

A Bicycle Motocross Magazine

MAY 1982
Volume 5 Number 5
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BMX PLUS!

EDDIE KING

A Royal Interview

TRICK BIKE TIPS

Haro's Hottest Secrets

NORTHWEST DIRT FEST

UBR Bay Area National
ABA Northwest National

BRIDGESTONE MK-II TEST

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Hot handling. Cool price.



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Eddy King

Seventeen-year-old San Diego speedster Eddy King talks about racing, trophies, power wheelies, turning Pro, and much, much more. A revealing look at a risen star.

ABA Northwest National

The first big race of the year and the gang's all there. Greg Hill continues his winning streak with a Pro double in Monroe, Washington's indoor national. GT takes top team honors.

Bridgestone MK-II

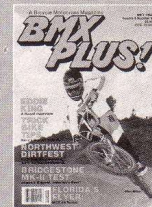
Japan's biggest bicycle manufacturer proves its expertise in the design of their MK-II BMX bike. Tester Bob Hadley tells us it's an incredibly good bike at a very good price.

Trick bikes

Bob Haro reveals the secrets of setting up a bike for freestyle maneuvers. You don't have to buy a new bike to get into freestyle; simple modifications to any bike will do the trick.

ON THE COVER

This month, Torker's tops gets our vote. Clint Miller—Pro power to the pedals. Photo by John Ker.



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Editorial Impressions

By John Ker

One of the most common inquiries we receive at BMX Plus! is how to get a track started. We get letters from all over America, Europe, Africa, South America, the South Pacific, and places we still can't even identify, asking how to start a track.

One way to get a track started is by contacting one of the major race-sanctioning bodies in this country and asking for their help. It's not a burden for them. That's what they are in business for. We offer a list of some of the bigger American sanctioning bodies in Inside Scoop this month.

Still, I realize that that isn't going to help everybody. To first get people interested in BMX you only have to let them try it. You don't need a big organization for that. You just need kids, bikes, and a place to ride.

We decided it might be helpful to let people know how BMX got started in this country before there were sanctioning bodies, before there were tracks, before there was anything but kids on bikes with time on their hands.

Long-time Pro Perry Kramer filled me in on the earliest BMX races he could remember. Even Perry didn't know exactly how the first races got organized; he only got started in BMX back around 1973 or 1974. The first race P.K. ever attended was one he'd heard was held in Palms Park, a large public park near Century City in Los Angeles. There wasn't even a starting gate in those days; in fact, there still isn't and they still hold races there.

As Perry tells it, the racers would line up their bikes on the starting line while the race organizer, a young guy named Ron Mackler from the nearby Jewish Community Center, would stand to the side holding a flashlight. Ron would wave a flashlight to signal the start of the race. The kids would tear off to race around the long course. It went through the low-hanging trees, around some turns, over a jumps, and finally curved back uphill to the starting-and-finishing line.

It cost \$4.50 to race a ten week season of Thursday night races in those days. At the end of ten weeks the top three racers would receive trophies. A new "season" would

start the next week.

The list of kids who raced at Palms Park would constitute a Who's Who of BMX. Besides Perry, the guys who raced there included David Clinton, Bobby Encinas, Anthony Sewell, and Stu Thomsen, just to name a few.

Around the same time, there was another track that a couple of kids known as the Dwyer brothers built in their parents' backyard in Malibu. The course went all around the big back yard and even behind an old barn before coming to the finish line. Even then it was too short, so everybody would have to make two laps of the course before finishing. Originally, the trophies were just pieces of driftwood with embossed Dyno Label tape stuck on saying "First Place" or whatever. Eventually they decided to race for money and everybody threw in fifty cents—winner take all. Voila! Pro racing was born.

Of course, most of the credit for really getting BMX off the ground has gone to Ernie Alexander for holding his first BMX races on Indian Dunes Park motorcycle motocross track in early 1973. That turned into the first BMX organization, the National Bicycle Association, or NBA.

But who held the first BMX race? To the best of our knowledge, it was none other than Scot Breithaupt of S.E. Racing. Back in 1970, Scot was just a kid in high school who was involved in motorcycle motocross. He used to practice in a large field at Seventh and Bellflower Streets near his parents' house in Long Beach. Kids used to follow him on their Schwinn Stingrays, copying his moves and racing each other on the trails to keep up with him. Scot told the kids one Saturday that he'd put on a race for them if they'd help him make a course. Furthermore, he'd go home and one of his motorcycling trophies to give to the kid who won. It cost each kid a quarter to enter. Thirty contenders were present for that first race in November of 1970.

Everybody had such a good time that they insisted that there be another one the next week. There was, and 150 kids showed up for it.

And the rest, as they say, is history. □

BMX PLUS!

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John Ker

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Ross C. Kehl

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Dean Bradley

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Jo Hadley

Technical Editor

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Damian Fulton

Photo Production

Randy May

Contributing Photographers

Jo Hadley

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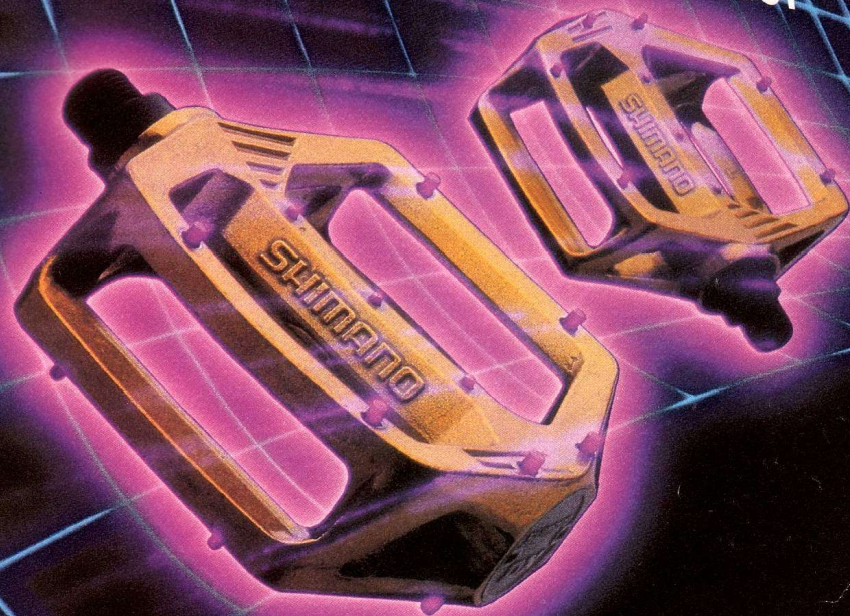
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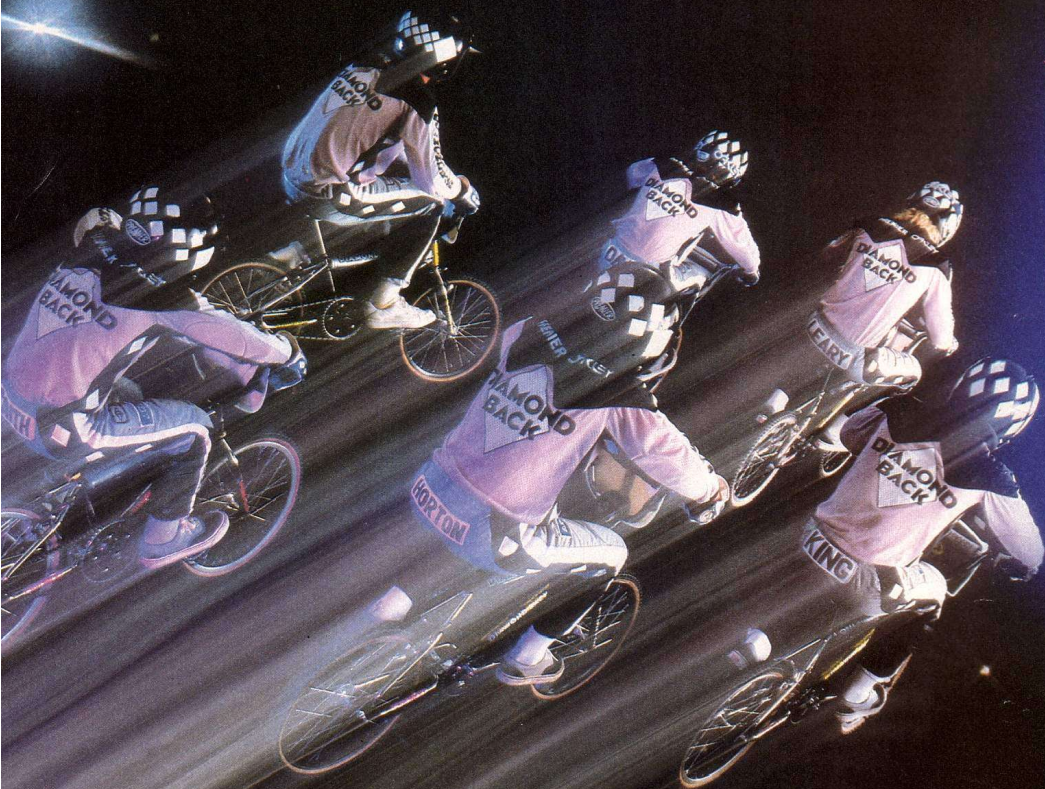
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Diamond Back Factory Team:
1981 ABA No. 1 Factory Team and
No. 2 Nora Cup Team

Pictured from left to right:
Jimmy Smith—9 Expert, Mike Horton—12 Expert,
Pete Loncarevich—15 Expert, Harry Leary—ABA and
NBL No. 2 Pro/No. 2 Nora Cup Winner, Doug Davis—13 Expert,
Eddy King—16 Expert, and John Copeland—15 Expert (not pictured)

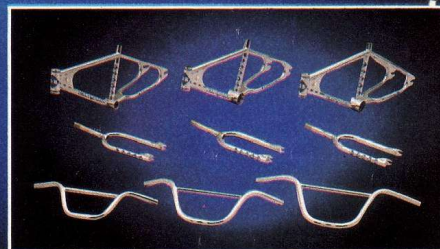


SILVER 1 STREAK 1 YOUR WAY TO THE TOP

**Diamond Back wins ABA National
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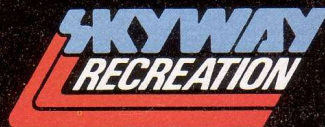
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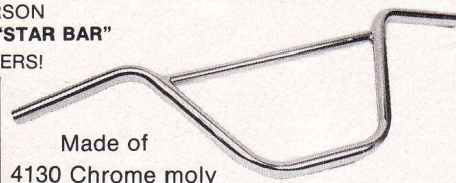


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Stu Retired?

I was reading a book called *How To Win Bicycle Motocross* by John Thawley. On page nine there's a picture of Stu Thomsen, and the caption says that he's retired from BMX. The book was copyrighted in 1975. Is it true that Stu was retired at that point in time?
Greg Hooven
Western Springs, Illinois

Unfortunately, the BMX book in question by John Thawley has been retired from print. Stuart, however, who could write his own book on how to win BMX, hasn't retired yet. Old BMX dogs never die, they just add on a couple of zeros when renewing their contracts with Red Line.

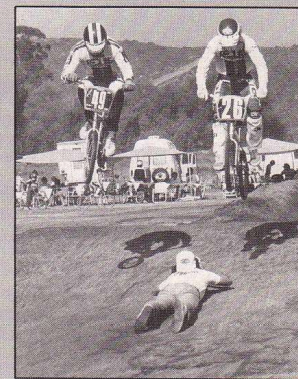
WFO BMX on TV

I would like to ask you guys a few questions. First, does Raleigh still have a BMX team?

Second, does Ron House ride for Murray?

Also I've been seeing some rad commercials on TV by Murray and Huff. Why don't other manufacturers run similar ads? You guys have a great magazine, keep up the good work.
Tony Fisher
David Brown
Wilmington, North Carolina

Right now Raleigh isn't involved in BMX racing, however rumor has it they'll be getting' back into it soon... Ron House rides for Huffy, not Murray. As far as those TV commercials go, they are RAD—radically expensive and only a handful of manufacturers can afford 'em—Huffy, Murray and Schwinn to name a few. Finally, thank you, we agree but feel we must also warn you that you 'aint seen nothin' yet!



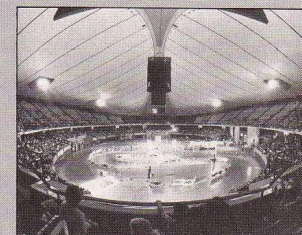
Moto Photos

I was just wondering if your magazine would be interested in seeing some pictures I've taken on the East Coast. I race in New Jersey and usually bring along my camera to get a few shots between motos. I really like your magazine 'cause the photos are so rad. I hope you can use some of mine.

Also how about doing a story on gearing?
Brian Wallos
Staten Island, New York

BMX Plus welcomes contributions of both color and black and white photographs. Color slides or transparencies are much preferred to color prints. We recommend Kodachrome 64 film for color photography. Please submit slides in plastic viewing pages. Make certain that each slide has the photographer's name on mount. Sandwich slide pages between stiff cardboard carefully to prevent damage. Photographers wishing to submit black and white photographs should send 8 X 10 inch glossy prints, or proof sheets with negatives. We prefer Tri-X for most of our black and white work, however any number of films give acceptable results. Be certain that the photographer's name is included on all prints, proof sheets and negative sleeves carefully between stiff cardboard sheets.

Please include stamped self-addressed stamped envelope for return of unused material.



Flat Track Flak

I read an Editorial Impression in your magazine about a year ago that I agree with. I think that riding on difficult tracks with big jumps, sharp turns and tricky sections where you might wipe out is awesome. Tougher tracks offer more of a challenge, proving who's the best rider.

Flat tracks are no fun. Go buy a 10 speed if you're into smooth flatness—BMX is rough stuff and should stick to dirt tracks with gnarly berms, fast jumps and hard bumps.

Henry Barala
Pico Rivera, California

We never wrote an editorial for or against flat tracks... but you just did. Now we'll give equal time to those who think flat's where it's at... any takers?

Rad Brand

I've been reading Radical Rick and I have a question. What brand bike does he ride?
Mike Lyon
Pocatello, Idaho

In checking with Rick's right hand man, Damian, we find the Radical One rides custom bikes exclusively handcrafted for him by a little 'ol bike builder in Crushed Crank Canyon... and we always thought Rick rode a Rad Line.

Track Talk

PERRY KRAMER'S

PRO BMX WINNERS SEMINAR!



We know, you can't wait for summer. Neither can we. Every BMXer awaits the season of spare time, summer tours and sunburns. It's three short months long on fun, so you gotta get it while it's hot. Usually the last place you want to be is anywhere near school . . . Well, this summer's going to be different. It's hard to believe but BMXers all across the U.S. are gonna be flocking to school. Schools where the three R's stand for ridin', racin' and rippin'. That's right, a BMX summer school with classes coast to coast. Pretty cool, huh? Welcome to BMX, blackboard style—kind of a learn while you learn program, if you will.

For the summer schools the touring Professors of Pedal will be none other than P.K. Ripper and his man Friday . . . Byron Friday. After all, if you're going to go to school, you may as well learn from two of the best. Just think about everything you've always wanted to know about BMX but were afraid to ask . . . or didn't know who to ask!

Now you can ask two seasoned stars, factory pros, BMXperts and cool guys to boot. These guys will tell 'ya the dirty lowdown, the inside scoop, outside swoop and, most importantly, the fastest way around a BMX track. After all, isn't that



what a BMX racing seminar is all about?

Some of these photos were taken at one of P.K.'s race schools earlier this year at the Tri-County Fairgrounds in Bishop, California. It was Bishop's second-ever BMX race on their newly established ABA track. P.K.'s "Pro BMX Winner's Seminar" drew 52 out of the total 110 entrants. Pedaling pupils ranged from five to eighteen years of age.

The ten dollar tuition got each rider a name tag, sticker pack, poster and, at the completion of the course, a diploma of dirt mastery.

"The kids were really surprised," says P.K. "They thought we were just gonna tell 'em to buy expensive bikes and parts, run safety equipment and do a couple of jumps . . . but we blew them away!"

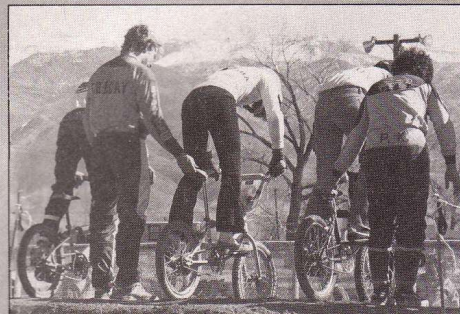
Professor Perry claimed that every rider who enrolled in the Winner's Seminar trophied in the

race which followed. Now that's what we call results! Byron adds that students came up after the race saying "Yeah, I tried that trick you told me and it worked. I swooped that guy," or "I got the holeshoot," or "I used to just go for it. Now I think about it more."

Most ex-students claimed they felt like they were going to win the race before the gate dropped. For Byron and P.K. that makes it all worthwhile. A handshake, a thanks and an ex-student with a trophy in his hand.

Right now, if you're looking for a better school, more experienced instructors and two nicer guys, you aren't gonna find 'em. That's why BMX Plus! Magazine is proud to present an upcoming summer series of Perry Kramer's Pro BMX Winner's Seminar. All across the U.S. Along with Bachelor of BMX Byron Friday and Plus's Jumpin' Jim Pratt. Our fearsome threesome

Most ex-students felt like they were going to win the race before the gate dropped.



will be following NBL's War of the Stars tour and conducting schools at select races to be announced in future issues.

It's going to be a rowdy tour for sure—eat, sleep, dream, talk and teach BMX, but these guys can handle it, no problem. Just watch 'em or race 'em or maybe even attend one of their schools. Who knows, you might learn a fast lesson or two . . . or three or . . .

Perry Kramer

Perry Kramer, or "P.K." as he's affectionately known, is one of the grand 'ol masters of BMX. As a seasoned Pro, BMX promo man and SE Racing factory boy, he's definitely been around. Around the world and around the nation's best BMX circuits, P.K.'s been there and back for BMX and he knows what it takes to be a winner and survivor of BMX battles: what kind of bike, what kind of body and the proper mental attitude. P.K.'s pedaling days began way back in the early '70's on the legendary Dirtmaster team. Both Perry and Byron were good friends with a guy named Ernie Alexander, who was, at the time, running motorcycle races at a park just outside of Los Angeles called Indian Dunes. Well, somehow P.K. and a motley crew of BMX brats conned Ernie into holding some bicycle races. Alexander eventually ended up starting something called the NBA, and the rest is, as they say, history. As the NBA grew so did P.K.'s rep as a hot racer. In '76, Kramer became the NBA's National Number Two behind a guy he'd get to know a lot better in the future—Scot



Breithaupt, now owner of SE Racing.

In '77 and '78, Perry sported the NBA's Number Three Plate, and in '79 and '80, he held the NBA's National Number Four Pro Plate. In 1980 came the high point of P.K.'s pedaling career, when he became World Pro Champion with a big win at Indy. In '81, things mellowed out a bit with P.K.'s racing as he toured with the Mountain Dew BMX All-Stars. Perry and his teammates held safety demos, promoted the sport and drank a lot of Mountain Dew that year.

Kramer had ridden for Dirtmaster, the NBA and Mongoose before finding a home at SE Racing. Today P.K. and SE are synonymous. Perry even has his own signature-model bike, the P.K. Ripper, which is one of, if not the,

best-selling SE scoots. P.K. also enjoys endorsing his own signature-line of safety pads by Rad Pad. Why, the Ripper has even been on T.V. pedaling his heart out for millions of viewers. One was a Mongoose commercial while the more recent was for Chevrolet. Is the P.K. guy big-time BMX or what?

However, beyond all the racing, travel, endorsements and T.V. commercials, ask Perry what he likes best, and he'll tell you dealing with BMX people. He'd do anything to help them out, sign an autograph or give an encouraging word. Nobody does it like P.K. That's the reason for this summer's tour, P.K.'s gonna be out there doin' what he does best—talking, teaching, racing and promoting the sport he knows and loves the best—BMX.



Superman "Jumpin'" Jim Pratt will come down to earth this summer and tour with P.K. and Byron . . . this guy is awesome!



Scorpion's new Pro Fearless Friday having a blast outta the past monoshocking at Corona.

Byron Friday

Byron, like P.K., has been around BMX since day one. While others lost interest, quit, or crashed and burned out, Byron kept goin'.

Today Byron's still considered to be one of the sport's best. Friday's no longer the fastest but is still regarded as one of the smartest and most experienced riders still competing.

Byron's ten years of BMX experience, like P.K.'s, began back at Indian Dunes Park. After what seemed like years of hard-fought races and big wins without sponsorship, Friday was picked up by Kawasaki in 1975. At the time Kawasaki was developing a BMX bike with sprung front forks and rear shocks!

By the end of '75, Kawasaki had canned the BMX racing effort and

Byron was again unsponsored. Shimano, who had been keeping a close eye on Friday, moved in and signed him. For the next two years Byron toured, raced, promoted and developed Shimano products. In '77, Friday moved onto Red Line, then onto Cycle Pro where he did racing research and development on new products. From 1978 to 1981, Byron headlined DG's team as touring Pro.

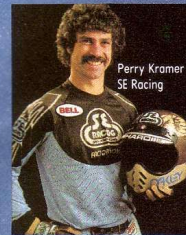
Most recently, big Byron was picked up by Cal-Facet to represent their fine line of Scorpion bikes.

Scorpion scored, Friday's happy and it looks like it's going to be a very fruitful working relationship. Many of the BMX innovations we take for granted today were brought about by Byron and guys just like him—Pros out there in the field—testing, talking and trying

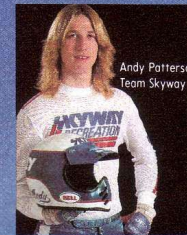
brave, new things. There should be little doubt that, after ten years in the field of BMX, Byron knows what he's talking about. No brag, just fact. BMX would be fortunate to have a dozen more guys like Byron.

But then again, nobody does it quite like Byron. He's one of those guys who are always smilin'—on or off the track. Just because he's wearing a full coverage helmet don't think for a minute the guy's not grinning ear to ear. Just like you, Smilin' Byron Friday is really looking forward to the summer: the tour, the schools, the racing, the new friends—this guy just can't seem to get enough. Byron is BMX and BMX is Byron.

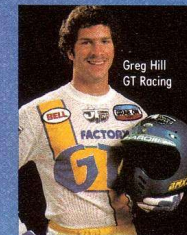
So when Friday rides your way this summer, check him out. We think you'll find the man who was once the hottest is now the coolest.



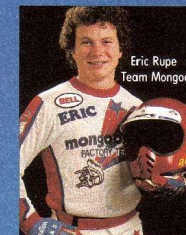
Perry Kramer
SE Racing



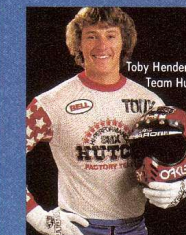
Andy Patterson
Team Skyway



Greg Hill
GT Racing



Eric Rupe
Team Mongoose



Toby Henderson
Team Mongoose

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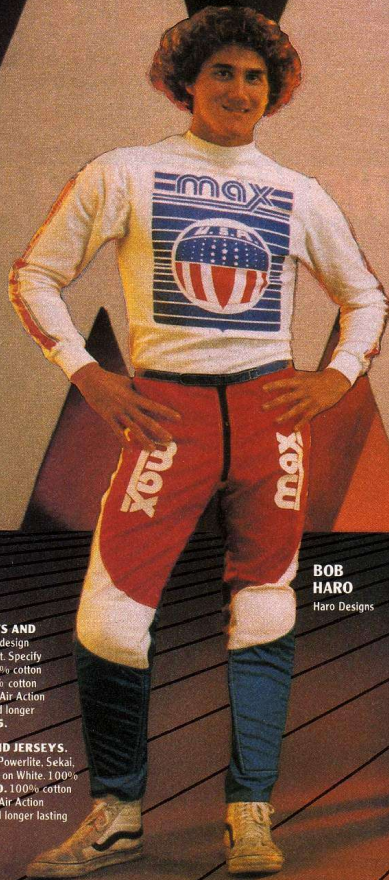


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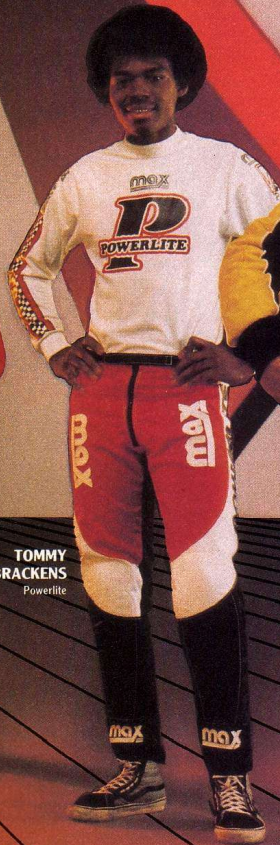
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Inside Scoop



Huffy Factory Pro team.

The big news of the month is the formation of the Huffy Pro team.

Phyllis McCullough, Corporate Advertising Manager and Manager of Huffy Racing, has signed **Mat Harris**, **John Plant**, and **Mark Driscoll** to spearhead the team. The team will be co-sponsored by Zeronine, Haro, Sugino, SunTour, Johar, Valvoline Motor Oil (somebody will have to take a close look at those bikes!), Hush Puppies, MXL, Echo Helmets, and J.T. Racing. All three riders signed contracts with Huffy that give them a flat amount of money for the year (how much has not been disclosed), plus all expenses, plus co-sponsor salaries. All three racers will be riding Huffy's top-of-the-line "Pro Thunder Pro 6" chrome-moly, 20" race bikes. It looks like the biggest bike company in the country is going to be playing for keeps in the BMX business.

There is a rumor that **Frank Post** changes teams every month just so he can see his name in this column. Frank is back with **Kuwahara** again, and team manager **Mark Silberberg** assures us Frank has found a home.

Jeff Ruminer has kept his old colors but changed his sponsor. The **Flyin' Okie** will be riding 20 and 24-inch bikes for MCS in '82.

Just in case anybody wonders how many bicycles are sold in this country in a year, we recently received the latest figures from the Bicycle Manufacturers Association of America. Their survey of the industry revealed a total of 8.93 million bikes sold in the U.S. last year. That total includes 6.83 million domestically produced bikes and 2.10 million foreign-made ones. Just thought you might like to know.



The ABA turns over the loot in the fight against leukemia.

Also from our Big Numbers Department comes this newswatch: The ABA's 1981 **Race For Life** campaign brought in \$223,082 for the Leukemia Society of America, according to **Merl Mennenga**, president of the ABA. Mr. Mennenga also announced the appointment of **Rodney E. Keeling** of Chandler, Arizona, to head up the 1982 Race for Life campaign.

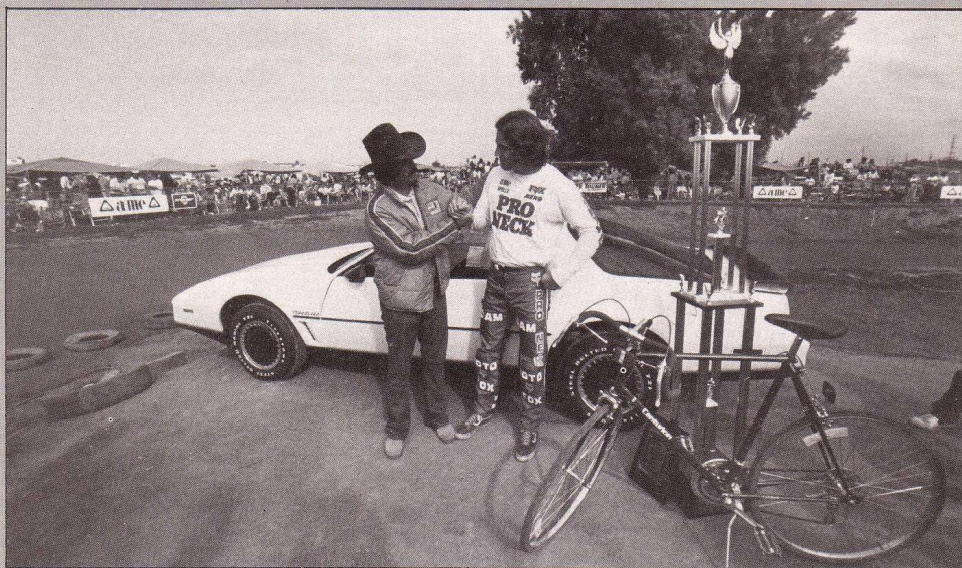
Good news for girls: The ABA furthermore announced (somebody there must be crankin' out these press releases 'round the clock) that this year girls and cruisers will be racing for both national and district level points. Both groups have wanted those changes for some time. Now it will be possible for a girl racing Powder Puff class or a guy (or girl) racing one of the Cruiser classes to rise to National Number One or District Number One.

Western States Import Co., the distributor of **Diamond Back** bicycles, is going to be distributing **Araya** bicycles. The highly regarded rim company will offer six different models of "aerodynamically designed" bikes. Sounds to us like they're all going to be ten-speeds, but we'll wait and see.

Speaking of **Diamond Back**, their top twelve year old will be on the injured list for two months: **Doug Davis** broke his collar bone in Monroe, Washington at the ABA Northwest National. The latest word on Doug's teammate, **Pete Loncarevich**, is that he's got a hinged cast for his broken knee that lets him bend his leg and walk without crutches. Pete, who fractured his knee and his shinbone at Indy, says he'll be back on top next year. Once he gets his final cast removed (probably somewhere around June) he says he's going to start practicing night and day to make up for the lost time. Furthermore, Pete says he'll turn Pro next year. Does anyone remember (could anyone forget) **Brent Patterson's** comeback in mid-1980 after being out the first part of the year with a broken leg? Ol' Brent took the ABA's top Pro honors and a new Trans Am that year. If Pete can match that kind of record maybe people will start breaking their legs on purpose.

New track news: We don't hear about new track openings all that often, so to encourage more people to let us know about these happenings, we'll try reporting them here once in a while. **Bakersfield, California** has a new track at the YMCA on the corner of 22nd and O Streets. **Charles Schaller** of **Twin City Raceway** in Winsted, Connecticut tells us he'll be opening a BMX track on April 18th. Let us know how it is. Anybody who wants to let the world know about a new track should send us a notice. We'll try to mention as many as we can. If you send us a good shot of the track, or even a sketch of the layout, we'll try to run that, too.

Speaking of tracks, **Bob Hadley** just got back from Texas where he's been working on the design of **Jerry Surber's GNC** track in the Astroarena. Anyway, Bob says the tracks in Texas are unbelievably good. So now we're thinking maybe we'll do a story on the best tracks in the country. Anybody interested? If so, send your nominations for "The World's Greatest Tracks" to **Great Tracks**, c/o BMX Plus, P.O. Box 429, Lomita, California 90717.



The ABA's Gene Roden awards Kevin McNeal his dream car (or a reasonable facsimile thereof).

If there's enough interest we'll do the story

Kevin McNeal is expecting delivery of his brand new, bright red Pontiac Trans Am any day now. We've got a shot of him with a pale blue one, but Kevin's holding out for the car of his dreams. We'll run a shot of that one when we can. Kevin won the car as top ABA Pro for 1981.

Speaking of McNeal, Kevin is reportedly experimenting with a pair of 207mm Profile chrome-moly cranks. That translates to about 8-3/16", for those of you who don't speak metric.

Scoop-of-the-month department: Jason Jensen has left Torker! The famed speedster is now riding for Jag BMX. It had to happen—Jason's dad, Lance Jensen, has been working for Jag BMX for some time. Lance says that Renny Roker, the head of Jag BMX is going to help Jason get work in films and television. The kid may get a Lamborghini yet.

Miscellaneous Misinformation Department: Last month we reported in our story on the Coca-Cola Jag World Championship that Jeff Foshag was riding for Skyway. Tain't so, according to Chuck

Robinson: Jeff rides for Chuck's company, Robinson Racing Products of Canoga Park, California.

Speaking of Skyway, they've just signed A Pro Bob Medrano, formerly unsponsored, to their team. Watch out for this guy—he's good. He's also probably one of the hottest jumpers in the country. Congrats to both parties!

We've been getting word from Gerrit Does, the International BMX Federation (IBMXF) Secretary, of happenings abroad. Gerrit reports that IBMXF-sanctioned international races will be held in the following countries this year (not necessarily in this order): England, Spain, Holland, Belgium, France, Scotland, Japan, the United States, Canada, Chile, and Venezuela. For information on any or all IBMXF races contact:

The NBL
3801 N. Federal Highway #8
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(305) 942-9761
or contact the IBMXF directly by writing:
IBMXF
Eindhovenesweg 19
5582 HN Waalre
Holland, Europe

As a public service, here are the addresses of some of the largest race organizations in this country and Canada. If you want to know what tracks are in your area, write:

The ABA
P.O. Box 718
Chandler, Arizona 85224
(602) 961-1903

The BMX Association of Canada
P.O. Box 346
Surrey B.C. V3T 5V6
(604) 594-5404

The FBMXA
P.O. Box 547
Clearwater, Florida 33517
(813) 736-4022

The NBL
3801 N. Federal Highway #108
Pompano Beach, Florida 33064
(305) 942-9761

The UBR
P.O. Box 3956
Modesto, California 95350
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We'll try to run these addresses periodically. Any associations that don't want to get left out next time should send us their addresses as soon as possible. □

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This month Bob gives some tips on just how to set up a bike for freestyle and trick riding.

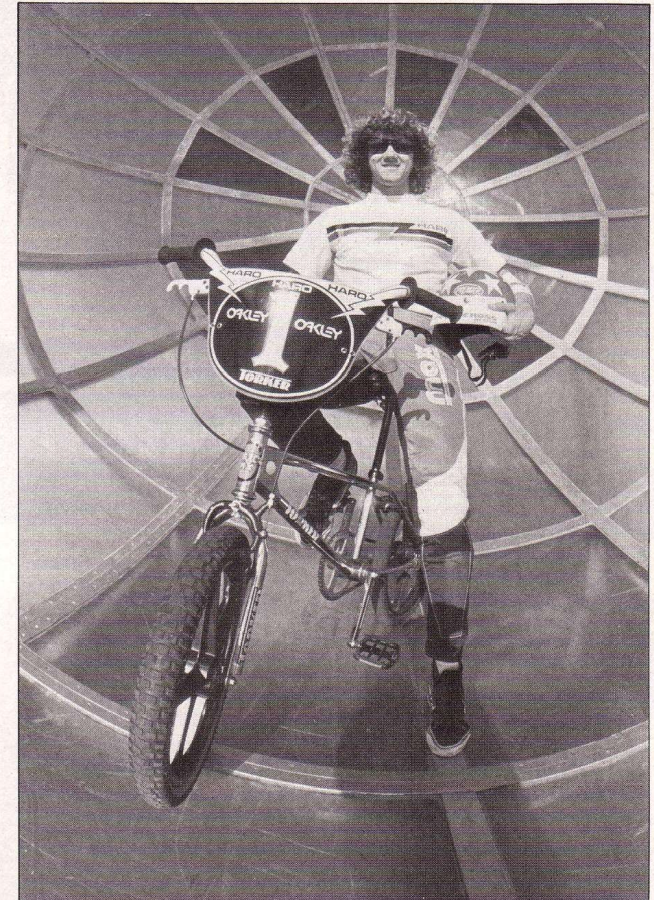


With BMX racing, as the sport has progressed, the equipment has made many advancements. The use of exotic materials has become commonplace: chrome-moly steels, aircraft aluminum, and the use of lightweight graphite plastics have been incorporated. The bikes have been transformed from mere department-store wonders, to today's high-tech motocross machines. Well, it's the same with freestyle bikes. Although very close to their race-bike counterparts, freestyle bikes are in some ways very different. This month's article will reflect some of those differences. Keep in mind that these are merely rider preferences, and some things might not fit your riding style. The bike shown is my own, and through many years of trick riding, I've come up with what you see today.

Currently, I'd have to say there are at least five pro-caliber freestyle riders: R.L. Osborn and Michael Buff (of the BMXA Team), and Bob Morales, Eddy Fiola, and myself (of the HARO Freestyle Team). We all share some basic similarities with our equipment. The major thing being we all run coaster brakes. Coaster brakes along with caliper brakes give the hard-core freestylist that added edge of control. Seventy percent of my freestyle maneuvers require ultra-good brakes, and the

BUILDING A FREESTYLE BIKE

By Bob Haro





Topside view shows the studded pilot's seat and the double top tubes covered with clear 3M grip tape.

coaster brake hardly ever fails. Without this seemingly small thing, fakie airs, ramp stalls, basic kick turns, 540° spins, pogos, and other tricks would be nearly impossible. If you currently run a freewheel, give a coaster a try. Once you've got it dialed-in to your riding, it will open many new horizons.

The proper wheels are probably your next most important item. Alloy wheels, with my style of riding, never gave me any real problems, although after about six months they had enough small dings in them to warrant new rims. Plastic rims introduced by Skyway (Tuff Wheels) have revolutionized the wheel industry. For freestyle they have made the trials and errors of learning new tricks a lot cheaper than aluminum wheels. I personally run Skyway Graphites, but regular Tuff Wheels will be cool for most riders' styles. Other options might be the ACS Z rims. Plastic wheels, though, do have a tendency to flex a lot. Rims of this nature will absorb a lot of the impact that alloys might transmit to your frame. The extra shock absorption should improve your frame life.

Choosing the right frame is basically up to you and how you ride. Some riders are thrashers—



The SunTour coaster brake arm must be modified by bending it beneath the chainstay.

ultra radical, but not really smooth. For this type rider, I'd recommend a frame with good gussets and a reputation for durability. Stay away from bikes with real thin wall tubing and frames without head-tube gussets. Bikes such as those are usually great for racing, but remember, freestyle riding abuses everything, and your bike should be basically strong and functional.

Another minor difference with freestyle machines is the use of grip tape. A spin-off from the skateboard industry, grip tape works wonders for performing frame stands and backwards-no-hander frame stands. Applied to the top tube or tubes, depending upon your bike, it provides unreal traction to your tennies. However, be careful not to grind your legs on it, as it removes skin with no problem (this is only a minor hazard, though). Other grip tactics are Pop Rivets applied to your bike seat—not ideal for the comfort scene, but it works killer for your frame/seat-roll back 180's.

With the frame, rims, brakes, grip tape, and rivets out of the way, other areas of interest in building a freestyle bike are the tires. Since tires are the bond that keeps you and your bike from slip-sliding away, choosing the right ones is

important. In motocross, knobby tires like Comp III's, are fully the state of the art, but, there really isn't anything made yet just for the freestyle advocate. So you've got to make do with what is available. What seems to be the hot set-up for the rear end are the Raleigh Red Dot tires—1.75" is an ideal size if inflated to 45-50 psi on asphalt or cement. A smaller size rear tire with high air pressure rolls easier, especially when doing spins. If that type of tire is hard to get a hold of, then a run down to Pep Boys or your neighborhood K-Mart should provide you with an abundant supply of inexpensive street-style tires.

In the front, I run a Cycle Pro Snake Belly 2 X 1.125 tire for additional traction. This seems to keep the front end from washing out so easily. Again, this is merely my preference, and it might not fit your riding style.

The cranks, pedals, bars, and other miscellaneous components are up to you and your own budget. What we have tried to do this issue is to make some suggestions. Some might work for you, and some might not. They are just suggestions, but they work for me.

—Bob Haro

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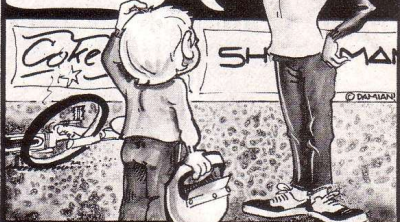


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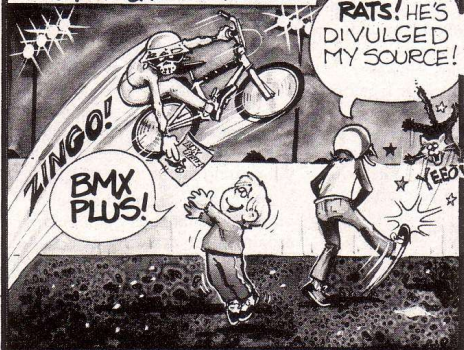
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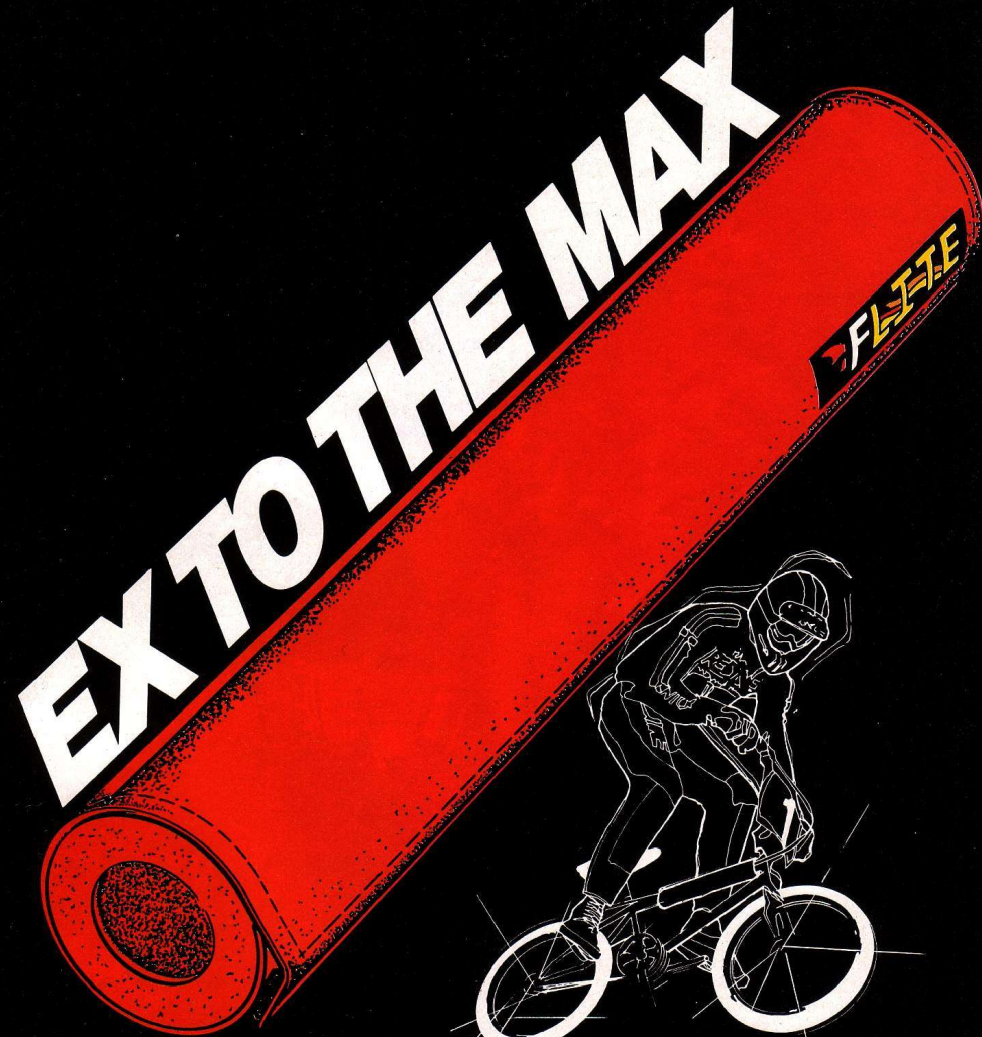
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By Bob Hadley



Special guest test star—
"Hollywood" Mike Miranda.



MCS is almost a one hundred percent in-house operation. That means that everything that comes out with an MCS name on it was made right there. Not in Japan, Taiwan, or Cucamonga. In-house helps keep the cost down and quality up.

Originally MCS was in the motorcycle business, building trick accessories for MX machines. When BMX came along they got bit by the bug and, before you knew it, motorcycles had taken a back seat to BMX at MCS. Their last four or five years have been 100% BMX.

Their plans for 1982 make it apparent that MCS is no longer content with sales being confined to the eastern regions of the U.S. The company is looking hard at becoming a major contributor to the West Coast market as well. Keen to the fact that we Californians are trendy by nature, they probably figured that a twenty-four-inch racing cruiser would be just the thing we'd like to see. Enter stage right: one MCS Magnum 240 cruiser.

As with all of the bikes MCS sells, the Magnum 240 goes to the dealer as a frame set and not as a complete bicycle assembly. (Incidentally, the "Magnum" name is used on all of the MCS chrome-moly tubed frames.) To help complete the package, MCS does offer 4130 chrome-moly bars, an alloy/chrome-moly stem, and a 4130 seatpost, all designed to complement the 240 frame set. Though probably perfect for a twenty-six-inch cruiser, we found the regular MCS cruiser "Wingbars" a bit too low for larger riders on the Magnum 240. For fourteen-years-old or younger riders, they'd probably be perfect. We instead used a set of standard-size MCS "Wingbars" with the MCS stem run all the way down.

For the most part, our choice of components for the build-up was fairly typical of what you would find in your local shop: one-piece cranks, Ukai twenty-four-inch alloy rims, ACS (chromed) hubs, Shimano DX brakes, Mitsuboshi Comp III tires, and an Elina saddle.

MCS 240 Magnum

MCS

2720 N. E. Seventh Avenue
Pompano Beach, Florida 33064
(305) 782-1945

This report was compiled by:

Bob Hadley

Michael Hadley



DIMENSIONS

Weight 27 1/2 lbs	(A) Wheelbase 39.25 inches	(B) Head Angle 70°30"	(C) Seat Angle 72°
(D) Hanger Height 11.26 inches	(E) Hanger to Axle 16.75 inches	(F) Top Tube Height 23.69 inches	

FRAME SPECIFICATIONS

Weight 4 lbs 10 oz	Material/Construction 4130 chrome-moly/heli arc	Seat Post Diameter 7/8 inch	Head Tube Style Standard	Hanger Style Standard
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FORK SPECIFICATIONS

Weight 1 lb 14 oz	Material/Construction 4130 chrome-moly/heli-arc	Height 14.35 inches	Offset 1.25 inches
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BIKE COMPONENTS

Cranks Takagi Cro-Mo	Chain Sedis Sport 1/2 X 3/32"	Pedals Shimano DX
Gearing 41/18	Wheels/Hubs ACS	Seat/Seat Pillar Taihei Elina/Fluted Chrome moly
Stem MCS	Bars/Grips MCS Wing Bars A'ME	
Brakes Dia-Compe	Tires Mitsuboshi Comp III	



One modification we made, and would highly recommend to anyone with a twenty-four-inch cruiser, was to install a SunTour "Hole-Shot" two-cog 17-and-18-tooth freewheel (17-18T). The problem is you have to buy the entire "Hole-Shot" system just to get the freewheel. As if that weren't enough, the "Hole-Shot" kits were a flop on the market, and of the few dealers who bought them, not many of them have the 17-18T unit (Don't get the 16-18T unit, the sixteen tooth cog is too small). Once you have the freewheel, the range of ratios you're capable of is increased dramatically, provided you have 39-, 40-, and 41-tooth chain-wheels on hand.

For example: if you are used to a 44/16 gear ratio on your twenty-incher, a 39/17 will be almost the same inch/gear with the twenty-four inch tire. (Remember, the *inch/gear formula is: the number of teeth on the front sprocket divided by the number of teeth on the rear sprocket, multiplied by the diameter of the tire: 44/16 X 20 equals a 55.0 inch/gear, while (39/17) X 24 equals a 54.96 inch/gear.*) Then, for example, if you wanted to run an easier gear on your twenty incher, like a 42/16 (which is a 52.40 inch/gear), on the twenty-four all you have to do is move the chain over to the 18 cog on the "Hole-Shot" freewheel. The 39/18 combo works out to a nearly identical

52.08 inch/gear.

With 39 thru 41 front chainwheels on hand, there just about aren't any combinations of ratios you couldn't work out. Chain misalignment is a slight problem, but with a good ten-speed chain, like a Sedis Sport, the likelihood of a derailment is almost nil.

Oh yes, there was one other modification worth mentioning. We traded the stock ACS axle nuts, front and rear, for Schwinn axle nuts and Schwinn serrated washers. The Schwinn nuts and washers hold equally well and are way less brutal on paint or chrome finishes when you are tightening them. Total cost of the switch: under one buck (we talked the poor guy into a trade-in).

With the exception of a slightly less-than-desirable bottom-bracket fit (more on that later), all the components went together without a hitch. The sprocket-side chain stay provides ample room for whatever size front chain wheel you would want to use. By nature of the rear drop out design an abundance of clearance is available for virtually any rear wheel arrangement, be it a one-, two-, or even a five-cog mountain bike freewheel and derailleur system.

Many cruisers require the use of long-reach calipers, yet there's practically no reason why any bike should require a longer than standard caliper on the rear. On the Magnum 240 the mount is located close enough to allow the use of a standard 890 length caliper. On top of that the design of the mounting bracket is both trick-looking and functional.

We have no idea why, but the hanger on this frame was a tad too big to give a good fit on the bottom

bracket cups. Standard Tange cups fell right in as did the precision-machined cups we tried. We couldn't come up with any exact explanation why the hanger was too big; it could've been a fluke in the tube size. At any rate we've never had any reports that this is a common problem with other MCS frames. If left unfixed, loose cups can flare out the hanger openings, which could cause the plating to chip and potentially lead to cracks.



Hey, KId, you oughta be in pictures. Hollywood hangin' out on the Magnum.



A view of the 240 Magnum a lot of twenty-four-inch competitors are going to be seeing this year—the tail end.

On our frame we solved the problem by using Loctite brand glue in the red bottle (red bottle, blue glue) on the cups before installation. By letting it dry overnight before riding, the Loctite will harden up and eliminate the looseness. This is only a makeshift fix at best, but it's better than running the cups loose. If you already own an MCS and have the same problem, try the Loctite. If you're going to buy an MCS, try putting some cups into the frame first. If they're loose, you know what to do.

If you have been following our test reports, you'll remember our handling impressions of the Hutch 24. If you compare the specs of the Magnum 240 and the Hutch you'll find them very similar.

Like the Hutch, the MCS handles well in almost all circumstances. The only handling deficiency at all is a slight tendency for the front end to wash out on flat turns at high speeds. Ideally, the rear end should slide first when the bike is leaned over hard. In virtually every

other situation, the geometry of the bike instills confidence: you always feel in complete control whether it's over jumps, on berms, or ruts. A change in the front-end geometry to eliminate the washing out effect might be an improvement. It's tough to say exactly what might be done and what, exactly, the effect would be on the other handling characteristics of the bike.

Until then, the MCS Magnum 240 is the latest step up in the cruiser class. □

BMX PLUS!

PHOTOGRAPHY BY VAL GUINAMI

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7 Years	7 and Under Powder Puff	Open Wheel (Cruiser):
8 Years	8-9 Powder Puff	13 and Under
9 Years	10-11 Powder Puff	14-15
10 Years	12-13 Powder Puff	16-24
11 Years	14 and Over Powder Puff	25-34
12 Years	7 and Under Open Class	35 and Over
13 Years	8-9 Open Class	Pro Open Wheel (Cruiser)
14 Years	10-11 Open Class	Pro S Class A or B
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16 Years		

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

Amateur Class	Pre-registration	\$20.00
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Amateur Open		\$20.00
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B Pro		\$40.00
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RELEASE FORM



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

In applying to enter any or all of the races associated with the Team Murray World Cup of BMX, I, the racer, and I/We, the parent or guardian of the racer, do hereby waive, disclaim and release all rights and/or claims for damage which may arise from conditions related to the track area, use of the track itself and/or other related activities. We, the undersigned, both individually and jointly, do hereby expressly state, understand and agree that this release and waiver operates to terminate any right of legal action we may have and serves to hold harmless and indemnify The Murray Ohio Manufacturing Company, The 1982 World's Fair, K.I.E.E. S.E.I., and any other entity or organization, its officers, owners, operators and employees involved in the promotion, staging or conduct of the Team Murray World Cup of BMX.

Read, acknowledged and agreed to this _____ day of _____, 1982.

SIGNATURES

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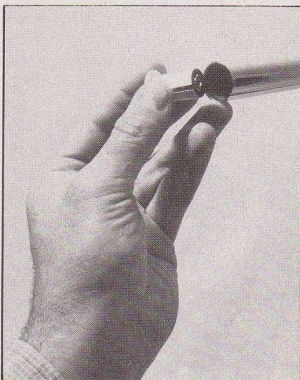
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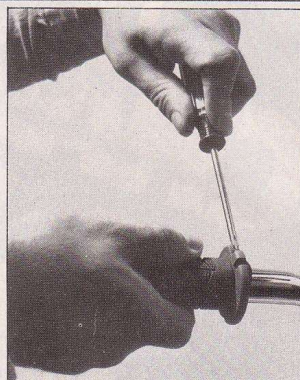
PRODUCT PROBE



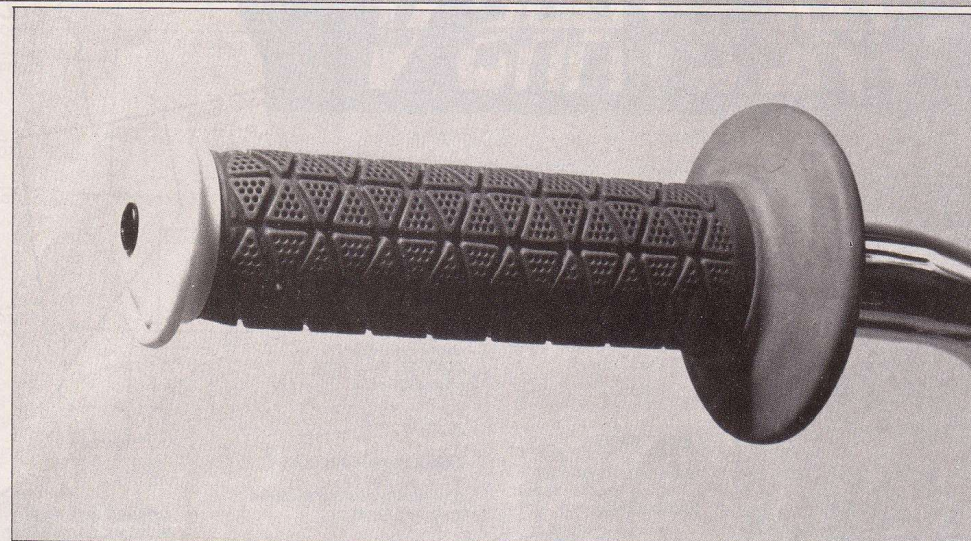
Start by inserting the internal/external expander assembly into the bar end.



Next, slip the grip body over the bar and screw on the hard plastic end cap.



After screwing the two flange clamps together, all that's left to do is slip the soft rubber cover flange over 'em.



by Craig Kundig

The A'ME Fini Grips are known as the Rubic's Cube of BMX to anyone who's installed them. The critics of the Fini system claim it's overcomplicated and over-engineered. One thing's for sure, A.M.E. Manufacturing has given us the most advanced hand grip to date. Its design is claimed to solve all known grip problems.

The options on the Fini Grip begin with color. They are available in standard solid colors of red, blue, black, grey, and yellow. Also available are color combos of red/white/blue, red/blue, red/black, red/yellow, blue/black, blue/grey, blue/yellow, black/yellow, and last but not least basic black/grey.

All Fini grip components can be ordered separately by the dealer. Some dealers are even breaking up the packages giving the buyer a chance to build his own grip from scratch.

The Fini options don't stop with color. Every set of grips comes with

two different pairs of end caps. One set of caps fit flush with the grip body so you can hang your hand over the end without interference. The other end caps offer a larger flange for the rider who prefers to keep his entire hand on the grip. Both types of end caps are hard plastic which eliminates the chance of tearing the soft rubber body in the event of a crash.

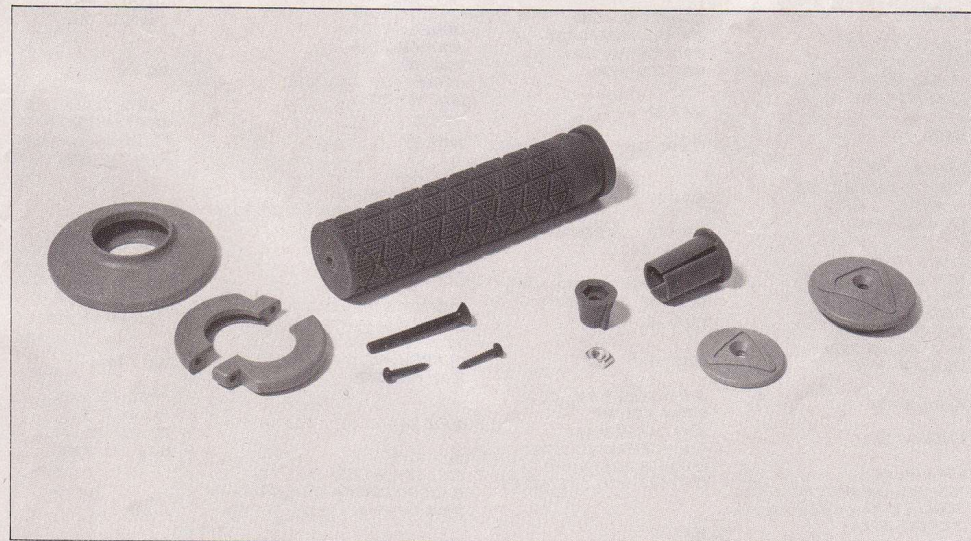
While not currently available A.M.E. plans to offer four new grip body designs for the Fini. One will be designed after their cam-shaped grip, while the other three shapes and patterns are being kept secret. For right now the Fini grip body features a triangular pattern.

Installing the Fini is not nearly as difficult as choosing and color coordinating all those components. First begin by selecting the proper size external expander for your particular set of bars. Go with the smaller set for alloy bars or the larger ones for steel. Next press the hex nut into the internal expander and slide the unit into the external

expander. It's a good idea to use a piece of tape to hold it in place. Now place this assembly in the end of the bar.

Proceed by sliding the grip body on the bar by using either compressed air or by breathing moist air inside the grip bodies. Next take the long screw and install your choice of plastic end caps. At this point you have stopped the end of the grip from turning and installed an end that won't tear off. To lock down the other end of the grip simply screw the two flange clamps together after seating them in the groove at the grips' end. Now slide the soft rubber cover flange over the clamps to protect your hand and add the final touch of color.

When finished with the most involved grip installation to date, you have the most colorful, creative and durable grip on the market. It shouldn't slip, the ends won't tear off and each colorful component is available individually. What more could you ask for in a set of hand grips? □



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EVANSVILLE, IN. 47715
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(INDOOR DIRT)
MID-SOUTH BMX ASSN.
ERIC STURM
P.O. BOX 41404
MEMPHIS, TN. 38104
(901) 276-5611

APRIL 9
POMPANO
BOYS CLUB
BARRY GELLER
5074 N. DIXIE HWY.
FT. LAUDERDALE, FL. 33308
(305) 772-4909

APRIL 10
CORAL SPRINGS
ADAM ZACHER
9821 N.W. 23rd CT.
CORAL SPRINGS, FL. 33065
(305) 752-7965

APRIL 11
MIAMI/KENDALL
BILL GREEN
13001 N. KENDALL DR.
MIAMI, FL. 33186
(305) 596-0056

APRIL 17-18
NEWARK, DE
(INDOOR DIRT)
REID P. ANDS
274 N. MAIN ST.
NEWARK, DE. 19711
(302) 368-BIKE

APRIL 24-25
DETROIT
(INDOOR DIRT)

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2301 TWELVE MILE RD.
BERKLEY, MI. 48072
(313) 547-6171

MAY 1-2
TUSCON
S.A.B.S.A.
GEORGE TREVINO
933 CALLE RAMONA
TUSCON, AZ. 85706
(602) 294-6805

MAY 8
ORLANDO
GORDON BARNETT PARK
ART BEELER
3511 PINE HILLS RD.
ORLANDO, FL. 32808
(305) 293-1139

MAY 9
LAKE ALFRED
LAKE ALFRED BMX
124 ELLIOT LANE
WINTER HAVEN, FL. 33880
(813) 324-1778

MAY 15
BIRMINGHAM (OAK MT.)
KEN BURNETT
c/o ACME VISIBLE INC.
3100 LORNA RD. #230
BIRMINGHAM, AL. 35216
(205) 979-7515

MAY 16
GRIFFIN
RONALD G. COX
264 WESTMORELAND RD.
GRIFFIN, GA. 30223
(404) 228-4980

MAY 22
HOUSTON, TEXAS
(To Be Announced)

MAY 23
HOUSTON (CONROE)
ARMADILLO TOWNS
CHARLES SCOTT
27156 1-45
OAKRIDGE PLAZA
CONROE, TX. 77302
(713) 292-4555

MAY 29
SPRINGFIELD
SPRINGFIELD BMX CLUB
SIDNA YOUNG
3241 CARMEN AVE.
SPRINGFIELD, IL. 62703
(217) 529-5273 HOME
(217) 528-2011 EXT. 433 WK

MAY 30
ST. LOUIS
TERRY CAPSTICK
1854 ELKINS
ST. LOUIS, MO. 63136
(314) 869-3337

JUNE 5
SHAWNEE
SHAWNEE BMX ASSN.
LARRY KINGSLEY
1218 W. WHEELER
SHAWNEE, OK. 74801
(405) 275-1210

JUNE 6
DALLAS
CHARLES SCOTT
27156 1-45
OAKRIDGE PLAZA
CONROE, TX. 77302
(713) 292-4555

JUNE 19
LAWRENCEBURG
CHARLES MURRELL JR.
RT. 1, DAVID ST.
LAWRENCEBURG, TN. 38464
(615) 762-9245

JUNE 20
WASHVILLE
DIXIELAND BMX
JERRY MOORE
BOX 106
HERMITAGE, TN. 37076
(615) 883-5798

JUNE 26
LA MIRADA
BILL FAY
9581 EDELWEISS
RANCHO CUCAMUNGA, CA. 91730
(714) 987-5101

JUNE 26
CLAREMONT
TWIN ST. BMX RACEWAY
DONALD G. WHITE SR.
35 BEECHMONT ST.
CLAREMONT, N.H. 03743
(603) 542-2476

JUNE 27
PRADO
BILL FAY
9581 EDELWEISS
RANCHO CUCAMUNGA, CA. 91730
(714) 987-5101

JUNE 27
DERRY
THE BIKE CENTER
DAVID MERRY
49 E. BROADWAY
DERRY, N.H. 03038
(603) 434-5382

JULY 3
GOSHEN
GOSHEN BMX PARK
PETE MILLER
507 N. MAIN
GOSHEN, IN. 46573
(219) 533-6021

JULY 4
FT. WAYNE
KENT KELLER
7108 PENMOKEN DR.
FT. WAYNE, IN. 46819
(219) 747-5232

JULY 5
INDIANAPOLIS
WESTLAKE/INDY
JOHN FARMER
1035 N. GIRLSCHOOL RD.
INDIANAPOLIS, IN. 46224
(317) 241-6162

JULY 10
TASCO
FRED TEEMAN
P.O. BOX 73
ITASCA, IL. 60134
(321) 773-4365

JULY 11
DEWEILLER/PEORIA
MICHAEL McWHIRTER
5256 BIG HOLLOW RD.
PEORIA, IL. 61615
(309) 691-2165

JULY 17
HAMILTON
FT. HAMILTON BMX
TED JOHNSON
P.O. BOX 1009
HAMILTON, OH. 45012
(513) 829-5880

JULY 18
SPRINGFIELD, OHIO
LAGONDA BMX ASSN. INC.
RAMON NELLESEN
2221 OL YMPIC ST.
SPRINGFIELD, OH. 45503
(513) 399-5432

JULY 24
VINCENNES
KNOX COUNTY BMX
JIM BANKS
1036 N. 12th ST.
VINCENNES, IN. 47591
(812) 882-7015

JULY 25
OLNEY
OLNEY BMXA
LARRY STIVERS
P.O. BOX 465
OLNEY, IL. 62450
(618) 393-6639

AUGUST 7
HOWELL
CENTRAL JERSEY BMXA
CAROL GLEASON
c/o BIKE WORLD
RT. 9 BOX 287
HOWELL, N.J. 07731
(201) 431-5610

AUGUST 8
FLEMINGTON
HUNTERDON CO. BMX
TED BACHARDY
STAR RT. A
OLD CROTON RD.
FLEMINGTON, N.J. 08822
(201) 782-3455

AUGUST 14
HAMBURG
EYESER ENTERPRISES
BRIAN ADAMS
4229 N. BUFFALO ST.
ORCHARD PK., N.Y. 14127

AUGUST 15
SPRINGVILLE
(LAST CHANCE SHOWDOWN EAST)
EYESER ENTERPRISES
4229 N. BUFFALO ST.
ORCHARD PK., N.Y. 14127

AUGUST 21
NORTHERN CAL.
(To Be Announced)

AUGUST 22
NORTHERN CAL.
(To Be Announced)

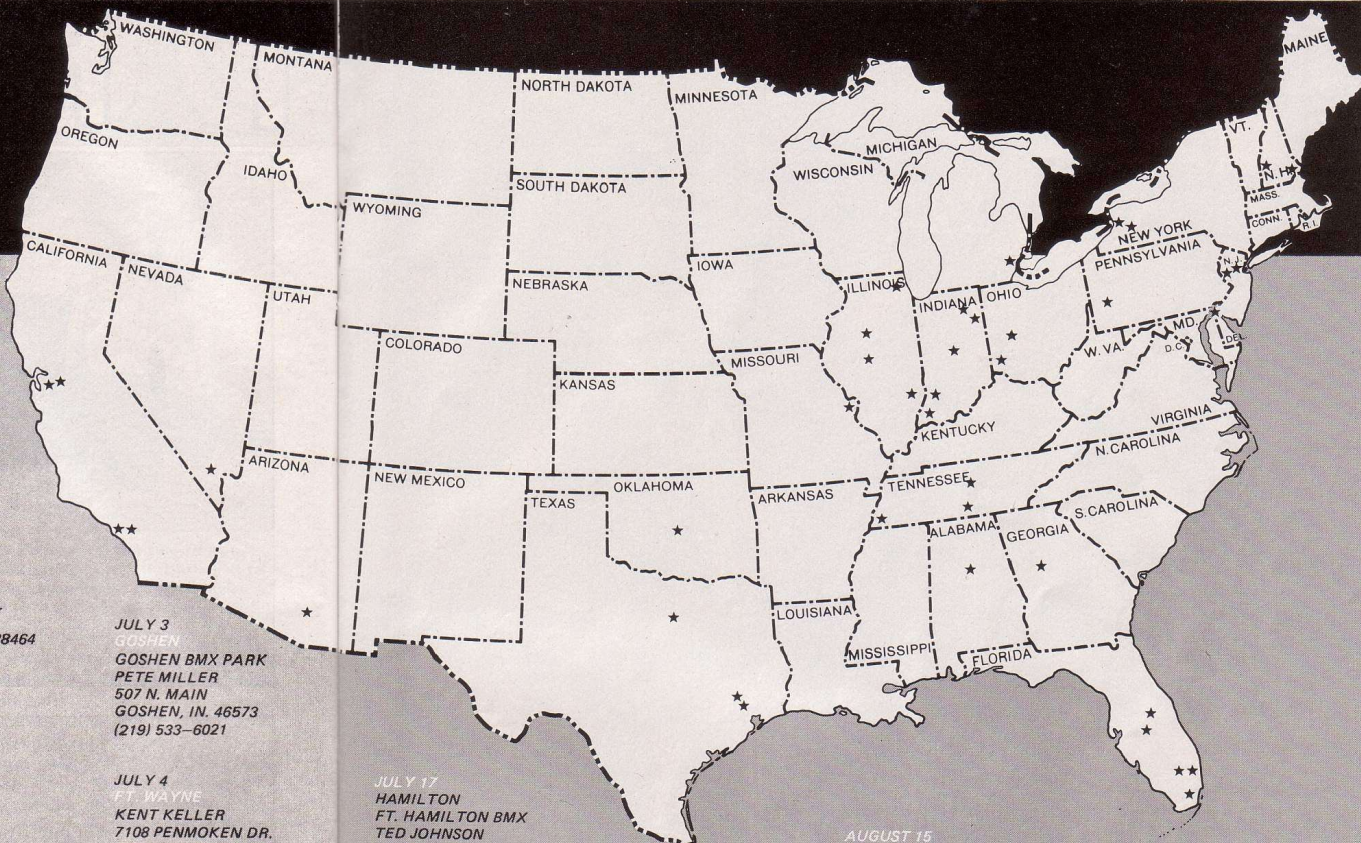
AUGUST 28
LAS VEGAS
(LAST CHANCE SHOWDOWN WEST)
(To Be Announced)

SEPTEMBER 4-5
PITTSBURGH
(GRAND NATIONAL)

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The Bata Max. Ask for it in "civilized" stores all over town.



Bata

The Bata Max. A flash on your feet.

Bata Shoe Company, Inc., Belcamp, Maryland 21017



Eddy **K**ing

The first thing you notice when you enter Eddy King's house is trophies. Hundreds and hundreds of them. They fill the whole house. There is one section near the fireplace in the living room that the family calls "Chicago." The other side of the room is called "New York." Yet another part is called "Los Angeles." The names are appropriate. This is skyscraper territory.

Eddy has won so many races that it would be impossible to list them all. Since winning the prestigious California Cup in 1976 (which Eddy feels to be his greatest achievement), Eddy has been at the top ever since. He has established a record of wins that very few riders in the country can match. This year he vows to do even better. And he just may do that. That's why they call him "King Edward." □



The King on his throne, surrounded by the royal fruits of seven years of competition. He dusts the competition, but who dusts the over-600 trophies?

For this year I want to be ABA Number One, if possible. I've got to get off to an early lead, an early start.

Eddy, you've probably got more trophies in your house than anybody I've ever seen. Do you keep all of them?

Yup, all of them. Every single one.

What do people say when they come into your house and they see all these hundreds and hundreds of trophies.

They kind of freak out. They kinda give you the: "WOW! How long have you been racing?" Then they ask, "Are you good?" Then they say, "You must be! Look at all these trophies!"

When did you get started in BMX?

About seven years ago. I was going into this bike shop to go repair my bike, and up on the door there was this little flyer about this race at this little park over here by my house.

The first couple of times I went out to just watch. Then the next time I came out I raced, and got a first place ribbon. From then on I've been racing.

What kind of track was that?

In those days it was pretty gnarly. It had berms and jumps and it was one of the only ones that had a drop-off besides the Banzai track in Saddleback. It was one of the better tracks.

What class were you racing then?

It was the nine and ten year old class. There was no novice and expert in the days when I started racing.

That was when—'75?

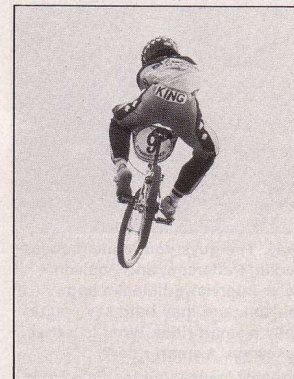
Yeah, early '75.

Did you start winning trophies real consistently?

The first two races I only got ribbons. Starting from the third race I started getting trophies often.

What made you get interested in BMX in the first place? You said you saw a poster for it. What was it about it that interested you?

Just the bicycle part and just maintaining a bike and machine by yourself and working on it and playing your own mechanic and rider—just like you do with race car drivers. And racing it in competition against people. Competition, I



think, is what it is, what it's all about.

Did you know you were fast on a bike before you started racing?

Not really. When I first got my bike, I used to have a speedometer, and I used to always see how fast I could get it going.

How fast could you go?

Forty miles an hour. Down this hill.

Forty?

It was a real steep hill.

What kind of bike were you riding back then?

A Huffy—a Huffy with five-and-a-half-inch cranks.

Did you use to race with this bike with the speedometer on it?

(Pauses to recall) Not in those days.

Who have you been sponsored by since you started racing?

When I first started racing, like, you know, your parents sponsor you first. Your parents always had to give you your support first. Then this one time I decided that I'd go down to this bike shop and I'd ask if I could get sponsored by them. That was S and W. It's still around; it's in National City. And then I went from there—I went to the bike shop in El Cajon and got sponsored by them. And after things kinda fell apart there, I went over to Wheels 'n Things and raced for Sandy Finkelman for a while. And after Sandy, I kinda like went over to

Scot Breithaupt on SE. And then after SE, I kinda got back onto Torker and rode for both of them, and then I finally went full factory for Torker. I rode with Torker for probably three years. Then I went over to Diamond Back just a little over a year ago, and I've been totally satisfied since.

You're a little smaller than a lot of the riders in your class. Do you think that's an advantage, or a disadvantage?

Not really, not in this sport. It's really how much weight you can push of your own. You can be big and bulky, but you've still got to carry around all that weight. You can be small and not have as much muscular mass on you, and still do just as good. If I was up against, you know, Stuart or something, somebody as big as that, or McNeal, I still wouldn't be worried about it. Maybe when it came to physicalness with bumping elbows in the turns and things like that, then maybe I might be worried. But strength down the straightaway and cornering power—it would be no problem—size doesn't make a difference in that.

When do you figure you are going to turn Pro anyway?

Probably at the end of this year, if I do what I think I want to do this year—win the goals that I set out, and know I'm ready to turn Pro and know that I can walk in there and walk out on top, just like I came out of the amateur class. I'm pretty sure that I'll go at the end of this year.

What are your goals anyway?

For this year I want to be ABA Number One, if possible. I've got to get off to an early lead, an early start. I've always finished up good, but I've never done good at the beginning, except for this year (1982). And (my other goal is) to win the War of the Stars for my age

VITAL STATISTICS
Born: October 9, 1964
Present Height: 5'4"
Present Weight: 140 pounds.

Yeah, you have to read the track, read the layout, and find out what places you like to pass.

group. Which I should have won last year.

Are you looking forward to turning Pro?

Umm . . . not right now. That'll be on my mind towards the end of the year, but for right now there's only two things on my mind—three things. That's winning those two titles and Chandler. That's been on my mind ever since I left Washington. I've got that on my calendar. Chandler.

You just won at Washington, so this will be the second ABA National, right?

It'll be the second one. If I get a first or second there, I'll be psyched for the rest of the year. 'Cause I've never won at either place. And I won at Washington and I'm coming to Chandler. There are a lot of points in those two races.

Who's your toughest competition now?

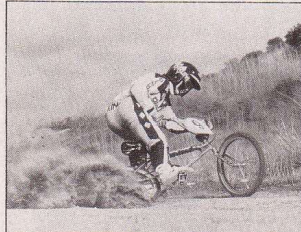
Poulson is, all year round—Poulson's always tough.

Andy Patterson is—specially lately, he's been really good. He was good about this time last year, when he was doing real good. But during the summer and stuff Andy Patterson was a slug, you know? But he's gotten motivated somehow—I don't know how. Since that ABA race (Oklahoma City) he's really been pulling himself together pretty good. He's really good.

Lee Medlin—he's always good—when he gets his head together (chuckles). Girls mess you up. That's his problem. Girls'll mess you up.

Girls mess you up, huh? Have you got a girl friend?

(Speaking lower, away from microphone) I can't get into that. People get mad. (Chuckles) You can't print that. (Laughing.)



Okay. The guys you've mentioned—Medlin, Patterson, and Poulson. We've interviewed Medlin and Poulson, and they both say you're really a smart rider. What is it that makes you a smart rider?

Probably 'cause half the time I ride behind them. (Laughs.) 'Cause they're usually faster off the gate during most of the majority of the day. They'll beat me during most of the motos, the semis, and the qualifiers off the gate. But usually, spendin' all that time behind 'em, I find out where their weaknesses are. Occasionally I can beat 'em out of the gate, but probably, spending most of my time behind 'em and racing 'em for about three years, I basically know what's wrong with them. They all have their weaknesses—they don't *have* weaknesses—but it's when they make their mistakes, I've got to watch. As soon as they make a mistake I've got to know to react (snaps fingers), like that. And it's just got to be an instinct where to go. Otherwise there's no way you're going to beat 'em, because they'll come right back after you.

Then your main thing is passing guys after the first straightaway or whatever.

Yeah, you have to read the track, read the layout, and find out what places you like to pass. And then find out if he makes a mistake, if he looks over his shoulder, if he slips a pedal, or if he uses too much brake, or he went too much inside and he's going to go outside too far—you read that real quick and just (snaps fingers) jump on the occasion, like that. You don't wait for anything else or you're going to get passed up meanwhile.

You're racing 17 Expert now, aren't you?

Yeah.

How do you like the 17 Expert class? What do you think about it?

I think it's a lot fairer for people, especially in the ABA. If you look at the ABA this year (1981), there were three people in the top ten in the 16 Expert. 'Cause it was such a big class, you could be racking up the points because there were so many riders in your class. I think it's really good, and it will help the sixteen year olds, the people who just moved up from fifteen year olds, a real lot. It's a big step from fifteen to sixteen. If you put the Mariettis, the Farsides, the Charlie Williamses and the Peter Loncareviches—they're in kind of like a bracket of their own. Except for maybe Pete. He might be the only one who can really handle the big guys (like) Patterson, Poulson, Medlin—those guys right there. I think it's really beneficial for those guys, and for us, because they're no easy task for the big guys either. Those guys are just as good. We race them all the time in the opens and they usually win. They usually win our Trophy Dash.

BICYCLE MECHANICS AND MENTAL ATTITUDE

Do you have any special mechanical things you do to your bike for a race?

Basically, I may be one of the only people besides Harry that puts on a new chain and back sprocket every race. That or every other race. That and sharpen up my pedals. Keep the bike in good, fine-tuned condition, and have it lookin' good. 'Cause if it looks good, it'll race real good. People will think it races real good. Come out there on a bike that's all dusty and dirty and they won't. It's all that mental attitude, especially in the rider's mind.

How important is mental attitude in most races?

Nowadays I think it's real critical. Nowadays everybody is basically equal, on the physical level. Everybody nowadays is working out

two hours a day riding. I think the difference has got to be the mental desire to win. That's why I think I've been coming from behind a lot of times, because I want to win it so bad, and I know I've just got to go for it. And I just give it all out, all in one race. I get psyched. That'll be it. It's the major part nowadays.

What kind of gearing do you run usually?

Nowadays I use a little bit harder of a gear. Probably around a 43/16—it's a good gear—45/17, around there.

You're well known for your mastery at Rancho. What do you run at a downhill track like that?

Usually a 46/16.

How about at Indy on the indoor cement track?

About 42/17, 44/17. It all depends how they basically got it set up. You have to adjust to it, depending on how long that first turn is. One thing good about that race is you always know what the gate looks like, 'cause they use that gate over and over. But you've got to adjust to the length of the first turn.

What is the strongest part of your racing?

I think one of the best parts I've got is coming out of turns. I can come out of a turn with a power wheelie really on the gas and pull away.

It's been said that you invented the power wheelie. Had you ever seen one done before you started doing them?

No, I just used to ride out of turns like that all the time. I'd think it was real cool to get your front wheel up and just give it a little cross-up kinda and get your body moved over. Give it a look like you're really torquing down on the cranks like that. And have the chain flexing a little bit. Those always look good.

Are you real conscious of style?

Not really now. Nowadays it doesn't matter how you ride or anything, or how you take jumps, just as long as you get from start to finish before everybody else. Jumping style and things like that. I haven't been worried about lately. I've been

I can come out of a turn with a power wheelie really on the gas and pull away.



concentrating more on starts than I have on getting rad on jumps.

Do you like jumping?

It's okay. It's not good for my body or nothing, 'cause I've been doing it for seven years, and it starts to hurt your ankles after you do it for a prolonged period of time.

Have you ever gotten hurt racing?

Not racing. Practicing one time I broke my wrist, but that's it. Oh, one other time I was racing, and I pulled my shoulder really bad. I didn't let it heal right or nothing. That's why when I was fifteen years old I had a really bad summer of racing.

ON TURNING PRO

Do you think the Pros get too much attention?

No, I think they deserve everything they get. I'm kind of envious of the Pros the way they get all that attention. I don't worry about the Pros. Let the Pros go and do what they have to do and win all that money, because when I turn Pro that money's mine! 'Cause I want to get 'em!, (Laughs) I want to turn Pro so badly, but I know that if I did, it would be the wrong thing to do. My mind tells me to just "Go! Turn Pro!", but I think I did a good position just holding out this year. I'm satisfied where I'm at.

What do you think the future of the sport is insofar as the Pro class?

Having the Pros is good. All that stuff's good. I think the sport is just always gonna increase. It's never gonna go down, I don't think. But as long as the sanctioning bodies get together and pull it together and stop having conflicting races like this, it will really help it. When they start conflicting like that the

sport could really get hurt. I wish they'd get together and work out a good circuit. That's the place it'll get hurt. Sanctioning bodies will kill it if anybody.

Do you like touring?

I used to think it was kind of a drag, but now, since I got more privileges, being older and stuff, I kinda enjoy it. I haven't spent a summer in California for a while, but I kinda enjoy going back there and meeting people. I'm starting to like that a lot more. Going back there and meeting people, and riding and racing different tracks and meeting new kids and signing autographs. And just going back there and saying, "Hi".

I seem to remember hearing at one point early last year that if you didn't do better at Diamond Back after a while, you were going to be dropped. Had you ever heard that? Yeah, I heard that at one time.

How'd you hear it?

I heard it from a rumor. I can find out most anything from people. And I heard that if I didn't do better at this one specific race, they were going to pick up this one specific rider.

Who was that?

Andy Patterson. This was at the Summernationals, the ABA Summernationals in Amarillo. I kinda knew about it in the back of my mind.

Did you win that race?

I doubled that day. (Laughs.)

So that's what saved you?

Even if it didn't I don't think it would have hurt me. I would have just been left from one team, and I would have just made sure I came back. And made sure that what they did was wrong.

But you're always aware that, if you stop winning, that's a possibility.

Among the ABA races that Eddy won last year were the Summernationals, the Fall Nationals West, and the Fall Nationals East.

In 1981 Eddy won six War of the Stars mains, plus the 16 Expert class at the NBL Grand National.

BMXers bow and curtsy, it's His Royal Highness, King Edward, flying by with style and grace.



What I think would really help the sport is more Pro spectaculars.

Oh yeah. You know. I'm not worried.

It doesn't make you nervous or give you ulcers or anything like that?

No, I don't worry about it at all. If it happens I just go on. I'm not going to quit and go hide—I'm going to come right back.

Do you still find it a lot of fun to race?

Oh yeah! No doubt! It's a new experience every time you go to a new track or a new city. It's neat. It's a new environment; it's not the same old San Diego.

What is it about a race that you really enjoy?

Ummm . . . knowing that there's all these eyeballs focused on you. You're the attention of the whole show when you're racing. I think that's gotta be it—you know everybody's watching you—watching the way you ride—and they're all focused on you.

CHANGES

What changes would you like to see in the racing system as it is now?

The transfer system in the ABA. I think the transfer system's not that bad, maybe, in a two-day race, but in a single-day race it's not that good, because you don't really get to practice racing as much as you need to in a single day.

What is it you don't like about it?

Sitting around and waiting and watching everybody else race.

You mean after you transfer out of your first moto?

Yeah, and I think a lot of the big sponsors don't like it either, because they pay to get this rider out there, a thousand miles, and you want him to produce; you want him to be shown out on the track as much as possible. And that's not done in the transfer system at all. He wins his first race and he sits out the next two races. He'd be showing an extra four times out on the track if they had a regular three-moto system.

Do kids talk about it much?

I think most kids have given up on the idea of them ever changing,



Eddy has been recognized as a megastar in BMX since 1976. Even the Pros used to admire his style at Corona.

'cause they've asked 'em year after year to change it, and they never have.

Is there anything else you'd like to see changed in the racing system the way it is now?

What I think would really help the sport is more Pro spectaculars. I think those are really good.

What do you like about them?

The publicity and the media. It draws a lot of attention just on them—not all the two thousand kids you have at a race—just on one specific group, the Pros.

You think that helps focus attention on the sport?

I think those guys'll probably lead the sport into the part where things become more international, where those guys will be sent around on a circuit from country to country, like Grand Prix motocross.

Do you think BMX will ever get to be where tennis and golf are?

Maybe not the purses like it is in those sports, but it might get somewhere up there. It all depends. The one thing it does lack is spectatorship. It's really low in spectatorship. If it had a lot more

people I'm sure the purses would go up. Drastically.

What would you like to see the purses be when you turn Pro?

When I turn Pro they'll probably only be maybe three thousand a race. The NBL circuit will average maybe three thousand for next year. The ABA will probably go to two thousand. I'm not sure, but I'd like to see a couple of these big races go to maybe twenty thousand, right around there.

Do you think there's any limit to how big purses can get?

There's probably no limit. I'm sure the more money you put into it the more those guys'll be up for it. But I think they shouldn't jump from one point of a five thousand dollar Pro purse and all of a sudden send it down to a fifty thousand dollar Pro purse. Because I think the Pros couldn't handle it; I think they'd be too much out for blood, and they'd lose respect for one another's friendship. It would be "Forget you, this is money."

I heard the same thing was predicted about the five thousand dollar purses, but I've heard everybody say that it wasn't true; it didn't change things after all.

Would it change things for you?

Well, I really couldn't tell because I'm not a Pro yet. I haven't raced for five thousand dollars or a thousand dollars or five hundred. I really don't know, but I think it would. Racing for fifty thousand—that's a lot of money for a person to be going after.

What do you think you future is going to be in the sport?

I hope it goes up. I hope I become a big idol someday. Like, I used to—I *still* idolize everybody else that's in the Pro class. I hope I'm up there to where kids kinda like (laughs) worship *me*. □

In 1978 Eddy won the 14 Expert Class at the NBA Supernational. In '79 he won the 15 Expert class at the NBA Grand National and the 14 and Over Open class at the Jag World Championships.

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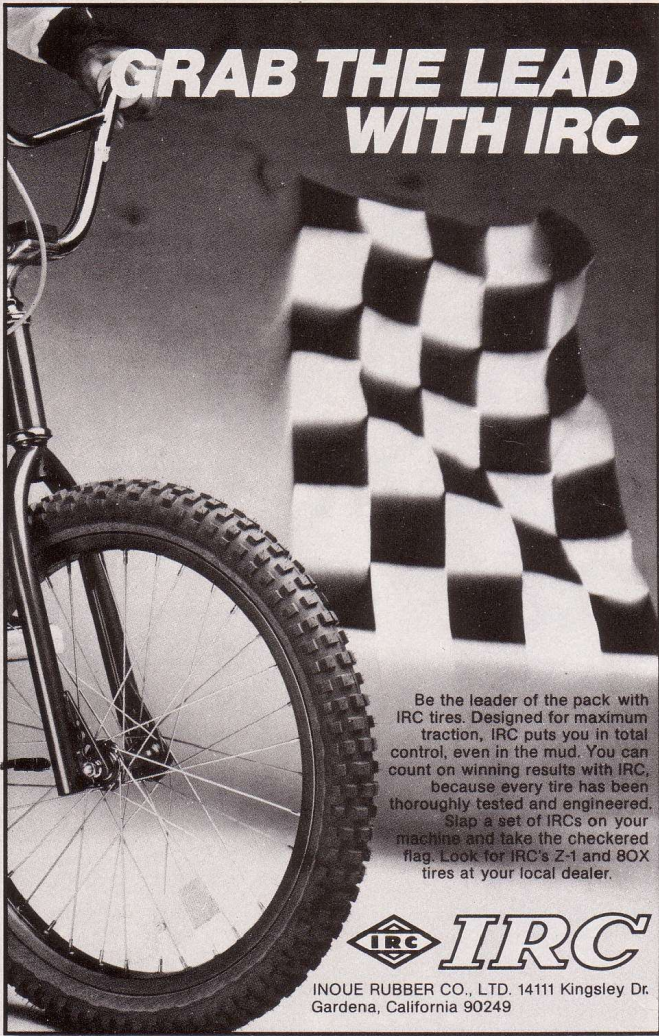
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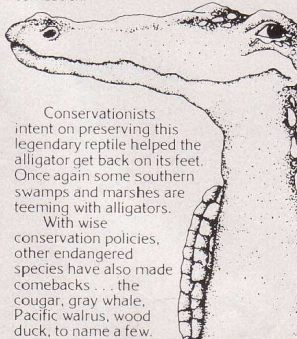
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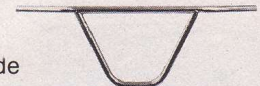
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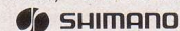


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Racing in a slump?
Sluggish starts?
Spun-out down the straight?

Well . . .

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Winning gearing is simply finding the proper balance between something that will give you a strong start sprint and something that will get you down the straights flat-out.

The name of the game in gearing is **COMPROMISE**. If you gear for the start you'll get dusted on the straight. If you gear for the straight, they'll smoke you outta the gate.

Let's start with some BMX ballpark figures, and then, through race testing, you can dial 'em into your capabilities and crank-length preferences.

If you're under about eight years old, start with around a 50 "inch" gear. Eight to ten year olds, try somewhere around a 53.5. Eleven-and-twelve types, go for right about 55 inches. Everybody over twelve start with a gear combo around a 58.5 incher. Now, here's the fun part—let's go riding. Take along tools, front and rear sprockets, your BMX Plus! super gear chart and a friend.

Once at the track have your friend watch you blaze around the track at racing speeds. He should pay special attention to your leg action as you sprint about two-thirds of the way down the track's longest straight.

When you hit this two-thirds point you should be very close to your max rpm's without over-pedaling.

Talk it over with your buddy.

By Dean Bradley

If the gearing was too hard to accomplish this, change to a one-tooth-larger back sprocket. However if you peaked out earlier in the straightaway and over-pedaled the rest, change to a one-tooth-smaller sprocket in the back. With me so far?

The reason we chose the two-thirds point down the longest straight is that that's the most flat-out, pedal-to-the-metal spot on the track. This is precisely where you need your top speed or "top end."

Make the necessary gearing changes and try it again and again until you've accomplished that "comfortable" flat-out feel at the two-thirds point. Now you've rough-tuned your gearing for a basic, flat track. The only modification now will concern start gearing. Remember it's a compromise. For the start portion of gearing dial-in, you're going to need a race. Don't worry, just line up over there with the rest of those guys. Yeah, behind that gate. When it drops—GO.

O.K., now that we're ready for the start-gearing portion of this thing, have your racing pit crew watch your moto carefully. If you got blown away at the start but passed a few riders later in the moto, you're probably geared too high. Drop one tooth on the front sprocket. This is fine tuning at its finest. You see, changing one tooth on the rear is approximately equal to three teeth up front. Now if by

chance you exploded out of the gate, only to be passed-by down the straight by a six year old in the wrong race, you're very possibly geared too low, or you're a squid. Add one tooth to the front sprocket. If you still get passed by the six year old, take up fishing.

When figuring out your ultimate gearing take into consideration that starts are the single most important part of any BMX race. Many top Pros tend to lean about one tooth on the front sprocket in favor of faster starts. (Slightly lower gearing.)

Once you've got your flat-out, flat trackin' gearing figured out, now along comes a race on a downhill track. No sweat. Just change your front sprocket one, maybe two teeth bigger. It's that simple. Now you know all there is to know about BMX gearing . . . but so do the rest of the guys in your class that read this. Have no fear. GET IT IN GEAR!

IT'S NOT SO TOUGH!

O.K., O.K., so you already know how to use a gear chart—but you've never seen so many and you're confused. NO prob, just put it in low and go slow.

First, find the chart that corresponds to your wheel and tire size. Then find your front-sprocket size and follow that column down to where it crosses the row for your rear sprocket. The number in that box is the gear number for that particular combination of front and rear sprockets. The higher the number—the harder the gearing. Who came up with all these complicated numbers and charts anyway?

The origin of our present gear "inch" ratios dates back to the bicycles of the 19th Century. On those big-wheeled bicycles the pedals were attached to the front wheel of the bike, as in tricycles today. Each complete revolution of the pedals would spin the front wheel one turn. How far you would go with one revolution of the pedals would be simply the circumference of the wheel.

The gear "inch" ratios of our chain driven bikes of today are still related back to the first big wheelers. A 55 inch gear for example means you'll go as far with one turn of the pedals on your bike as you would on one of those old bikes with a 55-inch front wheel. □

19" SEW UP

		FRONT										
		36	37	38	39	40	41	42	43	44	45	46
REAR	13	52.6	54.1	55.5	57.0	58.5	59.9					
	14	48.9	50.3	51.6	53.0	54.3	55.7	57.0	58.4	59.8		
	15	45.6	46.9	48.2	49.4	50.7	52.0	53.2	54.5	55.8	57.0	58.3
	16			45.2	46.3	47.5	48.8	50.0	51.1	52.3	53.5	54.7
	17					44.7	45.9	47.0	48.1	49.2	50.3	51.4
	18								45.4	46.5	48.0	48.6
19										45.0	46.0	

20" X 1.75" (19.5" DIAMETER)

		FRONT												
		36	37	38	39	40	41	42	43	44	45	46	47	48
REAR	14	50.1	51.5	52.9	54.3	55.7	57.1	58.5	59.9					
	15	46.8	48.1	49.4	50.7	52.0	53.3	54.6	55.9	57.2	58.5	59.8		
	16		45.1	46.3	47.5	48.8	50.0	51.2	52.4	53.6	54.8	56.1	57.8	58.5
	17					45.9	47.0	48.2	49.3	50.5	51.6	52.8	53.9	55.1
	18						45.5	46.5	47.6	48.8	49.8	50.9	52.0	
	19									45.2	46.2	47.2	48.2	49.3
20											48.5	46.8		

20" X 1 3/8" (21" DIAMETER)

		FRONT										
		36	37	38	39	40	41	42	43	44	45	46
REAR	14	54.0	55.5	57.0	58.5	60.0						
	15	50.4	51.8	53.2	54.6	56.0	57.4	58.8	60.2			
	16	47.3	48.6	49.9	51.2	52.5	53.9	55.2	56.5	57.8	59.1	60.4
	17		45.7	47.0	48.2	49.4	50.7	51.9	53.2	54.4	55.6	56.9
	18				45.5	46.7	47.9	49.0	50.2	51.4	52.5	53.7
	19						45.4	46.4	47.5	48.7	49.8	50.9
20								45.2	46.2	47.3	48.3	
21										45.0	46.0	

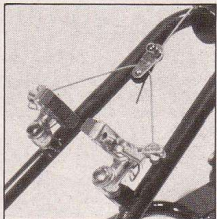
24" X 1.75"

		FRONT												
		36	37	38	39	40	41	42	43	44	45	46	47	48
REAR	15	57.6	59.2	60.8										
	16	54.0	55.5	57.0	58.5	60.0								
	17	50.8	52.2	53.6	55.1	56.5	57.9	59.3	60.7					
	18	48.0	49.3	50.7	52.0	53.3	54.7	56.0	57.3	58.7	60.0			
	19	45.0	46.7	48.0	49.3	50.5	51.8	53.1	54.3	55.6	56.8	58.1	59.4	60.6
	20			45.6	46.8	48.0	49.2	50.4	51.6	52.8	54.0	55.2	56.4	57.6
21					45.7	46.8	48.0	49.1	50.3	51.4	52.6	53.7	54.9	
22							45.8	46.9	48.0	49.1	50.2	51.3	52.9	

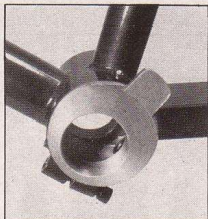
26" X 1.75"

		FRONT												
		36	37	38	39	40	41	42	43	44	45	46	47	48
REAR	16	58.5	60.1											
	17	55.1	56.6	58.1	59.6									
	18	52.0	53.4	54.9	56.3	57.8	59.2	60.7						
	19	49.2	50.6	52.0	53.4	54.7	56.1	57.5	58.8	60.2				
	20	46.8	48.1	49.4	50.7	52.0	53.3	54.6	55.9	57.2	58.5	59.8		
	21		45.8	47.0	48.3	49.5	50.8	52.0	53.2	54.5	55.7	57.0	58.2	59.4
22				46.1	47.3	48.5	49.6	50.8	52.0	53.2	54.4	55.5	56.7	

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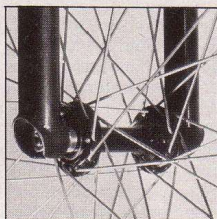
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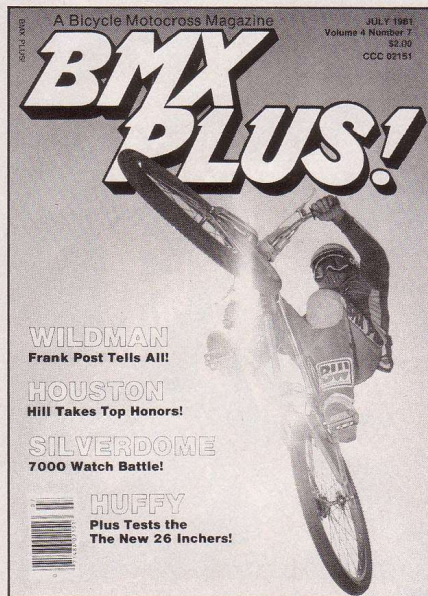
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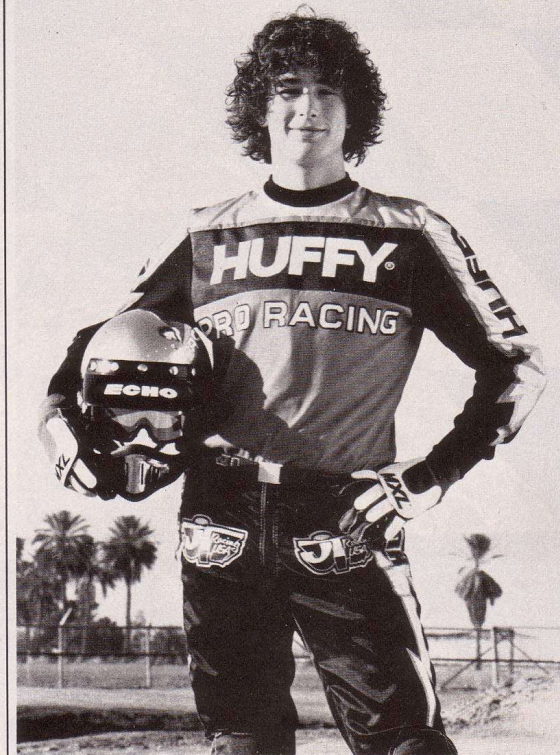
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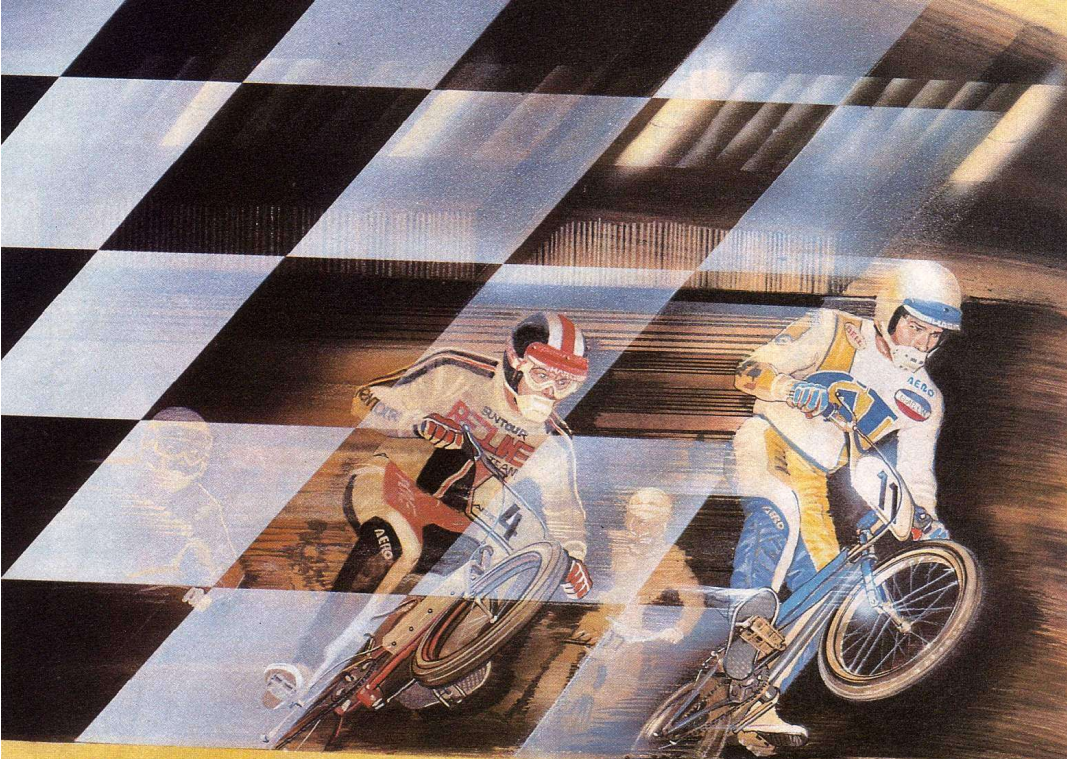


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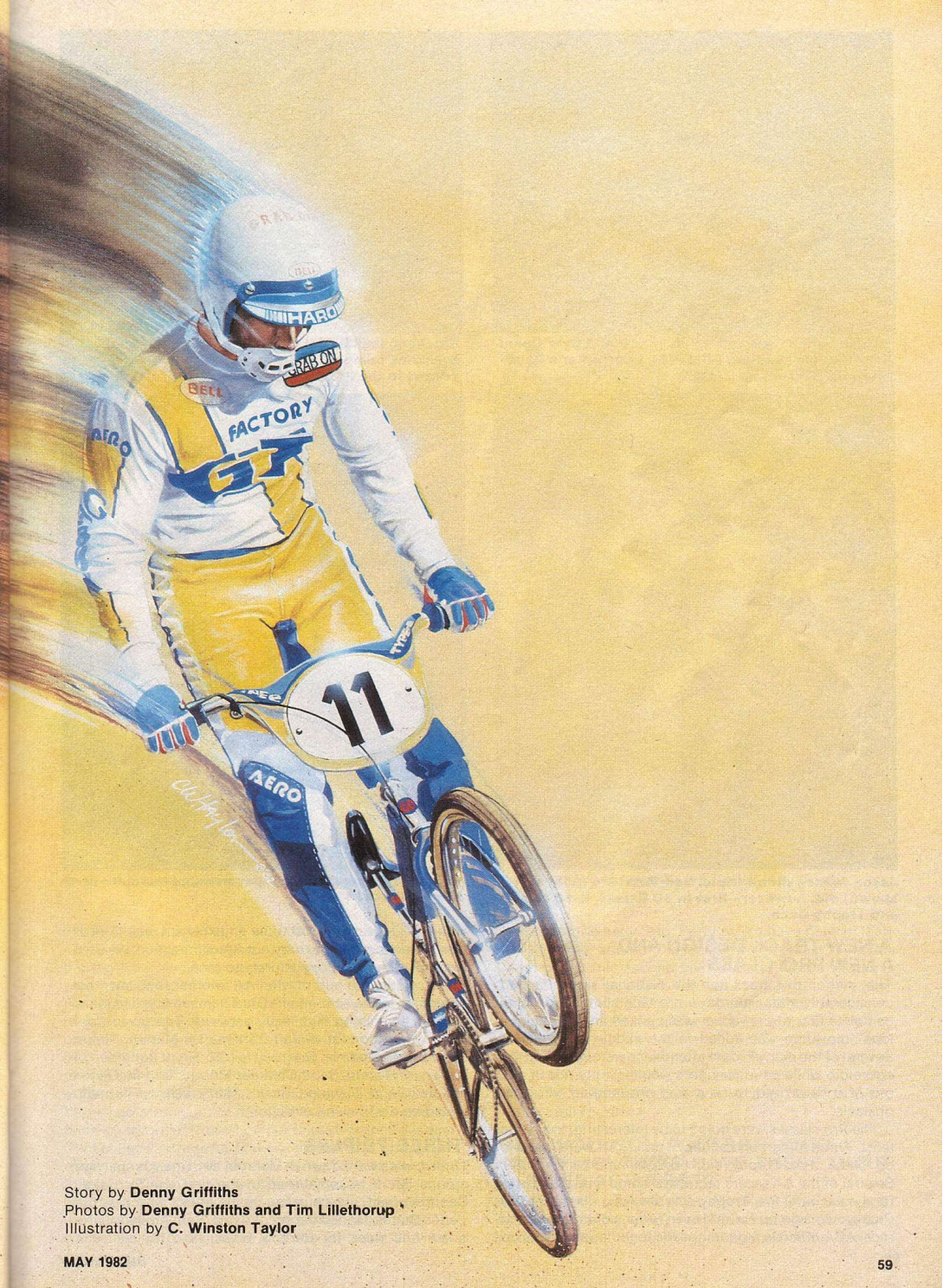
ABA NORTHWEST NATIONAL!

The winter of 1982 is setting records for inclement weather from coast to coast. Some of the worst Mother Nature could offer was smacking the country during the weekend of the first ABA National of 1982. Temperatures climbed enough in the Seattle area to clear nearly all the roads, but heavy fog made air travel difficult. Weather never seems to stop racers, however, and it had little effect on the Sekai/Premier Great Northwest National.

NEW LOOKS AND MANY CHANGES

With the new season have come new looks and many changes. Skyway made some new additions to their team. They picked up two of the hottest riders to come out of the Grand Nationals. Andy Patterson now rides for Skyway, and Mike Salido, who turned in a triple at Oklahoma, also

showed up in new Skyway threads. The coup of the new season belongs to Diamond Back: Jason Wharton now rides for them. When I talked to Sandy Finkelman, team manager, he explained that, even for him, it was a pleasant surprise. It seems Diamond Back was negotiating with a 14 Expert rider when they learned Jason was looking around. The 14 Expert, amazingly enough, turned them down, and that opened the door to Jason Wharton. Diamond Back is now not only the National Number One team, but also has the Number One amateur rider. What's more, the ABA has guided Diamond Back, as National Number One team, into a lucrative promotional and developmental program with Keds shoes. For a team that is barely two seasons old, Diamond Back has definitely come of age.



Story by **Denny Griffiths**
Photos by **Denny Griffiths and Tim Lillethorup**
Illustration by **C. Winston Taylor**



Poulson in heavy company in the 15 and Over Open: Troy Daniels (1), Gary Ellis (10), and Torker's Dave Marietti. Mike stung 'em all.



Brackens inside, Hill outside, McDaniel trailing. Brackens bombed; Hill swept it. McDaniel took second in the Pro Open.



Jason Jensen didn't triple! Sam Arellano (not shown) did, however—first in 10 Expert, 9-10 Open and Trophy Dash.



Stu can do . . . but he didn't even make the main at Monroe! *%c\$#%!.!

A NEW TRACK DESIGN AND A NEW PRO CLASS

The indoor dirt track for the National was changed considerably after Saturday's pre-race competition. The complete first turn sweeper was banked and a "one of a kind" dip jump was added in the middle of turn one. Several of the many Pros in attendance were spanning the entire dip while younger riders would simply ride in and out of it. It proved to be a very challenging, yet safe, obstacle.

The Pro classes were going to be interesting, to say the least. Three full groups of heavy-duty AA's were ready to do battle. Pro Trophy had been eliminated for 1982. Several of the AA racers requested some type of class to fill the vacuum. Pro Trophy was always a class that few Pros would sign up for, and even fewer would show up to race. ABA officials put their heads together and came up

with Pro Open. It proved to be an excellent idea. A Pros were given the chance to try out AA competition. AA Pros were given another opportunity to race.

The transfers out of the AA motos saw few real surprises. In the semi-mains Stu Thomsen failed to make the cut, something that rarely happens. The seven-rider main would consist of Jeff Bottema for Murray, Tinker Juarez of Mongoose, Greg Hill for GT, Brent Patterson of Patterson Racing, Scott Clark for Murray, Bart McDaniel for JMC, and Diamond Back's Harry Leary. The main would be a whirlwind of action.

THREE TRIPLES

Three triples went down in Monroe, all in the younger age groups. Mark Nason turned in the first one for Sekai. Geoff Scofield, after burning up the tracks all across the United States, landed the second one. Sam Arellano, who is ten and rides for Baron's Bikes, also tripled, even



In the 9 Expert main it was Trevor Pigott (1) first, Jimmy Smith (6) second and Kevin Keller (16) third.

though he was competing with Jason Jensen.

Cruisers are still hanging on the edge of really making the big time. They have been hanging on that edge for several years. 1982 may be the year that cruisers go over the edge. Separate district points and new classes added by ABA may be the needed push. Of course, competition on the level of the Pro Cruiser main in Monroe will also help. Without a doubt, the best race of the day was that one. Denny Davidow of Bassett had run off two firsts and a second in his motos. In the second group, CW's Clarence Perry had strung three firsts. These two had to be the odds-on favorites. The other four riders were heavies also. Clint Miller was there for Torker; Jeff Bottema, primed and ready, was riding for Murray. Tinker Juarez, who had followed Clarence Perry like a shadow in all three qualifiers, was the Mongoose challenger. Rounding out the field was Craig Dozzell, a possible dark horse. The electronic gate slammed into the dirt and out flew

Davidow to the early lead. Perry would have none of that and powered around Denny. Down the back stretch, Tinker pulled into second and set Perry up for a swoop. Clarence must have known it was coming, but there was nothing he could do. Tinker now had the lead, and a move to the inside would block Clarence out of the hot line for the last corner. It was not to be. Tinker slipped a pedal before the first jump, and Perry was able to pull up along side. The last corner was all Clarence Perry: in, out, and across the finish line. Juarez was second, Davidow third, and Dozzell fourth.

KING, POULSON/POULSON, KING—HOW MANY TIMES HAVE THESE GUYS BATTLED FOR FIRST?

Mike Poulson had already won the 15 and Over Open and was out front early in the new 17 Expert class. The second corner was ideal for squaring off and swooping into the



Our coverboy Clint Miller had a slow day at Monroe. Seen here leading an early Pro moto, Clint couldn't follow through with a transfer. When the gate dropped for the Pro Money Main, he and Stu rode it out . . . in the stands.

lead. King set Poulson up and executed a classic Eddy King move that brought him the lead. Mike gave a last-ditch effort in turn three. Eddy left him nothing but a ghost and second place.

Seven of the very best waited on the gate for the AA Pro Main. All the while, the tension was building. The lights flashed and Greg Hill jumped out early, and quickly put distance between himself and the pack. Patterson and Leary had their own battle developing for second and third. Bart McDaniel was desperately trying to hold on for fourth place money. Riding his draft was Tinker Juarez, who had been coming from behind all day long. Hill cruised in for the win. He had already won the Pro Open Class. This win gave him a sweep. Leary was letting it all

hang out, but, nonetheless, Brent held on for second. Juarez went for McDaniel in the last turn when Bart bogged slightly. That was all it took—Tinker was around and in for fourth.

The suspense of the day at all nationals is the turning in of the Team Trophy forms. In Washington it was pretty cut and dried. GT had taken so many firsts there was little doubt about the outcome: a perfect score for GT—four firsts. GT looks to be a strong contender for this year's Factory Team trophy. They have one win under their belts now. The next stop will be the ABA Winter Nationals in Chandler, Arizona. One thing for sure, it won't be foggy in the Valley of the Sun. □

AA Pro Money	
Greg Hill	.....\$500
Brent Patterson	.....\$250
Harry Leary	.....\$150
Tinker Juarez	.....\$100
Bart McDaniel	
Jeff Bottema	

A Pro Money	
Bob Horne	.....\$162
Rob Robison	.....\$126
Anthony Perry	.....\$84
Ron McKiernan	.....\$42

Pro Open	
Greg Hill	.....\$170
Bart McDaniel	.....\$102
Eric Rupe	.....\$68
Scott Fifield	
David Lee	
Scott Clark	
Brent Patterson	

Pro Cruiser	
Clarence Perry	.....\$120
Tinker Juarez	.....\$90
Denny Davidow	.....\$60
Craig Dozzell	.....\$30

17 Expert	4 Expert
Eddy King	Mark Nason
Mike Poulson	Jason Donnell
Tracer Finn	Sims Hawkins
Mike Miranda	Brian Strong

16 Expert	17 Novice
Troy Daniels	Mike Dihan
Tony Harmon	Dale Griffith
Keith Gaynor	Dean Mackozuki
Dave Marietti	Billy Mulholland

15 Expert	16 Novice
Gary Ellis	Bubba Bonds
Jeff Osmus	Rick Jackson
Rick Scott	Rick Arndt
Scott Konarski	Maurice Miller

14 Expert	15 Novice
Kelly McDougall	Don Mogensen
Robby Foster	Danny Kuehl
J.G. Garonzik	Charlie McNomara
Kurt Gardner	Tyler Bousfield

13 Expert	14 Novice
Chris Torres	Mike McLendon
Brian Gass	Grant Boguz
Brent Shoup	Brandon Huhtala
Billy Griggs	Jay Lukin

12 Expert	13 Novice
Steve Veltman	Gary Purdy
James Chankins	Craig Patzer
Danny Steplight	Robert Jones
Mike Horton	Carson Greer

11 Expert	12 Novice
Mark Perez	Dave Buoiabad
Ray Obolewicz	Darin Peterson
Joel Strangeland	Bob Guthro
Ron Corby	Jeff Tobin

10 Expert	11 Novice
Sam Arellano	Craig Hooper
Jason Jensen	Cam Howard
Eddie Siegmund	Todd Hacke
Robert Swick	Jerry Wright

9 Expert	10 Novice
Trevor Pigott	John Quarles
Jimmy Smith	Cash Lewark
Kevin Keller	Rob Crowder
Eddie Luke	Anton Saunsaucia

8 Expert	9 Novice
Geoff Scofield	Tyler Mittendorf
Brad Moore	Ty Walters
Lonnie Tremelling	Jason Rooker
Mike Thomas	Andy Buskirk

7 Expert	8 Novice
Ryan Fien	Daniel Bonilla
Robby Nausbaum	Romano Glusti
Roger Moore	Alan Meier
John Lord	Scott Peterson



Pro Class act Greg Hill won Washington hands down.

ABA Northwest National January 9-10, 1982 Monroe, Washington Results

7 Novice
Josh Nolanad
Leif Heikkila
Jereme Macpherson
Eric Thorson

6 Novice
Ian Russell
Lanny Zollner
Shawn Middlemiss
Jerry Crowell

5 and Over Open
Mike Poulson
Dave Marietti
Gary Ellis
Tracer Finn

13 and 14 Open
Richie Anderson
Mike Salido
Kevin Nordquist
Curt Gardner

11 and 12 Open
Mike Horton
James Chankins
Bart Bartley
Darren Bonilla

9 and 10 Open
Sam Arellano
Eddie Siegmund
Ryan Pool
Brad Reddy

7 and 8 Open
Geoff Scofield
Ryan Fien
Scott Wilding
Robby Nausbaum

6 and Under Open
Jason Donnell
Brian Strong
Sims Hawkins

5 and Under Open
Travis Younger
Robert Thomas
Earl Borden

28 and Over Cruiser
Tom Raven
Steve Saiterland
Stuart Story
John Carlson

15 to 25 Cruiser
Mark Darcy
Ken Aman
Shawn Hankin
Keith Brown

13 to 14 Cruiser
Billy Griggs
Darrin Magnuson
Terry Kemmerer
Chris Innes

15 and Over Girls
Misty Dong
Valerie McKiernan
Sandy Murphy
13 and 14 Girls

Debbie Kalsow
Christie Prichard
Christie Carlson
Brenda Oster
11 and 12 Girls

Candy Long
Lisa Grossman
Paula Drappo
Janice Russell

9 and 10 Girls
Bebe Anderson
Tini Holbrook
Sharon Nilles
Lori Hopper

7 and 8 Girls
Mary Anderson
Shelly Woods
Kimmie Carter

15-17 Trophy Dash
Mike Poulson
13 and 14 Trophy Dash
Richie Anderson

11 and 12 Trophy Dash
Steve Veltman
9 and 10 Trophy Dash
Sam Arellano

7 and 8 Trophy Dash
Geoff Scofield
6 and Under Trophy Dash
Mark Nason
Factory Team Trophy
GT
Shop Team Trophy
Bicycle Harbor

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14X Robby Mylls Schwinn & Ultramax 177mm

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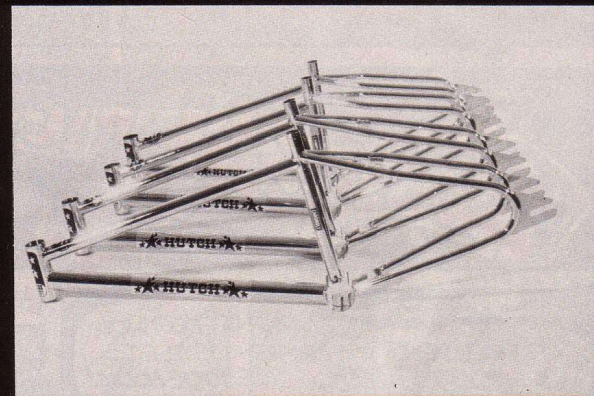
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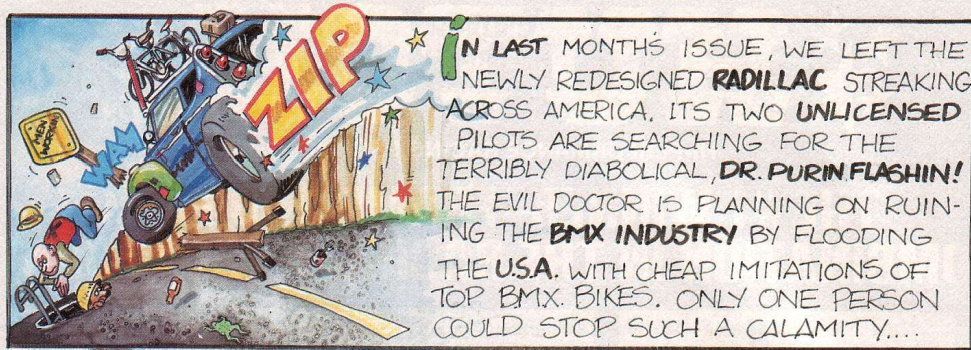
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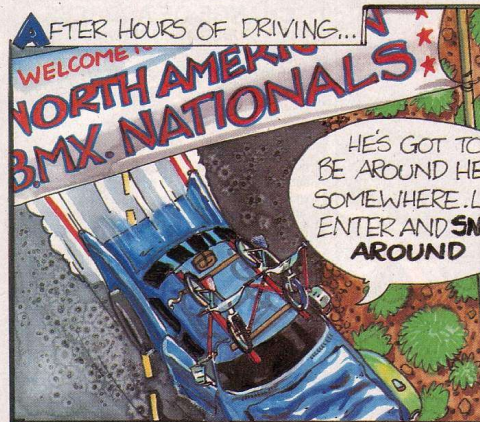
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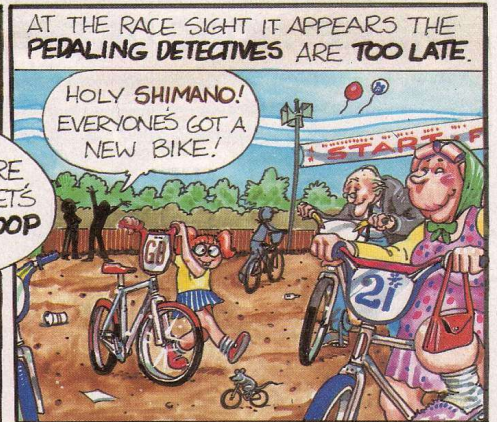


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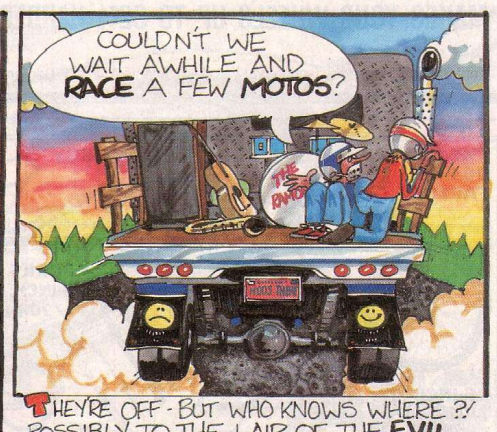
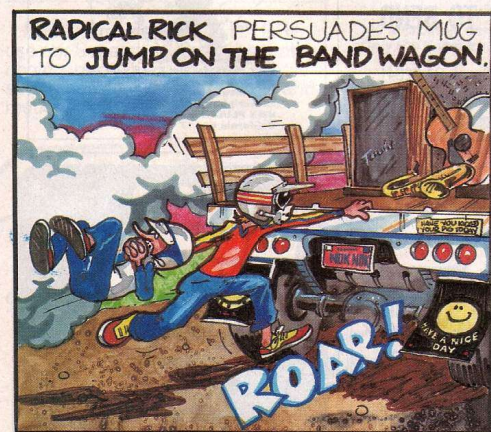
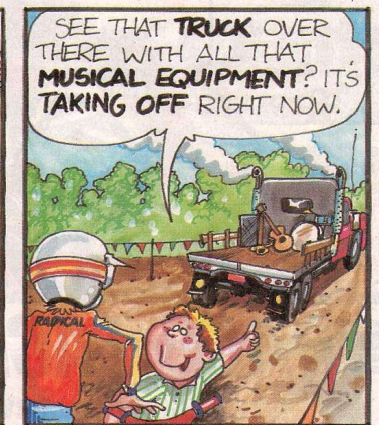
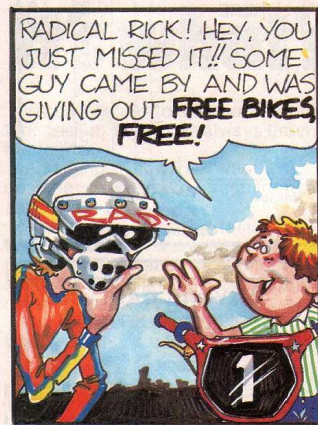
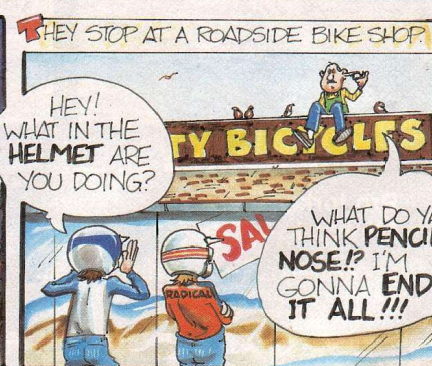
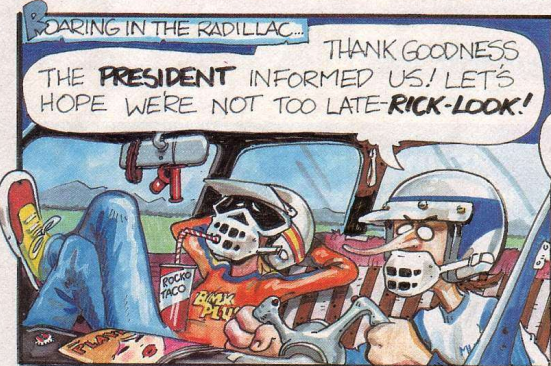


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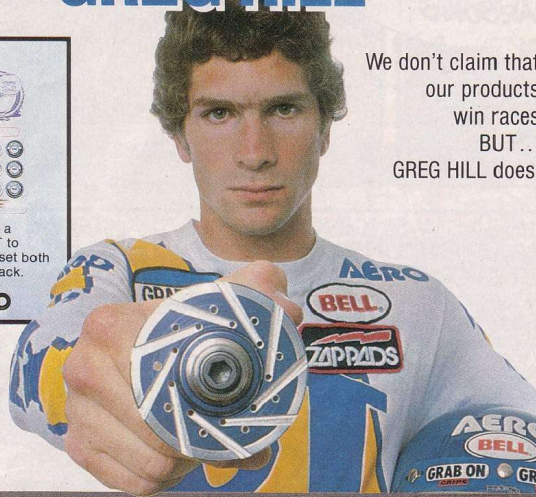


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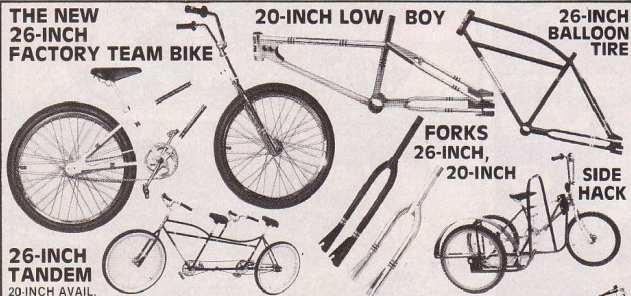


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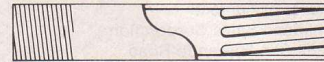
It's what's up front that counts.

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:

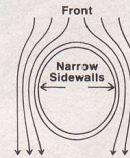


Spiral, CroMoly Stem. TRX forks use our Superstem. Special spiral ribbing inside the stem tube strengthens critical stress areas and reduces flex.

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



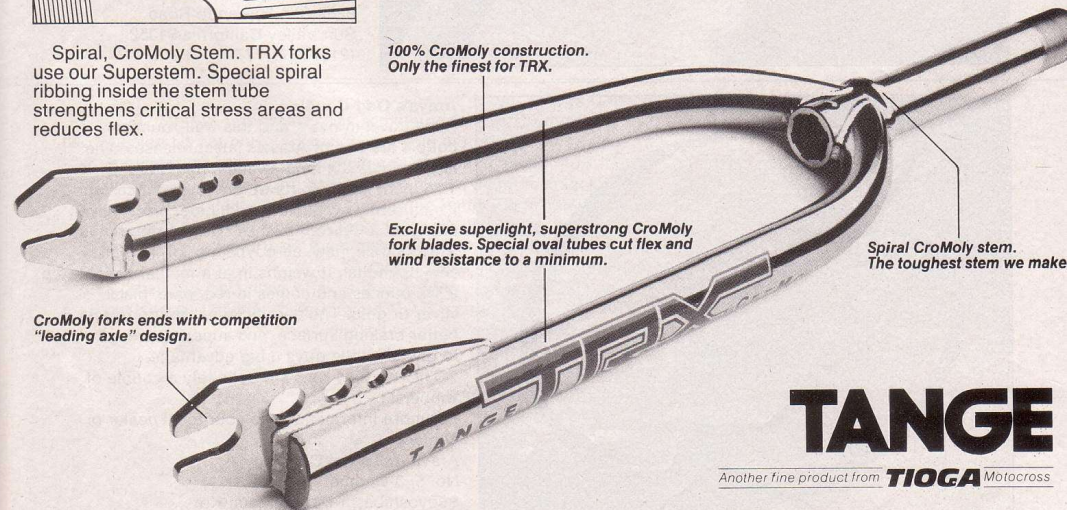
aerodynamic efficiency with no loss of strength.

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.



100% CroMoly construction. Only the finest for TRX.



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Spiral CroMoly stem. The toughest stem we make.

CroMoly forks ends with competition "leading axle" design.

TANGE

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Products



Schwinn Chain Reaction

Somebody at Schwinn reads BMX Plus! Our June '81 chain comparison test found the Exercycle chain to be the best. Well, Schwinn listened, the gears turned and now this durable 1/2 X 1/8 inch chain is packaged and sold as the Team Schwinn BMX chain, part No. 51005. It's got heat pins and beveled inner plates. It's tough to beat.

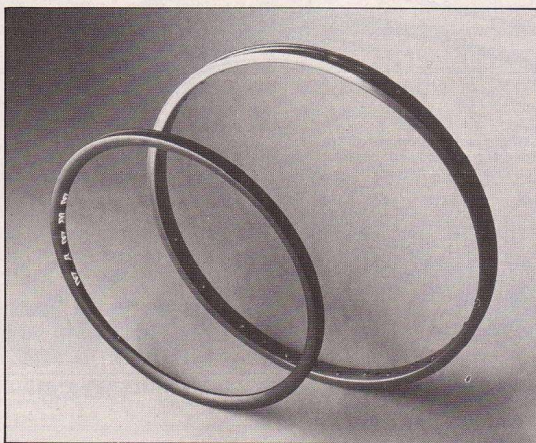
See your local dealer or contact:
Schwinn Bicycle Company
1856 North Kostner Avenue
Chicago, Illinois 60639
(312) 292-2900



Mitsuboshi Mid-sized Mean

If you've been waitin' for a 24-inch skinwall tire—the wait's over, but the race is on. Those nasty knobs belong to none other than the new mid-sized Mitsuboshi Comp III tire. These new skins feature the same powerful tread pattern as the 20 and 26 inchers. This tread has literally left its mark across the world. What more could you ask for? How 'bout 1.75- and 2.125-inch sizes in red, blue, black and yellow?

You've got 'em. But if by chance you don't, see your local wheeler dealer or contact:
Shimano Sales Corporation
9259 San Fernando Road
Sun Valley California 91352
(213) 767-7777



Araya's Odd Couple

Rims travel in pairs, and this well-rounded couple are two of Araya's latest releases. The larger rim is the long awaited, mid-sized, 24 X 1.75 inch, 7X alloy. Its weight is 20 ounces and it's currently available in red, blue, black, silver and gold anodized finishes. The smaller rim is Araya's trick, new, aerodynamic, 20-inch alloy sew-up model. It weighs in at a feather-weight 9 1/2 ounces and comes in red, blue, black, silver or gold. The aerodynamic design boasts better braking surface, and superior strength to give the little guys a big advantage.

The two new rims are definitely a couple of winners!
For more information see your local dealer or contact:
Araya Industrial Company
No. 5, 3-Chome
Sueyoshihashi-Dori, Minami-Ku
Osaka, Japan

Champion's Triple Threat

If unique is what you seek, check out Champion's bold new frame and forksets.

Available in 20", 24", and 26" sizes, they feature double-top-tube design, unique rear stays/drop-outs and beefy leading-axle forks. All three framesets are heli-arc welded 4130 chrome-moly. Finishes available are show chrome, red, blue or black. All come with racy rainbow graphics for that touch of Champion Class. With over twelve years of professional racing experience, quality and performance are no sweat with a Champion frameset.

For more information contact:
Champion Racing Products
20105 Nordhoff Street
Chatsworth, California 91311
(213) 882-4725



Haro Landing Pads

No, Haro doesn't have his corporate helicopter just yet, but he does have all-new, team-color-coordinated Haro Landing Pads. These super light safety pads are made of tough nylon pack cloth stuffed with lightweight foam and fastened with stitched-in Velcro closures. These stylish stem-, V-bar, 9 inch-crossbar-, and 12-inch frame pads all feature silkscreened super graphics by Haro. Available in all the hottest team color combos. Don't get rad without a pad. Contact:

Haro Designs, Inc.
6066 Corte del Cedro
Carlsbad, California 92008

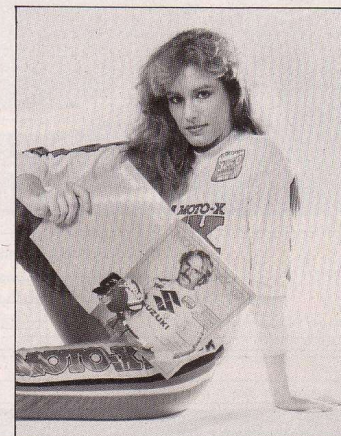


Foxy Catalog

The 1982 Moto-X Fox catalog has something for everybody who's into two wheelers. It not only contains motorcycle motocross riding gear, pit tootsies and accessories, for which Fox is famous, but now it even includes BMX! That's right, after all, who needs a motor to look Foxy?

Kevin McNeal doesn't, neither do the Patterson brothers, Richie Anderson or Mike Poulson. They all wear Fox apparel. Moto-X Fox catalogs have always been the hottest, but now with BMX, they're the coolest, with 64 pages of full color.

Of course, the best news of all is they're free—just send one buck for postage and handling. And if your Dad's wondering . . . no, the girl doesn't come with the catalog. Contact:
Moto-X Fox
520 McGlincy Lane
Campbell, California 95008
(408) 371-1221





Brent blitzed the Pro class and went to the bank \$500 dollars richer. When the going got soft, Patterson rode harder.

UBR BAY AREA NATIONALS

Sponsored by GT BMX

When a foot of rain fell on Northern California in early January, who would have thought that the casualty list would include a BMX track?

Story and photos by Dave Epperson

What if they held a professional BMX race and nobody came? Well, more accurately, if everybody came but quite a few left? Sounds like a joke, but at the UBR Bay Area Nationals January 16 and 17, nobody was laughing, least of all the frustrated competitors, many of whom had driven hundreds of miles to race. Neither was the United Bicycle Racers sanctioning body, who bravely put on a successful event despite being dealt a crippling blow before the first moto had left the gate.

Everyone had heard about the terrifying storms that tore apart the Bay Area in early January, but the racers who gathered in Belmont, just twenty minutes south of San Francisco, saw that damage first hand.

Despite two solid days of work preparing the track, it was nonetheless a disaster. The ground was so wet and the mud so thick that the bulldozer working on the course got stuck and had to be rescued by another Cat. The finished track was a

nightmare of soft pack, deep ruts, and hard pack alternating back and forth every thirty yards. UBR President John Valdez said that they had done all that could be done to prepare the best track possible under the circumstances. One veteran BMX journalist looked at the track and commented, "This is what BMX races were like ten years ago." Pro star Jeff Kosmala could only shake his head. "Just look at it," he said, surveying the situation. "It's ridiculous."

Lots of guys took one look and split. The Pros stuck around, you can be sure of that. There was the matter of \$1,000 in Pro Money to be decided. Somebody had to pocket all that loot. Besides, this is their job and they make the best of each situation. That is what professional racing is all about: demonstrating the foremost degree of talent and cunning throughout the year in a wide variety of conditions. The guys who are successful are the ones with the experience and determination to turn the adverse conditions to their advantage. A victory on a rain-slicked, rutted, dog of a course is as valuable



This is the way Jason Jensen looked to his compo—a blur. J.J.'s got a birthday coming up in April. Eleven Experts beware!

as a win on a perfectly groomed indoor track. Jeff Kosmala knows that. So do guys like Brent Patterson, Greg Hill, Clint Miller and Harry Leary. Young Jason Jensen knows it, too. Throughout the weekend he studied the course, knew which line was the fastest, knew when to stay high to avoid the slow spots and when to force his opponent down into the slow ruts. His attention to detail paid off, and he easily won the 10 Expert class, sometimes by embarrassing margins. But in the 10-11 Open, he found Mark Perez to be all he could handle. In the most exciting moto of the weekend, he and Perez went at it, wheel to wheel. Jensen shot to a ten-yard advantage out of the gate, but Perez soon caught him going into the first turn. As the crowd screamed hysterically, they slid through the first turn shoulder to shoulder, neither able to take the advantage. Into the second turn, Jensen knew that if he could box Perez in and force him down into the soft stuff he could sprint into the lead. But Perez was ready and, as Jensen came down on him, he lowered his shoulder and the two momentarily bounced off each other, recovered, and blitzed down the final straight still banging wildly together. Over the final jump, Perez made a perfect landing, and, without



Tommy Brackens, Powerlite's Pro powerhouse, looked sharp but couldn't cut it in the semis.

Super Nationals and NBL Grand National under his belt, but Leary was riding like a man possessed. And being teammates is great for after-hours cruising and stuff like that, but on the race track alliances are soon forgotten. Harry certainly forgot theirs, at least, as he got the holeshot in the main and Eddy was suddenly a memory. He had one shot at catching Leary as Harry went too high through the final turn, but Eddy was blocked out by second place man, Eric Rupe. Leary took it, Rupe was second, and a very disgruntled Eddy King coasted in third.

THE PROS

Then it was time to bring on the Pros! The crowd was ready. They had sat bundled in blankets under the typically cold, foggy San Francisco skies for two days to see their heroes put on a show, and these guys didn't disappoint. Before the event had even started, Kosmala had explained that the biggest problem was determining what gear ratio to use because of the alternating fast and slow conditions. By the mains, these guys had figured



King Edward came to do battle: first place, 16 and Over Expert; first, 14 and Over Trophy Dash; fourth, Open Expert.



Torrential rains two days before the race turned the track super soft. Weekend weather—cool and cloudy. UBR's racing—hot and heavy.



The Pro cruiser class cranks out of the gate. In the main it was Miller, Ballard, Smith, Juarez, Lykins, and Kosmala.



Those Northern California boys take their BMX seriously. UBR's John Valdez did a super job salvaging the soggy track.

it out.

In the Pro Cruiser main, surprisingly, Tinker Juarez was the man to beat. Tinker wasn't surprised. He had won all his early motos, the only one to do so, and had been training very hard for the past six months.

"I have been working out on rollers (a training technique used by ten-speed racers) for at least an hour each day, practicing on spinning and sprinting. Then, each afternoon I ride up and down this long, steep hill near my house. I'll go up it like five times and it is about a mile up. This helps

me build strength and endurance. I am working incredibly hard to get back to the front of this sport," Tinker explained. "I feel good about this main."

Unfortunately, things didn't go too well in the race. Tinker got a poor start out of the gate, fell to fourth, got



Pro-Semi sprint action: Leary, Medrano, Brackens, and Miller. Privateer Bob Medrano (6) got there first this round, but in the main he finished a soggy sixth.

Nomura's Ernie Ballard roosted through the ruts to a solid second in the Pro Cruiser main. Scott Lykins (3) got fourth.



UBR Bay Area National Results

Pro Class
 Brent Patterson \$500
 Frank Post \$250

Steve Shobert \$125
 Clint Miller \$65
 Jeff Kosmala \$40
 Bob Medrano \$20

Pro Cruiser
 Clint Miller \$250
 Ernie Ballard \$125
 Stoney Smith \$65
 Tinker Juarez \$30
 Scott Lykins \$20
 Jeff Kosmala \$10

Open Expert
 Harry Leary
 Eric rupe
 Eddy King
 Steve Shobert

16 and Over Expert
 Eddy King
 Gary Haselhorst
 Thomas Ingram
 Del Uyemura

15 Expert
 Joey Wright
 Eric Grubbs
 Anthony Marquez
 Duce Hunter

14 Expert
 Mike Salido
 Charles Townsend
 Ron House
 Shannon Kahahane

13 Expert
 Richard Sotelo
 Joe Lightfoot
 Roy David
 Caul Renowitzky

12 Expert
 Sean Riola
 Danny Steplight
 Toshi Muraviov
 Danny Mitchell

11 Expert
 Cheri Elliot
 mark Perez
 Anthony Wadley
 Don McCurdy

10 Expert
 Jason Jensen
 Eric Langland
 Aaron Skinner
 Rowland Collado

9 Expert
 Trevor Prigott
 Lyle Shiffer
 Carder Gaines

8 Expert
 Bryan Vandergriff
 Eddie Cerone
 Kris Hincley
 Shawn Ostroskie

7 Expert
 Justin Green
 Michael Maguire
 Justin Pugh
 Aaron Shook

6 Expert
 Daniel Manson
 Bobby Lee
 Jackie Davis

16 and Over Junior
 Larry Barragan
 Darin King
 Mike Allen
 Joe Ledesma

14 Junior
 Johnny Collado
 David Catta
 Kelly Maguire
 Adam Hodgner

13 Junior
 Aaron Turner
 Warren Suder
 John Clark
 Tim Coleman

12 Junior
 Jon Lorie
 Jason Ciine
 Jimmy Russell
 Ben Rogus

11 Junior
 John Leonard
 Peg Oparka
 Corey Wells
 Charlie Henrikson

10 Junior
 Robbie Linton
 Mike Prusso
 Bryan Hope
 Mike Sidebottom

9 Junior
 Kellie Williams
 Chris Anderson
 Larry Aguerria
 Scott Graham

8 Junior
 Chad Vandergriff
 Johnson Gibbs
 Mark Pulgarin
 Wayne Mascotti

7 Junior
 Clint Repard
 Ryan Stewart
 Dean Alexander
 Larry Page

6 Junior
 Felicia Lopez
 Denver Pugh
 Glen Villa, Jr.
 McKay Hawks

16 and Over Open
 Paul Gossrau
 Russell Jackson
 Rick Palmer
 Gary Haselhorst

14 and 15 Open
 Kent Elliott
 Todd Goodman
 Greg Liggins
 Ron House

12 and 13 Open
 Chris Torres
 David Wallis
 Danny Steplight
 Danny Smith

10 and 11 Open
 Mark Perez
 Jason Jensen
 Eric Langland
 Mark Tognietti

8 and 9 Open
 Trevor Pigott
 Lyle Shiffer
 Brian Vandergriff
 Chad Vandergriff

7 and Under Open
 Justin Green
 Michael Maguire
 Aaron Lafon
 Aaron Shook

Cruiser 38 and Over
 Al Pulgarin
 Totts Blundo
 Tom Hill
 Jim DeArmond

Cruiser 23-34
 Weldon Nomura
 Ed Cerone
 Roly Tibbets
 Glen Egan

Cruiser 14-22
 Dwight Lowell
 Mark Darcy
 Stephen Lowell
 Mike Ezzell

14 and Over Trophy Dash
 Eddy King

11-13 Trophy Dash
 Mark Perez

8-10 Trophy Dash
 Jason Jensen

7 and Under Trophy Dash
 Justin Green



Racin' Jason, Torker's ten-year-old wonder boy, almost tripled.



Ingram (10), Haselhorst (5), and Davidow (47) diced all day.

boxed in and never recovered. Clint Miller rode brilliantly to win and Ernie Ballard finished second.

In the Pro Main, Frank Post looked tough. He had been the only finalist who had ridden consistently throughout, and consistency was the name of the game on this track. He expected tough competition from Brent Patterson and Bob Medrano. That is exactly what he got: Patterson was able to grab the lead and hold it throughout, just holding off Post for the finish.

So, what looked in the beginning to be a total loss, turned out to be a very successful event. The racing was hot and there were enough hairy crashes because of the poor track to satisfy anybody. Contestants even got free passes to rage through nearby Marine World Africa USA.

But more importantly, anyone aspiring to race professionally got a textbook-perfect course in what it takes to be a Pro. □

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 - E. Plastic number plate with district decal
 - F. Rule book
 - G. Two ABA decals

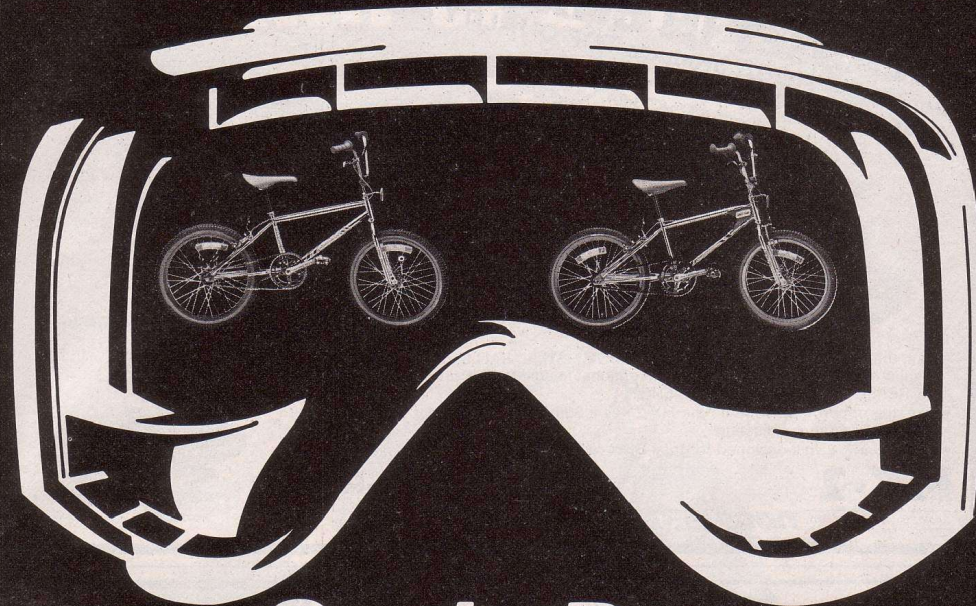


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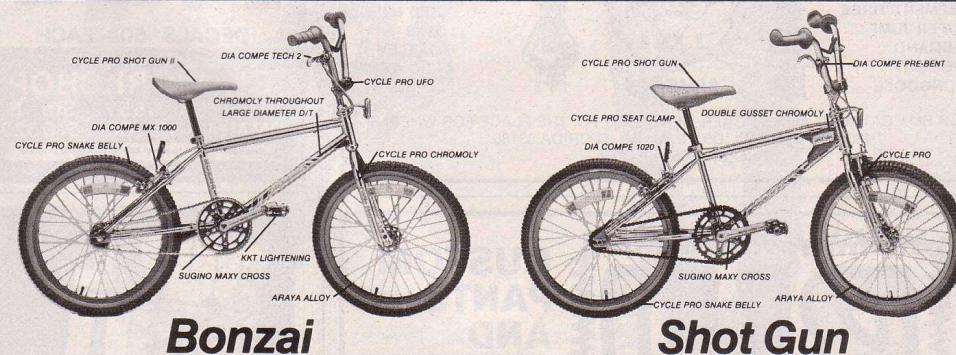


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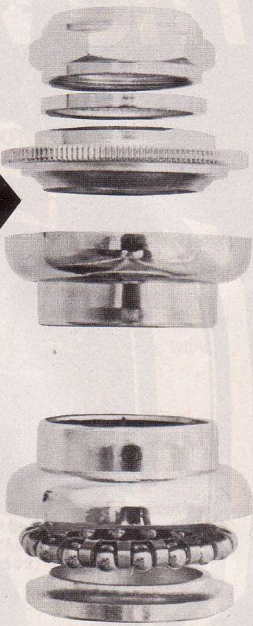
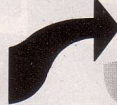
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Bridgestone's experience as Japan's leading bicycle manufacturer shows up in their latest machine, the MK-II.



BRIDGESTONE'S MK-II

By Bob Hadley

Bridgestone's bicycle operation is mind boggling. Their five plants in Japan combine to produce over one million bicycles annually (1980 production was 1.7 million). That makes them the largest single bicycle maker in Japan and the third-largest producer of bicycles in the world (behind Huffy and Murray).

What is most awesome is Bridgestone's domination of their homefront Japanese market. Bridgestone sells nearly two times as many bicycles in Japan as their nearest competitor. Also remarkable is the fact that up until 1981 Bridgestone hardly did any export business at all, selling virtually all of their production domestically. During 1981 Bridgestone moved to establish themselves in the U.S. market.

With them they brought a line of bicycles which included multi-speed lightweights, utility cycles, and, you guessed it, BMX bikes.

Currently the Bridgestone BMX line includes two models, the MK-I and MK-II. Both are based on the same frame and fork. The MK-II is the more expensive of the two for the simple reason that high performance costs more. The MK-II has upgraded components like Sunshine sealed-bearing hubs laced to Araya 7X aluminum rims, aluminum cranks, MKS BM-10 pedals, an alloy stem, and alloy bars.

AN EXPERIENCED COMPANY

Bridgestone's experience and prowess as a company that likes to do things right shows up

The MK-II—it looks and handles like a million bucks but carries a dirt-cheap price tag.



Bridgestone MK-II

This report was compiled by:

Bob Hadley

Michael Hadley



DIMENSIONS

Weight 23 lbs. 5 oz	(A) Wheelbase 35.1 inches	(B) Head Angle 73° 40"	(C) Seat Angle 69° 20"
(D) Hanger Height 11.9 inches	(E) Hanger to Axle 15.8 inches	(F) Top Tube Height 21.7 inches	

FRAME SPECIFICATIONS

Weight	Material/Construction	Seat Post Diameter	Head Tube Style	Hanger Style
	4130 chrome-moly/heli arc	7/8 inch	Standard	Standard

FORK SPECIFICATIONS

Weight	Material/Construction	Height	Offset
1 lb 10 oz	4130 chrome-moly/heli-arc	12.25 inches	1.55 inches

BIKE COMPONENTS

Cranks Sugino 170 mm Maxy Cross	Chain HKK smoker 1/2 X 1/8"	Pedals MKS
Gearing 44/16	Wheels/Hubs Araya 7X Sunshine Sealed-Bearing	Seat/Seat Pillar Kashimax MX
Stem Sugino	Bars/Grips Aluminum A'ME	Headset: Tange-Seiki MX-3
Brakes Bridgestone S/C	Tires TRC Z-1	



It didn't take our testers long to conclude the MK-II handled great. Though it has only a 35-inch wheelbase, it handled better than many 36-inchers.

clearly in the MK chassis. Their attention to detail seems almost infinite. Consider the cable guides that route the rear brake cable underneath the top tube. If cables are forced to make sharp bends they may kink, seize, or otherwise fail to work at top efficiency. If positioned properly, cable guides help prevent these problems. On the Bridgestone the cable is routed through the forward guide through a wide, unobstructed slot in the head gusset. This allows a frame pad to be used without hampering the operation of the cable. Placement of the aft guide is critical: too far forward and the cable will flop around loosely, too far aft and the cable will have to make a sharp bend around the seat mast. Bridgestone positioned the rear cable guide perfectly, allowing the cable to make a smooth arc to the rear brake without an excess of loose cable to flop around. As far as we know, Bridgestone has the only BMX bike on the market with cable guides. What more could you ask for?

Plenty more, and Bridgestone delivers it.

- **Example:** The rear triangle is a continuous loop, a design that has proven over the years to be extremely reliable and fairly lightweight.

- **Example:** The adjustment of the caliper brakes with the rear wheel adjustment couldn't be better
- **Example:** Chain alignment, sprocket clearance, and chain clearance are excellent. The bottom line is

simple: Bridgestone pays attention not only to small details like the cable guides, but also important design features like chain alignment. The designers at Bridgestone are obviously very sharp.

All frame tubes are 4130 chrome-moly, as are the forks, which are Tange TRX units. Practically all the welds are heli-arc. The cable guides and the flange on the brake mount are brazed in place.

HARDWARE THAT FITS

Anyone who has ever installed a Tange-Seiki MX-3 or MX-5 headset will appreciate the MK frame—either one will fit perfectly (an MX-3 comes on the MK-II model). Some of you no doubt have had the same trouble we had. The top pressed-in races on these headsets are precision made, then hardened. The hardening process makes a superior bearing race but it also makes the part very brittle. They have been known to crack during assembly if the head tubes they are being pressed into are even slightly undersized. With a cheaper headset, like a Tange-Seiki MX-2, the head tube can be undersize to a slight degree without any problem. With the precision parts of the MX-3 and MX-5, things have to be as close to right-on as possible. Right-on is just what Bridgestone is with the press fit in the MK-II. (Hint: An old freewheel works great as an aligning tool for pressing in the top race of an MX-3 or



As an off-the-showroom-floor racer it's real tough to beat . . . but we sure tried.

similar headset. Never use a hammer on these headsets.)

Even though bottom-bracket fit in the crank hanger is less critical than headset fit in the head tube (standard bottom bracket cups are very forgiving to undersized hangers), the bottom bracket cups fit in the MK frame with an ideal press fit.

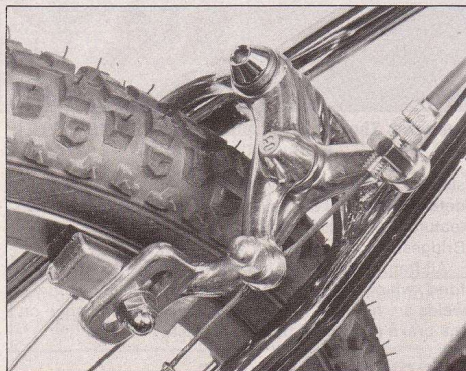
PERFORMANCE COMPONENTS

Lightweight alloy components drape every inch of the MK-II. As an off-the-showroom-floor racer it is tough to beat. The Araya 7X rims, Sunshine sealed-bearing hubs, SunTour EZ-Off Freewheel, IRC Z-1 tires, and MKS BM-10 pedals are top-of-the-line running gear.

Sunshine's sealed-bearing hubs are on a par with the best of the sealed-bearing hubs currently made in Japan. However, it would be a good idea to have your dealer check the set screws in the adjusting collars before you use the hubs. Ours were loose enough to let the collars slip on the axle when the nuts were tightened. Such a condition could fry the ball bearings if left unchecked.

There probably isn't one compliment that hasn't been used to praise SunTour's sixteen-tooth EZ-Off Freewheel. It is the best single-speed freewheel on the face of the earth, in my opinion.

The quality of most of the stationary hardware is as up-to-snuff as the running gear we mentioned. The Kashimax MX saddle is in the same class as SunTour's freewheel. SunTour's forged seat clamp is a gem: simple, clean, and functional.



Bridgestone's S/C caliper brake. S/C stands for self-centering. It really works.



The Bridgestone doesn't plow into turns when the limit of traction is reached; instead it makes a smooth transition into a slide.

BREAKTHROUGH BRAKES

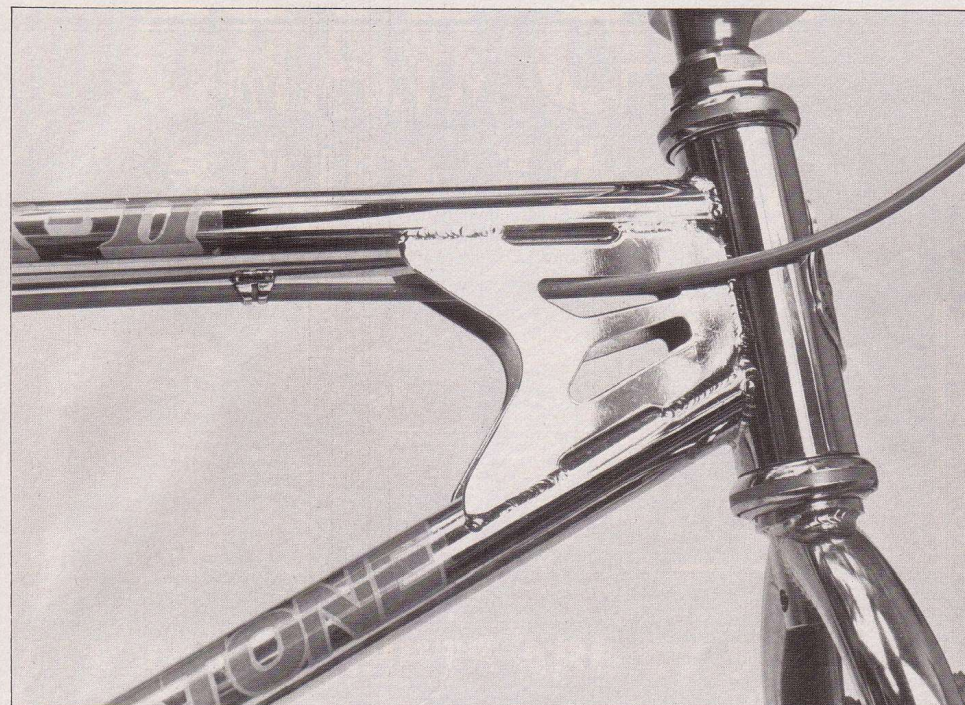
Maybe it took me too long to get here, but I really wanted to get through all the other good components before I talk up my favorite thing about Bridgestone, their S/C caliper brake. S/C means self-centering. Yes, it really works and, no, you can't have mine—go find your own. That's how hip they are.

The heart of the S/C system is the setting plate and bell crank that

equalizes the return spring pressure. When the brakes are applied, the setting plate automatically positions itself between the caliper arms in relation to where the rim is. When the brakes are released the setting plate "remembers" where the rim is. The bell crank, which pivots on the setting plate, equalizes the return spring pressure on the arms, automatically moving them equal distances from the rim. To assist this maneuver the return spring

pivots unanchored on the same axis as the brake arms. Every time you apply and release the brakes the system automatically centers itself.

Two things to remember about the S/C brake: The moving parts have to be kept fairly clean and the rim has to be reasonably true. If the rim is out of whack the brake will center itself to whatever position the rim is in when the brake is released.



The Bridgestone boys paid close attention to details. The MK-II features cable routing through a wide, unobstructed slot in the head gusset, then onto well placed cable guides. This allows a frame pad to be used without hampering the operation of the cable. Nice touch.

AGILITY AND OTHER CAPABILITIES

Surprised was the reaction of our taller test riders (both about five feet, ten inches tall) to the handling of the MK-II. In the stock configuration, it is set up for much smaller riders, guys or gals five feet, four inches or so. Give or take an inch, that's about the upper limit on size with the approximately six-inch-rise bars, Sugino stem, and 170 mm Sugino Maxy Cross cranks. We changed the bars and stem to make things a bit more roomy for the bigger riders during the test (we changed to Cook Bros. Racing bars with an ACS stem), but that was all. The stock fluted alloy seat post is long enough to provide plenty of room for just about anyone. We just braved it with the short cranks.

It didn't take us long to conclude that the bike handles excellently. Even though it has only a thirty-five-inch wheelbase, it handles better than many thirty-six-inch-wheelbase bikes. It excels on flat turns, which is where front end

geometry really counts the most. Just about any kind of geometry will get you around if there is a berm handy. But since berms aren't always there when you need them, it's nice to have the front end geometry dialed in.

The Bridgestone doesn't plow into turns when the limit of traction is reached; instead it makes a smooth transition into a slide. This is good; in fact, it saved this author/test rider from a sure destiny of death after overshooting a corner and coming within inches of going over a cliff. You could say the Bridgestone is forgiving. The fact is, I can say the Bridgestone is very forgiving.

Every other aspect of the MK-II handling is equally capable. The bike is very stable at high speeds, even on "rougher than any track" terrain. The sixty-nine-degree seat angle is well suited to the overall dimensions of the bike. It puts the seat right there if you want it, yet it stays out of the way reasonably

well while speed jumping.

Even though it is set up for medium-size riders, bigger riders shouldn't hesitate to try out a Bridgestone. For the most part, we wouldn't recommend changing a thing, with the possible exception of the gear ratio if you're going racing. For larger riders, bigger bars, stem, and longer cranks should be enough to dial the MK-II in.

If you're in the market and looking to buy, it would be a good idea to put Bridgestone on your list of bikes to check out before making your choice.

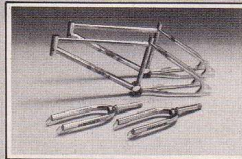
By the way, no bike is completely without flaws. Bridgestone should have reamed out the welds that penetrated the seat mast at the top tube and chain stays. They do a number on the anodized seat mast and make it nearly impossible to use anything but a fluted seat post in the frame.

Guess you can't have everything, can you? □



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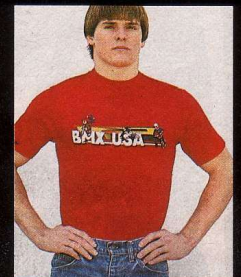
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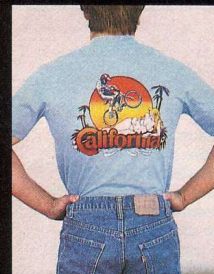


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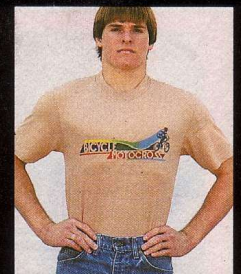
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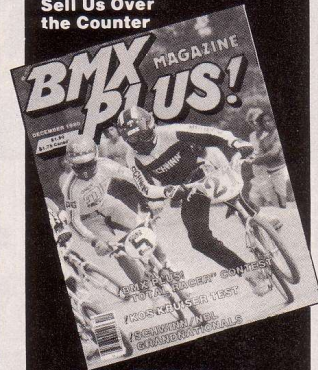
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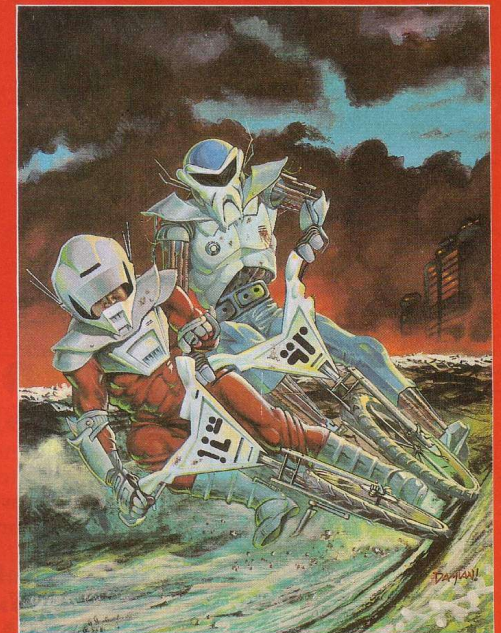
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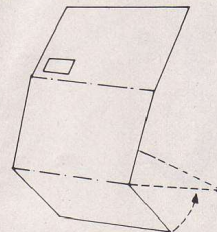
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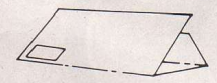
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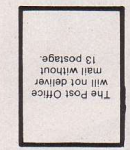


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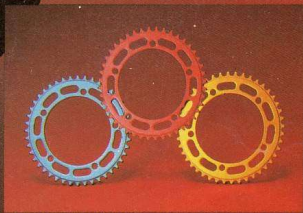
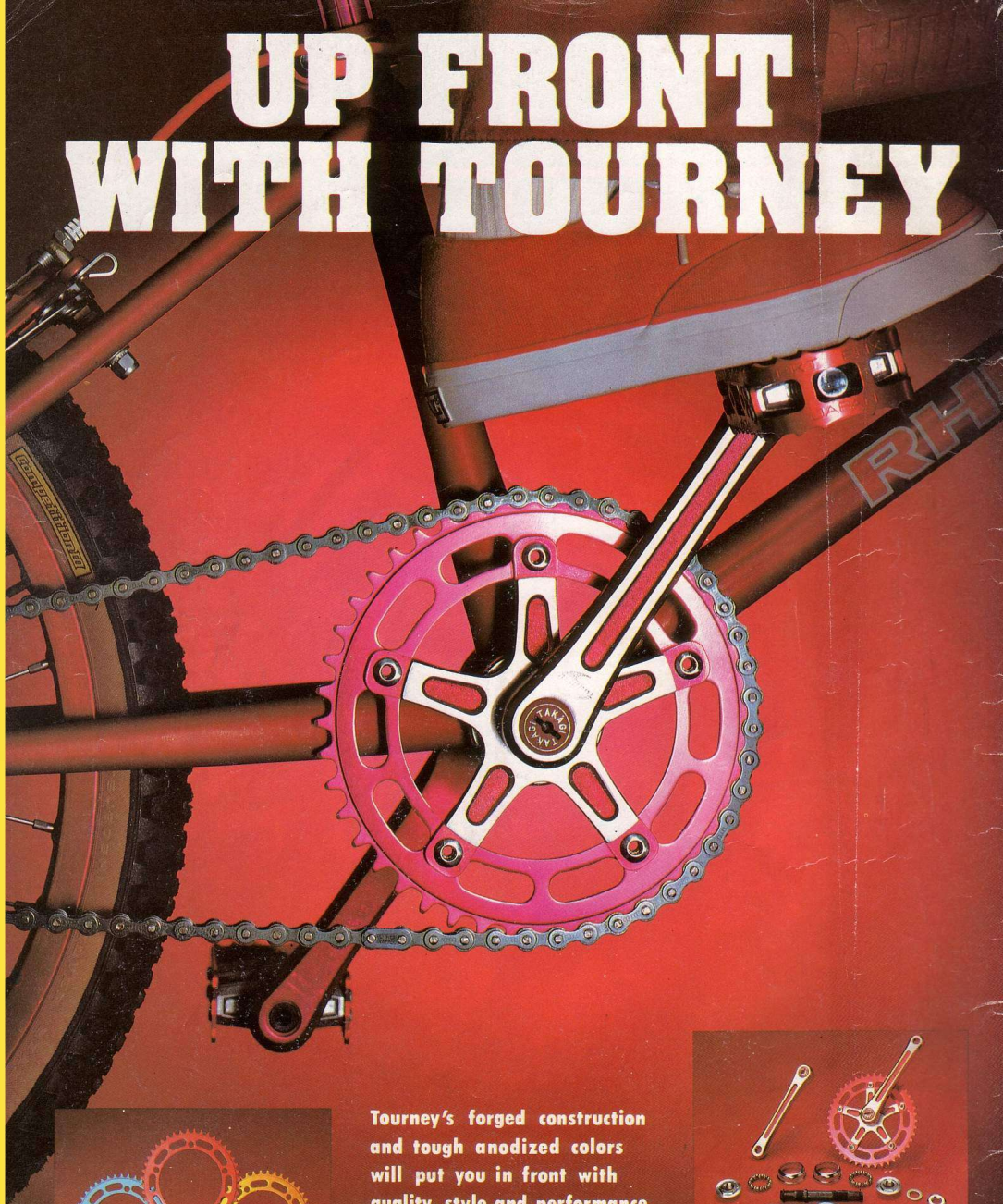


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