



# BMX ACTION

JANUARY 1984  
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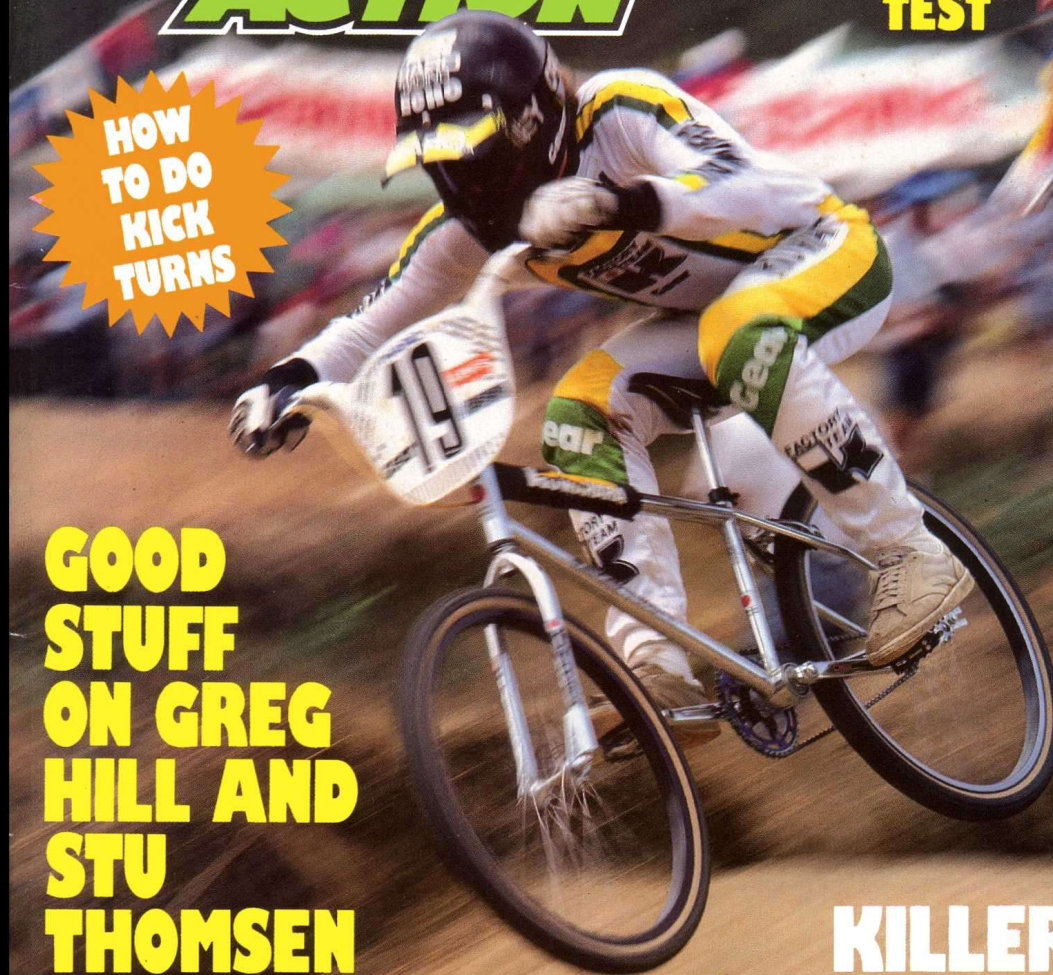
**IMPRESSIVE  
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**HOW  
TO DO  
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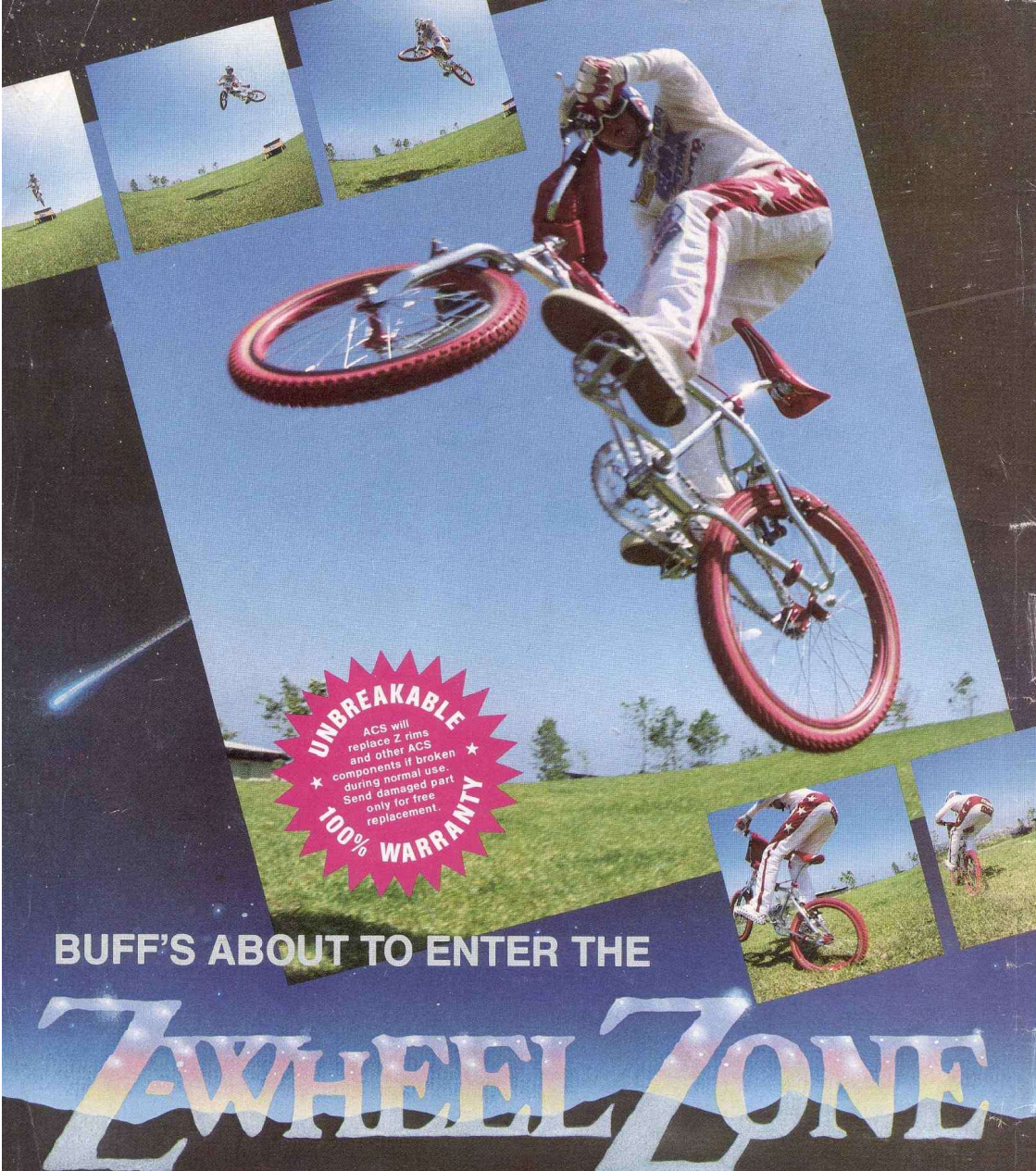
**GOOD  
STUFF  
ON GREG  
HILL AND  
STU  
THOMSEN**



**KILLER  
COVERAGE:  
NBL GRANDS**







**UNBREAKABLE**  
 ACS will replace Z rims and other ACS components if broken during normal use. Send damaged part only for free replacement.  
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**BUFF'S ABOUT TO ENTER THE**

# Z-WHEEL ZONE

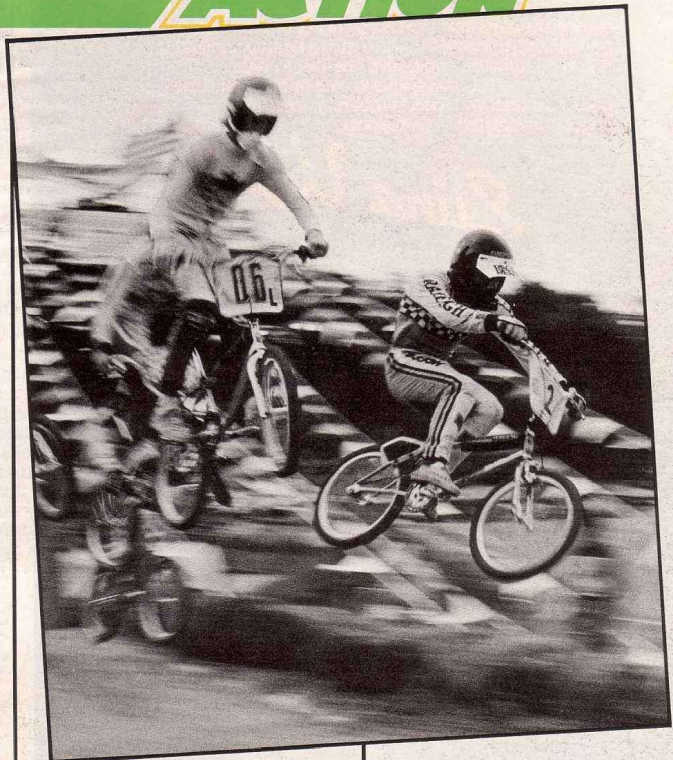
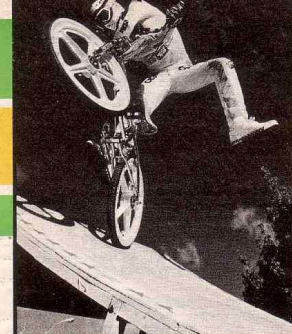
Submitted for your approval: record-breaking BMX trick rider Mike Buff and his super High Technology cycle, mounted with ACS Z-Wheels. Z-Wheels travel through another dimension. A dimension not only of strength and style, but of near indestructibility. Combining the low flange Z-Hub and tough Z-Rim, Z-Wheels take

Buff on a wondrous journey of demanding tricks, stunts and landings whose boundaries are only limited to that of the imagination. With Z-Wheels, Buff can return again and again to the outer limits where reality and fantasy become one. Equip your cycle with ACS Z-Wheels and you, too, will enter the "Z-Wheel Zone."



American Cycle Systems  
 1449 Industrial Park Street  
 Covina, California 91722

# BMX ACTION



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BMX ACTION (USPS 548-710) is published 12 times per year by Wizard Publications, Inc., 3162 Kashiwa Street, Torrance, California 90505, telephone (213) 539-9213. Second class postage paid at Torrance and Los Angeles, California, and Glasgow, Kentucky. Subscriptions cost \$16.50 per year for 12 issues. Foreign subscriptions add \$6.00 per year and Canadian and Mexican subscriptions add \$5.00 for additional postage. POSTMASTER: Send address changes to BMX ACTION, P.O. Box 111, Mount Morris, Illinois 61054. Copyright © 1984 by Wizard Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express written permission of the publisher. Submission of a manuscript, photographs, advertisement, etc. to BMX ACTION is the author's warranty that the material is in no way an infringement upon the rights of others and that the material is released for publication without additional approval. BMX ACTION, P.O. Box 5277, Torrance, California 90510.



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How do you make one of the lightest seats in BMX even lighter? Put it on a lightweight high-strength glass fiber seat post. Well that's exactly what we did to the Elina U.L. and now it tips the scales at a mere 12 ounces. But this new Elina U.L. isn't a lightweight when it comes to performance, the glass fiber post is practically unbreakable and is permanently mounted to the seat in a heavily reinforced bracket to provide a rigid solid one-piece unit.

The Elina U.L. is available in blue or black with the glass fiber post with checkerboard graphics or on a chrome plated cro-moly post.

# Elina U.L.



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# TOP SECRET

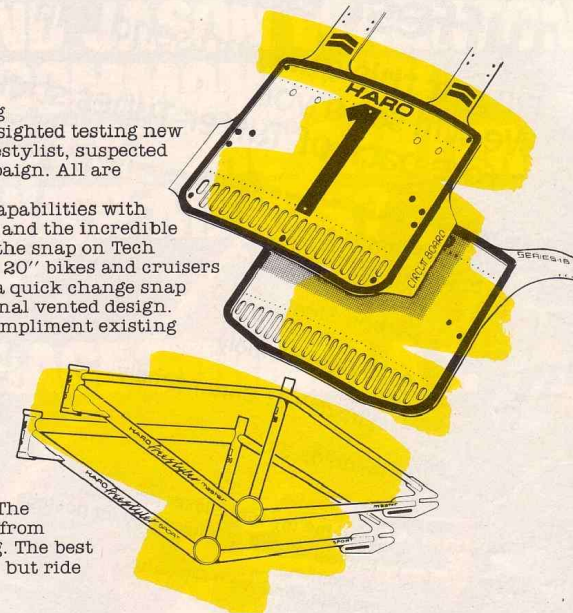
### INTELLIGENCE REPORT

**CLASSIFICATION: TOP SECRET**  
**SUBJECT: HARO BMX ACCESSORIES**

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

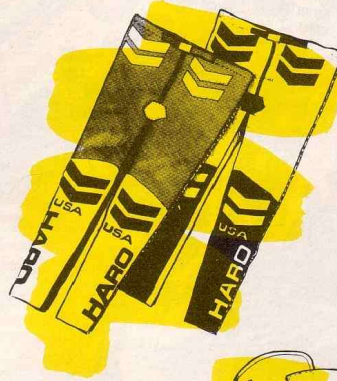
**EQUIPMENT:** Improved digital display capabilities with the addition of the advanced Series 1-B and the incredible Circuit Board. Both new plates utilize the snap on Tech number system. The Circuit Board fits 20" bikes and cruisers with over the bar straps and features a quick change snap on center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

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



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

New Haro mouthguard now an important addition to the defensive capabilities of Haro products. Futuristic styling and functional protection. See these and more Haro BMX accessories at quality bike shops everywhere or in the all new 1984 color catalog. The secret is out. Send two dollars for brochure and decals.



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# What are the Tuffest BMX Frame Tubes ???

Fill out this quiz and send it in.  
We will send you  
a free pack of Tuffer Tubes stickers.

Rank the tubes "1-2-3-4"  
as to which is the Tuffest

- ☐ Carbon Steel
- ☐ 4130 Chrome-moly
- ☐ Reynolds 501 Chrome-moly
- ☐ Reynolds 531

- ☐ Send me my free sticker pack.\*
- ☐ Enclosed is \$5.00 plus \$1.00 for postage & handling.  
Please send me a Sip Tube.

Neatness counts... this is your label.

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Allow 4 to 6 weeks for delivery.

\* P.S. We will also send you the right answers to the quiz.

Mail to: Sturmey-Archer  
1014 Carolina Drive  
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(Hint: One of the Tuffest Tubes is featured  
on SE's new Quadangle.)



When SE Racing designed their radical new Quadangle frame, they decided to go all out for tuffness. So they picked Reynolds 531. In a bike frame, Reynolds 531 is 16% tuffer than ordinary 4130 chrome-moly.

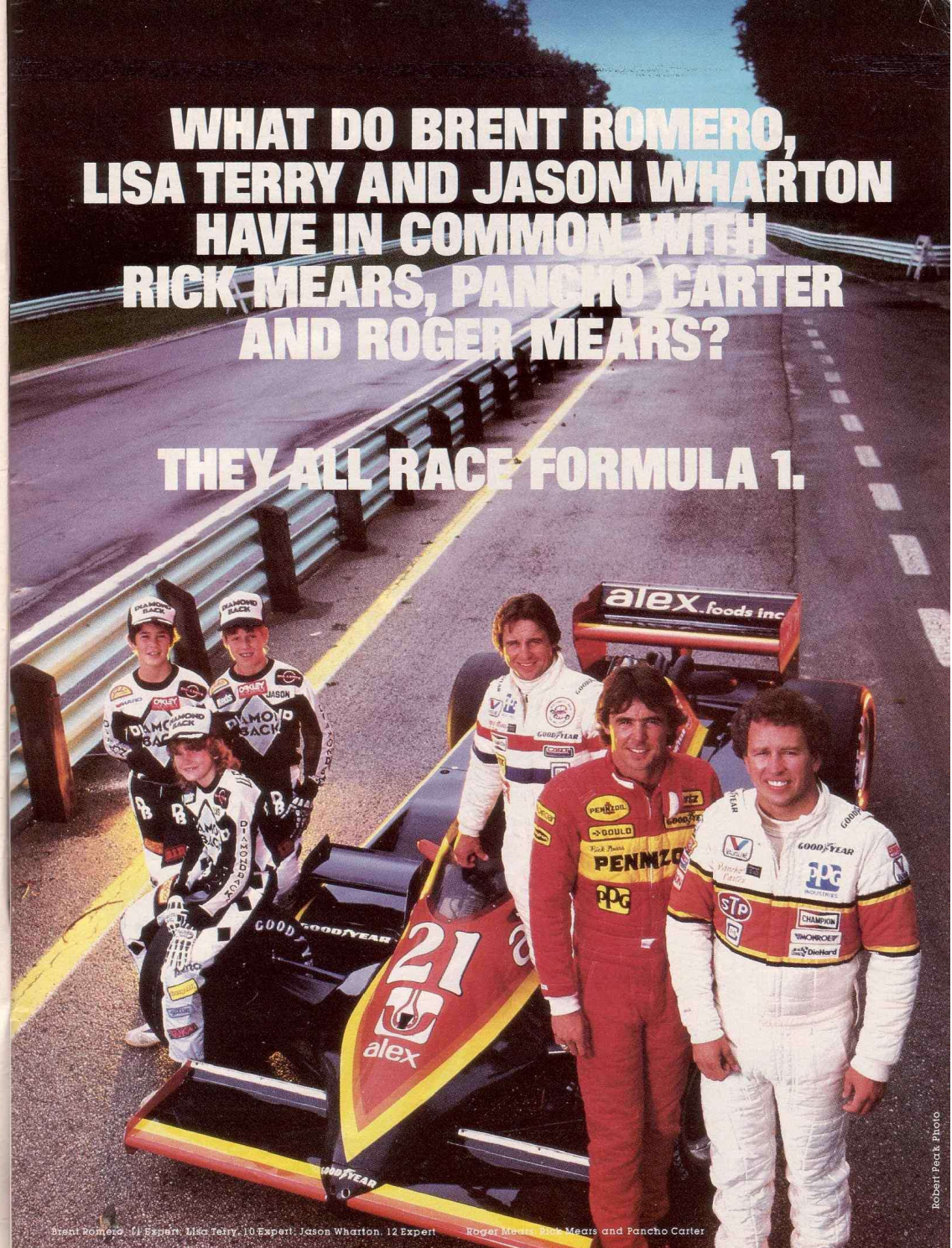
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BMX'er  
thirst quencher



Rad new way to take along your favorite thirst quencher or energy booster. Unbreakable plastic. Built-in straw. Holds 22 oz. Hooks on to your belt. Retail value is \$9.95. Special promotion from the tuffer tubes people. Only \$5.00 plus postage and handling. Check the coupon in the quiz or send \$5.00 plus \$1.00 for postage and handling to TI Sturmey Archer of America, 1014 Carolina Drive, West Chicago, IL 60185

## WHAT DO BRENT ROMERO, LISA TERRY AND JASON WHARTON HAVE IN COMMON WITH RICK MEARS, PANCYO CARTER AND ROGER MEARS?

### THEY ALL RACE FORMULA 1.



Brent Romero, 11 Expert; Lisa Terry, 10 Expert; Jason Wharton, 12 Expert

Roger Mears, 10 Expert; Pancyo Carter, 10 Expert



# INTRODUCING FORMULA 1

## THE ULTIMATE TRACK MACHINE FROM DIAMOND BACK

It's time to put away the toys.

The real thing is here. Diamond Back's Formula 1 was created for a single purpose. Winning. The result of 2 years of intensive testing and racing. Formula 1 is the identical machine raced by Diamond Back team champions Brent Romero, Lisa Terry and Jason Wharton.

With ultra light custom designed components and a radically new frame geometry, the Formula 1 handles just like a 200 mph Lotus. Responsive. Quick. No mistakes. Race-ready. Formula 1 is the only machine in its class.

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So, if you think you're as brave as Rick Mears, Pancho Carter and Roger Mears, tell your DB dealer that you're serious about test driving the new Formula 1 from Diamond Back.

EXCLUSIVE TURBO-LITE  
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FORMULA 1 ALLOY  
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FORMULA 1 ALLOY  
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FORMULA 1  
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6" HEIGHT, BENT FORWARD)

FORMULA 1 HINGED  
TOP FORGED ALLOY STEM  
(TURBO SMOKE FINISH)

DOUBLE-BUTTED  
CRO-MO FRAME  
AND FORK

SPECIAL DESIGN SUZUE  
ALLOY HUB/SEALED  
SYSTEM  
(TURBO SMOKE FINISH)

SUNTOUR XC-II PEDAL  
(CRO-MO AXLE)

DOUBLE-BUTTED  
CHROME-PLATED SPOKES  
(BLACK/BRASS NIPPLES)

MITSUBISHI COMP III  
20 X 1.75 TIRE

(CPSC EQUIPMENT NOT SHOWN)

RACE WEIGHT:  
APPROX. 21 LBS.



THE DIAMOND BACK TEAM  
(from left to right)

Harry Leary-Pro, Brent Romero-11 Expert, Doug Davis-14 Expert, Sean Alstott-8 Expert, Lisa Terry-10 Powder, Rich Farside-17 Expert, Willie Heubner-7 Expert, Jason Wharton-12 Expert, Eddy King-Pro

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# TRACKSIDE

## STOP THE PRESSES!!

More heavy motomorphosis goin' on! Just before presstime, we discovered that the new NBL National No. 1 Pro, Eric Rupe, is on his way back to the Mongoose factory team for '84!!

## FREESTYLIN'

Okay freestylers, keep your eyes and ears tuned. There are rumblings indicating that there just might be an EXPLOSION of equipment designed ESPECIALLY for freestylin'.

Companies rumored to be working on prototypes of freestyle bikes include Red Line, GT, Hutch, Kuwahara, and SE Racing. And you know that Haro already has a freestyle frame out.

## HYPER

Greg Grubbs bailed on Jag and signed with the new Factory Hyper. Hyper BMX is a New York corporation owned, according to its hyper-enthusiastic 17 year old president, Billy Farrell, by "independent investors." Billy's father, who is a graphic designer with a Park Avenue address, also has "a piece of the action." By the way, the prez races.

## SKYWAY

24 inch Skyway Tuff's have been rumored for years, but we've finally SEEN 'em. They're seven spokes instead of the standard five.

Now that the wheels are done, rumors are flying that Skyway is working on a 24-inch frame and fork!



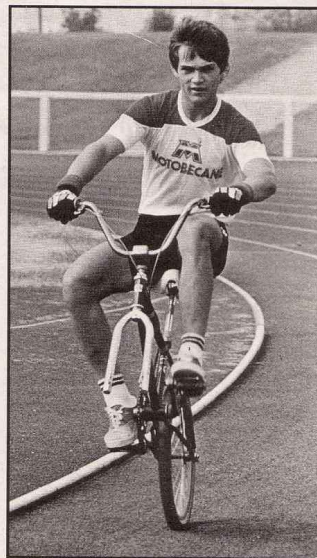
Mr. Texas. (Anybody THIS big you call mister.)

## PRO-NECK

Shawn Texas (who is durn near as big as the state), was signed onto the Pro-Neck factory team 30 seconds after winning the B Pro main at the NBL Grandnationals in Nashville. Mike Scurto, the owner of Pro Neck, had been at the race scouting for new factory riders and was totally impressed with Shawn's speed and power.

## NEW WHEELIE RECORD

Well gang, looks like there's a new world record for long distance wheelies. We received a letter from the president of the French Association of BMX (Association Francaise



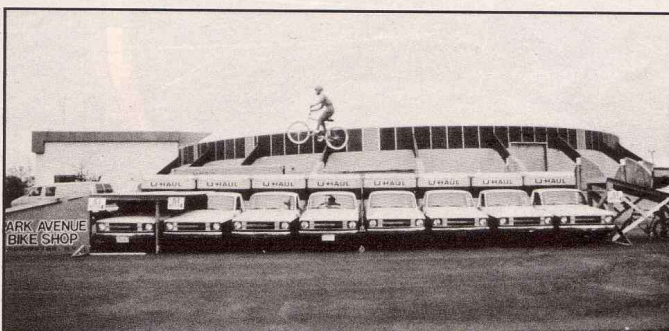
Stephane Colley, a French dude.

de Bi-Crossing), certifying that 18 year old Stephane (no, it's not a girl's name) Colley from Paris, France, wheelied 22.53 miles! (That's 36.248 kilometers for you metric fans.) It took him 2 hours, 29 minutes to complete the feat. Can anyone certify that they have topped this?

## EIGHT, COUNT 'EM, EIGHT!

Here it is gang, a new world record for a ramp-to-ramp jump on a bike. EIGHT trucks! John "Mercury" Morgan, 19, of Rochester, New York cleared 'em all after a van towed him up to jumping speed. You guys already know that car jumpers only have about half their marbles and that you shouldn't try this, right? Good. This is in here for your entertainment ONLY! DO NOT TRY IT!

Mama-mia, 'at boy, he's-a crazy!



# STREET THRASHIN'



# RACE BASHIN'



BOB MEDRANO, Pro

# FREESTYLE FLASHIN'



BOB HARO, Freestylist

Skyway's got a complete selection of innovative products perfect for thrashin', bashin' and flashin'. Products that are responsible for winning prestigious European and World championships. Like the light and explosive-handling all chrome-moly T/A (Totally

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Skyway also has lightweight Tuff Pedals for "traction plus," Tuff Pads for stop-on-a-dime results, and stylish frame and bar safety pads—just like the ones used by Skyway's factory team.

With Skyway products, you can be assured that every ride is a winner. No matter what your style!



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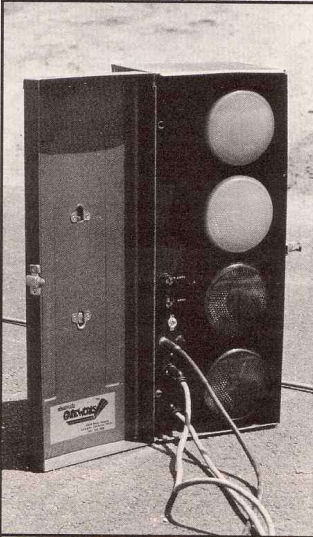
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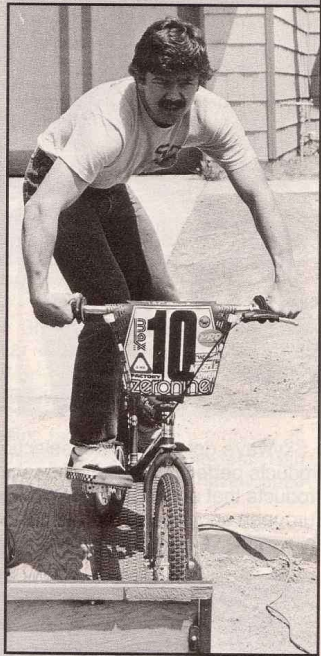
## TRACKSIDE



The woodwork may be a little cobby, but the electronics are state-of-the-art.



Stu's Christmas tree.



Miranda's sidewinder starting stance.

### STU'S GATE

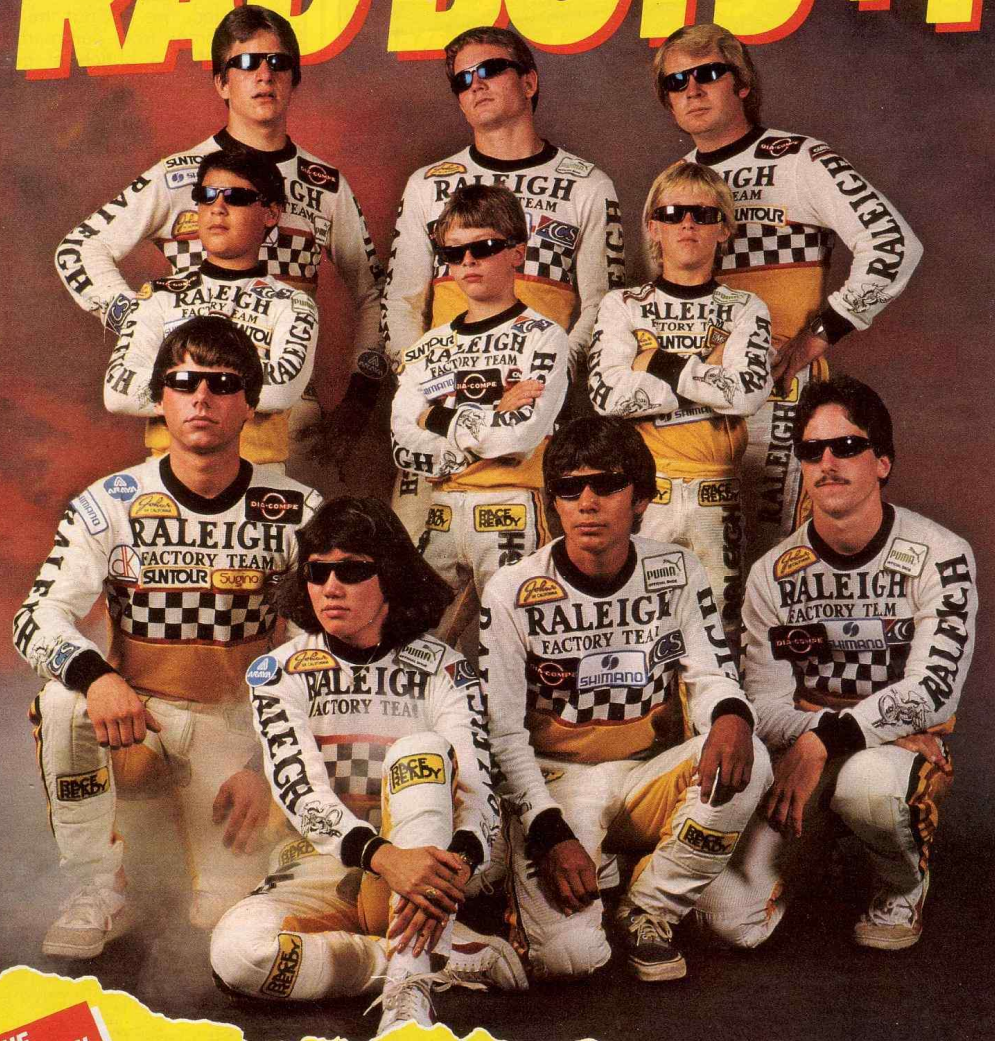
Recently, we were out in Riverside talkin' to Mike Miranda, and since he was going over to Stu Thomsen's house to practice starts, we cruised along with him.

When we got there, Stu pulled the gate out of the garage, and started hooking up the gear. Gear? Yup, 700 bucks worth of electronic practice gate and Christmas tree lights. Whew! As the competition gets tighter, the professionalism and intensity of

the pros' training techniques keeps right in step.

One other note of interest, check out how Miranda lines up in the gate. Looks like he's a sidewinder, coiled and ready to strike.

# RAD BOYS+1



### THE RALEIGH FACTORY TEAM:

Mike Stinson,  
Mark Driscoll,  
George Antill,  
Sam Arellano,

Dylan Spears,  
Jason Christy,  
Don Johle,  
Misty Dong,  
Larson Manuelito,  
Jamie Tedesco.



**RALEIGH RACING**

TEAM SPONSORS: ACS, Carrera, Dia-Compe, Johar, Nolan, Puma, Race Ready, Shimano, Suntour.



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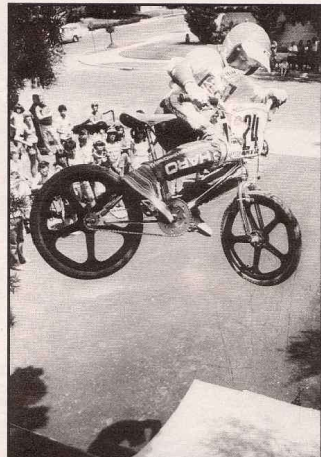
## TRACKSIDE

### READERS' PHOTO GALLERY

Ever since we put out the call for hot photos from our readers, we've gotten a bunch of good 'uns! So for your viewing pleasure, here are a few of the best.

Oh yeah, one more thing. Of the photos that you guys have sent in, almost ALL have been on quarter-pipes. Doesn't anyone who knows how to JUMP have a friend with a camera? What's the deal?

Also, sports fans, most of the time we stay away from radical shots where the rider isn't wearing a helmet. We don't want to get overbearing here, we just want to keep our readers healthy.



Todd Anderson, Camarillo, California.



Scott Berry, Hartford, Wisconsin.



Hugo Gonzales, Santa Clara, California.



BMX ACTION's answer to Tolstoy's WAR AND PEACE.

### BOOKIN'

Right now, right this very second, the finishing touches are being put on THE COMPLETE BOOK OF BMX, a project that we've been slaving over day and night for the past six months.

Harper and Row, who are to book publishing what Mighty BMX is to the BMX magazine biz, asked us to do it with 'em. It covers EVERY aspect of racing and freestyling. It will be somewhere around 224 pages long and crammed with scads of radabocal action photos in both color and black and white.

Look for it in bookstores everywhere in March, or watch for a mail-order ad in BMX.

## Panaracer Lightweights...

### Where less is more.

That's right, with the new Panaracer lightweight skinwall narrow section tires, less definitely means more. Less weight means more acceleration. Less tread width means more control and better handling. Less rolling resistance due to the lighter weight and tread design means more power and speed.

Panaracer lightweights are the perfect choice for lightweight riders.

You don't need the extra weight and rolling resistance of big tires. Panaracer lightweights will give you faster starts and greater control that will pay off at the finish line.

Find out how much more a little less can mean. Get on a pair of Panaracer lightweights at your BMX specialist today.

Panaracer gives you a choice with two sizes of high-performance lightweights, 20 x 1 1/4 and 20 x 1 3/4.

High density high-strength nylon skinwall casing for durability and a lively feel.

Multi-sided lugs provide all the cornering power and traction you'll ever need.

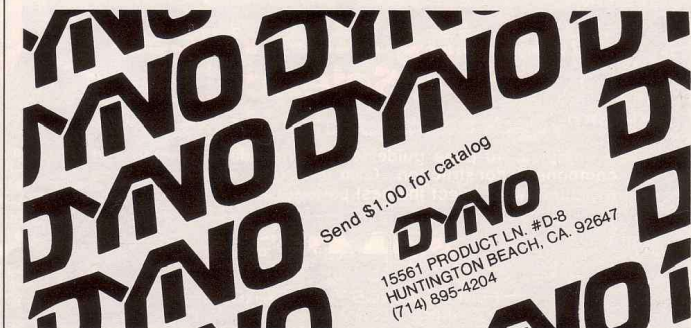
Panaracer lightweights are available in skin side black, blue, red and yellow.



**Panaracer**

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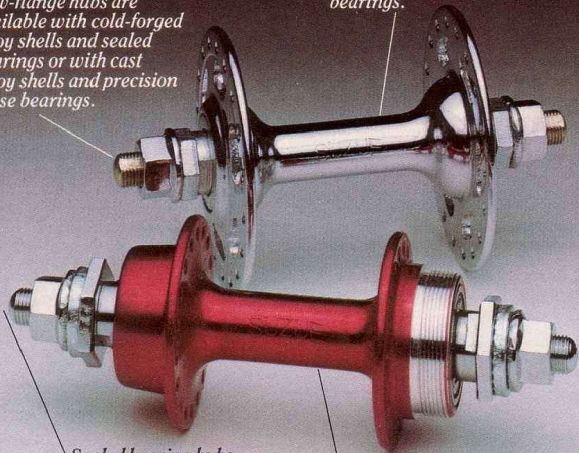
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Low-flange hubs are available with cold-forged alloy shells and sealed bearings or with cast alloy shells and precision loose bearings.

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Finishes available are red, blue, gold and black anodizing and high luster show chrome.

## FINISH FIRST. START WITH SUZUE.

The secret to winning is starting with the right stuff. When it comes to BMX wheels, the best place to start is with Suzue Hubs. State of the art technology and precision engineering combine to make these hubs second to none in performance and reliability. With a variety of models,

styles and colors available, Suzue Hubs are the perfect choice to fit your BMX wheel requirements and budget.

See our complete line of hubs today at your favorite bike shop and make sure your next pair of wheels start right with Suzue.

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## TRACKSIDE



### SEEIN' DOUBLE

Buffy and a cardboard impersonator. Neat point-of-purchase display from Zeronine, one of Mike's co-sponsors.



Charlie.

### GHP

You probably already know that Greg Hill left GT to start his own BMX racing company, GHP. (If not, check the HILL ON HILL article in this issue.) What you may not know is that Greg is definitely not screwing around here. He has already signed the mega-awesome Charlie Williams, and an English dude named Tim March who has a rep in England and Europe as THEE FASTEST. Charlie left the Hutch factory team because, "I just needed a change. I was getting stale. There were no problems, Hutch was cool."

## Catch a Little of Greg's Magic



*Greg Hill*  
Greg Hill  
BMX Magician



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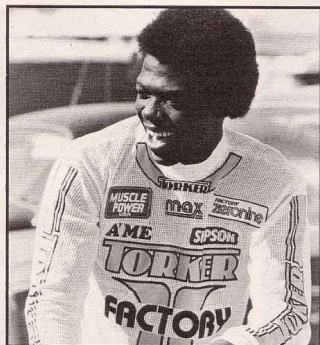
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SANTA ROSA, CA 95401

STUFF AND LEAVE THE REST FOR THE LIGHTWEIGHTS ★ ALL ORDERS ARE

## TRACKSIDE



Tommy Brackens

### TORKER

Tommy Brackens vacated his spot on Powerlite to sign on Factory Torker. Steve Johnson, the owner of Torker, is intent on putting together a killer team like they had a couple years ago when Doug Davis, Jason Jenson, Clint Miller, and Eddy King ruled the berms. Tommy is so powerful on the straights that with a little coaching from the very experienced Steve Johnson, Tommy should BLAZE!

### MOUNTAIN BIKERS

Since there are fewer major BMX races during the winter months, Brent Patterson is planning on riding some long-distance mountain bike races to stay sharp. Jeff Bottema and Scott Clark have also been messing around with Mountain bikes. They rode the recent 40 mile Crested Butte Klunker Tour that winds 13,000 feet up over Pearl Pass in the Rockies and ends in Aspen.

### QUICKIES

"Hey, Oz, it's free coffee for the day if my kid's picture shows up in your magazine."

A lady working in the snack bar at the races.

"My dad's racing and I HAVE to watch him."

A kid trying to get into the infield at the NBL Grands.

AVAILABLE  
EARLY  
'84

# REDLINE JUST GOT TRICKIER.



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

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

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

geometry and brutally strong construction  
is well equipped to handle all the curb ends,  
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dish out.

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

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

**REDLINE**

Red Line Engineering, Inc.,  
830 Tourmaline Drive, Newbury Park, CA 91320

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"THE BRUTE"

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SUPER TAPERED-FORKS

DIA-COMPE MX1000  
FRONT & REAR BRAKES

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**REDLINE**

RedLine Engineering, Inc., 830 Tourmaline Drive, Newbury Park, CA 91320

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ALL CHROMOLY FORKS

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CHOICE OF SUGINO GT  
3 PIECE ALUMINUM OR  
1 PIECE CHROMOLY  
CRANK SET

(C.P.S.C. EQUIPMENT INCLUDED BUT NOT SHOWN)



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**JT BATTLE PANTS**  
 Camouflage/White design.  
 Another JT exclusive!  
 All sizes  
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**40100 BS**  
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**JT BATTLE GEAR JERSEY**  
 JT's new poly/cotton BMX Battle jersey! Specify size. **\$17.95**  
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 Mud guards of tough satiny and spandex, velcro opened back, and elastic top. In team colors as shown. **\$17.50 (pair)**

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**PATENTS PENDING**  
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# RED LINE CARRERA II



ON AN 0 TO 10 SCALE  
THIS BIKE IS ABOUT AN  
11.5

**red line** (red līn) n. 1. the mark on a tachometer that shows the maximum limit that an engine can be revved; racing vehicles usually run at or just below this limit. 2. a very high quality BMX bicycle designed to be ridden ABOVE the maximum limit.

**T**ime and time again, the second meaning in that definition has held up under heavy fire.

But we love to challenge things like that, so we couldn't resist getting our paws on a Carrera II for a test to see if we could prove the definition wrong. We instantly started thinking of all sorts of devious, diabolical things we could do to the bike.

You guys ready? Then hang on to yer shorts, 'cause here we go.

## TOUR DE COMPONENTS

The forks have tapered legs and a totally cosmo method of mounting the dropouts. The bottom inch of each fork leg is slotted so that part of the dropout extends up into the slot. It is then welded all the way around on both sides of the leg. What this does is support the dropout much more than the ordinary method of just welding the dropout onto the front of the fork leg. Flex is reduced CONSIDERABLY.

Just to let you know, there's no

such animal as a Carrera frame. That's the name of the complete bike. The frame and fork's name is the PL-20. There have been more than a few riders show up at shops asking for a Carrera frame and fork only to find out they're like a unicorn — nonexistent.

The head tube of the PL-20 frame is flared at the ends to provide more beef around the headset cups, and is narrower the rest of its length to save a few ounces. The headtube is five inches long to provide more rigidity than is found in the more common four inch variety.

Red Line started something with the little triangle gussets at the bottom of the head tube. Lots of other companies have . . . uh, adapted them to their own bikes.

The ends of the seat stays and chain stays are roll-formed closed and welded all the way around both sides of the dropouts instead of having straight-cut open ends. This adds extra time and expense to



Stuart Thomsen, full-tilt bozo.

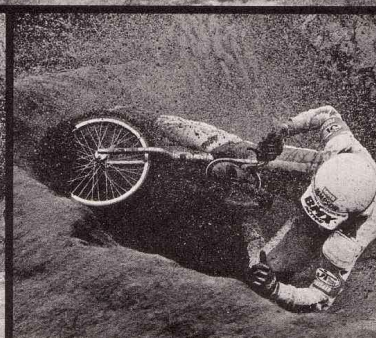


# RED LINE CARRERA II



## BMX ACTION

We test bikes like we eat Rosa's tacos completely and fiercely. So, because this issue of Mighty BMX will be on the stands right in the middle of the monsoon season for many parts of the country, we thought it appropriate to check out how the Red Line handles in mud holes. So Oz and R.L. jumped on Giberson while Buff pounded on him with his crutch, and we got him to volunteer for some Underwater Demolition Team testing. As you can plainly see, except for a few problems with technique on Gibey's part, the Red Line proved to be a great mudder.

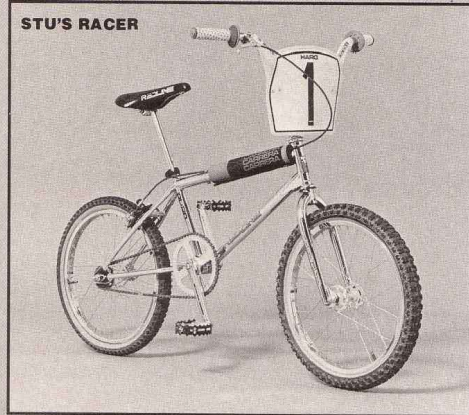




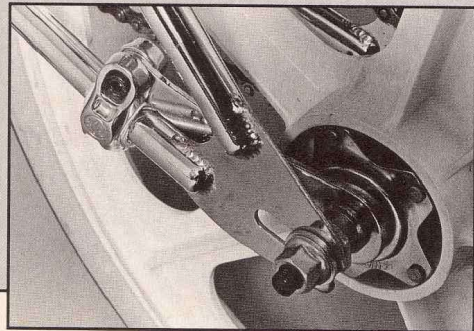
## HOW STUART AND R.L. HAVE THEIR BIKES SET UP

Since Stompin' Stu and our own resident PL-20 cranker, R.L., have their personal business machines dialed to absolute sano PERFECTION for their specific modes of riding, we waited till they weren't looking and made off with their bikes to give you the inside scoop on how they're set up.

### STU'S RACER



**FRAME AND FORK:** Red Line PL-20, chrome-moly.  
**HANDLEBAR:** Red Line Stu Thomsen signature model, chrome-moly. ("Umm, well, they're a LITTLE wider than stock.")  
**HANDLEBAR STEM:** Red Line, aluminum and chrome-moly.  
**GRIPS:** Oakley B-1B.  
**HEADSET:** \$3.95 cheap-o with a B.S. Dirt Skirt. ("I go through headsets really quick.")  
**RIMS:** Chrome Araya 7X.  
**SPOKES:** .080, with aluminum nipples.  
**HUBS:** SunTour Superbe, high-flange, aluminum. ("I'm going back to low-flange hubs. Low-flange wheels are stiff, but high-flange wheels are TOO stiff.")  
**TIRES:** Comp III, 2.125 front, 1.75 rear.  
**TUBES:** 20 X 1.75.  
**BRAKE:** Dia-Compe MX caliper, aluminum, rear only.  
**BRAKE SHOES:** Mathauser finned.  
**BRAKE LEVER:** Dia-Compe Tech 3, aluminum.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** SunTour XC-II, aluminum and chrome-moly.  
**CRANK:** Red Line Flight Crank, tubular chrome-moly, 185mm.  
**BOTTOM BRACKET SET:** Hadley sealed-bearing. ("I'll be using one of the new Red Line URL-2000's as soon as I can get one.")  
**FRONT SPROCKET:** Red Line, aluminum, 3/32".  
**FREEWHEEL:** SunTour, 3/32". ("My gearing varies between 42 and 43 1/2 — 16.")  
**CHAIN:** Sedisport, 3/32".  
**SEAT:** Elina with Red Line logos.  
**SEAT POST:** Red Line, fluted chrome-moly.  
**SEAT POST CLAMP:** SunTour, aluminum.  
**SAFETY PADS:** Red Line.  
**NUMBER PLATE:** Haro Series One.



### R.L.'S FREESTYLER

**FRAME AND FORK:** Red Line PL-20, chrome-moly.  
**HANDLEBAR:** Star Bar, chrome-moly.  
**HANDLEBAR STEM:** SunTour, aluminum and chrome-moly.  
**GRIPS:** Oakley B-1B.  
**HEADSET:** Hatta MX-II.  
**RIMS:** White Skyway Tuff II. (Originally produced in white especially for R.L.)  
**HUBS:** Front, Campagnolo Track; rear, SunTour coaster brake.  
**TIRES:** National Tire Stadium, 20 X 1.75 front and rear.  
**TUBES:** 20 X 1.75.  
**BRAKES:** Dia-Compe MX calipers, aluminum, front and rear; rear SunTour coaster brake.  
**BRAKE SHOES:** White Skyway Tuff Pads.  
**BRAKE LEVERS:** Dia-Compe Tech 3, aluminum.  
**BRAKE CABLES:** Dia-Compe.  
**PEDALS:** MKS Graflight-X, fiberglass impregnated nylon and chrome-moly.  
**CRANK:** Red Line Flight Crank, tubular chrome-moly, 180mm.  
**BOTTOM BRACKET SET:** Tioga sealed-bearing.  
**FRONT SPROCKET:** Red Line, aluminum, 1/8", 41 teeth.  
**REAR SPROCKET:** SunTour, aluminum, 1/8", 16 teeth. ("I need easy gearing to get going quick in the small show areas we use.")  
**CHAIN:** Izumi, chrome-plated, 1/8".  
**SEAT:** Elina Lightning Bolt.  
**SEAT POST:** Star BMX lay-back, chrome-moly.  
**SEAT POST CLAMP:** SunTour, aluminum.  
**SAFETY PADS:** Flite.  
**NUMBER PLATE:** Aero.  
**MISCELLANEOUS:** Radkaps valve caps. Dia-Compe hinged seat clamp used for coaster brake band. Coaster brake arm bent to position it over chain stay. ■

*This is the coaster brake arm on R.L.'s bike. If you're going full-on into trick riding, you must run a coaster brake in addition to your rear caliper. But you'll find that the brake band keeps breaking. R.L. solves this problem by bending his brake arm so the end sits over the chain stay, and using a Dia-Compe hinged seat post clamp — with tape under it — in place of a brake band.*

# RED LINE CARRERA II

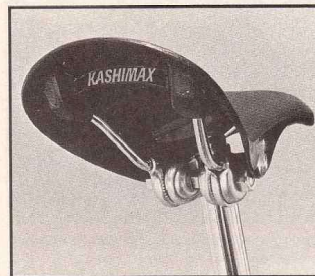


## PRICE & SPECS

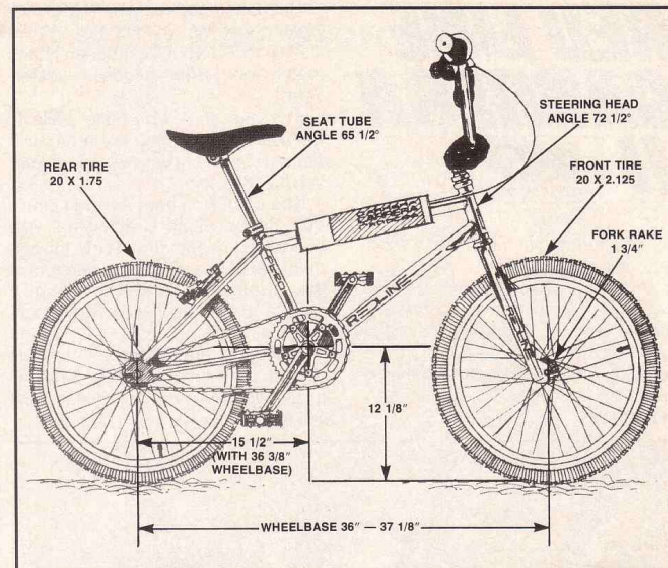
**COMPLETE BIKE PRICE:** \$465.00  
**FINISH AVAILABLE:** Chrome with black components.  
**COMPLETE BIKE WEIGHT (without pads or plate):** 24 pounds, 11 ounces.  
**FRAME WEIGHT:** 4 pounds, 2 1/2 ounces.  
**FORK WEIGHT:** 2 pounds, 5 1/2 ounces.  
**STEERING HEAD TUBE LENGTH:** 5 inches.  
**HANDLEBAR RISE:** 8 1/4 inches.  
**HANDLEBAR WIDTH:** 27 1/4 inches.  
**TOP TUBE O.D.:** 1 1/4 inches.  
**DOWN TUBE O.D.:** 1 1/4 inches.  
**FORK LEG O.D.:** Tapered.  
**BOTTOM BRACKET TYPE:** American.

## COMPONENTS

**FRAME:** Red Line PL-20, chrome-moly.  
**FORK:** Red Line PL-20, chrome-moly, leading axle.  
**HANDLEBAR:** Red Line Stu Thomsen signature, V-bar, chrome-moly.



**HANDLEBAR STEM:** Red Line, aluminum and chrome-moly.  
**GRIPS:** OGK Mach, rubber.  
**HEADSET:** Hatta MX-II, with SunTour Head Lock-up.  
**RIMS:** Ukai, aluminum.  
**SPOKES:** 36, .080.  
**HUBS:** SunTour, sealed-bearing, aluminum, low-flange.  
**TIRES:** National Knarler Knobbies.  
**BRAKE:** Dia-Compe MX, aluminum.  
**BRAKE PADS:** Dia-Compe.  
**BRAKE LEVER:** Dia-Compe.  
**BRAKE CABLE:** Dia-Compe.  
**PEDALS:** SunTour, XC-II, aluminum and chrome-moly.



**FRONT SPROCKET:** Sugino chainwheel, 44 tooth, aluminum.  
**SPIDER:** Integral with pedal arm.  
**FREEWHEEL:** SunTour, 16 tooth.  
**CHAIN:** Izumi, 1/8 inch.  
**SEAT:** Kashimax Aero.  
**SEAT POST:** Red Line, fluted chrome-moly.  
**SEAT POST CLAMP:** SunTour, aluminum.  
**ACCESSORIES:** Red Line pads.

## PERFORMANCE EVALUATION

**PURPOSE:** Racing (up to and including pro). Ultra-zoot street.  
**AGE RANGE:** 14 and over racing, 13 and over street.  
**QUALITY OF FINISH:** Very good to excellent.  
**QUALITY OF WELDING:** Very good.  
**MISCELLANEOUS COMMENTS:** Put the brake lever in a vice and carefully pound it into some kind of power bend instead of the stock knuckle buster . . . Lube the spindle to help get the cranks on and off easier . . . Wheel fit is great front and rear . . . All cups fit perfect . . . It's great that they put 180's on here, they really match the size of the bike . . . Cool bike, just get a number plate, dial in the gearing, and go racing.  
**TEST INPUT:** R.L., Stu, Oz, Gibey, and Buff from the sidelines.  
**MANUFACTURER:**  
 Red Line Engineering  
 830 Tourmaline Drive  
 Newbury Park, California 91320  
 Tel: (805) 498-6783



**CRANK:** Red Line Flight cranks, 400 Series, tubular chrome-moly, 180mm.  
**BOTTOM BRACKET SET:** Sugino, sealed-bearing, with Sugino chrome-moly spindle.



# RED LINE CARRERA II



Red Line used to have THEE best looking welding of ANY bike. While it's still VERY GOOD, it doesn't quite match the perfect beads of yesteryear.

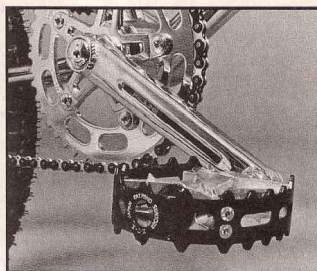
The bars took us a little while to get used to, but if you like a bar with almost no pull-back in the bend, you'll LOVE 'em.

The cranks on here are Red Line's 400 Series Flight Cranks that use the tapered spindle. Even though these ARE the economy version of the original 401 Series splined spindle crank, they work great and are totally stiff.

The crank arms fitted on the Carrera II measure 180mm, a great choice for the size riders this bike will fit.

manufacturing, but makes for a more sano tail section.

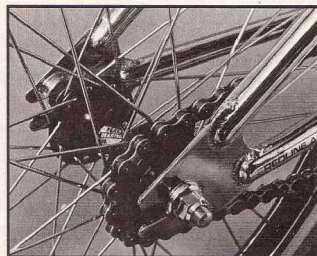
This is the exact same frame that Stu, D.D., Jon Anderson, and Eric Garcez race, so if there isn't enough room on here for you, you should be riding a cruiser. It's also the same frame R.L. rides for Trick Team performances.



*The Carrera II comes box stock with Red Line's 400 Series Flight Cranks. Even though these are the econo version of the original 401 Series - they have a tapered instead of splined spindle - they work great and are totally stiff. The SunTour XC-II pedals are a definite medical improvement over the earlier XC-1 Jaws of Death.*

The Sugino sealed-bearing bottom bracket works fine, but if you want the epitome of zootness, replace it with one of Red Line's new high-tech URL-2000 bottom bracket sets.

The SunTour XC-II pedals that come stock on this bike are the current cream of the crop in the Foot



*SunTour sealed-bearing hubs, SunTour freewheel, and the same zoot dropout/slot/full-weld treatment as on the fork.*

Fixation Dept. They grip, but they're not Jaws of Death like their earlier cousins, the XC-I's. Even still, you better not let 'em grab your shins or you'll be sorry.

The Knarler Knobbies work fine, thanks, as do the aluminum Ukai rims.

Next in from the rims are the cool SunTour sealed-bearing hubs, designed to keep mung and drool from

*In the past, when you bought a Red Line, you expected it to do everything perfect. So what's new?*

## FIVE MINUTES WITH THE MIGHTY ONE

### OUTLOOK FOR 1984

"I'm gonna race hard, go fast, and earn lots of money."

"I don't want to start serious training till this ESPN series is over, and then I have about two months before anything happens. I WANT to start just really full-on training. Running, weights, riding my bike every day, and go at it like I used to."

"Maybe if I drive my car real fast and get a few tickets, they'll revoke my license and I'll have to ride my bike. What I need to do is ride my bike a little more than up and down the street and doing starts."

"Right now I'm just laying low, and letting the people think that this is the way I'm gonna be next year. But I'm cookin'. I've got the fire back under the old pot. I've been wanting to have fun and play, but everybody else is really serious and they want to race."

### LOOKING BACK AT 1983

"I had it all dialed at Elsinore this year, but a couple months down the road something went wrong and I lost it. Then a few months ago I was winning again, then I started running into little problems. Personal mistakes and DNF's."

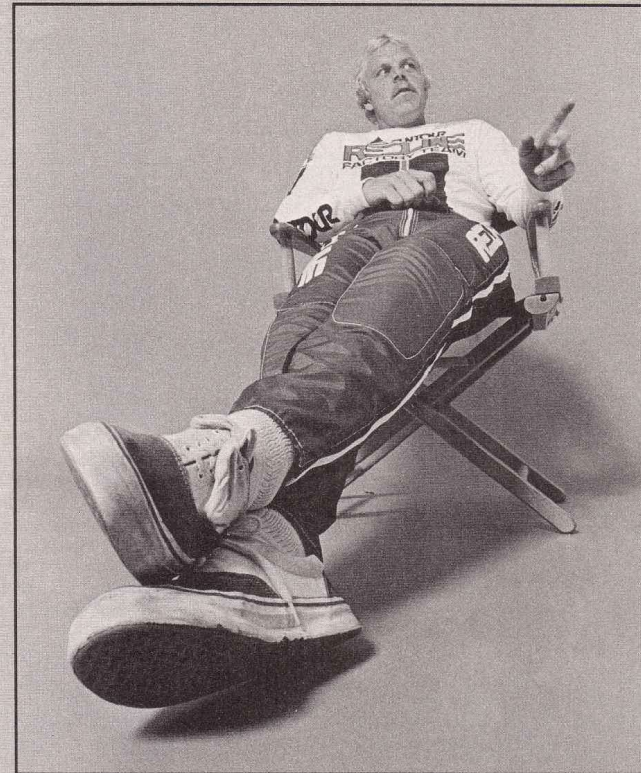
"Staying number one is always the hardest, 'cause you're at the top and everyone is gunnin' for you. I got booted off this year, and it may not come next year, but I AM gonna get another number one plate before I quit."

### PERSONAL INPUT INTO THE DESIGN OF THE PL-20 FRAME AND FORK

"The PL-20 is a cross between my verbal and riding input and Linn Kastan's technology. When I first got on the team I suggested minor changes, but they didn't all take place till this version of the Pro-Line. It took about 2 1/2 years for all the changes to occur."

"What we worked on was changing the angle of the top tube so that it was lower in the rear. That gave the frame a lower profile."

"At the same time we lowered



the bottom bracket 3/8 to 1/4 of an inch. That lowered the center of gravity, which made it more stable in the turns. Now it knifes through the turns. You can just wick it through the corners. It also helps it come out of the gate a little better."

### WHO ARE THE FIVE FASTEST PROS?

"Well, I think there are three consistently fast guys at the top . . . umm, I wouldn't make it in that top three, so let's make it five. Of course I can't leave myself out. No matter how good or bad I do, I'm always there."

"Then I'll say Greg Hill. You can't leave him out of ANYTHING. If you do, he'll go out and win the race."

"Brian Patterson, of course. He's been looking good."

"The next two are really tough.

The consistency drops off and you just look at power riders. Tommy Brackens. Eddy King comes to mind, yet I don't feel he's a threat. He's still lurking in the shadows."

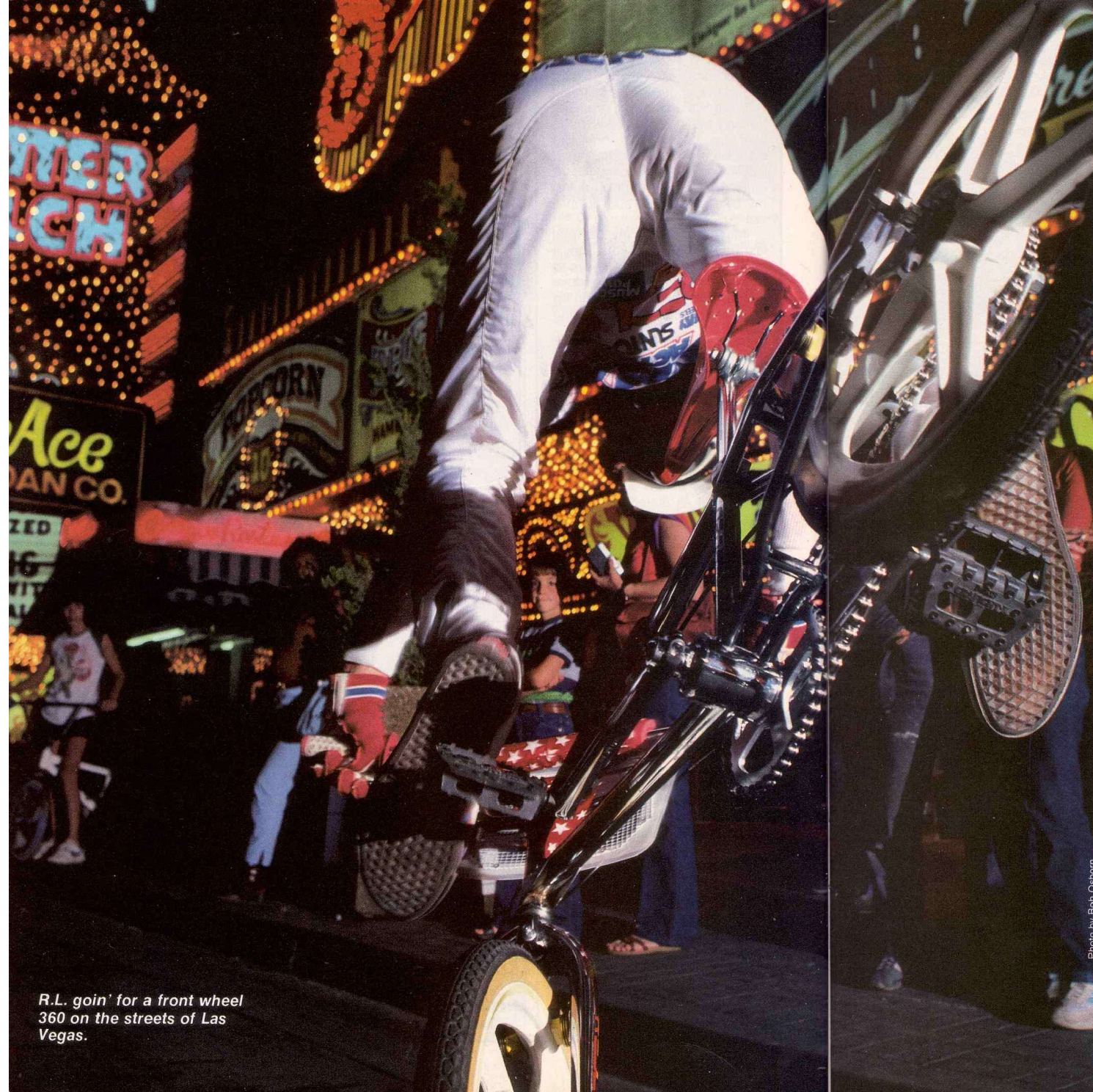
### FEELINGS ON CRUISERS

"I think I've given in to them. It's easy money. I'm faster than (BEEP!) on 'em. The last few races that I've raced 'em I've done really good. I have a little bit of a hard time riding 'em, but D.D. has been telling me how to ride the bike. I have a little tendency to lean back too far, the front end comes off the ground and I get high-speed wobbles."

### ANY FINAL COMMENTS?

"I wish this would be a united sport. No problems, no hassles, and just a good time. There's too much political junk." ■





R.L. goin' for a front wheel 360 on the streets of Las Vegas.

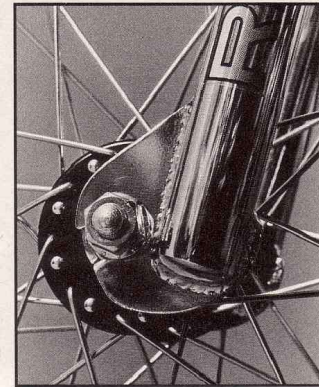
# RED LINE CARRERA II



reaching the tender bearings, and bogging your performance.

Braking is accomplished with the great Dia-Compe MX caliper. But the Dia-Compe brake LEVER is a straight, funky jobber that's lame for two finger braking. The reason it's on there is 'cause it's the only lever that gives enough leverage to meet CPSC (Consumer Products Safety Commission) standards for use with one caliper. But since government testers use four fingers on the lever, and BMX'ers don't, and since it's impossible to get any kind of powerful AND useable leverage with it, stick it in a vice and use a hammer to engineer your own fave bend into it. Use a little finesse when you do this; don't King Kong the sucker, or you'll be buyin' a new lever.

The OGK Mach grips are a very



*The bottom inch of each fork leg is slotted so that part of the dropout extends up into the slot. Then it is welded all the way around on both sides. This makes for more strength and less flex than the normal method of attaching dropouts. Ultradyno-rhino.*

hard compound of rubber and should last forever, but it'll be at the expense of your palms. Replace 'em when you get tired of blisters.

Other great miscellaneous goodies include the SunTour seat post clamp and Head Lock-Up, the

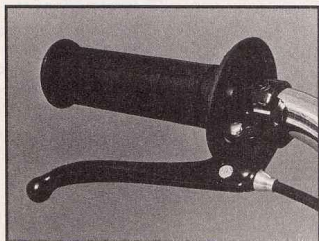


The Red Line Carrera II. On an 0 to 10 scale this bike is about an 11.5. The frame is the legendary Pro Line, with a few trick geometric refinements.

Photo by Bob Osborn



# RED LINE CARRERA II



The OGK Mach grips and Dia-Compe straight brake lever are . . . uh, let's put it this way; if they were fish, we'd throw 'em back.

aluminum and chrome-moly stem, which is the same stem that Stu and Greg Hill use on their bikes.

Okay, 'nuff said. We'll talk to you again in a few hours, after we get back from the track.

## TOUR DE TRACK

Okay, (pant, pant, pant) we're back. We were NOT nice to this bike. Not even a little bit. It didn't matter that it was a race bike, or that you shouldn't thrash a bike like this. We did it anyway. What DID matter was that we had the time of our lives giving it a good pounding, and nothing bent, broke, tweaked, twanged, or twoogled. Except maybe Giberson.

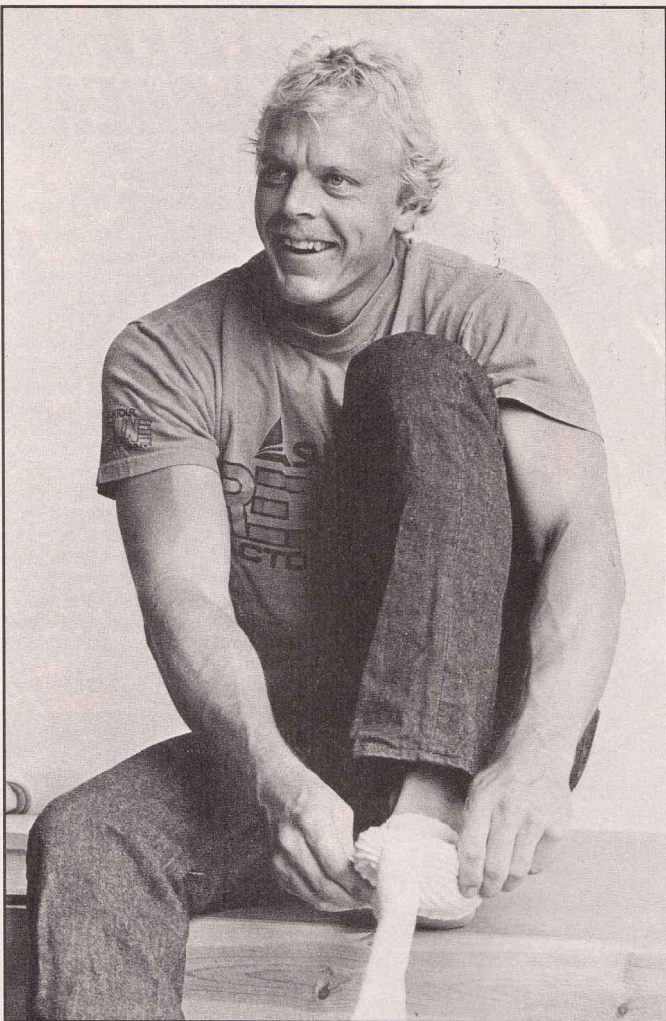
R.L. spent more time atmospherin' than the Space Shuttle. Flight time provided no quirks or surprises other than confusing a flock of geese headed south for the winter. Totally confidence inspiring.

Speed jumping was a cinch, even at WFO speeds.

Best results for cornering were achieved by keeping our weight centered and using the basic point-the-front-wheel-where-you-want-it-and-crank-like-a-madman method. It didn't matter whether we were carving or squaring the berms, they were both easy.

The seat was perfectly placed to use for support in the corners, and it didn't get in the way when it wasn't wanted.

Power position and response out



"It may not come next year, but I AM gonna get another number one plate before I quit."

of the gate was great. The wide, flat bars and 180mm Flights provided plenty of snap.

When we were done with all the normal stuff we told Gibey it was free Big Gulps for a month if he'd go for the Dreaded Mud Hole at Entradero. And he did! It was Underwater Demolition Team time for the Red Line.

About a dozen (glub, gurgle) runs later, we decided that . . . um, well, the UDT testing wasn't proving beans. But it was worth it just to see Gibey get doused in all that muck and goo, and we got some

KILLER photos. He came out lookin' like the Creature From The Black Lagoon. Actually, if you're having a rainfall problem in your area, the Red Line proved to be a great mud-der.

## BACK TO THE DICTIONARY

Well, the smoke is clearing from all the bombs we dropped on the Carrera II, and . . . yup, the definition is STILL intact. Will we ever be able to prove it wrong? With Red Line constantly updating their products, chances are lookin' mighty slim. ■

BMX ACTION

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*FLITE Donuts protect your thumb and finger from abuse when you're out thrashing.*

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# SCORPION

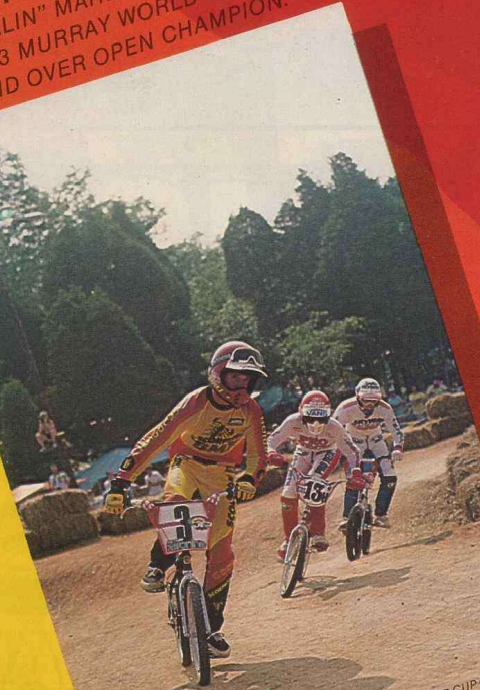
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**Z-Frame**

**THE PICTURE!**

In 1980 CW Racing designed the original Z-Frame; an extremely well-designed, well-built frame made of 4130 aircraft-tested chromoly tubing. It was a beautifully handling frame and was the forerunner of a long series of great frames.

In 1981 started out with the fantastic XM-Mini frame designed especially for the rider. CW factory rider [name] has won over 20 titles.

1981 started out with the fantastic XM-Mini frame designed especially for the small rider. CW factory rider Roger Moore has won over 20 Nationals on it.

1981 also brought a still better, more refined frame, the ZS. It was made of all the same top quality chromomoly tubing, carefully hand-assembled and finished in shiny chrome.

1982 again was an even better year for CW. The fantastic ZX-Pro Frame, the result of advanced technology, was introduced to BMX racers. Factory rider Mike Miranda won almost every race he raced with it. Other riders also found the ZX-Pro to be an instant winner.

1983 was a big year for CW as they introduced an even more advanced, longer ZXL frame designed especially for the tall, long-legged racer. Its geometry provides tremendous handling capabilities under all conditions.

1984 brings an absolutely awesome new frame, the custom CZ-Phase 1. The frame is built of the same top quality materials in all other CW frames, precision milled and hand-fitted at all joints. Head tubes and bottom brackets are specially machined for perfect fit. All frames are hand sanded and chromed, then polished again. Or, you can get a frame that has a special, electrostatically applied powder coated enamel in a choice of colors. What a choice!

*Race down to your nearest BMX bike shop and check out all the great frames from CW Racing. The only hard part is deciding which one to get.*

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# PRODUCT ANALYSIS



## SKYWAY T/A FRAME AND FORK SET

### DOES T/A STAND FOR TROPHY ACCUMULATOR?

Okay gang, for just a minute try to imagine all the frame and fork

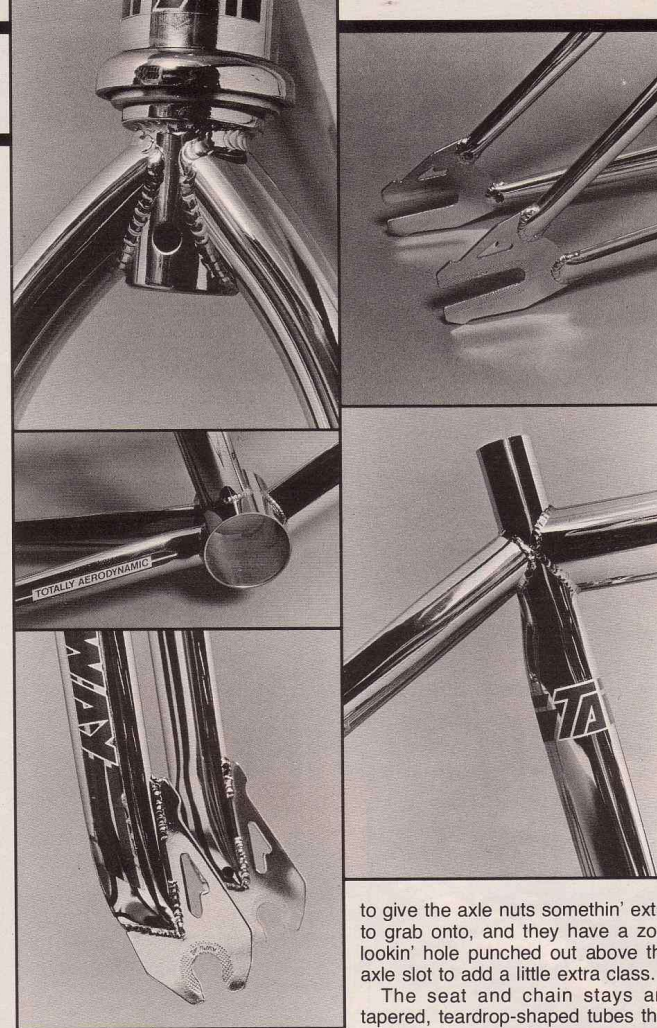
combos available out there in BMXville as different styles of cars. C'mon, I know it sounds funky, but just try it.

Let's see, there would be a bunch of basic cars like VW bugs. Plain and very straightforward in design, but TOTALLY reliable.

Next would be some sporty models. Racier looking and faster with better handling, but a little less durable.

The further up the line you'd find the REALLY exotic cars — Turbos and the like. You can just LOOK at these vehicles and know that WAY more effort is put into the design and cosmetics than average. When these cars are built right, they're the BEST! But when they're not, they need reserved parking spaces at the repair shop.

Anyway, back to the real world. We recently got a Skyway T/A frame and fork to look over, and as soon as it was out of the box we KNEW



we weren't dealing with a VW. We were talkin' more in the range of a Lamborghini Countach! But the question was this: Did Skyway build it right?

It's obvious from first glance that they invested TONS of time and effort putting together the T/A frame and fork (T/A stands for Totally Aerodynamic). Completely 4130 chrome-moly, the frame and fork are things of beauty — almost masterpieces. Let's start at the back of the frame and work our way forward.

The rear dropouts are NOT your basic snooze-a-roonie variety. They're die-cut into a VERY distinctive shape, knurled on the outside

to give the axle nuts somethin' extra to grab onto, and they have a zoot lookin' hole punched out above the axle slot to add a little extra class.

The seat and chain stays are tapered, teardrop-shaped tubes that go through a manufacturing process that makes the wall thickness of the material thicker where the taper is narrow, and thinner where the taper is wide. The bottom ends of these tubes are slotted to accept the dropouts, and then the ends are completely closed and welded on both sides of each dropout.

The welding throughout the frame and fork is FIRST-RATE! Totally clean beads with apparently good penetration. Definitely some of the nicest we've seen in a LONG time.

The seat tube is round at the top, and then below the clamping area it is expanded into a teardrop shape. Ultra-trick.

The top and down tubes use 1 1/2

inch teardrop-shaped material.

The four inch head tube is milled on the inside to provide the cups a perfect fit.

By now, you're probably wondering about the frame weight. Well, it tipped the outstandingly accurate Mighty BMX scales at 4 pounds, 2 ounces. Purty light.

Okay, let's scrutinize the fork. The legs are made of 1 1/8 inch teardrop tubing, and the bottoms have been cleanly cut, formed, and welded shut. VERY sano.

The dropouts are styled similar to the rear dropouts, all the way down to the lightening hole and the knurling for extra axle nut gription.

The collar is drilled for a front brake.

One of Skyway's goals for the forks was to make them light, and at 1 pound, 8 1/2 ounces, they did it. But they also wanted them to be able to take EXTREME punishment. So they went a big step beyond average manufacturing processes by completely heat-treating them AFTER welding to between 30 and 36 on the Rockwell hardness scale. What this means is that these forks are TOUGH!

Since parts are subjected to very high temperatures during the heat-treating process, they tend to warp. But Skyway puts their forks into special jigs to make sure they don't lose their shape. After they come out of the oven, the forks are carefully examined to make ABSOLUTELY sure they're straight. We're talkin' DYNO-COSMOTICALLY RADIBOLICAL stuff here, gang.

The wheelbase is adjustable from 35 3/4 to 37 inches, so it should fit radsters 14 and over very nicely.

Now that you have the full scoop, do ya wanna take a stab at the sticker price of all this trickness? Forget it, we'll tell ya. 180 duckets. That even includes a Skyway California Lite frame pad. Pretty cool price for the qual involved.

So did Skyway do the job right? You bet'cha.

For more info contact: Skyway Recreation Products 4451 Caterpillar Road, Dept. BMXA Redding, California 96003 Tel: (916) 243-5151 ■



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SuperLites will increase the acceleration performance of your racer by reducing its overall weight where it counts the most, in the wheels.

The lighter the wheels are, particularly near your rims, the less energy you'll use to turn them coming out of turns and off jumps.

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.

TUBE SPECIFICATION CHART			
SIZE	NORMAL TUBE	SUPERLITE TUBE	PERCENTAGE LIGHTER
20x1 3/8	140	105	25.00%
20x1.75	165	120	27.27%
20x2.125	215	150	30.23%
WEIGHT IN GRAMS			

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First Place - Jag World Championships 1982  
First Place - NBL War of Stars, Ascot Raceway 1982  
First Place - BMX World Championship 1982  
First Place - Australia Pro (5 times) 1982  
First Place - Silverdome International 1981  
Etc., etc., etc.

## ZAP PADS

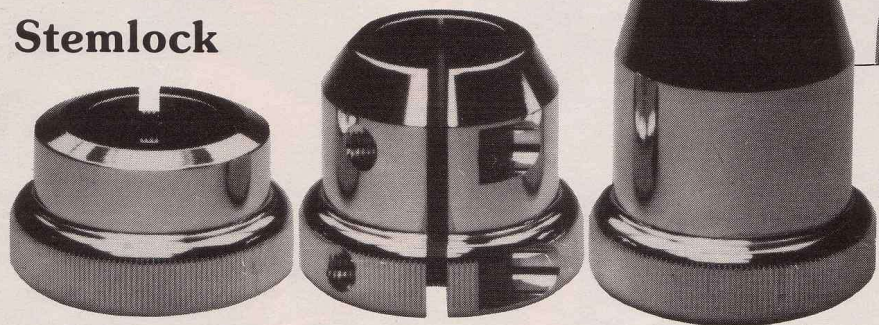
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# NEW!

## 2-N-1 Headset & Stemlock



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The longer length is great for quick hole shots; it will lengthen shorter frames to keep from knocking your knees on the handlebars, and also provide easy speed jumping and quicker cornering.

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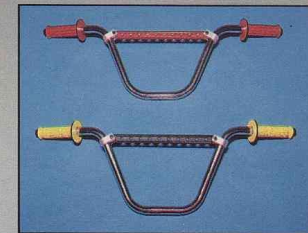
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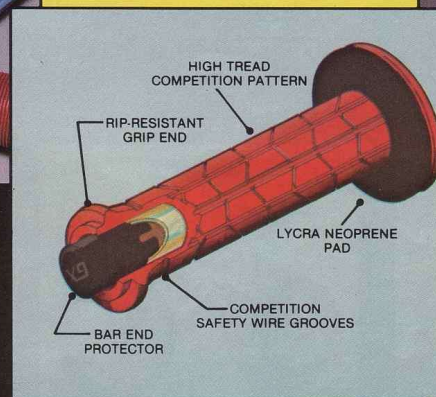
Holes in the End of Your Grips? We Have the Answer!



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

Piranha. New from Ross Bicycles. 7



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



001



002



003



004



005



006

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





**EXTENDED  
COVERAGE**

STORY BY STEVE GIBERSON  
PHOTOS BY BOB OSBORN

**RADICAL STATIC IN  
MUSIC CITY**

**O**kay, sports fans, get a good hold on your seats. We're here in hog heaven for country music lovers, Nashville, Tennessee, for this year's NBL Grands, and this ain't just any down-stream race.

Grandnationals ALWAYS bring out the best in BMX, and we're not just talkin' about the caliber of the riders,

or the fact that the racing is WAY more hectic than normal 'cause everybody is in hot pursuit of national numbers. We're talkin' BMX magic. The instant you arrive at the track and hop out of your transpo, you feel the electricity in the air. Your pulse rate jumps up a couple notches. It's like a super dose of adrenalin. It doesn't even matter if you're a racer. Parents, officials, and everyone else get ALL pumped up. But BMX is like that. It gets into your blood and gets it MOVIN'!

*Ever see the Speedy Gonzales cartoons on the tube? Put Charlie Williams on a BMX track and that's exactly what he looks like. But here's a shocker: This was Charlie's last race for Hutch. At the Interbike trade show in Las Vegas the following weekend, Charlie signed with GHP, Greg Hill's new company.*

Photo by Bob Osborn

**SCHWINN★LEVI'S**

**NBL GRANDNATIONALS**



# NBL GRANDNATIONALS

"I'd sure like to get it, but I'm not gonna kill myself thinking about it, 'cause it just doesn't do any good. You just race the race, and whatever happens, happens."

**Eric Rupe,**  
just before the main.

"Right now all the pressure's off. It's just . . . ahhh, relief. Before, I said I wasn't feeling the pressure, but my guts were rippin'."

**Eric Rupe,**  
the new NBL National No. 1 Pro,  
right after the main.



Did Doug Davis win the number one plate in 14 Expert? Does a bear poop in the woods?


The pits are a beehive. Everybody who's anybody is here. Micro mid-gets' European mechanics are busy doin' what mechanics do best — fussin' endlessly over exotic bikes that are already tuned to mega-perfection. Factory riders are kickin' back in their pit areas, tryin' to look casual to psych their comp. Moms

*This is why the pros are pros. In a split second they're going to land in a hard left berm turn. And do you suppose any of 'em are thinking about backing off? No way! These guys have their trannies locked in Look-Out-Momma-I-Dig-Carnations! Incidentally, Eddy King (on the far right), won Pro Award, and Scott Clark (you can't see him, but he's back there), won Pro Cruiser.*

Photo by Bob Osborn







You NEVER count out Mighty Stu.  
Pacing him on the outside is  
Anthony Sewell. Rock on, BMX!

**NBL GRANDNATIONALS**

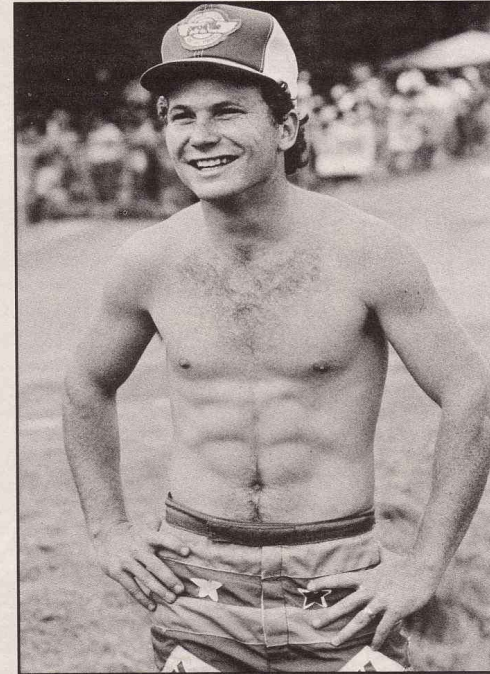
**BMX**  
ACTION

Photo by Bob Osborn



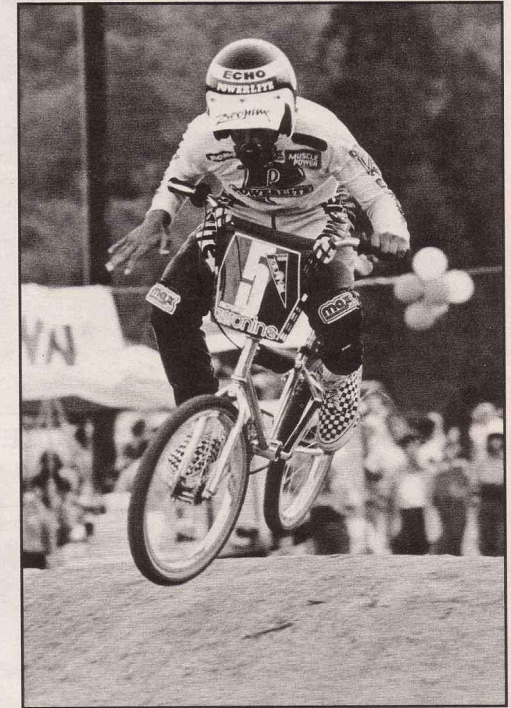
Check out this little dude, he's goin' for the doubles! Tod Tompkins won 7 Expert and finished 2nd behind Big Willie in 7 Under Open. In the photo he is being fiercely pursued by another heavy duty micro-midget, Jason Donnell.

# NBL GRANDNATIONALS



This is what it's all about! Eric "Swoop" Rupe scored enough points with his second place pro main finish to win one of **THEE MOST HEFTY** titles of 1983: NBL National No. 1 Pro.

It's eatin' dookie time in Tennessee!



are keeping their young heroes fueled with munchies and encouragement. Fans are runnin' around collecting stickers and autographs from all the factory teams. Loudspeakers are blarin', magazine and TV people are all over the infield, banners are flappin' in the breeze, and the track is ready and waiting.

This is the same track that was used for the Murray World Cup a few months ago — Dixieland Raceway — and it's definitely a national caliber track. Currently, it is probably the best track in the U.S. It doesn't give the riders a chance to rest for even a split second. You're either spinnin' at mega-warp speeds down the long straights, blastin' through the awesome berms, sailin' over one

At the finish of the pro main, Leary started a small riot by giving away his gloves. Harry is one of the coolest pros with the kids at the races.



# NBL GRANDNATIONALS

## HOW YOU EARN AN NBL NATIONAL NO. 1 PLATE

Amateurs have to race a minimum of five NBL War of the Stars races to qualify for the grands, and pros have to race at least 10.

Points are earned in these races according to your finishing position in each moto and the main.

A rider's five best scores (for experts, cruisers, and girls classes) and ten best (for pros) are totalled along with the moto and main points they earn at the grandnational to determine the

national numbers for the year.

Riders score a perfect by winning all three of his or her motos and the main. The object is to score five perfects before the grands (850 points maximum for amateurs, cruisers, and girls classes; 700 points max for the pros), and to score another perfect at the grands. We're not talkin' real easy stuff here, gang.

That's it. All you have to do is race every single race like your life depends on it. This points system is one of the reasons NBL racing is so exciting to watch. There's no slouchin' ANYWHERE! ■

## NBL NATIONAL POINTS SCHEDULE

Amateur, Cruiser, and Girls			Pros	
Position Finished	Moto Points	Main Points	Moto Points	Main Points
1st	50	20	10	40
2nd	45	18	9	35
3rd	40	16	8	30
4th	35	14	7	25
5th	30	12	6	20
6th	25	10	5	15
7th	20	8	4	10
8th	15	6	3	5

**NOTE:** At the grands, the moto points are the same, but the main points are double.

of the sets of doubles, flyin' . . . well, you get the idea.

Heartbreaks and triumphs come almost on a per-moto basis. This is the kind of stuff that makes for bench racing stories that will be told over and over again for years to come. Just getting through the countless semis and making a main is a MAJOR accomplishment. And if you trophy, holy chrome-moly! It's dang near impossible to describe the feeling of accomplishment you get.

Cost of the trophies for this race was more than 8,000 frogskins. And boy, do they look like it. They're TOTALLY qual! Definitely grandna-

tional timber here. Schwinn, Levi's, the NBL, and the Dixieland Raceway people have done a number on this one!

## POINTS ARE CRITICAL!

The NBL doesn't have just one national number one amateur, cruiser, and pro. There are 20 national numbers being chased after in EACH age group. While this does make for an overabundance of national numbers, it makes EVERY single race EXTREMELY critical and VERY exciting to watch, whether it's one of the 308 motos or the A Pro main.

Points are CRITICAL! (Check out



Jason Johnson sizzed the 11 Expert class. Schwinn, the sponsor of the race, and of Jason, was tickled ignorant.



The World's Fastest Girl . . . Cheri Elliot.



The dudes are definitely cookin' at the end of the first straight. Darrell Young goes for the style while Charlie Williams sticks to biz, and wins the corner. We love ya though, Darrell, 'cause we get such hot pictures.





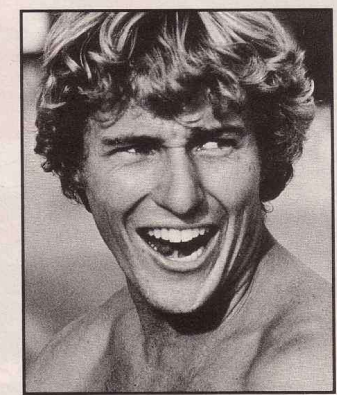
Here it is, crimefighters, maybe the single best moto of the entire year; the Pro Money main. Greg Hill (in his new GHP colors), got the holeshot but rolled a pedal over the first jump, handing the lead to the Coca Cola Cowboy, who said, "Sayanara, dudes!" and vanished in a cloud of dust. "Swoop" Rupe (who is directly behind Toby in this photo), politely held his position for a few more seconds, then smoked by Greg in the second turn. Henderson first, Rupe second, Greg third. We keep saying this, but it's true: If you have never seen a BMX pro main, you have absolutely ZERO concept of how brutally fast these guys are!!!

the points sidebar to see how the NBL system works.) EVERYONE here knows EXACTLY how many points they've earned throughout the year, and how many points their compo has. New points tallies are figured after each moto with the same rapidity as on the New York Stock Exchange.

If a rider is in contention for a plate, there's NO WAY he'll miss this race. Matt Harris broke his collarbone at a race the week before, but since he's up high in the standings for Pro Cruiser, he's gonna roll around the track on his bike to pick up as many points as possible. Crazy, but this is the Grandnationals!

### PRO POINTS CONTROVERSY

According to the points sheet that the NBL is passing out, the A Pro points chase is a three-way battle



Yeah, Toby WAS stoked!

# NBL GRANDNATIONALS



# NBL GRANDNATIONALS



Photos by Bob Osborn

between Brian Patterson with 658 points, Eric Rupe with 618, and Greg Hill at 606. Brian has what seems to be an insurmountable points lead. Says the long and lanky Brian, "All I've got to do is make the main, which is no problem. I'm gonna win it."

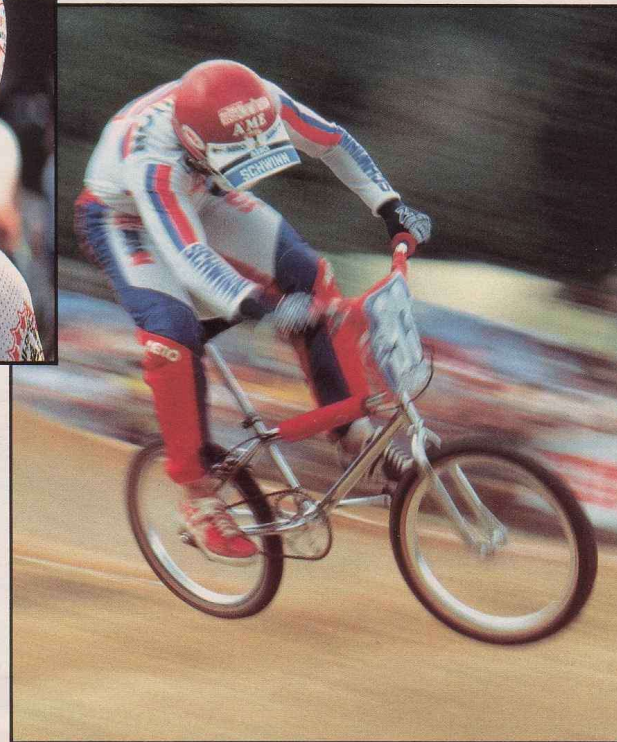
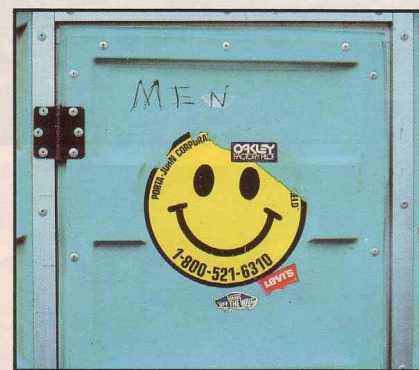
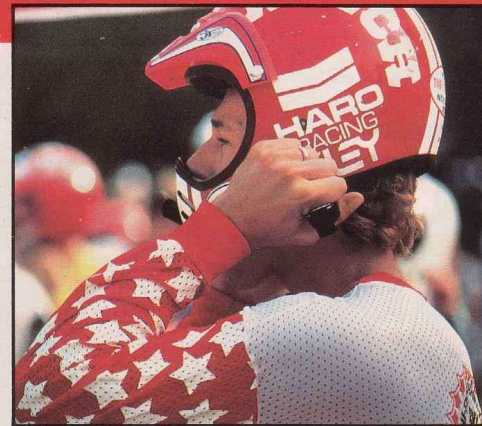
But as Greg Hill pointed out, "No pro has come into the grands with the

lead and left with it." All three of these guys are in the same moto, so they'll be racing each other all weekend. Killer competition!

Greg shocked a WHOLE bunch of people by showing up with a GHP (Greg Hill Products) bike and uniform instead of his normal GT garb. "I just wanted to do my own thing. It was kind of hard getting motivated

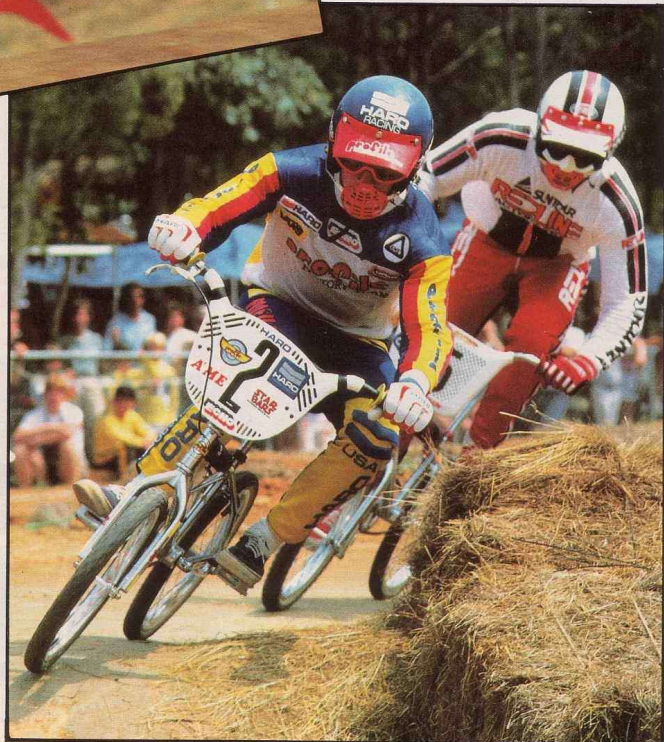
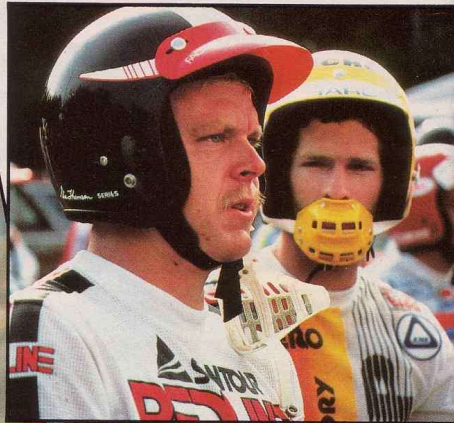
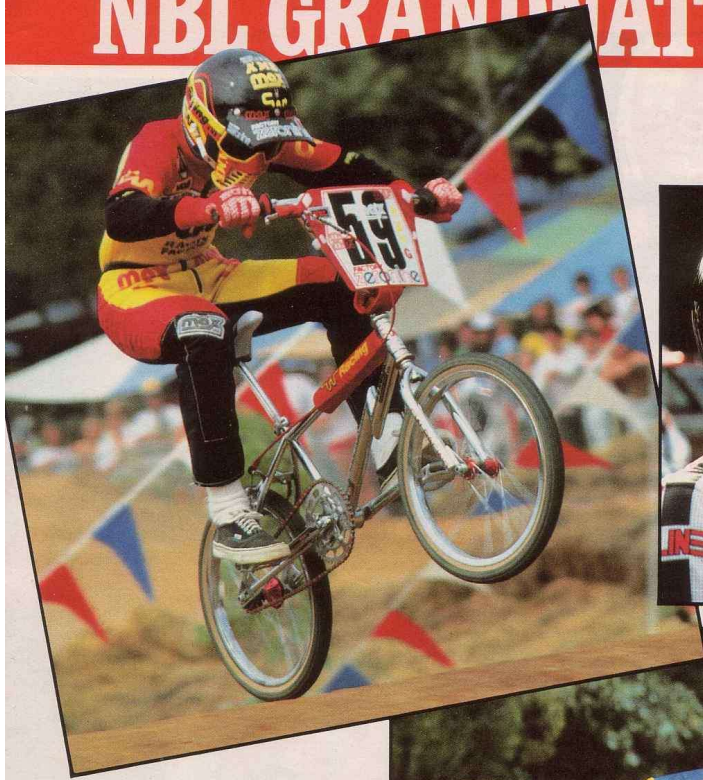
riding for someone else, but now it's easy 'cause I feel like I'm doing it for me."

"As far as the points, it's supposed to be pretty close, but I don't know. I'm within striking distance, but I'm not gonna worry about it. I'm not gonna put that kind of pressure on myself. WANTING to win and HAVING to win are two different things.





# NBL GRANDNATIONALS

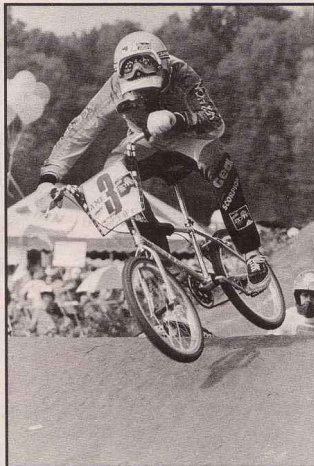


Photos by Bob Osborn





# NBL GRANDNATIONALS



In the 16 Expert main, Wallin' Mahlon Abrams couldn't even do wrong right. Seventh.

## SHARPSHOOTIN'



**JAMES COMEAU**

While the factory riders are flying to races, staying in spiff hotels, and are joyfully unconcerned about where the money for bike parts, uniforms, and entry fees is coming from, there are THOUSANDS of privateers out there car-pooling it to the races, camping at the track, and picking up their own tab. These guys have the "Eye of the Tiger." They are lean and pushing hard to earn themselves a ride on a factory team.

James Comeau, a 16 Expert from Saugus, Massachusetts, knows all about privateering. "I'm on a low budget. My parents don't help out at all. They're just not into it. So I pay for all this myself. I can usually get a ride with some friends."

"I earn my money by working in a machine shop. Right now I'm getting some help from World of Wheels bike shop. They usually pay my class entry, and I pay for open and my expenses."

I've been trying like crazy to get a sponsor. I guess a lot of teams are looking, but . . .

With a third place finish in 16 Expert at the grands, just behind Richie Anderson and Curt Gardner (who is a new full-factory Kuwahara rider), and an NBL National No. 4 plate for the year, there just may be some companies talkin' instead of just lookin'. ■



When Gossrau left Jag, he went for the Mongoose megabucks contingency program. So, what you see here is the Goose, dialin' his 'Goose. What you also see here is how the Goose dials his head. This is called Goal Orientation.

## THE PLOT THICKENS

In the first moto of the pro points chase, Brian pads his lead a little by crossing the line in first, with Eric second and Greg third.

## CLARK ON CRUISERS

Scott Clark is loungin' against the fence surrounding the track between motos, and since he's racin' Pro Cruiser in addition to his 20 inch, we hit him up for a few comments on cruiser racing. "I like winning on it 'cause it's easier than a 20 inch, but I don't feel like I've accomplished anything unless Stu, Eric, Rob, Toby, and Brent and Brian are in there. If they're not, it's no big deal. When I get on it and ride for awhile, I like it better than my 20 'cause I'm lazier on it. The 20 takes a lot more muscle to control 'cause it's squirrelier."

## THE PLOT GETS HECTIC

In the second pro moto, Greg holeshots, Brian is in second and Eric is third. When they hit the turn-while-you're-in-the-air doubles immediately before the second turn, Eric swoops Brian on the outside, and when Brian lands, his front tire goes slip-slidin' away and he ends up on his ear. Greg first, Eric second, and Brian last. That tightens up the points a bit.

## FIRST VICTIMS OF SHOOTOUT

After the motos, the 17 Expert class is still a wide-open points race. You could cover the top five or six riders with a blanket, they're so



Big Willie. This little turkey scored a double . . . at the GRANDNATIONALS! DO YOU BELIEVE IT? And if they would have had a 6 year old cruiser class, he would have won that too!!! That's Tim Moscardi keepin' Willie honest.

close. Nelson Chanady comments, "This year there are more guys with-in striking distance. All I'm worried about is getting through the semis. Anything can happen in there."

Mike Poulson is the first victim of the semis. "I've come to the conclusion that so far in my life, getting number one just isn't meant to be. I have the worst luck. But I've also figured out that number one isn't everything."

Next, Rick Palmer and Rich Farside are chewed up and spit out by the semis. Chanady inherits the points lead with Don Johle just a few points behind.

As they line up for the 17 Expert main, all the riders' eyes are glued on the lights. When the gate drops, everyone's out of there DEAD EVEN! D.D. Leone slips a pedal over the

first jump and drops back, and Charlie Williams gets a pedal in his front wheel and loses every spoke in it. Scratch Charlie.

Nelson is fryin' tires out front, but Richard Zagars has other ideas about the finishing order. Coming out of the third turn, he elbows his way by Nelson and into the lead. That's the way they finish, with D.D. taking the third spot.

Richard Zagars, who has been pretty quiet for the past couple of years, is suddenly thundering! Look for him to turn pro very soon.

Nelson's second place finish in the main is enough to clinch his second consecutive number one plate. Johle's fifth gives him enough points for second for the year, and D.D. gets the same plate as his finishing position — third.

## NASHVILLE RESULTS

A PRO MONEY  
Toby Henderson  
Eric Rupe  
Greg Hill  
Eddy King  
Brian Patterson  
Scott Clark  
Harry Leary  
Tommy Brackens  
PRO CRUISER  
Scott Clark  
Mickey Lundy  
Jim Piava  
Brent Patterson  
Perry Kramer  
Toby Henderson  
Robby Rupe  
Turnell Henry  
PRO AWARD  
Eddy King  
Randy Moore  
Tommy Brackens  
B PRO MONEY  
Shawn Texas  
Timmy Judge  
Tracer Finn  
17 EXPERT  
Richard Zagars  
Nelson Chanady  
D.D. Leone  
16 EXPERT  
Richie Anderson  
Curt Gardner  
Jim Comeau  
15 EXPERT  
Rusty Cable  
J.G. Garonzik  
Mike Goeddey  
14 EXPERT  
Doug Davis  
Billy Griggs  
Mike Lynch  
13 EXPERT  
Mike Scott  
Danny Steplight  
Mike Stinson  
12 EXPERT  
Leon Williams  
Keith Katrein  
Jose Nieves  
11 EXPERT  
Jason Johnson  
Robert Swick  
Kevin McDougal  
10 EXPERT  
Brent Romero  
Andrew Soule  
J.D. Lind  
9 EXPERT  
Tory Bailey  
Brad Moore  
Danny Nelson  
8 EXPERT  
Brit Audoud  
Mitch Watkins  
Scott Frey  
7 EXPERT  
Tod Tompkins  
Travis Younger  
Jason Donnell  
6 EXPERT  
Willie Huebner  
Robert Thomas  
Casey Scanton  
16 OVER OPEN  
Richie Anderson  
Francisco Lorenzo  
Don Johle  
14-15 OPEN  
Alex Carasquillo  
Doug Davis  
Eric Garcey  
12-13 OPEN  
Mike Horton  
Mike Scott  
Leon Williams  
10-11 OPEN  
Sam Arellano  
Jason Theodore  
Jason Johnson  
8-9 OPEN  
Denny Nelson  
Chase Neizer  
Brad Moore  
7 UNDER OPEN  
Willie Huebner  
Tod Tompkins  
Tim Moscardi

35 OVER CRUISER  
Bill Green  
Jeff Keagle  
Richard Johnson  
25-34 CRUISER  
Tom Williams  
Gene Norman  
Robert Meyers  
18-24 CRUISER  
D.D. Leone  
Richard Zagars  
Johnny Turner  
16-17 CRUISER  
Charlie Williams  
Curt Gardner  
Jon Anderson  
14-15 CRUISER  
Greg Liggins  
Tim Gabriel  
Mike Goeddey  
13 UNDER CRUISER  
Danny Steplight  
Mike Scott  
Mike Stinson  
16 OVER GIRLS  
Julie Klimek  
Kim Johnson  
Margaret Christopher  
14-15 GIRLS  
Yolanda Williams  
Jennie Zuener  
Jeannie Robertson  
12-13 GIRLS  
Cheri Elliot  
Deanna Edwards  
Robyn Desjardin  
10-11 GIRLS  
Christine Anderson  
Wendy Sue Winter  
Julie Green  
8-9 GIRLS  
Missy Fred  
Alana Hancock  
Beth Brown  
7 UNDER GIRLS  
Kelly Ann Merryman  
Heather Siordia  
Jennifer Babcock  
17 NOVICE  
Alan Ware  
Jerry Reddix  
Robert Fowler  
16 NOVICE  
Billy Paxson  
Mark Chase  
Harold Tassley  
15 NOVICE  
Randy Hill  
Barry Martin  
Eric Knorr  
14 NOVICE  
Lee Scarbrough  
Richard Herbert  
Mark Mundt  
13 NOVICE  
Robbie Black  
Andrew Salyer  
Scott Sliether  
12 NOVICE  
Timothy Angevine  
Brad Hall  
11 NOVICE  
Chad Roberts  
Randall Bishop  
Jeff Glover  
10 NOVICE  
Kerry Zinsnar  
Andy Knorr  
Mark Steinhacker  
9 NOVICE  
Michael Nash  
Jason Burns  
Aaron Cevarr  
8 NOVICE  
Brett McQuillen  
Craig Russell  
Trey McManus  
7 NOVICE  
Paul Hoyt  
Michael Pickens  
Jason Newton  
6 NOVICE  
Ryan Digiovanni  
Frank Gregory  
Paul Silloway



# NBL GRANDNATIONALS

## THE PLOT COMES TO A BOIL!

Meanwhile, the clock is ticking down on the heaviest race of the weekend, maybe of the whole year: the A Pro main.

Brian Patterson is putting on his killer 46-17 gearing, the same gearing he ran at this track for the Murray World Cup where he won the Pro Money and Pro Trophy classes (not to mention Pro Cruiser), and at last year's ABA Grands where he won the ABA National No. 1 Pro plate. Brian calls it Brian's "Happy Gear."

Eric Rupe is trying to stay relaxed. "If I finish three positions ahead of Brian, I'll have number one. I'd sure like to get it, but I'm not gonna kill myself thinking about it 'cause it doesn't do any good. You just race the race, and whatever happens, happens. You can't worry yourself to death."

"In '80 and '81, I was number one coming into this race, and I didn't get it either time. I figure goin' in leadin' is not the hot tip. You need to be just a few points back and work extra hard."

Greg Hill flew Karsten Berg, the owner of Aero Racing Products and one of Greg's co-sponsors, to this race to help psych him up. The racers Karsten has worked with say he is THE BEST at psyching them up. Greg and Karsten are in deep conversation.

## HERE IT IS!

The pros pull into their slots on the gate, and proceed with the ritual of getting everything JUST right. The tension is so thick you can almost see it! When the gate slams down, unleashing all that horsepower, Greg jumps into a slight lead. But as he cranks over the first jump, he slips a pedal, and Toby moves out front! Greg hangs on to second, but his rhythm is off.

In the second turn, Eric swoops by Greg, Eddy King is sitting in fourth, and Brian is back in fifth place! Toby still has about a bike length lead over Eric Rupe.

That's the way they finish.

The instant Eric crosses the finish line, he spins around to see where Brian is, and both guys come

## NBL NATIONAL NO. 1 PLATE WINNERS

**A PRO** — Eric Rupe  
**PRO CRUISER** — Brent Patterson  
**17 EXPERT** — Nelson Chanady  
**16 EXPERT** — Richie Anderson  
**15 EXPERT** — Eric Garcez  
**14 EXPERT** — Doug Davis  
**13 EXPERT** — Kurt Esser  
**12 EXPERT** — Leon Williams  
**11 EXPERT** — Kevin McDougal  
**10 EXPERT** — Brent Romero  
**9 EXPERT** — Brad Moore  
**8 EXPERT** — Brit Audeoud  
**7 EXPERT** — Matthew McCulloch  
**6 EXPERT** — Willie Huebner  
**35 OVER CRUISER** — Bill Green  
**25-34 CRUISER** — Gene Norman  
**18-24 CRUISER** — D.D. Leone  
**16-17 CRUISER** — Charlie Williams  
**14-15 CRUISER** — Tim Gabriel  
**13 UNDER CRUISER** — Danny Steplight  
**16 OVER GIRLS** — Kathy Schachel  
**14-15 GIRLS** — Yolanda Williams  
**12-13 GIRLS** — Deanna Edwards  
**10-11 GIRLS** — Christine Anderson  
**8-9 GIRLS** — Missy Fred  
**7 UNDER GIRLS** — Kelly Merryman

back into the infield claiming they have enough points to win the coveted NBL National No. 1 Pro plate.

Eric explains: "According to the points sheet the NBL put out, Brian wins by six points. But I've kept my scores from every national, and my best 10 races give me 11 more points than the sheet shows. I think I won by 8 points. I may be wrong, but I really don't think so."

"I'm going to turn in a written protest and they're going to have to go through all their sheets and it'll take about a week. I know I'm right, but there's that little thing that says maybe..."

## DA WINNAHS!

What was going on in Eric's head during the race? "I was just thinking about doing as good as I could while I'm slippin' my pedals goin' down the first straight, bangin' up with everybody, and just fully dicin'. But when I got to the finish line, that's when my mind started racing, thinkin', 'Where is he?'"

"Right now all the pressure's gone. It's just... ahhh, relief. Before, I said I wasn't feeling the pressure, but my guts were rippin'. I was trying to keep my mind clear."

Toby Henderson is kickin' back in

the Hutch pits, positively glowing with satisfaction over this HEAVY pro main win. In past years, the grands have not been kind to Toby. He has come into them with the lead in both the 20 and 24 inch pro classes, and bad luck kept him away from a number one plate. Even though he wasn't in contention for this year's number one pro plate, it's obvious his bad luck streak has ended, at least for the time being. "I just relaxed. I had the inside, and I thought, 'It's now or never.' Greg had the start on me, but he disappeared. Comin' up to the doubles I saw someone outside of me, so I took about three more cranks than I had planned."

"Before I took off from the first of the double jumps, I moved toward the outside and then jumped to the inside. That gave me more whip around the first berm than I would have had by hugging the inside. I didn't think about making any mistakes or anybody behind me. The money wasn't even in my head till I came across the finish line — then the dollar signs flashed on."

## BACK TO CLARK ON CRUISERS

Scott Clark whupped everybody in the Pro Cruiser main after he passed Turnell Henry and Toby Henderson. "Today it feels like an accomplishment 'cause of the guys who were in there. Toby won the pro class and I beat him. Sometimes it's really easy, but today it was hard."

"Toby was in my moto, so I knew how he took the second set of doubles, and I set him up. I went wide, ducked inside, cranked really hard, and got even with him on the straight. He tried to cut over into me, but I just held my ground. I had the inside, so I won out."

Scott won today's battle, but Brent Patterson won the war by taking home the Pro Cruiser No. 1 plate.

## A LITTLE EXIT MUSIC, PLEASE

Well, that's about it from here. What? Oh yeah, Eric Rupe DID scoop the number one pro title, by eight points... just like he said.

Congrats, Eric. You EARNED IT!

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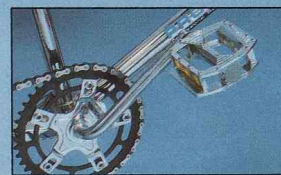


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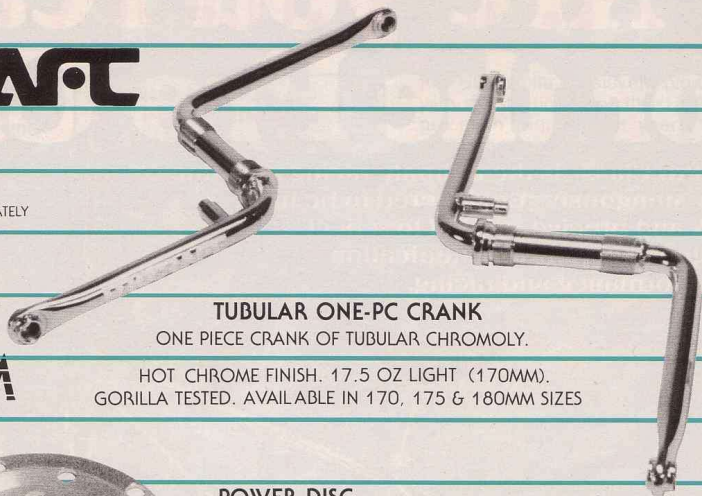


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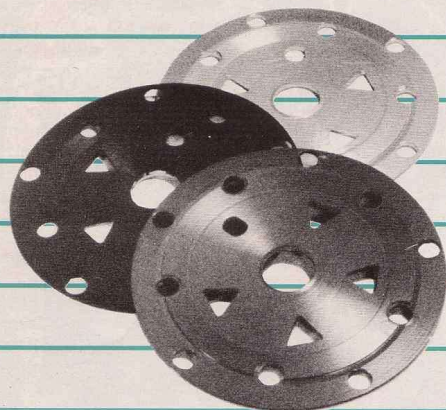
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Large MAX logo on rear pants \$6.00

**AIR ACTION PANTS** All the same features as our PRO PANTS but improved with stretchable spandex and air flow mesh.  
Available in colors shown and air flow mesh.  
See instructions for ordering.  
\$69.95

**PRO PANTS** Cordura side panels, velcro leg closures, full hip and knee padding and a comfortable lining.  
See instructions for ordering.  
\$65.95

**Pat Romano** appears courtesy of JowJag, Simpson and BMX  
**Mike Buft** appears courtesy of Ben Heintz and BMX

**Martin Aparijo Vans**  
**Pat Romano BMX A Trick Team**  
**Woody Iason Vans**  
**Mike Buft BMX A Trick Team**

**INSTRUCTIONS**  
When ordering, please specify whether product is a T-shirt or jersey. Lacoste or Vented shirt style (Checker or Grand National), size (S, M, L, XL), color (red, white, blue or yellow) and Lacoste logo (available in white only).  
Pants sizes available waist/length: 22/20, 24/22, 26/24, 28/26, 30/28, 32/30, 34/32, 36/34, 38/36, 40/38, 42/40, 44/42, 46/44, 48/46, 50/48, 52/50, 54/52, 56/54, 58/56, 60/58, 62/60, 64/62, 66/64, 68/66, 70/68, 72/70, 74/72, 76/74, 78/76, 80/78, 82/80, 84/82, 86/84, 88/86, 90/88, 92/90, 94/92, 96/94, 98/96, 100/98, 102/100, 104/102, 106/104, 108/106, 110/108, 112/110, 114/112, 116/114, 118/116, 120/118, 122/120, 124/122, 126/124, 128/126, 130/128, 132/130, 134/132, 136/134, 138/136, 140/138, 142/140, 144/142, 146/144, 148/146, 150/148, 152/150, 154/152, 156/154, 158/156, 160/158, 162/160, 164/162, 166/164, 168/166, 170/168, 172/170, 174/172, 176/174, 178/176, 180/178, 182/180, 184/182, 186/184, 188/186, 190/188, 192/190, 194/192, 196/194, 198/196, 200/198, 202/200, 204/202, 206/204, 208/206, 210/208, 212/210, 214/212, 216/214, 218/216, 220/218, 222/220, 224/222, 226/224, 228/226, 230/228, 232/230, 234/232, 236/234, 238/236, 240/238, 242/240, 244/242, 246/244, 248/246, 250/248, 252/250, 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# INTRODUCING THE B-1B: THE FIRST MOTOCROSS GUIDANCE SYSTEM.

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

Grips are an important part of your control mechanism. That's why we put a lot of thought—and advanced technology—into our new B-1B Guidance System.

The B-1B is designed to let you design your own grip—to customize the grip to your needs. And that means better control of your machine.

Here's how it works:

First, a hard inner base, made of Oakley's exclusive Unobtanium 60, grips the bars. Unobtanium 60 is highly resistant to twisting and tearing, especially at the ends where most grips wear out first.

Over the base goes an ultra-pliable outer sleeve (Unobtanium 49) designed to provide maximum traction for gloves.

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.

The flange also covers a slot for safety wire. So you can

safety wire the B-1B under the neoprene/lycra flange, or anywhere under the outer sleeve, without fear of wire ends catching your gloves.

pattern for maximum surface edge area in any direction.

Find out how easy it is to adapt the B-1B Guidance System to your hand and different

By slipping off the outer sleeve, you can transform the B-1B into an excellent mud grip. The bumps on the inner base provide ample traction even with mud sticking to everything. While the decreased overall diameter gives you more to hang onto.

Even with the outer sleeve in place, the B-1B features Oakley's unique octopus tread

riding conditions. The faster you ride, the more you'll appreciate all the B-1B's features.

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

## OAKLEY

*Almost an unfair advantage.*

Send \$12 for new Oakley Factory Pilot hat, or \$8 for new Oakley "Almost an unfair advantage" hat. Send \$4 for large embroidered Oakley Factory Pilot patch, or \$2.50 for small patch. Specify red or blue patch. Send to: Oakley, 3 Wrigley Dr., Irvine, CA 92714.

*St outer sleeve (unobtanium 49) provides maximum cushion 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.*

*The neoprene/lycra inner flange acts as a cushion for your thumb and index finger. And it covers safety wire.*

*Hard inner base (unobtanium 60) is designed to grip bar.*

*Bumps on inner base lock into holes on outer sleeve, so outer sleeve won't twist.*

*Octopus tread pattern provides maximum surface edge area in any direction.*

*For greater control in muddy conditions, remove outer sleeve to reduce overall diameter and expose inner base bumps.*

*Available in these inner/outer color combinations: Black/white. Black/yellow. Blue/white. Blue/yellow. Red/white. And red/yellow.*





## FREESTYLE HOW-TO YOUR TICKET TO SERIOUS RAMP FREESTYLIN'

RIDING: RACCOON LIPS  
WRITING: GIBEY  
PHOTOING: OZ

Last issue we brought you the complete set of plans for building your very own freestyle ramps, so there are probably thousands of new ramps springing up all over the country. Maybe you're one of the builders. Or maybe the sawdust is flyin' over at your friend's house and you'll soon be able to put in some ramp time over there.

Whatever the case, as soon as the last nail is pounded into place, your next step is to figure out how to ride the things. It's not as easy as it looks, so don't plan on clickin' off max altitude aerials on the quarter-pipe the first day. Just like anything else, you have to learn to walk before you can run.

That's where kick turns on the small ramp come in. Once you master them, moving up to harder maneuvers is much simpler. Besides, there are TONS of variations for you to work on, and after you perfect all the moves here, you can start inventing some of your own.

### ON WITH THE SHOW

The first thing you need, of course, is your bike, but just as important are your helmet, gloves, pads, and any other safety gear you can get a hold of to cover your bod with. It's awfully hard to impress some sano lookin' moon babe if you have pizza elbow or a few of your marbles knocked loose from a head bongo.

You can do basic kick turns with a precisely dialed rear caliper brake, but for wilder variations you're gonna need a coaster brake. So take your best shot here.

☐ Approach the ramp at a fairly slow speed. After you're totally dialed, you can try gettin' your back knobs up close to the top edge while you're spinnin', but for now keep your spins down on the lower regions of the ramp.

☐ Have a mental picture in your head of what you're going to do.

*A one-footer X-up kick turn, expertly executed by R.L., who invented the thing in the first place and made it famous, which means that it should really be called an "Osborn."*

# Kick turns





This is your basic garden variety Reach-Over-And-Grab-Your-Front-Wheel kick turn.

# Kick turns

☐ Come up to the ramp standing, with your pedals more or less level (see photos).

☐ As you're approaching the spot where you want to start your 180, slightly steer the bike into the direction you want to spin. (You're gonna have to do a little experimenting to find out which direction you pivot the best.)

☐ While you're starting to turn, you need to be doing a couple other things at the same time. You have to ease the rear brake on till it's locked up (this helps whip the bike around and keeps it in one spot while you're spinning), and pull the

front end up off the ramp and swing it around. The higher you lift the front end, the tighter (and faster) you'll spin.

☐ Leaning your bod to the inside a little helps swing the bike around.

☐ As you come around to the end of the 180, lean forward and ease off the brake so that the front wheel lightly touches down on the ramp, and ride out of it.

You've done it! Now go back for more. When everything's clickin' right at the bottom part of the ramp, slowly inch your rear tire pivot point up higher.

Once you've got the basic kick

turn mastered up somewhere near the top of the ramp, go for some of the fancier variations.

☐ For the grab-the-front-wheel version, everything we just talked about applies, plus you have to bring the bike up really steep and close to your chest, and then reach out with your inside hand and grab the front tire while you're spinning.

☐ For the one-footer X-up, start like normal, but whip the bars around till your arms are crossed into an X and kick out your inside leg. When your leg goes out, it kind of stalls the spin for a second, but when you pull it back, the front end will come

the rest of the way around.

That's it for now, all you freestyle technicians. In the future, as in the past, Mighty BMXA will be bringing you the latest and the greatest in trick riding.

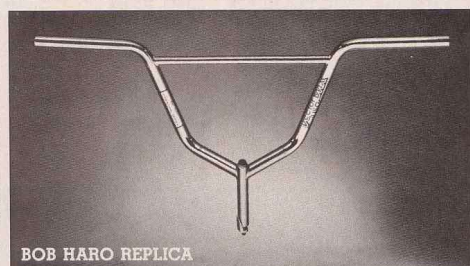
Later, dudes. ■

#### WARNING!

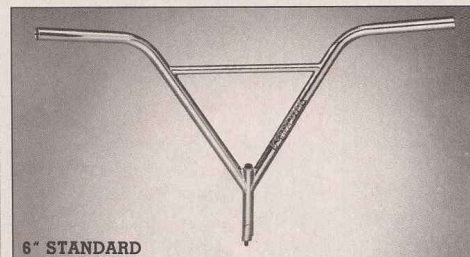
Bicycle freestyle riding involves physical risk. Safety equipment should be used. Even so, injury may occur. Every care has been taken in the preparation of this article to instill and stress the need for safety consciousness, but responsibility for any mishap resulting in personal injury or property damage is expressly disclaimed and rests solely with the reader.



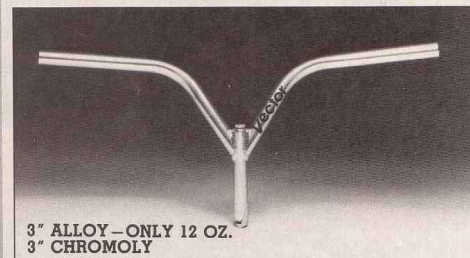
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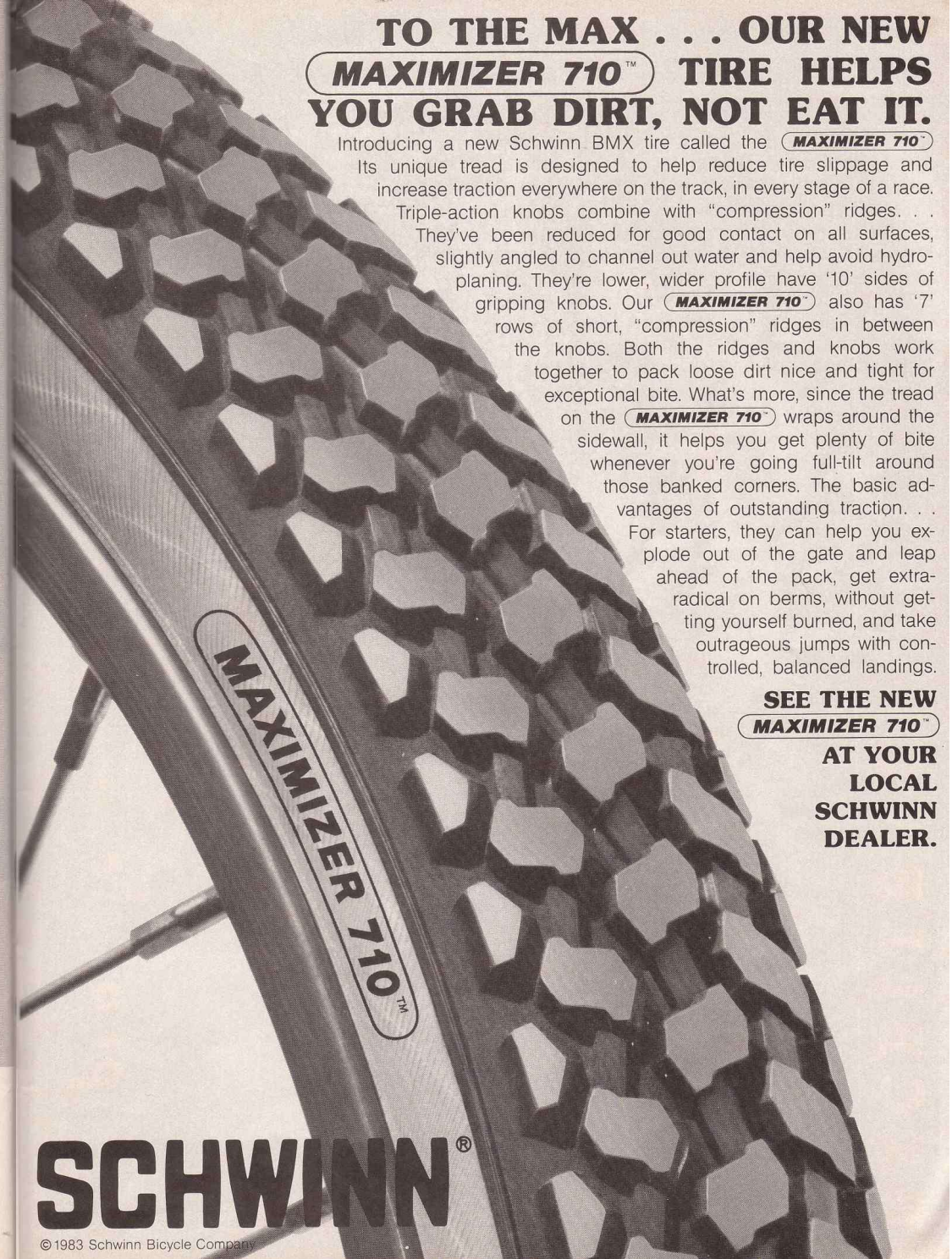
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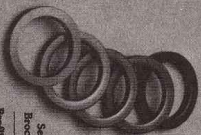
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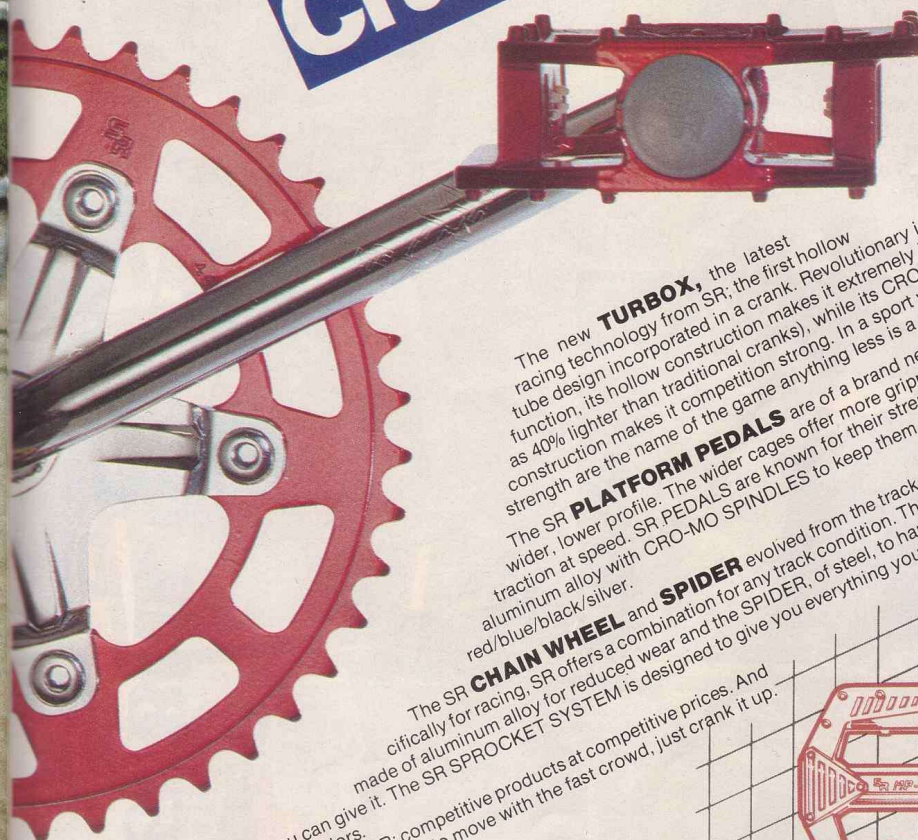


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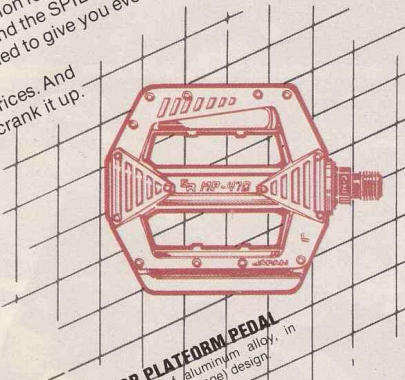
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6 A'ME Long Sleeve Hooded Sweat Shirt	White Only	Men's S M L XL	\$20.00		
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# HILL ON HILL

**COMPETITION, FAITH HEALING,  
FACTORY GT, HIS NEW LIFE,  
AND HIS NEW COMPANY — GHP**

**G**reg Hill is one of a kind. In a sport full of VERY colorful individuals, he stands out. He is THEE most intense person in BMX. Period.

Off the track, he's outspoken, telling people EXACTLY what's on his mind. No sugar coating and never mind the consequences.

On the track, he has no need for words. His riding speaks for itself. Totally powerful. In control. He's VERY often out in front alone.

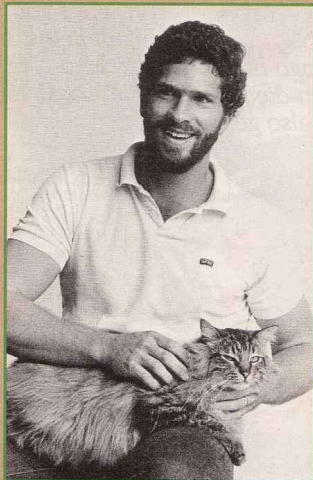
He likes being a leader. In charge. About the middle of last summer we heard rumors that Greg would be leaving the GT factory team at the end of the year to start his own racing frame company. But it was still a shock when, the week before the NBL Grands, he DID IT.

Shortly after the grands, we got together with him at Parks in Fullerton to shoot some photos and find out about his new company and his future.

We got what we wanted and WAY more. Read on.

**BMXA:** "Why'd you start your own company?"

**Greg:** "Last year I was living at home with my parents with no bills, just a car payment. Now I've got rent, car payments, insurance, food. I've got a wife, and a baby comin'. I'm working on a book.



*Greg Hill meets Sudden Death — Capt. Cosmo. Don't take your eyes off him for a second, Greg, he's faster than a cobra! Just look at those beady eyes. Cosmo only let Greg scratch his back because, being the most awesome kitty BMX'er in the world, he can relate to what a power Greg is in human BMX. Sorta one pro to another, ya' know?*

*We're going to be buying a house, and I've got to have some security. Not just a month-to-month or year-to-year deal. I've got to get my life goin'."*

*"If GT would have offered me a million bucks to stay, I would have said no way. I don't care if they*

*would have offered me 50 million. It wasn't a matter of money. It was a matter of doin' my own thing, bein' successful in life. That's what I get into."*

**BMXA:** "What was it like riding for GT?"

**Greg:** "They were the best sponsor I've ever had. They never said they were gonna do something and then not do it. That's what was great about them. I tried to do my best for them, but it was just time to move on."

*"I dominated in '82. I won a lot of races. Then it was like it was over and the excitement was gone. I needed something new, and to ride for the same, it's like that Del Taco commercial where the people are going, 'Same place, same thing.' That's what I felt like. I couldn't get motivated, and you need new motivation. Always going for the number one plate can't motivate you. You need new goals."*

**BMXA:** "What's it like now that you're riding for yourself?"

**Greg:** "When I got on the plane for Nashville I was TOTALLY SCARED, but I was also the most psyched that I've EVER been for a race. I'd barely had any practice on the new bike. I haven't been training hard 'cause of my knee, and as far as I'm concerned, I did great. I was winning motos, I won my quarter-semi and semi, and I led the main till I slipped a pedal and ended up third."

*"At first I was mad, but then I started thinking, 'Hey, Toby won*

Photo by Bob Osborn



**Greg can get some fairly hefty air when he gets serious about it. In fact, when Greg gets serious about ANYTHING, look out! Like his racing . . . or his new company; GHP (Greg Hill Products).**



# HILLON HILL



The new GHP business machine. Greg: "... if you're gonna win in business, you have to do the same things as you're doing in racing."

for Hutch and Eric got second for Profile, but I got third for Greg Hill."

"Now whether I come across the line in first, third, or fifth, it's for me. I don't know how to describe it, but it's AWESOME."

BMXA: "Right now, you're establishing new frontiers for every rider in BMX. Nobody has been quite exactly where you are right now. What do you think the effect will be on the average BMX'er?"

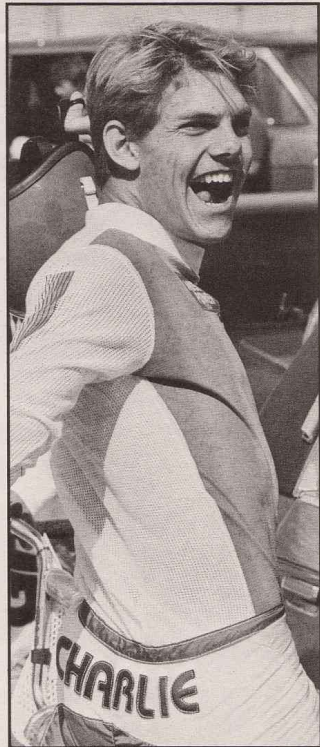
Greg: "They're gonna take it more seriously. It's gonna intensify the sport. I think parents are gonna start goin', 'Hey, there's really something to do out there. There ARE possibilities.' You never know till you try."

"Scot Breithaupt did it, but it was different then 'cause the sport was so new. He's always been known as the Old Man and I've been known as a kid, but all of a sudden here I am running my own company."

"Racing is a major part of my life, but BMX IS my life. One of my biggest goals is to get number one, but the biggest goal is to be successful with my company. It's gonna be my LIFE."

BMXA: "Is it scary starting your own business?"

Greg: "Yeah. My wife, my parents, and I had a big meeting the week before the NBL Grands to decide what we were gonna do, and that's the most scared I've ever been in



In the sponsorship coup of the year, Greg signed the unbelievable Charlie Williams onto GHP. Greg and Charlie - is that a killer team, or is that a killer team?

my life. Even scarier than getting married."

BMXA: "Have you found any parallels between racing and business?"

Greg: "I've learned something about business from every team I've ridden for, and the way that I see it, if you're gonna win, you have to do the same things as you're doing in racing. You've gotta be competitive or you're gonna lose."

"Also, business is business, friendship is friendship, and you can't mix the two. It's the same thing on the track. Stuart is my brother-in-law and I love him, but on the track if I'm gonna go for it, and he's there, tough. He feels the same way about me."

BMXA: "What happened to your co-sponsors when you left GT?"

Greg: "If it wasn't for my co-sponsors, I wouldn't be making it. I called up A'me and they said 'No

problem, we'll send you all the right color stuff.' Echo wants to do a GHP design helmet (GHP - Greg Hill Products - is the name of Greg's company), Karsten Berg at Aero designed the uniform. Zap, Haro - everybody helped. To call somebody up and say 'Hey, I just quit GT and I'm on my own, and have them say, 'Cool, we'll back you 100 percent,' that's a good feeling."

BMXA: "Tell us a little about the bike."

Greg: "I just designed it to be a quick bike. A quick, but good riding bike. Fast out of the gate and not so stiff that it won't give in the turns a little."

"I made it a little different. I didn't put 9 million weld areas around the seat tube, and the bike flows a lot better. It flexes more. I can go into corners really hard and feel the bike flex, and that's good 'cause you don't go into a turn and have it be stiff and slide out. When you come out of the gate, that flex is extra power."

"It's not meant to be jumped off houses and stuff. It's not meant to last forever. It's meant to be a RACING bike. It's made to go out and win races, period. If you're not serious about racing, DON'T buy one. If you want to jump all the time, go buy a thrasher."

By this time we were through shooting photos and we all drove over to the local 7-Eleven to get something cold to drink and finish the interview in the Mighty BMXA van. Oz goes for some apple juice (no sugar or artificial sweeteners), Gibey picks up an ice tea, and Greg grabs some O.J. to mix his Muscle Power in, and a Dr. Pepper for his drive home.

BMXA: "Does that Muscle Power work?"

Greg: "Yeah, I started using it about a month ago and it's great. It really brings my energy level up. With the orange juice it tastes kind of like Orange Whip. You can mix it with milk or pretty much anything. I even mix it with water if I don't have anything else. It doesn't taste bad at all. You totally gag trying to drink normal protein mix."

BMXA: "I saw a religious emblem on your dash. Are you into religion?"

Greg: "I'm into Jesus Christ. I'm not into Baptist or Catholic or whatever. I really don't go by what

the names are, I just go by I'm a Christian, and Christianity is a relationship between you and Jesus Christ. That's the bottom line. It helps me a lot. I get a lot of strength and guidance through that."

"Last year after I got back from the Memphis race where I wrecked my knee, I went to a doctor for a week. He was giving me heat treatments and nothing was happening. I was still going over to GT and working out, but I could only do 10 pounds on the leg press. So I called up my uncle. He's just like me, into reading the Bible and praying and learning, and he helps me out a lot."

"I told him what the doctors had said, that 75 percent of the people that have knee problems like mine have to have surgery. I didn't want somebody cuttin' something out of my leg that I'm gonna need on down the road. I just figured that I'd rather have the guy that created me heal me, so I went up to my uncle's place. My uncle, a pastor and his wife, and another couple were there, and we prayed for my knee for three hours."

"The next day I went to GT and I was doing 30 to 40 pounds on the leg press, and I was riding my bike."

"As far as I'm concerned, if it wasn't for that, I would have had to have surgery on it 'cause it was wasted."

BMXA: "Were you into religion before your leg got messed up?"

Greg: "I really got into it before Chandler this year, but I wasn't as heavily into it as I am now. Now I devote a lot of my life to it, but I don't go around on the streets and shove it in people's faces. If people want to talk about it, I'll talk about it all day, but I don't cram it down their throats."

"Maybe enough kids will see this and some of 'em will start to think, 'Hey that's real.' Maybe these kids will stay off the street and off drugs, and all that other stuff. That's what my intention is. I don't want to be a bad image like someone walking around after the races with two beers in my hand, or smoking pot, or something like that."

BMXA: "Are there drugs at the races?"

Greg: "I can think of a few guys who have big names that do, but they're not competitive. The guys who are winnin' aren't doin' it.

You can look at the guys who are winnin', like me, Stu, Brent and Brian, and Eric and you know we're not doin' drugs 'cause there's no way you can be the best if you're high."

BMXA: "We've heard that you want to play pro football."

Greg: "I want to play USFL football someday. I'm sure that everybody has something in the back of their mind that they'd like to do, but they'll never try it. One of these days I'd like to put on about 25 pounds, and go to the open try-outs."

"I have this weird feeling, and I've always had it, that somewhere, sometime before, I've played football. In THIS life I've never played it. When I pick up my bike, it's like second nature, and that's what I feel like with football."

"I think if you take a top athlete from any sport, and put him into another sport, he'll excel. I've already learned the mental things about preparing yourself to win that a team player doesn't ever get, 'cause he has a coach that tells him what to do, when to do it, and how to do it. That's bogus. You don't get to learn that much on a team."

"BMX is like boxing or tennis. You're number one and you're going out there to look out for number one. You can't just be an average player and win like in baseball or football. You can't rely on Stu Thomsen to go out and win a race for you. That's what I like about BMX."

BMXA: "What position would you try out for?"

Greg: "Well, in racing I carry the ball, so I'd want to carry it in football, too."

BMXA: "Okay Greg, we're just about of tape. Any last comments?"

Greg: "My goal for the company is that I want to be on top. I don't want to just sit around and collect the rent. I want to be out there always workin' on somethin' new, be innovative, and not just come up with somethin' from the 1920's. I can go out and test ride something to see if it works. Not all the top manufacturers can do that. They have to have their riders do it for 'em."

"To a point, I don't care if I'm eatin' Spaghetti-O's all the time for dinner, as long as I'm doin' my own thing." ■



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This summer, BMX riders from around the globe came together in a small town in the Netherlands to decide one thing, who is the best. The IBMXF World Championship is the first truly International World Class event, with the biggest guns in the sport shooting it out to settle once and for all who is numero uno.

When the dust finally settled and smoke cleared, the newly crowned Kings of BMX were Kuwahara's Clint Miller and Gary Ellis. Clint and Gary's performances were nothing short of magnificent. The world's fastest pro and the world's fastest amateur destroyed the competition and won going away in the

The new King of the hill, Clint Miller, 1983/84 IBMXF World Champion. Left, Matt Harris, right Greg Hill



Photo Credit: Richard Francis

two toughest classes, Super Class (Pro) and 17 Expert respectively. Pleased? Yes. Surprised? Not really. We knew it was only a matter of time. When you put riders of exceptional skill on factory bikes that are on the leading edge of technology certain things are inevitable. Like the consistent winning performances turned in by Clint, Gary, and all Kuwahara riders around the world.

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**KUWAHARA CROSSWORD PUZZLE CLUES:**  
ACROSS: 12. To word a bad situation, you  
favorite hop. 22. Exceptionally good, slang. 28. One of the "Maach Bros." 34. One of Murray's  
heavy hitters in 83. initials. DOWN: 4. Help get Kuwahara off the ground. 11. Young riders



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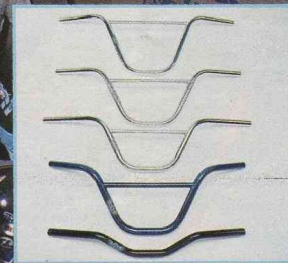
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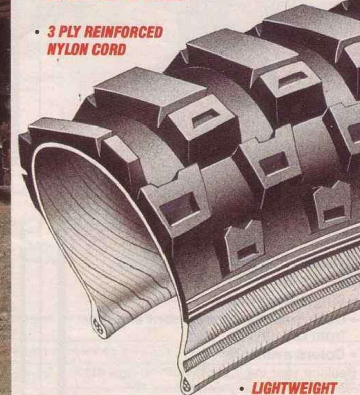
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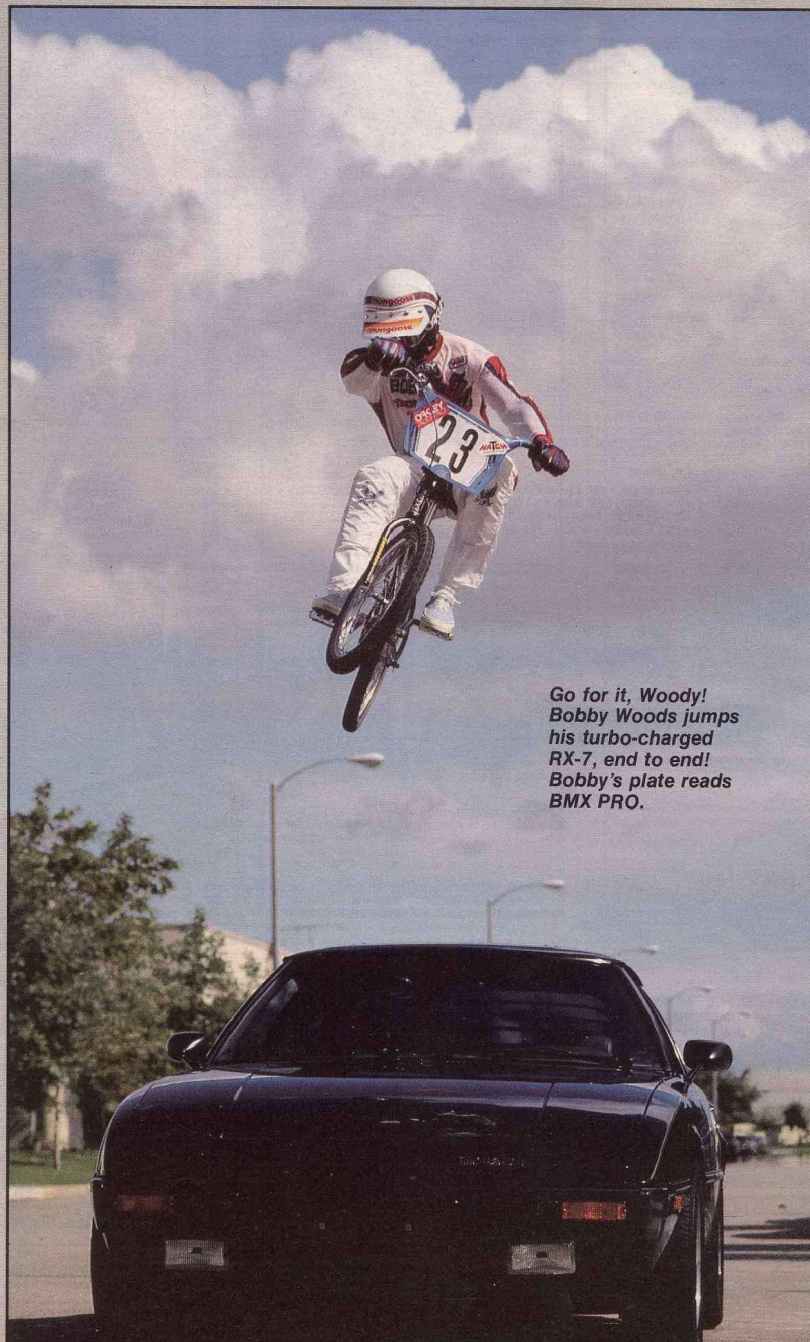
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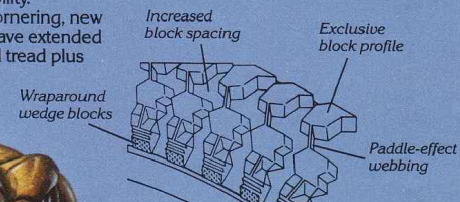
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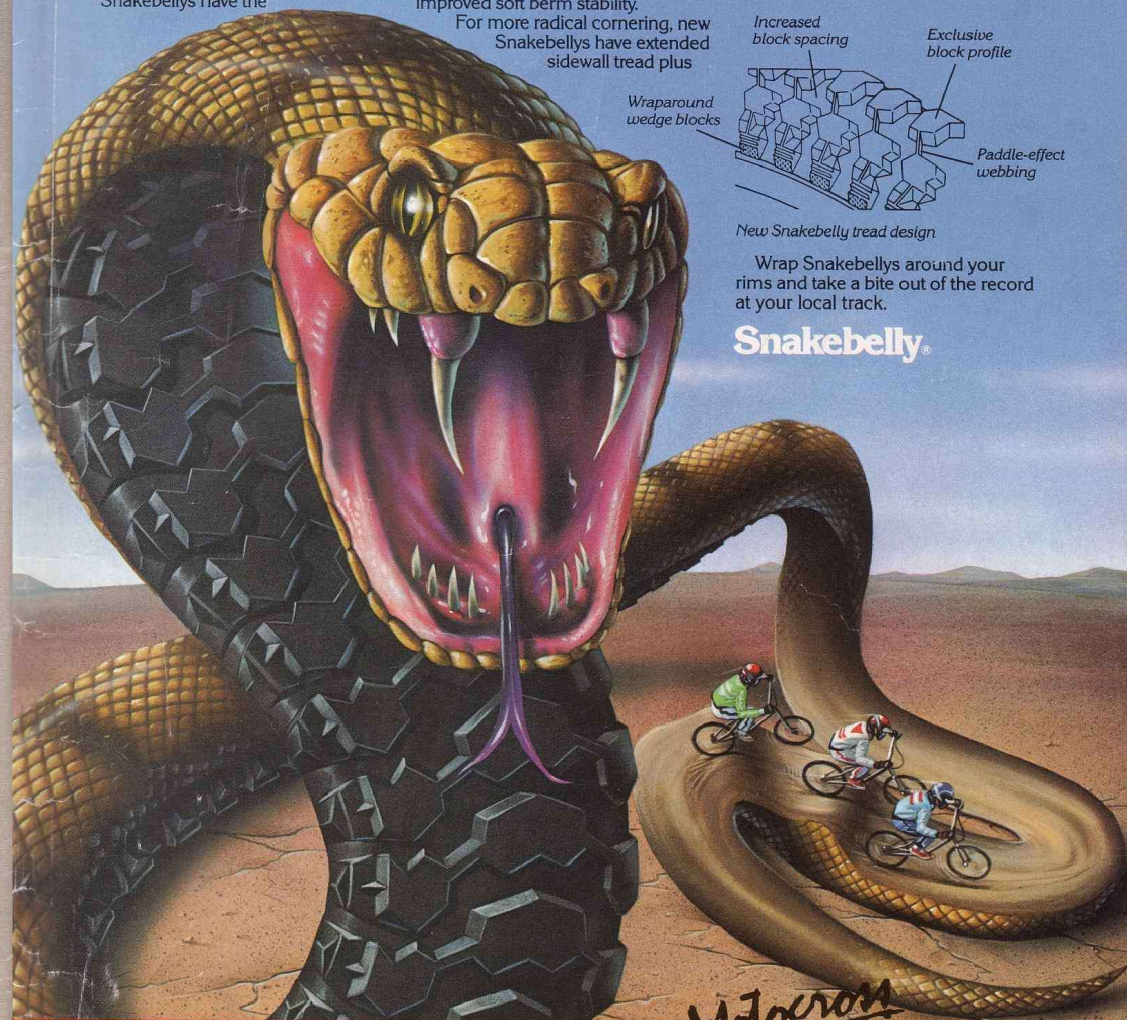
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