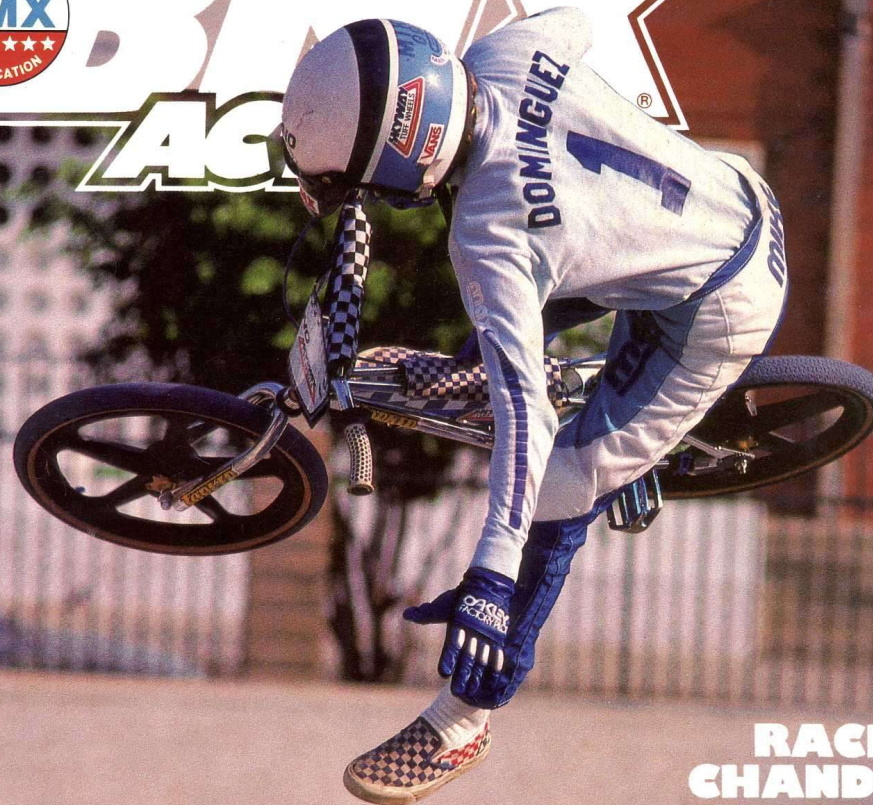




BMX ACTION

JUNE 1983
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**RACING:
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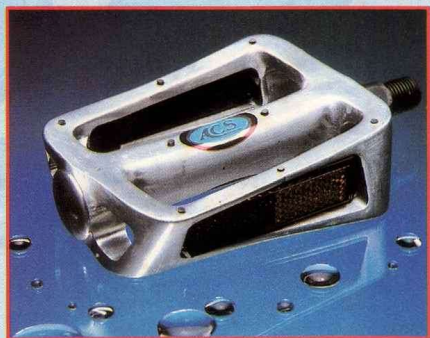
**TESTING:
KUWAHARA**



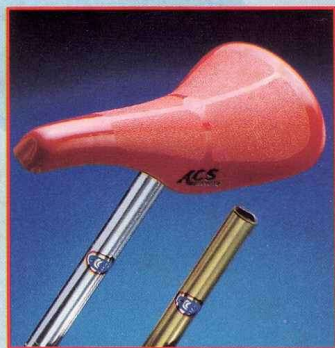
A SPLASH OF GENIUS

At ACS, new ideas just keep on flowing. Innovation and quality go hand in hand to create a wave of products that stay ahead of the crowd.

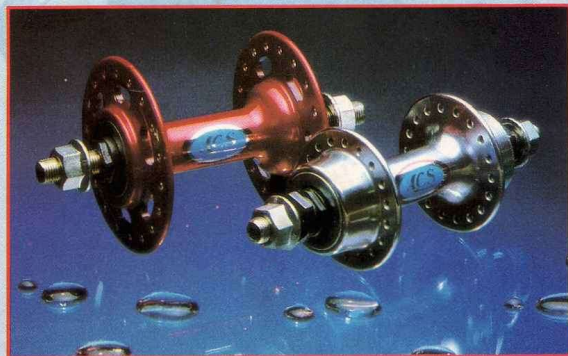
Jump into the stream of ACS winners and go with the flow...the water's great!



The new ACS pedal uses offset parallelogram design to point the pedal in the natural angle of the feet and offers ample surface area for full foot support. The alloy pedal also features chrome-moly spindle and non-skid studs.



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The new small flange Stoker hub is the ideal rugged companion for the world famous ACS Z-Rim. Hubs are available in red, gold, blue, silver, black or Tiffany Chrome.



A proven winner—the ACS stem features tough 4130 chrome-moly shaft, melt-forged alloy clamp with knurled inner surface to prevent bar slippage, clamp bolts secured by replaceable steel nuts rather than easily damaged internal alloy threads.



With the Stoker seat post clamp, stripped alloy threads are gone forever. The single allen head bolt on the one-piece alloy clamp is secured by an EZ-to-replace threaded steel sleeve.

Super durable Z-Rims now come in three sizes—20", 24" or 26". BMX torture tests proved this is the rim for every occasion or terrain.

American Cycle Systems
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Covina, California 91722



JUNE 1983
VOLUME EIGHT
NUMBER SIX

8 HOT SHOTS
Mighty Stu, stylin' superbly.

12 HOT SHOTS
Poulson pitchin' it.



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Just open the box and go down and get your trophies.

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Look out, Fiola. This fourteen year old is hot on yer trail.

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Go faster by slowin' quicker.

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From the master of aluminum comes a hectic machine.

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"Where else can you do your favorite hobby and get paid for it?"

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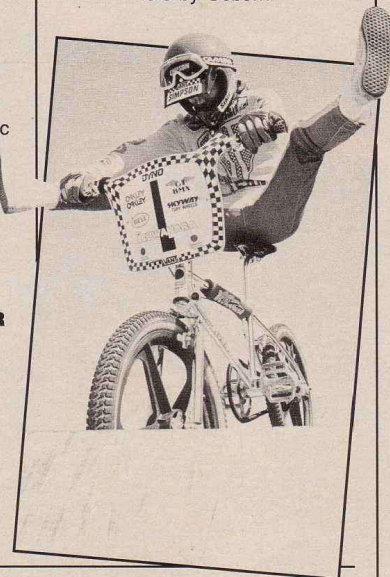
84 RUMORS, REVELATIONS, GOSSIP, DRIVEL ETC.

Another round of who did what to who, and when did they do it?

90 PRODUCTS
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98 ODDS AND ENDOS
Poulson and Grubbs together again for the first time.

COVER: Michael Dominguez is the most radical fourteen year old stylist we've seen. Skate City before its demise. Photo by Osborn.



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At Oakley we've always thought of grips as more than something to hang onto.

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The outer sleeve is locked into place by bumps on the base that engage holes in the sleeve.

The B-1B Guidance System also features an exclusive neoprene/lycra flange that slips over the grip, into a groove near the inner base flange.

The neoprene/lycra flange cushions the thumb and index finger. While the low-friction lycra covering helps prevent blisters.

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pattern for maximum surface edge area in any direction.

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After all, any rocket is only as good as its guidance system.

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Soft outer sleeve (Unobtanium 49) provides maximum adhesion to gloves.

The B-1B's smaller overall diameter means greater control.

The low-friction lycra covering on the neoprene/lycra flange helps prevent blisters.

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Mighty Stu.



BMX ACTION

Photos by Bob Osborn

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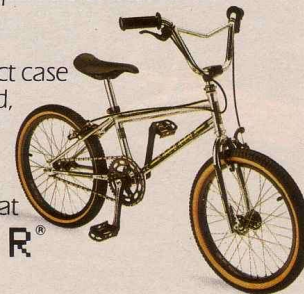


"The more you spend, the more you get." Unfortunately that's always been the simple rule of thumb when buying a BMX bike.

Until now. Until Predator came along. Our new Predator Competition is a perfect case in point. To buy a bike that's comparably equipped, you'd have to shell out anywhere from fifty to a hundred dollars more.

So before you spend a penny on a BMX bike, here's a word to the wise. Spend some time at your nearby Schwinn dealer first.

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HOT
SHOTS



Mike Poulson, getting critically sideways.

Photo by Bob Osborn

BMX ACTION

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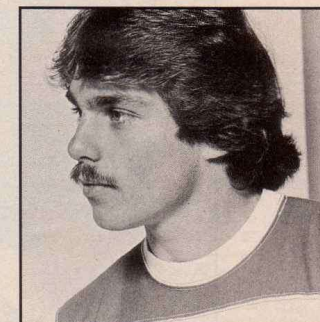


**BMX
ACTION**
OFFICIAL TEST

KUWAHARA LAZER LITE

A FULL-RACE UNIT, RIGHT OUT OF THE CRATE

Ah yes, the high-zoot life of working for the numero uno BMX magazine. We get to mooch hot



Our guest test woobie this month was the dashing and debonair Clint Miller. This guy is built like a fireplug.

new products and bikes, sometimes months in advance of the public release dates.

Like this month's test bike. We got a quick peek at the pre-production model of the new Kuwahara Lazer Lite back in the February issue, and were totally impressed with the look and feel of the new Ku. We snagged the first production bike that hit the U.S. shores for a complete shake-down.

Where is Lee Medlin now that we need him?

Classic stylin'. That's Betty Buff's No. 4 son aboard the new Lazer Lite.



Stylish and graceful: Clint Miller.

KUWAHARA LAZER LITE

PRICE & SPECS

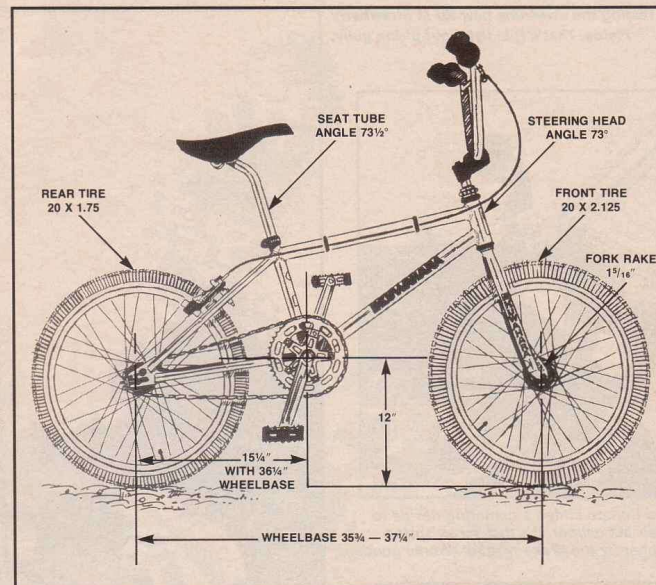
COMPLETE BICYCLE PRICE: \$450.00.
FINISH AVAILABLE: Chrome with black and chrome components.
COMPLETE BICYCLE WEIGHT (without pads or plate): 24 pounds, 11 ounces.
FRAME WEIGHT: 4 pounds, 7 ounces.



FORK WEIGHT: 1 pound, 11 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grips): 8 3/4 inches.
TOP TUBE O.D.: 1 7/32 inches, oval.
DOWN TUBE O.D.: 1 7/32 inches, oval.
FORK LEG O.D.: 1 inch, oval.
BOTTOM BRACKET TYPE: American.

COMPONENTS

FRAME: Kuwahara KZ-83 Lazer Lite, chrome-moly.
FORK: Kuwahara KZ-83 Lazer Lite, chrome-moly, leading axle.
HANDLEBAR: Kuwahara Lazer Lite, chrome-moly.
HANDLEBAR STEM: SunTour, aluminum clamp, chrome-moly shaft.
GRIPS: OGC Cobra, vinyl.
HEADSET: Hatta MX II, with SunTour Head Lock-up.
RIMS: Araya 7X, aluminum, chrome-plated.
SPOKES: Asahi, .080, 36.
HUBS: SunTour, sealed-bearing, high-flange, aluminum.
TIRES: IRC, BMX Racer 80X.
BRAKE: Dia-Compe MX, with new Centron centering adjuster.



BRAKE PADS: Dia-Compe.
BRAKE LEVER: Dia-Compe Tech-3.
BRAKE CABLE: Dia-Compe.
PEDALS: SunTour XC-I, aluminum body, chrome-moly shaft.
CRANK: Redline Flight cranks, 400 Series, tubular chrome-moly, 175mm.
BOTTOM BRACKET SET: Sugino, sealed-bearing, with Sugino chrome-moly spindle.
FRONT SPROCKET: Sugino chainwheel, 44 tooth, aluminum.
SPIDER: Integral with pedal arm.
FREEWHEEL: SunTour, 16 tooth.
CHAIN: Izumi, 1/8 inch.
SEAT: Elina Turbo.
SEAT POST: Kuwahara Lazer Lite, chrome-moly, lay-back.
SEAT POST CLAMP: SunTour Arrow, aluminum.
ACCESSORIES: Chain adjuster on drive side of rear wheel.

PERFORMANCE EVALUATION

PURPOSE: Racing up to and including pro, exotic street.

AGE RANGE: 14 and over racing, 13 over street.

QUALITY OF FINISH: Excellent.

QUALITY OF WELDING: Excellent.

HANDLING: You can start pedaling a hair sooner coming out of berms, and pedal over taller jumps, you've got the ground clearance . . . The higher center of gravity isn't uncomfortable or unstable . . . Starts and sprints felt hot . . . Speed jumping was easy . . . Both ends of the bike stick where they belong in corners, the IRC tires work really good . . . Don't sweat jumping, no prob . . . Excellent scoot.

MISCELLANEOUS COMMENTS: You'll live a happier life if you change the grips . . . Definitely a bike for larger riders . . . The hub/dropout relationship is excellent: front hub fits perfect, rear hub has an extra 1/8 inch of space to allow fine tuning the chain alignment with washers . . . It looks more like a full-bore race bike since the steering head gussets were eliminated . . . I don't know how the centering goodie on the Dia-Compe caliper works, but it does work . . . Forward 1/8 of rear dropouts is useless because the tire hits the brake bracket . . . If we wanted to nit pick, 180mm cranks would have been nice . . . Chain adjuster is a neat touch.

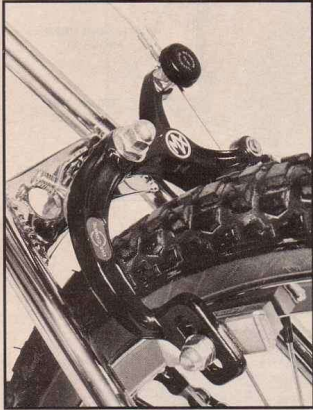
TEST INPUT: R.L. Osborn, Mike Buff, Steve Giberson, Bob Osborn, Clint Miller.

FOR MORE INFO: See your local Kuwahara dealer.

DISTRIBUTOR:
 Everything Bicycles
 23145 Kashiwa Ct.
 Torrance, California
 90505

KUWAHARA LAZER LITE

Testing the awesome new Ku at Strawberry Fields. That's R.L. flyin' out of the gully.



Dia-Compe added a centering device to their MX calliper. It's that screw/spring jobber by the brake bracket. Works good.



Fast cow trailin' was a total blast. Steering response was quick and accurate. Massive ground clearance allowed crankin' deeper into corners.

The factory riders didn't even have theirs yet. (Snickers, chuckle.)

This bike is sized for large, and larger riders. 14 and over, and pro territory. The gangliest riders we could find were plopped on the bike and let loose. After a while we came back and checked their knees for lumps, bumps, and bruises from banging on the bars, and didn't find any. (Well, none that weren't already there.)



KUWAHARA LAZER LITE

The bars and seat post really help give the bike its roomy feel. The bars felt a lot like the big ones on the GT we tested last month, and the lay-back seat post stretches out the bike some too.

This year the frame gussets have disappeared, and the top and down tubes have switched from round to ovalized tubing. This gives the bike a much racier look. The forks received the ovalized treatment too.

We first got wind of the



Buff goin' for a no-hander.

gussetless model last year when the Bicycle Source (Buff's brother's shop) was given a prototype frame to see if they could trash it. The same proto is still being raced every week in the 16 Expert class at Harbor.

There are lots of impressive goodies in the Ku drive train. Power starts with the new SunTour XC pedals. They're hot! Plenty of room to rest your Vans, and gobs of gription, thanks to the jaws on the cages. You should never have any trouble slipping pedals, but may the Lucky Bluebird of BMX be on your side if you do, otherwise you will end up with permanently pinstriped shins.

Power is next transmitted through the new 400 Series Redline Flight



The '83 Kuwahara Lazer Lite. Gussets are gone, CG is higher, lots of trick stuff has been added.

cranks. These are the less expensive models that use the tapered ten-speed style spindle instead of the splined straight one. They felt every bit as stiff as regular Flights though.

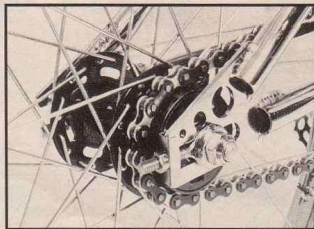
Power then runs through an Izumi chain, SunTour freewheel, and SunTour sealed bearing rear hub. Ultra qual stuff.

Making an appearance with Kuwahara for the first time are the Araya 7X aluminum rims. Chrome plated even. Will wonders never cease?

The IRC knobs on the Ku worked like they should . . . great.

A Dia-Compe MX caliper takes care of the braking duties. We shouldn't have to tell you how good they work. You should already know.

There's something new on the caliper though; a trick centering



The chain adjuster is just one of many trick items on the new Ku.

adjuster. Just fiddle with the Phillips screw till they're centered where you want 'em. It's easy and it works. We're not sure exactly how, but it does.

Other notable goodies are the SunTour stem, headset lock, and seat clamp. The Elina Turbo seat gives you a comfortable place to rest your buns.



CLINT MILLER'S TRAINING PROGRAM

Our guest tester this issue is Miller the Driller; Clint Miller, late of Torker, now Kuwahara's factory rep in the pro classes.

Almost forever, Clint has owned a position among the ten best BMX professionals in the world. You do not do this without a certain amount of sweat. Such as:

ROLLERS

"I ride my ten-speed on the rollers every day. One day I'll work on endurance, riding 30 minutes straight, and the next day I'll go for sprints. I'll go for 35 or 40 sec-

onds, or till I fall off 'em. I get back on and ride slow till I'm rested, and go for it again. After about ten of those, I'm burnt."

STARTS

"Mike Monell and I do starts two or three times a week. 40 starts per session. 40 is plenty to keep you sharp. I used to do 200 every day. That was way too many. By the time I got to the weekend I was worn out."

PRACTICE

"On Tuesdays I go to the Pipeline track and ride for about 2½ hours. Wednesday nights I race Orange."

WEIGHTS

"Depending on my travel

schedule, I'll lift weights every other day. I don't go for max-outs, I'd rather stay with lighter weights and go for more reps. I work out with 90 pounds for curls, and bench 130."

"I don't do much with weights for my legs, maybe once a week. I try to leave that up to the riding practice alone. When I do work on my legs with weights, I'll go sprint on the rollers afterward to loosen up and stretch the muscles."

STRETCHING

"Stretching is really important. You've got to be limber. If you are, there's less chance of getting hurt if you fall. If you're tight, you might pull something. I stretch two or three times a day. I want to be a flexie flyer like Grubber. It makes you feel better too. It's easier to get warmed up, and you don't feel so stiff when you're riding."

DIET

Clint is a firm believer in carbohydrate loading and staying away from junk food. "Monday through Wednesday I eat lot of protein foods; fish, red meat, and veggies. Thursday through Sunday is all carbohydrates; potatoes, pizza, lasagna, pasta; all the fattening stuff, 'cause you need the carbs for fuel. I've noticed a big difference when I haven't done it, like at Elsinore. I was running three classes, and in the main I didn't have anything left."

Clint also gets some muscle power from Muscle Power. "It's a milk protein drink that's manufactured in Holland. A lot of the top ten-speed racers, weight lifters, and body builders over in Europe use it. It works really good. You don't fatigue as fast as you normally would, and recovery time is faster when you do. It helps build red blood cells, and muscle fiber."

Clint believes in it enough that he now sells it through his mail order company, California Coastline BMX.

So what's a hard training pro do for relaxation? How about bowling? Sure, three or four times a week. And in a league even.

With a training program like this one, Clint looks like he's gonna roll some more winners, on the track and in the bowling alleys. ■

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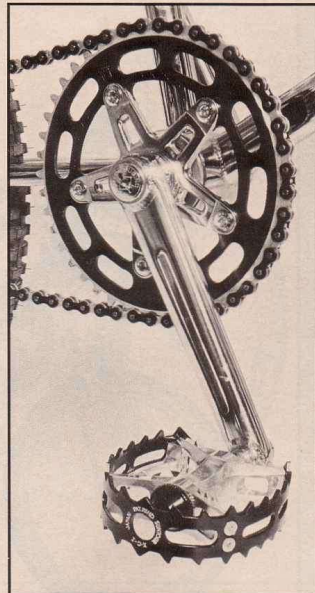
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KUWAHARA

All the components work in harmony, nothing clashes.

Handling couldn't be faulted. The bottom bracket height, at 12 inches, is way higher than on most bikes.



The SunTour XC-1 pedals rate a ten. The 400 Series Flight cranks fit on a tapered ten-speed spindle instead of the Redline splined spindle. Keeps the price down some.

That raises the center of gravity some, but it didn't raise any gripes from our test technicians. If anything, it gives you some extra room to work with when you're pedalling over jumps, and around berms.

Berms were a breeze. Jumping didn't cause any seizures. When we got the bars and stem dialed, the power position was as good as anything we've ever tested.

The only thing we didn't like were the grips. They were too hard. You couldn't move your hands around easily. We slipped a pair of the new Oakleys on the bars, and were much happier.

This bike isn't cheap, but there are no weak spots in the quality of componentry, design, or function.

Even though it costs mega amounts of frogskins, it's worth it. All you

DIALIN' IN THE SUGINO SEALED-BEARING BOTTOM BRACKET

The Sugino sealed-bearing bottom bracket on the Ku is a nifty number. It works great. Right up till you have to service it.

The bearings are press-fit into aluminum inserts that are press-fit into the frame. There is no way to remove them without bugging up the inserts.

Luckily, sealed-bearings do not require frequent service. But, when it does become necessary to clean, lube, and adjust the Sugino bottom bracket, remove the spindle, but leave the bearings and inserts in place.

Flush the interior of the bottom bracket with paint thinner, then wipe it clean and dry with paper towels. Then carefully pop the outer bearing seals out with a dull knife and flush the balls with a spray can of contact cleaner.

When the balls are totally clean and dry, re-pack them with a quality grease like Cycle Pro or Phil Wood or Lubriplate, and carefully replace the seals.

When you reinstall the spindle, remember THERE IS NO SPACER between the bearings inside. This means that if you crank down on the adjusting nut, you will side-load the bearings something ferocious. To dial this in perfect, just take the adjusting nut on the spindle up to where it is finger-tight against the bearing. Then put a wrench on it to hold it in place while the lock nut is snugged up tight against it.

Reinstall your cranks in the normal fashion, and your Sugino bottom bracket is tuned to the max. ■

have to do is set it up to fit you, and go racing. ■

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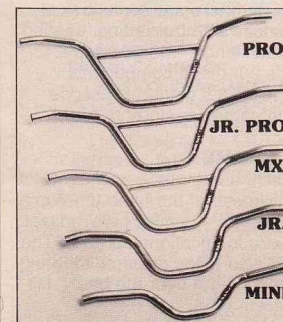
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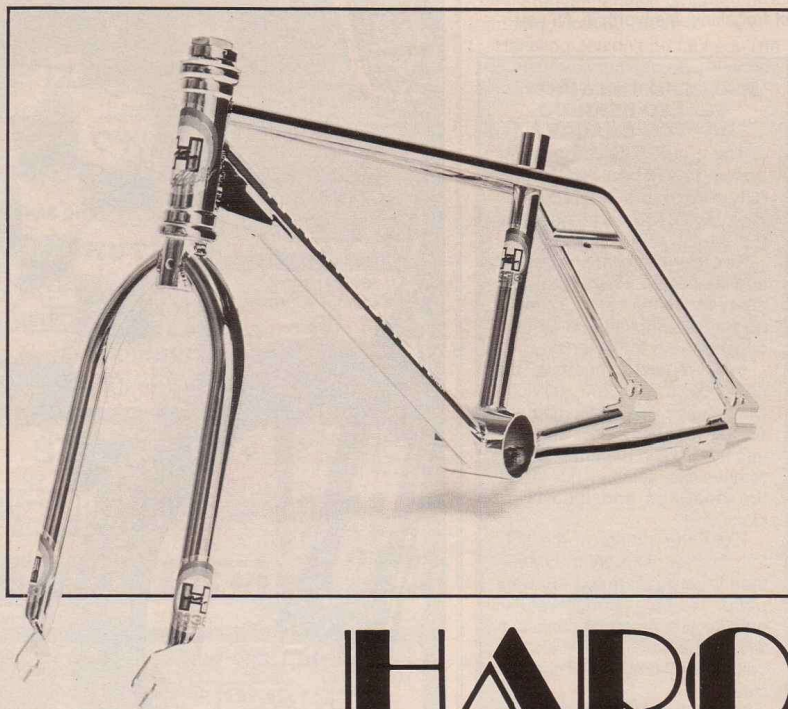
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PRODUCT ANALYSIS

Functional, innovative,
stylish, specialized
and seizure expensive.



HARO FREESTYLER

We're talkin' specialized equipment here. A frame and fork combo specifically designed to handle the stresses and strains of heavy duty, high voltage freestylin'.

Bob Haro, number plate impresario and early freestyle innovator, knows what should make a freestyler tick. He has put together a product that won't go snap, crackle, and pop after a few months of the unique pounding associated with trick riding.

The Haro Freestyler frame looks much like a Torker. There are several reasons for this. One is that Torker manufactures it for Haro.

The other is that Haro chose the double top tube design because it makes for easy frame standing tricks. But there are some critical differences with gusseting, beefing up a few things, and geometry.

Let's put these components under BMXA's giant microscope and do some scrutinizing.

THE FRAME

A thick head tube — almost twice the thickness of the head tube on a racing frame — and a hefty gusset are extra fortifications up front. The gusset also helps disperse steering head shock out over the beefy 1 1/4 inch down tube.

Front end geometry has been

changed to quicken the steering. Steering head angle is 73 degrees.

4130 chrome-moly tubing is employed for both the frame and fork. The Haro seat tube angle is 5 degrees steeper than on a Torker racing frame.

Rear dropouts are thicker than those on your normal racing frame. This extra beef handles the extreme side loads that occur during tricks where the rear end is whipped around — like rock walks.

A built-in slotted coaster brake bracket spells an end to broken brake arm straps. Any semi-serious freestyler will recognize

the advantage of this detail. The Haro Freestyler frame weighs 4 pounds, 12 ounces.

THE FORK

The fork dropouts are mucho stylish and, as with the rear, hefty. Consider the side loads imposed at these points during hectic trick riding sessions. Each time you swap ends, max destructive forces target on the dropouts. That's the reason Haro has built extra muscle into these critical areas.

These same destructive side load forces are transmitted up to the steering head area. That's why the frame has been heavily reinforced in this area. For the same reason, the fork stem has been heat-treated prior to welding. Haro did his homework.

The fork comes drilled for a front caliper brake which is de rigueur equipment for freestyle freaks. Fork rake is 1 1/4 inches. Combined with the steep steering head angle of the Haro frame, this will make for snappy, precise, quick steering — a definite advantage for the intricate maneuvers involved in trick riding.

Fork weight is 1 pound, 11 ounces.

AND IN CONCLUSION

Most Haro products are super-stylish, innovative to the max, and expensive.

When you go to a bike shop to check out the Haro Freestyler frame and fork combo, take oxygen. The price, which can drift as high as \$250, could cause a seizure.

On the other side of the coin, the super-styling and innovative design associated with other Haro products definitely exists in this frame and fork.

And, so far, it is the only frame and fork specifically designed for the sleeping-giant market of freestyle riding.

And designed extremely well.

FOR MORE INFO

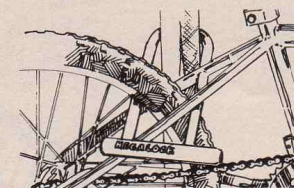
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ROSS BMX

MACHINES



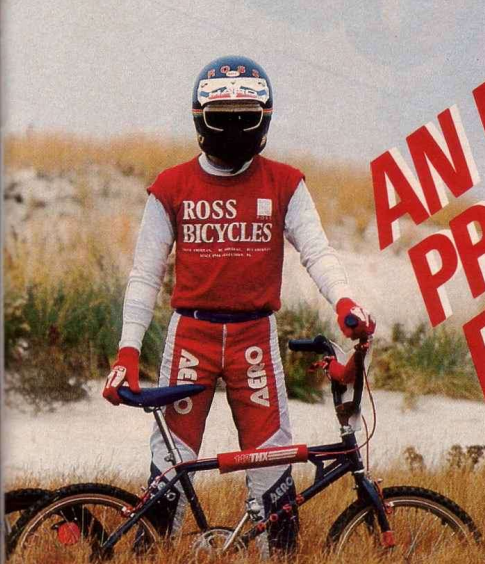
Model #: 142-25, 142-29
Color: Black, Concord Blue
Frame: BMX 1020 steel w/gusset
Rims: 20" x 2.125" competition tread
Tires: 20" x 2.125" competition tread
Brakes: Dia-Compe front/rear handbrakes
Crankset: 6 1/2" hot forged 44T
Stem: Ross 4 bolt
Hubs: Heavy duty BMX, rear freewheel 18T
Also Included: Chainguard, Handlebar and frame pads, 36" x 105 spokes

Model #: 144-33
Color: Chrome
Frame Size: BMX
Rims: Araya 7X
Tires: Iishiwata 430 cro-mo
Brakes: Dia-Compe MX 1000
Crankset: Tourney AD 44 chainring
Stem: Ross 4 bolt cro-mo
Handlebar: Sakae alloy
Hubs: Maillard Helico-matic
Saddle: Kashimax Aero
Seat Post: SR alloy
Pedals: Shimano DX
Chain: Seta quick-adjust MX2
Freewheel: Maillard 16T
Oxley III grips
Head Angle: 73°
Weight: 24 lbs
Wheelbase: 39 1/2"
Bracket ht: 1 1/4"

142 THX



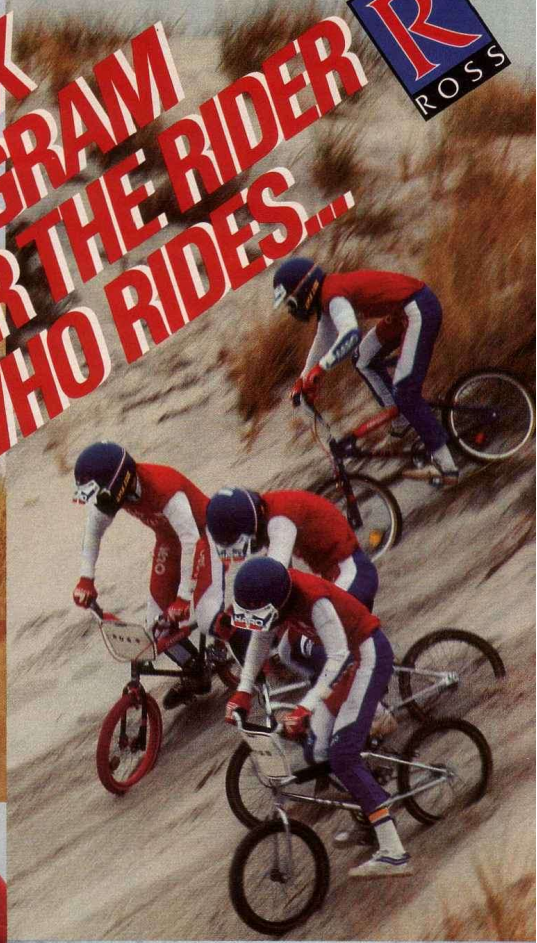
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Brakes: Dia-Compe front/rear handbrakes
Crankset: 6 1/2" hot forged 44T
Stem: Ross 4 bolt
Hubs: BMX, rear freewheel 18T
Also Included: Chainguard, handlebar and frame pads

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14.

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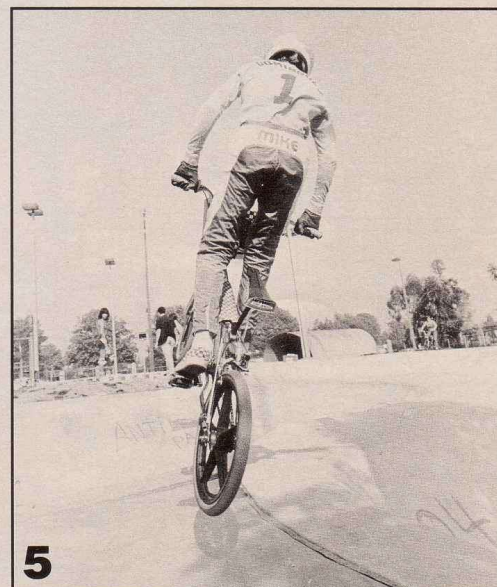
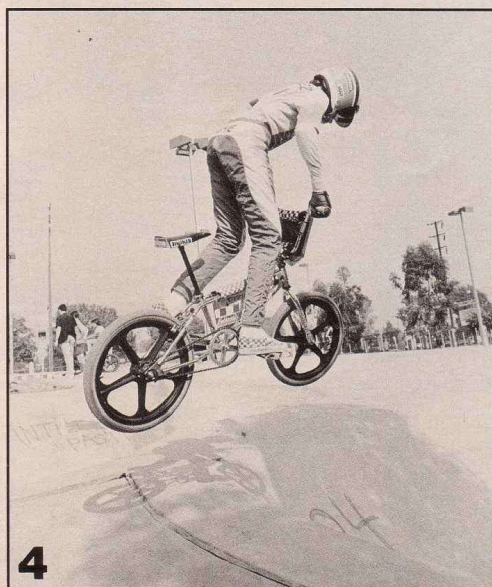
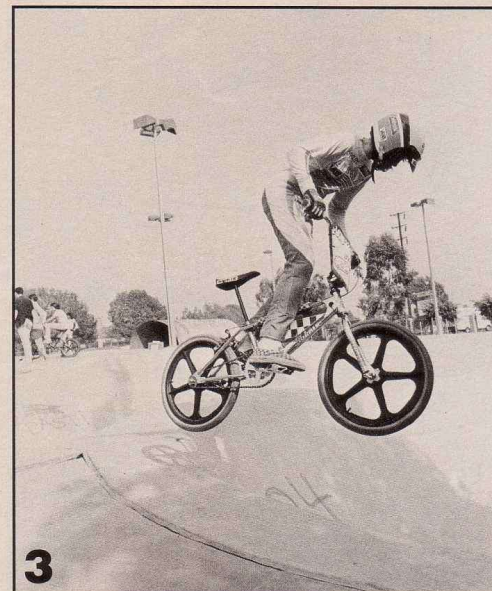
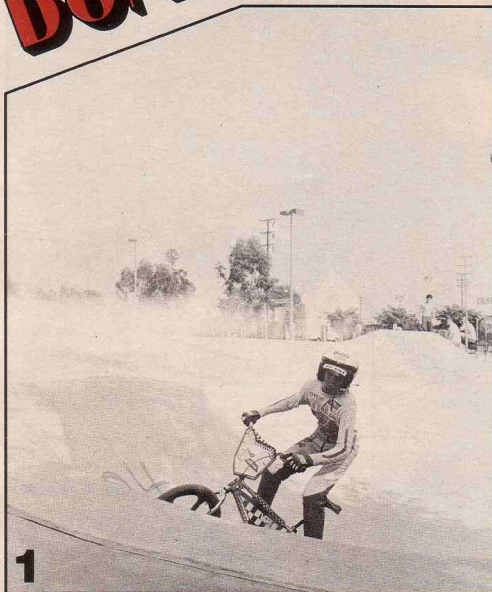
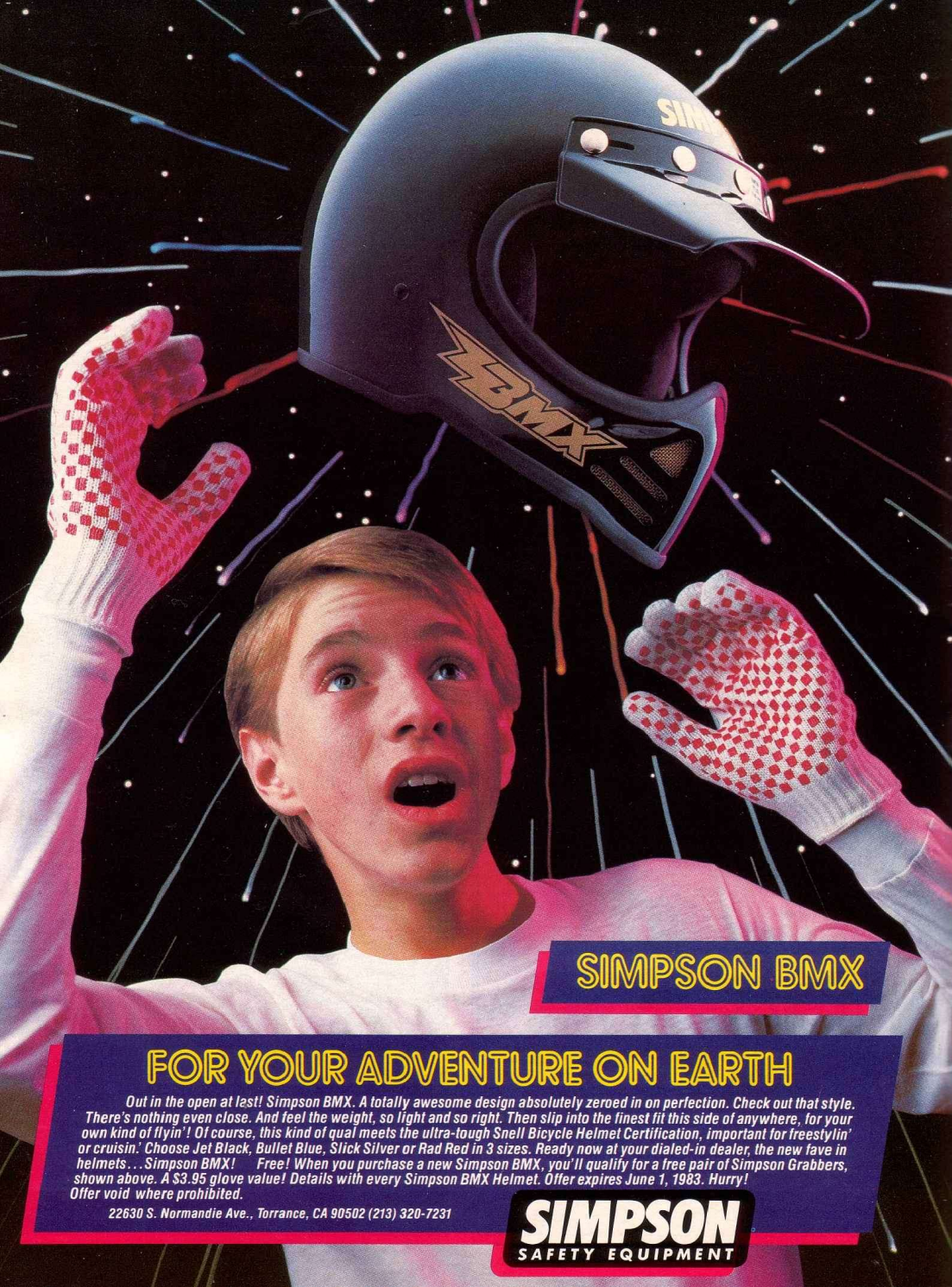


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CALIPER BRAKE DIALIN'

HOW TO SLOW QUICKER

There is almost nothing a racer wouldn't do if it would make him go faster. Trick, lightweight, mega-expensive components made out of materials that are so exotic you can't pronounce their names. Massive training programs. Drilling out every conceivable part of their bikes.

But what about brakes? If your brakes work great, you're gonna go faster. How is this possible, you ask? By keeping the power on longer into corners, then using your improved braking efficiency to decelerate more rapidly. Quicker slowing is what we're talkin' here.

Max braking efficiency can save your buns in a street emergency too. If your buns are as dear to you as ours are to us, this is a very important point.

So how do you get your brakes dialed to absolute perfection? Read on, speed tuners. We're going to give you the full skinny on tuning your brakes to factory team specs.

THE LEVER

Position your lever so it's easy to grab when you're in your racing posture on the bike. It should be totally comfortable to reach when you're hitting warp speeds.

Make sure the lever is firmly clamped to the handlebar. You must always know exactly what

position it's in. A loose lever can spell instant disaster.

Put a drop of light oil on the pivot rivet (no pun intended) or bolt, and on the ball-end of the cable. Minimize friction.

Wipe off any excess oil so that dirt and crud do not take up permanent residence on it. A lever jacket will help keep the lever assembly sanitary. It looks trick too.

THE CABLE

Cable length and routing have a major effect on how well your brakes work. If you have more cable than you need, or if there are too many bends in it, friction is created that reduces braking efficiency. Remember, we are trying to minimize friction.

You should have enough cable so that your bars can do a full 360 without kinking the cable, and no more.

When cutting your cable to length remember that the outer housing should end where it fits into the adjusting barrel on the caliper, but the internal cable must extend on through to the anchor bolt and beyond about two inches.

After you cut the outer housing to length, make sure there aren't any burrs inside the ends of the housing that could impede cable movement. Lube the cable slightly with chain lube, and slide it into the housing.

Incidentally, if you loose that little metal thing that goes on the end of the cable to keep it from unravelling — like we always do — you can substitute a spoke nipple. Crimp it in place with a pair of pliers.

When routing the cable, look for the easiest path for it to take, with

the fewest bends. Keep the bends gentle; no sharp bends. Standard Operating Procedure for mounting the cable to the frame is to run it under your frame pad. If you use zip ties to strap it to the frame, don't cinch them down too tight. It is too restrictive. Give the cable some room to breathe. Minimize linkage friction.

THE CALIPER

Here are a few hot tips on bringing your caliper up to factory specs.

Unhook the spring from the retaining tabs on the back of the brake arms. Stretch the spring outward about an inch on each side. This'll put some life back into an old tired spring and get rid of that mushy feel.

Before you rehook the spring, put a very small dab of grease on each retaining tab. This makes a big difference on how well the caliper works, and is very often overlooked.

When you rehook the spring, be careful. It will have a lot more snap than before, and it can bite you.

If your frame has a slotted brake bracket, you're in luck. You can increase the performance of your caliper brake by running the pivot bolt as low in the bracket slot, and running the brake shoes as high in the brake arm slots, as is possible

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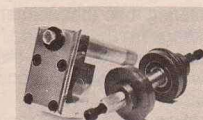
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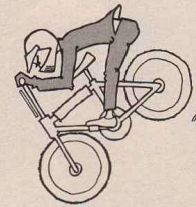
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BRAKE

while still keeping the brake shoes centered on the rim. What this does is reduce the effective length of your brake arms, thereby increasing their effective rigidity.

Another trick to maximize caliper performance is to toe-in your brake shoes. During actual braking, a moving rim will push the brake shoes forward, causing the brake arms to twist. This allows the forward area of the brake shoes to lift away from the rim, reducing surface contact and braking efficiency.

To toe-in your caliper, first remove the brake shoes. Then, using a Crescent wrench with its jaws clamped on the flat slotted end of the brake arm, slightly bend each brake arm so that the forward area of each brake shoe will contact the rim first.

When you're done, and your brake shoes are reinstalled, you want the twisting of the brake arms, caused by the forward movement of the rim during braking, to allow the shoes to grab the rim with full contact.

A very slight bending of each brake arm is all that is needed to accomplish this.

The next step in dialin' in your caliper is to tighten or loosen the adjusting nut on the pivot bolt so the brake arms aren't loose and wobbly but still move freely. Then hold the adjusting nut with a wrench and snug up the outer locking acorn nut to hold everything in place.

Lube the pivot bolt bushings with a light oil and wipe off the excess to keep it crud-free. Minimize friction.

The final tuning of your caliper involves centering it so that neither brake shoe drags on the rim. To accomplish this you must move the spring one way or the other around the pivot bolt.

One way of doing this is to place something like a center punch on the spring, as close to the pivot bolt as possible, on the side that will move the caliper in the direction you want it to go, and tap the punch with a hammer until the spring moves the proper amount.

The other way of centering the caliper is to use a nifty tool that SST markets. You just slip the two

prongs of this tool into the two circle loops of your caliper spring and push one way or the other. Simple and slick. The only problem is that this tool is so basic you would expect to pay maybe \$3 for it, but it actually costs around \$6 or \$7. (Gasp, choke, seizure.)

THE SHOES

There is only one thing left to talk about. Maybe it's the most important. The contact of rubber and aluminum that does the actual job of braking. Now you want MAXIMUM friction.

The only way to achieve this is to keep your brake shoes and rim scrupulously clean. Contact cleaner works great. Lacquer thinner also works great but will mess up any painted surface it comes in contact with. (It won't effect chrome plating or anodized aluminum.) Gasoline is terrible. Don't use it. You'll burn your garage down.

Kool-Stop makes a rim and brake shoe cleaner that works really well, won't remove the paint from your frame, and won't burn your garage down.

Clean your brakes and rims every time you begin to suspect that braking efficiency is diminishing ... usually about every three races.

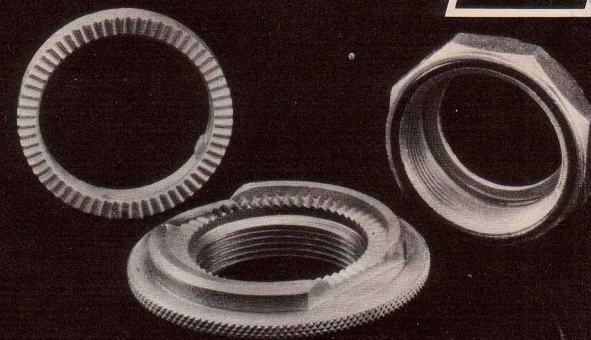
THE CONCLUSION

A few brand names you should be aware of if you are thinking of going to a full-race braking system: Scott-Mathauer and Kool-Stop brake shoes ... they are superior to the other shoes generally available for BMX. Don't buy the expensive finned models, the regular ones are just as good for BMX. Cost for either brand is about \$5 for a pair of shoes.

Dia-Compe MX calipers ... they are the most rigid BMX side-pull caliper available. Cost is somewhere around \$20 and includes a lever, cable, and shoes.

Th-th-th that's all, folks. It's a lot of little things, but when you've got them all dialed, you can slow quicker. Which means lower lap times. Which means more trophies.

beartrap²

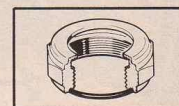


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TIOGA brings you the **BEARTRAP 2** headset. A 'Micro-Notch' washer is the center of **BEARTRAP 2**'s unique adjustment and holding system.

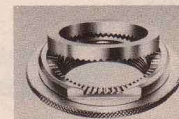
EASY TO KEEP TIGHT

The **BEARTRAP 2**'s lock-nut has a rubber ring insert. As the lock-nut is tightened, the rubber ring adopts a compressed form, gripping the washer and preventing movement because of friction and repulsion of the rubber ring.



EASY TO ADJUST AND SET

Simply turn the adjusting cone with a 32mm spanner, slip the 'Micro-Notch' washer down the fork slot, tighten the 'Loose-Proof' mechanized lock nut, and away you go. The very small size of these 'Micro-Notches' give you a fine adjustment. You can really 'dial-in' the setting of your **BEARTRAP 2**.



EASY TO APPRECIATE THE QUALITY

Everything about the **BEARTRAP 2** shows it to be a first class product. The finish is superior. Precision workmanship ensures micro-adjustment. **BEARTRAP 2**'s copper plated ball retainers hold 18 chrome-steel balls and when this is combined with **BEARTRAP 2**'s fine finish and workmanship, you have a headset with truly great rotation and efficiency.



EASY TO LIKE

If you are tired of adjusting your headset after each race, get a **BEARTRAP 2**. You'll spend less time looking for your wrenches and more time thinking about your racing.

TIOGA² beartrap²

TIOGA INFORMATION CENTER 9259 San Fernando Road, Sun Valley, California 91352
Out Side of the United States please contact: P.O. Box 571, Kobe Port, Kobe, 651-01, Japan



The Race Inc. aluminum-framed 24-inch racing cruiser kit plus tires, pedals, and all that other good stuff. A super-qual scoot.

RACE INC. 24-INCH RACING CRUISER KIT

SECRETS OF ALUMINUM FRAME CONSTRUCTION FROM THE MASTER

This Race Inc. 24-inch racing cruiser does everything well. It's quick out of the gate, easy to tuck in on, easy to speed jump, and responsive to steering input.

Regardless of rider weight, the aluminum frame remained flex-free while cranking hard down the straight or while balanced against the starting gate.

At present time, this bike comes as a kit only. The kit can cost as much as \$260 and includes the following:

Race Inc. RA-24 aluminum

frame, stress-relieved and heat-treated to T6 hardness after welding (4 pounds, 4 ounces).

Race Inc. RF-24 chrome-moly fork (2 pounds).

Race Inc. chrome-moly cruiser handlebar (1 pound, 5 ounces).

Race Inc. chrome-moly seat post. Excaliber aluminum seat post clamp.

Three Johar California Lite safety pads with the Race Inc. logo.

Race Inc. began building BMX frames way back in 1973. Their first effort was a dual-shock equipped aluminum frame for Kawasaki.

However, Kaw's timing was horrible. Suspension for BMX bikes sunk out of sight faster than the Titanic.

Bill Bastian, the bossman of Race Inc., proposed that Kawasaki market a rigid-framed racer, but the motorcycle company bid adios to

BMX. That's when Bill decided to market an aluminum Race Inc. frame and aluminum handlebars with a crossbar for reinforcement.

The handlebars proved highly popular. Race Inc. was soon manufacturing and selling as many as ten thousand per month.



Our own Michael J. Buff doin', check it out, a one-handed coaster wheelie with a freewheel without using the caliper brake. Not bad for a beginner. Photo taken just prior to the GQ haircuts.

RACE INC. CRUISER KIT

Over the years Race Inc. has also fabricated frames for other companies. The semi-legendary FMF was a Race Inc. with an FMF label slapped on. Race Inc. currently fabricates the notorious P.K. Ripper to SE Racing's specifications.

Bastian has been an aluminum fan ever since the Kawasaki project. "It seems the logical way to go if you're looking for lightness.



Race Inc. chrome-moly racing cruiser bars and California Lite pads are part of the kit. The Johar grips, Dia-Compe lever, and ACS stem are class components, but not part of the kit.

Almost everything connected with BMX is aluminum other than frames."

So how come we don't see more aluminum frames? Bastian's guess, "The technology is much more complicated. Chrome-moly is easier to fabricate and you can't get in much trouble except possibly at the critical joint areas."

Over the years, Race Inc. has acquired a reputation for its attention to quality of fabrication. Every Race Inc. frame is fixture welded. It's clamped solid until the entire welding process is completed. Fixture welding is expensive but it produces better tube alignment.

The steps involved in aluminum fabrication also add to the cost. However, the extra money buys lightness and maxed-out frame alignment.

After welding (really class workmanship), all Race Inc. aluminum frames are stress-relieved for one hour at about 650 degrees. This hour in the oven removes stresses that may exist in the tube junctures from

welding. Tension in the tubes can cause the frame to twist out of alignment as it heats up (and softens) in heat-treatment.

Stress-relieving is a Race Inc. bonus feature. The frames could be manufactured without it.

After stress-relief, the frames are heat-treated at around 1000 degrees, close to the 6061 aluminum's melting point.

Then the frames are spray-quenched in water. Each frame, still soft, is then inserted in a check-straight fixture and hand-aligned if necessary.

Next, the frames are artificially aged for eight hours at 650 degrees. This aging brings the alloy up to T6 hardness. All these processes produce an extremely



Chrome-moly seat post and aluminum seat post clamp are part of the RA-24 kit.

strong frame, way stronger than an aluminum frame that did not receive the same treatments.

When you're talkin' Race Inc., you're talkin' quality and attention to detail.

FOR MORE INFO

Race Inc.
1632 W. 139th St.
Gardena, California 90249
Tel: (213) 532-8790 ■

One step ahead.

Torker leaps the competition with the all chrome-moly 280. The hottest production bike made is now available with a 1 inch longer frame labeled the 280x. Be sure to check out both models at your local bike shop and size up the one that's right for you! For more info send \$3 for sticker pack and 280 poster pictured at right to:

Torker, Inc.
1889-H W. Commonwealth
Fullerton, Ca. 92633.
(714) 738-3503
Telex: 678401 TABIRIN

To find your local Torker 280 dealer call the distributor listed in your area:

CALIFORNIA:
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(212) 895-4744

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(203) 865-0165

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371431

TORKER



Team Torker is co-sponsored by AM'E, Johar, Max, Simpson, Vans

TORKER 280

Pictured from left to right Dave Marietti, Kelly McDougall, Steve Gibson.



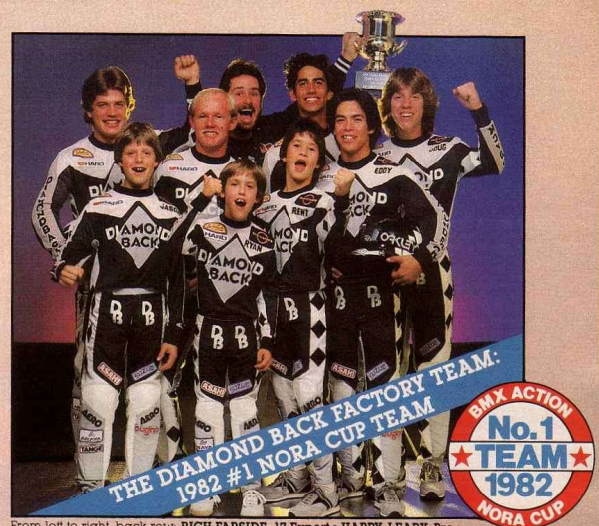
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Unreal! Awesome! Unbelievable power! Picture yourself blowing away the toughest competition on a Diamond Back. Impossible? Just look at Pro Harry Leary. He knows that Diamond Back machines have two speeds... Fast. And faster!

Whether you're jammin' on the track or around the block, Diamond Back's got a machine for you. Bikes like the popular **Silver Streak**, the ultimate

"Harry Leary" Turbo, the new **Viper**, or Diamond Back's **Ridge Runner Mountain bike**. And keep your eyes peeled for the new **Turbo Lite Series**.

Sano stylin'. Max performance. All Diamond Back bikes and products are designed, manufactured, and race-tested to give you that winning edge. So no matter what kind of traffic you're in, stay ahead of it with Diamond Back...the leader in BMX.



From left to right, back row: RICH FARSEIDE, 17 Expert • HARRY LEARY, Pro • DAVID CLINTON, Pro • PETE LONCAREVICH, 17 Expert • EDDY KING, 18 Expert • DOUG DAVIS, 14 Expert • Front row: JASON WHARTON, 11 Expert • RIEN FIEN, 8 Expert • BRENT ROMERO, 10 Expert.



DIAMOND BACK FACTORY TEAM
EQUIPPED BY AERO, HARO, JOHAR OF
CALIFORNIA, OAKLEY

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MANUFACTURED IN JAPAN BY ARAYA,
ASAHI, DIA COMPE, D.I.D., SUGINO,
SUZUE, TANGE

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MOVE ASIDE F-1
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"SUPERSTAR GRIPS" from



MAKE YOU THE STAR ATTRACTION

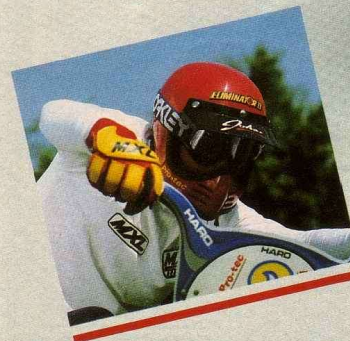


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CHAMPION OF THE WORLD!**



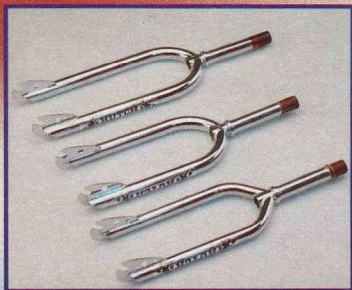
Lightweight! The all-new, super-light Eliminator II™ won't weigh you down on the track. **Champion of the World!** Pro-tec's Eliminator II has a shell so technologically advanced it won't crack or break. It challenges any contender to beat its slick new graphics and futuristic style. Eliminator II's multi-impact liner has two layers of foam—one for comfort and the other for absorbing those radical jolts. And even with its new "rock guard" feature, it's still the lightest full-face helmet on the tracks. Put Eliminator II in your corner and you're ready to go the distance. At BMX shops everywhere.

Pro-tec inc.
P.O. Box 4189, Bellevue, WA 98009

WORLD CHAMPIONSHIP TEAM!



World Championship Team: (Top Left To Right) Toby Henderson, Pro, NBL National #2; Tim (T.J.) Judge, 17 expert, World Champion; Charlie Williams, 17 expert, NBL National #1; Mrs. Hutch, Cruiser; Ladies World Champion; J.G. Garonzik, 15 expert, ABA District #1; Steve Veltman, 13 expert, ABA National #1 Amateur; ABA National #1 Cruiser; (Bottom Left To Right) Digger Halsow, 13 expert; Jason Griggs, 12 expert, NBL National #2, Winner of both Grand Nationals; John McNeil, 11 expert; Monte Gray, 11 expert, World Champion; Brad Moore, 9 expert, ABA District #1; Missy Fred, 9-10 girls; Brit Adude, 7 expert, World Champion.



Hutch Pro Racer forks with show chrome finish are for use with Long, Standard and Junior size frames. Mini racer forks with show chrome finish are for use with Mini setups or 1.175 tires only.



NEW powder coat epoxy black frames and forks with chrome stickers are available in all frame sizes.

Loose headsets are no longer a problem with the lightweight Hutch magnesium headset lock.



Hutch lightweight magnesium hubs are double sealed with 6AL-4V alloy Titanium axles, flip flop rear and bearing spacer that eliminates bearing drag.



Equipment gear bag is extra large with shoulder strap for easy-carrying.

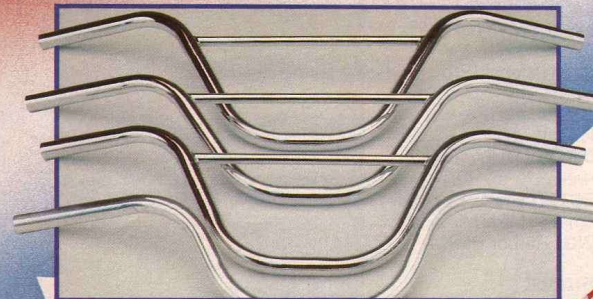


Hutch stadium-style number plate comes with silver and black metallic finish.



ALL HUTCH PRODUCTS ARE AMERICAN MADE.
BMX Hutch, 34 Alco Place, Baltimore, MD 21227
301/242-6944

LOOK TO THE STARS!



Hutch regular and layback seat posts made of 7/8" chromoly tubing with a show chrome finish. Aerodynamic seat post clamp



Long sleeve T-shirt available in boys' small to men's large sizes. Short sleeve T-shirt available in boys' large to men's large sizes.

Cruiser, Expert and Pro racer Chromoly alloy. New 24" x 4-1/2" Mini Racer constructed from lightweight 2024 aluminum.



Team BMX helmet is made especially for Hutch by Bell Helmets.

Own your own 'Flashy' Hutch jersey, in boy's small to men's large sizes.

HUTCH

HUTCH

HUTCH

Hutch safety pads are made of durable nylon with velcro-style closures for H-bar stem and frame.



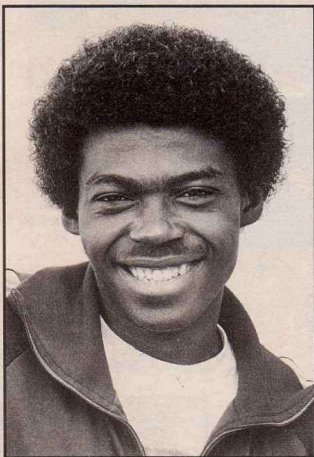
Gators, hat and elbow pads combine extra protection with a coordinated Hutch look.



Hutch racing pants are made of durable nylon. In sizes from 22-32, lined.



Hutch shimmer T-shirt (cut-off at chest) available in boys' large to men's large sizes.



FULL NAME: Tommy Lee Brackens
DATE OF BIRTH: November 20, 1960
HEIGHT/WEIGHT: 5-11, 170
HAIR/EYES: Black, brown
HOME TURF: Los Angeles, California

RACING ████████████████████
SPONSOR: Powerlite

BIKES RACED: Redline, Jag, Powerlite
MAJOR WINS:
 1982—Springfield National (Pro Money)
 Tucson National (Pro Money)
 Irvine National (Pro Money)
INTRODUCED TO BMX BY:
 Anthony Sewell
MOST RESPECTED RIVALS: Greg Hill, Stu Thomsen, Mike Miranda
LOCAL RACING: Harbor BMX, San Pedro
MOST MEMORABLE EXPERIENCE: Doubling at both the NBL and NBA Grand Nationals in 1980 (16 Expert classes)
BIGGEST GRIPE ABOUT BMX: Sanctioning bodies that try to control where you race

TRAINING ████████████████████
SPRINTS: 20 to 30 50-yard sprints, three times per week
STRETCHING: 20 minutes each day and before and after each workout ("I'm not as loose as Grubbs. He's like an octopus.")
WEIGHTS: Twice per week; low weight, high reps

TOMMY BRACKENS

CO-SPONSORS: A'me, Echo, Flex Plate, Max, Vans
PAST SPONSORS: Pedal Shop, City of Bicycles, Jag
YEARS RACING: 4½

TRACK RIDING: Three times per week, two to three hours per session ("My main

source of training is my bike.")
ROLLERS: When weather won't permit riding outside — 30 minutes per session ("I just spin my head off!")



Photo by Bob Osborn

PERSONAL ████████████████████
PARENTS: Tommy and Lucille ("I'm NOT a junior!")
BROTHERS AND SISTERS: Older brother Albert and younger brothers Joseph and Charlie (Charlie races BMX), older sisters Mary and Ruby
OUTSIDE INTERESTS: Outlaw drag racing, falconry ("It's a quiet sport.")
MUSICAL PREFERENCES: "Anything mellow ("Somewhere in between Safeway music and hard rock.")
PETS: German shepherd named TC, sparrow hawk named Rusty

("Hawks and falcons are strange birds. They're like kids. You have to spend a lot of time with 'em.")
VEHICLE: Full-race 1971 Chevy El Camino (Tommy wouldn't tell us all the modifications. He didn't want us blowing his bets at the street races.)

FAVORITES ████████████████████
FAVORITE FOOD: Steak and lobster
FAVORITE MOVIE: 48 HOURS
FAVORITE TV SHOW: THE FALL GUY

ABSOLUTE FAVORITE THING: BMX racing ("Where else can you do your favorite hobby and get paid for it?")
BIGGEST TURNOFF: Crashing
LIKE TO TRAVEL TO: Russia ("I want to see what the people are like and feel the atmosphere.")

GOALS ████████████████████
RACING: To be No. 1, to win the respect of the younger riders ("They're the future of the sport.")
PROFESSIONAL: Work with his father in a packing house, stay involved in BMX, maybe start his own team or work with younger riders ("I love working with kids!")

ARE YOU SURE YOU HAVE THE BEST CHOICE FOR YOUR MONEY?

SILVERFOX

Track certified frame made of seamless manganese tubing, fork made of 4130 aero-oval shaped Cr-Mo, TIG pulse welded and heavy chromium plated. Equipped with all the latest developed high grade components and prism decals.

Photo show model SP, net weight 24 lb 10 oz.
CPSC equipment included but not shown.
Suggested retail \$219 - (price may vary in some areas)



MT RACING products are engineered in America and manufactured with the following distinguished components in Taiwan:

CHENG SHIN (tyre & tube), **YST** (head & BB set), **VICTOR** (pedal)
TYC (chain), **HSIN LUNG** (bar & stem), **AKISU** (fork), **KT** (hub),
SUMO (rim), **ANLUN** (chainwheel), **CHANG STAR** (brake).

MT RACING®
ENGINEERED FOR STYLE & PERFORMANCE

YOU MAY HAVE A SECOND AGO, BUT YOU BETTER
CHECK AGAIN WHEN YOU SEE THIS PAGE.

SMARTFOX

Track certified frame made of high tensile tubing, fork made of high tensile aero-oval shaped blades, argon welded and heavy chromium plated. Equipped with leading BMX components in chrome-and-black.

Photo show model SM, net weight 27 lb 4 oz.
CPSC equipment included but not shown.
Suggested retail \$ 149- (price may vary in some areas)



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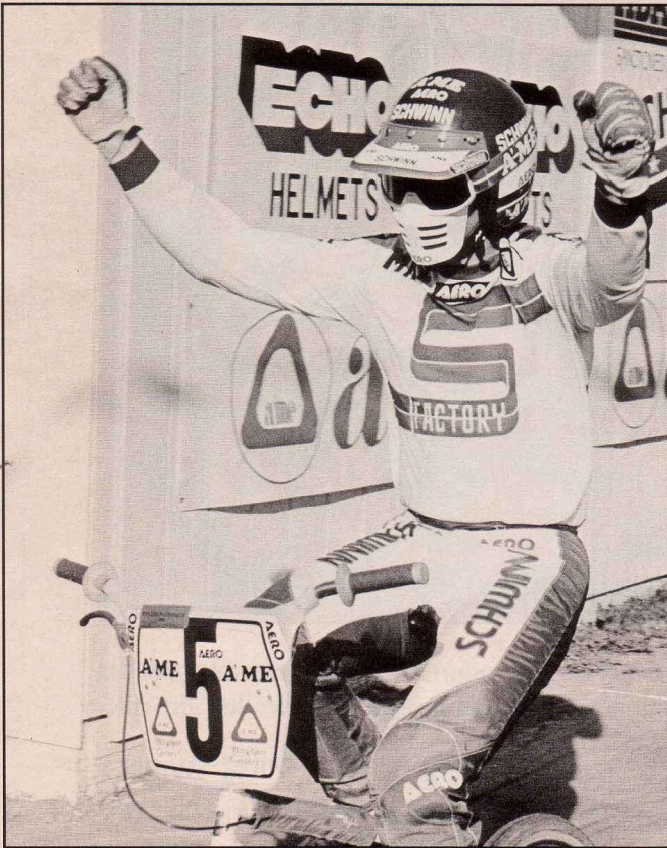
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Formation flyin'. Greg in command again. Pro Money main. Mighty Stu had second locked, until somebody's front wheel took him out. Joe Baumert (41) privateered his way to second. Dapper and debonair Scott Clark finessed into third.



There is NOTHING like the thrill of victory. Except maybe Rosa's tacos. Poulson has, guaranteed, fully recovered from last year's injuries.



Photo by Bob Ostorn

A'ME★ABA INTERNATIONAL

CHANDLER

Back on the road again. Headin' for Chandler, Arizona in BMXA's new zoot Dodge van. On the freeway we pass the turnoff for the Superstition Mountains and later, the road to Tombstone. Yup, pard', lots of history in the southwest. Cowboys and Indians, salty old prospectors looking for their fortunes, the Lost Dutchman

mine, the shootout at the O.K. Corral. Well, at least one thing is still the same; the duels in the Arizona desert haven't slowed one bit.

SHOOTOUT: POULSON/LEONE
Mike Poulson and D.D. Leone watch each other's motos like

NORA CUP WINNER, GREG HILL, SWOOPS AGAIN



Photo by Bob Osborn

CHANDLER

Ragged edgin' it through the first sweeper in the Pro Open main. Patterson (Brian) prevailed. Miranda, drifting outside of Brian, whooshed in for second. The Wild Man, Frank Post (yellow and black), fully back on the gas, finished a powerful third.

THE DOMINANT FORCE



In the BMX WARS there can only be one victor. For 1983 the king of the mountain is team **GT**. Capturing the number one team trophy for both the ABA and the NBL, as well as the NORA CUP for best rider and bike, team **GT** devastated the competition.

After capturing enemy territory they dare anyone to try and take it back.

GT allies:
ECHO • A'ME • DYNO • PRO-AM



UNQUESTIONABLY NUMBER ONE.

Box 5278-67 • Santa Ana, CA 92704 • (714) 895-5589

CHANDLER

hawks, looking for any weaknesses and checking out the other guy's lines.

When they're in the same moto or semi, they won't go wide open.

**"I don't consider
Miranda a threat.
Never have, never
will."**

—Greg Hill

They try to hide their real speed potential until the main. In spite of this extremely intense mental guessing game, or maybe because of it, they have a great deal of respect for each other, both on the track and off.

In power, style, track smarts, riding ability, and conditioning, Mike



Top eliminator in Junior Pro, Dave Marietti. Dave has looked TONS better since moving up to pro. Check out his new plate. Wizard Plates (not Publications) is Marietti's own company.



Creative crashing rule No. 1: If you're going to crash, try to get in front of someone so they crash with you. That way you won't look stupid all by yourself.

and D.D. are evenly matched. The only difference between the two seems to be a slight edge in Poulson's favor when the pressure gets ferocious.

At Chandler, in their semi, they had the two worst positions on the gate and still roosted home first and second. In the 17 Expert main, they lined up next to each other again.

When the lights ran down, Leone charged the gate which, unfortunately, hadn't quite dropped yet. D.D. came off his pedals and gave Mike a freebie win.

SHOOTOUT: GT/DIAMOND BACK

The factory teams are comin' out shootin' too, trying to build stronger teams than last year. Some have added full time managers. All are hunting for new talent, looking for the elusive perfect combination of riders.

Diamond Back is rebuilding after losing Pete Loncarevich to SE and Turbo Harry to a knee injury. Harry is on the comeback trail now, but

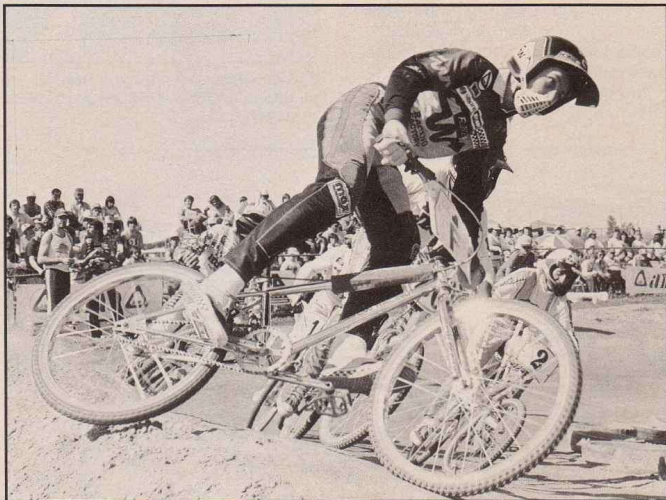
CHANDLER RESULTS

AA PRO Greg Hill Joe Baumer Scott Clark Tommy Brackens Clint Miller Bob Medrano Stu Thomsen Toby Henderson PRO CRUISER Fred Hightower Pete Loncarevich Brian Patterson Dave Marietti Turnell Henry Jeff Kosmala Rob Fehd Toby Henderson PRO OPEN Brian Patterson Frank Post 17 EXPERT Mike Poulson Hubert Woods Don Johle 16 EXPERT Gary Ellis Mike Salido Shawn Carmody 15 EXPERT Richie Anderson James Garonzik Felix Samano	14 EXPERT Doug Davis Sean Glover Billy Griggs 13 EXPERT Danny Steplight Craig Bark Leon Philpot 12 EXPERT Mark Perez Chris Callahan Larson Manuelli 11 EXPERT Jason Wharton Brian Burnside Robert Enrich 10 EXPERT Brent Romero Jaydee Finney Ryan O'Malley Mike Miranda 17 EXPERT Mike Poulson Hubert Woods Don Johle 16 EXPERT Gary Ellis Mike Salido Shawn Carmody 15 EXPERT Richie Anderson James Garonzik Felix Samano	15 OVER TROPHY DASH Mike Poulson 13-14 TROPHY DASH Danny Steplight 11-12 TROPHY DASH Mark Perez 9-10 TROPHY DASH Geoff Scofield 7-8 TROPHY DASH Danny Nelson 6 UNDER TROPHY DASH Willie Huebner 15 OVER OPEN Don Johle Nelson Chanady Charlie Williams 13-14 OPEN Doug Davis Todd Henry Mark Blankenship 11-12 OPEN Leon Williams Ray Obolewicz Larson Manuelli 9-10 OPEN Geoff Scofield Darren Donaldson Colby Brown 7 EXPERT Sean Alstott Mark Kotsay Bobby Oppenheim 6 EXPERT Jason Kelly Willie Huebner Timothy Moscardi	31 OVER CRUISER Ray Jones Keith Mills Pete Chapman 22-30 CRUISER Brett Allen Pat Canning Keith Koller 17-21 CRUISER D.D. Leone Keith Gaynor David Bush 15-16 CRUISER Scott Campbell James Garonzik Jon Anderson 13-14 CRUISER Scott Gerow Nick Gregory Steve Veltman 12 UNDER CRUISER Matt Hadan Ronnie Rioux Chris Callahan 15 OVER GIRLS Kim Johnson Debbie Kalsow Wendy Retherford 7-8 GIRLS Yolanda Williams Shontell Gauthier Martine Lowry	11-12 GIRLS Cheri Elliot Heather McKenzie Julie Lindsay 9-10 GIRLS Kellie Williams Nichole Collins Krischele Gill 7-8 GIRLS Roxanne Maronito Heather Wings Jennifer Yelloweyes 6 UNDER GIRLS Cindy Ainsworth Wendy Fujinaka Jennifer Barrett 17 NOVICE Dallas Brown Scott Braten Danny Baber 16 NOVICE Jeff Musich Neal Orta Shawn Kerr 15 NOVICE Rodney Thueringer Mike Follin Reese Simpson 14 NOVICE Kurt Porter David Enochs Earl Winn 13 NOVICE Todd Duke Anthony Rubaccava Jim Thornburn	12 NOVICE Jack Velasco Danny Gibson Jason Hoover 11 NOVICE Jeff Wassenaar Jason Hansen Chad Fox 10 NOVICE Ward Macmonagle Michael Epsen Jason Taylor 9 NOVICE Randy Colvin Tory Taylor Michael Richuisa 8 NOVICE Andrew Mitchell Aaron Freitas John Thomason 7 NOVICE Micah Riehl Michael Bradley Brad Christiansen 6 NOVICE Russell Kelley Michael Wheelock Jesse Young 5 UNDER Jarid Banks Brian Bowman Jarrett Badham FACTORY TEAM TROPHY GT BIKE SHOP TEAM TROPHY Bicycle Harbor
--	---	---	---	---	---

it's tough at the pro level. They've signed a hot new dinky dude from Minnesota, Willie Huebner. Wee Willie made only one mistake at Chandler. He sat down about five feet from the finish line in one of his mains. Somebody aced him, and that stopped him from getting a triple.

Last year GT took top team honors with the ABA and NBL, and Diamond Back won the NORA Cup. GT-2, DB-1. Sandy Finkleman, Diamond Back team manager, says they're almost back to full roost, ready to butt heads with their arch rival again.

But GT already looks awesome this year, scarfing their second team trophy of the year at



Slip-slidin' away . . . Billy Griggs overcooked a power wheelie and dropped over the berm. But he's still looking down the track just in case he can save it.

Chandler. Everyone on the team is healthy, hungry, psyched, and showing no signs of backing off.

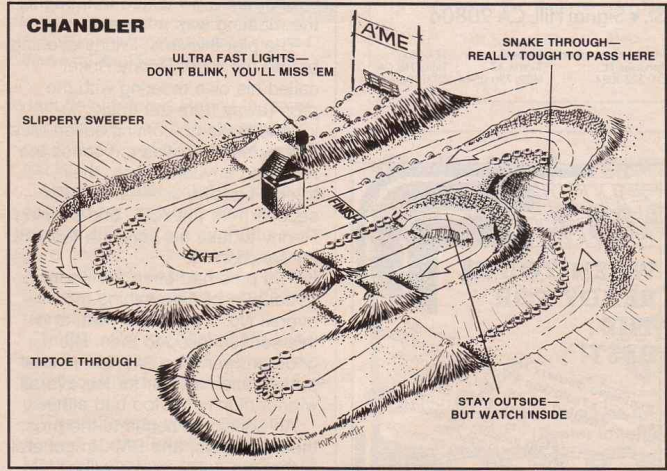
SHOOTOUT: ABA/PROS/RENNY ROKER

The biggest shootout of the

weekend was between the ABA, the pros, and Renny Roker. Renny, you may remember, is the independent promoter who worked closely with the ABA last year on their Gold Cup series, fell out of favor for some reason, and has



Heavy duty diclin'. Mike Monell (65) had better have a blue steel grip on his bars 'cause he's about to get a big boost as Charlie blazes past. (Check Monell's elbow.)



since been placed on the ABA's "Boycott List," which is beginning to read like the WHO'S WHO OF BMX.

The pros have been disturbed by the ABA's recent decision to



Doug Davis, stylin' his way through the esses. Doug doubled his 14 Expert classes, had the lead in his Trophy Dash and bailed in the last turn. Sometimes you bite the bear, sometimes the bear bites you.

THE SECRET OF SUCCESS ISN'T A SECRET ANYMORE.

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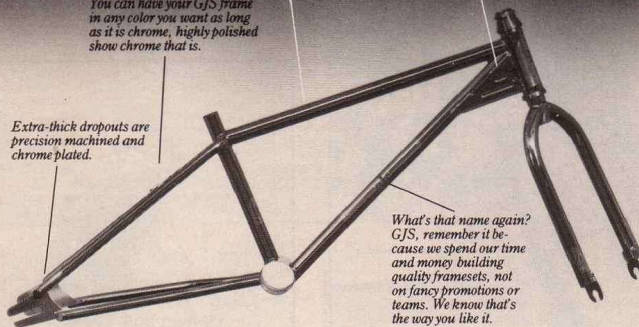
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CHANDLER

change all pro classes over to the transfer system. Some of the top pros asked for a meeting with the ABA to discuss this problem and the lack of a reasonable method of determining an annual ABA No. 1 pro.

The meeting was scheduled by the ABA for the Wednesday before the race, at their office in Chandler.

According to riders who attended the meeting, the No. 1 plate issue

King of the dinky dudes, Geoff Scofield, tripled . . . again. Doubles went to Poulson, Doug Davis, Steplight, Perez, and Danny Nelson. Willie Huebner came so close to a triple he could smell it, but had to settle for a double.

was mostly ignored by the ABA, and they said they would think about the other problem for 45 days or so.

The riders we talked to thought the meeting was a farce.

The plot thickens: Friday evening before the race, Renny Roker called his own meeting with the pros (away from the track), to introduce his up-coming seven-race pro series. This was the series the ABA had boycotted from their tracks, causing several tracks to secede from the ABA, and causing Renny to take his series to the NBL for sanctioning.

The pros had been asking for a better way of determining the overall No. 1 pro each year, and this series looked to them like a good answer. The \$45,000 in total purses and new car for the overall winner didn't look too bad either.

An additional bonus to the pros, their sponsors, and BMX in general is that the entire series will be

filmed by Don "ON ANY SUNDAY" Shoemaker for broadcast on the ESPN cable sports network.

Saturday afternoon, at the race things really started cooking. One of the Head Honchos of the ABA, with the backing of two armed sheriff's



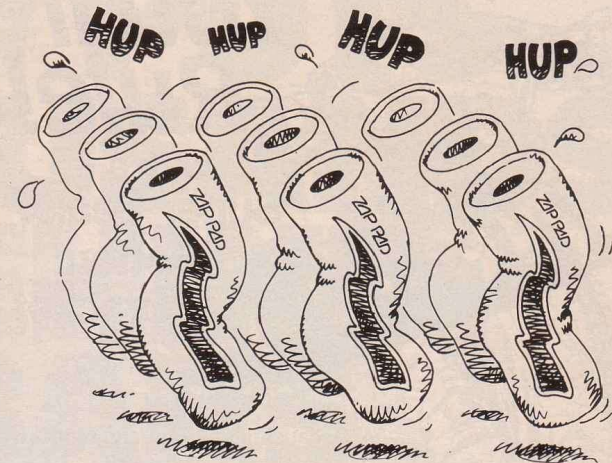
Stylish as ever, the Avalanche cleaned house on the 15 Experts.

deputies, ordered Renny to leave the track for the crime of passing out flyers about his pro series at the track.

Later that afternoon, Roker's five year old son crashed and was carried off the track by the paramedics. Over the objections of ABA officials, Renny, who had not vacated the premises as ordered, ran into the infield.

In the ABA rulebook there is a rule that reads in part, "A rider may be disqualified for the actions of his parents . . ."

The following week a letter arrived at the Roker home from Merle Mennenga, the president of



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CHANDLER

the ABA. Renny's two sons had been suspended from the ABA.

SHOOTOUT: HILL/MIRANDA
Greg Hill: "At Magic Mountain



Dedication or insanity? Troy Daniels messed up his hand in practice and couldn't hold onto the bars. So he duct-taped his hand to the grip and raced anyway.

last year we were going into the first corner in the main and Mike stuffed me in the haybales for no reason. That guy's squirrely."
Mike Miranda: "I cut him off, but

Greg Hill, Brian Patterson, Fred Hightower, and Dave Marietti took home the biggest chunks of the purses.

that's the line I had to take to improve my position. Ever since then, it's been a big conflict. I don't like to ride dirty, and I guess he doesn't either, but when we're on the track we do it to each other. He still considers me a Junior Pro."

In the Pro Open main at Chandler, Mike got second and Greg got fifth. At the finish line Miranda asked Hill, "Do I get any respect now?" When Greg said no, Mike replied, "Well, I'm still trying."

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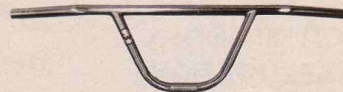
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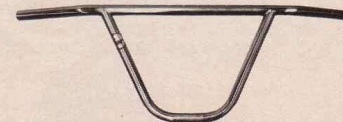
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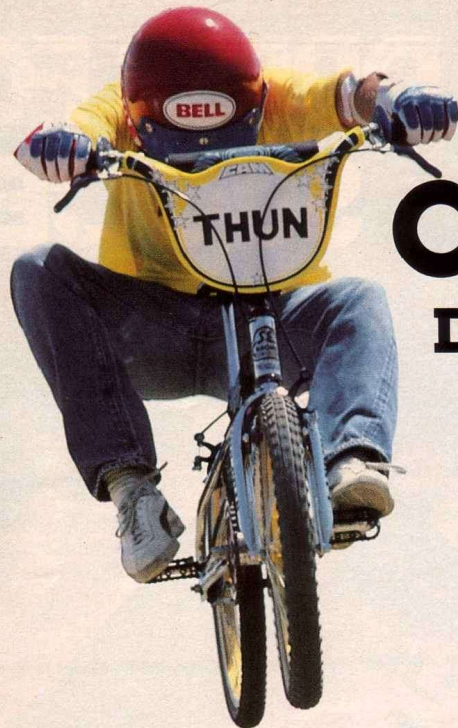
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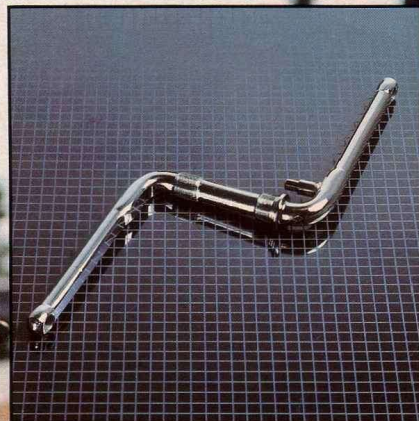


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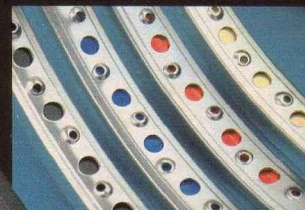
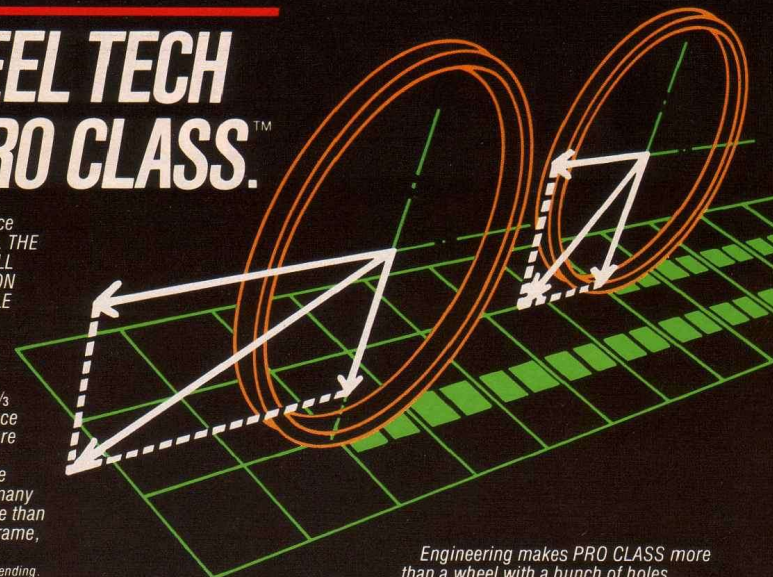
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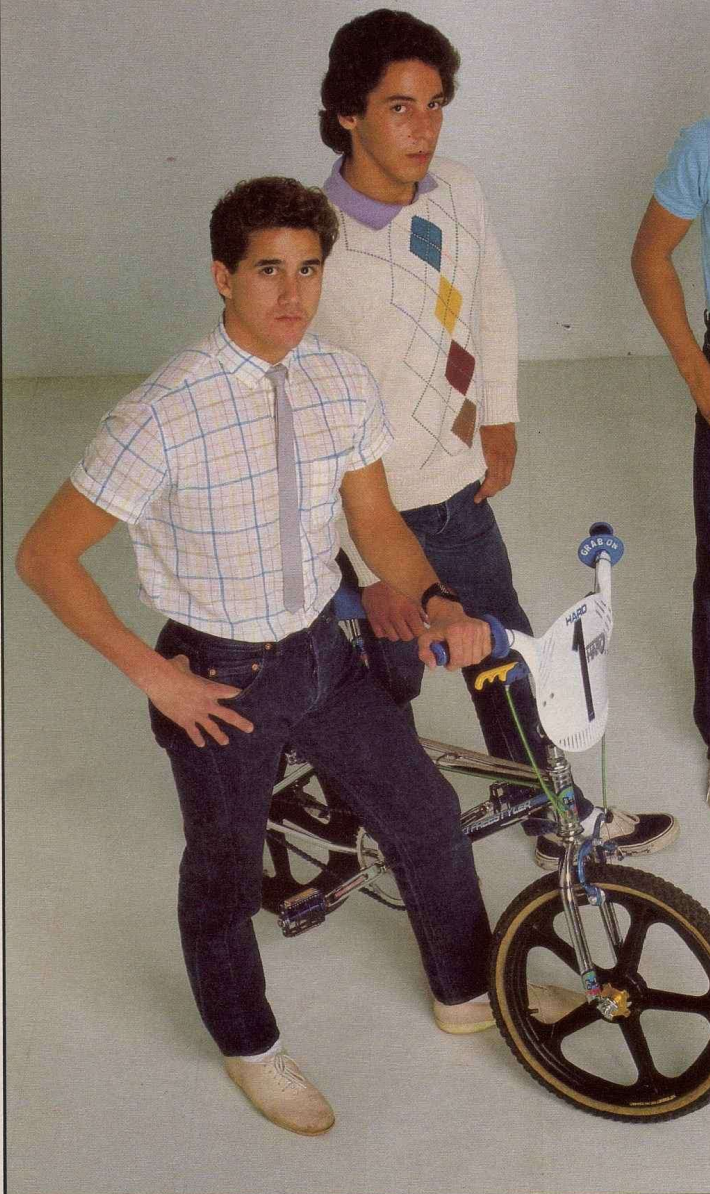
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These guys are the Mohammeds of BMX, going to the mountain so that later the mountain will come to all of us. They are spreading the gospel of BMX in places where unportable tracks and racers cannot go.

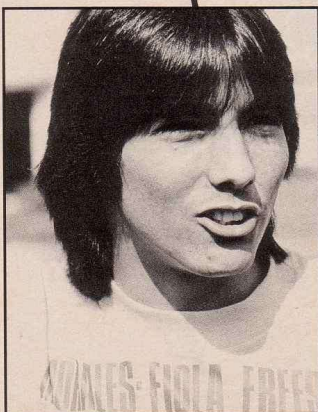
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FREESTYLERS



TOP PRO FREESTYLERS



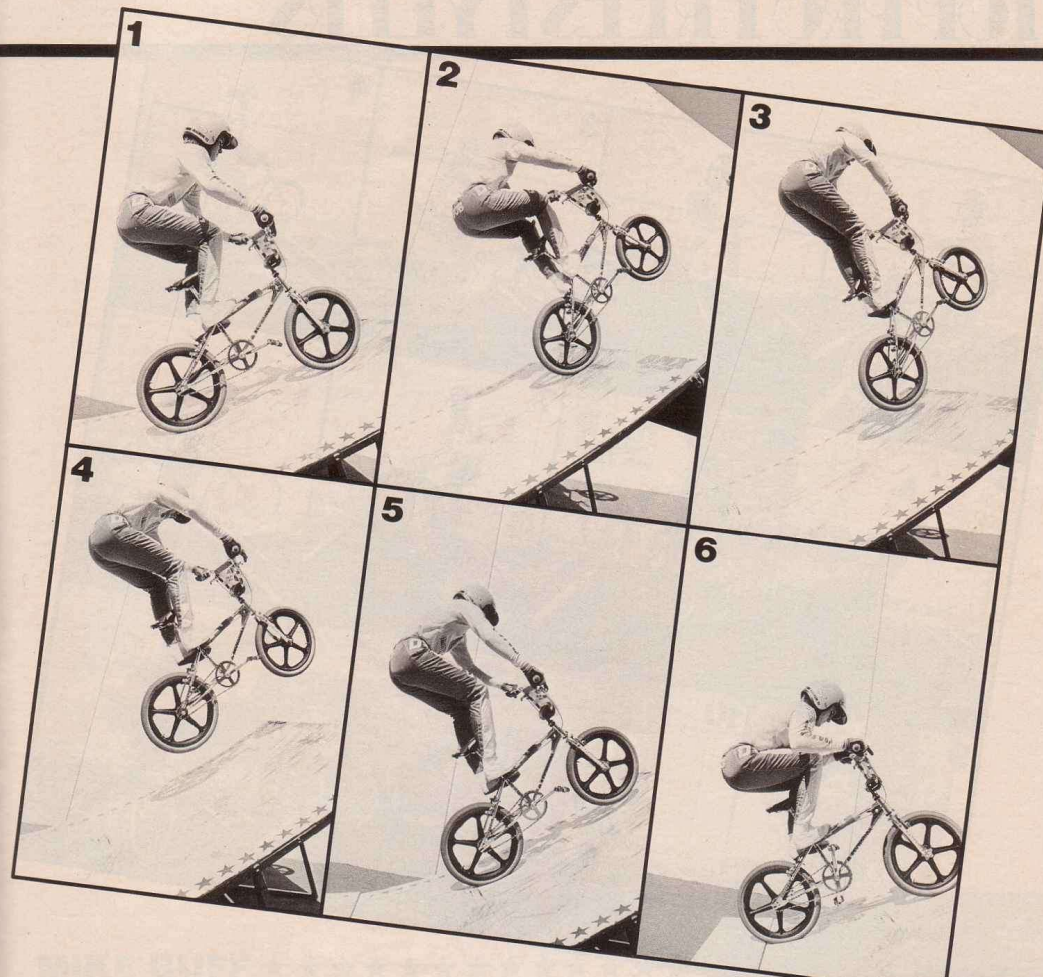
EDDIE FIOLA ★★★★★★★★★★ MF FREESTYLE TEAM

Ladies and gents, here he is . . . the current King of the Skateparks, last month's BMXA cover dude, and a total terrorist on any terrain . . . Eddie Fiola.

Besides riding with Bob Morales on the MF (Morales/Fiola) Freestyle Team, Eddie occasionally

moonlights on the Vans Trick Team. He's 18 and calls Bellflower, California home.

What Fiola is doing in the photo is a kick turn, standing on the back tire, reaching over and grabbing the front tire. Eddie always comes up with something totally off the wall!

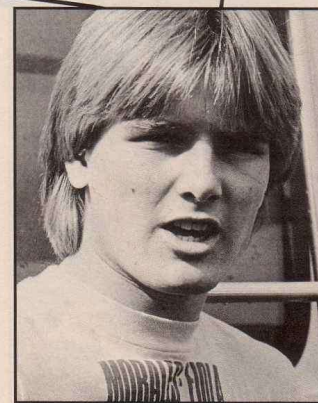


BOB MORALES ★★★★★★★★★★ MF FREESTYLE TEAM

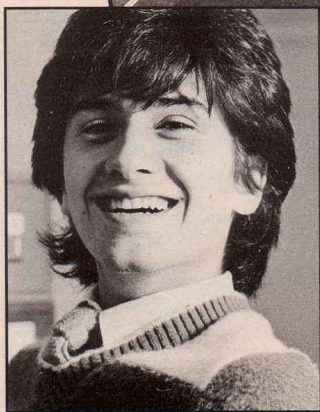
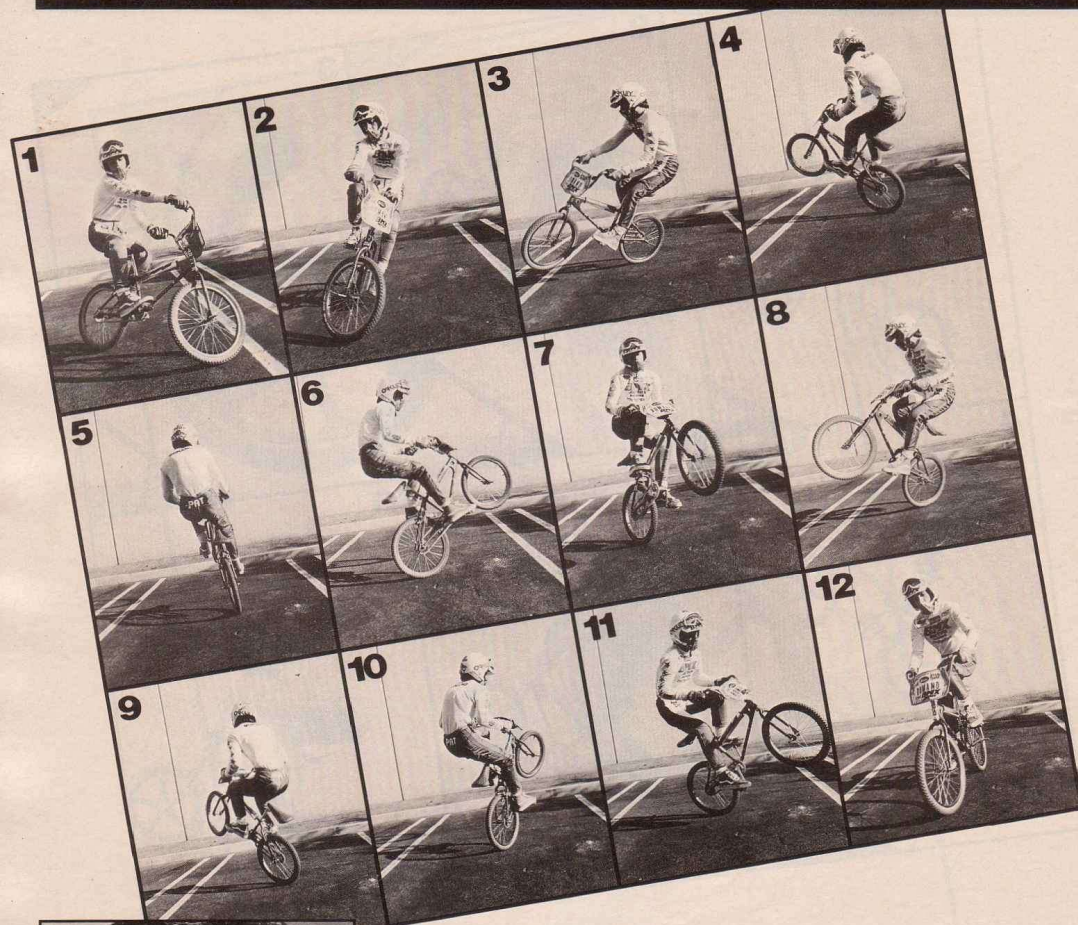
At 19 Bob Morales is another young entrepreneur in the BMX industry. When he's not working on his freestyle techniques or out at some skatepark, he's running BME (Bob Morales Enterprises), which markets the new Dyno racing

apparel line, or he's organizing and promoting his King of the Skateparks series of competitions.

Bob's home turf is Huntington Beach, California. In the sequence he's doing a frame stall.



TOP PRO FREESTYLERS



PAT ROMANO ★★★★★★★★★★★★★★ BMX ACTION TRICK TEAM

Pat is an actor, stuntman, and bicycle showman. His style of trick riding is unlike anything you've ever seen before. It's not even close to what any of the other freestylers are doing.

He is 19 and hails from North Hollywood, California. He is the

newest member of the BMXA Trick Team and adds a whole new dimension to their shows.

This photo sequence shows what is basically a reverse 360, except he can keep stringing them together all day long. You won't believe it till you see it.



MIKE BUFF ★★★★★★★★★★★★★★ BMX ACTION TRICK TEAM

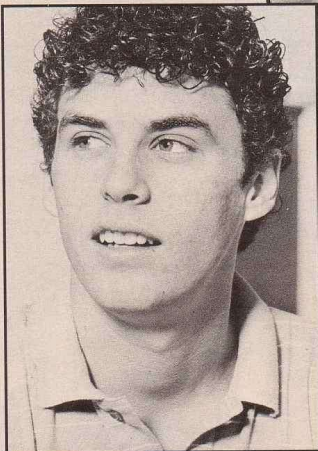
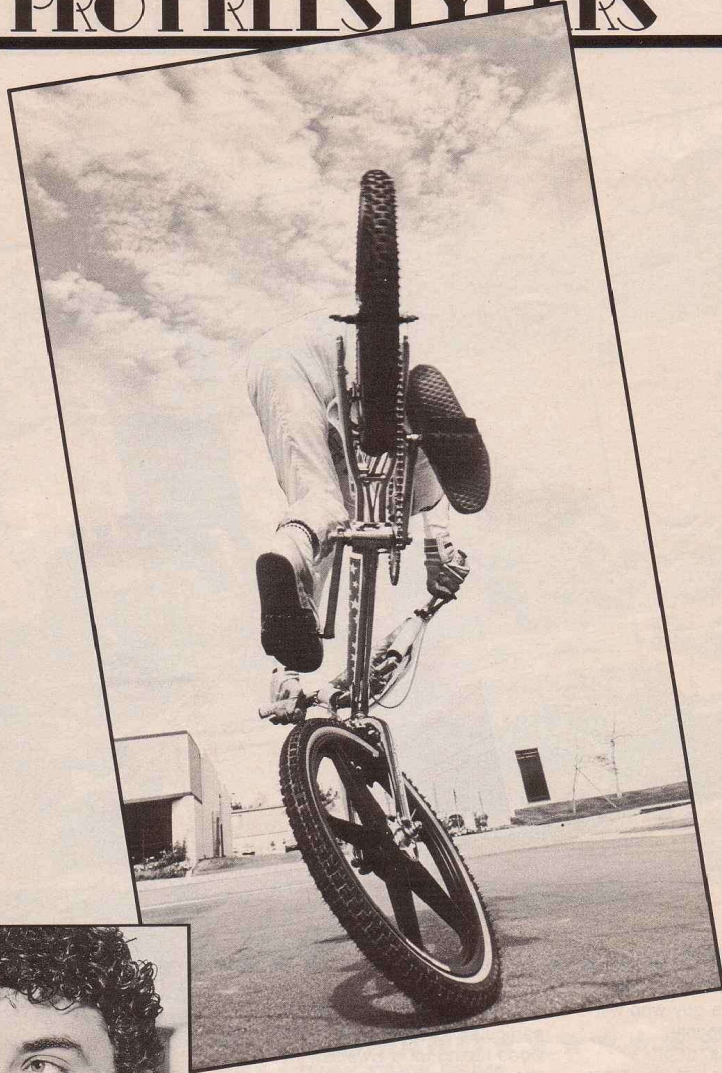
What do you call a guy who will jump his bike over people, Porsches, 4X4 trucks, or off houses, or will go for just about any kind of jump you dare him to try? Nuts? Crazy? Out of his tree? Yup, or Mike Buff.

This 18 year old pride of San Pedro is the Absolute Master of

quarter-pipe aerals. He cleared this particular Porsche during some video taping for a Swedish TV show. One-handed, no less.

Buff is second in seniority on the Squiddley Squadron. Is his new hairdo a shock, or what? He's been trying to grow that mustache for almost a year now.





R.L. OSBORN ★★★★★★★★★★★★★★ BMX ACTION TRICK TEAM

R.L. is the senior member of the BMX ACTION Trick Team. He lives in Hermosa Beach, California, about two blocks from the ocean.

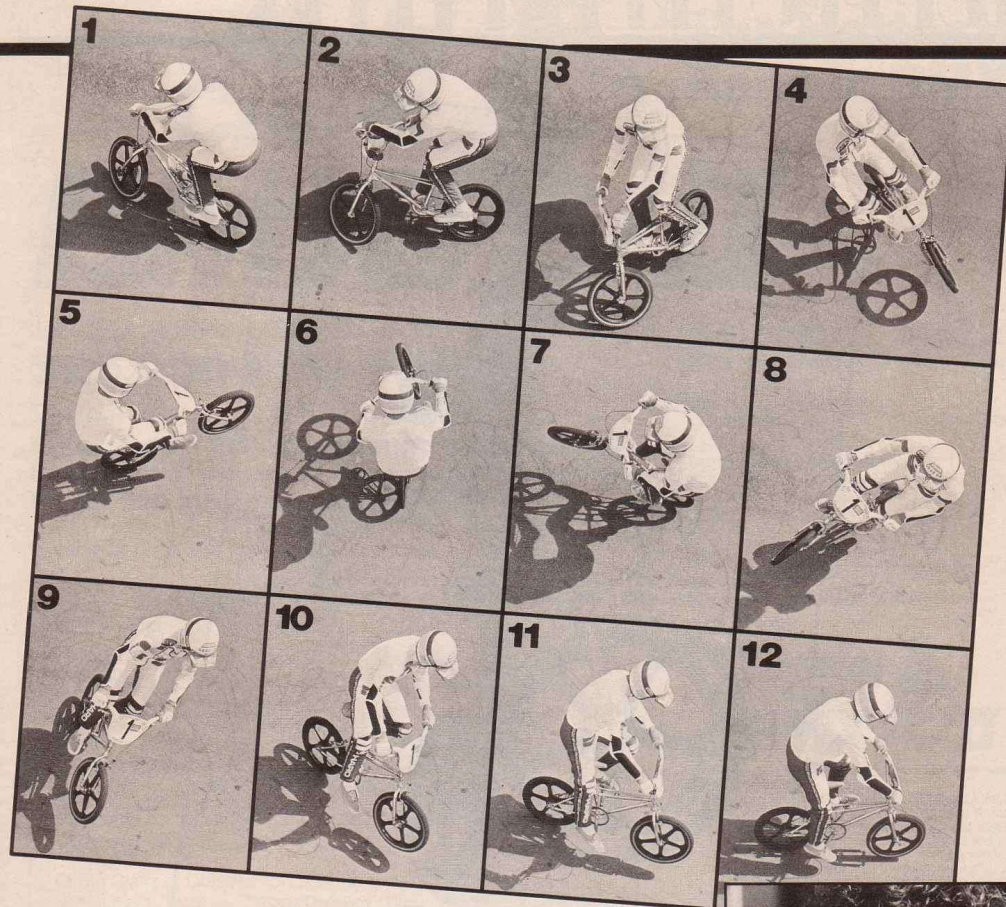
When R.L.'s not riding or running on the strand, or working out at the gym, he's at the BMX ACTION offices setting up shows and TV things for the Trick Team, or working out freestyle techniques, or

working on an off-road accessories company that he is starting called Rocks Off-Road. Not bad for a 19 year old.

R.L. just signed a new co-sponsorship deal with Redline, which is what he's doing the front wheel 360 on in the photo.

Ah, you noticed the new GQ haircut. Buff got one too.

BMX ACTION



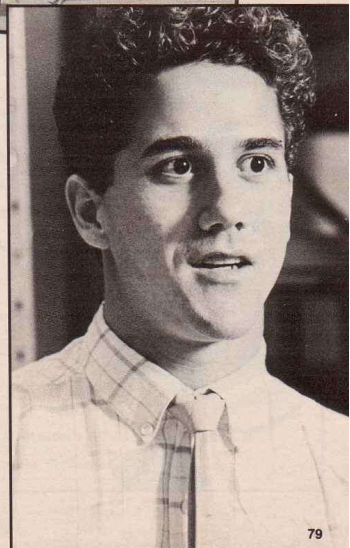
BOB HARO ★★★★★★★★★★★★★★ HARO FREESTYLE TEAM

This Encinitas, California resident needs no intro. But, what the heck, we'll throw one at you anyway.

Former staff artist for Mighty BMXA, retired BMX racer, graphic

designer, number plate baron and big biz tycoon . . . 24 year old Bob Haro.

In this photo Bob's doin' a roll-back 540.



TOP PRO FREESTYLERS



RON WILTON ★★★★★★★★★★ HARO FREESTYLE TEAM

Ron sorta started his freestyle career as a skateboarder. One day about four years ago, at the Spring Valley Skatepark, he saw Bob Haro and some other guys riding their bikes in the park. He decided to trade in his board for a bike and try some of the moves.

Wilton is now the second half of the Haro Freestyle Team. He is 18 and lives in Spring Valley, California.

He didn't have a name for the number in the picture, but it is far out! Some kind of kick turn variation. Maybe a Wilton? ■

TEAM MURRAY World Cup of BMX II

"The Hottest Race in BMX"

June 25 & 26, 1983 NASHVILLE DIXIELAND BMX TRACK

\$25,000 PRO PURSE

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IMPORTANT RIDER INFORMATION:

All participants in this race must hold a current NBL license.

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20" B Pro Class 5,000 Purse
24-26" Pro Cruiser 10,000 Purse

Murray World Cup Hotline
for race information (615) 373-6613

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Pre-Registration must be post marked by June 15, 1983.
Post Registration will close 9:00 P.M. June 24, 1983. Get in on the Action Now!

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Phone _____
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Birthdate _____ Amount Enclosed _____
1983 NBL Plate No. _____

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7 Year Boy's Class	7 and Under Girl's Class	13 and Under Cruiser
8 Year Boy's Class	8-9 Girl's Class	14-15 Cruiser
9 Year Boy's Class	10-11 Girl's Class	16-17 Cruiser
10 Year Boy's Class	12-13 Girl's Class	18-24 Cruiser
11 Year Boy's Class	14-15 Girl's Class	25-34 Cruiser
12 Year Boy's Class	16 and Over Girl's Class	35 and Over Cruiser
13 Year Boy's Class	7 and Under Open Class	Pro \$ Class A
14 Year Boy's Class	8-9 Open Class	Pro \$ Class B
15 Year Boy's Class	10-11 Open Class	Pro Cruiser
16 Year Boy's Class	12-13 Open Class	Pro Trophy

ENTRY FEES: Send check or Money Order, non-refundable

	Pre-registration	Post-registration
Amateur Class	\$20.00	\$30.00
Amateur Cruiser	\$20.00	\$30.00
Amateur Open	\$20.00	\$30.00
A Pro	\$75.00	\$85.00
B Pro	\$40.00	\$50.00
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Pro Trophy	\$20.00	\$30.00



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RELEASE FORM



Please read thoroughly before signing and send with pre-entries and fees.

In applying to enter any or all of the races associated with the Team Murray World Cup of BMX II, I, the racer and I/we, the parent or guardian of the racer, do hereby waive, disclaim and release all rights and/or claims for damage which may arise from conditions related to the track area, use of the track itself and/or other related activities. We, the undersigned, both individually and jointly, do hereby expressly state, understand and agree that this release and waiver operates to terminate any right of legal action we may have and serves to hold harmless and indemnify The Murray Ohio Manufacturing Company, Dixieland BMX Association, Metropolitan Board of Park and any other entity or organization, its officers, owners, operators and employees involved in the promotion, staging or conduct of the Team Murray World Cup of BMX II.

Read, acknowledged and agreed to this _____ day of _____, 1983.

SIGNATURES

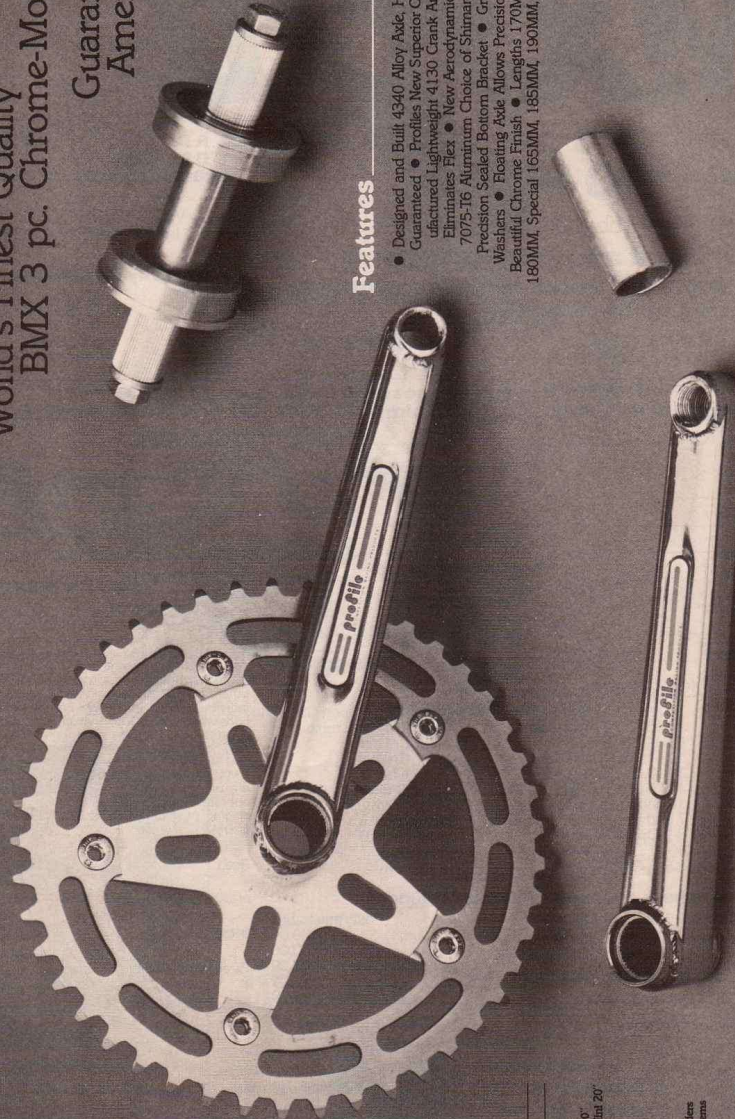
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Rider/Riders _____

Witness _____
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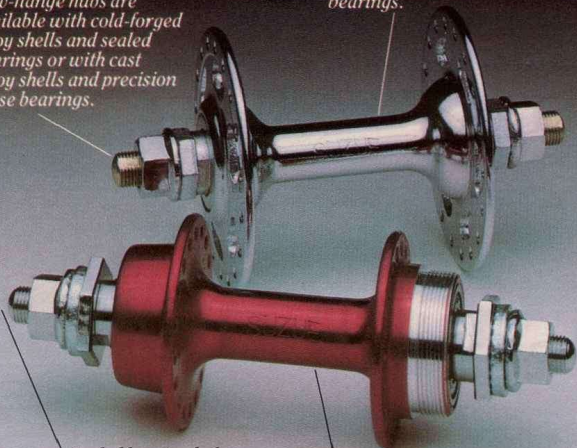
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RUMORS

NEW CRANK TREND?

Are 185mm cranks the new rage? Rumors are flying that several top riders are currently trying 'em to see if they boost speed. Names like Brackens, Hill, Fehd, and Judge are the ones most frequently heard.

MARIETTI'S NEW PLATE

Junior Pro hot dog, David Marietti, is working on a new plate



Marietti's new plate.

that will fit easily on CW bars, which have that high crossbar. Naturally it will fit the other power bars too, as long as they have a straight crossbar. The new Wizard plate is velcro-mounted on the sides and wraps around the crossbars.

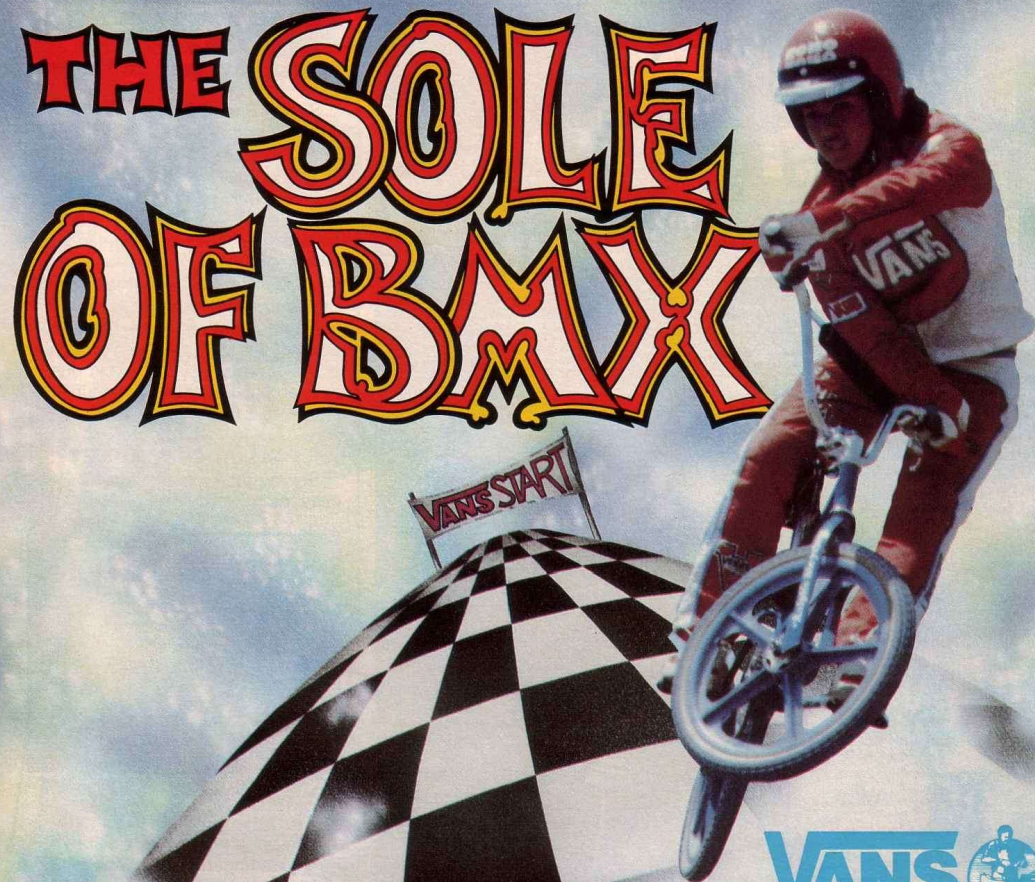
MEGABUCKS FOR PROS AND AMATEURS?

According to a very reliable source, Mongoose may soon be offering a killer contingency program, with unheard of amounts of cash, for pros and selected amateur classes.

According to our source, the program has already been verbally offered to the NBL, IBMXF, and ABA. At this point it looks like the NBL and IBMXF will probably go for it, while the ABA, staying in character, has refused. Maybe they'll change their mind later.

The program goes something like this: Anybody running a full Mongoose uniform and bike, and winning one of the following classes at one of ten or so races designated by Mongoose, will scarf on (hold your Fruit of the Looms) . . .

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DIA-COMPE. THE NO.1 BRAKE IN BMX.

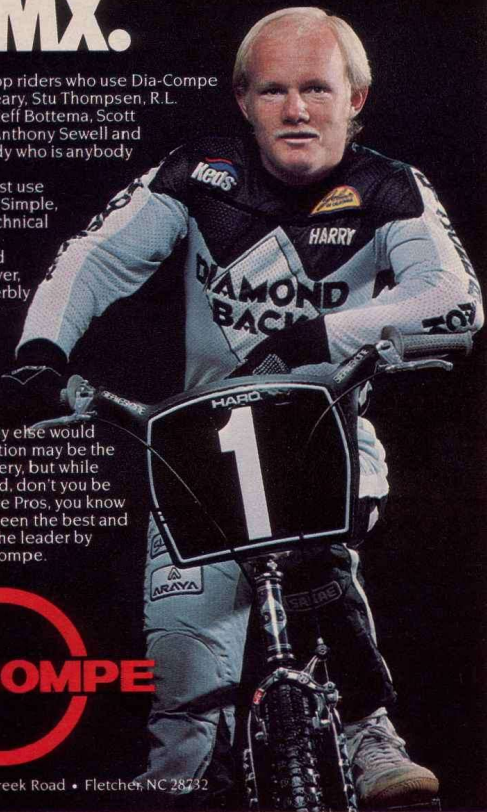
Says who? Says top riders who use Dia-Compe brakes like Harry Leary, Stu Thompson, R.L. Osborn, Eric Rupe, Jeff Bottema, Scott Clark, Lee Medlin, Anthony Sewell and just about everybody who is anybody in BMX.

Why do all the best use Dia-Compe brakes? Simple, they're the best. Technical innovations like the MX1000, MX900, and the new TECH-3 Lever, combined with superbly crafted cold-forged alloy construction make Dia-Compe the No. 1 choice of riders everywhere.

Who else thinks we're No. 1? Those cheap imitators. Why else would they copy us? Imitation may be the highest form of flattery, but while we're being flattered, don't you be fooled. Like all those Pros, you know the difference between the best and the rest, so ask for the leader by name, ask for Dia-Compe.



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RUMORS

Senior Pro — \$10,000
17 Expert — \$1,000
16 Expert — \$1,000
15 Expert — \$1,000
14 Expert — \$1,000
13 Expert — \$1,000

Before anybody starts getting hyper about loss of amateur standings, be aware that the United States Cycling Federation, in conjunction with the U.S. Olympic Committee, just raised the limit that an amateur cyclist can win in one day, and still maintain amateur status, to \$1,000.

FULL-RACE BLANKET

So you think you have killer calluses on your hands? You

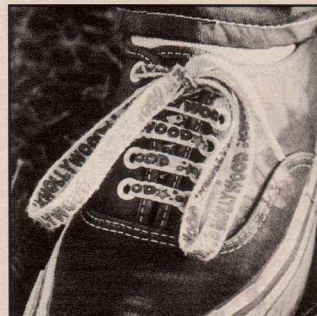


Totally trick bedspread.

should see the calluses on Judy Pagano's fingertips after spending eight months hand quilting this BMX bedspread for her son, T-rick.

ADIOS TO HOLLYWOOD'S BUG

RIP OFF! Mike Miranda's pride and joy, his totally tricked out '55

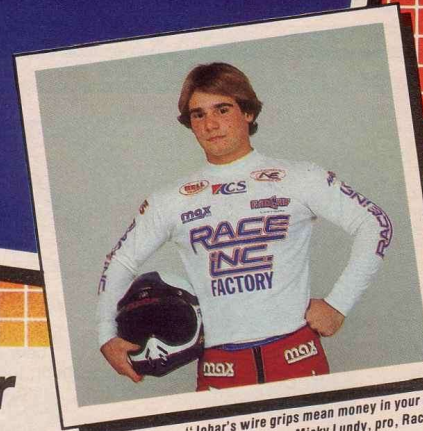


To make Miranda feel better about losing his bug, here's a photo of his shoelaces.

GET HOLD OF JOHAR'S ENERGY!



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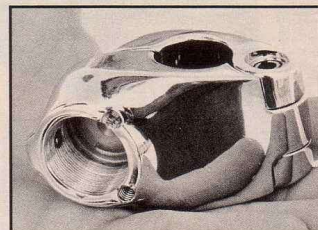
RUMORS

bug, was ripped off from the parking lot at L.A. International, while Mike was in Chandler getting in some pre-national practice.

The thieves must have been really persistent because Mike took the distributor rotor with him.

DIAMOND BACK DINKY DUDE SECRET STUFF

Psssst. Hey, buddy, you wanna see something that's totally secret? Okay, here it is. No, it's not a giant seat post clamp. It's the new stem



Megatrack stem/handlebar-mount from DB.

without-a-stem that's part of Diamond Back's new Turbo Lite series for the dinky dudes.

The thing threads directly on the top of the fork stem, eliminating the need of a center shaft and expansion bolt, and keeping weight down to four or five feathers.

The rest of the upcoming Turbo Lite stuff is supposed to be just as trick. We've got an exclusive examination scheduled as soon as everything is ready for production.

ARRESTED FOR BLUE PLATE

Be forewarned that it's now a major crime to ride PRACTICE with a number plate that isn't "ABA approved." A junior pro was rudely ejected from his first moto at an ABA national because he had ran the wrong color number plate during practice the day before, even though he showed up for his moto with an "approved" plate. ■



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HOT GEAR FOR THE SCHOOL YEAR!



The Official BMX ACTION Trick Team Folders are finally here. And they are absolutely radical! Take them to class with you. Or hang them on your wall. Buy them one at a time. Or buy the bunch. Either way, they're the best thing to happen to "school daze" since Christmas vacation. • Only \$1.25 each or \$5.00 for a set of five. (Price includes shipping and handling.) • ALSO AVAILABLE AT YOUR LOCAL BIKE SHOP.

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TIOGA has really reduced weight (see specification chart) and kept SuperLites airtight, making them super right for competition.



To increase the performance of your racer get SuperLite tubes, and remember, keep them out of sight.

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20x1.75	165	120	27.27%
20x2.125	215	150	30.23%
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PRO-LITE GLOVES

These high quality paw protectors are made from goatskin and are fully padded on the thumb, palm, and back of the hand, yet still stay extremely flexible. They're double stitched at all stress points to provide long lasting durability. Available in sizes 5 through 11, in red/yellow/black, and good 'ol red/white/blue. Price is \$16.95. For more info, contact O'NEAL U.S.A., 9555 Owens-

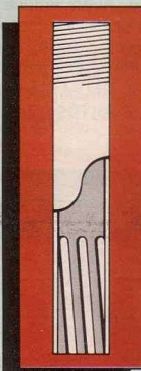
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Tommy Christopher



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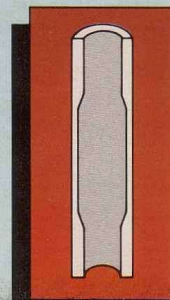
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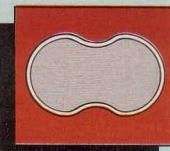
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Chainrings: 39 thru 48 teeth

Weight: 620 grams

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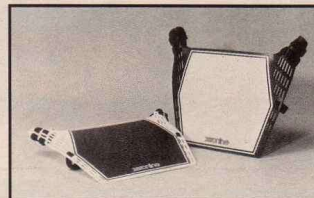


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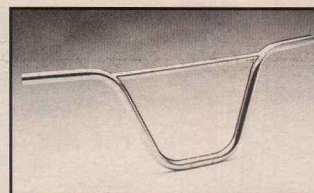
PRODUCTS

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GO WITH THE FLOW

What do Mike Miranda, Brent and Brian Patterson, Greg Liggins, Richie Anderson, Nelson Chanady, Paul Gossrau, Jason Jenson, and Kim Johnson have in common? Yes, they're all faster than greased moose poop, that's true. Another thing is the Zeronine Airflow Stadium plate. Even our resident Taco Bell fanatic, Mike Buff uses one. Available in all your fave colors, it comes with velcro strips for mounting it on your scooter. Check with better bike shops, or write ZERONINE MFG. CO., 2105 Stonington Ave., Dept. BMX, Hoffman Estates, Illinois 60195. Tel: (312) 885-8911.



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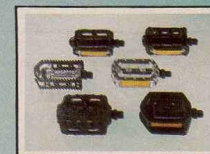
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A photograph of three BMX riders standing side-by-side. The rider on the left is a man wearing a white long-sleeved jersey with 'BMX' and 'AIR-ON WHEELS' printed on the front, and several red stars on the sleeves. He is also wearing a white helmet with 'BMX' and 'AIR-ON WHEELS' on the front. The rider in the center is a woman with long dark hair, wearing a yellow long-sleeved jersey with 'BMX' and 'AIR-ON WHEELS' printed on the front, and black pants. The rider on the right is a man wearing a light blue long-sleeved jersey with 'BMX' and 'AIR-ON WHEELS' printed on the front, and white pants with blue and red stripes and the word 'AERO' printed on the side. He is also wearing a blue helmet with 'BMX' and 'AIR-ON WHEELS' on the front. All three riders are smiling at the camera.

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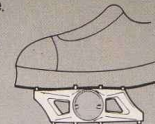


DX Chromoly Free-wheel tooth profile fits both 1/8" and 3/32" size chains.

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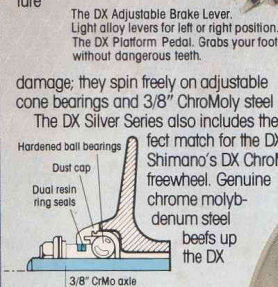
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