



BMX ACTION

JULY 1984
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SCOOP! GREG
HILL'S
SECRET NEW
TRAINING PROGRAM

**PLUS: HOT
SHOTS, HARO,
TRACKSIDE,
AND MORE
RAD STUFF!**



**TESTING:
MONGOOSE PRO CLASS**
MORE TESTING: HUTCH PRO RAIDER

WHITE LIGHTNING



New White Mike Buff Signature Z Rims —

The first white wheels
that don't weigh you down.

Now you can style it without paying the weight penalty. White ACS Z Rims with matching Z hubs combine all the strength of solid mag wheels with the weight advantage of plain alloy wheels.

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you down. Thanks to the unbreakable DuPont Zytel rim and small flange Z Hub. Mike Buff signature Z Rims are virtually indestructible. And that's a promise:

THE ACS GUARANTEE

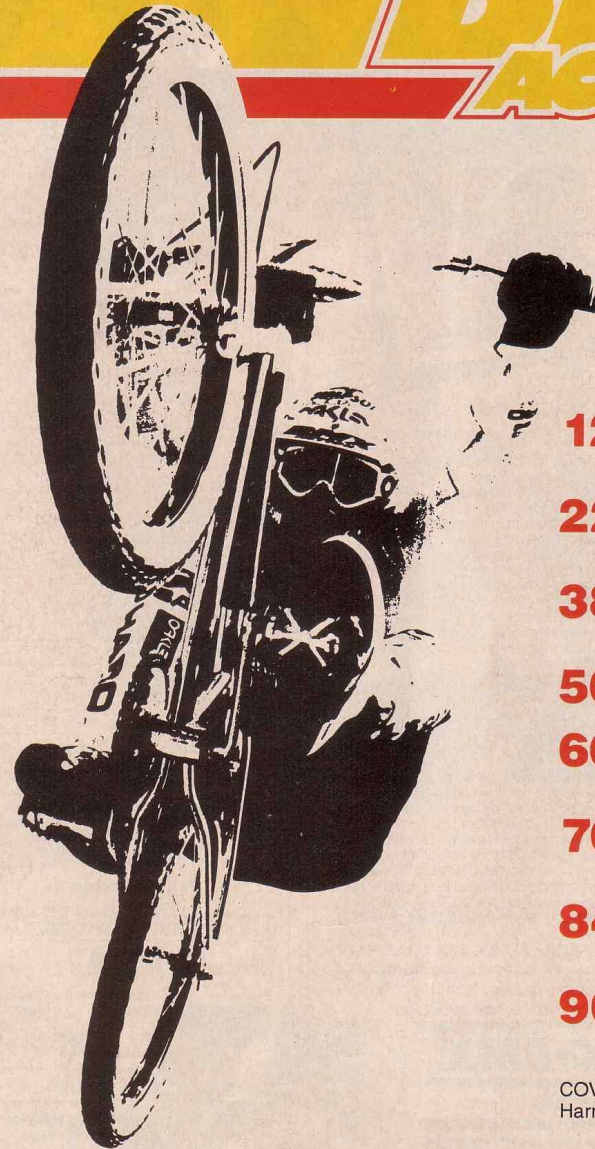
ACS will replace Z Rims and other ACS components if broken during normal use. Send damaged part only for free replacement.



American Cycle Systems
1449 Industrial Park Street
Covina, California 91722

FLASH!

ACS Hollow Stem Bolt Kit for the POTTS MODIFICATION of front brake cables is now available.



JULY 1984
VOLUME NINE
NUMBER SEVEN

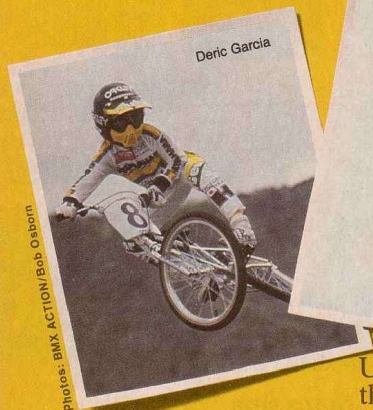
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Ready or not, here it comes.

COVER: Classic style from the Turbo hisself, Harry Leary. Photo by Jim Cassimus.

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.

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Clint Miller
1983 IBMXF World Champion

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BMX ACTION

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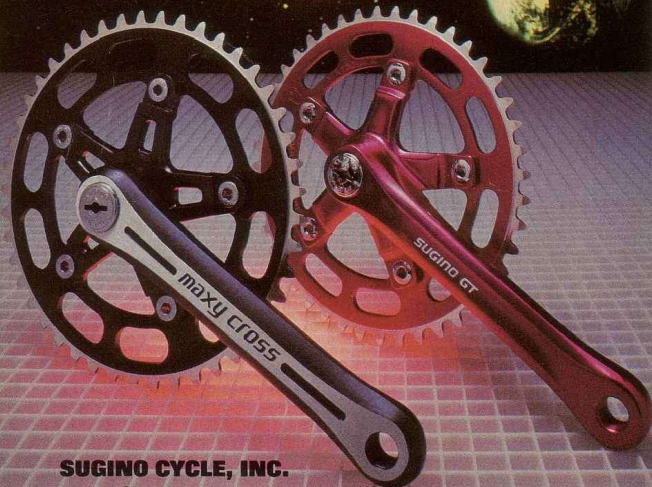
Chainrings: 39 thru 48 teeth
Weight: 595 grams
Finish: Anodized red, blue, gold, silver and black or chrome

SUGINO GT

Material: Gravity-cast light alloy
Crank lengths: 165mm, 170mm, 175mm & 177.5mm

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Weight: 620 grams
Finish: Anodized red, blue, gold, silver and black or chrome

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TRACKSIDE

By STEVE GIBERSON



THE WORLD'S LIGHTEST SEAT

The absolute lightest production seat/seat post combination in the world, the Uni Mini-Seat, has just been made lighter with the addition of graphite to the fiberglass compound used in manufacturing the seat post. The only way to get a lighter seat for your mini dude's bike is to drill out one of these like someone did with the Uni Mini on the right.

BITS 'N PIECES

CyclePro is busy working on redesigning the famous Snakebelly tire. Greg Hill's providing a lot of input and from what he's seen so far he says it's gonna be HOT!

Lee Medlin has picked up a ride with Maximum.

Robby Rupe (formerly of Huff) and Robert Eisenberg (past Schwinn factory dude) have both picked up rides with MT Racing.

Toby Henderson is sitting out a few races with a tweaked knee.

Donny Atherton has hooked up a deal with KHS to hit the nationals this year. Donny's really been bookin' lately. We also hear that KHS is looking for two more pros and two more amateurs for their factory team.

Torker has been cleaning house. Kelly McDougall and Tim Moscardi are gone, and (hold onto your hats, gang), Craig Bark has moved over from GT! Torker's getting more and more serious.

MUTINY ON THE BOUNTY

About a month ago we started hearing rumors that a small group of upper management at the ABA was going to quit and start a new sanctioning body. Well, it happened. The new sanction is called the United States BMX Association, or USBA. Here are a few excerpts from a news

BMX ACTION



BMX is a different animal. The cycle frame is built for lift-off, touchdown, endless punishment. What the true competitor in the sport understands is something True Temper has known for years about high-tech metal tubing: Get rid of the weight, strengthen the stress points, make every angle aerodynamically correct, and you've got a winner.

True Temper cycle components are designed to win. Riding on over fifty years of technical strength in the world's toughest sports, True Temper understands bicycle components in a way few other companies can.

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TRUE TEMPER. THE TOUGH AMERICAN FRAME FOR A MEAN AMERICAN GAME.

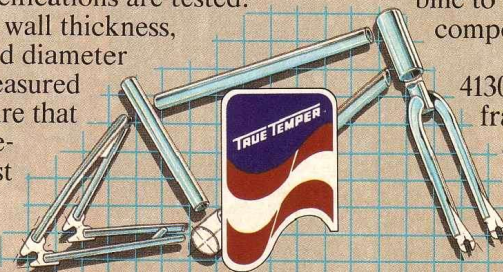
True Temper. Metalworking at its best. True Temper has advanced the technology of tube manufacturing to an art. Precision tooling for mandrel drawing and roll forming has achieved a cycle product that meets the demands of a winner. True Temper's Manufacturing Systems result in absolute control of heat treatment.

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The end result: True Temper CMX™ 4130. This is the frame built to win. The tough American contender. Aircraft quality chromemoly alloy steel makes it strong enough for the most grueling track and racing conditions. Superior mechanical properties and design considerations combine to make True Temper frame componentry number one.

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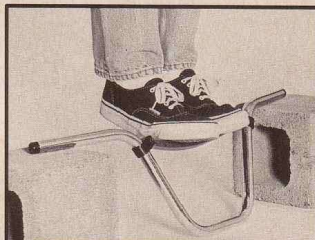
bulletin they have sent out:

"The USBA has been founded to provide a superior alternative to the two major national BMX sanctioning organizations now in existence. It's designed to support the BMX industry and sport without conflict of interest, and to promote the sport of BMX nationally and internationally."

"The concept is better services for

the members, more equitable programs for the track operator, and full disclosure of USBA activities and decisions for the industry."

They are apparently trying to correct some of the inequities that got the ABA in trouble. Their telephone number is (602) 963-0991. We'll pass along more info as we receive it.



Those are Gibey's size 11's. He checks in at (um, er) somewhere around 175 pounds. The plastic crossbar on the Galindo's didn't even complain.

GALINDO BARS

Unless you've been living under a rock, you've probably seen Galindo's bars by now. They're showin' up everywhere, and dude, these things are TOTALLY different. In case you haven't had a chance to scope 'em, we'll give you a quick rundown. The handlebar itself is made from chrome-moly, while the crossbar is MOLDED PLASTIC! Extruded aluminum clamps keep everything bolted together.

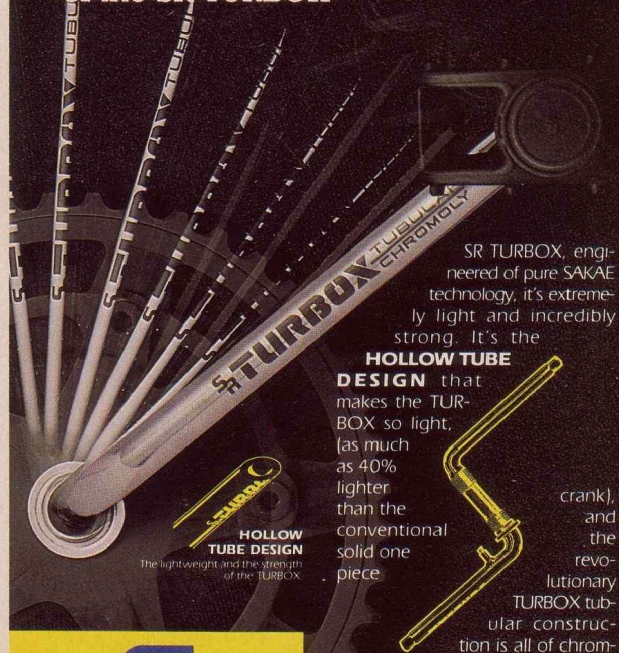
In stock form, these guys are 28 inches wide for plenty of power and have a cool pull-back to 'em. Then, if you stick in a pair of Galindo's bar-end plugs, you can stretch the width to a hair over 29 inches. That should be PLENTY for anyone smaller than King Kong.

If you're worried about the crossbar breaking, don't. We did a spot check with a few of the pros that are using 'em and there are no probs reported. Also, Gibey took a pair that were laying around the office and started jumping up and down on the crossbar. Again, no probs. We're dealin' with some tough stuff here. T-rick.

SE RACING — RUMOR CENTRAL

There was a bunch of confusion at the ABA's San Francisco national among SE's team members. Mix-ups in transportation, entry fee money, and accommodations had the team members up in arms — most rode the whole weekend without

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SR TURBOX, engineered of pure SAKAE technology, it's extremely light and incredibly strong. It's the

HOLLOW TUBE DESIGN that makes the TURBOX so light, (as much as 40% lighter than the conventional solid one piece

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Nancy Hayes. In addition to her new TM duties for SE, she's also a scorer at some of the NBL's War of the Stars races, and has a company that puts together some pretty spiff race promo flyers.

their uniforms. A few were even looking for new rides.

A hasty meeting with the head honchos at SE the following Monday got all the problems straightened out and the team back together. Everything's cool now.

Nancy Hayes (Bubba's mom), will now be taking care of Team Manager duties. She'll be great at it. Far out, Nancy!

BMX ACTION HALL OF FAME	
NORA CUP RIDERS	
1984	GREG HILL
1983	GREG HILL
1982	STU THOMSEN
1981	BRENT PATTERSON
1980	STU THOMSEN
1979	BOBBY ENCINAS
NORA CUP TEAMS	
1984	DIAMOND BACK
1983	DIAMOND BACK
1982	RED LINE
1981	RED LINE
1980	MONGOOSE
1979	SHIMANO
NORA CUP BICYCLES	
1984	HUTCH
1983	GT

The NORA Cup is a copyrighted award of BMX ACTION magazine and signifies the very best — No. 1 — in BMX competition. Each rider, team, and bicycle accepted into the Hall of Fame has been elected by the readers of BMX ACTION to receive a NORA Cup for the particular year listed. Prospective candidates for NORA Cup awards and ballots for voting are published each year in the October issue of the magazine. Results are published in the following March issue.

**WILD RUMOR OF THE
MONTH**
Is Pete Loncarevich REALLY

making enough from his new contract at CW to think about buying a Porsche?

MORE BMX TRICK TEAM TOUR DATES

Here's the latest batch of 'em. Whoo-ee! R.L. and Buff are gonna be busy this summer.

Last month we told you the show at Free Flite BMX in Marietta, Georgia would be on the 15th of July. That's been changed to the 22nd or 23rd of July. Call

Free Flite for the exact date and times.

July 6 — University of Pittsburgh, Pittsburgh, Pennsylvania
July 14, 16, 17, 18 — Circus City Festival, Peru, Indiana
July 20 — River Ridge Mall, Lynchburg, Virginia
July 21 — South Square Mall, Durham, North Carolina

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TRACKSIDE

SEAT PAD STICK-UM HOT TIP

Ermanno Santilli from West Newton, Massachusetts sent this one in. He says to spread A'me Grip Stick or something sticky on your seat (he says NOT to use jelly or syrup), and wait for it to dry. This creates a tacky surface which will hold your seat cover in place nice and firm. Then

you can get rad without bruising your buns due to pad slippage.

BRAIN STRAIN

Okay gang, if you've got a little spare time on your hands between motos or heavy-duty thrashin' sessions, try this thing out. But beware, it's a toughie!

Muchas gracias to Keith Huggins from Eldersburg, Maryland for sendin' this one in. He whipped it up on his computer. Whiz kid or what?

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HUTCH	THUN
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PATTERSON	

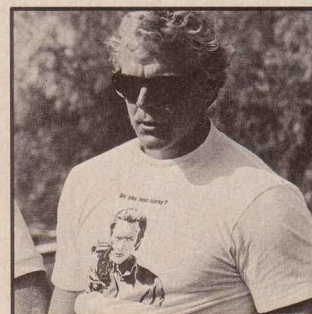
RACE UPDATE

Scott Clark dusted everyone and took home the big share of the bucks at the ABA's Springnationals. And that was only his second race on his new custom Murray frame. All right, Scott!

Stu "Do you feel lucky?" Thomsen tromped the comp a week later at



This was shot right after Clark won the last main. He's jazzed, so he's tryin' to smile, but his body is hurtin' tons. That's why he's got that funky look on his mug.



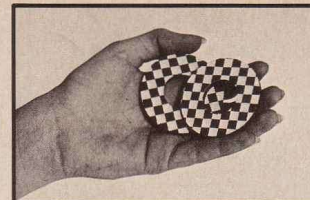
Stuart. Scope the Clint Eastwood shirt. A little psych tactic maybe? Stu gave 'em no mercy in Texas. First place bucks.

the Pasadena, Texas ABA national. First place bucks in Pro. That should silence his doubters for awhile. He's also on a new bike. Looks like Huffy is getting their prototypes totally dialed.



ZOOT HOMESTEAD

Check out Greg Hill's new house. Not too shabby, huh? BMX racing paid for it.



Flite's new thumb pads. More checkers for your scooter.

FRESH DONUTS

If you're into checkers, you'll undoubtedly want to add a pair of these

totally checkerized grip flange thumb pads from Flite (those folks that make Flite pads) to your scooter. You'll be the toast of the town and have blisterless thumbs, too.

QUICKIES

"My checks come in the mail and my wife takes care of them. She's the bookkeeper. All I see is about 40 bucks a week — and that's if I'm lucky." — Greg Hill ■

GEAR GLOVES

Protect yourself! Gear Gloves offer the same commitment to quality and value you have come to know in our apparel line. Protect your hands the way you do your body, with the best. Gear Racewear Gloves.



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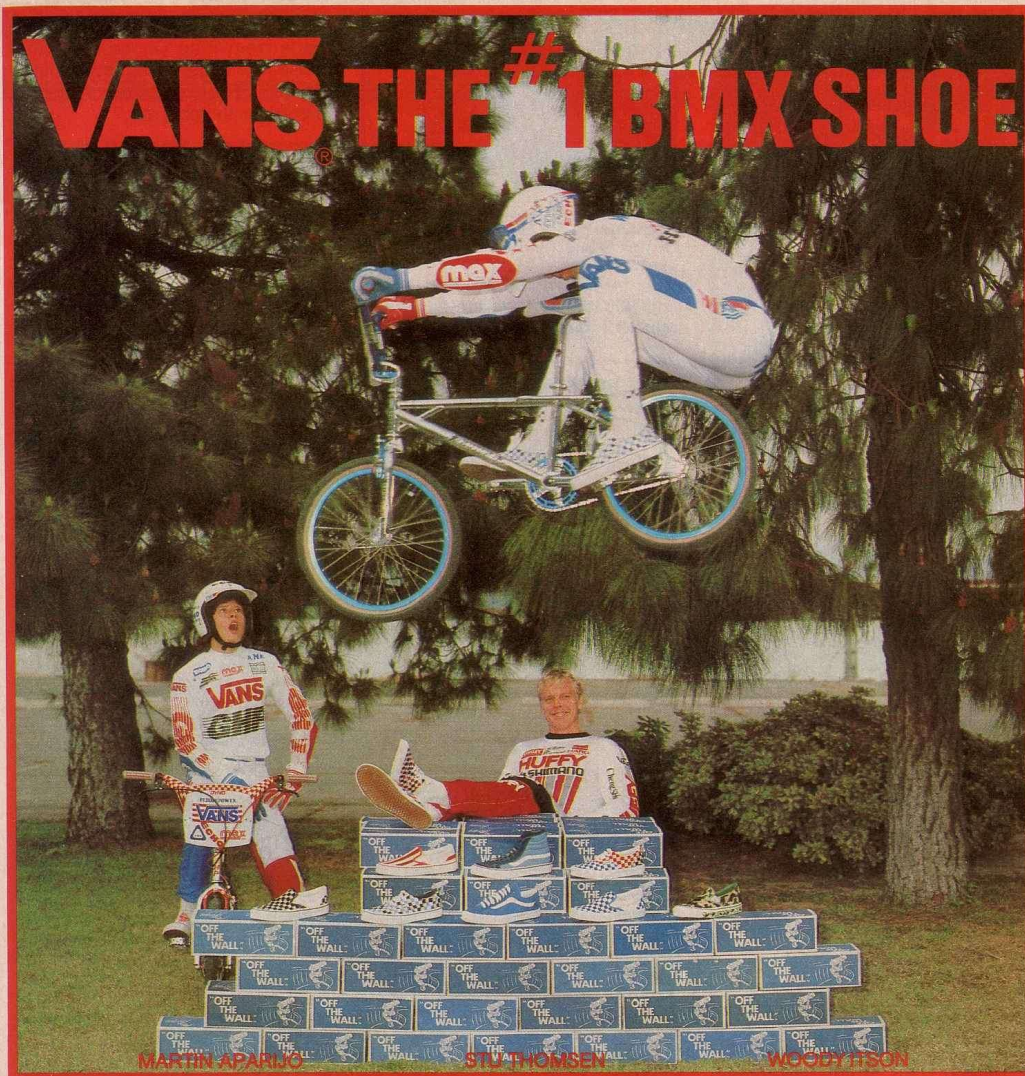
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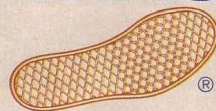
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out and take a look around. Not everybody has a Predator. But then again, not everybody can be a winner.

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MILLER THE DRILLER PULLS OFF A THRILLER

You know how just when you think you'll never escape the deep freeze of winter you get one of those picture postcards from your Aunt Martha showing sunny Southern California at its best?

Well it wasn't EXACTLY like that, but close enough when a whole passle of out-of-towners (including a whole BUNCH of back east folk) marched on into So. Cal. for a double-header weekend of NBL War of the Stars racing at Azusa and the Devonshire Downs tracks. Temps in the low 70's. Minimal (cough, cough) smog.

But best of all, the rest of the country was still buried under mucho snow. Ah yes. Early March in So. Cal. may not be perfect, but it ain't bad.

Anyways, onward to the action at hand. We're here in Northridge, California to bring you the happenins' from the Devonshire Downs round held on Sunday.

Since this track is in the San Fernando Valley, it's home turf for a lot of the "Valley Guys." Eric Rupe in particular. Eric has the track totally wired, and coming into this race all the safe money is on him.

Today is one of Mongoose's contingency races, where an A Pro who wins the main riding a Mongoose will take home \$8,000, so Eric has a teensy bit of extra incentive today.

THE TURF

Except for one snakey S-turn section, this track is WIDE OPEN! Technically, it's not incredibly difficult, but being as wide open as it is, it takes a certain amount of finesse to win here. You can't overpower it. You'll work your way into bad spots real quick. You have to sit back and wait for your opportunity to pass. Brute force WILL get you into trouble.

THE TROOPS

'84's race season should be one of the best ever. Totally killer.

Yeah, 'course we say that every year 'cause the competitive level of the racing is constantly creeping up — like four of five notches every year — but if the racing here at Devonshire is any indication of what we're in store for this year, we're in for some hot 'n hectic action.

In the pro class, it used to be that between five and eight guys could win on any given weekend. Now that number is getting somewhere up near 15! Things are cookin'!

Lots of names — either ones that you haven't heard for awhile, or totally new ones — are showin' up at the front of the pack this year, so let's cruise around the

A squadron of heavy-duty dudes divin' into the first berm at Devonshire. This track was in primo shape and WFO!



CW★NBL WAR OF THE STARS

DEVONSHIRE



Photo by Bob O'Connell

DEVONSHIRE

This particular pro semi would not exactly be the best time to saunter across the track. Clint, Gary, and Eric at full grunt. Clint ruled in the main. Gary took second, Eric third.

pits and see who they are and what they're up to. We're also gonna check in with some of the vets to see how they're doin'.

PETE LONCAREVICH (CW)

Pete's on a roll. At yesterday's War of the Stars at Azusa, he swooped the A Pro class for his THIRD major

national win in a ROW. But today he's hurtin'. "Yesterday in practice at Azusa, I went off the pro section and my shoulder popped out of socket and I crashed really bad. I wasn't even gonna race. I was just gonna go home. But I stuck around and won." "If you watch me race right now, I

favor my left side to the max. I'll be way over to the side, but once my shoulder gets stronger, I'll be more aggressive."

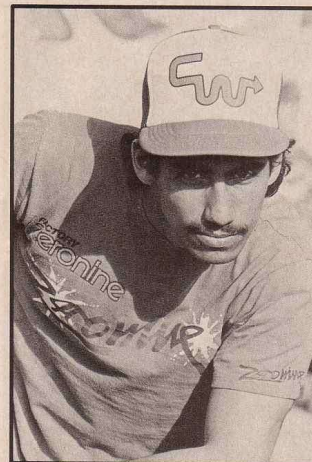
"Today I wasn't going to race 'cause I was so sore, but at 8:30 this morning I decided to go for it. (Ed. note: The races started at 9:00 and

Richard Zagars proved that he can hang with the heavies. First in B Pro, first in Pro Open. This was probably his last race as a B Pro.



Photo by Bob Osborn

DEVONSHIRE



Pete lives 40 minutes away from Devonshire.) We jammed up here as fast as we could, but I didn't get any practice, and the track is totally different from the last time I was here. In my first moto I went down the last straight and through there were

some doubles, so I pulled up to jump 'em, and there weren't any doubles there!"

What was it that brought on this heavy improvement in his racing? "I'm thinking more. Training hard and just thinking about racing. I just think positive."

"I never trained before. That's why I didn't have the stamina. I had the talent to go around the track, and get over steep jumps, and get out of the gate good, but it didn't last to the finish. Training just makes you more enthused about racing."

DONNY ATHERTON (CHAMPION)

A few years back after Donny won the NBA National No. 1 plate and turned pro, he won a few races, but he never really showed the spark that drove him to No. 1. Well, it was showing again this weekend. Gobs of it.

Donny's busy working with his partner on a new company called Pro Fit that's making some high-zoot stems.

As soon as Gibey pulls out his tape



recorder to take notes, Donny's first comment is, "Boy, I hate talking into these things." Oh well. We HAD to find out what was different from before, so we tortured him by slipping one of Oz's country tapes into a nearby ghetto blaster until Donny spilled the beans.

"I fell into BMX and got pretty good real fast. Then I got a good number, and all of a sudden I said, 'Hey, wait a minute! I'm here. Oh my God! What do I want to do?' That's why I was yelling. I didn't know what I wanted."

"When I turned pro it wasn't enough to be a pro. Now I KNOW



Rush hour in 10-11 Open. Ol' Brent Romero (1) dusted 'em (yawn) again. Geoff Scofield (behind Brent) only scooped the third in this one, but tromped the 10 Experts. "Chicken George" Seever (6X) picked off second behind Geoff in expert. These are some hefty semi-little dudes.

what I want. I've got a lot of goals set up. I write 'em down, and go for 'em. The ones I want to achieve most — like training."

"I've just been getting my head together, getting more enthused. Knowing what I want to do in life. My parents and girlfriend are helping me out."

"I've started going to school — I go on Tuesdays and Thursdays. I take two business classes, and two computer classes. I've got to know how to run my company."

BART MCDANIELS (MAXIMUM)

BMXA: "As light as you are (Bart

weighs 130 pounds soaking wet), how do you hang in with the heavy-weights?"

Bart: "I've got to pass them clean. If I get in there and start throwin' with them, that's it. I've either got to get out ahead of 'em or pass 'em clean."

Keith Gaynor's on the comeback trail from shoulder surgery. His shoulder was dusted from playing football and would pop out really easy, so he had to have the ligaments tightened up. He didn't do shabby at all — first in 18-24 Cruiser. That fuzzy strap is sort of a limiting brace to keep his arm from moving up too high while his shoulder is recovering. There is a hole in his jersey under his arm where the strap connects to another strap around his chest. Bionics. Dedication.



At Devonshire Mike King (yeah, he's Eddy's younger bro) was being scouted by both Red Line AND Huffy. He went with Huffy. Check out who's behind Mike. Izzat ol' Doug Davis?



Photo by Bob Osborn



These sure are some salty lookin' little dudes.

Photo by Bob Osborn

Their elbows, they just throw you around."

"The only dude that's big, can really hang it out, and is a good rider is Stu. Most of the other guys who are big are just throwing weight around. That's it. They don't know how to control it."

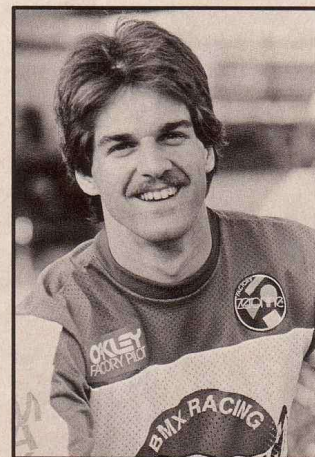
BMXA: "How come you've been jammin' lately?"

Bart: "At home I've been training a LOT. I'll ride a lot of hills and stuff. Just keep goin' and don't stop. When I'm training I don't ride my race bike. I have one that weighs about 30 pounds. It has Tuff Wheels and shorter cranks. When I practice, I practice racing. Not jumping or anything like that. I train every day. I just started doing that this year. I never did before."

BMXA: "Why did you drop out of it before?"

Bart: "I decided that if I wasn't going to get a salary and make a living off it, I wasn't going to race. Then I never got picked up by anyone else."

"Also, my girlfriend and I were get-



ting serious and stuff and I wanted to get a job and see how that worked. After awhile, I said, 'NO WAY! I'm not doin' this!' It just didn't work out. It was so stupid."

"Before, everyone thought I

should be the rider from Washington that would really be doin' it. Then these other guys came up. Everybody expected me to do good, but they had this thing about me being too small."

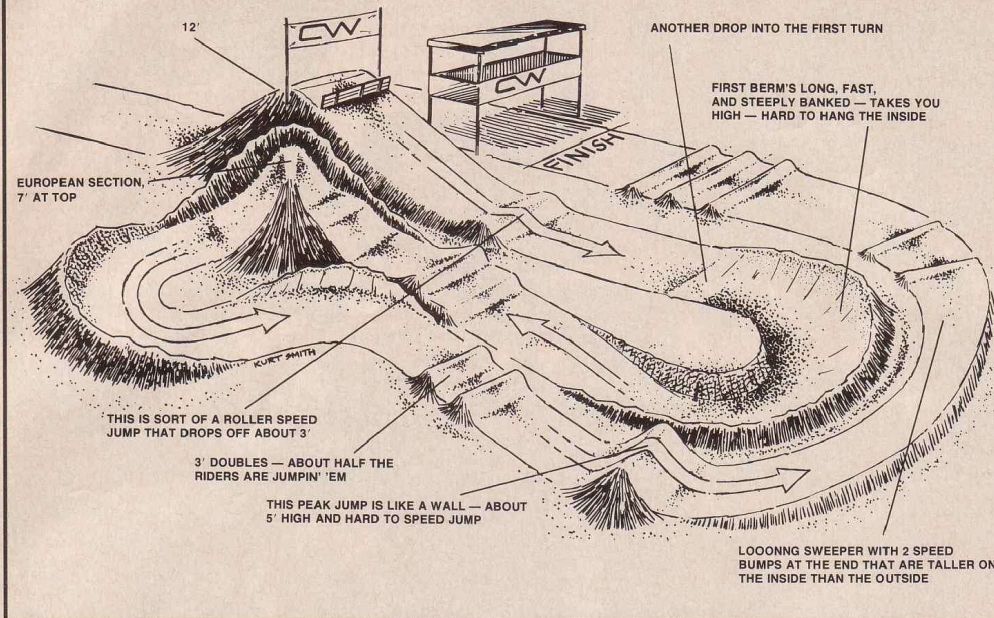
BMXA: "Before it seemed like you were always just a little out of control."

Bart: "That's just what my style is. If you asked anyone from Washington, they'd tell you — that was just my style. It was controlled. But at the nationals, I know I probably was out of control a little bit 'cause I was trying to go faster. I feel a lot better now."

JEFF KOSMALA (O'NEAL)

After Jeff was dropped by Red Line a while back, he disappeared. But he was back at Devonshire, and even though his performance was somewhat less than stellar, what he's up to is interesting. O'Neal, a pretty hefty outfit in motorcycle motocross apparel circles, has hooked up with Jeff to design and promote a line of BMX products. "We're work-

DEVONSHIRE DOWNS



ing on products, coming out with a bunch of new things, and sponsoring some people. It's gonna be good."

"Basically, what goes on in the BMX department is all mine. I work for O'Neal full time, so I'm a businessman during the week. It's pretty nice — right up my alley. I was doing construction for a while, but that was lame. Real lame."

"Right now the only thing that's off is my starts. Once I get going I feel good."

BRIAN PATTERSON (PATTERSON)

Brian's going fast, but he's nowhere near as intense as normal. He's still racing even though he has a broken wrist that's not completely healed — and without the wrist brace that he's supposed to be wearing.

"I'm racing, but just to stay in shape. I'm looking for a couple months down the road to be ready — physically, mentally, everything. Physically I feel strong, but mentally I'm just not even there. I guess I just got burned out. This is like my break."

TOM CHRISTOPHER (TIOGA)

"The last four months I've had a

steady workout program at school. Before, I'd work out one day and then I'd just go, 'I don't really want to work

out now.' I just got in a rut. But now I LIKE doing it. I'm eating right, losing weight, doing sit-ups and a lot of



Same jump, same angle, same numbers, different styles, but the same result. First in their respective classes. Cherl Elliott (Skyway), and Debbi Kalsow (CW). Two REAL fast ladies.

jump rope. Riding at home, just doing stuff that's really hard to do. Get on a set of whoop-de's that look like you can't jump 'em and just go crazy till I do."

"Mostly it's attitude. I've got my confidence back. I'm not scared of other riders any more."

"I'm gonna start playing football next year, so I've started working out with the coach."

"I weigh around 185. I was up to about 200. Before I started working out I was running about five miles a day, and I did that for about a month. That got me back into shape, and then I started working out."

"My speed is gradually coming up. I'm more happy. I was just bummed for awhile. I'd been racing for eight years, and I needed a break."

ERIC RUPE (MONGOOSE)

BMXA: "Are you feeling any extra pressure with the Mongoose contingency?"

Eric: "No. It's just as hard for me to make it now as it is when there's no contingency."

BMXA: "Are you trying to keep it out of your mind?"

Eric: "Yeah. Thinkin' and worrying about it ain't going to help me get it so I figure I'll just go out there and go for it. If I get it, I'm rich. If I don't get it, no big deal. I'm not out anything."

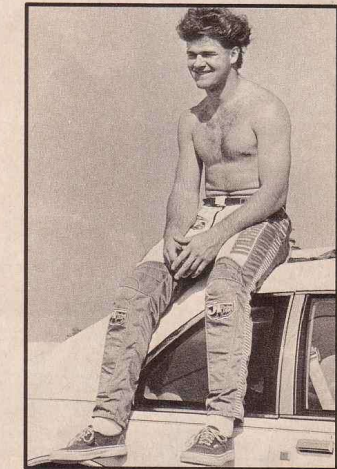
BMXA: "What about the home track advantage?"

Eric: "I ride here three times a week, but the track's too simple to have any kind of major advantage. Also, right now my foot is hurtin' pretty bad. When I fell in that last

moto, I got run over and it didn't hurt till like ten minutes after I did it, and then it started hurtin' BAD."

JEFF RUMINER (MURRAY)

Back a couple years ago, Jeff was known for getting set up on the gate for his races REALLY early, and balancing forever. Now he's working on relaxing more. "What I used to do was be up on the gate ready to go and the starter isn't even going to drop the gate, he's just standing up there getting everyone lined up, and I'd just be going, 'Arrghh!', getting all tight. By the time he'd be ready to drop the gate, I'd be goin', 'Ah, now I'm too pooped



out.' I'd lose all my breath on the gate 'cause I was so hyper."

"Now I just sit up there and balance the bike really quietly, and, well, what I've been doin' lately is just think to myself that I'm playin' football, and I'm just goin' through all these guys and scorin' a touchdown."

RICHARD ZAGARS (PROFILE)

Keep your eyes peeled for Richard. He could be one of the next giant killers.

"At the beginning of last year, I was working out with a lot of weights and got real stiff. I was all squirrely so I didn't really do that good. When I turned pro, I laid off the weights a little bit and started stretching, and all of a sudden I just came on."

"I've been racing with Eric Rupe and the rest of the guys out here, so I knew I could do it and it got me pumped. I have to concentrate a lot



This guy is so impressive. Matt Hadan was flawless in his motos — he won EVERYTHING! And that was in three classes. But in the semis he started poopin' out. He only dusted the 12 Experts and picked up a pair of seconds in his other two classes.

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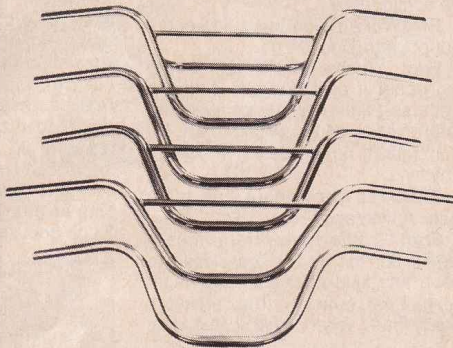
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DEVONSHIRE

A PRO

Clint Miller
Gary Ellis
Eric Rupe
Clarence Perry
Stu Thomsen
John Piant
Mike Miranda
Greg Hill

PRO CRUISER

Ron Anderson
Brent Patterson
Brian Patterson
Perry Kramer
Rob Fehd
Dave Marietti
John Crews
Clarence Perry

PRO AWARD

Richard Zagars
Brian Patterson
Eddy King

B PRO

Richard Zagars
Mike Poulson
Marty Enhat
17 EXPERT
Dean Neeb
Bill Brzenk
Danny Wall

16 EXPERT

Eric Garcez
Jon Anderson
Kelly McDougall

15 EXPERT

Billy Griggs
Doug Davis
Brian Gass

14 EXPERT

Peter Casano
Karim Richardson
Mike King

13 EXPERT

Matt Hadan
Robert MacPherson
Leon Williams

12 EXPERT

Damian Bernal
Sam Arellano
Brad Birdwell

11 EXPERT

Kevin McDougall
Brent Romero
Spencer Sharp

10 EXPERT

Geoff Scofield
George Soevers
Mike Rockwood

9 EXPERT

Justin Burdick
Gary DeBacker
Danny Nelson

8 EXPERT

Britt Audoud
Jason Donnell
Tod Tompkins

7 EXPERT

Ryan Stayskal
James Brewer
Travis Younger

6 EXPERT

Jarrett Badham
Justin Christy
Josh Slater

16 OVER OPEN

Richard Fleming
Kevin Hull
Danny Wall

14-15 OPEN

Don Jure
Doug Davis
Paul Eggers

12-13 OPEN

Philip Favors
Matt Hadan
Matt Fryer

10-11 OPEN

Brent Romero
Kevin McDougall
Geoff Scofield

8-9 OPEN

Justin Burdick
Gary DeBacker
Louis Moscardi

7 UNDER CRUISER

Ryan Stayskal
Josh Werner
Chris Schoonover
35 OVER CRUISER
George Antill
Paul Neal
Al Murphy

25-34 CRUISER

Charles DeGuevara
Weldon Nomura
John Hoffard

18-24 CRUISER

Keith Gaynor
Kevin Hull
Pat Canning

17 CRUISER

Mahlon Abrams
Gary Laurent
Curt Gardner

16 CRUISER

Scott Campbell
Tom Christopher
Jon Anderson

15 CRUISER

Billy Griggs
Darwin Griffin
Brian Gass

14 CRUISER

Dave Bentley
Peter Casano
Chris Verhagen

13 UNDER CRUISER

Ray Obolowicz
Matt Hadan
Damian Bernal

16 OVER GIRLS

Debbi Kalsow
Kim Johnson
Wendy Rutherford

14-15 GIRLS

Sue Gingrich
Connie Leitner
Cassandra Adams

12-13 GIRLS

Cheri Elliott
D'Anna Edwards
Julie Lindsay

10-11 GIRLS

Lisa Terry
Krischelle Gill
Melissa Voegelé

8-9 GIRLS

Heather Sordia
Jody Romanelli
Michelle Brewer

7 UNDER GIRLS

Cindy Ainsworth
Colleen Gomez
Jenna Meyers

16 NOVICE

Ron Corby
Gary Taylor
Michael Tracy

16 NOVICE

Paul Shafer
David Pentico
Damon Humphrey

14 NOVICE

Bill Gibson
Joey Filben
Travis Daane

13 NOVICE

Scott Breverman
Edward Landez
Phil Schaeffer

12 NOVICE

Andy Trask
Devin Franchino
John Robertson

11 NOVICE

Brad Dawson
Chris Miller
Eric Portierfield

10 NOVICE

Tony Tretta
Larry Lee
Ryan WesMinkel

9 NOVICE

Jamie Myers
Todd Dulawan
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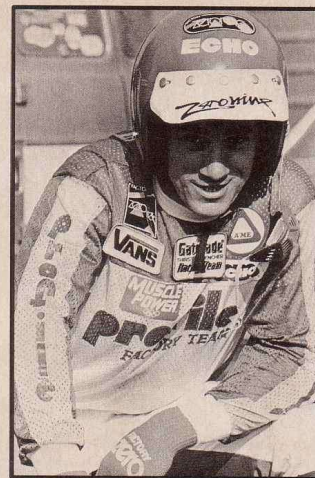
6 UNDER NOVICE

Carl Joe Matthews
Adrian Webb
Kris Town

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more, and I ride my bike a lot more now. I used to lay off riding the bike, and I used to work out on weights all the time. I changed it around, and all of a sudden it came together. It's working."

THE GRAND FINALE

We're up to pro main time, gang. Let's run through the lineup by lane position. John Piant (who's looking much improved lately) is huggin' the inside line, with his Huffy teammate Mighty Stu right next to him.

Clint Miller, Mike Miranda, Greg Hill, and Gary Ellis fill out the middle of the gate.

Clarence Perry is sitting in lane seven, and Eric Rupe gets the dreaded lane eight. Can Eric preserve the local honor and scarf the Mongoose contingency? Let's see.

As the lights run down, Clarence hits the gate just a hair early and bumps into Eric.

Clint holeshots with a REAL tight pack hot on his heels. In the first turn Piant's front end washes out, and he goes down along with Hill, Stu, Miranda, and Clarence.

Meanwhile, Clint is still cookin' out front with Ellis and Eric on him like a two-man traffic jam. You could throw a blanket over all three of 'em.

And that's the way they finish.

Sorry Eric. No Mongoose contingency for you. This time anyways.

All's not lost for the local honor, though. Richard Zagars scarfed both the B Pro and Pro Open mains.

That should about do it from here, gang. Keep it WFO, and we'll see ya at the races. ■

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Brian Patterson



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MONGOOSE PRO CLASS

FAVORITE SON

MOTHER GOOSE'S

Gibey just finished putting the Mongoose Pro Class together and it's sitting out in the warehouse right now. It sure is pretty just sittin' there. Great gobs of chrome. One of the nicest show chrome jobs we've seen in quite awhile. The bike is absolutely shimmering and glimmering under the glare of a lone 60 watt bulb.

But sparkle aside, it has one purpose. Max speed around a BMX track.

It's ready and waiting for someone to hop on and put it through its paces. It looks like the kind of bike that, if left alone in the garage too

Yipes! Eric Rupe divin' down The Wall backwards. Now that's spooky!



Photo by Bob Osborn



The show chrome finish on the Pro Class is HOT! You'd better have on your Vaurnets or a pair of Oakley's new sunglasses when you check it out.

MONGOOSE **PRO CLASS**

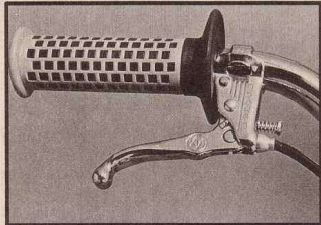
long, would take off and go riding by itself.

This is the one. Mongoose's top-of-the-liner. The Pro Class.

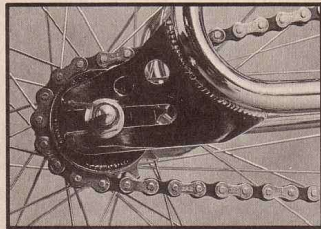
DRESSED TO KILL

The black chrome hasn't disappeared — it's just that now you have a choice between show chrome and the shiny black stuff.

The folks at the 'Goose factory have slipped a few black and silver components on for good measure.



The Mongoose Soft Block grips are surprisingly comfortable for vinyl grips. They don't eat your hands alive.



Check the welds. Nice, huh? The rear dropouts give you lots of room to work with when you're changing gearing.



The 'Goose flies most comfortably. Our test woobies were gettin' mucho air. That's an honest eight feet!

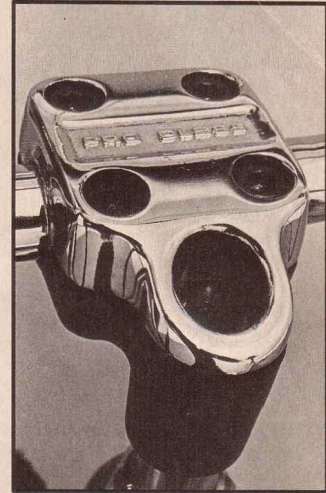
Mother, I'd like to introduce three boys I met today. . . . Mother???



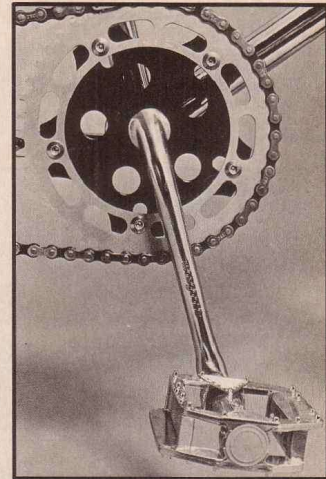
NBL Numero Uno and Mongoose factory pro, Eric Rupe, tucked and truckin'.



Photo by Steve Giberson



The Pro Class stem does a first class job of keeping the bars in place. We tried using a longer stem up front to gain a little more room, and ended up going back to the stocker.



Check out the new Mongoose Power Plate aluminum spider. See the slots for the chainwheel bolts? You can use either bolt pattern chainwheel with no probs. Other trick goodies here include the SR platform pedals, and Mongoose 180mm forged chrome-moly cranks.

BMX ACTION OFFICIAL TEST MONGOOSE PRO CLASS

Exactly which components are silver and which are black depend on whether you pick the chrome or black chrome version.

TORTURE TESTING TERRAIN

We packed up the BMX factory van and did some freeway flyin' out to The Wall in Irvine. This place is RAD!

Picture this. A 40 foot wide chasm that's about 15 feet deep. Now make one of the downhill sides of this

Buff behind the bars, and Oz behind the Nikon. When you're shootin' at close range with a fisheye lens, you need LOTS of mutual trust. Most successful cornering tactics for the 'Goose include keeping plenty of weight on the front end.

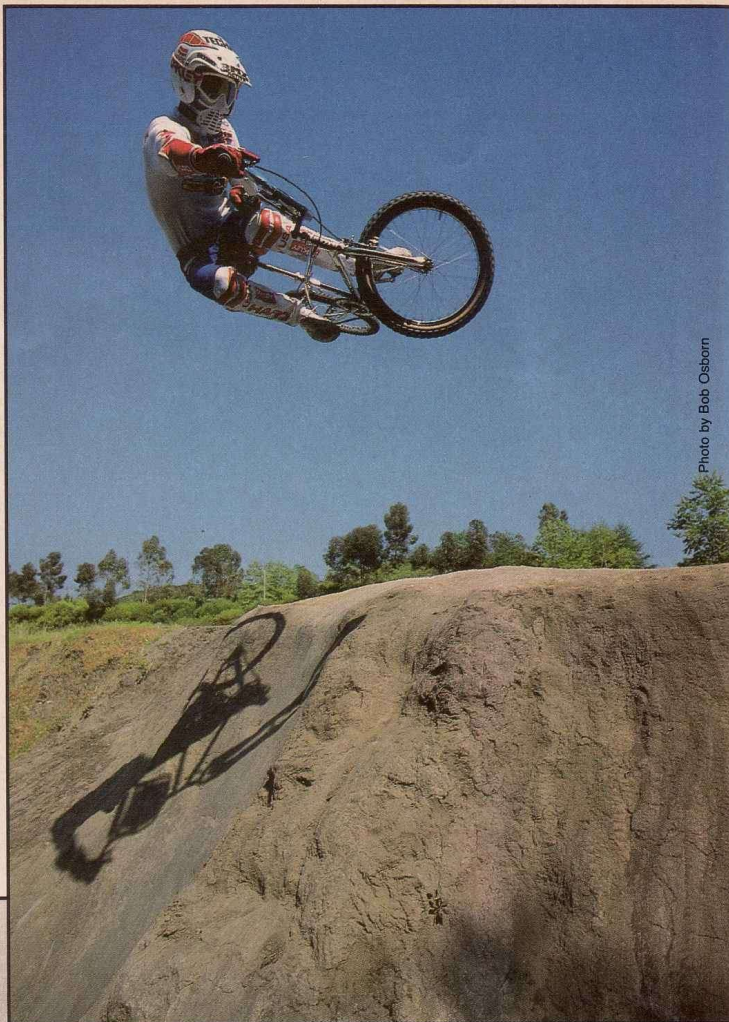
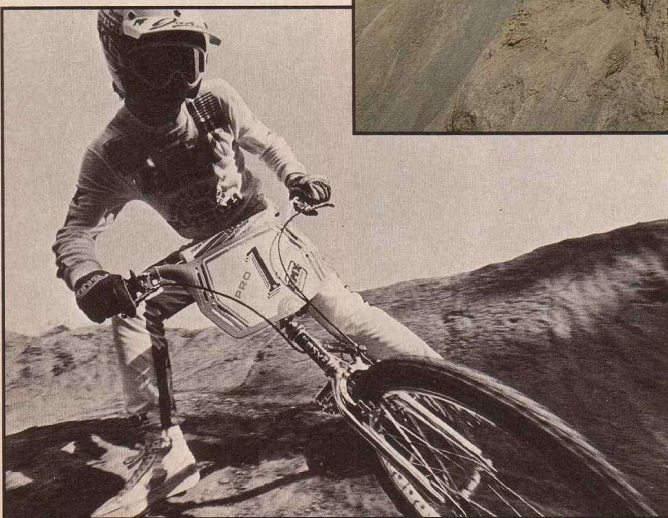


Photo by Bob Osborn



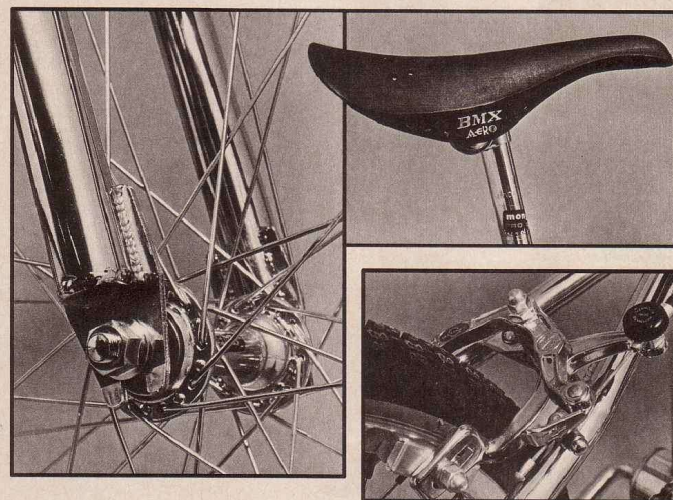
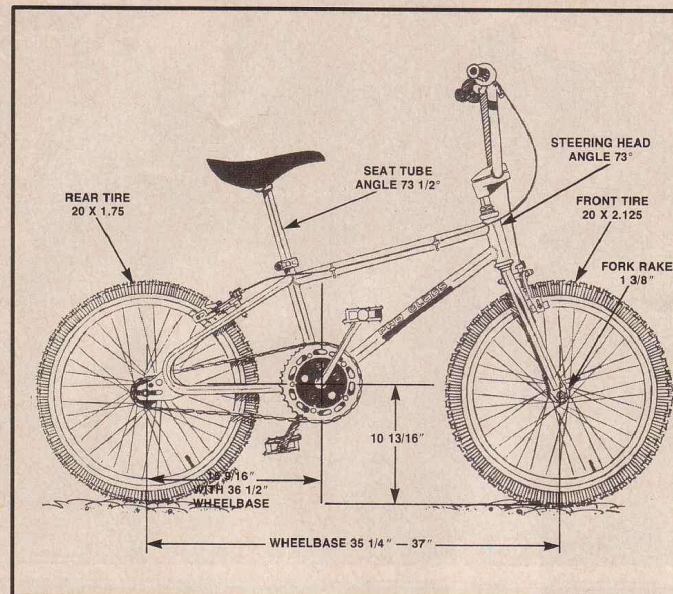
Aerial extravagonzo! R.L. using The Wall as a dirt quarter-pipe.

thing sort of mild so you can get a good run at (fiendish, sinister laugh) — The Wall. This sucker starts out at a nice gradual angle, and then proceeds to curve up 'till it's almost, but just a hair shy of, TOTAL VERT! In fact, if you looked at it from the side, it would easily remind you of a quarter-pipe carved into the dirt.

There's also about five different lines through the pit. Different lips and style jumps.

This is the perfect place to put the Pro Class through its paces.

MONGOOSE PRO CLASS



PRICE & SPECS

COMPLETE BIKE PRICE: Chrome \$440.00; black chrome \$450.00.

FINISHES AVAILABLE: Chrome and black chrome with black and silver components.

COMPLETE BIKE WEIGHT (without pads or plate): 24 pounds, 3 1/2 ounces.

FRAME WEIGHT: 3 pounds, 15 1/2 ounces.

FORK WEIGHT: 1 pound, 11 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.

HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 1/2 inches.

HANDLEBAR WIDTH: 26 3/8 inches.

TOP TUBE O.D.: 1 1/8 inches.

DOWN TUBE O.D.: 1 1/4 inches.

FORK LEG O.D.: 1 inch.

BOTTOM BRACKET SIZE: Large.

COMPONENTS

FRAME: Mongoose Pro Class, chrome-moly.

FORK: Mongoose Pro Class, chrome-moly.

HANDLEBAR: Mongoose Pro Class, chrome-moly.

HANDLEBAR STEM: Mongoose Pro Class, aluminum and chrome-moly.

GRIPS: Mongoose Soft Block, vinyl.

HEADSET: Mongoose.

RIMS: Mongoose Pro Class, pierced aluminum.

SPOKES: 36, .080/.060/.080, with aluminum nipples.

HUBS: Suzue sealed-bearing, aluminum, low-flange.

TIRES: Cheng Shin.

BRAKES: Dia-Compe MX, aluminum, front and rear.

BRAKE PADS: Dia-Compe.

BRAKE LEVERS: Dia-Compe Tech 3.

BRAKE CABLES: Dia-Compe.

PEDALS: SR, aluminum and chrome-moly.

CRANK: Mongoose, one-piece forged chrome-moly, 180mm.

BOTTOM BRACKET SET: Mongoose.

FRONT SPROCKET: Takagi aluminum chainwheel, 44 teeth.

SPIDER: Mongoose Power Plate, aluminum.

FREEWHEEL: SunTour or Shimano DX, 16 teeth.

CHAIN: TYC, 1/8 inch.

SEAT: Viscount, aero style.

SEAT POST: Mongoose Pro Class, chrome-moly.

SEAT POST CLAMP: Mongoose, aluminum.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including pro), luxury street.

AGE RANGE: 13 up racing, 12 up street.

QUALITY OF FINISH: Very good to excellent.

QUALITY OF WELDING: Excellent.

QUALITY OF COMPONENTRY: Very good to excellent.

GEOMETRY: Good to very good.

HANDLING: Keep your weight forward in berms to keep the front tire biting . . . Don't even worry about air time — no probs . . . Taking one link out of the chain helps the way it speed jumps.

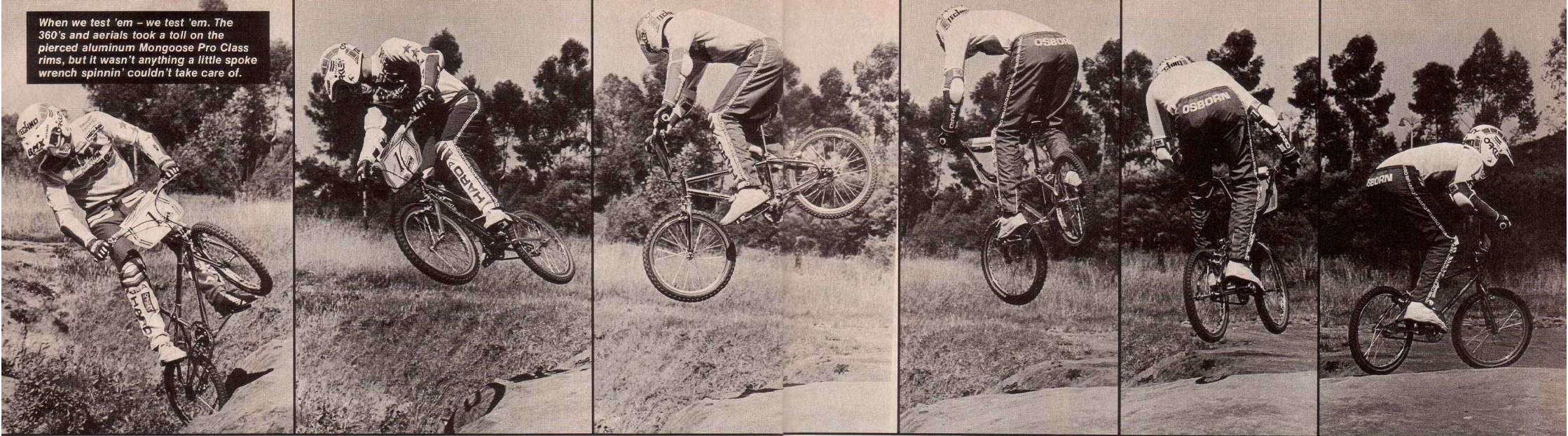
MISCELLANEOUS COMMENTS: "These handlebars definitely (BEEP). They need to be wider" . . . "It feels too short — the front end is pushed back." . . . "Mongoose has always had a low crank hanger — forever." . . . Even though the grips are vinyl, they're not bad. Good gription . . . The stem never slipped — not even a bit . . . The SR pedals have plenty of traction . . . Except for the back rim getting a little kinkular, nothing bent or broke.

TEST INPUT: R.L. Osborn, Mike Buff, Eric Rupe, Steve Giberson, Bob Osborn, and a little bit from Scott Clark.

MANUFACTURER:

BMX Products
5152 North Commerce Avenue
Moorpark, California
93021-1797
Tel: (805) 529-7000

When we test 'em — we test 'em. The 360's and aerials took a toll on the pierced aluminum Mongoose Pro Class rims, but it wasn't anything a little spoke wrench spinnin' couldn't take care of.



FIVE MINUTES WITH ERIC RUPE

AGE: 20
HOME TURF: Northridge, California
SPONSOR: Mongoose

HOW TOUGH IS IT GOING TO BE TO REPEAT AS NUMBER ONE?

"It's not going to be any harder 'cause it's always been super hard. All the same guys are there. They're all working harder, but then EVERYBODY'S working harder so most likely everyone's progressing at the same rate."

HOW ABOUT THE NEW CROP OF 17 EXPERTS THAT HAVE MOVED UP?

"It's going to be interesting to see how they do. I won't mention any names 'cause a lot of them are my friends, but I haven't been all that impressed with a few of those guys. A lot of them have done real good right at the beginning when they moved up, and most likely they'll continue to do so, but we'll just have to wait and see."

DO YOU FEEL EXTRA PRESSURE NOW THAT YOU'RE NUMBER ONE?

"No, but I've just realized that a lot of guys are being a little more aggressive than normal toward me. I've been thinking about putting a bullseye on the back of my jersey."

HOW MANY WEEKENDS OUT OF THE YEAR DO YOU GET TO STAY HOME AND NOT TRAVEL SOMEWHERE?

"Probably three or four."

WHAT DO YOU DO ON THE WEEKENDS YOU HAVE OFF?

"Ride my bike. It's not the racing that burns you out, it's the travel, so when you're home, you still ride your bike 'cause you're not tired of doing that, you're just tired of being gone all the time."

"Occasionally I'll get out there and play 18 holes of golf."

IS RACING STILL FUN FOR YOU?

"It's more fun now than it's ever been. Not just because I do good sometimes or I don't do good, I just love it. I love flying to races and racing. Just thinking about coming from a different part of the country and being one of the best guys there. Having people know you that live thousands of miles away."

DO YOUR NEIGHBORS KNOW WHAT YOU DO FOR A LIVING?

"Yeah. A lot of people are trippin' out on me 'cause D. David Morin came over to my house with his film crew and they shot a segment on me for this TV show that he's hosting."

"Kathy (Eric's wife) and I were just kickin' back out by the pool and they're filming us, and there's people walkin' by freakin' out. After that they were asking me, 'What were the TV people here for? What do you do for a living?' They always see me running around on my bike, and I told them, 'Well, I race these, and this is how I make all my money. I'm a popular guy and I'm one of the best out there', and they just freak. They'll say, 'You mean you never go to work?'"

DIDN'T YOU ENLIST TO GO INTO THE AIR FORCE A COUPLE YEARS BACK, AND WEREN'T YOU SUPPOSED TO BE THE FACTORY AIR FORCE RIDER?

"Yup. What my first recruiter told me was that I could continue racing and they'd pay for everything. I got lied to. Luckily I got out of it."

DO YOU EVER THINK WHERE YOU'D BE NOW IF YOU HAD GONE IN?

"Many times. I mean, I freak when I think where I could be 'cause I don't want to be where I could be, I want to be here, where I am now!"

"I kept racing and got number one, and right now I wouldn't even be half-way through, 'cause I was going to enlist for six years. By the grace of God and prayer, I got out."

IN A MAIN ARE YOU CONTENT TO SIT BACK IF YOU'RE IN SECOND OR THIRD, OR DO YOU GO FOR IT AND TAKE A CHANCE OF FALLING?

"Consistency is more important than hot and cold. I

won't go for it if there's a chance that I won't make it, I would rather get second than fifth or sixth or last."

"I've only caught myself going for it when it wasn't completely safe when it wasn't too serious. When I'm at a serious big race and I'm up there in front — well like at the NBL Grands — I could have tried to put a move on Toby in the next-to-last corner and we'd have hit, and I could have made it and got first, or I could have gotten fifth and missed getting the number one plate."

ERIC RUPE'S FACTORY MONGOOSE

FRAME AND FORK: Mongoose Pro Class prototype, chrome-moly.

HANDLEBAR: Galindo, chrome-moly with plastic crossbar and extruded aluminum clamps.

HANDLEBAR STEM: Pro Fit, aluminum and chrome-moly.

FLEX FIGHTER: California Racing Designs, aluminum.

HEADSET: Tioga with an SST Dirt Skirt.

RIMS: Mongoose Pro Class, pierced aluminum.

SPOKES: 36, .080/.060/.080, with brass nipples.

HUBS: Front, SR sealed-bearing; rear, Suzue sealed-bearing.

("They'll both be Suzue soon.")

TIRES: Mitsubishi Comp III; 2.125 front, 1.75 rear.

TUBES: 20 X 1.75.

BRAKE: Dia-Compe MX caliper, aluminum, rear only.

BRAKE SHOES: Mathausser finned.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

GRIPS: Oakley B-1B, rubber.

PEDALS: SunTour XC-I, aluminum and chrome-moly.

CRANK: Profile, three-piece tubular chrome-moly, 180mm.

SPIDER: Profile, aluminum.

BOTTOM BRACKET SET: Profile, sealed-bearing.

FRONT SPROCKET: Shimano, 43 teeth.

FREEWHEEL: SunTour, 16 teeth.

CHAIN: SediSport, 3/32".

SEAT: CyclePro Shotgun.

SEAT POST: Mongoose, chrome-moly.

SEAT POST CLAMP: Mongoose, aluminum.

SAFETY PADS: Haro.

NUMBER PLATE: Haro Flo-Panel.



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The new, innovative **MX-V** Win Stem from Kusuki, the next logical step in stem design. Proven high-performance materials and leading edge engineering combined in an aero-dynamic hinged two-bolt design.

MX-V Specifications:

Length: 130mm (4 3/16") Material: Forged light alloy with cro-moly column.
Extension: 40mm (1 5/8")

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Two-bolt design for quick and easy installation and adjustment.

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Hinged clamp provides even tension with less stress.

Stem is chrome plated Cro-Moly.

WIN • KUSUKI

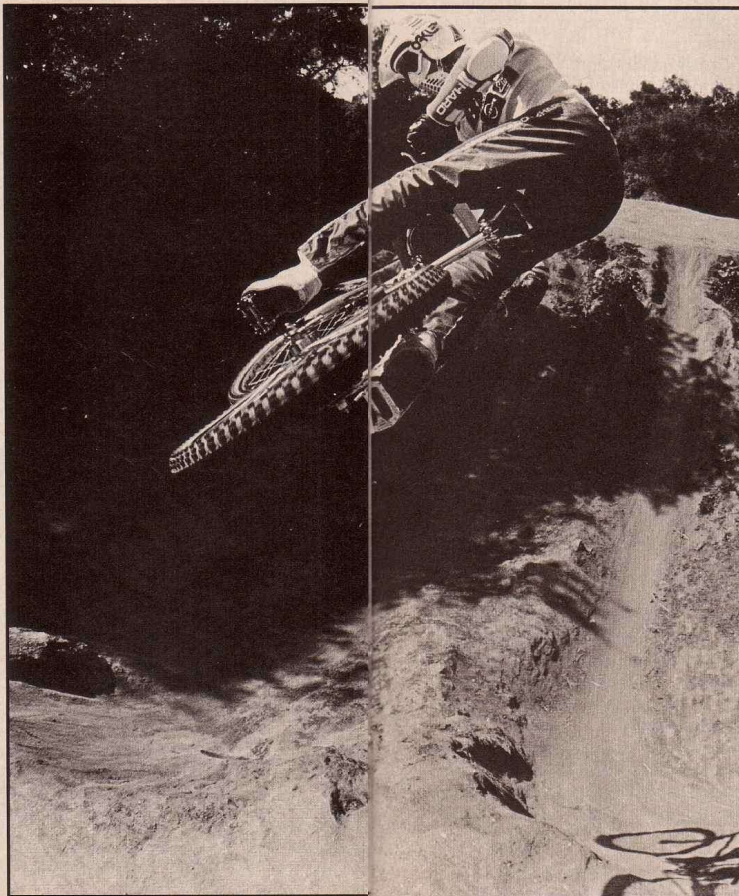
Distributors contact: Kusuki Manufacturing Co., LTD.
660, Otori Minami-Machi 5-Cho, Sakai, Osaka, Japan

BMX ACTION OFFICIAL TEST
MONGOOSE PRO CLASS

PRO CLASS HIGHLIGHTS AND LOWLIGHTS

When you first sit on the bike it's easy to tell they did something to the bars. They're WAY narrower than before. Only 26 3/8 inches.

Can ya' dig it? A quarter-pipe carved into California adobe. T-rick! Re-entry was hairy, though.



We didn't have a spot for handlebar width on our spec sheet the last time we tested the PC, but judging by feel, they're probably two to three inches narrower than before. For the age range this bike is aimed at, 13 and up, they NEED to be wider.

The frame is a bit different from before too. The overall length has been stretched a fraction or two, and the bottom bracket has been raised a couple hairs.

Mongoose bikes have always had a low bottom bracket, and thus a low center of gravity, but the Pro Class is LOW, even with the slight raise. It's so low, we could actually lean it over and use one of the pedals as a kickstand!

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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.

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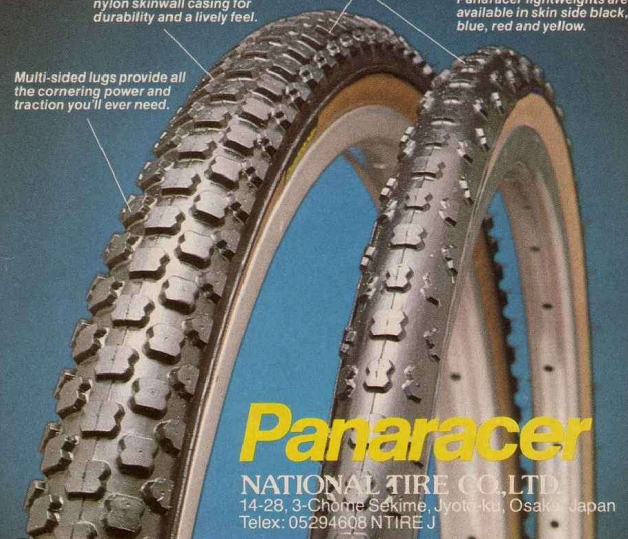
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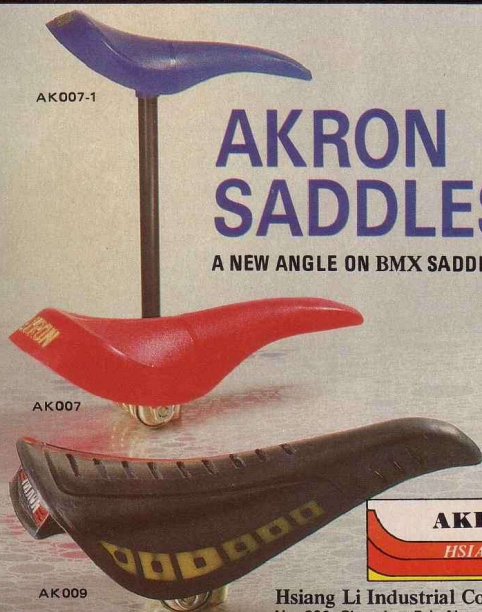


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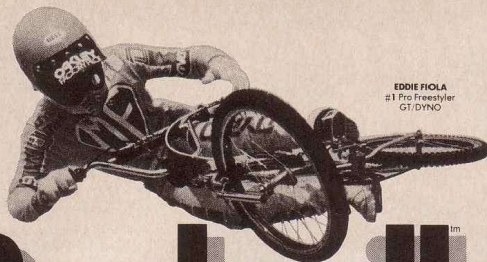
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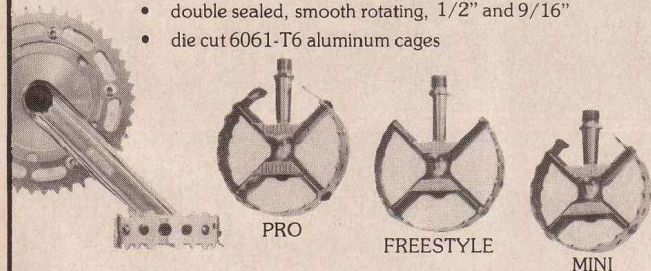
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MONGOOSE PRO CLASS

It was originally designed by Bob-by Woods when he was riding for Mongoose, and since Bobby used 170mm cranks, the low bottom bracket height was no problem for him. But with the 180's that come on the Pro Class, you have to be a little more careful about spiking a pedal when you're diving into a corner.

Construction is primo. Mongoose's tradition of totally clean welds is still intact.

Let's see. There's also beefy chain and seat stays built into a single-loop tail section.

The frame weight is great. Only 3 pounds, 15 1/2 ounces. And the durability that Mongoose is famous for is still there.

The forks use Mongoose's famous in-line axle design. These things are bullet-proof.

There's some pretty cosmo-qual componentry hangin' out on the Pro Class. Stuff like the Dia-Compe MX calipers and Tech 3 levers for the front and rear. Suzue sealed-bearing hubs. The SR platform pedals. Mongoose 180mm forged chromoly cranks (that are made for the Mongoose factory by Takagi). And the Pro class stem (which is built by ACS).

Totally new is the Mongoose Power Plate spider. It's made from aluminum, and has slotted chainwheel bolt holes so you can use whatever brand chainwheel you want. Yeal

HANDLING

For some reason, the Nerd Herd wasn't 'actly thrilled with the performance of the Pro Class. But the last time we tested it, they ranted and raved. So what changed, we wondered?

We gave a quick call to Mongoose's high-zoot new digs to see if

we could find the answer. No help there. Almost no change since last time. Just a very slight lengthening of the wheelbase and raising of the bottom bracket. Not really enough to make up for the difference in opinion from last time.

This brought on more discussion of the lack of rave reviews. About the only thing we could figure was that a good part of it was the handlebars. 26 3/8 inches is not exactly the hot set-up for a pro-sized bike. Maybe if you want to race on a track that has a bunch of trees set about 27 inches apart. But for a wide open BMX track where max pulling power is required, they're WAY too narrow.

We tried slipping on a couple of Galindo bar end protectors to see if they would help. They brought the width up to just a skosh under 27 1/2 inches. And they did help... a little bit anyways. The point is; change the bars. It will help tons.

Both R.L. and Buff thought that the addition of a lay-back seat post would help a bunch for really large dudes.

RACIN' AROUND

We were cruel. Inhumane. Brutal. Using The Wall as a launching pad, R.L. and Buff flew the Pro Class to new heights. They were up there.

Then, R.L. started doing aeriels from the main line at The Wall to the line right next to it, which was a killer. But it did prove that the 'Goose is REAL stable in the air.

The back wheel got a little twinkled sometime during the aeriels attacks, but it wasn't anything a spoke wrench couldn't cure.

For berm work, it is necessary to keep your weight way up toward the front to keep the front end from slip slidin' away. A real Comp III or Comp IV would probably work better than the Cheng Shin Comp III copies that the PC is shod with.

WHAT WILL IT TAKE TO MAKE IT A WINNER?

First off, the bars need to be widened. If you're gorilla-sized or larger, a lay-back seat post will be a welcome addition. But the components are cool. It handles good (after you get used to keeping your weight forward in corners). And the 44-16 gearing is good (though you'll probably want to go a 43-16 or a 45-17 for snappier starts).

After that the only thing it needs to be a winner is YOU. ■

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Elina U.L.



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PRO CLASS POWER PLATETM

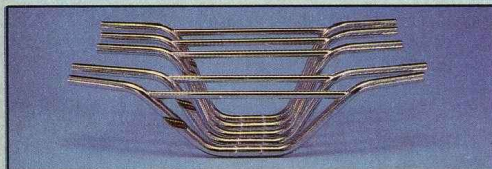
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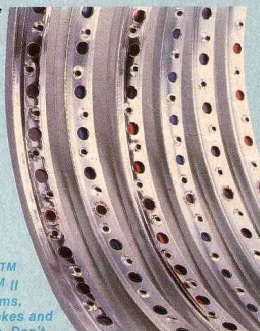
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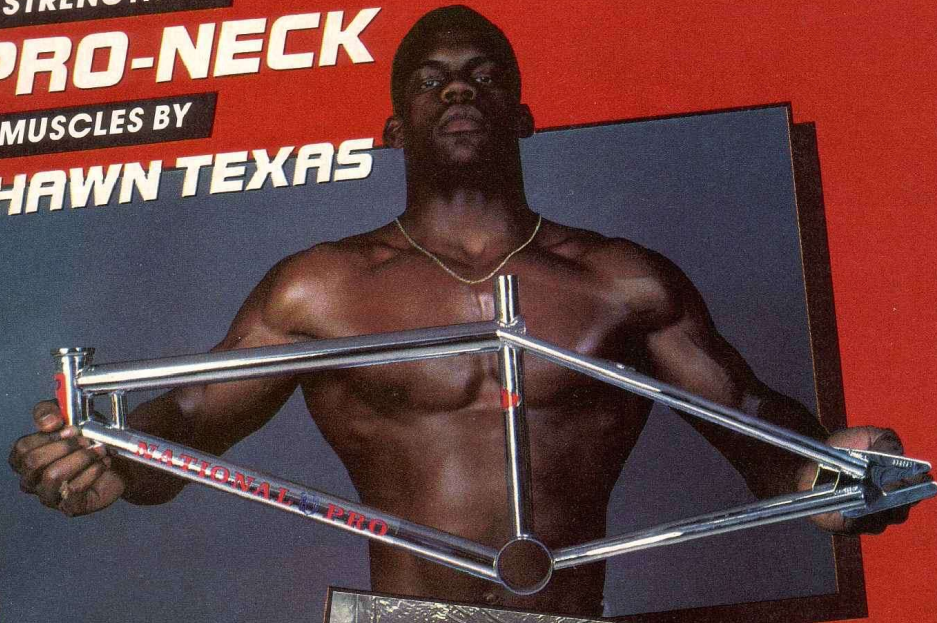
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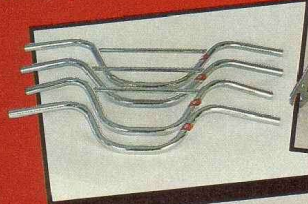
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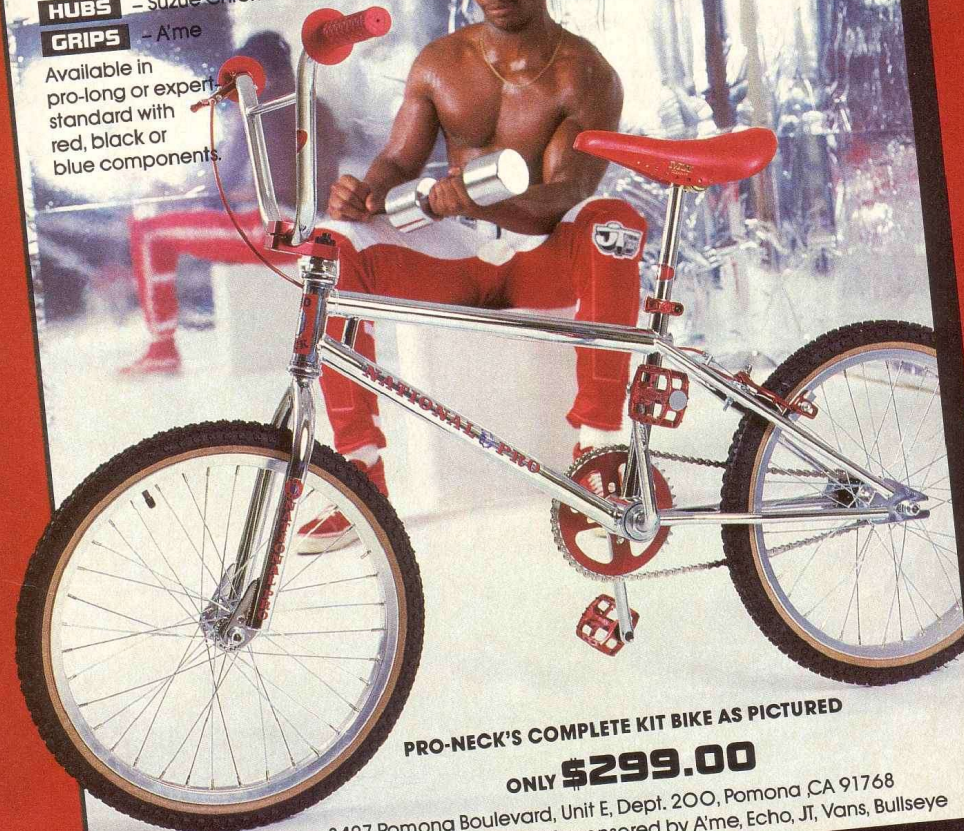
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WORKOUT SECRETS OF BMX'S MOST PROFESSIONAL PRO

Pro BMX has become a full-time job for the guys who have the skill and drive to do it. An enviable job perhaps, but let there be no doubt about it, it's an EXTREMELY tough full-time job.

The riders are professional athletes in every sense. Mentally, physically, and in the amount of effort they put into it. More and more of them have recognized that they need professional training to keep them competitive.

Recently Greg Hill acquired the services of Jeff Spencer, former 1972 Olympic cyclist, past trainer for Team Honda, current training consultant for Mark Barnett, and holder of a Master's degree in physical education to help him with his training.

We booked on out to Greg's new house to check out one of his workouts and get into his innermost secrets of race prep. What we found was a well-balanced, intelligent, and complete training program that can be used by anyone who's serious enough to keep it up.

GREG HILL'S NEW TRAINING PROGRAM

We got the tape rollin' in Greg's upstairs training room.

"I was getting really mad 'cause I called everyone I could think of to find someone who could give me some guidance, and I couldn't find anybody."

"Then I called up Duke at Oakley, and he suggested Jeff. I'm figuring, 'This guy trains the best riders. Why would he want to even talk to me?' I couldn't believe it. I called

him up, and he said, 'Yeah, no problem.'"

"I went to him, and he really got into it — really wanting to help me. I started going to him once or twice a week, and he was telling me what I should be doing."

"Now I work out maybe once a week at a gym with Jeff, get the program wired in my head and then I do it all here at home. I can do everything here except leg extensions and leg curls."

"Jeff's gonna start racing BMX. He rode as a cyclist in the Olympics, which is cool 'cause he knows all the muscles that are involved in riding a bike so when I tell him, 'This exercise feels really weird when I'm doing it,' he understands what I'm talking about."

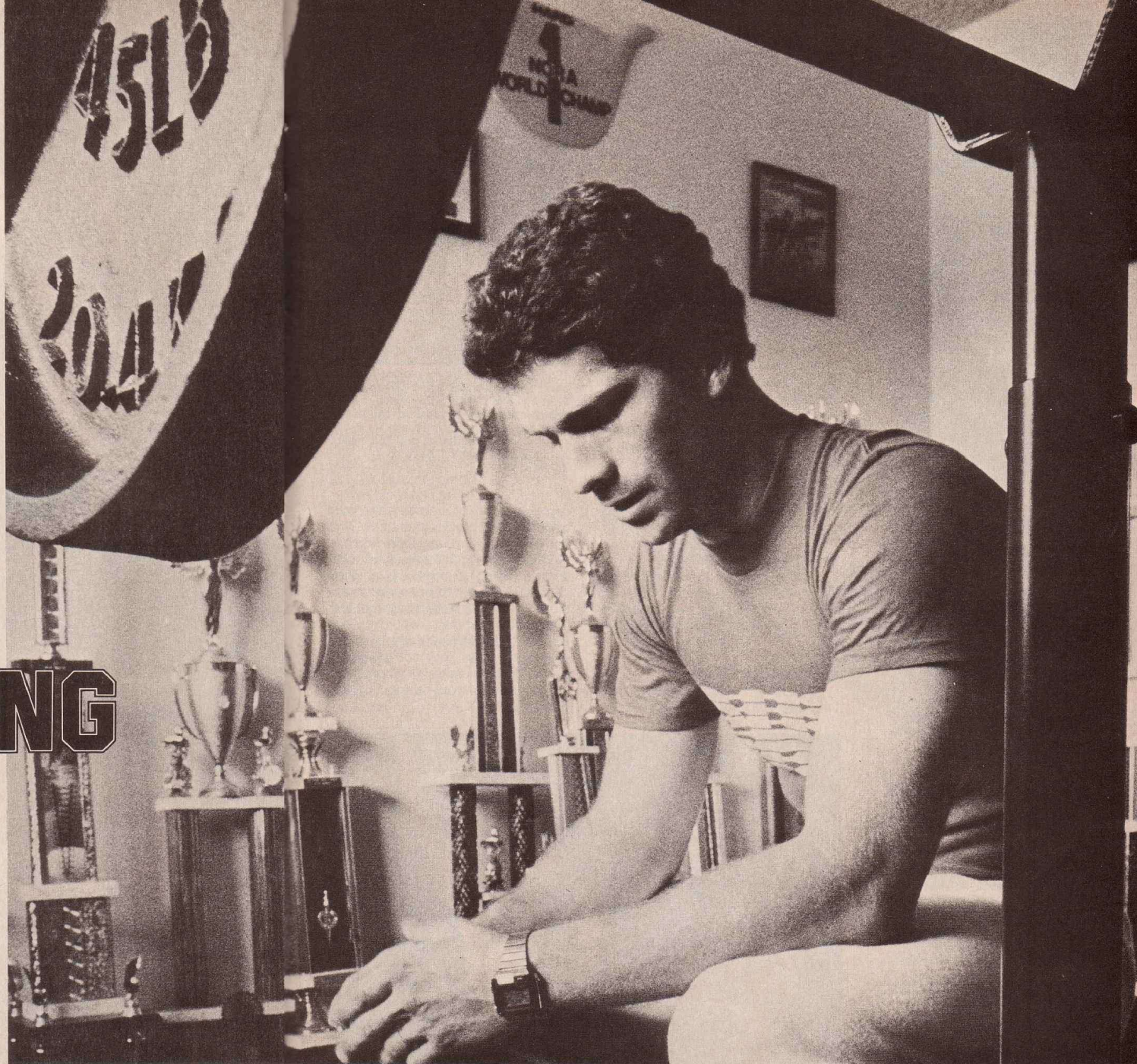
"When we're at the gym, he's not just telling me what I should be doing — everything I do, he does, too."

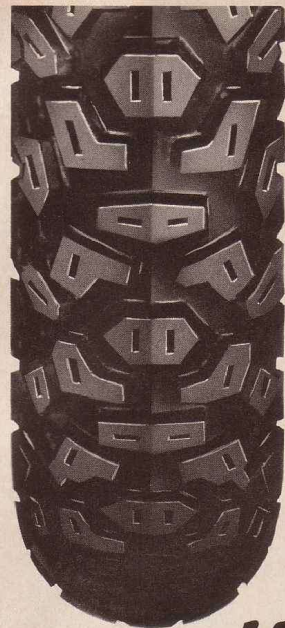
"It's really neat having someone work out with you. It makes you want to get the last few reps out and not quit."

WHAT ARE YOU DOING DIFFERENT THAN BEFORE?

"Mostly it's smoothed out. Like before, one day I'd work my brains

There are three extremely important things in this photo that all go together. One is Greg's determination. It's iron-clad. You can just look at him and you KNOW. The next is his weights and training program. That's part of what put him where he is. The third one is on the plate above Greg's head. The final product of TONS of hard work. The NORA Cup.





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"and then rest for another day or two 'cause I'd be so sore. I'd figure, 'Well, I'll just kick back and ride.'"

"Now if I work hard enough that something gets sore I'll work out another part of my body the next day instead of resting."

"I also work out one day pretty hard, and ride kind of easy. Then the next day I'll ride a lot and work out kind of easy. I've kind of slacked off a little bit, but my workouts are more consistent. It's less of a roller-coaster."

HOW MUCH DO YOU TRAIN?

"I'll work out for about two hours, but that's not solid, that's just like a cruise here and there on different machines."

"It's not really a schedule 'cause it's just kind of when I WANT to do it, not to where I feel like I HAVE to do it, 'cause that's where I'll get burnt out."

"I try to work out in the morning, but if I'm not into it I'll put it off and do it later on at night. I noticed if I do work out every day at the same time for a couple weeks I feel like I just have to get up and go do it. It gets very old. It's got to stay interesting."

WORKOUT ROOM

"This is like my incentive room. I can come in here, check things out and get pumped up. I've got memories in here of different races I've won."

GETTING INTO IT

"You have to stop and think, 'Hey, I'm doing this to get in shape and win



"I never used to work my stomach. I hated stomach work! Now I can do 'em. Even if you don't like doing some of the things in the program, just do 'em. In a week and a half, you won't even remember that you hated 'em. You'll start to get stronger and it'll build your confidence."

races instead of being really cool with my chest stuck out to here.' You can go in any gym, any time, and see guys just looking at themselves in the mirrors, trying to pump up so they can look cool. That's not gonna make them an athlete. I used to do that too. That's how I know. I would always want to get looking burly. I guess everybody does. But you've got to look at these weights as a conditioning program for your racing, not how you look."



Behind the neck presses. Great for your shoulders.

"You've also got to make it a balance. You don't want to get to where you can do one exercise so much better than another. Like a lot of guys do one exercise really good, and you know they'll be doin' it every day in the gym. Some guys love to bench press, so they do that, but then they have skinny legs. You can't do it on a half type deal. You can't just work out the best muscles that you like and neglect the others, 'cause that just doesn't work."

"What Jeff says is, instead of trying to be a musclehead, you work your whole body. Your legs, your upper body, and your stomach. Every area. Before I met Jeff, I never worked my stomach. I hated stomach work. Now I can do 'em. You HAVE to do 'em even if you don't like 'em."

"I'll give you another example: When I started doing my pull-ups, I hated 'em! I started doing them two weeks ago. We were supposed to do three sets of 10. I couldn't. I did three sets of five. Yesterday I did 12, 12, and 10. Now I'm starting to like 'em."

"It's only gonna be a bummer for the first week or two 'till you start getting into the program. If you start doing stuff and you don't like it, just do it. In a week and a half, you won't even remember that you hated it. You'll start to get stronger and it'll build your confidence."

TRAINING FOR YOUNGER RIDERS

"Strength alone doesn't win a race. If you've got the right skills and attitude, you can beat someone who's in better condition than you."

"The main thing is, you've got to look at the thing like a whole program. Not just, 'All right, I've got to lift 200 pounds or I can't win.'"

"A 15 or 16 year old rider's bones and muscles are still growin', and he can put himself right on his back in a wheelchair if he trains too hard. Everything's gonna give out. They've got to wait to where they're 18 or 19 before they can lift really heavy weights."

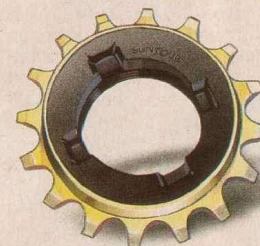
"A 12 to 14 year old rider doesn't even need to do weights. All he has to do is push-ups, pull-ups, sit-ups, and dips." (Ed. note: Dips are like vertical push-ups, done on parallel bars.)

"Look at gymnasts. Those guys are in great shape, and that's exactly the type of training they do."

"Push-ups work your chest out.

GET CAUGHT SPEEDING

Ferocious strength, yet light weight (155g), the superior EZ-Off 16T Single Freewheel features a black steel body and chrome-plated Cr.-Moly cog. Unsurpassed BMX quality.



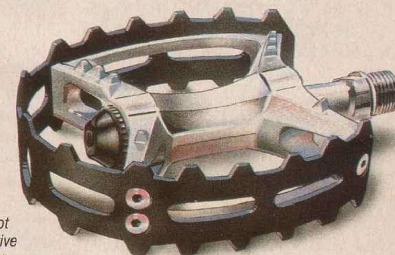
Available in two models with light alloy or steel cups and lock rings, all SunTour Direct Sealed Bottom Brackets have Cr.-Moly axles and double sealed/chain line adjustment systems.



Scientifically designed for both racing and touring, the Superbe Chain is incredibly strong. Links are high carbonate steel—link pins are dai-hard treated for maximum endurance. Chrome plated in silver or gold colors. Only 352g.



The reinforced X-shape of the XC-II body produces an extremely strong, rigid pedal. The removable oval cage gives wider foot support and the tooth design bites hard to keep any shoe on track—no matter which side you jam on first. Body and cage are light alloy; spindle is Cr.-Moly steel. 435g a pair.



SunTour BMX racing components are not accidents. They are the result of innovative design, technical expertise, and superior manufacturing. SunTour engineers don't just talk to computers, they talk to BMX racers, too. That means SunTour is BMX tough. BMX ready. And BMX awesome! Fly down to your favorite bike shop and check out SunTour. But don't get caught speeding.



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Pull-ups get your whole back and shoulders. Dips take care of your triceps. Sit-ups cover your stomach. That's your whole upper body right there."

"For your lower body, you ride your bike. If that's not good enough for you, do three sets of 20 squats with no weight."

"For a 15 or 16 year old rider, I would say he could be workin' really light weights."

"When they're starting out, most guys think, 'I'm in pretty good shape. I'm just gonna put a lot of weight on here and work out.' Well, you can't. You can't judge your workout by how much weight you're pushing. You've got to judge by how you feel."

"For a 15 year old rider, what he should do is check the maximum of what he can do — see how much he can push — one rep, and just work anywhere from 40 to 60 percent of that just to work out."

"I wouldn't suggest doing weights unless you have someone who knows what they're doing helping you out. Like a school coach."

DIET

"What Jeff pushes is trying to get rid of as much of the greasy junk as I can. He really wants me to eat good food, but we don't really base the whole program on winning races by eating good food. It's just part of the deal. Trying to not run out and eat a greasy hamburger or something. If I'm going to eat, I'll try to eat at home."

"I eat everything that I used to, but more of a balanced diet instead of

having a lot of junk in there like a candy bar here and there or a Coke. It's made a big difference. Trying to cut out the junk is the hardest part. It sounds easy, but it's hard."

"Before, when I went out of the house, I used to carry 20 dollars in my pocket and I'd stop somewhere and eat. Now I don't carry anything except maybe a dollar or two. That way I've got enough money to get an orange juice or apple juice or whatever — instead of eating fries and hamburgers. I mean I eat that stuff once in a while, but I used to eat it every day."

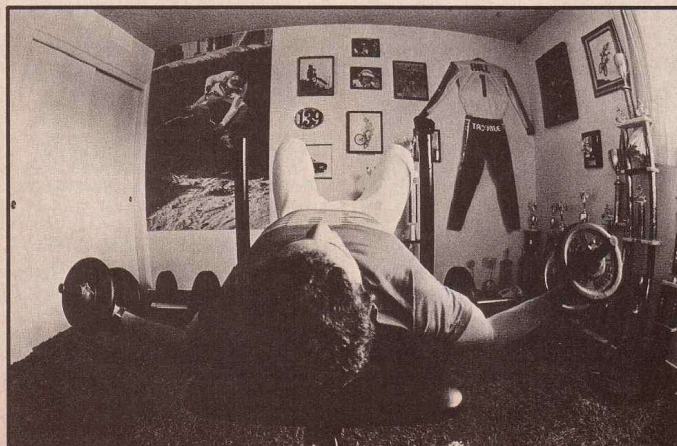
STRETCHING

"The last time we did a training article (July '82 BMX ACTION), all I used to do was run bleachers, do curls, and bench press. That was it. Jeff has gotten me into stretching and it's pretty important. It makes quite a bit of difference in your workout. It gets you loosened up and your blood flowing. Before I used to get more pumped. Now I don't get a real massive pump and feel balanced."

"You also don't want to walk away after a workout all pumped, so you do a little bit of stretching afterwards to stretch your muscles out and make it feel a little bit better. It's a warm-up AND warm-down. It helps prevent injuries. It can make the difference between a good workout and pulling a muscle."

"It's just a basic deal. If something feels like it's tight, stretch it. It's something you have to get used to doing. It's hard to stretch — at least for me."

Fly. You take the weights from as low as you can and push 'em up toward the ceiling. When you lower them back down your chest muscles are getting stretched like crazy. Good.



Most bicycle companies set out to be just that, a bicycle company. Not PATTERSON RACING. In 1976, we started out racing bicycles and we have continued racing bicycles and winning.

Over the years, all of our efforts have been concentrated on this goal. The professional wins that seem so constant now are a direct result of our commitment to this goal.

In the beginning, the PATTERSON team went through a lot of bikes trying to find one that worked. When we couldn't find one, **WE BUILT ONE.** We built a bike that we could race with, a bike that we could win with, a bike that we could put our name on.

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Current Professional World Champion, Three-time N.B.L. #1 Pro cruiser, Former A.B.A. National #1 Pro Rider.

BRIAN PATTERSON:

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Two-time A.B.A. National #1 Amateur Rider, Two-time N.B.L. National #1 Rider, Two time and current Amateur World Champion.

The PATTERSON team is racing proof. This factory team has won enough titles to fill a book, and each and every win has gone into the design and structure of the current PATTERSON RACING frame and fork.

When world class racers are the designers, building winning equipment is inevitable. At PATTERSON RACING our research and development is done at Grandnationals and Professional Championships. We know that our products are the very best and our record has reflected that from the start.

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GREG HILL'S NEW TRAINING PROGRAM

SIT-UPS

"I stick my legs under the door, put my hands on my chest, and keep my knees bent. I go all the way up, but I don't rest. I keep my back about an inch off the ground when I come down. I do three sets of 25."

WEIGHT TRAINING — BENCH PRESS

"When I work out on bench, which is like twice a week, I do three sets of eight to twelve with 135 pounds. Right now I'm where I want to be. If I put more weight on, I'll be too tight. I'm trying to keep my whole body the same. I want everything balanced. The effort it takes me to push 135 three sets of eight to 12 is the same effort that it takes me to work my legs and everything else, so it's a good balance."

FLYS

"This stretches your chest like crazy. I don't use a lot of weight, only 20 pounds, and three or four sets of eight but it stretches your muscles, your whole chest, and it just kind of separates everything and stretches it really good."

"It's more of a condition exercise than a strength or building move. You go through the motions, stretching all your muscles out and get a little bit of conditioning with it."

BEHIND THE NECK PRESS

"I use 65 pounds for these. Three sets of eight to twelve. I've just started doing these recently so I'm just doing a really light weight to build up into the balance."

CURLS

"I do those twice a week. I use 55 pounds and go for three sets of twelve."

LEG CURLS AND LEG EXTENSIONS

"I do leg extensions and leg curls, but not too much 'cause I don't like my legs to get too built up. If they get built up and feel like they're really pumped, it seems like they get tired really quick."

"I only do them twice a week when I work out with Jeff on Nautilus equipment. Three sets of fifteen on both, and I use three plates on the curls and eight plates for the extensions."

PULL-UPS AND DIPS

"Those I do once a week. For pull-ups I do three sets of twelve, and dips I do three sets of fifteen."

RIDING

"I ride at Parks quite a bit."

"I do 50 or 60 starts every other day. I've got an electric gate that cost \$375."

VARIETY

"One day I can do bench, curls, leg curls, leg extensions, pull-ups, and dips. The next day I can do behind the neck presses, flys, and sit-ups. I get a good balance there. What you've got to do is start with light weights and not try to pump out and overload yourself too much. You want to overload, but at the peak of your training, not so you just break yourself down."

"I play a lot of basketball in the backyard. Just to tune-up my mind a little bit. To stay away from the BMX 'cause like if you don't have something else you can do, you get burnt out on it."

"I got to a point last year where I was goin', 'I've got to do this or I'm not gonna win.' Then I'd do worse. It backfired on me. I was thinking too much. An athlete can't think. In baseball when the hitter hits the ball and it's sailing over the fence, the outfielder can't think, 'How am I going to do this?' Forget the mind, just do it. Instinct. All the top professional athletes in the world don't think when they're performing. It's all instinct. You don't have time to think. When you've got that gate dropping in a split second, you don't have time to think about anything. If you are, you're not gonna win. When you've got yourself thinkin' too much, and your mind starts screwin' you up, you've gotta back up."

"I'm just like anybody else. I'm impatient. When I work out, I want results now, and it doesn't happen that way."

"Right now I'm in the best shape I've been in. Ever. In '82 I was in alright shape, but it was all upstairs. Just wanting to win. Now it's like I'm in the best shape I've ever been in, and I can feel it."

"I'm balanced." ■



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A'ME's outstanding new DUAL GRIP, a standard on the TEAM SERIES.

The new GT TIRES, feature higher air pressure for excellent traction. They're exclusive to GT. It says so right on the tread.

The **GT FRAME and FORK** has been totally redesigned for '84. The added features are all aimed at improved strength while not increasing weight. But some features didn't change; the winning frame geometry and quality construction that is GT. The GT FRAME and FORK sets are all tough, pre-polished, 4130 chromoly and available in white, yellow and show chrome.

All construction and materials made in U.S.A.



Genuine TUF NECK pro model stem.

The **PRO SERIES**, a complete bike built to pro standards. Every component, the highest level possible.

SR sealed bearing bottom bracket set/IZUMI silver and black chain (with holes)/SR one-piece, chromoly crank/MX-2 headset (with locking)/UKAI alloy, polished side, dual line rims/SR bear claw-MTP 110 pedals/TUF NECK universal sprocket and power disc/DIA-COMPE MX 1000 brake with tech 3 lever/ARIAKE areo style seat and more.

The new GT bikes, TEAM SERIES and PRO SERIES, as American as winning.



Industrial strength drop-outs on the new PRO SERIES, a good example of the added durability of the new GT frames.

ALUMINUM GT RACE HUBS front and rear. Sealed-bearings, 4130 chromoly axles, one-piece aluminum hub shell. One of the lightest hubs around.



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(C.P.S.C. equipment included but not shown)
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Slice through the wind on the Aggressor MX Skin Lite™. This lightweight champion cuts tire weight by 20% thanks to its unique skinwall construction. Bite into the dirt on deep, widely-spaced lugs that stay clean to dig in. Hold tight on curves with Carlisle's long-lasting, high-traction racing compound. And Skin Lite's built-in buffer strip protects your rim from nicks and dents. These 20 x 2.125 and 20 x 1.75 winners even have a champion-style sporty medallion... to separate you from the crowd.

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other tire manufacturer can match. Only Carlisle is that sure... that proud.

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NOW, MORE THAN EVER, THE COMPETITION'S SCARED OF GREG HILL

You thought this guy was incredible before—now he's borderline devastating!

For the second year in a row, 3-time world champion Greg Hill was named #1 Nora Cup rider. Adding to that top honor, Greg recently won the coveted title of ESPN #1 Pro Rider for 1983. So now, with a team that was awarded the ESPN Grand National Finale trophy, and his personally designed GHP racing frame and



fork, he's a legend in the making... and his opponents are shakin' in their shoes!

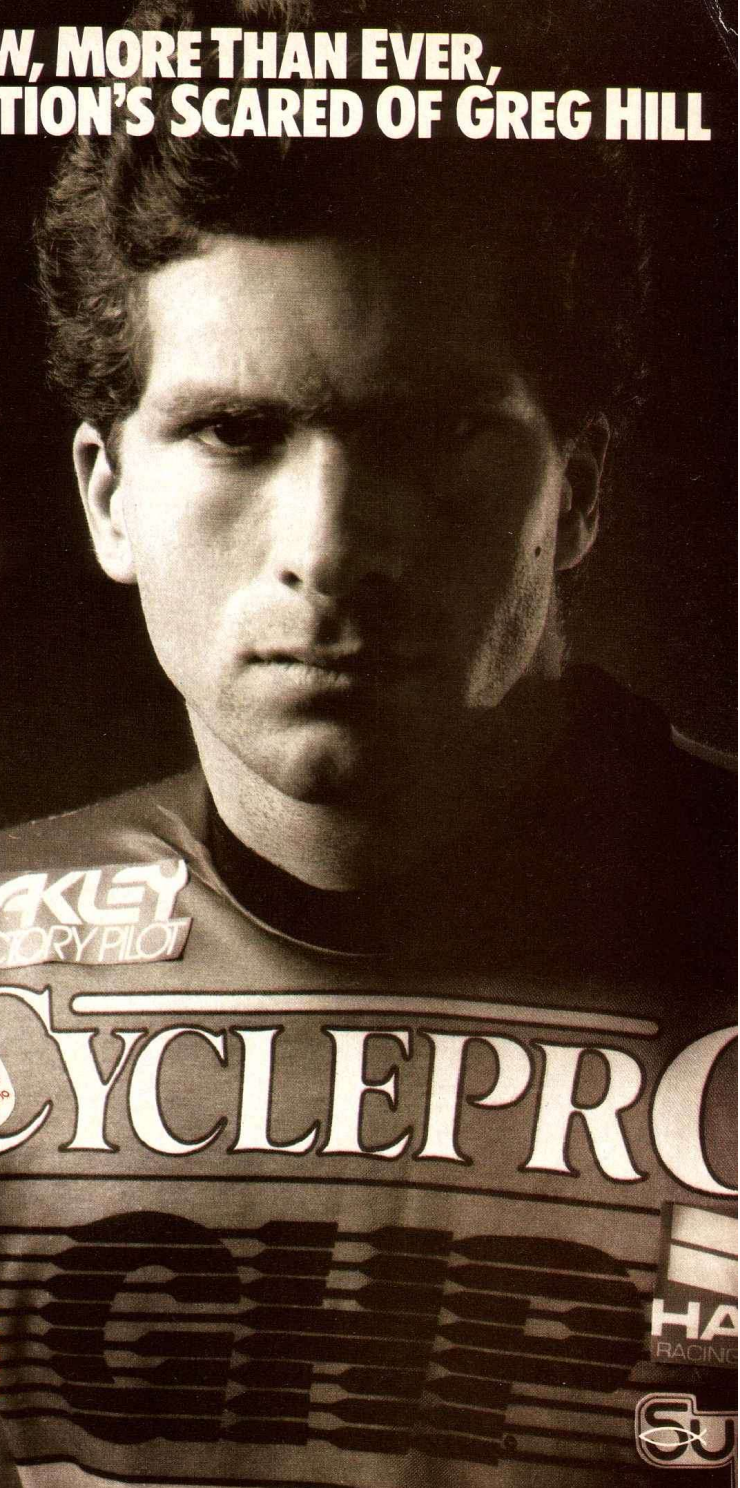
Greg put the blood, sweat and tears of his race-winning experience into GHP. So there's a piece of him in all his products. And when you race with a piece of the Legend, the competition hasn't a ghost of a chance.



Other members of the ESPN Grand National Finale trophy-winning GHP team:
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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

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.

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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.

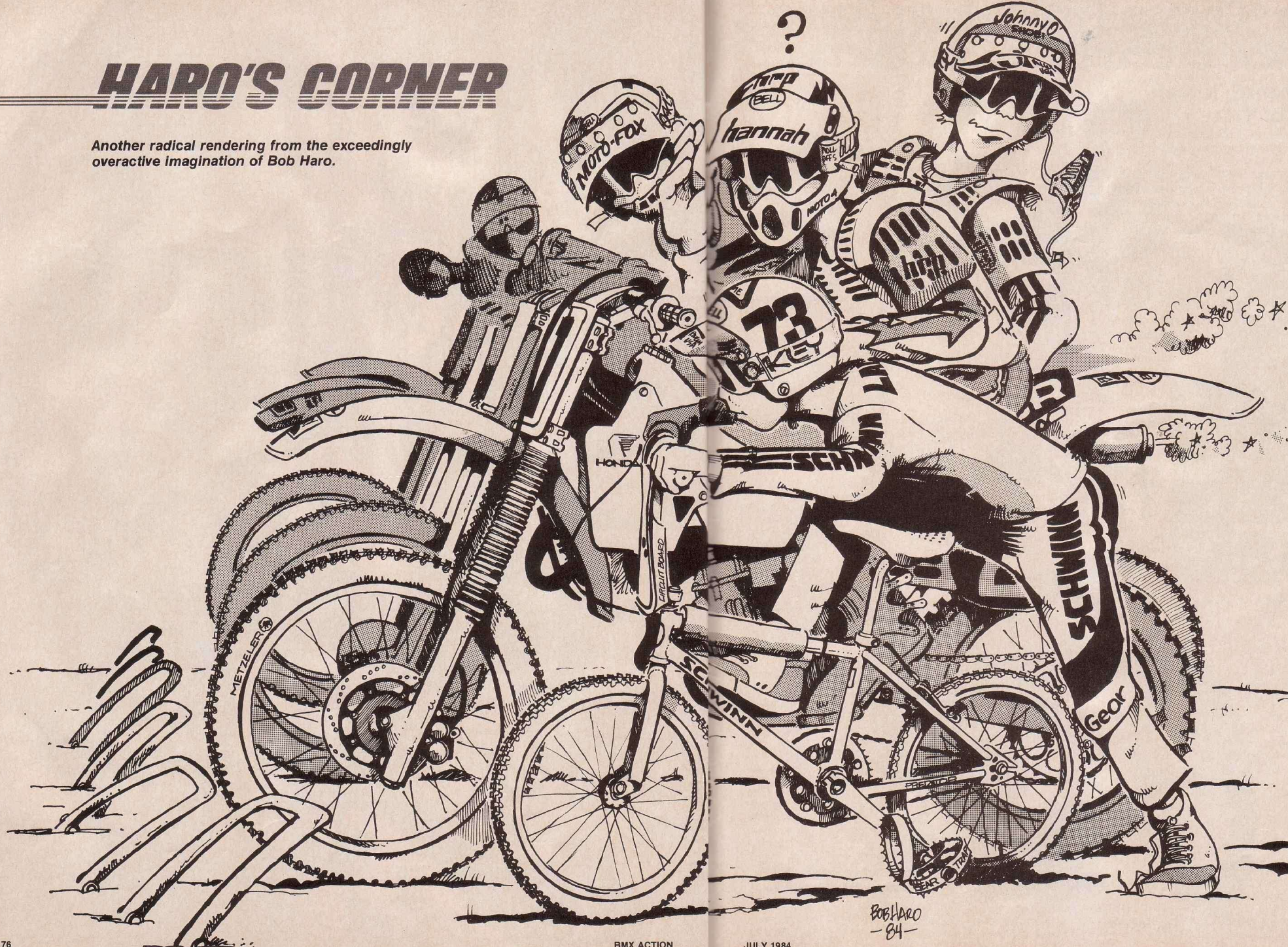
Octopus tread pattern provides maximum surface edge area in any direction.

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.

HARO'S CORNER

Another radical rendering from the exceedingly overactive imagination of Bob Haro.



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This is it, gang. Your chance to scarf on a replica of the machine that Turbo Harry Leary and Eddy King use to terrorize tracks all across the U.S. of A. The Diamond Back Turbo. That's a \$500 dollar value, absolutely free.

The Turbo is T-RICK! Chrome-moly frame, fork, and bars. Suzue sealed-bearing hubs. Comp III tires. Araya 7X rims. Diamond Back Turbo three-piece tubular chrome-moly cranks. MKS Graffiti-X pedals. Dia-Compe brakes. The list goes on and on. When you show up on the line on one of these pups, the guys in your moto know you're not there to diddle around.

So how do you get a chance at winning this high-zoot full-race scooter? It's simple. Just fill out the official entry coupon, stick it in an envelope, put the address and a stamp on the front, and blaze on down to your local post office. Tell 'em Mighty BMXA sent you. They'll handle everything from there. And, there's no purchase necessary! All right!

OFFICIAL CONTEST RULES ★ ★ ★

1. To enter, complete the official entry form by printing your name and address neatly, and mailing according to directions. You may enter as often as you like using only original entry forms. Your entry must be received by September 30, 1984. No purchase necessary.
2. The winner will be selected in a random drawing from among all entries received by BMX ACTION Magazine. Winner will be notified by mail. alternate winner will be selected if no response is received from the original winner within 30 days from the date of notification. This prize will be awarded winner within 30 days from the date of notification. This prize will be awarded and no substitute may be made for it.
3. This contest is open to all residents of the United States. Employees of Wizard Publications and their family members are not eligible. This contest is void where prohibited by law. It is subject to all federal, state, and local laws. Taxes on the prize are the sole responsibility of the winner.



HOLD EVERYTHING! Almost forgot. Before you seal up the envelope, check out the heavy-duty, ultra-berzerkomatic, bucks-saving deal on a subscription to the scriptures of the BMX world, BMX ACTION!

A mere \$14.50 will bring 12 action-packed, totally INSANE issues right to your door. That's only \$1.21 per issue — and over 50% off the newsstand price. That means you'll have more bucks to spend on trick new parts for your scooter. And no more fighting the crowds at your local store trying to get your monthly mega-dose of hot tips, inside gossip, freestyle how-to's, tests of the trickiest new bikes, race action, and in-depth behind-the-scenes interviews of the fastest and raddest riders. Besides all that, when you subscribe, you get a BMXA sticker pack.

Well, what are you waiting for? Get movin'!

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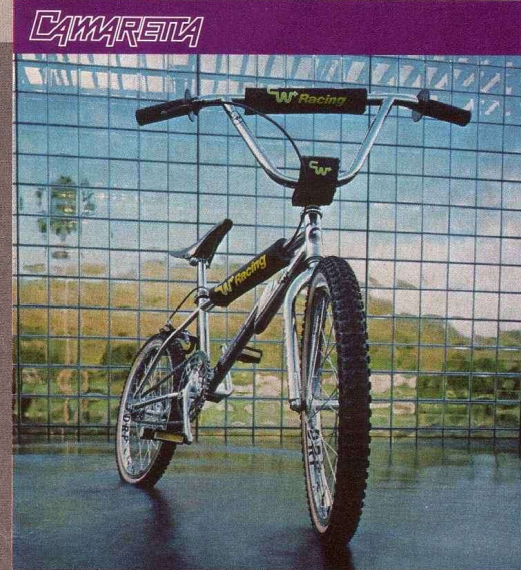
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1984 NBL Grand National

DERBY CITY BMX, LOUISVILLE, KY

Friday, Aug. 31
(ALL DAY PRACTICE)

Sat., Sept. 1
(RACE DAY)

Sun., Sept. 2
(RACE DAY)

Rain Date
(MON., SEPT. 3)

PRO PURSE \$18,000

\$7,000—A PRO \$4,000—PRO CRUISER \$5,000—B-PRO \$2,000—PRO AWARD

PRE-REGISTRATION ONLY

All registrations must be postmarked no later than August 17, 1984. **No Exceptions**

NBL REQUIREMENTS:

NBL Membership. Amateurs raced in 5 W.O.S.
Pros raced in 10 W.O.S.

PRACTICE ALL DAY FRIDAY

Check in Friday 12:00 P.M. to 6:00 P.M. at

E.P. "Tom" Sawyer State Park only.

NO ADMISSION OR PARKING FEES.

HOST HOTEL:

RAMADA INN EAST

Check in at the E.P. "Tom" Sawyer State Park
on Fri., Aug. 31, 12:00 P.M. to 6:00 P.M. only.

NO REGISTRATIONS AFTER AUG. 17.

Reservations & Room Blocks have also been made
at other hotels. For additional information on NBL
hotel rates, contact Louisville Convention and
Visitors Bureau, 226 W. Muhammad Ali Blvd.,
Louisville, KY 40402, (502) 584-2121.

DIRECTIONS TO TRACK:

North on Hurstbourne Lane (under I-64). Go 1.5 miles
to Shelbyville Rd./U.S. 60. Turn right onto Shelby-
ville, go ½ mile to light at Dorsey Lane, turn left and
follow Dorsey for three miles until it ends at LaGrange
Rd. Turn right onto LaGrange. Go 2/10 mile, turn
left onto Hount Lane. Follow Hount 1.2 miles to light at
Westport Rd. Go 7/10 mile to sign for E.P. "Tom"
Sawyer State Park.

SCHWINN Levi's

ENTRY FORM FILL OUT COMPLETELY.

Enclose a copy of NBL LICENSE with this Entry Form.

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
NBL No. _____ Birthdate: _____
Novice: _____ Expert: _____ Female: _____ Male: _____
20" Bike No. _____ Exp. Date: _____
Cruiser Bike No.: _____ Exp. Date: _____

CIRCLE CLASSES ENTERED:

Boys Classes	Girls Classes	Open Classes
6 & Under 10 Yrs. 14 Yrs.	7 & Under 8-9	7 & Under 8-9 Open
7 Yrs. 11 Yrs. 15 Yrs.	10-11 12-13 Open	10-11 12-13 Open
8 Yrs. 12 Yrs. 16 Yrs.	14-15 14-15	14-15 14-15
9 Yrs. 13 Yrs. 17 & Over	16 & Over 16 & Over	16 & Over 16 & Over
Boys & Girls Cruiser		
13 & Under 17	Pro	
14 18-24	A Pro Pro Award	
15 25-34	B Pro Pro Cruiser	
16 35 & Over		

RACING FEES

Class \$35.00
Open \$35.00
Cruiser \$35.00
Girls \$35.00
A Pro \$75.00
B Pro \$65.00
Pro Cruiser \$55.00
Pro Award: \$45.00

List applicable best 5 or 10 Nationals

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

*I do not have my 5 Nationals as of this date but I
will be attending the National (s) at:

to qualify me to compete for a National Plate at the
Grand National.

RELEASE FORM

(Please read the following before signing.)

In applying to enter any or all of the above mentioned
races, I the racer and I/we the parent/gdn., hereby re-
lease all the rights and claims which I may have against
you arising from conditions related to use of the track
or track area or as a result thereof. Each of the under-
signed expressly agree that the foregoing release waiver
holds harmless and indemnifies National Bicycle
League, Schwinn Bicycle Company, Levi Strauss
& Co., its directors, owners and possessors of Derby
City BMX Association, the Kentucky Department of
Parks, and E.P. "Tom" Sawyer State Park.

Parent/Gdn. Signature: _____
Date Signed: _____
Rider's Signature: _____
Date Signed: _____

Total Amount Enclosed: _____

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When confronted with even the toughest
competition we prove it again -- the all new
SILVERFOX, all for under \$200.



Highlights of SILVERFOX Model SW:

Cr-Mo frame in advanced race-proof geometry,
Cr-Mo fork in fashionable over-sized design,
Cr-Mo 14" fluted seat post for extra strength,
Cr-Mo shafted bear-trap type professional pedal,
Light weight alloy wheel + Comp type skinside tyres,
High torque 175mm cold forged + heat treated crank,
Quick change 44T sprocket + 16T Suntour freewheel,
Advanced bar design + F-1 type grips + duralumin stem,
Dual No.900 brake system + Tech type levers,
New Viscount Dyna saddle + forged alloy clamp.

Finishing: Chrome & black throughout; model SW with
white frame/fork, model SP with chromed
frame/fork.

Weight: 24 lb 12 oz.

Accessories: CPSC equipments and 3-pc safety pads
(both not shown in picture)

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Engineered for Style & Performance

Tosh Muraviov, part of the BMXA Berm Demolition Battalion puttin' the Pro Raider through its paces.

Photo by Windy

HUTCH PRO RAIDER



HOW TO HAVE TONS OF FUN ON A BUDGET

Are you thinking about getting started in racing, but still have one foot stuck firmly in street thrashing and vacant lot terrorizing? That makes it pretty tough to convince your folks that they should flow the dough for a mega-buck race bike.

What if we told you that you could get a complete race-ready bike from Hutch for only \$239? Would you believe it?

Believe it. It's the Hutch Pro Raider.

Now all you have to do is get your parents to believe it.

HOW DID HUTCH GET THE PRICE SO LOW?

Simple. The frame, fork and handlebar are made in Taiwan. A fair amount of the components come from there, too.

The first question that comes to mind is, 'Has the quality slipped? Hutch has always built top notch stuff.' Hmm. That's a tough one to answer. When you build something as high quality as the goodies Hutch manufactures, anything lower is —

well, lower. You've also got to remember the price. 239 smackaroos. Can you reasonably expect a bike at that price to compare with something that costs twice as much? 'Course not.

The welds on the Pro Raider are somewhat less perfect than what you'd expect on a made-in-the-U.S. Hutch, but they're nothing to gag over.

The frame weight IS a bit on the porkish side, though. 4 pounds, 11½ ounces to be exact. However, considering that the frame is chrome-moly, this extra weight should trans-

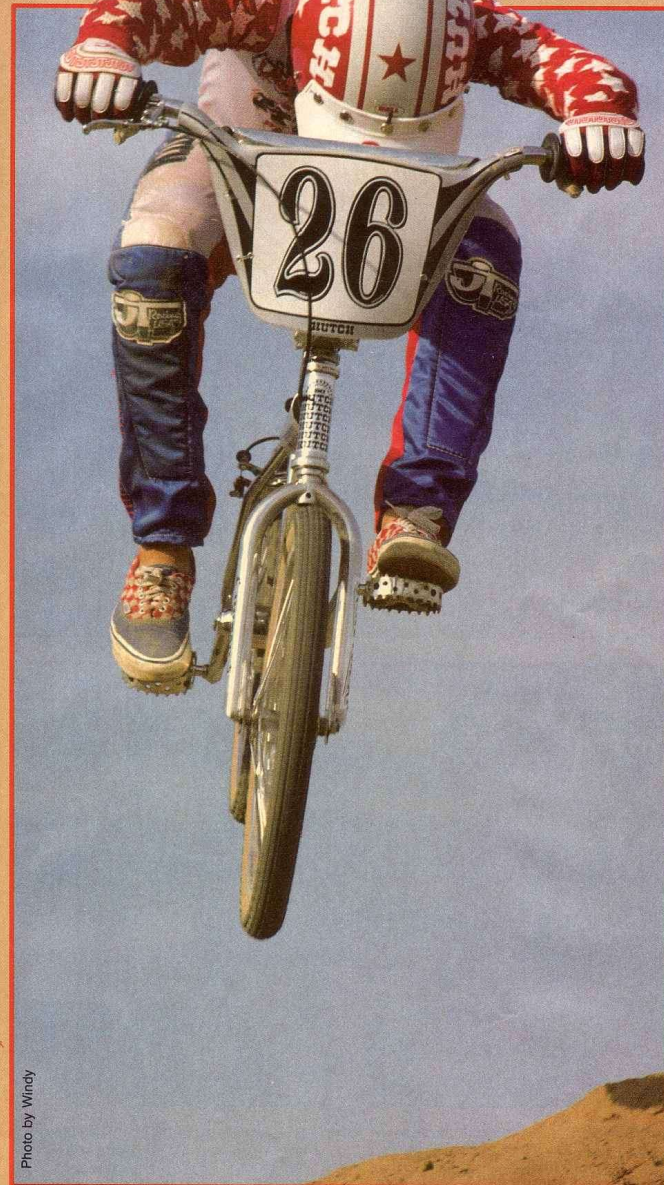


Photo by Windy

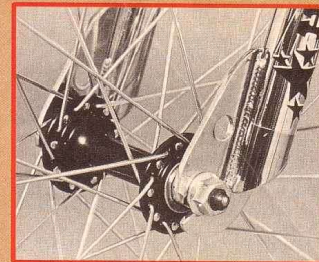
Why looky there, Martha. It's that Monte Gray kid flyin' in from Texas. Did ya' know that he was one of them dudes in the McDonald's BMX TV commercial? It's true.

late into extra durability.

The forks are also chrome-moly. The weight is more in line with what you'd expect from Hutch forks; 1 pound, 12 ounces. That's the same

weight as the forks that were on the Hutch Pro Star that we tested last year.

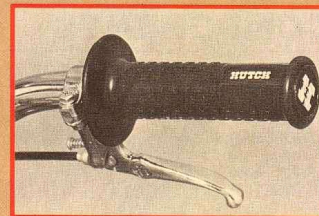
The geometry of the frame and fork is the same as Hutch's Expert



The Suzue hubs are cool stuff.



The new style Viscount Aero seat is much improved over the old model. Your buns will like it much better.



Hutch's new grips have good gription, and even though they're kind of hard, they're not terribly abrasive to your palms.

Racer, which puts it in the area of 12 to 14 year olds, so we called in our tester extraordinaire of mid-size moto machinery, Tosh Muraviov.

Also, Hutch shipped mid-size factory fast cat, Monte Gray, out from Texas to help us wring out the Pro Raider. Thanks, Hutch and Monte.

We're gonna cut these guys loose so they can go a few rounds with the bike, but in the meantime, let's cruise through Componentville to see what makes the Pro Raider tick.

WHAT'S HOT AND WHAT'S NOT

Let's start at the top and work our way through.

The Hutch grips are made from a durable rubber compound that's a little harder than most of the grips currently on the market. But they're not so hard that they qualify as plastic palm eaters.

Chang Star supplies the brake

HUTCH PRO RAIDER

PRICE & SPECS

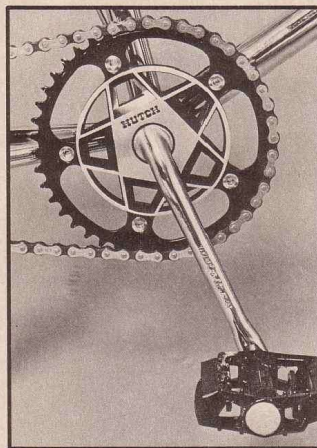
COMPLETE BIKE PRICE: \$239.00.
FINISH AVAILABLE: Chrome with black components.
COMPLETE BIKE WEIGHT (without pads or plate): 25 pounds, 8 ounces.
FRAME WEIGHT: 4 pounds, 11 1/2 ounces.
FORK WEIGHT: 1 pound, 12 ounces.
STEERING HEAD TUBE LENGTH: 4 inches.
HANDLEBAR RISE (C/L of stem clamp to C/L of grip area): 8 3/4 inches.
HANDLEBAR WIDTH: 28 1/2 inches.
TOP TUBE O.D.: 1 1/8 inches.
DOWN TUBE O.D.: 1 1/4 inches.
FORK LEG O.D.: 1 inch.
BOTTOM BRACKET SIZE: Large.
FORK RAKE: 1 3/8 inches.
STEERING HEAD ANGLE: 73 1/2°.
SEAT TUBE ANGLE: 74°.
BOTTOM BRACKET HEIGHT: 11 3/16 inches.
WHEELBASE: 35 1/8 inches to 36 3/16 inches.

COMPONENTS

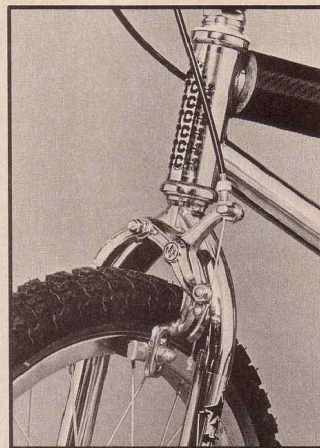
FRAME: Hutch Pro Raider, chrome-moly.
FORK: Hutch Pro Raider, chrome-moly.
HANDLEBAR: Hutch Pro Raider, mild steel.
HANDLEBAR STEM: SR, aluminum and chrome-moly.
GRIPS: Hutch, rubber.
HEADSET: Tioga.
RIMS: Sumo, aluminum.
SPOKES: 36, .080.
HUBS: Suzue, aluminum, low-flange.
TIRES: Cheng Shin.
BRAKES: Chang Star, aluminum calipers, front and rear.
BRAKE PADS: Chang Star.
BRAKE LEVER: Chang Star.
BRAKE CABLE: Chang Star.
PEDALS: Victor, aluminum and chrome-moly.
CRANK: Takagi one-piece forged chrome-moly, 175mm.
BOTTOM BRACKET SET: Tioga.
FRONT SPROCKET: Takagi aluminum chainwheel, 44 teeth.
SPIDER: Hutch Force Connection, aluminum.
FREEWHEEL: Shimano DX, 16 teeth.
CHAIN: TYC, 1/8 inch.
SEAT: Viscount, aero style.
SEAT POST: Hutch, mild steel.
SEAT POST CLAMP: Hutch, aluminum.
ACCESSORIES: Hutch pad set.

PERFORMANCE EVALUATION

PURPOSE: Racing (up to and including low to mid expert), street terrorizer.
AGE RANGE: 12-14 racing, 11-16 street.
QUALITY OF FINISH: Very good.
QUALITY OF WELDING: Good.
QUALITY OF COMPONENTRY: Fair to very good.
GEOMETRY: Excellent.



HANDLING: Steering is about medium — not too quick, not too slow . . . It works best in corners when you keep your weight just a little bit back from center . . . "The tires gripped good." . . . "It handles pretty good in the air." . . . "It felt good speed jumping."
MISCELLANEOUS COMMENTS: The bottom headset race wasn't exactly snug . . . Fit between the hubs and frame and fork are good . . . "I've been looking for a good pair of handlebars, I might get a pair of Hutch's." . . . "I'd junk the front



brake and replace the 2.125 front tire with 1.75." . . . "It's up past a street thrasher." . . . "It's pretty good for the price. Everybody likes Hutch's, too. I think they'll sell a lot of 'em."
TEST INPUT: Gibey, Tosh, Monte Gray, Windy, and Hutch.
MANUFACTURER: Hutch Hi-Performance BMX 4030 Benson Avenue Baltimore, MD 21227 Tel: (301) 242-6944

levers and calipers, and there's no nicer way to explain it than these are flat-out copies of Dia-Compe components. The levers are just like Dia-Compe Tech 3 levers, and the calipers are full-on Dia-Compe MX look-alikes.

When we've come across the Chang Star brakes in the past, the performance left more than a little to be desired. This time, though, it seemed like they worked out a few of the bugs that were robbing performance. They were acceptable. Not as great as Dia-Compe's, but okay.

The bars are Hutch Pro Raiders, are made from mild steel, and, like the frame and fork, are built in Taiwan to Hutch's specs. The bend is the same as Hutch's Pro bars, which are totally excellent.

We've tested plenty of bikes with

the SR aluminum and chrome-moly stem, so you should already know how well it works for mid-size guys. (Very well.)

The seat is a new Viscount aero style (with Hutch logos on the sides) that has a new shape to it. The lip on the rear has been flattened out a little so that it's not quite as abrasive to your buns.

The seat post is mild steel. The seat post clamp is aluminum and is the Hutch donut-style manufactured by Tioga.

The headset, bottom bracket set, and trick aluminum spider that's made exclusively for Hutch, are also Tioga goodies. Bitchen stuff.

Crankes are qual one-piece chrome-moly Takagi 175mm units. No probs there.

Pedals are look-alikes too. This

time Shimano DX pedals are the victims.

The wheels are built up from Sumo rims (which look a lot like Araya 7-X's), Suzue low-flange hubs, and .080 spokes with brass nipples.

Tires are Cheng Shin's with a Comp III tread pattern. They function. Not as well as REAL Comp III's, but they do the job.

GOING ALONG FOR THE RIDE

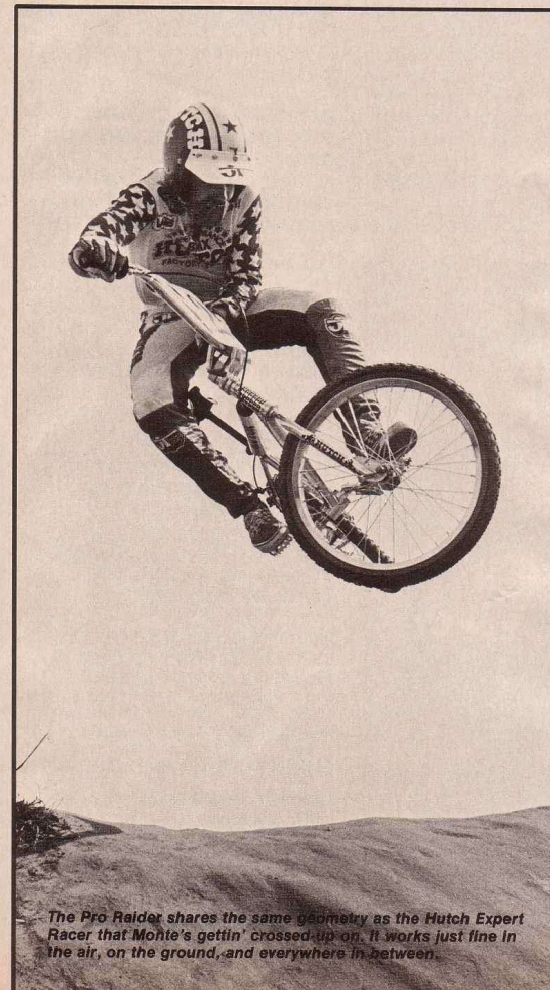
Having the same geometry as Hutch's Expert Racer frame and fork, the Pro Raider exhibits the same good manners and race bred performance you expect from Hutch.

No trubs in the air.

Comfortable cornering.

No glitches or twitches during speed jumps.

Durability was great. Nothing bent.



The Pro Raider shares the same geometry as the Hutch Expert Racer that Monte's gettin' crossed up on. It works just fine in the air, on the ground, and everywhere in between.



Monte sailin' over Gibey's camera.

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FIVE MINUTES WITH MONTE GRAY

HOME TURF: Beaumont, Texas
AGE: 12
SPONSOR: Hutch Hi-
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**HOW COME EVERY RACE
YOU GO TO YOU ALWAYS
HAVE THE FOXIEST YOUNG
LADIES THERE HANGIN' OUT
WITH YOU?**

"They just find me."

DO YOU TRAIN?

"I ride my bike a lot."

**HOW DID YOU GET INTO THE
McDONALDS COMMERCIAL?**

"They had tryouts at a track
near my house, and I got a call to
come down, so my dad took me
down there. They had to inter-
view me on camera and every-
thing, and they picked me."

**HOW MUCH DO YOU MAKE
FROM THAT?**

"Usually I make about \$600 to

\$700 a month. When it first came
out, I was getting about \$1,200 a
month. It's been out for about a
year, and they're gonna run it an-
other whole year."

**WHAT KIND OF CAR DO
YOU WANT TO BUY WITH
THE MONEY FROM THAT?**

"A Lamborghini."

**WHO ARE THE HARDEST
GUYS YOU HAVE TO RACE?**

"When I'm 13 it'll be Leon Wil-
liams, Matt Hadan, and Eddie
Siegmund."

**WHAT DO YOU DO OUTSIDE
OF BMX?**

"I play baseball and football."

**HOW DO YOU JUGGLE ALL
THAT?**

"It's hard. Usually I have to
miss games and stuff to race, but
the coaches understand."

**DO THE KIDS AT YOUR
SCHOOL KNOW WHAT YOU
DO?**

"Yeah, sometimes they bring
magazines to school, and show
my picture to other people."

**DO YOU GET
EMBARRASSED?**

"Yeah."

**WHAT'S THE BEST THING
ABOUT BEING A FACTORY
RIDER?**

"Getting to miss school. I like
travelling and everything."

**WHERE'S YOUR MOST
FAVORITE PLACE THAT
YOU'VE BEEN?**

"Probably Germany or Hol-
land. I like Maryland. I like going
to Hutch's house. He's got lots of
food in his refrigerator."

**MONTE GRAY'S FACTORY
HUTCH EXPERT RACER**

FRAME AND FORK: Hutch Expert

Racer, chrome-moly.

HANDLEBAR: Hutch Pro, chrome-moly.

HANDLEBAR STEM: Hutch Pro,

aluminum and chrome-moly.

FLEX FIGHTER: Hutch 2 'N 1, medium

size.

HEADSET: Tange MX 125, aluminum.

RIMS: Araya, aluminum.

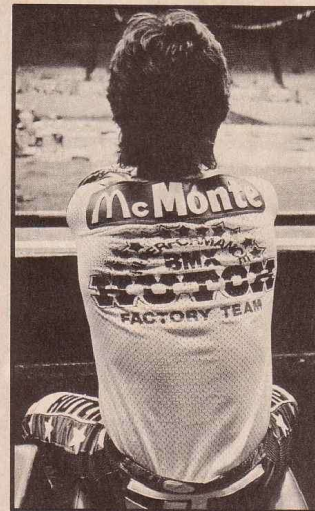
SPOKES: 36, .080, with brass nipples.

HUBS: Hutch, sealed-bearing,

magnesium bodies with titanium axles.

TIRES: Tioga Comp IV, 20 X 1.75 front

and rear.



McMonte can pretty well McCook around
a McBMX McTrack.

The only thing that got tweaked was
the barrel adjuster on the front brake.

SUMMING UP

When you're accustomed to see-
ing the totally high qual made-in-the-
U.S. frames and forks that Hutch is
famous for, you get spoiled and start
to compare everything to them. In
that sense, the Pro Raider frame and
fork have a REAL tough act to fol-
low. But in its own class, it's excel-
lent!

The Pro Raider should provide
tons of fun, and miles of smiles. ■

TUBES: Tioga SuperLite.

BRAKE: Dia-Compe MX caliper,
aluminum, rear only.

BRAKE SHOES: Dia-Compe.

BRAKE LEVER: Dia-Compe Tech 3.

BRAKE CABLE: Dia-Compe.

GRIPS: Hutch, rubber.

PEDALS: Hutch, aluminum and chrome-

moly.

CRANK: Hutch, three-piece tubular

chrome-moly, 175mm.

SPIDER: Hutch, aluminum.

BOTTOM BRACKET SET: Hutch,

sealed-bearing.

FRONT SPROCKET: Pro Neck, 43

teeth.

FREEWHEEL: Shimano DX, 16 teeth.

CHAIN: Sedisport.

SEAT: Uni Turbo.

SEAT POST: Rolled fiberglass, integral

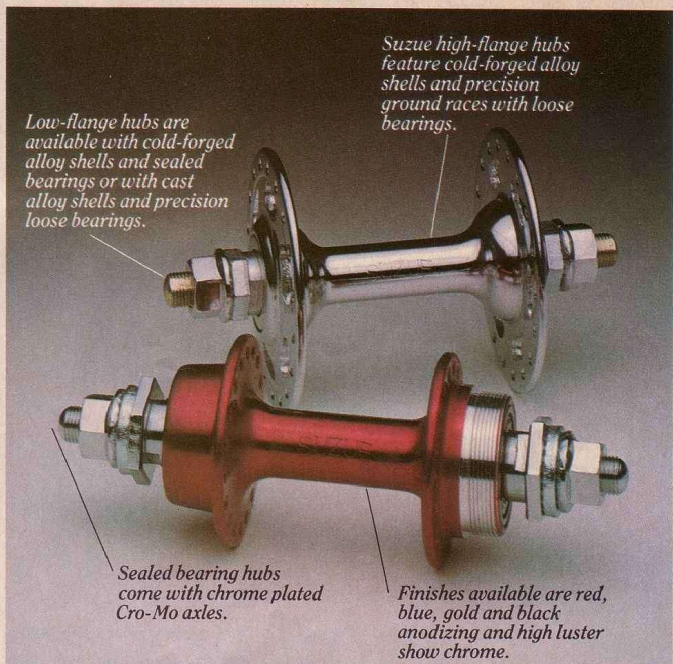
with seat.

SEAT POST CLAMP: Hutch, aluminum.

SAFETY PADS: Hutch Zap pads.

NUMBER PLATE: Hutch.

EXTRAS: Radkaps valve caps. ■



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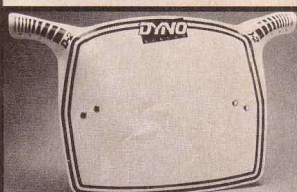


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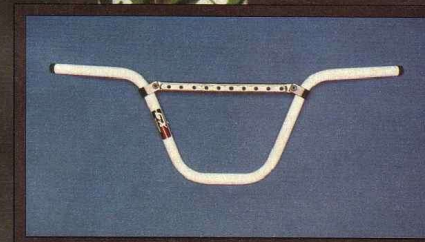
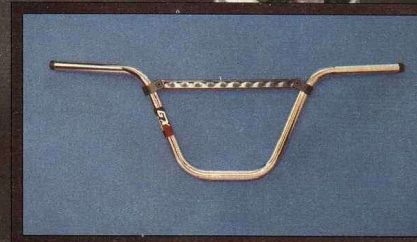
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OUTTAKES



Photo by Bob Osborn

GHOST RIDERS IN THE SKY

Whilst loading the Mighty BMXA van to go testing at The Wall in Irvine, Scott Clark asked us if he could cruise along and do some practicing. Little did we know what his REAL motives were.

The bike Scott brought along had gone through a complete year of racing, practicing, thrashing and bashing. It was old and tired — ready to be put out to pasture. But Scott didn't have a solemn retirement ceremony planned for it. Nosireebob. A foul and dastardly one indeed.

Mars should be receiving it any day now.

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WAR MACHINES.

THE ARSENAL. 5 NEW BIKES.

Greg likes to plan out his pre-race strategy. And Greg makes sure that his CyclePro/GHP Factory squad is as well-prepared and psyched up to win as he is.

Greg has stockpiled his latest weaponry at your CyclePro Motocross Pro Shop. You'll find five brand new racers that have more than style and good looks.

Greg's CyclePro/GHP Replica is constructed around a chrome moly frameset built from the blueprints of his own Championship-winning GHP Pro. Plus the Replica is competition ready with such trick goodies as Sugino's 3 piece CrMo crank, sealed bearing hubs, stainless steel spokes and the latest in alloy componentry.

CyclePro's Greg Hill Turbo 16 is the perfect reconnaissance vehicle for the mototyke on scouting patrol or

burger runs. Precisely-scaled, the Turbo has the built-in advantage of always looking like it's further out in front. Very demoralizing.

The Signature and Competitor lead the CyclePro/GHP cavalry. These chrome moly-framed thoroughbreds strike fast with full race StarBars and expensive alloy equipment. Road or track, Greg has spec'd both to be ready to go to the rescue.

Undercover, the CyclePro/GHP Team goes Street Legal. Intensive training and mock motos are handled easily with this rugged mama. But when the guys are out of uniform the Street Legal with dual rear braking leaves a fancy trail all over the sidewalk.

The CyclePro/GHP Team. Five new winners from CyclePro's motopro, Greg.

TURBO 16

STREET LEGAL

COMPETITOR

SIGNATURE

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GROUND CONTROL

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

Available in 1 3/4", 1.75 and 2.125 sizes for 20 inch and 1.75 and 2.125 for 24 and 26 inch wheels. Colors available are blue, red, yellow and black.

Comp III

TIOGA LEADS THE WAY

For more information please contact
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