

MONKEY



A Bicycle Motocross Magazine

JANUARY 1981
Volume 4 Number 1
\$1.75
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**SE RACING/ABA
FALL NATIONALS!**

**HAWAII:
NBA NATIONAL!**

**TORKER
TORKFLYTE
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Volume 4 Number 1
January 1981

BMX PLUS!

PROJECT BIKE: PART 1

BMX PLUS Tech Editors, Craig Kundig and Rick Lance, have worked for months assembling the lightest components for an ultra-light BMX racing machine. Parts they couldn't find, they made.



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STU THOMSEN INTERVIEW

In BMX racing, Stu is generally considered to be the very best. Off the track he is quiet and reserved, preferring a few well-chosen words to many at high volume.



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VANS/SER SPECTACULAR

Everyone agreed that the track was too small, but that was more than overshadowed by the size of the purse and the competitiveness of the pros involved. Hill did a number on everyone there.



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1981 BMX PLUS CALENDAR

Clear a spot on your favorite wall, the newest BMX PLUS calendar is here. The ever-creative DAMIAN has put pen, ink, and airbrush to the canvas and created a marvel of BMXmanship.



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ON THE COVER

This month's interviewee and cover hero is none other than Stu Thomsen. Twice National Champion and 1980 ABA number one Pro, Stuart L. Thomsen made us promise not to publish his middle name. Why? Sorry guys, we can't answer that, you'll have to ask Stu himself. Cover photo and interview photos by John Ker.



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BMX PLUS' COVERAGE AND DISTRIBUTION is worldwide. The magazine is published every month. Subscriptions may be obtained by sending \$14.00 to PLUS Publications, Inc., P.O. Box 478, Torrance, CA 90571. Subscriptions include 12 monthly editions and all Special Editions as they are published. Foreign subscriptions please add \$4.00. Second Class postage paid at Torrance, CA 90571. Publications office located at 20705 Western Avenue, Suite 106, Torrance, CA 90504. ISSN 0892-3018 USPS 486-910. Copyright 1981 by PLUS Publications, Inc. No part of this magazine may be reprinted without the express written permission of the publisher.

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POSTMASTER: Send change of address forms to BMX PLUS: 20705 Western Avenue, Suite 106, Torrance CA 90504.

EUROPEAN ORDERS: In Europe please contact AAMCO Sport, Knockhurst, Tenterden, Kent TN30 7AL, England (0563) 3023.

Editorial Impressions

by Bob Hadley



I just had a discussion with Joe Ells, the father of Tim Ells, one of our test riders. Joe runs the races at some of the Malibu Grand Prix tracks in the San Fernando Valley. He's a pretty nice guy and, outside of him asking for stickers all the time, he's pretty easy to get along with (just kidding Joel). Whenever I talk to Joe we almost always end up debating over something. This last conversation it was about the Malibu races and indoor tracks. More specifically, the indoor track at Anaheim (See the ABA/SE Racing Fall National Story). I argued with Joe that the Malibu thing won't work, that it's not BMX. "If you want to race on the pavement get a 10-speed" I reasoned. Joe was quick to argue, "the kids like the Malibu tracks" and it gives them something else to do with their bikes besides racing at only one local dirt track. I personally can't see what's so fun about no berms, no jumps, and no sliding. That's when Joe asked, "Have you ever tried it?" I sat there for a minute then said, "No, but I know what I like and I wouldn't like that."

I can see Joe's point. Don't knock it til you've tried it. Being prejudiced towards anything or anybody is unfair and I was being prejudiced towards Malibu Grand Prix racing. I have raced indoors, twice at the Los Angeles Sports Arena. I can say for a fact that I didn't particularly care for it. I'm not sure whether or not I actually hated it, but I'm positively sure that I

would have preferred racing at almost any outdoor track, rain or shine. Then again, I'm a staunch old liner from the days of fifty second downhill tracks and mud holes. At Anaheim I sat there wanting Corona badly, dust and all. Personally, I couldn't justify any track that the Pros can do in only eighteen seconds, especially for a National. Yet, of the riders I interviewed at the track I was surprised to find that a number of them actually liked it. Most of the others simply said they had to live with it, like Red Line's Jeff Ruminer ("I like the track, I have to like it"). Ruminer's got the right attitude for competing successfully indoors. If you let yourself get turned off by the track, you can't possibly concentrate on doing your best, which probably explains why I never could put together any type of performance in either of the two sports arena events I raced in.

About Anaheim, Joe Ells commented, "It wasn't all that bad, considering what they had to work with. I thought it could have been better, but..." I argued a bit more about it, then I thought, what am I doing? Joe's just telling me what he thinks, his opinion. It may not be exactly what I believe or think, but he's certainly entitled to it. I owe it to him to listen, to see his point of view, to consider his side. Something I learned from my father years ago.

I read something a while back in **Reader's Digest** that I think is a good example of how important it is to understand both sides of a story before you make an opinion. It went something like this: A man holds up a ball that's black on his side and white on the other. Showing the ball to a friend he asked, "What color is this ball?" Naturally, the friend replied "White". "No, it's not. It's not white," said the man. But the friend said "It is white, I see it!" At that, the man turned the ball around and showed his friend the other side of the sphere. "Well, I thought it was white". Then the man said "That's the problem with the world today, people can't seem to turn the ball around and look at problems from the other side. When we do, we're able to agree and reach an understanding in middle grounds."

BMX PLUS!

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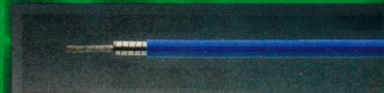
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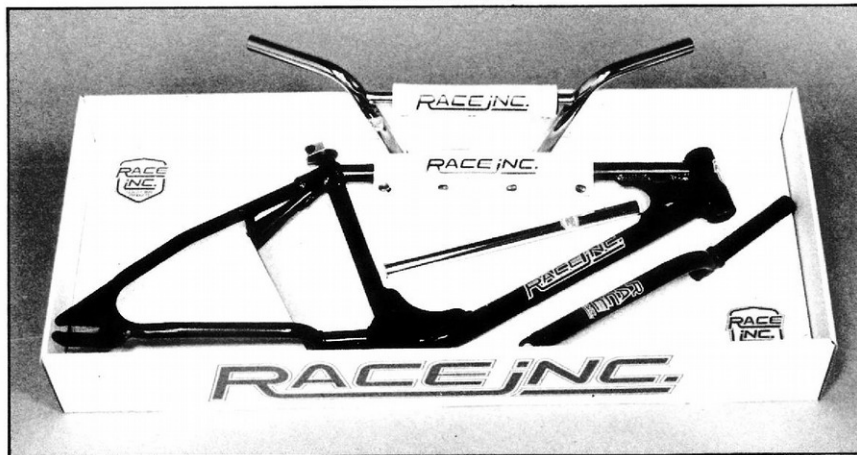
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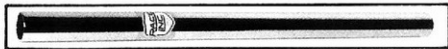
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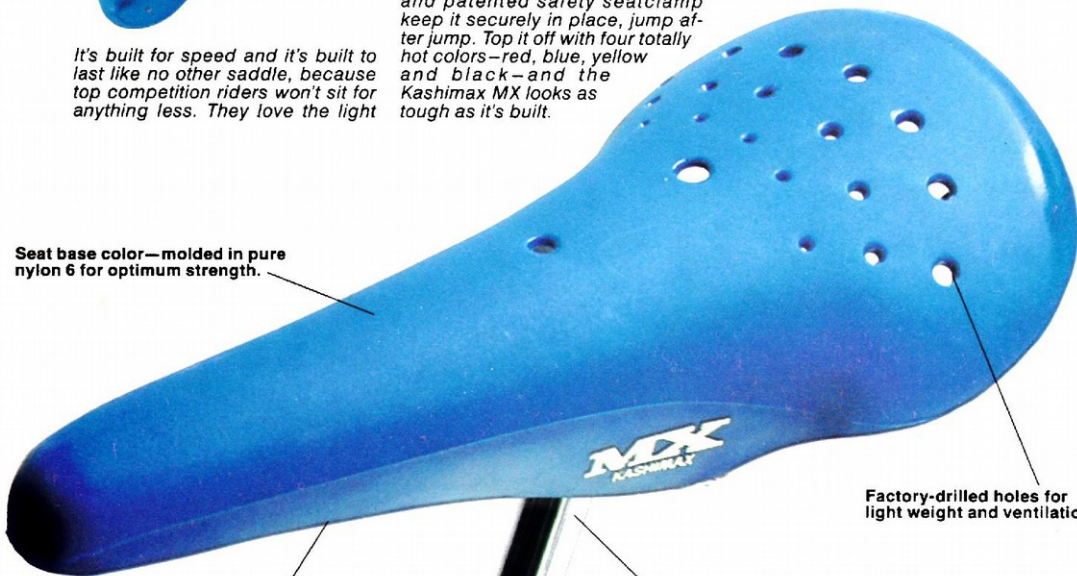


It's built for speed and it's built to last like no other saddle, because top competition riders won't sit for anything less. They love the light

weight, just 470 grams including the clamp. They can't bust it, even with its factory-drilled ventilation, because the Kashimax MX is molded in genuine, 100% nylon 6. And a rugged, chromed steel subframe and patented safety seatclamp keep it securely in place, jump after jump. Top it off with four totally hot colors—red, blue, yellow and black—and the Kashimax MX looks as tough as it's built.

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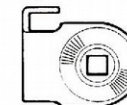
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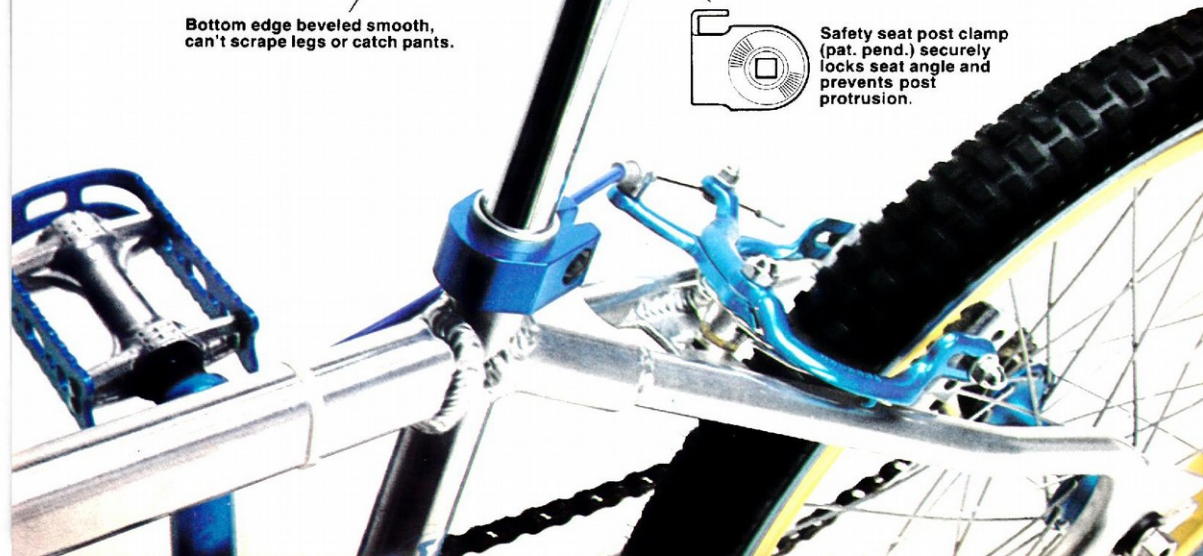
Seat base color—molded in pure nylon 6 for optimum strength.

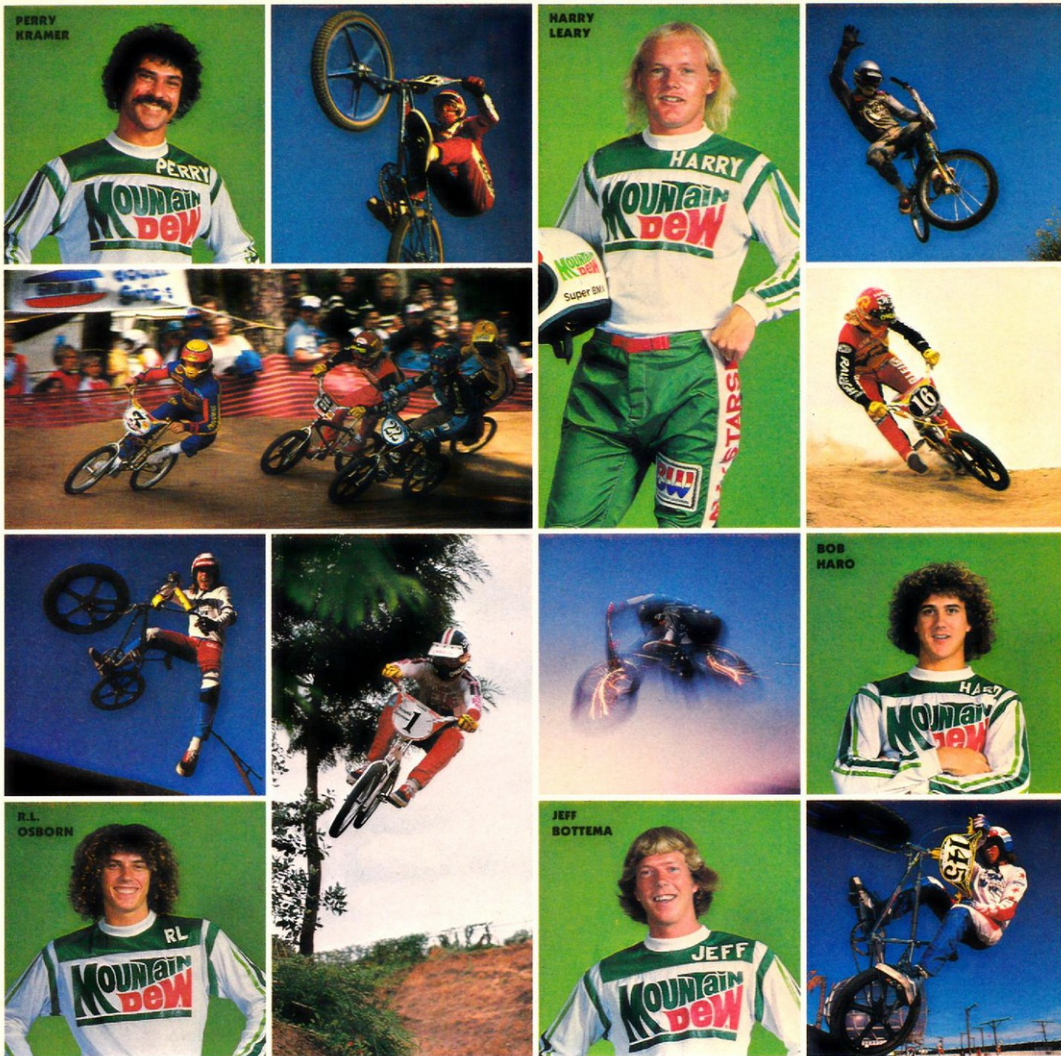
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Track Talk

by Bob Hadley
Photos by John Ker

Of all the regular things we do here at the PLUS! testing bicycles is by far the most complex. It involves going way beyond riding the bike for several hours at a photo session and then looking it over to see what parts are on it. The opinions that we make on each machine are based on how well the bike handles, is constructed, is outfitted, and is priced.

Gathering opinions on handling is conducted very carefully. Different people react differently to each bike. We use staff members, Pros, hot amateurs, and sidewalk sliders to test ride each bike. After we feel we've gotten a good cross section of people involved we compare notes and evaluate how the bike performed in different situations.

Construction, componentry and price all help us reach a conclusion on the bike's value. Since componentry is a variable that's often played with in the aftermarket, we concentrate more heavily on the construction of the frame and fork. When we first get a bike, it's usually partially assembled in a box or completely assembled. The first step is to strip the bike down completely so we can examine the frame and fork separately.

In particular we check the welding and the alignment and the fit of the tubing at each joint. If the frame in question is hell-arc'd, the welds should be a fine, even layered bead. Look at a GJS, Diamond Back or GT frame. Welds like these can be considered top



Photo Hadley

quality. However, if the welds are big, goopy looking things, or if they lack a nice, layered bead, then it shows that the welds were either rushed or not done by a competent welder. If this is the case, the welds are immediately suspect of poor penetration or of annealing the surrounding tubing. If the tubes aren't butted correctly when the frame is welded, it could cause a misalignment or a weak spot in the

frame, either of which is a bad deal.

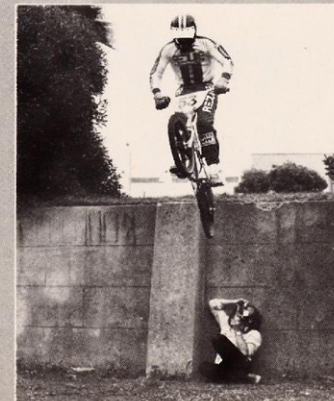
The exterior finish is very important to the life of the frame. If it is plated we'll usually reserve judgement until after we've ridden the bike a few weeks. If the plating is going to shed, it will be on the working surfaces at either the rear axle or the seat post clamp. If the frame is painted we observe how easily it chips at the seat post and

(Continued)

Occasionally a company may loan one of their riders to demonstrate or point out features on their bike.

Although getting photos for the layout may only require one or two days, the actual test riding involves many days

We often invite riders from various sponsors to sit in on photo sessions and help evaluate the machine in question.



Track Talk

rear axle. The better the paint, the longer the frame will last against the elements.

During reassembly we probably learn more about the bike than at any other time during the test. When putting the bike back together we look for: proper bearing up fit at the head tube and bottom bracket, proper rear wheel fit, chain clearance at the seat stays (especially if the rear triangle is of the continuous loop variety), reach of the caliper brake throughout the rear axle adjustment, fit of the seat post tube into the seat mast, clean threading of the fork, and the fit of the stationary and adjusting cones. Once the bike is completely together we scrutinize the chain alignment as the bike comes stock; if it's off, we see how easy it is to fix, because you out there are going to have the same problems we have (if we have problems).

Before we start to write up the test, we gather up all our notes and begin to sort them out. At this time we usually contact any number of dealers that we know and consider to be well informed on the particular brand. We ask them about the servicability and



Versatility is a trait we look for in our test riders. Kirk Claveau doesn't race, but gets as rad as anybody.



Greg Hill is a good example of the type of rider we like to use to thrash products. He can make a bike look like it's been to Hill and back in one day.



Each bike we test gets torn down completely and inspected, often more than once, before the test.

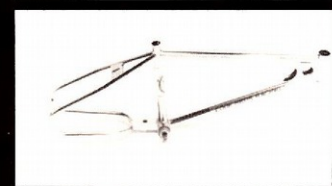
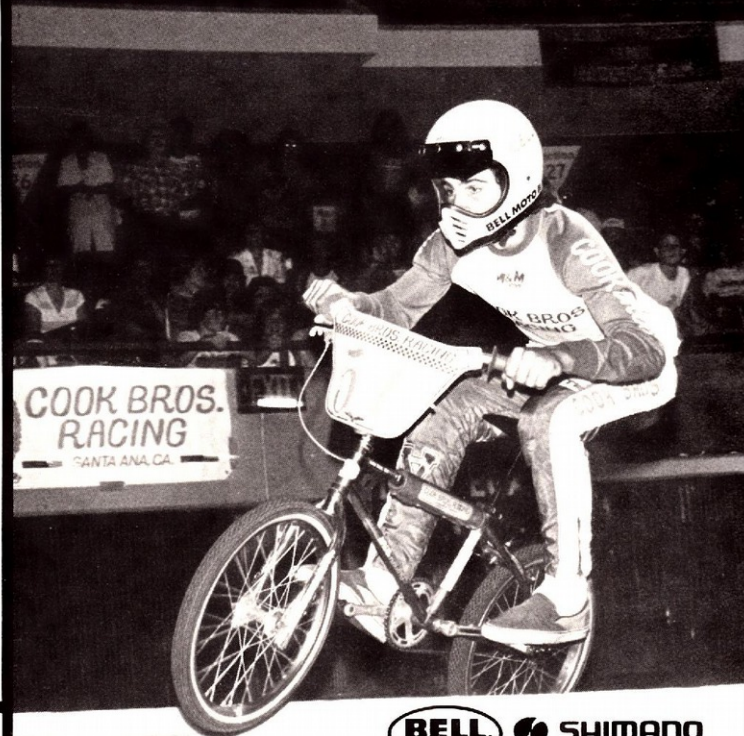
reliability of the bike and also if they have ever had any major problems with the manufacturer over quality control. Their answers help us a great deal with summarizing the machine's performance.

We test bikes for only one reason and that's to help you make the correct decision in purchasing a bike. If you have any suggestions that you think will help us in evaluating our test bikes drop us a line. We'll be glad to incorporate them into our future tests.

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Inside Scoop



Mike Aguirre, shown here in action at the NBL Grand Nationals (2a)

We made a big boo-boo in our November issue. We mistakenly reported that the Gary Littlejohn cruiser was made of mild steel and that a chrome-moly unit would be in the makings.

The real truth is that the frame we had was 100% all chrome-moly tubes and that Littlejohn doesn't even make the team bike in mild steel.

Speaking of Littlejohn, he has already started production on a 16 inch mini that has the same lines as his top of the line racer. It's all heli-arc welded too.



Jeff Parscale is now riding for Robinson Racing Products. The number one NBA rider from Arizona resigned from the GJS team and rode independent for a few weeks before joining forces with RRP.

Want some good scoop: stay tuned to the upcoming issues of **BMX PLUS!** We're right now putting together interviews with Greg Hill and the comeback rider of the year Brent Patterson. Also for 1981: NBL's Number 1 Pro Anthony Sewell who's also currently leading the NBA Pro standings for 1981.



Photo by Don Hulett



Is the World going to the dogs?

Ever wonder how Oakley Grips got their name? No, it's not named after the guy who started the company, his name is Jim Jannard. The company got its name from Jim's English setter named Oakley Ann. Who cares, you ask? I don't know, but someday we're going to tell you how Grab-On really got their name.



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A nice guy has no use for Scorpion's exclusive reinforced V-bend handlebar. Or a Tange TX-1200W tubular fork. Techno-tested components like that make for a positive scrub radius of 3.7", which no nice guy ever thought about needing.

A nice guy worries about pile-ups. A Scorpion sportsman is too

busy dusting the competition to care. Sure, you're gonna crash and burn a time or two. You can bet your sweet mama's mercy on it. So you need a machine that'll pick itself up out of the way as fast as you will. And won't cry about a fall by busting a spoke or bending a bar.

Just give it a little thought. There's nothing wrong with being a good sport. But when push comes to shove on that last inside turn, and the checkered flag's waving at the meanest man, you've got to ask yourself, should I be riding a Scorpion?

Or am I too nice a guy?

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FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-1200W tubular.
RIMS: Steel with flamboyant color coat.
FRONT HUB: Anodized alloy hub/large flange/36 hole.
REAR HUB: Coaster brake/36 hole.
TIRES: Knobby 20x2.125 Black.
CRANK: Ashtabula "Black Magic" heat treated.
HANDLEBAR: Scorpion "V" style/flamboyant color coat.
SADDLE: Racing style/Black.
BRAKES: Coaster brake/Shimano.
GRIPS: Ornate "Winner's Circle" color-coordinated/racing style.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-1200W tubular.
RIMS: Alloy with brushed aluminum sides.
FRONT HUB: Anodized alloy hub/large flange/36 hole.
REAR HUB: Anodized alloy Freewheel/large flange/36 hole.
TIRES: MX 20x2.125-front/20x1.75-rear.
CRANK: Ashtabula "Black Magic" heat treated.
HANDLEBAR: Scorpion "V" style/flamboyant color coat.
SADDLE: Racing style/color-coordinated.
BRAKES: Dia Compe anodized alloy sidepull.
PADS/GRIPS: Color-coordinated.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

AVAILABLE IN TWO SPEED MODEL
FEATURING SUN TOUR HOLE SHOT
DERAILLEUR SYSTEM.

FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
FORK: Tange TX-500 Chromoly tubular.
RIMS: Alloy with brushed aluminum sides.
FRONT HUB: Anodized alloy hub/large flange/36 hole.
REAR HUB: Anodized alloy Freewheel/large flange/36 hole.
TIRES: Competition II Skinside 20x2.125-front/20x1.75-rear.
CRANK: Takagi alloy coterless/racing style.
HANDLEBAR: Scorpion aluminum alloy "V" style/flamboyant color coat.
BRAKES: Dia Compe anodized alloy sidepull.
PADS/GRIPS: Color-coordinated racing style.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

FRAME: PyroFused™ lugged, lightweight Mangaloy steel frame manufactured by Scorpion.
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TIRES: Competition II Skinside 20x2.125-front/20x1.75-rear.
CRANK: Takagi alloy coterless/racing style.
HANDLEBAR: Scorpion aluminum alloy "V" style/flamboyant color coat.
BRAKES: Dia Compe anodized alloy sidepull.
PADS/GRIPS: Color-coordinated racing style.
STEM: Alloy double clamp.
FINISH: Electrostatically applied epoxy powder fused at 410°F.

AVAILABLE IN TWO SPEED MODEL
FEATURING SUN TOUR HOLE SHOT
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HARRY LEARY, PRO
DIAMOND BACK

Pants:

We're ready for 1981 with our new BMX pants made of top quality, heavy-duty, double-stitched nylon. We have restyled these new pants with a Spandex panel down the outside of the legs, which allows air to flow through and insures a better fit.

We've eliminated the fly zipper by using Velero® closures in the fly area and a new Velero® belt. The legs are also fitted with Velero® closures for your comfort and safety.

BW pants are designed with padded nylon knees, padded shins and sewn-in hip pads for extra protection.

These new BMX pants come in blue, black, red, yellow, gold, white, green, dark brown, or orange nylon with your

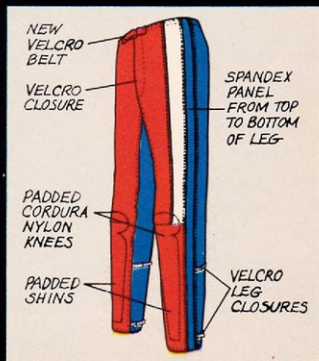
choice of contrasting side stripes. Custom lettering is available.

Jerseys:

In addition to our pants, we make custom jerseys in any color combination. When your team or shop is interested in jerseys, send us a drawing showing detailed colors, silkscreening and quantity (min. 6) and let us quote you.



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Cranky

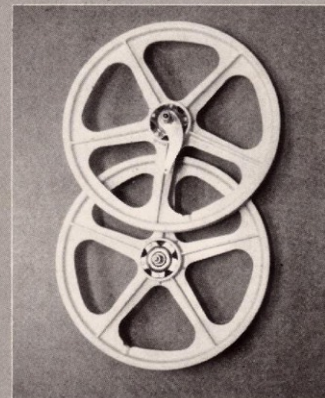
I am 16 years old and weigh 140 pounds. I was wondering if you think I should go to 1 piece cranks or stay with 3 piece. The cranks I have on my Cook Bros. now are the Shimano Tourney cranks and I've bent and twisted those. I was thinking of going to Dura-Ace cranks. But I was wondering if I should try some 1 piece cranks. Could you please tell me the best cranks for my size.

Mike Marlow
Boone, North Carolina

Mike, Since you obviously are a thrasher of considerable talent (you are, aren't you?) We would suggest buying chrome-moly one piece cranks. Brands such as Takagi, Sugino, or Mongoose Cr-Mo cranks are good choices. Be sure to get a good set of chrome-moly pedals also.

Dura-Ace aluminum cranks would probably be all right for you if you were racing only. But no aluminum is capable of withstanding long term abuse.

Your crank length should be 170-175mm. ?



Tuff Wheels

My dealer says that Tuff Wheels will Crack. Is this so.

Dennis Morton
Cleveland, Ohio

Tuff Wheel II's have shown no record of cracking at the hub. Your dealer probably thought the hub design was questionable but extensive tests have proven it to be totally reliable. Skyway also warrants the Tuff Wheel II's for one year against workmanship or material defects and there is a lifetime warranty against warpage. ?



Forks for the Feisty

My name is Lee Taylor. I have a Schwinn SX 1000 BMX bike and would like to ask these questions! I have some Tange TX 500 forks on my bike and they got bent while racing with some boys. I would like to know which to get JMC or Red Line forks? Also what is the best lube Bull Shot or Dura Ace for the back rim.

Lee Taylor
MacClenny, FL

Go For It!

I saw Corey Heyer's photo in an issue and I think mine is just as great. You can use it.

Jeff Watson
Riverside, CA

Each and every reader whose letter is answered in the U.S. Mail Bag also gets a **BMX PLUS!** T-shirt mailed to them. Free! Radical Rick is also going to answer all your technical questions in a **Tech Letters** column. Letters answered there will get both a **BMX PLUS!** T-shirt and a hat. Send your letters to U.S. Mail Bag, P.O. Box 429, Lomita, CA 90717.

We would recommend Bull Shot over the Dura-Ace lube. The Bull Shot is better for long term use and also is not affected by dirt and moisture as much as the lithium based Dura-Ace grease. ?

Died Laughing

My name is Gordon Gregory and I watched BMX racing on GAMES PEOPLE PLAY. There was this one kid who's chain came off and he picked up his bike and put it over his shoulder and started running over the jumps with it. And I nearly died laughing. Well, anyway, I just got some MX-2's but the only problem is we don't have any hair spray.

I am 9 years old and don't race. But, I'm going to. All I need is the proper equipment. I need to know what they do with beginning kids. I also need a new stem. I've got the worst. Can you tell me how good the Pro Neck is.

Gordon Gregory
Bath Michigan

Gordon, beginning riders usually start out racing other beginners until they win a trophy or two. It depends on the race director. Don't worry, once you start racing you'll move up to expert faster than you think. The Pro-Neck is an excellent stem, many of the top Pros use them as well as many others. ?

Funny Money

Please could you send me details about foreign subscriptions, how much they cost and how the money should be made payable to you.

Ian Tolfts.

United Kingdom

Go down to your local bank and exchange your currency for an \$18 dollar (US) banker's check and mail it to us at P.O. Box 429

Lomita, California, USA 90717 ?

Did we goof?

I caught you! You guys made a mistake! In the BMX PLUS! October 1980 issue, you had a picture of the SKYWAY SPRINGNATIONALS where Brent Patterson was in the lead at the first turn. You named Brent Patterson, Larry Ruiz, Anthony Sewell, and Dave Clinton but forgot Scott Clark who was just behind Patterson. I'm sure that Scott would appreciate having his name included.

Nat Chotechuang
Englewood, Colorado

Nat, you sure have a sharp eye. You're right, that is Scott over Brent's shoulder. ?

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2. Once the Diamond Back products are perfected at the drawing board, prototypes are built and put to the test by the professional Diamond Back racing team: Harry Leary, Factory Pro. Doug Davis, 11 Year Old Expert. Mike Horton, 10 Year Old Expert. Aaron Stevens, 7 Year Old Expert. Only when the Diamond Back equipment can take the heavy-duty punishment these guys dish out, is it ready for final production.



Doug Davis, 11 Year Old Expert
 Mike Horton, 10 Year Old Expert



Aaron Stevens
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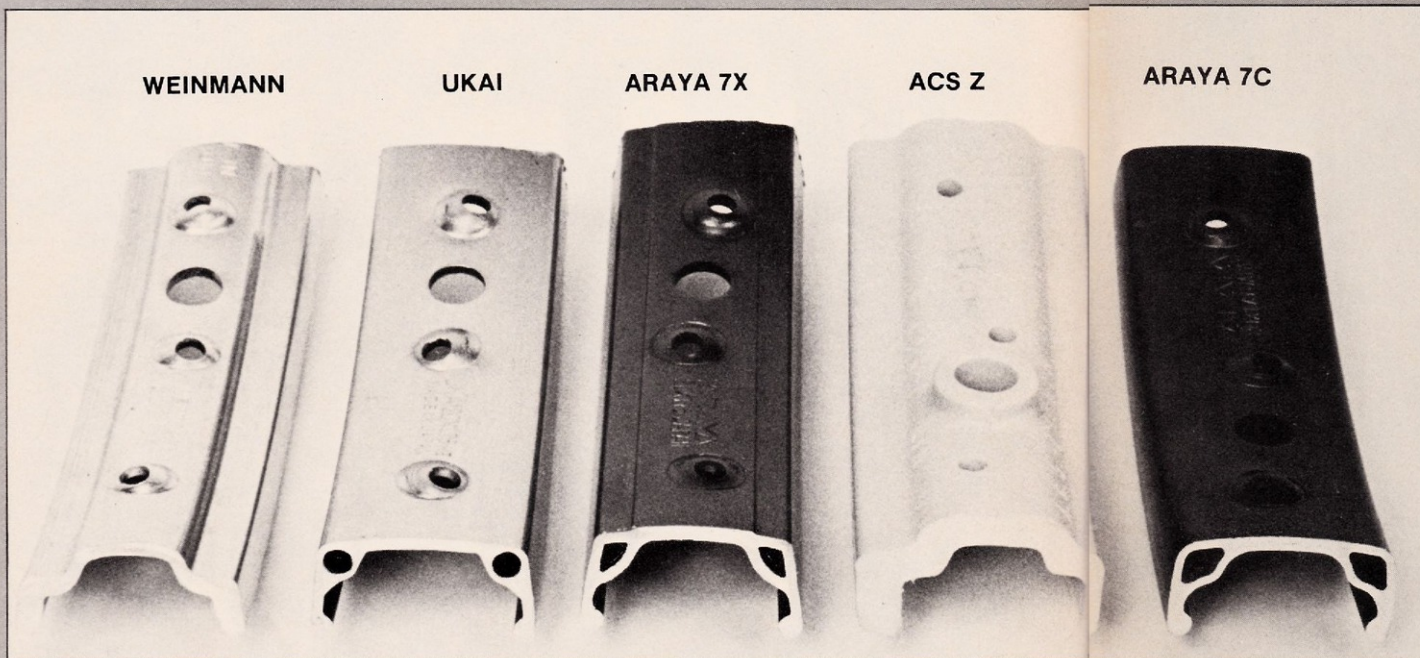
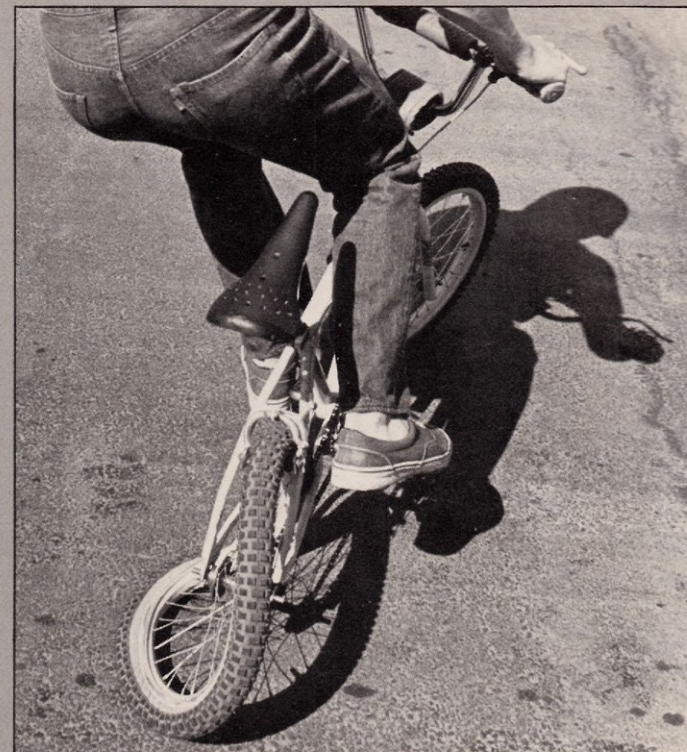
Written and Researched by Bob Hadley

OK, we know this article is long overdue. We could've done it two months ago but we'd have missed two exciting new developments: the new ACS-2 rim and the Araya 7X. As things stand now the rim market appears to be stable enough (we don't expect any new releases for two or three more months) to bring you up to date in a head to head comparison.

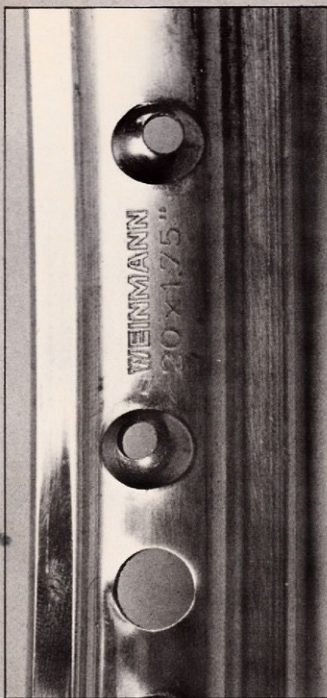
In case you haven't already noticed, we omitted all the mag type wheels from this comparison. We

think the properties that make a good mag wheel aren't relative to those that make a good spoke rim. With mag wheels things like hubs, hub mountings, axles, and related hardware are significant to their performance, but with a spoke wheel those items are variables that lend themselves to almost unlimited combinations. It is obviously impractical to deal with those combinations here. Therefore, we limited this comparison to the five most popular 20" BMX spoke rims.

Stuart finally did crack the rear wheel, but only after about thirty successive kick-outs. Which just goes to show that the rim can be broken when abused, (and Stuart totally abused it).



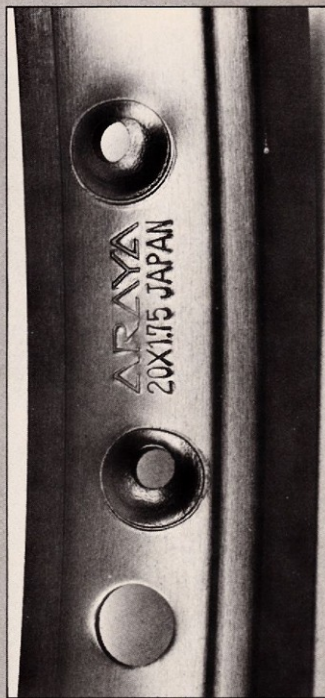
RIM COMPARISON



Material: Extruded Aluminum
Size: 20 X 1.75
Weight: 15 Ounces
Cost: \$7.75 (Currently on sale at most Schwinn shops on the West Coast. Normal price is \$10.95-\$11.95)
 Anodized colors available.
 Made in Belgium

Weinmann

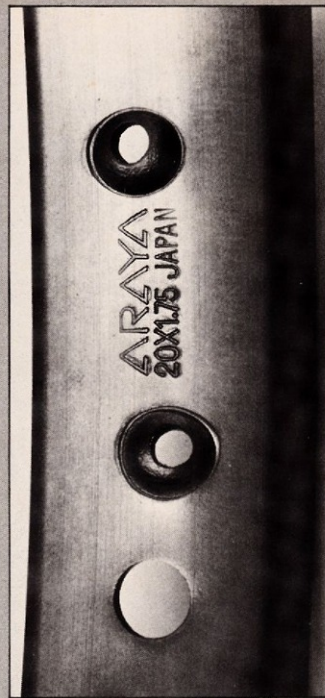
Weinmann rims are imported from Belgium by the Schwinn bicycle company and are basically available only at Schwinn Shops. Weinmann has left their rim virtually unchanged since 1977 and as a result they've fallen behind the times. The rim is made from a solid extrusion (no hollow projections) and has no bead to aid tire seating. The rim is roughly the same weight as the 7X Araya but it is not as durable. What's the point of buying a Weinmann then? Price. Schwinn is selling the Weinmanns for about 50% below everyone else's alloy rims. So if you're not hard on rims and want alloys but don't have the bucks, you might consider Weinmanns, but we'd suggest you save up your money for something stronger.



Material: Extruded Aluminum
Size: 20 X 1.75
Weight: 15 Ounces
 Anodized colors available
Price: \$12.95
 Made in Japan

Araya 7X

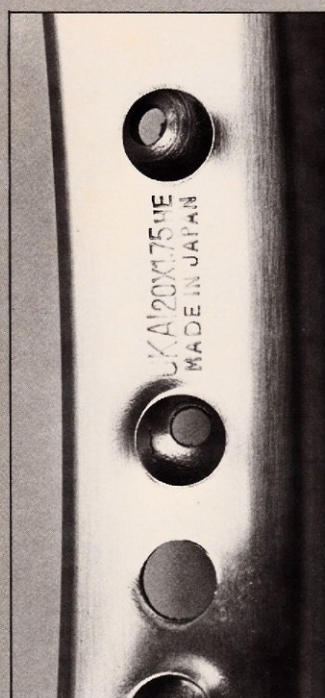
The new araya 7X is dynamite looking. It's styled slightly narrower across the inside than the 7C and it also has a slightly raised center. Constructionwise, the extrusion is thinner at the sides and corners than the 7C, thicker across the hypotenuse side of the cavities, and is thick in the center. The result is a rim that's roughly two ounces lighter than the 7C. Test riding shows that the 7X isn't quite as strong as the 7C. Almost, but not quite. The 7X is plenty strong for any racing applications however. Other advantages to the 7X are a flatter, more efficient braking surface and a slightly more pronounced bead, which helps seat the tire more easily.



Material: Extruded Aluminum
Size: 20 X 1.75
Weight: 17 Ounces
 Anodized colors available
Price: \$12.95
 Made in Japan

Araya 7C

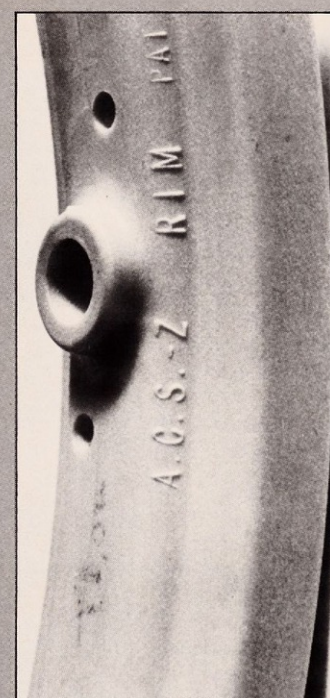
The most familiar name in BMX rims is, of course, Araya (pronounced Ah-rye-ah). Araya is the largest manufacturer of alloy BMX rims in the world. (See August 1980 BMX PLUS! page 54, "Araya Factory"). Although they recently introduced the new 7X, the old 7C is still available from old dealers. The 7C replaced the old Araya 7B fine that originated around 1976. The 7C extrusion features "square style" construction for good braking surface, tire seating beads, dimpled spoke holes, and "triangular" style cavities built in to save weight. The 7C is perhaps the strongest 20" alloy rim on the market, it's also the heaviest.



Material: Extruded Aluminum
Size: 20 X 1.75
Weight: 14 Ounces
 Anodized colors available.
Price: \$12.95
 Made in Japan

Ukaï

Ukaï is the newcomer to the alloy BMX rim market. Their new box rim has surprised quite a few people with its light weight and comparable durability. From the outer appearance it looks like a dead ringer for the Araya 7C. Inside it's a whole other ball game. The Ukaï (pronounced oo-ky) is thinner at the sides and center. The hollow projections are round holes instead of the triangular shapes found on the 7C. The side wall is also flatter than the 7C. The Ukaï is fairly durable, considering the weight (three ounces lighter than the 7C) but don't expect it to hold up like a 7C. For racing they should be fine. Of the three rims we had for testing and examining one of them had slight cracks in some of the dimples (see photo). We would suggest examining them carefully before purchase to make sure these cracks aren't present.



Material: Injection molded from Zytel
Size: 20 X 1.75
Weight: 17 Ounces
 Colors Available: Red, Yellow, Black, Blue.
Price: \$16.95 (Approx. retail price subject to change without notice).
 Made in USA

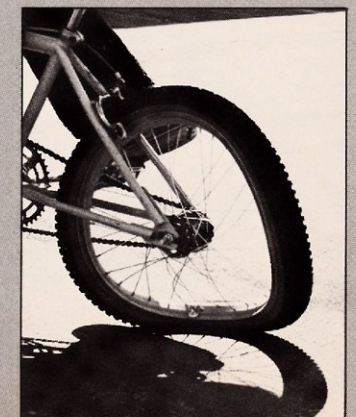
ACS-Z

In a radical departure from conventional rim design and construction, ACS (pronounced A-C-S) introduced their plastic (Zytel) Z rim. They claim in their ads that their test riders couldn't "break, bend, or dent them." Very interesting to say the least. Claims like that aren't new (by any means) and are usually easily disproved. Structurally, the Z rim looks like a plastic Weinmann, only thicker and fatter. It's so much fatter that caliper brakes have to be opened up more than half an inch just to fit a Z rim between the brake shoes. The Z rim has no bead to help seat the tire, nor does it have dimpled or recessed spoke holes. The rim is very thick in the center (see photo) which means you have to use normal length (.5" or .625") nipples. Z rims are trued in the conventional way but they do seem more sensitive to unbalanced tension in the spokes. Slight side to side

wobbles also exist in the rim no matter how true you get them. It's not bad enough to deter from the performance of the rim, it just requires that you allow a bit more clearance for caliper brakes. Also, if you are using this with a freewheel, you should have Tuff Pads brake shoes. Maintenance wise, the Z rims require slightly more truing and fine tuning than alloy wheels do under normal use. The Z rims can be tweaked out of shape; the easiest way is to throw your weight into a good kick out (see photos). The remarkable thing is that they snap right back into place. Out of true maybe, but back in place. Off of larger drop offs (4-6 feet) we noticed the rim compressing, then bouncing back like a spring, definitely a strange feeling. The heavier the rider, the more it bounced. Riders over 145 pounds will have no trouble producing the effect. It seems that the Z rims will deflect under less stress than it takes to bend a alloy rim like the 7C. The big factor is the Z rim bounces back, maybe not perfectly true, but close enough to keep moving. We talked to Schwinn's Donny Atherton about the Z rims. (Donny has appeared in recent ads for ACS offering his endorsement). Donny tested several of the Z rims for ACS in both competition and street riding. Donny said he'd recommend them to "almost anyone" and that they feel "a lot like riding on Tuff Wheels."

How much can you actually abuse the Z rim? To find out we asked Stuart Thomsen to see if he could break one. Stuart finally did crack the rear wheel, but only after about thirty successive kick-outs. Which just goes to show that the rim can be broken when abused, (and Stuart totally abused it).

So the bottom line on the Z rim is that it's a pretty good wheel, but considering its tendency to flex and its high price...



Stuart Thomsen

Why another Stu Thomsen interview? Because since the last time we talked to Stu almost the whole world around him has changed. He's gotten married, sponsored by Red Line, and although he's swept four tough ABA Nationals, this will be the first time in three years that he won't win a number one plate. We also wanted to ask Stu some pretty off-the-wall questions about several subjects that have never been raised with him before publicly.

The mood of the interview shifts back and forth from open and shut questioning to semi-probing inquiries into some touchier subjects. Admittedly, we didn't get into some of the typical subjects (such as equipment, racing experiences, and techniques) but we think we have put together a fairly good insight into Stu Thomsen, the person, as opposed to Stu Thomsen the racing machine. In fact, Stu even startled us with some of the things he said. In one of the miscellaneous pieces cut from the text Stu said that although he enjoys the limelight, all the media attention can lead to frustrations. When it comes time to blow off steam he feels restricted because he's compelled to play up the nice guy image. Holding back his emotions even when he's totally mad is what makes him a Pro, but he admits that, "I'm basically quiet, the personal type. I don't like to party, but I'd like to be able to cut loose at times. Like last night (the Anaheim National that Stu bombed), I was so mad I wanted to break something. I can't do that stuff. I can't cuss, I've got to be Mr. Goody Two Shoes. I'm human. Maybe sometime I wouldn't mind fighting somebody". Sounds pretty strong, especially to hear it from Stu. The more you think about it though, the more you realize that statement comes from the gut. Fortunately for the world, Stu isn't a fighter.

This interview started out at the Forum in Inglewood, California, where we met Stu. He was there picking up tickets for an Elton John concert. We started the questioning right there in the parking lot and we continued all the way back to Stu's apartment in La Habra. Once back at the apartment we sent Stu out so we could talk to his wife Tanya about him. The whole thing is pretty strange, sometimes funny, sometimes serious, but we think always interesting.



How much do you work out?

I practice about twenty minutes a day.

Are you serious?

Yeah. On occasion I'll ride for two or three hours. The only time I really ride is on the weekends when I'm racing.

What do you do when you're not traveling?

I work part time at the Village Bike Shop in Yorba Linda.

What do you do in the daytime when you're not working, sit at home and watch T.V.?

Oh, Yeah. I'll get up around 9:30 or 10:30 AM and tune into **The Price is Right** for a few laughs; then I'll watch the 11:30 AM movie, Frank Sinatra and Judy Garland are usually on. After that I'll watch **The Bowery Boys**. Then I start to clean up the house before Tanya comes home from work. Finally, I'll go riding.

What kind of work does Tanya do?

She's a secretary at a bank in the loan department. She's a loan shark (laughs).

What kind of music do you like?

I'm fluctuating toward any type of music, once in a while I'll even listen to Jazz. Mostly your basic rock and roll, but if I'm too hyped on that, I'll listen to mellower rock.

What type of movies do you like?

I like bloody, gory, scary movies. I like the ones that leave you on the edge of your seat.

Did you see Texas Chainsaw Massacre?

Yeah, that was real good. I also like Clint Eastwood westerns and some of his cop movies.

We heard you'd like to be a stuntman in the movies.

Yeah, I'd like to do that. But it's too late, I'm too old to break into it.

Did you see the movie The Stuntman?

No, I don't want to see it. I'm afraid I'll get depressed because that's what I want to be doing.

Were you ever involved in any high school sports, like football?

No sports. I was racing all through my high school years. (pause) I didn't go to football games, dances, or anything, just racing.

The worst thing I've ever done in eight years of racing is bruise my shoulder.

You didn't go out for anything at all?

I did go out for freshman basketball but they wanted me to cut my hair too short. The workouts were too hard anyway.

You've been racing a pretty long time, obviously. What sponsors have you had since you started racing?

Myself, because everybody starts without a sponsor. Then I rode an old Webco and Red Line for the Dirtmaster Team. Then I rode for Webco, then DG, then FMF, then SE Racing, and now Red Line.

You left SE at the end of last year. Why'd you leave SE Racing?

I left looking for a better deal.

When you were interviewed by BMX PLUS! last year you said you were going to retire at the end of 1979. In fact you said you were going to retire at the end of every year since 1976. Are you going to tell us the same thing this year?

(Laughing) I always say that. You know me.

If you do race next year are you going to renegotiate your contract.

I'm not going to stay with the same one I've got.

Do you give Red Line advice on who to sponsor?

No.

What racers do you respect the most?

Greg Hill. He's the only one I respect. We always go riding together.

How do you like racing against him?

Fun. I won't crash him. At times he might think that I'm out after him, but, to this day, I still will never crash him. I don't care if it's for a million dollars. I respect him, he's a good rider.

Who do you least like to see on the starting line next to you?

Anybody tough (laughs). It doesn't matter. If I'm feeling good I'll beat them.



Have you ever been hurt racing?

The worst thing I've ever done in eight years of racing is bruise my shoulder.

Do you do all your own work on your bike?

Yeah. I'll let other people put it together, but then I'll check it out to make sure it's right.

Did you go to college?

I went for one year. I just took the basic classes and some drafting for an architectural degree.

Do you think you'll ever finish?

Maybe in a few years or so. I'm still young.

Do you have to be a good artist to be an architect?

No, I can draw straight lines and take measurements. That's all you have to do.

Do you read much?

No.

Do you like Shakespeare?

Who's that? (laughing)

Don't you read anything?

Only magazines, no books.

(later, arriving at Stu's apartment)

Is Tanya home?

No, she gets home just before five. She's gonna ---- when she finds out I didn't make the bed. (Stuart opens a letter that has just arrived for him, reads it and shows it to BMX PLUS!)

What do you think when people send you fan mail like this. *(Picking up the letter and reading aloud)* "I think you are the

greatest BMX'er of all time"... What is your reaction to that?

I think it's neat. I like to be thought of as a hero or however you want to put it. It's fun when kids want your autograph or picture. Sometimes, it can get on your nerves and you just want to be secluded for a while. You've got to take the good with the bad.

Are you worried about the prospect of somebody else coming up and taking over the number one spot?

It's got to happen. This year I know for sure I won't get number one. I'm already \$3000 behind (Brent Patterson and Greg Hill). Heck, I've got to give it up sometime. I've had three number ones, or four if you want to get technical. I've had my fame and glory, so I could just live off my name for a while.

Do you answer all of your fan mail?

Yeah, I give them one of these (holding up a Red Line color flyer with his photo on it) and answer their letters and send them a sticker.

When did you get married?

The day after my bachelor party.

Do you think you might remember what day that was?

Uh, mmmm, (looks up at the ceiling) I've been married for five months and 13 days.

Were you very nervous at your wedding?

No. I get more nervous at races. Worrying about my starts. Worrying about not freaking out on the line.

Like what happened to you this weekend.

Yeah I went in the convention center and saw the track and from right there I didn't have the right frame of mind. I started worrying about my starts. I was so bummed about the race Saturday night that I got three feet of air in my van afterwards.

Really? on the way home?

I have two race bikes, one practice bike, a cruiser, and a ten-speed.

Yeah, I was p-----. There was this road, it's flat and then goes up and across like a table top and then it goes up again...

Like a step jump.

Yeah. I hit it at about 40-45 MPH, Vrooom! (motions with his hand a van flying through the air). The jump is just down the street if you want some pictures.

Mmmmm....

You should have some pretty interesting stories to tell after all you've been through. What are some funny things that have happened to you in BMX?

(Sits back for a minute, then laughs) At the beginning of the tour in Washington, I can't remember what town, it had been raining hard and the track was slippery. The first turn was flat with a lip going around the outside of the turn. It was about a foot high and was supposed to keep you from going off the track. On the other side there was about a three foot margin of dirt and then a five foot wide sewage irrigation type ditch with about a foot and a half of water in it. In one of the motos, I think it was the third moto, it could have been the first main, me, Patterson, and Ruminer were all 1-2-3 going into the turn. I kinda had the lead on the outside but I started sliding and I hit that lip and the next thing I knew I was in the water (laughs). This guy had video taped it and he showed it back and I just disappeared! Then you see this glove come flying out, then another one. Then I stand up and throw my bike out (laughing).

Wet from head to toe, huh?

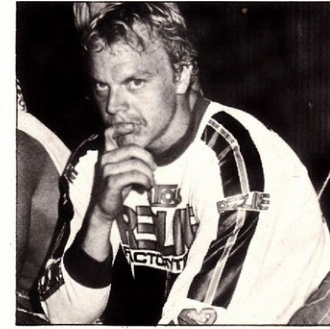
Yeah. Then in the next moto I did it again!

In the exact same place?

That time I slid out and hit a tire and my bike stopped and I went in.

How many bikes do you have?

I have two race bikes, one practice bike, a cruiser, and a ten-speed.



When you go out riding for fun, what do you like to do?

Jump. Get lots of air, altitude. Fast trail riding. Just basically try and go beyond my limits.

What's your favorite track?

Corona.

Why's that?

I like jumps. I like the kind that you can't just speed jump, the kind you have to get air.

What would be your biggest complaint about most tracks.

After 10 years no one knows how to make a start. I hate the kind that funnels everyone together. I like wide, banked first turns that cut about 45 degrees around then go into another 45 degree turn. Then have about 6000 whoop-de-dooos about this big (holds his hand 4 feet off the ground). Most tracks are too holedshot oriented: hairpin/berm first turns don't work for racing.

They're fun for riding on but don't cut it for racing. Do you consider yourself to be a "holeshot artist".

No, Brent Patterson is the best starter, but I can pass him down any given straightaway.

Did you hit any really good tracks on tour this year?

We hit a few good ones, really challenging. The one in State College, Pennsylvania was good. We hit a lot of tracks this summer. Some good, some bad. Some worse, and some terrible. Some tracks we thought were parking lots!

Did the track operators ask you what they should do to them?

Oh yeah, they always do. First of all, I always say "do the best with what you have". They always want to know how their tracks compare to the tracks in California and half of the time they were better, but they don't know that. There's a lot of tracks but there aren't too many good ones left.

Since most tracks are built for younger riders do you wish that more tracks would incorporate a "Pros only" section into their track that could make the layout more radical or demanding?

Most definitely. Half the tracks are designed for the 12 and under age groups. For the Pros they're just basic boring tracks. There's endless things you could do to improve a track, I don't know...

We're almost out of time and there's still one thing we haven't asked you yet that probably everybody out there would like to know. Just out of curiosity, how much money do you make?

That's personal.

Are you rich now?

I'm not doing too bad.

Will you make over \$30,000 this year?

Mmmmm...well...

Is it possible that you could have, granted that you might have won a couple of the big races that you didn't?

Yeah, easy, for sure.

Do you deserve it?

Hell yes. What do you think I deserve?

(Pause)...(longer pause). What will make you stop racing?

Oh, two or more kids (laughs). Too many bills, I don't know. I'll know when the time is right to get moving. While I'm still racing I can set up the things I want to do, then I can just fade out and start my own company or something like that. Make it happen. I prepare for tomorrow by living for today.



TANYA TALKS ABOUT STU



What's Stuart like?

(Long pause) He'll probably read this and won't like it (short pause). He's like a big kid. He's a nice guy, easy to get along with. I don't want to tell everybody what he's like at home. I don't want to tell you what happened this morning. (Pause) Did he tell you what happened this morning?

No. What happened this morning?

I woke up this morning and the freezer door was open all night and he blamed it on our parakeet (she laughs) I'm not kidding, this morning I came in here and it felt a little colder in the kitchen so I looked around and the freezer door was open. Stuart was still asleep and he had a pillow over his face so I picked up the pillow and said "I hope you're happy. Everything in the freezer is melted". He said "I didn't do it!" and he looked around and said, "Bart did it!" Sure! an innocent little bird. (Editors note: Stuart later claimed that an earthquake had knocked the freezer door ajar) anyway that's how I'd describe him, a big kid.

What do you think Stuart will be doing 30 years from now?

How would I know?

What would you like to see him be doing, making a lot of money?

Making money, probably something in BMX manufacturing. He has all these ideas but right now we don't have anything to back up the ideas.

Do you plan to have any kids?

We don't want to talk about that right now. (pause) We do want kids. Well, I want to wait about five years. He wants them sooner. I think it's because he wants to see a bunch of little Stuarts running around.

You two have been together for...

Tomorrow will be five years.

How did the two of you meet?

The way it happened is: my brother, when he was eleven and I was just driving (I was sixteen), I used to take him to WSA every Friday night. We used to pack up his bike and stuff it into the back of my Volkswagen. Well then, when they started racing on Saturday nights, we went every Friday and Saturday. And I noticed this big guy with a red helmet and a chicken on his head! (laughs) I though, gee, that's odd, he's so big anyways and to make himself stand out that much more...

He glued a rubber chicken on his helmet?

Yeah, he got it at some gag shop somewhere. In fact he lost the original one, so he bought another one. It's in the van right now... Anyway there he was with this chicken glued to his helmet and I figured he was either really weird or crazy. That made it more enjoyable for me to go to the races to watch this big weirdo. After a while my dad asked, what is this you're doing with your brother? So then my mom and dad started coming out and it turned into a family thing.

One day I was just sitting in the stands next to Hans Thomsen (Stuarts father), I didn't know who he was until Stuart came over and started talking to him, so I just figured I'd... (motions as if to be smiling and waving shyly). I didn't know what to think of him.

Then we found out that the Carls' Jr. down the street was the local hangout after the races. So my sister and brother and I all went there one night: "Hey, Jeff Botema and Stu Thomsen are here!" So after that we made it a habit to go there at least once a week (pause). Let's see, somehow, I don't know, we started talking. The next day there was a big race at Saddleback Park and I took Greg out and Stuart was there and we started talking again. Then, when it was time to leave Stuart said "I'll give you a call sometime." I walked about ten feet and I thought he didn't ask me for my phone number. So I turned around and waited there and then said "Aren't you even gonna ask me my phone number? You said you are going to call me and you don't even have my number!" He was kinda shocked. I guess I caught him off guard.

Our first date we went to the (Los Angeles) Coliseum for Speedway races. So it just kind of happened that way....

Just from hanging out at the races...

At the time I was doing so many things with Greg, just trying to keep him active, because he was a bit of a troublemaker, you know.

I know Stuart and Greg are super competitive on the track, but how are they when they get together off the track?

They always challenge each other, no matter what it is. They have this thing where they'll say, "I'll give you five bucks if you can eat this chocolate cake!" and Greg just inhales food. Stuart used to too, but he's pretty cautious now.

(Enter Stu, yelling...)

Hi, Martha, I'm home!

That should be all we need for now.

Well, that's about all there is to tell.

JANUARY 1981



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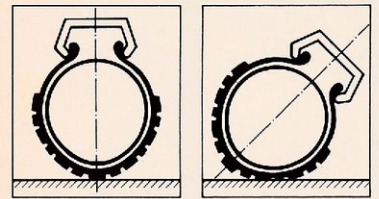


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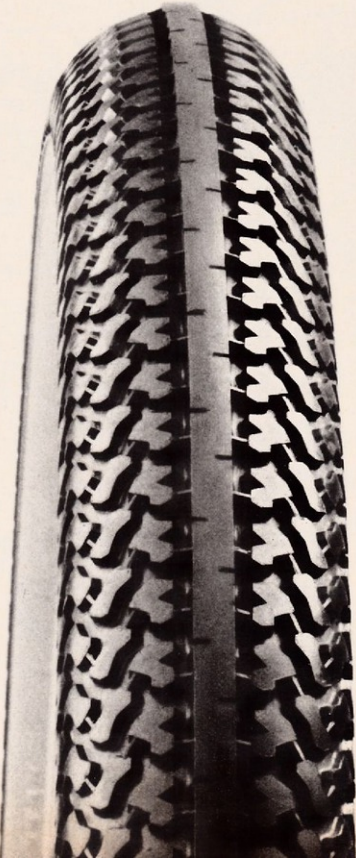
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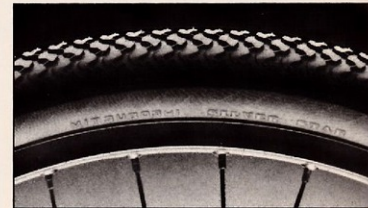


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Big bucks means big action. Put up a \$5,000 Pro purse, get another \$10,000 worth of contingencies and you'll get the hottest Pros running rampant trying to pick up points for the ABA number one Pro plate. When the Pros started arriving at Anaheim Brent Patterson (PRP) was several hundred dollars ahead of Greg Hill for the lead in the standings. With \$1600 up for first place, either rider could have used the opportunity to capitalize on his position and, as it turned out, each did. Hill finished first with a perfect sweep, and Patterson took second, after overcoming some mechanical problems in the qualifiers.

The Van Doren Rubber Company (the makers of Vans Tennis Shoes) and SE Racing co-sponsored the event, billed as the Vans/SE Racing \$5,000 Pro Spectacular. Like the ABA Fall National the spectacular was held at the Anaheim Convention Center. It was scheduled for the Saturday night after the first day of the Fall Nationals. The set up for the starts was just as tough as the racing of the afternoon. It was a real



Greg Hill pushed his GT to the limits in the Main, an 18 second ride that earned him \$1,600. That's \$94.44 a second.

by Bob Hadley
Photos by John Ker

hole shot track. You had to be in gate two, three, or four and have the starter completely wired to be able to grab the lead. It would take an incredible amount of concentration, a bit of luck, and all the skill in the world just to make the main.

As we said, Patterson had some mechanical problems in the qualifiers. Brent qualified with an unusually low score of 4-2-1 in the motos (note: the three moto, low point qualifying system was used). Brent was lucky to get across the finish line at all in the last moto, the driving pin on his cranks was just starting to shear off as he crossed the finish line. Brent worked feverishly between the motos and the semis to change the crank. So nervous was he that his father and brother had to remind him to calm down and let his mechanic do it.

Hill had no such problems. From his first qualifier down to the main he never faulted. As with Patterson in Amarillo (See BMX PLUS!, Nov 1980, pages 20-21) Greg had perfect starts, perfect lines, and dialed in

Every rider in the main had been getting monster hole shots...

machinery. Greg's score: three firsts in the motos, first in the quarter semi, first in the semi, and first in the main.

Although watching Greg and Brent win the big main was exciting, perhaps the best race, and the biggest heartbreak came in the consolation race. The consolation race was actually to decide the last two pay back positions (seventh and eighth) because there was only room for 6 riders on the line in the main. The six riders in the consolation race were: Jeff Ruminer, John Crews, and Stu Thomsen (Red Line), Tinker Juarez (Mongoose), Kevin McNeal (Kuwahara), and Byron Friday (DG).

Tinker Juarez grabbed the holeshot which was no surprise, because Tinker had been getting good starts all day. What was surprising was that he was on the outside and was able to move across the pack into the first turn and maintain the lead. Tinker pedaled furiously out of the first turn but suddenly, as he started to go over the second jump, his pedals locked for no apparent reason. Tinker drifted off the track. In the confusion there was a big crash. Byron Friday explains, "I was hit from behind and taken out. I don't know who did it, but everybody got messed up except for Crews."

Crews sprinted off with the lead well in hand. Thomsen grabbed second and Friday picked up third. A dejected Tinker Juarez looked down at his rear wheel and found that a wayward spoke had wrapped itself around his freewheel and jammed the chain. What actually happened is still a mystery. The spoke itself broke at the nipple, but for no apparent reason. Tinker had not been rammed or anything of that nature. For a fleeting moment I thought sabotage! But then I realized that it was only for seventh place money. What ever caused it I doubt we will ever know.

After watching the consolation race, the Pros who made the big main must have been thinking some pretty nervous thoughts. Every rider in the main had been getting monster hole shots, especially Hill and Patterson. But as I said earlier, the gate position was super critical. It was so critical that when Brent Patterson lined up on the gate in position 7 (very next to outside) his father, Vance Patterson said, "I'd have to put my money on Hill," admitting Brent's chances of pulling into the lead would be slim even with a totally lightning-like start. The talent Brent had to contend with besides Hill was enough to



ABOVE: Skyway's Seth Buccieri couldn't match teammate Davidow's performance, but he proved that the East Coast could compete on Western soil.

BELOW RIGHT: Don't be surprised if you start seeing Tinker Juarez popping into the winner's circle real soon. A bit of luck and he'll be back on top.

discourage most bettors. On the line were Harry Leary, Greg Hill, and Clint Miller in the best starting positions! Harry (Diamond Back) and Clint (Torker) practice together and finish 1-2 more often than not. Harry spent the better part of the break between motos getting advice and pep talks from his manager. When Clint drew his starting position he was stoked. He told me later, "Right then I was sure I was gonna win. I knew I could've won it."

Also in the line-up were Denny Davidow (Skyway) and Frank Post (Panda). Denny had been running strong and consistent all day, looking both smooth and fast in the motos and qualifying for the main with a second behind Patterson in his semi. But Denny was in lane one on the gate, and directly out of lane one the track narrowed slightly coming in to the first obstacle, a small wooden jump. Post, on the other hand was having troubles of his own. He was late getting to the staging area and had to argue with track security people to get to the line on time. By the time Frank got to the line the officials were upset about him holding up the program. They told him to hurry it up (which was what he was doing anyway), so Frank told them that they didn't give him enough time to change gears and work on his

bike, and that turned into a brief, but heated exchange of adjectives. All things considered, Frank was nervous and he barely had enough time to work on his bike. I would suspect that the shouting match didn't help Frank's psyche any.

After a short intro, the crowd hushed up, and the starter, Bill Compton, nailed it! For a moment, the power of those guys coming out of the gate must have changed the direction of the earth's rotation. Hill grabbed a wheel on the rest of the pack right out of the gate. Just past the first jump he jumped into the lead. Patterson muscled his way near the inside of the first turn and around Denny Davidow for the second spot. Davidow settled into third followed by Leary, Miller, and Post. The positions stayed exactly the same for the rest of the race. Hill won it in 18.02 seconds, which has to be some kind of record for the shortest, quickest Pro main ever.

At the finish line Hill was pretty happy, to say the least. He said, "Finally, bitchen! I'm going straight to Carl's Jr!" Patterson was mobbed by his entourage. They were all happy for his second place finish, but Brent seemed concerned that Greg had gained valuable points in their chase for the number one plate. Davidow was fairly content with his third. Miller and Leary were both real positive that they each could have, should have, done better.

I never did find Frank Post. Too bad, because even though he didn't win big, I wanted to congratulate him. You have to remember that these guys were not only the best that night, they were the best of the best.



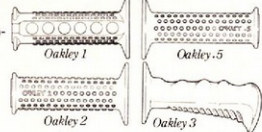
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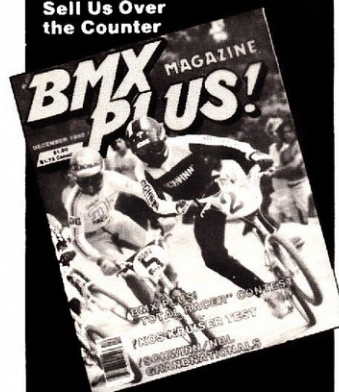
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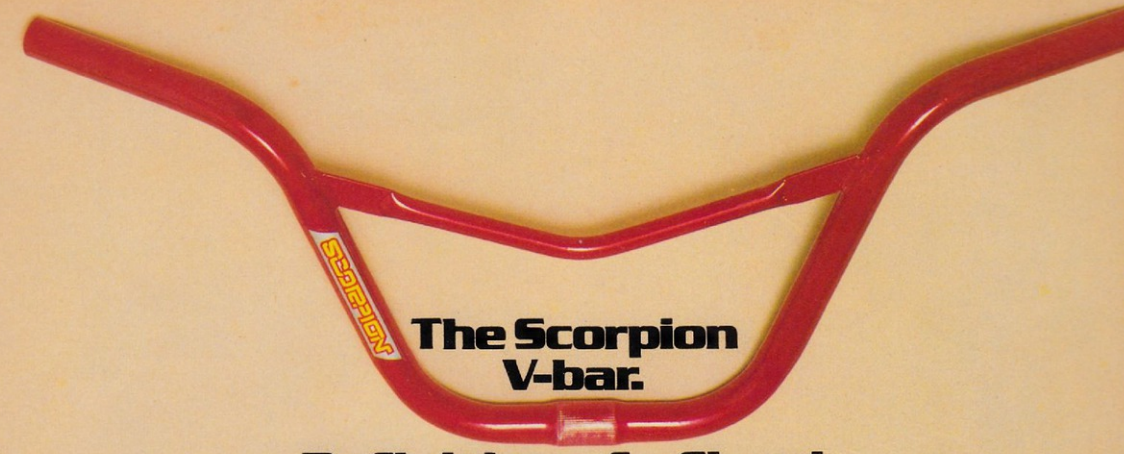


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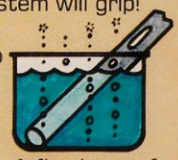
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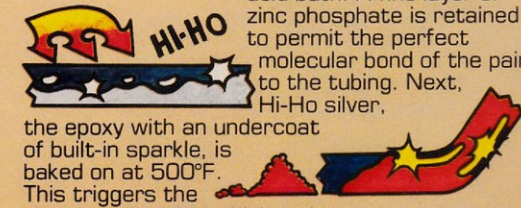
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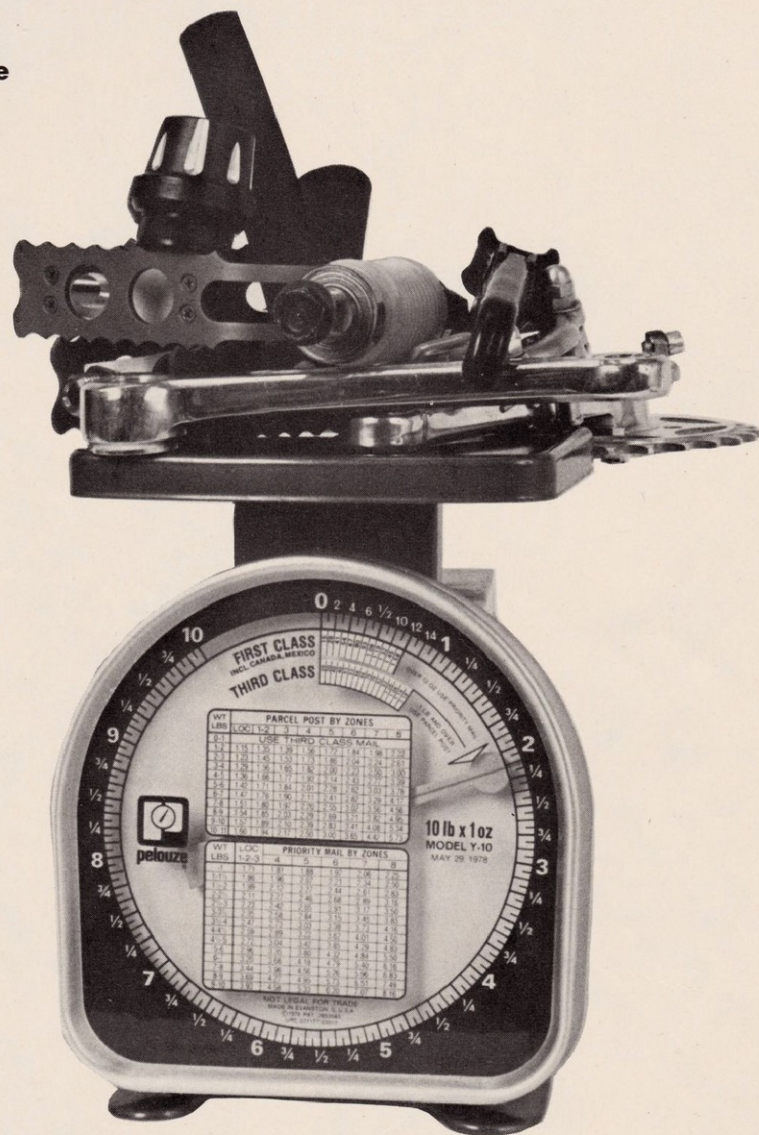
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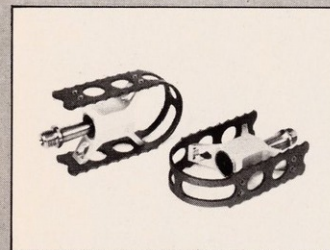
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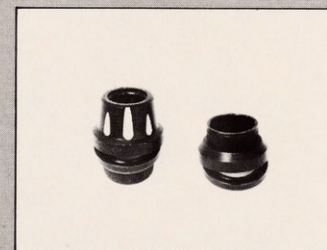
by Rick Lance



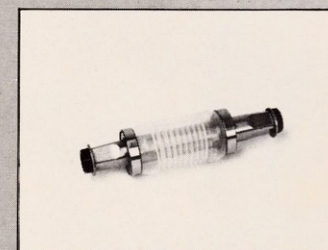
Power to weight. That's where it's at.



Demco pedals. It's an injustice to call them mere pedals. Demco makes pedals like NASA makes skyrockets.

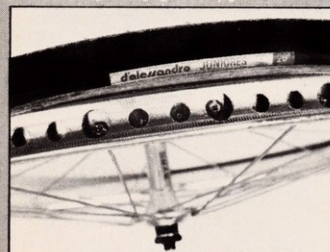


This all-aluminum (except bearings) head set is incredibly light. The system does not have pressed-in races like most other alloy head sets.

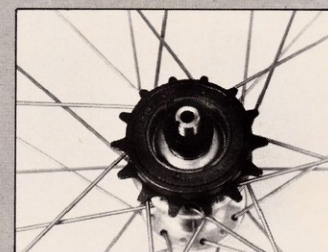
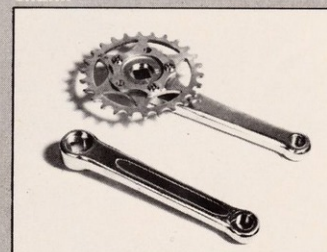


This OMAS bottom bracket features sealed bearings, titanium spindle, with aluminum cups, locking and end bolts. Absolutely no fat here.

Both sew-up rims were drilled in this manner. Drilling the 104 holes in both rims saved 1/2 ounce. Was it worth it? If the bike breaks 10 pounds by only grams, you bet!



For really small kids you can't beat these 150mm T-A's. The 26T sprocket is off of a tandem bike and will be modified to accept a 3/32" chain.



The OMAS was the best 28-spoke accept a Sun Tour 14T freewheel. The OMAS was the best 28-spoke hub suited for the modification.

Power to weight! That's Where it's at. Ask anybody: Don Garletts in drag racing, Brad Lackey in motocross, the Roadrunner in cartoons; they're all into it. They've all discovered the secret of the speed of light; the lighter, the speedier! Power to weight is simply the ratio between mass and motion, hustle and bustle, bikes and bodies. Here's an example: 192 foot pounds of torquing Leo Green riding a 24 pound Kuwahara equals karate quick acceleration and a BMX power to weight ratio of 8 to 1. Or, to put it another way, it would take a 48 pound

six year old BMX'er piloting a six pound Mongoose to equal the same 8 to 1 power to weight ratio. Also figure a \$3,000 bill for ultra light (unobtainium) components. Just think what this means, race fans! Why, with a featherweight projectile and the right pocket rocket in the pilot seat, history could be made! Track records would fall. Pros would be forced to retire at age nine or face humiliating defeat. Every mighty midget's father harbors this same dream. We at RRS want to be there when it happens. We've got

talent scouts in every nursery school and, spies in every daycare center searching for tomorrow's BMX superstars. We're signing contracts, setting up Nautilus workouts. The necessary technology for a sub-ten pound bike is just around the corner and when it arrives, all you yahoos better stick to downhills where your weight will do you good. Ha! Pshaw, you say. Well, how's about a little sneak preview to strike terror in your hearts. Read and weep, buckaroos, your racing days and trophying ways are numbered!

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TORKER TORKFLYTE TEST

When Greg Hill and John Ker unloaded the Torker Torckflyte for the first of two photo sessions, John said, "Bob says this is a good bike!" Greg looked at the machine and said, "I can tell that just by looking at it!"

What attracts Greg Hill to the Torckflyte is not that the bike is good looking but the fact that the machine looks good. It has functional lines, good angles, and the quality construction that experts can spot in a race machine just by looking at it. The nice thing about Torker is that they go beyond the visual aspects of making bikes. Lots of bikes look good

on the outside but not every bike can combine excellent looks, excellent handling, and excellent construction the way Torker does.

The Torckflyte is shipped to your dealer unassembled, which is how we received it. From the moment we slipped the first bottom bracket up into place we fell in love with the bike. The thing fit together like a dream. Cups fit perfectly, the absolute best we've ever seen! The seat post fit perfectly and threads on the forks were so clean that the adjusting cone spun on it like a precision lead screw. The Torckflyte was such a treat to

work on that we were almost ready to recommend it on the basis of ease of maintenance alone. But then we thought for a moment, "Wait a minute. What if this baby's a ringer? What if they made sure everything was perfect before they sent it to us?" To find out for sure we phoned two well known Southern California dealers. One in the San Diego area and one in the San Fernando Valley. At both shops Torker is not the primary line of bikes carried, it's simply an extra line they stock to meet varying customer demands. Their reactions to the Torckflyte they

(Continued)





had received mirrored our own impressions, especially with the chrome plated models like our test bike.

Like we said, the Torkflyte is a good-looking bike. The chrome and blue combo we had was very appealing. We should probably clarify that the double top tube design might not appeal to everyone. To be absolutely honest, Torker's double top tube design has turned off at least a few mainstream cyclists. You almost have to figure that anytime makers stray away from the standard configuration of single top and down tubes, they start treading in dangerous waters. The Torker approach is not what cycling engineers have been working on for decades to improve. Regardless of how it's engineered, the only thing that really counts anyway is how the bike performs. Any criticism of the design is irrelevant until you test the product under fire, and in our opinion, the Torker can stand the heat and that's all that matters.

The handling on the Torkflyte is precise. The front end is nimble, the kind you can loft easily over obstacles, yet responsive in any turning situation. To Greg Hill the Torker "handles good" in the stock configuration. Greg rides a GT in competition and, although he made no other specific comparison, he said the Torker "felt short" in the rear end. The short rear end may account for the Torkflyte's preference to "ride the groove" (instead of flat-tracking it through flat turns) which is exactly how you should ride flat turns (see "Turning Strategy" page 43, May 1980, BMX PLUS!) Berm riding is Torker territory. After five minutes of getting used to the bike you find yourself doing Eddy King power wheelies out of every berm you hit. The bike simply makes you feel like getting stylish. It's no miracle worker, remember, it just helps you use what skills you already have to their fullest, which is the most any bike can do. Jumps are handled smoothly and again the best surprise is no surprise. The Torker's agile front end makes speed jumping easy and aerials are only limited by the capability of the rider.

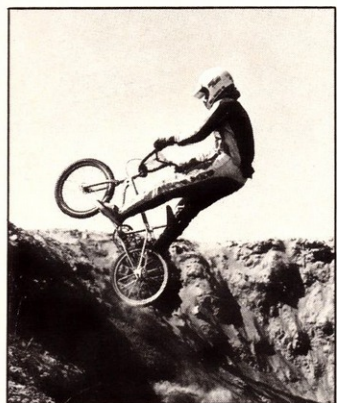
The profile on the Torker is best suited to riders 5'10" or shorter. Anyone taller, should probably use something with a little more room up front, like a Schwinn Sting.

The approximate retail price is about \$300.00 (subject to change) which is about the ball park figure for other makes in the same component range. Components are basically all JBM parts (see specs) which perform well and are reliable. Everything worked up to par except the KKT RT-E-MX pedals. The pedals are

(Continued)

specified as having chrome-moly spindles but the shafts aren't up to par with the KKT's other RT pedals. We substituted a pair of KKT Lightnings for the stock ones after they bent, which is why you'll see different pedals in the Greg Hill photos. Greg wasted the original set in only 30 minutes.

Torker's stem is basically a take off on the Pro-Neck but with a thinner profile. Only a press fit holds the chrome-moly stem into the alloy head. Although we haven't heard of any Torker stems coming loose, it should be noted that Pro-Neck uses a threaded fastener to secure the press fit. The six allen bolts used to secure the bars seem like a case of overkill. We would rather see only four large bolts instead of six small ones. The alloy bars did slip in the stem once on a harsh landing but after they were put back in their original position and chinned down again, they stayed put.



The Torker's versatility is due to its well-balanced geometry.

The alloy V-bars have a good feel and no flexing was noticed. The grips are by Finish Line. They worked OK and were fairly comfortable but we would preferred A'IME 1's or the Oakley .5's (a minor point, but worth mentioning nonetheless).

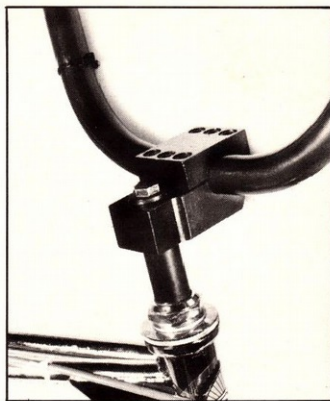
The tires are Mitsuboshi Comp II's. A 20 X 2.125 is on the front and a 20 X 1.75 was on the rear. This combo works particularly well in looser dirt. We'd like to see Torker make the new Comp III's standard equipment as soon as they are available. They're hot on almost any kind of surface, including pavement.

One thing we noticed that we would like to see changed or remedied is the fairly large gap that exists between the end of the chain stay and the rear drop out. Because the tube is not plugged, Torker does not weld the drop out to the end of it.

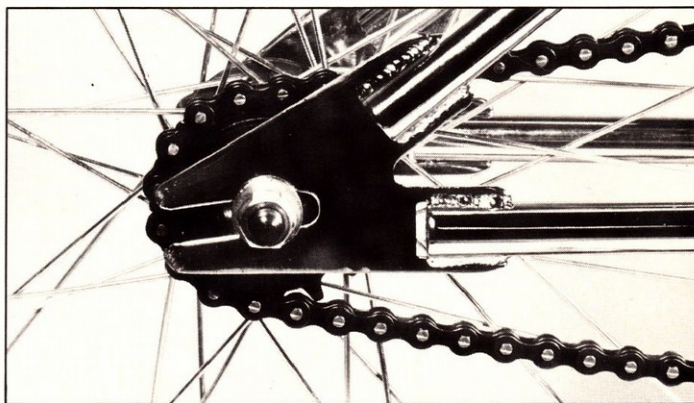
This means the only things holding the chain stay to the dropouts are the two fingers that are welded to the top and bottom of the stay. The problem does not exist at the seat stay because the tube and the drop are butted together and welded. The gap not only makes the frame look unfinished but it could cause some problems as the frame gets older.

Outside of our nitpicking on that last item, we feel that the handling, craftsmanship, and serviceability of the Torker Torkflyte are all topflight. The Torkflyte is a great machine, and one of the best bikes available in the \$300 price range.

If you would like information on the Torkflyte, or any other Torker product, just indicate it in the section of the Reader Service Card marked "Test Bike". It's on page 84.



Torker's stem. The upper mounting blocks are aluminum, the stem chrome-moly. Be sure to use a good pad with it.



The only improvement we could suggest for the Torker would be to make the end of the stays butt up to the end of the rear drop-out slots.



Some bikes might hinder your chances at doing maneuvers like this. Not a chance on the Torkflyte.

Frame: 4130 Chrome-moly, heli-arc welded, chrome plated.

Fork: 4130 Chrome-moly, heli-arc welded, chrome plated.

Bars: Voris-Dixon aluminum V-bars
Stem: Torker aluminum clamp/chrome-moly stem.

Cranks: Takagi 175mm Chrome-moly w/quick change 44T

Seat: Troxel

Pedals: KKT RT-E-MX

Brakes: Shimano tourney model BR-MX20, with BL-MX10 lever

Bottom Bracket: Tange OPC

Head Set: Tange AW-27

Hubs: Shimano Freehub FH-MX 60, 16T

Tires: Mitsuboshi Competition II 20X2.125 front, 20X1.75 rear.

Grips: Finish Line.

Price: \$300.00

*Our test bike came equipped with Sun Tour hubs due to back order of specified parts.

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The critical point was that first turn. Indeed, the track for the SE Racing/ABA Fall National was as holeshot oriented as I'd ever seen. It was short, tight, and quick. In fact, it was so short, tight, and quick that it bordered on being lame. Except for some exceptionally skilled passing by riders like Anthony Sewell, Jason Wharton, and a handful of others, the outcome of most of the mains was usually decided by the first turn.

It was probably the shortest track ever used for a national. The lap times were bordering on 18 seconds for the Pros, and only 20-21 seconds for some of the younger age groups. That's comparable to racing only to the second turn at Corona, or halfway around the Irvine Track (See "Cook Bros. Classic" December, 1980 BMX PLUS!).

Besides being short, the concrete track was really slippery. More than one rider complained about the track, but by the time the word got back to the right people it was too late to change anything so the ABA did the best they could. They put as much traction compound on the hard floor as they could. On Saturday they had to rely on powdery rosin but on Sunday they managed to come up with a substance called VHT. Originally designed for application on dragstrip, the VHT was just what the racers needed.

The VHT made the tires stick like glue in the turns. The traction was so good that Greg Hill later recalled, "Anthony Sewell was dragging his left knee on the ground in the second turn and still had both feet on the pedals when he passed me!"

At this point in the season it's easy to say that certain trends have developed in the ABA points race. Two of the fastest trendsetters are Richie Anderson (Patterson) and Pete Loncarevich (Diamond Back). I can't remember when it was that either of these two guys didn't win at least one class at an ABA national. At Anaheim Pete won the 13-14 open and the 13-14 trophy dash, but Richie was aced out in the 13 expert main by Kelly McDougall (Cook Bros.)!

Another quick and consistent rider of late has been Mike Horton, Diamond Back's 10 year old expert. When he's hot, he's almost unstoppable. At Anaheim Horton tripled by pulling out a first over Danny Farmer (JMC) in the 9-10

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SE Racing ABA Fall National

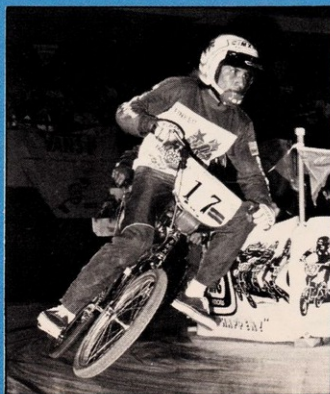
Story by Bob Hadley

Photos by John Ker and Mike Aguirre

Hank and Frank's Roy David shows Mike King how to perfectly execute the Anaheim turns; foot out and eyes up.

Tinker Juarez shows perfect form and was looking for a good finish that just didn't come together at the Anaheim track.

Rapid Ronny Anderson put down everyone in the 15 and over Open including Atherton, who finished second. That's Donny behind Ronny.



Greg Hill



Jo Hadley photo

Here's Sewell and Hill just before Sewell grabbed the lead, only to be repossed in the final straight.



Fathers aren't allowed to push, so they all get behind the kids and get the lead by blowing on them.



Clint Miller nabs the lead at the first jump. L to R, Turnell Henry, John Crews, Clint, and Jeff Kosmala.



David Marietti recently turned 15 and found that moving up an age class can be very tough.



These are two of the fastest Cruiser riders in the ABA, but neither of them won on the tight Anaheim circuit.



open, then going wire to wire in both the 10 expert main and the 9-10 trophy dash.

Arizona rider Eric Garcez (Landis) holedshot Geoff Rutherford (RRS) and Doug Davis (Diamond Back) in the 11-12 open. Garcez went on to win but Davis swooped Rutherford in the last turn for the second spot. In the 15 and over open class Ron Anderson (Panda) had been playing around in the motos doing quickie cross-ups for all his fans, but in the main he jumped out of the gate and grabbed the lead over Donny Atherton (Schwinn). Anderson led wire to wire, picking smooth lines that effectively closed the door on any chance Atherton might have had to pass. GT Racing's Andy Patterson picked up the third.

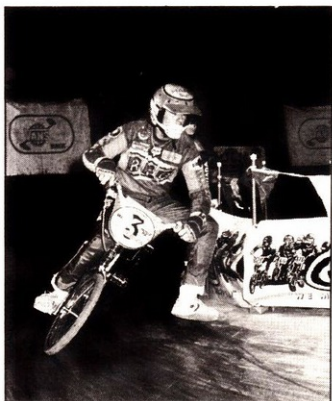
The Pro action in particular was very good. But because of the long wait between sets and the quick running motos you had to be paying close attention to the races so you didn't miss the action. The Pro trophy had a full line of eight riders hoping for a clear shot at that first turn. They were: Anthony Sewell (JAG), Bart McDaniels (GT), Scott Clark (Robinson), Greg Hill (Shimano, GT, Grab-on), Clint Miller (Torker), and Brent Patterson (Patterson). Most of these guys are pretty familiar names to the National scene, but Bart McDaniels (GT) from Washington, isn't a name too often seen. Bart's a hot rider, but size-wise he's small when compared to the likes of Patterson and Clark. McDaniels made the main by taking advantage of the tight Anaheim course, picking up positions by making passes in places that were too tight for some of the other riders. In the main it was too tight for even him to maneuver through. He finished a disappointing eighth. Up front though, Greg Hill and Anthony Sewell made it their own private race. Hill grabbed the holedshot but Sewell kept a clean line going into turn one. When Greg hit turn one and went a bit wide, Anthony crept underneath him and made one of the slowest passes I've ever seen. Going into the hairpin left hander that made up turn two, Anthony and Greg were elbow to elbow. Anthony pulled into the lead by half a bike length before the last turn, but Hill set him up perfectly and grabbed the lead back by going inside of Sewell on the last turn. What a race! I almost missed the fact that Kevin McNeal finished third, Brent Patterson fourth followed by Turnell Henry, Scott Clark, Clint Miller, and Bart McDaniels.

In the Pro Money race for the \$1,000 National purse, it looked like Hill would be the sure bet. But no! He blew the start and Patterson got one

(Continued)

of his patented holeshots! Sewell again nabbed second place but was unable to pass Brent. Meanwhile Scott Clark and Hill were busy crashing in the first turn, leaving Frank Post and Jeff Ruminer the entire track to battle over third and fourth place. Clark and Hill never crossed the finish line. The final tally: Brent Patterson first for \$500, Anthony Sewell second for \$250, Frank Post third for \$150, and Jeff Ruminer fourth for \$100. There wasn't as much money up for grabs as there was at the Vans Race the night before (See story in this issue), but the \$500 Brent won was significant. He regained his lead in the points chase for the number one ABA Pro plate (with a couple hundred points to spare).

Ron Anderson was looking for a triple with a win in the 15 expert class but Schwinn's Mike Poulson had other ideas. Poulson is probably the fastest rider from Utah and likely to be one of the top 15 experts in the ABA. He won the 15 expert main wire-to-wire over Anderson and Lee Medlin (Kuwahara).



Pro winner Brent Patterson holds off Kevin Mcneal.



Stu apparently couldn't get along well enough with the layout to transfer to the



John Piant (DG) won the 16 expert class wire-to-wire over Texan Danny Wall (RRS) and Andy Patterson. If you want to see John in action check out our December 1980 cover, he's the guy on the left.

The trophy dashes were run off in the usual fashion from young to old, with Ruben Truner taking the 8 and under and Mike Horton the 9 and 10 (for a triple). Eric Garcez won the 11-12 trophy dash, Pete Loncarevich the 13-14, and Greg Hill the 15 and over Trophy Dash, rounding out a pretty good weekend for him.

Back in the Press room after the race was over I talked to a very tired Scot Breithaupt, whose SE Racing Company sponsored the event. In addition to the usual sponsor stuff, like hanging banners, the old man also raced the cruiser class (which was won by Tony McDaniels, RRS), did commentary for the video crew, watched over his team, and generally tried to keep his out of state guests happy. Although Scot was about ready to collapse, he was happy with the outcome and expressed a feeling of relief that the whole thing was over. Don't worry Scot, you've got a full year to recuperate before you have to do it again.



Tommy Brackens, just off his big win at the NBL Grand Nationals, couldn't put it together for a win on the concrete.



Jeff Ruminer (4) could only put together enough drive for a fourth in the Pro Main.

(Randy May photo)

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If you're a serious racer, you can't afford to ignore your headset. Headsets that loosen, shake, rattle and roll can give you a real Headache.

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What makes these headsets so hot? Take apart our new MX-5 pro set and you'll see for yourself.

Right from the top you can spot the MX-5's light alloy, anodized locknut and washer. First class looks and nearly weightless.

Our exclusive adjusting cup is next. The forged light alloy body features a full-shroud design to keep excess dust and dirt out. And for super reliability a ball race of nickle chromoly steel is added inside.

Using the 30mm hex nut integrated into the adjusting cup of our MX-5, precise and positive fine-tuning is a snap. There isn't an easier, more reliable way to adjust a headset.

Under the cup roll Tange-Seiki's own precision ball retainers, 15 SuperHard, SuperRound chrome steel balls in a



Locknut



Washer



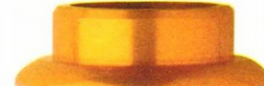
Adjusting Cup



Ball Retainer



Upper Stationary Cone



Lower Stationary Cone



Ball Retainer



Crown Ball Race



Adjusting Cup (light alloy)

Polished Nickel Chromoly ball race.



30mm Tange spanners make fine-tuning simple

retaining ring that maintains accurate spacing for minimal friction under heavy loads. The ball retainers are factory-lubricated with the finest grade grease for smooth rotation.

The upper stationary cone is next. The upper cone is drilled to reduce weight. And the lower cone is light alloy and nickel chromoly inside, styled and anodized in blue, red, or gold.

A second ball retainer then slips into the lower cone, and the crown ball race finishes it up.

Now that's what we call a headset.



Two more top-flight headsets from Tange-Seiki. The pro-style MX-3 (left) and the rugged MX-2 are both wrench adjustable.

Still have some questions? Get yourself down to your motocross specialist. He can show the proper adjusting techniques and tools, and the Tange-Seiki headset that's right for you.

TANGE-SEIKI

Another fine product from **TIOGA** Motocross

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ABA/SUNTOUR EAST COAST NATIONAL

Story and photos by Bob Webb

Southeastern New Jersey is usually referred to as the "Pine Barrens". That's not to say it's remote, but if you approach it from the south, you're either a good swimmer or you're on a boat! Schedule a National there? Well, it is a super track, and maybe with the right kind of publicity you can draw 3 or 4 hundred BMX fanatics, right? Wrooong!!!! Would you believe 1000 entries! And another surprise! GOOD WEATHER! There were enough cars to make OPEC happy stashed all over the Vineland BMX track's outlying areas, not to mention all the "Factory" motorhomes, and quite a few busses loaded with East Coast hopefuls. Sal Zeuner's local crew had done a tremendous job prepping the track for the event. Gene Roden and his ABA staff didn't even have to shovel any MUD! Almost like a vacation!!

The action? Start to finish it was one smooth National! With that many riders for a one-day event, the ABA operation was as slick as Greg Hill's lines with the opposite sex!



Kevin McNeal

The Open Classes

JMC's Jason Wharton started it off with a bang by taking the 8 & under open, shadowed by Hal Long and Brandon Zerfoss. Diamond Back's newly assembled team got a boost when Mike Horton put it together in the 9-10 open but he had to work to do it! Seems there was this "unknown" Blazer rider out front most of the way, and Mr. Horton needed a super 3rd turn swoop to take the iron! The home state got its first win in the 11-12 open, as New Jersey's Mike Mayes held off a hard charging Brian Gass in a tough tough race! 13-14 went to Will Scurto, with some of the East's finest following--Rich Farside 2nd, Paul Gossrau 3rd, and Doug Tedesco holding off Richie Anderson for 4th! 15 & over open was some kind of race! Mike Poulson got his usual great start, but Ron Anderson was a little close in the first turn, and they both went down, giving the lead to Chris Raudman, who led Jeff VanKirk over the line for the win. Anderson got back on for 3rd, but Mike had a little too much trouble recovering, and settled for 6th behind Mike Rich and Bob Horne.

The Young Experts

Sid "the Big Guy" Johnson let Dave Staropoli swoop him in the 5 & under power derby, but Sid found a hidden reserve of strength and outpowered Dave for the win! Aaron Stevens held off a determined pack of 7 & under Experts to take one of the closest wins of the day, holding off Al Ingram, Art Malarkey and Justin Roos for the 1st! Jason Wharton did a repeat of his open victory by taking the 8 Expert final wire to wire, and another Jason, Jensen this time, did it in the 9-Ex, almost losing his ride in the 3rd turn, but having enough of a lead to recover and take the trophy.

10-Ex? Yeah, that Diamond Back rider Horton right? Wrong! Blazer's Jason Griggs, a Maryland rider about to explode on the National scene, gets another hole-shot on Mike, and this time he holds Mike off all the way around for the victory! Should be an interesting trophy dash between these two!

The Pro Trophy

Pro Trophy Time? Well, Stu did make it to the finals, but you know, he's been a little off lately, just married, on a long tour, you know....sure enough, Davidow gets the jump, but...is that Stu? YES! Thomsen outranks Davidow down that long 1st straight, and swoops across the line with the big iron! Nice to see you back, big guy!

The 11-12 Experts

Little guys again, 11-Ex goes to Kyle Fleming after Doug Davis had held the lead through the first half of the track, with Roy David squeezing out the 2nd. 12-Expert has New



Pete Loncarevich tripled again. It's getting to be a habit for him.



Team Schwinn's Mike Poulson took the 15 Expert main wire to wire.

Jersey's Mike Mayes trying to duplicate his open feat, but he gets swooped by Eric Person, gets so shook up that he lets Jamie Tedesco past too, and then has to settle for 3rd behind Jamie when Eric overpowers himself in the 3rd turn and loses his pedals!

The Teenage Experts

Patterson's Richie Anderson had 13 Expert all to himself, with Korry Neal in a comfortable 2nd spot, but Lee Clark and Chris Williams catch Neal for 2nd and 3rd! 14-Ex? There's enough of these guys to fill most track's Sunday events! The NBL's top 14-year-old winner this year, Paul Gossrau, is here to do battle with these ABA hot shoes, right? Well, he puts up one heck of a battle with Scurto down the 1st straight (by the way, this kid is BIG!!!), but Will liked the feeling of his 13-14 open win, and makes the right moves to take the first. Oh well, Paul can still be content with 2nd...Oops, Pete Loncarevich has other ideas, puts one heck of a move on Paul, and takes the 2nd spot, while Paul has to battle to hold off Wayne Racine for 3rd!

You remember Poulson, right? He was sitting in the dirt of the 1st turn after the 15-over open. Well, this time nobody gets close enough to cause trouble, and Mike takes the 15-Ex wire to wire. Matt Harris has 2nd all sewn up, until Kuwahara's Jon Marzolf puts a 3rd turn move on to grab the #2 spot, with Matt sliding to 3rd ahead of Russ Peterson.

New Jersey's Hank Russ looked like he had 16-Ex all wrapped up, but California's Bob Medrano swoops past in the 1st turn, followed by John Baker for the 2nd, and Hank had to settle for 3rd ahead of Wayne Crossdale and Bob Horne.

Girls Classes

The ladies? "Wicked Wendy" Edman, Indiana's finest, did it wire to wire in the Intermediate, and Pro-

Neck's Debbie Shobert held off a hard-charging Heidi Mirisola to take the Senior division.

The 26-inchers

Fat tires? Old Men? Oh! The Cruisers? Almost forgot! Jeff Kosmala got a tremendous jump off the gate, and thanks to a horrendous start by SE's OMSB, (that's "Old Man" Scot Breithaupt for those of you uninitiated), takes a comfortable victory. Kevin Harlow has 2nd all cor:fy and in hand, but...suddenly...a silver wing flies by! Silver Wing? Attached to Scot's arm, which is attached to Scot, who is attached to one flying 26-incher. Briethaupt claims 2nd!

Money, Money Money...

Lets see now, the Trophy Dashes and that's it, right? Pros? Money? Oh yeah, almost forgot...well, what's so exciting about them, anyway? THOMSEN, HILL, PATTERSON, MCNEAL, RUMINER, CREWS AND ROBINSON, THAT'S what's exciting!!!

(Continued)



Riders prepare for the final dash for the hot line to the first turn.

It's not that these guys make the track look small, or that they're that much faster and more exciting than the other racers, but these guys make the track look small and they ARE fast and exciting! Who's it going to be? Patterson? Well, he won the last one, but Brent's really hurting today. Both ankles are wrapped so tight he has trouble bending his feet! Hill? He's been fast all day! McNeal? Looks really speedy in the new uniform! Stu? Well, you know he just got married, and he's been on tour for a long time, and he's probably a little worn out from his Pro Trophy win...The Gate DROPS! Stu is off like a shot, and the Pro money turns into a fast flawless parade, with Stu doing it again for the 1st place bucks, followed by Hill and Ruminer, with McNeal in 4th. One fast smooth race!

Trophy Time

Now the Trophy Dashes, O.K.? Wharton again in the 8-under for his tiple, only one of two for the day! Rematch time in the 9-10, with Mike Horton and Jason Griggs ready to settle the issue. Griggs does it again with a tremendous hole shot, and looks like he's on his way to a comfortable victory, but he gets a

little (a little?...a LOT!) out of shape about 60' from the line, and Horton is coming on like a steamroller! Merle is hanging out of the press box shouting his head off trying to call this one! Griggs barely recovers, and with a sprint worthy of someone twice his age, gets back on the power and noses out Mike at the line. These guys are only 10?!! In the 11-12, Mike Mayes and Kyle Fleming take turns leading, with Mayes finally coming up with enough power to take the win. 13-14 time! Will Scurto take a triple? He gets on his way with a super start, but there's this #1 plate tucked in behind, and in the 1st turn, Richie Anderson puts on a super swoop to take the win!

The Trophy Dash

Only one more to go now, the 15-over, with 6 pretty big people on the line! Can Stu do it? Well, you know he just got married, and he's been on tour for a loooong time, and he's probably pretty tired from winning the Pro Trophy and Pro Money, and Poulson's there with fire in his eyes and... thousands cheer, and Poulson...watches Stu Stomp his way to a terrific triple! A fantastic wrap-up to a really great National.

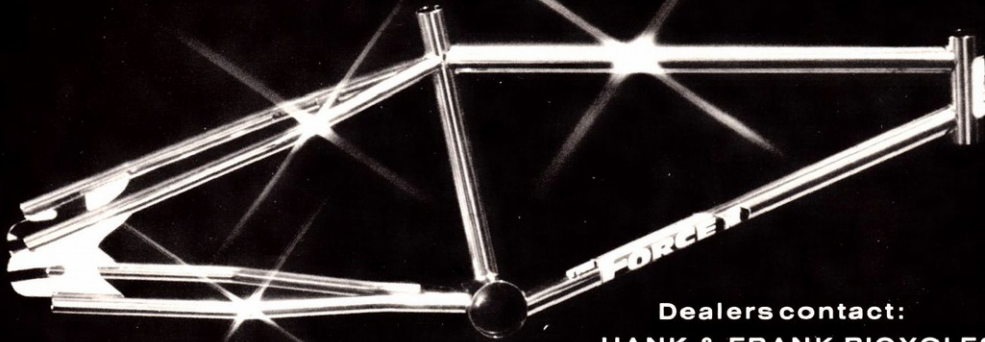
Will Scurto



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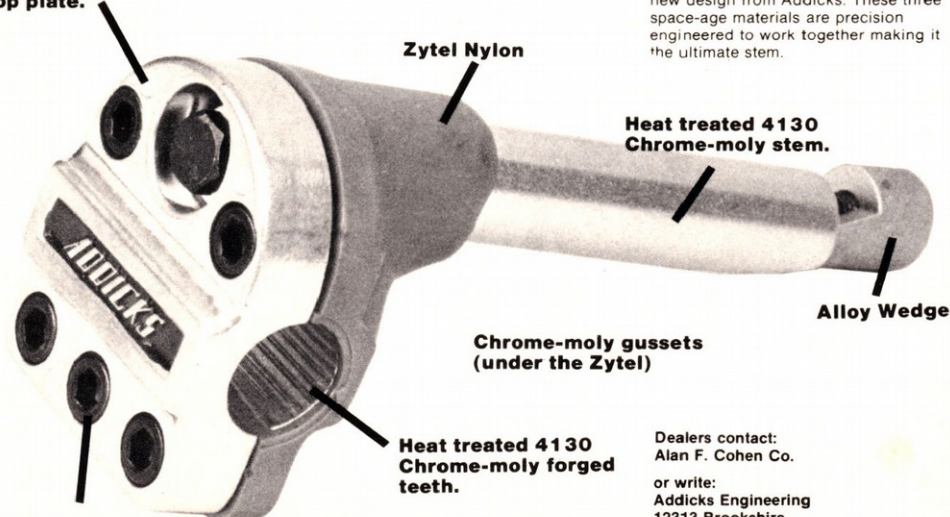
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Radical Rick

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MX MUG, WHO IS BETTER KNOWN FOR HIS COMPETITIVENESS THAN HIS FRIENDSHIP TOWARDS RADICAL RICK, SUDDENLY SHOWS NEW CONCERN FOR HIS FULL-TIME RIVAL...

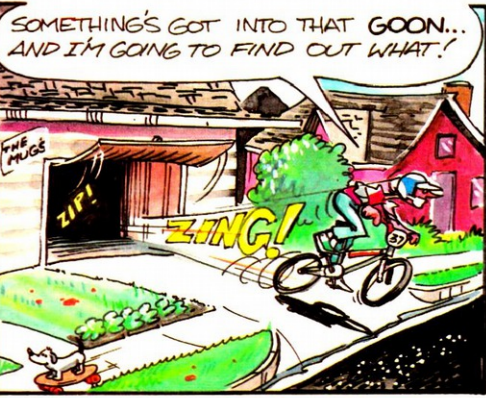
WHAT THE- **RADICAL RICK** BEATEN BY THE GRAB ON KID?

THAT'S WIERD?!! I HEARD RADICAL'S WON 1 RACE OUT OF THE LAST 4 HE'S BEEN IN... AND ONLY THEN BECAUSE THE 3 OTHER RIDERS MYSTERIOUSLY **BLEW-UP ON THE STARTING LINE!**

LOOM! KABLAM! WAMMO!

BUT WHAT'S REALLY ODD IS WHEN THAT DELECTABLE TROPHIE TWINKIE **SHIRLEY WILROCK** BEGGED FOR A KISS, THAT **BALL BEARING BRAIN** ASKED FOR A **RAINCHECK!**

NOW THAT'S IMPOSSIBLE! HE MAY NOT BE MY BEST FRIEND BUT I KNOW HIM BETTER THAN ANYONE!



SO THE UNUSUALLY BOLD BMXER, **MX MUG**, DECIDES TO CHECK OUT THE BIZARRE NEW ANTICS OF THE ONCE GREAT **RADICAL RICK!**

MAYBE ALL THE PRESSURES OF BEING NUMBER 1, HYPING SPONSORS AND CLUTCHING PIT CUTIES HAVE FINALLY CAUSED HIS CRANIUM TO COLLAPSE!!

EXPLOSION!

OR PERHAPS ALL THE YEARS OF RACING HAVE CAUSED HIM TO JUST **BURN-OUT... RADICAL RICK? BURNED-OUT?! RIDICULOUS!!!**

SPLOOSH!

MX MUG'S DAY LONG SEARCH ENDS NOT AT A BMX HOT SPOT, BUT INSTEAD AT A MOST UNLIKELY PLACE.... THE HEART OF THE CITY!



BEAT IT! CARROT NOSE!



CARROT NOSE? RADICAL RICK'S NEVER TALKED TO ME LIKE THAT BEFORE - COME TO THINK OF IT... HE'S NEVER EVEN TALKED TO ME! HEY! WHAT'S WITH YOU?



CLAM UP CHONDER HEAD!!! YOU ASK TOO MANY QUESTIONS



MX MUG ATTACKS THE BERSERK BMX STAR!!!



WHEN THE DUST CLEARS...

IT CAN'T BE!! IT'S THE AYATOLLA KRAMMANY!!



AN IMPOSTOR!! WHAT IS HE DOING HERE? WHERE IS OUR HERO RADICAL RICK? DON'T MISS EPISODE II IN NEXT MONTHS BMX PLUS!



It's what's up front that counts.

When it comes to advanced front fork design, Tange has always been the leader.

And Tange's new TRX was designed to be a winner right from the start.

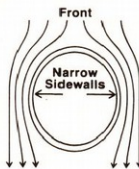
A product of extensive testing by factory technicians and motocross pros, the TRX combines strength and lightweight with precise, predictable steering response.

But is the TRX really TRICK? Check out these unique features:

CrMo Construction Throughout. There's no skimping on materials in the TRX. The stem, fork blades and even the fork ends are high grade Chrome Molybdenum steel, all precision hand-welded.

Special Oval Fork Tubes. Tange created a unique, new seamless oval tubing for the TRX's blades.

To further reduce weight and stiffen the blades the sidewall thickness of the oval tubes is slightly thinner. The result is



aerodynamic efficiency with no loss of strength.

The Tange TRX, beautifully factory chrome plated, weighs in at just 1 pound 7 ounces and can be easily installed on most popular motocross frames.

Get up front with handling performance for tough motocross action. Put Tange TRX up front on your machine.



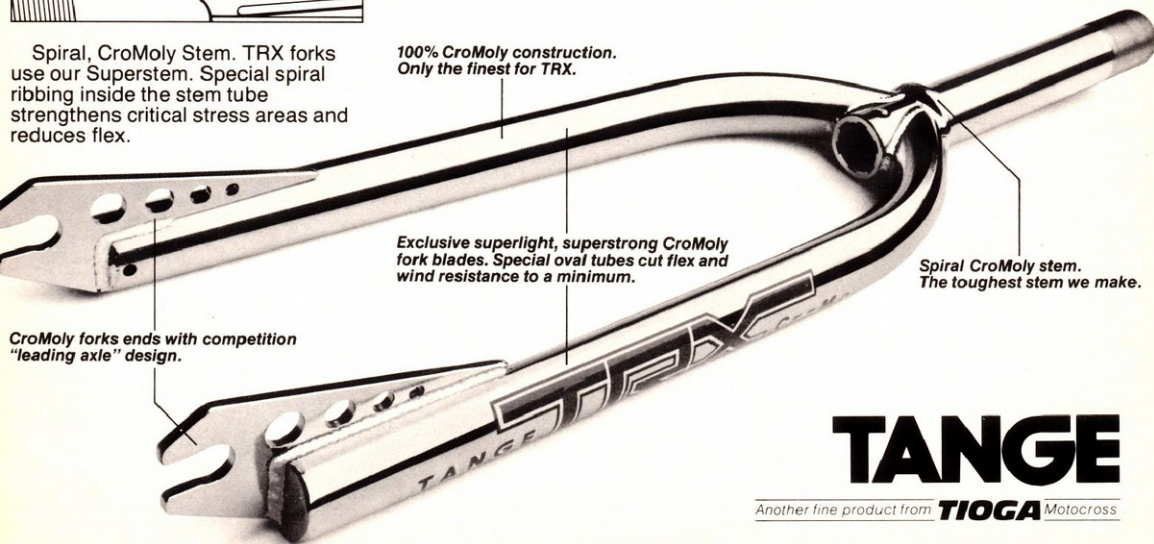
Spiral, CrMo Stem. TRX forks use our Superstem. Special spiral ribbing inside the stem tube strengthens critical stress areas and reduces flex.

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Exclusive superlight, superstrong CrMo fork blades. Special oval tubes cut flex and wind resistance to a minimum.

Spiral CrMo stem. The toughest stem we make.

CrMo forks ends with competition "leading axle" design.



TANGE

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PRODUCT PROBE

"The Duke" wanted us to call them Bullwinkle Antlers. Jim Jannard, Oakley's top gun, sort of groaned, so we told him we wouldn't even mention the words "Bullwinkle Antlers". That sounded pretty good to him. We doing good so far, Jim?

What these new grips are really called is Oakley III's. What they really are is a totally new departure from the "normal" styles of round, oval, or hex grips you may have gotten used to in the past.

The Oakley people tell us that the new III's have what they call a "Total Palm Contour" shape. This means that your hand will naturally (and comfortably) grip the entire surface of the Oakley III with a minimum of gripping effort.

These new Oakley III's are the most innovative grip designs we have ever seen.

The flair at the outside edge of each grip is designed to keep your hand on the grip and directs your hand towards the most comfortable position each time you grab hold of the III.

At first glance the Oakley III looks like a much larger and more difficult to hold grip. In use, however, that just isn't the case. In fact, when we used a dial caliper to measure the thickness of the grip at the inside gripping surface, we found that the III was significantly thinner than any of the other Oakley grips including the new Oakley 5!

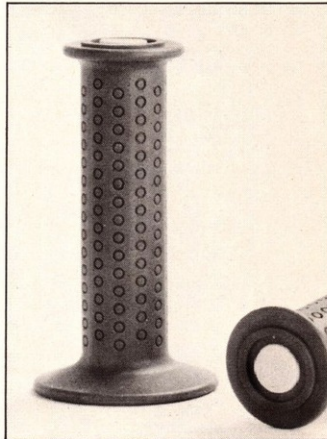
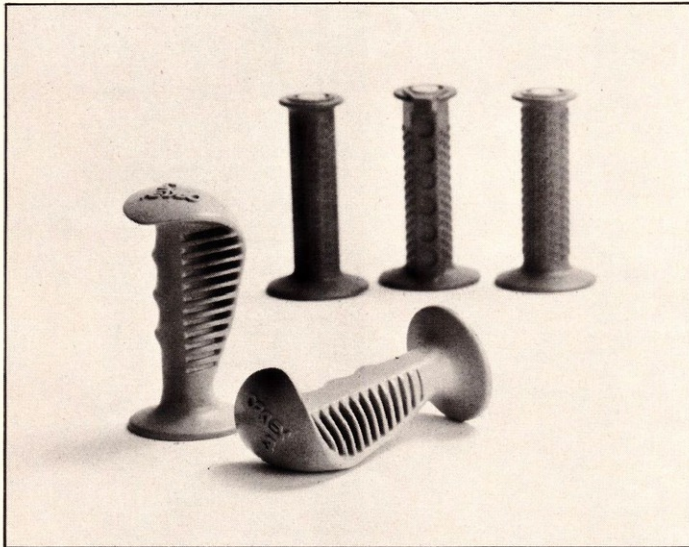
On the lower part of the gripping surface of the grip Oakley has provided individual, recessed finger grooves to complement the inner thumb contour grip area. These two features should give the III a "no-slip-grip".

While the new III is actually made of a harder rubber compound than previous Oakley grips, it should feel just as soft and comfortable as any of the other grips. The extra thickness at the ends, where the handlebars keep trying to peek through, should help the grips last a bit longer than normal, too.

By the time you have finished reading this, the new Oakley III's should be on your dealer's shelf waiting for you in all the normal Oakley colors. They'll cost you about eight dollars, which doesn't sound bad the way today's prices are headed.

If you would like more information about the grips, write to Oakley or check the Reader Service Card box next to the word Oakley on page 84, return it to BMX PLUS, and we'll have Oakley send you some more information.

An extra treat for those of you that haven't seen them yet, these are the new Oakley .5's.

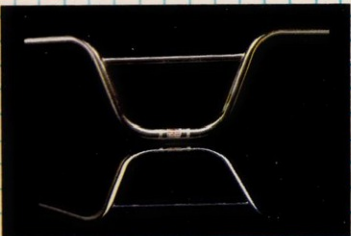


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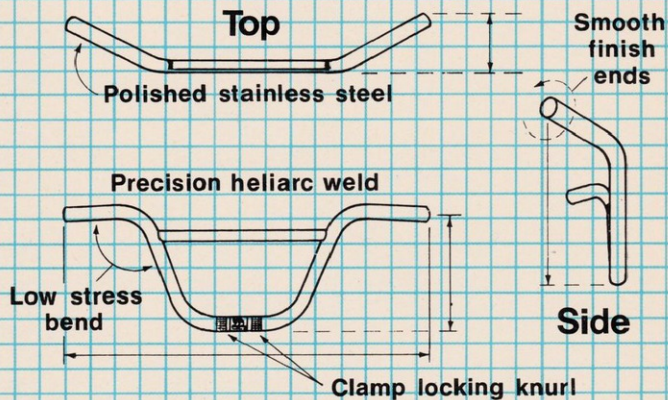
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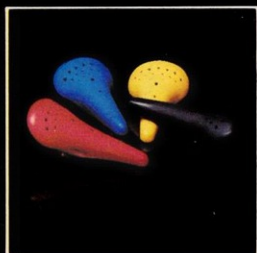
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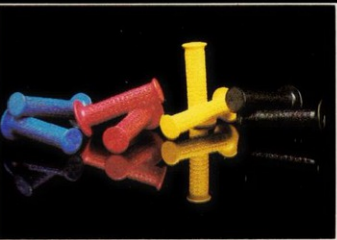
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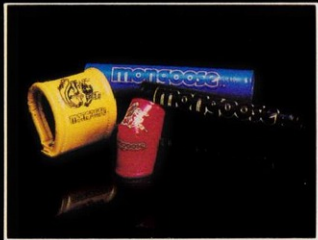
THE MONGOOSE GOLD STEM is used as original equipment on the Mongoose II, Moosegoose, Team Mongoose and Supergoose II models. The gold finish, heliarc welded, chrome moly stem, gusset and base plate means super reliability and good looks. The stem bolt is heat treated for added strength and heat treated recessed allen bolts secure the handlebars between alloy clamps.



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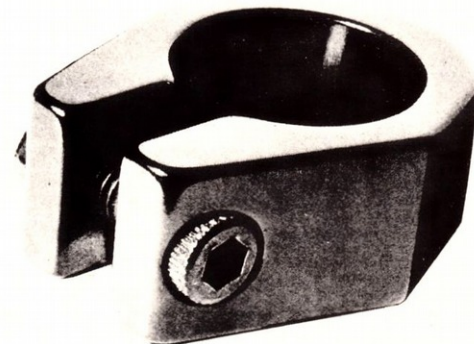
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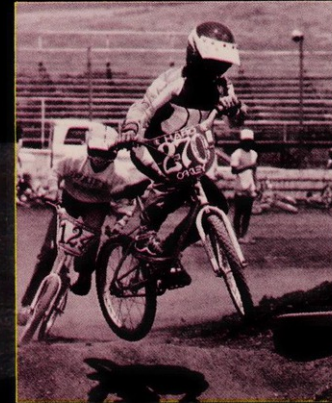
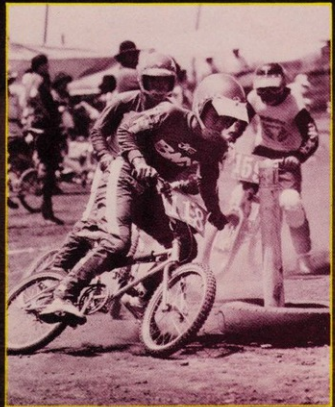
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HAWAII



Hawaii, "the island paradise" as James Michener called it is everything you've ever heard about it, and more. More because besides the surf and the sunshine, there's BMX!

Any excuse is a good excuse to go to Hawaii and anytime I can mix a little business with pleasure... great! The business being the third annual NBA South Pacific Nationals. This year's trip across the big blue Pacific went a little smoother than last year's. The first reason is because there were fewer riders coming over from the mainland and the second reason is that our travel agency (MDR-Travel) did a super job putting the whole trip together. Perhaps the state of the economy was the reason fewer riders



John Llacuna is one of the swiftest riders in Hawaii, if not the swiftest. He took the 14 and over Open and finished third in the Trophy Dash behind Clark and Atherton.



Alex Adams's winning form brought him a second place trophy for his efforts during the day.

Steve Woods, little brother of 1980 World Champion Bobby Woods.

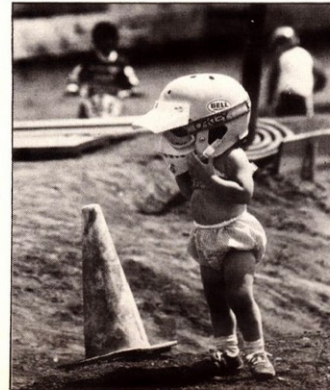


RRP's Clark won the Pro Trophy and the overall Trophy Dash. Scott is currently second in the NBA National points and has earned more Pro Trophy wins than any other rider in the NBA.



The South Pacific National Track was a rough one as evidenced by this cobbly berm.

Now... Where did I leave my jersey and leathers... ?



participated in the package tour, but several factory riders were on hand, including riders from Mongoose, Robinson, Shimano, Schwinn, GJS, and Rhino.

The race day only took one day away from our touring activities, but what the heck, that's what we were there for anyways, right? It did turn out to be a good day for racing. The cloudy skies helped block out some of the morning rays. Sunshine and heat are two things the island is definitely not short of. The track was in the Campbell Industrial Park, and looked in poor shape: lots of rocks, flat turns and ruts. It would've been nice to see some berms and a little better track preparation.

Even though the track wasn't in the greatest shape the competition was still very good. Only a month before the national the Hawaii State Championships were held and the local hot shoes were ready and hungry for the mainlanders. The fourteen and over open was a perfect example of how fast the Hawaiians are. Miki Fernandez, John Llacuna, and Rockne Tang gave the mainland riders trouble all day. Donny Atherton, Jeff Parscale, and Dave Christiansen were on hand to offer their best but it just wasn't enough. Llacuna had firsts all day long. He flat blew 'em away with his unstoppable speed. Rockne Tang came in second and Fernandez third.

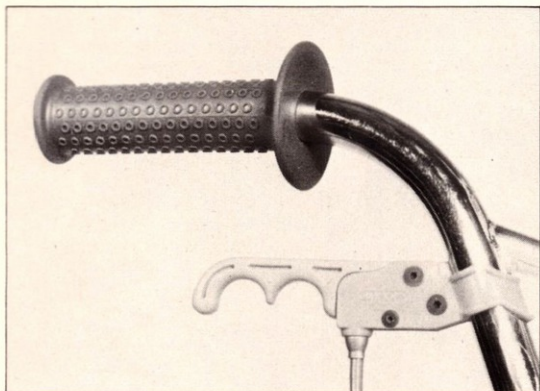
The 11-13 open showed more Hawaiian juice. Waipahu Team rider Lyle Narasone wrapped up his motos with all firsts while Team Safari's Barry Ikeda, Eric Konos, and Northern California's Mike Discipulo (Luja) battled to qualify for the main in their moto. In the main Barry Ikeda won, with Narasone second and Robinson's John Sandberg third.

Tinker Juarez (Mongoose) put the pedal to the metal and burned the Pro class. Scott Clark (Robinson) took first in the Pro Trophy and Schwinn's Donny Atherton added yet another 16 Expert National win to his credit, picking up more Nationals points. Atherton's sure to wrap up the NBA National Number 1 long before the Mongoose Grand Nationals.

In the Trophy Dash Juarez grabbed the holeshot and there was Scott Iha stuck to him like glue. Rounding one of the last turns Tinker ended over the bars taking Iha with him. Scott Clark was the first to go by, followed by Atherton and Llacuna. The three finished in that order.

After the race was over the riders had nothing to do but relax (these business trips are really rough) and spend the rest of the week hitting the surf, shopping and hanging out with the locals. As for me, I was thinking about what to pack for next year. Shaka Brah!

Products



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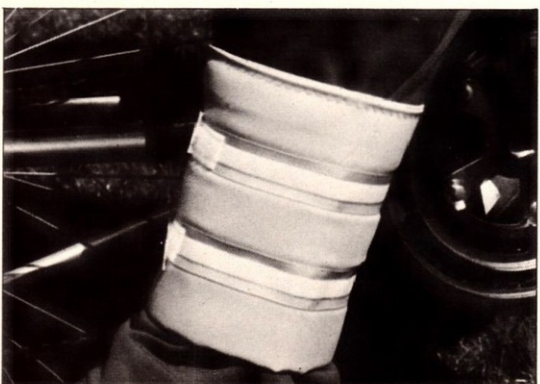
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For more information contact your local bike shop.



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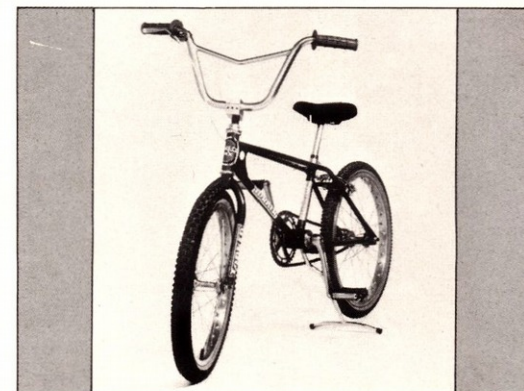
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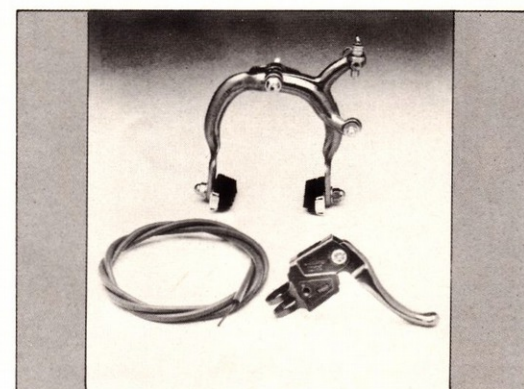


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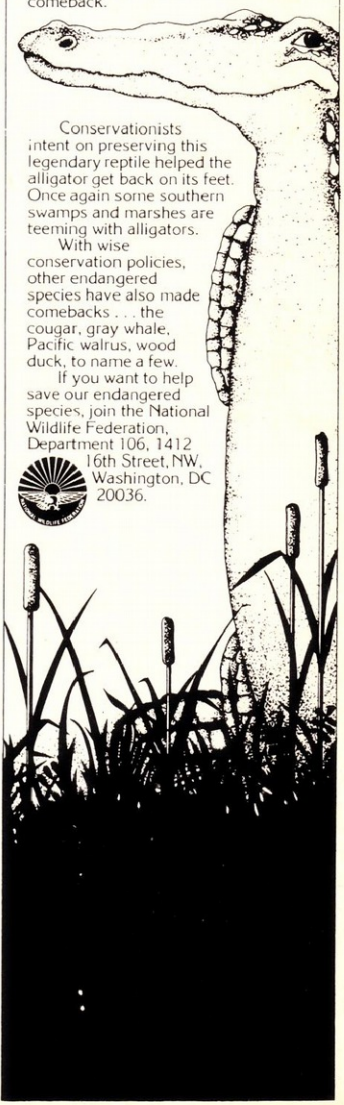
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If you want to help save our endangered species, join the National Wildlife Federation, Department 106, 1412 16th Street, NW, Washington, DC 20036.



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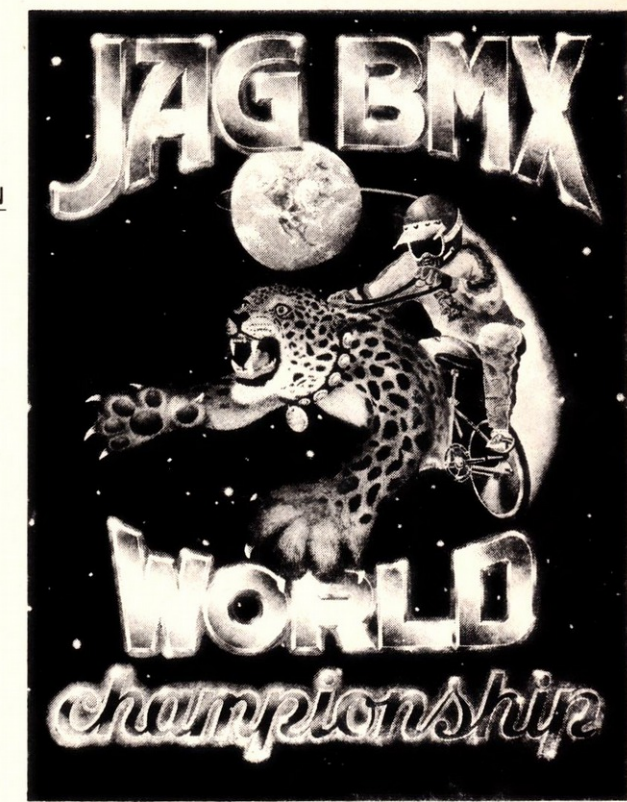
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RIDER #4 14 & OVER CLASS

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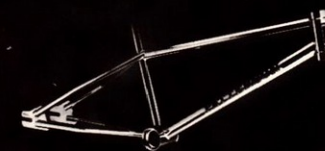
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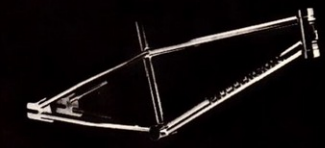
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Mike Aguirre Photo



SCHWINN AND ATHERTON THE HOT COUPLE

... that's Atherton burning across the finish line on his Schwinn at the NBA Western States! And again at the ABA Winter Nationals. Atherton and Schwinn again, tearing up the track in Las Vegas to take the NBA Winter Nationals and at Saddleback—no one could hold Atherton and Schwinn. This year's Hot Couple on the tracks... If you're going to win—isn't it obvious the bike you should ride? You bet! Schwinn!



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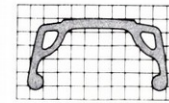
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