entered the first turn Tinker was already leading. Mark Thrower from Homer's Force was in

### 1st INTERNATIONAL BMXL RACE TECATE, BAJA CALIFORNIA RESULTS

16 OVER EXPERT  
Tinker Juarez  
Mark Thrower  
RL Osborn

15 EXPERT  
Kim Jarboe  
Joe Aguilera  
Clark Smith

15 OVER NOVICE  
Randy Beavers  
Joe MacBeath  
Conrad Mejia

14 EXPERT  
Phil Maxwell  
Jesus Felix  
Eric Braganza

14 NOVICE  
Gary Swanson  
Tony Swain  
Jody Mason

13 EXPERT  
Dave Marietti  
Sam Stahl  
Arne Johnson

13 NOVICE  
Steve Russell  
Ray Gonzales  
Luis Perez

12 EXPERT  
Doug Gaugenmaier  
Brian Mitchell  
Chuck Mikel

12 NOVICE  
Bobby Cain  
Michael Lew  
Carl Champion

11 EXPERT  
Moe Desatoff  
Robert Compton  
Geoff Rutherford

11 NOVICE  
Jerry Conrad  
Scott Swanson  
Mike Lohman

10 EXPERT  
Armando Aguilar  
Brian Gass  
Danny Smith

10 NOVICE  
Chris Swanson  
Dustin Deaver  
Bobby Zwier

9 EXPERT  
Rod Stufflebean  
Bodie Cook  
Glen Pavlosky

9 NOVICE  
Jeff Hoskins  
Darlen Rodgers  
Cinco Mayo

8 EXPERT  
Garrett Greedy  
Brent Fay  
Ronnie Rlough

8 NOVICE  
Jason Cloutier  
Amber Rutherford  
Billy Ammerman

7 EXPERT  
Eric Langley  
Jerry Smith  
Tiger Young

7 NOVICE  
Eddie Gaumont  
Jack Donahue  
Robert McElvany

6 UNDER EXPERT  
David Duncan  
Timmy White  
Norman Gaumont

SENIOR HACKS  
Clopton/Brazini  
Hardaway/Davis  
Mason/Pyle

JUNIOR HACKS  
Fay/Gaugenmaier  
Compton/Desatoff  
Fay/Cordero

SENIOR PUFFS  
Burley  
Shobert  
Dubois

JUNIOR PUFFS  
Ames  
Bowland  
Phillips

second, then came the rest of the 16 expert loonies. It was Donut Land in turn one as someone spun out and our own BMXA test pilot, RL, saw daylight and didn't have to get an invitation to swoop on the opportunity.

The rest of the pack just kinda filled in the remaining positions, and that's how they finished: Tinker first, Thrower second, and RL third. And, of course, the rest of the pizza for lunch bunch after that.

continued on page 66



"Hey, listen. If we enter a million..."



... Powerlite teams in the sidehack classes ...



... we're bound to scarf on a bunch of ... uh ... "



"Got any other good ideas?"

## LAGUNA KAHUNA



Quotes from Bicycle Motorcross Action - Oct. '78

• "You don't have to add anything except air in the tires and your racing number on the plate."

• "... an astounding 23% pounds... that's box stock right out of the crate... pads, number plate and everything."

• "Aluminum exotics"

• "The Laguna GT is well up toward the top of the BMX bikes... we've got to give it our 1,000 Pound Bomb-Proof rating."

Quotes from Mini Cycle BMX Action

• "The good looks caught their attention first, then the performance backed it up."

• "As for handling... it drew no complaints and lots of praise."

• "It's strong enough to take the day-to-day abuses of curb jumping, riding back and forth to school... yet still has the breeding and handling to make it good on the race track."

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# FROM MOTHER GOOSE'S FACTORY THE BRAND NEW SUPERGOOSE

TRUSTY AS A MOTHER'S LOVE



What can we possibly say about a Mongoose bike that every kid in the world doesn't already know?

That they corner like the Roadrunner? Or that they have the flight characteristics of a Lear Jet? Or that the frame and forks will probably outlast King Tut's pyramid? Or that in the BMX field Mongoose has replaced Schwinn as the standard of comparison? (Maybe not counting the new Sting.)

Or, on the other side of the coin, that the bottom bracket should be higher, or that the frame weight could be lower?

Of course, if Mother Goose raised the bottom bracket on her frames, it is possible that it might have some unfor-

**BMX Products got their ducks in a row with this bike. (... Oh, I get it. Ark! Ark! Humor.)**

seen detrimental effect on the otherwise almost perfect handling traits of the Goose family.

Or if she decreased frame weight it might not be the same dependable, long-lasting, bulletproof jobber that we have come to know and love.

So who are we to criticize such a nice old lady as Mother Goose; a warm-hearted soul who has become an institution in her own time.

'Course the plastic grips on this new

Mongoose are bogus. What happened to the Oakleys that the Team Mongoose bikes are supplied with? Or the new Mongoose grips?

But, sports fans, we seem to have wandered vacantly off our course, as is becoming more common since we switched to the hundred mile-an-hour pace of a monthly publishing schedule. Let's get back to the basics... like what is the reason for this new model?

Well, little critters, once upon a time, Mother Goose had four fine sons, of which she was justifiably proud: Mongoose, the first born; Team Mongoose, the sleek top-of-the-line racer; Mini-goose, for the little guys; and Mity-





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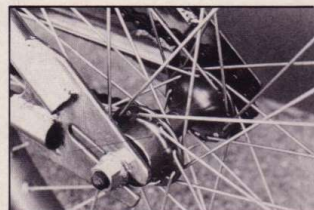
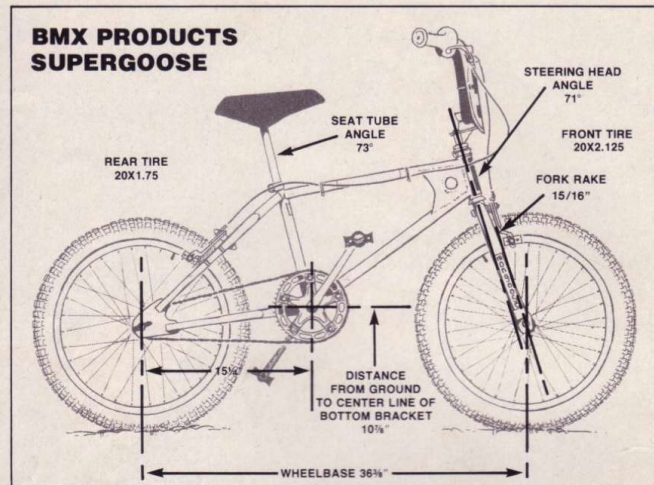
## SUPERGOOSE

goose, a 16-incher for the really little buggers.

But, proud as Mother Goose was of her four sons, all was not well in Gooseville. Somehow things seemed incomplete. It was like they were losing part of

the market because they did not have a racing bike available for all the little kiddies in Motoland who were pretty hefty and wanted forged cranks instead of alloys, or who wanted a cheaper racer that would still haul bananas.

### BMX PRODUCTS SUPERGOOSE



The Shimano Freehub set, which includes both the rear and front hubs, is primo racing equipment.



This is trick! It's a little clamp-jobber that holds the brake cables where they cross. What kind of mind invents stuff like this?

Sure, MG was selling an incredible amount of the other styles of Gooses, but this kindly warm-hearted old lady was not satisfied with this. She kinda had a hankerin' to jump on this final corner of the market too. In fact, it was more than a hankerin', she wanted CONTROL . . . power! She wanted BLOOD and DESTRUCTION! RUINATION! SMOKE and FIRE!

She wanted COMPLETE AND TOTAL DOMINATION OF THE WORLD BMX MARKETS!!!

So she created . . . SUPERGOOSE!!! (Look! Up in the sky! It's a . . .)

Ugh! Grunt! Gnashing of teeth. Slapping of forehead. We did it again . . . wandered clear off the point . . . got totally carried away.

Okay. Okay. Let's get down from the ceiling and back to the test.

If you haven't figured it out yet, the Supergoose was created as a slightly heavier-duty, less expensive version of the Team Mongoose. In other words, a next-to-the-top-of-the-line racer.

The main differences between the two go like this: The Team Mongoose has a Dura-Ace alloy crankset and the Supergoose runs the new seven-inch Takagi forged chrome-moly cranks. The frame and forks on the Team Mongoose have a candy color-coating over a nickel plate job. The Supergoose frame

### BMX PRODUCTS SUPERGOOSE SPECIFICATIONS

FINISH: Nickel plated

WEIGHT: 27 lbs. 12 oz.

RETAIL COST: \$250 (slightly higher in the east)

FRAME: Mongoose Team frame, all chrome-moly

FORKS: Mongoose chrome-moly

HANDLEBARS: Mongoose SS (stainless steel) medium butterfly

GRIPS: Winner's Circle plastic

STEM: Mongoose gold stem, chrome-moly

RIMS: Araya alloy box

SPOKES: .080/36

HUBS: Shimano Freehub set-up

BRAKES: Front and rear Tourney calipers

TIRES: Cheng Shin knobbies

PEDALS: MKS Bonzai with chrome-moly shafts

CRANKS: 7 in. Takagi forged chrome-moly, chrome plated

FRONT SPROCKET: Takagi 39T alloy chainwheel on a Mongoose

5-arm gold chrome-moly spider

REAR SPROCKET: 14T Shimano cassette sprocket for the Freehub

SEAT: Mongoose seat by Mesinger

SEAT POST: Stainless steel

and forks are nickel plated only. On the TM the bars and seat post are aluminum; on the Supergoose they're stainless steel. You're going to be hearing a lot more about stainless in the future.

Anyway, those are the major differences. There are a few minor ones like seats and sprockets and, of course,



Who is that dude in the Foster-Grants? Ah, that's our artist-woobie . . . Haro. Goosed.



Guest test rider for the Supergoose bashing was Kenny Nachman; 16 expert (just moved up) Factory Mongoose racer type fellow, and salty veteran of years of BMX jousting.



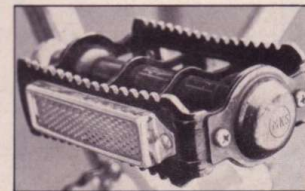
Is this class, or is this class? (The seat is made by Mesinger for BMX Products.)



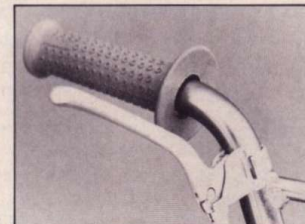
You can fly on the Supergoose. Buff at the stick.



What's this . . . the San Jose Mile? The 'Goose is a gas for flat trackin' down fire roads.



MKS pedals. You already know how good they are.



The pre-bent levers on the Supergoose are great. The grips are bunk . . . so we switched to these Oakley Twos.



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**SUPERGOOSE**

grips . . . which we have already been raggin' on. The word we got from BMX Products is that as soon as their new Mongoose grips are in production, the whole Goose family will get 'em.

Oh, yes. There is one more slight difference. We hesitate to even mention so unimportant a thing to our big-bucks readers, but . . . there's a difference of 50 bones between the Team Mongoose



Nachman at full grunt . . . smokin' through the boonies.

and the Supergoose. The Team 'Goose goes for a shade over 300 dollars, and the new Supergoose costs . . . oh . . . around 250.

As far as how the Supergoose handles, if you haven't ridden a Mongoose yourself, ask anybody. The three full-size 'Gooses all come out of the same jigs, and they all handle the same. And there's gotta be somebody in your neighborhood that owns one or has at least cruised around on one. Ask your mother . . . she can probably tell you how good they are.

The steering is just a hair on the quick side because of the 71 degree steering head angle and the 15/16 inch rake Mongoose forks. The wheelbase provides a pretty much neutral tracking situation in the turns. In other words, you can slide the rear end but it won't whip.

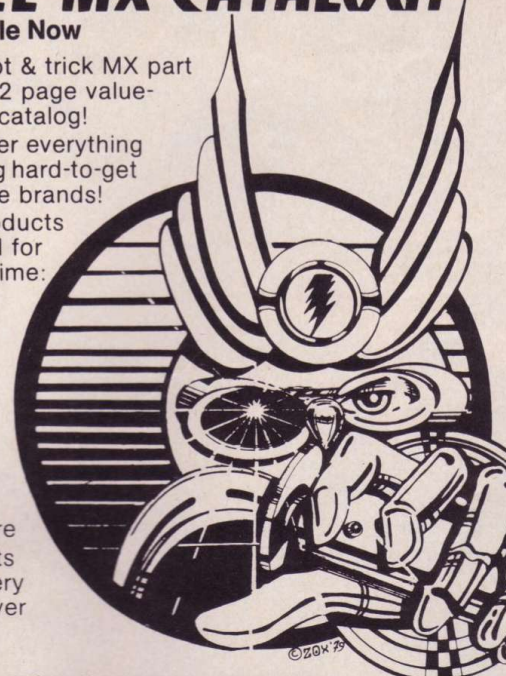
The fore and aft location of the bottom bracket allows for total control off jumps. You will land neither on your nose nor

continued on page 68

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**CRUISERS**

# STRAND WARS: THE CRUISERS



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whips one on ya' with his specially  
modified wheelie machine cruiser.*

bike . . . the granddaddy of today's modern zoot scoots; the CRUISERS.

Call them whatever you want; beach cruisers, stranies, or just cruisers; they're catching on in Southern California faster than a flu epidemic.

We intrepid MFM staffers try to stay in tune with what's hot and who's who in the bicycle industry, and we're here to tell you that cruisers are the hot ticket here in SoCal for street riding.

If you are like me and owned a 10-speed, and after about four or five wheelies, kick-outs, and other BMX related crazyness, had it lookin' like you rode it through the back roads of Morocco, then cruisers are for you.

*continued*

ARTICLES BY HARO  
PHOTOS BY THE WIZ

Long, long ago in a galaxy far, far away, long before BMX existed, there came a bike unlike any known to man. This bike was the pioneer of a vast new era in bicycle technology. It was the original old balloon-tired paperboy's





Cruisers, being as heavy as a '52 Buick, are not as jammable as 20-inch MX bikes, but every once in a while you'll find a few gnarly dudes that want to try 'em on.

For today's BMX'er, cruisers are the smart alternative to maiming your 300 buck racing vehicle. Wheelies on

a cruiser are a piece of cake. The wheels are very large and heavy, which gives them a gyroscopic effect for balance. If you can't wheelie on a cruiser, you can't wheelie.

Stylin', being ever so important to BMX'ers, is another valued asset 'cause cruisers can be totally tricked out with many BMX aftermarket prod-

ucts. Goosenecks, cranks, pedals, sprockets . . . you name it . . . can be added to bring your cruiser up to vogue levels. That way, jammin' to your neighborhood 7-11 you'll be cool dude on your custom cruiser as you wow the local babes and your surprised buddies ask, "Where ja get it?"

Don't expect cruisers to handle like a new Red Line or whatever, 'cause they are large and fairly heavy. They're like driving your mom's refrigerator compared to a BMX bike. Well, maybe it's not that bad. Actually the handling is pretty neutral and forgiving, which will allow the rider a few mistakes without paying for them in road rashes.

## SUMMARY, SORTA

The popularity of cruisers is going to spread far and wide because they offer such stylish street transportation. So, loyal BMXA readers, hang on to your shorts 'cause in the future we're going to be running cruiser reports, cruiser products, and some cruiser customizing articles wherein, before your very eyes, we make neat things neater and trick trickier. ★

# SCHWINN SPITFIRE



## BICYCLE MOTOCROSS ACTION CRUISER REPORT



The gyroscopic effect of this big sucker is what makes cruisers so slick and easy to wheelie.



Check the plush, posh, padded pampering provided for your precious posterior parts by Schwinn. Big change from the hard times of a lightweight racing saddle.

Naturally, this isn't going to be our usual race/thrash type of test; but it's still a kinda-sorta test, so here are a few specs and some miscellaneous stuff for those of you who might be out kickin' cruiser tires in the near future. The reason we chose the Schwinn Spitfire for our report is that it is the current standard of comparison. This could change soon, however, because a surprising number of BMX companies are tooling up right now to produce cruisers.

The Schwinn Spitfires come in three dyno colors; red, black, and a primo lookin' blue (my fave). Rims are a Schwinn type laced with .105's. Either Niroyal, Carlisle, or Schwinn meats complete the wheel package.

Spitfire frames are corn-structed of

If you find 10-speeds two tweakable, and it is just too terrifying to even consider leaving your 300 dollar MX'er in front of the local market, then there may be a cruiser in your future, bucko.



The popular (for cruisers) longhorn bars and the bogus plastic grips that come on them.

mild steel. The scientific description is "electro-forged, cantilevered frame." I see why they named it Spitfire.

In the hanging-on department, most cruisers are fitted with the popular longhorn-style bars, and grips that look more like they should be on your dad's lawnmower. But grips are usually the first thing to be changed because personal preferences vary so much.

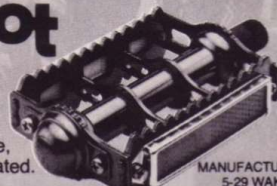
Standard equipment on the Schwinn are coaster brakes, and this is the set-up you see on most cruisers. But there is a 5-speed model available that runs a rear expander brake with a free-wheel, and a caliper brake on the front rim. Class stuff. ★

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Uh-oh. 42 grabs my lead over the berm. Too close.  
Just caught my wheel. Crunch! Body check. Nothing  
broken. Pedal check. Same. Good thing SUREFOOTS  
have chrome-moly spindles. Up in a flash. Left 42 in the  
dust. Last turn. My notched pedal end plates keep me  
secure. The wind's with me and so is the finish!



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Day was incorrectly given as Sunday in last month's issue.

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## TECATE

continued from page 55

There were a million sidehacks at Tecate. It's great to see these guys back in force. They are a gas to watch. It would be neat if someday somebody put on a sidehack championship with age classes and the whole enchilada. At Tecate, "Push" Clopton and "Peddle" Brazini said later days to the rest of the hacks and scooped on a first place trophy.



The 1st place trophies were 15 inch tall bronze statues that must have weighed 15 pounds, cast in the image of Montezuma... who got even with almost everybody at the race for over-dosing on Mexican grindables on Saturday night.

After the races the trophy presentation was getting pretty dragged out, but the super lookin' first and second place trophies kinda made up for the delay. Third place was kinda funky, and the fourth place trophy reminded me more of an ash tray than a trophy. Oh, well. As we hit the road back to the Land of Oz, all we could think about was chowin' down on some good ol' American junk food like pancakes and French toast or maybe some Big Macs.

About half way home it suddenly dawned on us... the first place trophies were bronze castings of (who else?) Montezuma! I guess you could call that an ironic memento of the race. ★

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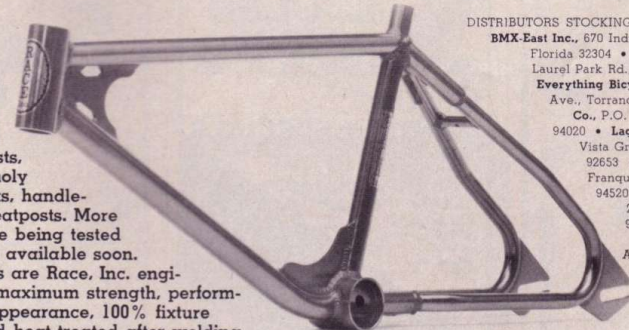
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# SUPERGOOSE continued from page 60

on your buns, unless you miff it... the bike will hang in. The low ground-to-bottom-braket location gives the Mon-goose bikes a low center of gravity which

makes the handling even more predictable and solid feeling in turns and in the air. But it causes the inside pedal to scrape in turns sometimes, which can

be pretty spooky when you've got the lead and are leaned over, flat out and blazin'. So the height of the BB is a trade-off.

Well, buckeroos and whippersnappers (that's inside cowboy talk), the old trail is a comin' to an end, and the sun is a settin' over yonder behind the rimrock, and it's a gettin' time for all straight-shootin' cowpunchers to hit the ol' sack and dream of them little doggies... or if you've seen "Alien," to do a little dreamin' about that dude too. Or, if you haven't seen it, and you like REALLY scary movies, go see it. That sucker would scare the beans out of Pancho Villa!

## CONCLUSION

And in conclusion we'd like to say that the original Mongoose has sold in the jillions; likewise for the Team Mongoose; and we can't see a single reason why the Supergoose won't do at least as well... maybe even quadrillions!

Good night, Mother Goose. You're pretty cool.

Look! Up in the sky! It's a bird! It's a plane!

SPLAT!

Ugh... it's a bird. ★

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## BIKECLOGY ANNUAL BMX WAREHOUSE CLEARANCE SALE

Saturday, August 25, 1979  
10 am-10 pm

Day was incorrectly given as Sunday in last month's issue.

See our ad, p. 61 for information.



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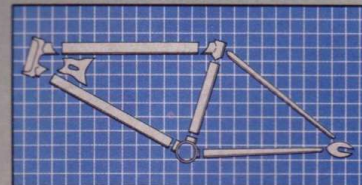




Rufus "Endo" Bugalowski, who is most famous for chewing in every single race he ever entered, has announced his retirement from BMX competition. According to Endo: "Hey, man, I'm just bummed out with all them bliffs. I'm gonna go for somethin' safer and more ree-laxin'. Like runnin' this here market I just bought." Endo isn't going to completely sever his connections with the sport, however. He's going to carry BMXA on his newsstand. Good luck, Endo!

## 4th Generation MX.

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(Bicycle meets CPSC requirements. Reflectors, chain guard and front brake are included but not shown.)



Winner Circle grips

Ashtabula MX stem

Tango MX headset

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CyclePro Chromoly fork/Chrome plated oven triple nickel

Sanshin MX alloy anodized hub

Dia-Compe alloy sidepull brake

CyclePro alloy/box rims 80 gauge swaged spokes

Sugino Super Maxy alloy cotterless crank/anodized

CyclePro MX black pedals/Chromoly shafts

Sanshin MX alloy anodized hub/Shimano 16t. freewheel

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