

The Bicycle Motocross Magazine

SEPTEMBER 1982
Volume 5 Number 9
\$2.00
CCC 02151

BMX PLUS!

CALIFORNIA RACING

*Rancho San Diego!
Bakersfield!
San Jose!*

TWO TESTS:

*JAG BMX!
Pro-Neck!*

Andy Patterson

SKYWAY STAR

Andy Patterson Interview!

**HUFFY'S TROY RAATZ
PROFILED**



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401 series



REDLINE

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

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September 1982
Volume 5 Number 9

Andy Patterson

They don't come much bigger or ride much faster than Skyway's six-foot superstar, Andy Patterson. We recently managed to slow the big guy down long enough to get an exclusive interview with him. At eighteen, Andy discusses everything from the early days of racing and one-pedal starts, to controversial cruisers and turning pro.



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California Racing

Count 'em, one-two-three big races, all in California! First, we headed north for the Keds/Huffy San Jose National, then we stopped off in Central California to catch the JMC/Vans War of the Stars in Bakersfield. Finally, we capped it off by going down south to the Scorpion Supernational at the radical Rancho downhill in San Diego.



Pages 20, 26, and 74

JAG BMX/Pro-Neck Tests

There's two torturous tests this month: the JAG BMX Team Pro, and the Pro-Neck National Pro—both bold, new, twenty-inch racers out of California. We've gotta apologize. You're not supposed to do what we did to these lightweight race bikes—but we did it anyway. Check out both tests for the shocking details.



Page 34 and 58

High-Tech Handlebars

There's some crazy things going on behind bars these days. . . BMX bars that is. So we decided to investigate and show you what's new for '82 in high-tech handles from CW Racing, Mongoose, Powerlite, Race Inc., and Vector. Hang on 'cause you've never been behind bars like these before!



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ON THE COVER

Look, it's the big guy himself—Andy Patterson, Skyway's six-foot superstar taking a drop on his way to the top. Photo by King James

BMX PLUS!

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Innovation strikes again!! Skyway introduces the T/A—Totally Aerodynamic frame and fork set. The first of its kind in BMX! Engineered as a performance package, T/A's all 4130 chrome-moly construction ensures minimum weight/maximum durability. And much more! T/A looks like a fine piece of jewelry. Handles like a dream. And has withstood even the most brutal torture tests.

Be a winner. Move up to Skyway's T/A... the start of a new era in racing.

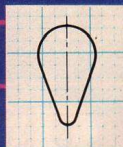


"Break it? I tried and I couldn't!"
STEVE SHOBERT, National Pro



"It holds the hot line on any track!"
ANDY PATTERSON, 17 Expert

All tubing is aerodynamic
tear-drop shaped (except head
tube and bottom bracket).



**SKYWAY
RECREATION**

Skyway Recreation Products, 4451 Caterpillar Road, Redding, CA 96003

Inside Scoop

The Huffy IBMXF Global Championship (Dayton, Ohio, July 23-25) is already drawing huge numbers of rider sign-ups, according to George Esser of the International BMX Federation. Foreign entries are very high with, just for example, some fifty riders from Chile coming to compete.

The Murray IBMXF World Cup has just been completed in Knoxville, Tennessee. The track was fantastic, the competition was heavy, and the racing was as exciting as it gets. The story will be in next month's issue, but for those of you just have to know who won before then, we can reveal that Diamond Back's Harry Leary won the Pro Money, while Murray's own Anthony Sewell and Jeff Bottema, pulled off a one-two in the Pro Cruiser class.



The Coca-Cola/JAG BMX World Championship is shaping up to be quite an incredible event from the sound of things. The race, scheduled for December 26-28, at the Tropicana Hotel in Las Vegas, Nevada, will be run and sanctioned by the ABA this year. Reservations for rooms are already going fast—understandable, with rates something like \$25.00 a night.

Skyway's new frame and fork combo (see the ad on page 8) will be available in limited quantities beginning in August. The 4130 tubing will all be of an aerodynamic tear-drop shape, according to Skyway. As far as we know, this will be a first in the BMX industry.



Linn Kestan of Red Line and Jane Platt of the World Almanac are the co-sponsors of the Red Line/World Almanac National Skills Competition.

Don't miss this one! The Red Line/World Almanac National BMX Skills Competition has just begun. This is everyone's chance to compete in a series of special, Olympic-type, BMX-skill contests. The contests, which are being held in shopping malls throughout the country, will determine national champions in five different categories of BMX riding abilities. Amateurs and pros alike are welcome to participate. Riders will be competing against the clock and the tape measure.

The five events are:

1. A dead-start to 25-meters race, against the clock.
2. A 25-meter slalom race, against the clock.
3. Jump off of a 1-foot ramp, for distance.
4. Bunny-Hop for height.
5. Longest time doing a wheelie, against the clock. (You will have one minute to begin

your wheelie. Once you start you will be timed for how long you can hold it while riding within the arena area.)

The competition has been put together by Stephen Fiske of Fiske Enterprises in Westlake Village, California, in association with Linn Kestan, President of Red Line Engineering, and Jane Platt, Publisher and Vice-President of The World Almanac. Additional sponsors of the event are Wheaties, Adidas, Bell Helmets, Skyway Recreation Products, and, as the official BMX magazine of the event, BMX Plus!

Entry for all five events is \$3.50 and is open to anyone five years of age or older. You may use your own bike (20-inch only) or you can try your luck on a brand-new Red Line. Bikes, helmets, and safety gear will be available to anyone who needs them.

The tour is planned for at least 35 cities across the country. Some 29 are already scheduled, with more on the way, especially in the northeastern U.S., as soon as they can be confirmed. A portable competition track will be transported from town to town and set up on asphalt. A team of officials from Fiske Enterprises will act as official scorekeepers throughout the tour.

The five winners in each city will win numerous prizes, including shirts, hats, jackets, Wheaties, and more, including free subscriptions to BMX Plus! The overall national record holders will win a raft-load of prizes and will be flown to New York or Los Angeles, to be recorded as World Almanac National BMX Skills Champions. They will also be featured, with pictures, in a special story in BMX Plus!

Competition has already begun as we go to press. Records are being set and broken every week.

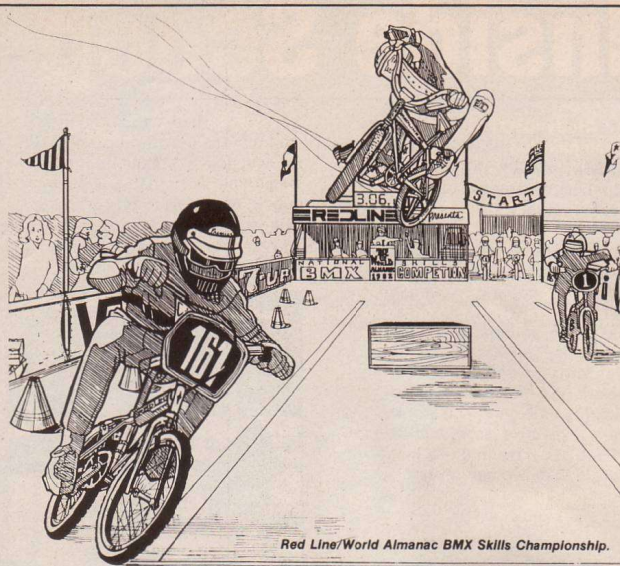
The current record holders:

- 25-Meter Dash**—Stuart Del Aire, 18, of Lompoc, CA—3.66 seconds.
- 25-Meter Slalom**—Bobby Binkley, 16, of Barstow, CA—8.04 seconds.
- Ramp Jump**—Sergio Alvarez, 19, Santa Barbara, CA—12 feet, 5 inches.

Wheeler—Sergio Alvarez—34.41 seconds.
Bunny Hop—Bart Bartley, 13, Phoenix, AZ—22 inches.

Here is a list of confirmed dates and locations for these events. Don't miss out!

Jun 16 Phoenix, AZ	Paradise Valley Mall
Jun 18 Las Cruces, NM	Merida Valley Mall
Jun 19 El Paso, TX	Bassett Mall
Jun 26 Miami, FL	163rd St. Mall
Jul 1 Memphis, TN	Mall of Memphis
Jul 3 Kingsport, TX	Fort Henry Mall
Jul 5 Greenville, NC	Carolina E. Mall
Jul 6 Durham, NC	S. Square Mall
Jul 6 Newp News, VA	Newmk TS
Jul 21 Sandusky, OH	Cedar Point
Jul 25 Crystal Lake, IL	Crystal Point
Jul 28 Cedar Rapids, IA	Westdale Mall
Jul 31 Troy, MI	Oakland Mall
Aug 3 Grandville, MI	Coriolla
Aug 5 Pueblo, CO	Pueblo Mall
Aug 7 Denver, CO	Villa Mall
Aug 11 Murray, UT	Fashion Place
Aug 14 Billings, MT	Rimk Mall
Aug 21 Olympia, WA	Capital Mall
Aug 22 Tacoma, WA	Tacoma Mall
Aug 24 Portland, OR	Clackamas Center
Aug 25 Roseburg, OR	Roseburg Valley Mall
Aug 26 Yreka, CA	To be announced
Aug 28 San Mateo, CA	Fashion Island
Aug 29 Sunnyvale, CA	Sunnyvale Town Center
Aug 30 Antioch, CA	County East Mall
Aug 31 Fairfield, CA	Solano Mall
Sep 4 El Cajon, CA	Parkway Plaza
Sep 5 Anaheim, CA	Anaheim Mall
Sep 11 Third Oaks, CA	The Oaks



Red Line/World Almanac BMX Skills Championship.

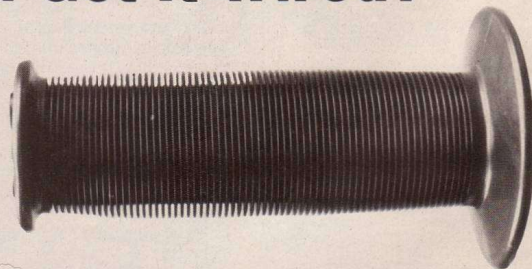
In case you haven't noticed, **Steven Spielberg's** new flick, **E.T.**, is playing to packed houses just about everywhere. The only person we know of who was disappointed

in the film was our own Freestyle Editor, **Bob Haro**, whose name was not included in the list of credits for the BMX stunts that he performed in the film.

When It Comes To Grips Have You Got It Wired?



The Option Is Yours with Super Soft Touch **MUSHROOMS** from ODI.



Almost 20 feet of mushroom webbed shock absorbers that grab your hands as they keep your hands and arms from fatigue. The **MUSHROOMS** have the extra added feature of allowing you to wire the grip to the bar with a hidden wire, providing you with the security of knowing you got it wired all the way to the finish line.

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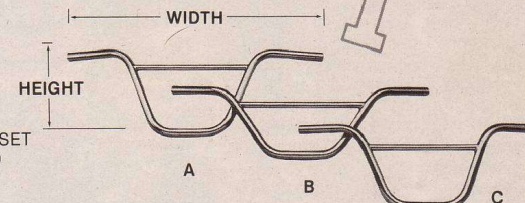
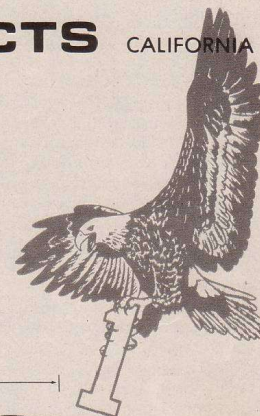
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CHAMPION

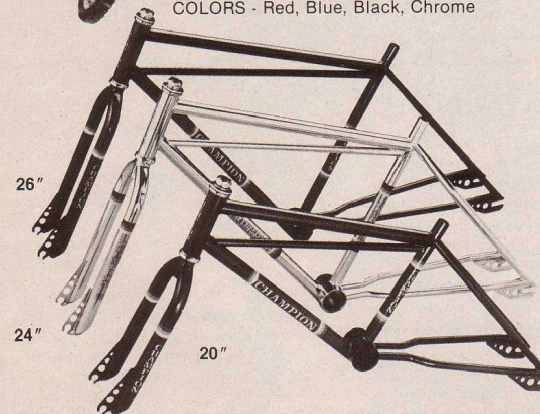
CHATSORTH RACING PRODUCTS CALIFORNIA



CHAMPION FRAME AND FORK SET
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 SIZES - 20", 24", 26"
 COLORS - Red, Blue, Black, Chrome

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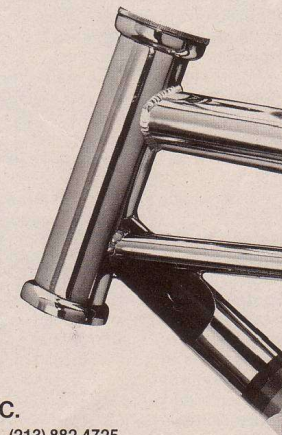
Champion Manufactured Products are engineered for maximum reliability and performance with minimum weight. Incorporating aircraft quality 4130 Chrome-Moly tubing, Heli-Arc Welding and 12 years of professional racing experience.



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CHAMPION PADS
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 A - Cross Bar, 9" and 10"
 B - Frame Pad 12"
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Mail Bag

True Test

I just finished reading a bike test in another BMX magazine. The bike weighed 27 pounds. They said, quote, "I didn't notice the weight at all." What a laugh! Thank you, *BMX Plus!* for recognizing that kids are consumers, too. Kids in 1982 are conscientious buyers who like to read comprehensive test reports and accurate technical analyses of products on the market. Believe me, adult readers can smell a sham job in a magazine a mile away. I know my kids can, too.

Certainly manufacturers like to hear words of praise and unending admiration for their particular products—especially if included in what is supposed to be an objective report published for the masses. However, when the praise is published and based on that company's ability to swing their advertising budget one direction or another, then not only has the reader been compromised (which goes against the reason for a magazine to exist—to faithfully serve the readership), but so has every other manufacturer who builds products that honestly deserve exceptional praise. The fact is that the manufacturer of the particular product that was treated in a biased manner, now must face the hordes of customers who were enticed to buy the product under this deception, and people whose bicycles are failing to live up to their expectations. The young reader, now disheartened by this mess must then face the question—Do all products perform this poorly? Hopefully not.

Again, I just wanted to thank you (for all the readers who feel as I do) for having the guts and the uncompromising sense of what is right and what is wrong to call it like it is.

"Is perfection necessary?" (From your Race Inc. test in the July issue) is a perfect example of your ability to analyze from every angle. Another good example is the case of the Ross Pantera test in the August 1981 issue. Your analysis apparently had an impact—I see that they have changed the entire line since then.

You're still not perfect, but as a concerned parent of an impressionable BMX'er, I feel you're

a whole lot better than any of the other alternatives. The practices of the other BMX magazines has left a bad taste in my mouth and I have come to consider any evaluation they might offer to be meaningless other than showing us a few nice photographs.

E. Brooks
San Fernando, CA

Our Technical Editor, Bob Hadley, responds:
There isn't much left to say other than "Thanks!", and to add that you're right—we're still not perfect, but we'll always keep trying as long as there are people like you out there that appreciate what we are trying to do.

Have Land—Will Build BMX Track

I just started racing about six months ago, and already I've got a problem. There are just not enough tracks to race on around here! I need to find out how to start up a new track in my area, what I'll need, and how much money we're talkin' about. I've already got the land to build it on.

Peter Rauman
12908 Chathlake Lane
Silver Springs, MD 20904

Kid, if you've got the land, you are halfway there. If you are really serious, contact the ABA, NBL, or your local sanctioning body. They are always looking to open new tracks, especially with ambitious, young, rich BMXers like you. The Bloomingdale's stationery gave it away.

ABA Plate Fate

Back in May, I was reading through an ABA *Action* newspaper (Vol. 5, No. 5) and I came across a notice that stated "Effective January 1, 1983, only black numbers on white number plates will be acceptable. Both must be ABA approved." Can they do this? What gives?

Joe Starzecki
St. Paul, MN

Sure the ABA can do that, and as of January 1, 1983, everybody who races with the ABA will be required

to run a white plate with black numbers—EVERYBODY. Try scoring guys with yellow numbers on white plates or blue numbers on red plates. Race after race, it gets old real quick. For right now, the ABA is settling for any color plate as long as it displays contrasting numbers—light numbers on dark plates, dark numbers on light plates, etc., etc. Remember, be kind to your local scorers, they're BMX's unsung heroes and heroines, and they are good folks to have on your side—especially during a photo finish!

P.R. BMX

I'm the father of an avid 10-year-old BMXer who's just moved from Wellington, New Zealand, to Puerto Rico. My son was a very involved member in a local New Zealand BMX club, but since moving we haven't found another club or track here in Puerto Rico. Please help us get in contact with some P.R. BMXers.

Rupert Lewis
Ramey Base
Puerto Rico

You'll want to contact the supreme race commissioner of Puerto Rican BMX:

Pablo Lopez
Palmer No. 3
Cayey, Puerto Rico 00633
(309) 738-3838 or 738-2230
Viva BMX!

Tuff Stuff

There is something about the Skyway advertisements that I don't understand. Why is it that they picture all their new products but leave out their Tuff Fork?

Scott Del Bosoue
Victoria, TX

Skyway dropped the Tuff Fork from their line some time ago. However, by the time you read this, they will have introduced a bold new T/A (Totally Aerodynamic) frame and fork set. Check out their ad on page 8, and if you want more info, circle number 54 on our Reader Service Card and mail it in.

NO COMPETITION



#1 Factory Team
(Shown from left to right)

John Copeland—15 Expert
Mike Horton—12 Expert
Fete Loncarovich—16 Expert
Jimmy Smith—9 Expert
Harry Leary—Pro
Jason Wharton—10 Expert
Rich Farside—16 Expert
Eddy King—17 Expert
Doug Davis—13 Expert

Silver Streak
\$265*

at this price...

Max performance and Sano stylin' at an affordable price? Unbelievable—but true! The Blazin' race-ready Silver Streak, cranked out by the nation's #1 Factory Team, has everything you'll need to jet by the competition! Radical for street ridin'. Outrageous on the track. Check out Silver Streak...a deal you can't refuse!

DIAMOND BACK

*Manufacturer's suggested list price West Coast, USA. Midwest/East Coast approximately \$275.00. Freight and sales tax not included. Also available with forged 3-piece alloy crank at \$10.00 more. Prices will vary in other countries and are subject to change without notice.

...at this speed

DIAMOND BACK

Harry Leary

TURBO

Discover How Fast You Really Are!

If you dare to brave speeds unknown to BMX'ers—it's time you climbed aboard the new 'Harry Leary' Turbo...virtually the fastest BMX machine in the world! Designed for the serious and larger racer, 2 years of research and development went into perfecting the Turbo. With sealed bearing hubs and double-butted spokes, the Turbo handles like an exotic sports car and leaps ahead with lightning speed—yet maintains max control. A unique turbo smoke finish highlights the frame, fork, handlebar and the amazing new sealed bearing Diamond Back Turbo crank. Unreal stylin' and performance in one package. Take off on the new Harry Leary Turbo. But just a warning—hang on tight!

Diamond Back Bicycles sold through professional dealers only.

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New Westminster, B.C.
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CANADA
Warren Thomas Agency
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V3L5A5

DIAMOND BACK FACTORY TEAM
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HARO, JOHAR OF CALIFORNIA,
KEDS, OAKLEY, PREMIER.
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COMPONENTS MANUFACTURED
IN JAPAN BY ARAYA, ASAHI, IBC,
KASHIMA, SR, SUGINO, SUZUE.

Keds COMBAT

"The Official Shoe of the Diamond Back Factory Team"

TROY RAATZ PROFILE

HUFFY'S
LITTLE
RAATZ

Story and Photos by John Ker

Eleven-year-old Troy Raatz of Owosso, Michigan, does not look like he should be a tough racer. He looks like too nice a kid: polite, clean, shy, and thin, at five feet tall and ninety-one pounds. He looks like the kind of kid who would write thank-you notes to relatives for Christmas presents before he opens them. And as a matter of fact, he does just that. The boy is a real gentleman.

All the same, don't let the looks and manners fool you. Troy Raatz is one tough cookie when it comes to BMX.

Troy Raatz is one of the fastest 11 Experts in the country. His is a difficult class, a very strong class, and nobody is able to stay indisputably on top of it for long. Troy is one of the handful of riders who can actually dominate it part of the time. His competition changes throughout the year as riders move into and out of his class, but at various times it includes such notables as Mark Perez of GT, Jason Jensen of Jag, Eddie Siegmund of Rebel, and more. The talent is heavy at this age.

Up until two years ago, Jason Jensen was, without question, the king of the young racer set. Jensen used to lose an occasional race here or there (not many—just enough to suggest he might still be human), but it was Troy who first showed that there might exist a rider who was Jason's equal—or better. Troy started beating Jason regularly in the spring and summer of 1980. As a matter of record, Troy beat him seven times in eight matches that year. A star was born.

Around that same time, Kuwahara had been looking for a hot rider in that age class for their team. Quite reasonably, somebody who was

helping in that search decided to ask Jason himself who his toughest competition was. Jason picked Troy. That was enough for Kuwahara; they signed Troy to their factory team and began sharing in the joy of beating Jason Jensen. Since that time the competitive advantage has seesawed back and fourth between the two young challengers.

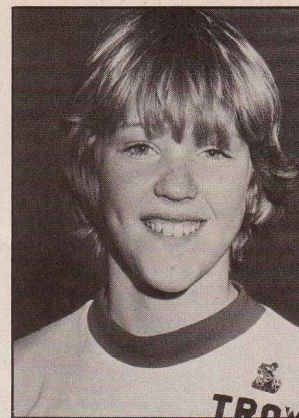
Troy stayed with Kuwahara for almost two years, but in early 1982, the picture changed. Huff, the largest bicycle manufacturing firm in the world, was beginning to get involved in BMX. Huff executive Phyllis McCullough was scouting talent for a new super team. She had already signed pros Mark Driscoll, John Piant, and Mat Harris and was working on acquiring some top amateurs as well. She wanted kids who looked good and rode fast. Troy fit the bill. Photographer Bud Harris (Mat's father) brought Troy and his father, Terry Raatz, together with Ms. McCullough. They were mutually impressed, but the Raatzes were reluctant to leave Kuwahara. They



Troy hit nine nationals in April alone. Ahh, the sweet joys of a big sponsor.

had gotten quite close with the team and its management (Howie Cohen, the American importer of Kuwahara bicycles; and Mark Silberberg, the team manager).

Finally, after almost two months of being tempted by the prospect of a bigger race budget and the chance to hit even more races, Troy and his father decided to give Huff a try. According to Terry and Troy, the key to the whole deal was that Huff also sign fellow-racer Andrew Soule to the team.



Troy may look like a nice kid, but his fellow racers don't expect any mercy from him on the track.

The Raatzes live just 40 minutes outside of Lansing, Michigan, which is where Andrew Soule and his family live.

Over the years the Soules and the Raatzes had come to be close friends, frequently hitting the BMX trail together, sharing experiences and expenses while enjoying each other's company. Troy's father, Terry, and Andrew's father, Tom, had often wished their sons could be on the same team. When Phyllis McCullough said she'd like to sponsor both boys, that was just what they wanted to hear.

Troy agreed to try out a Huff on a test basis, not without a share of reluctance. He liked his Kuwahara and he liked the reputation of that team. Huff did not exactly enjoy the same respect among the BMX crowd.



Late afternoon at Coral Springs, Florida. For an eleven-year old kid from Owosso, Michigan, Troy does enough travelling to satisfy just about anybody.

TROY

The first time Troy put on a Huffy uniform and rode out onto a track was at the GNC race in Houston this past March. As Terry Raatz tells it, Troy was "mocked" by his fellow riders initially. He decided that Huffy was not for him. However, as he was leaving the track to tell his father his decision, other people started coming up to him to offer their congratulations. Troy decided he'd give the idea some more thought and eventually made up his mind to go with Huffy. The kids don't mock him anymore, either, says Troy.

Now Troy is reaping the benefits of what may be the best sponsorship anywhere. Huffy sent Troy to nine nationals in April alone. Concentrating mostly on the NBL circuit, Troy has racked up wins at Pompano, Miami, and Detroit, all while adjusting to the new bike.

It has taken a little getting used to. Troy's Kuwahara was a very light 16 pounds. Since Huffy does not yet make a scaled-down racer for younger riders, Troy is racing a 22-pound, full-size, chrome-moly Pro Thunder model, the same bike the team's pros ride (Andrew Soule rides the same model, too).

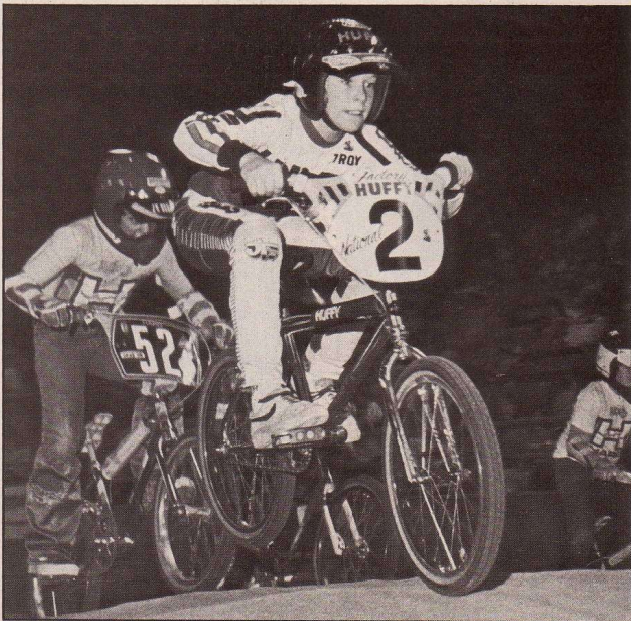
The competitive spirit must have been instilled in Troy by his father, who used to race motorcycles when Troy was younger. Troy has been riding bikes since he was three, and competing in BMX since he was five. Though he doesn't race motorcycles, he has a Kawasaki KX-80 that he rides for fun (he learned to ride a motorcycle at four), as well as a snowmobile for the winter months.

Troy's mother, Candy, is a beautician; she and Terry are separated now. Troy spends most of the time living with his father and fourteen-year-old sister, Wendy, in their two-story English Tudor-style home in Owosso. Terry owns a Buick/Pontiac/GMC-truck dealership with his father.

So, how does Troy's future look? Not bad, to say the least. Troy is serious about his BMX. He rides his bike about ten or twelve miles a day, he figures, and is still getting better. Troy plans to enter the Pro ranks when he reaches seventeen. The competition won't get any easier as Troy gets older, but with his determination, it's unlikely that he'll get left behind.



Down the first straight and over the jump, Troy grabs another holeshot—this time at Miami, Florida.



Troy says he'll probably turn professional at seventeen. In the meantime, he's already adjusted to riding a full-size, 22-pound, Huffy pro machine—it's "no biggee" for a kid who has ridden motorcycles since four.



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The King and The Hill—Eddy at Rancho. So fast and so smooth it's just not fair. Or is it?

BIKES! CAMERAS! ACTION!

Story By Bradley
Photos by Dean Bradley
and John Ker

WWBMXA/SCORPION SUPERNATIONALS

Co-sponsored by Tioga, Shimano, Vans and Vera's

BIKES!

It's hot. Way up on top of the hill it's even hotter. There's no wind, no shade—just classic California sun. You're dressed in full-race gear pushing your bike to the top—something you'll do probably twenty times today. You're sweating heavily, your bike feels like it weighs a ton. Even if it wasn't hot you'd probably be sweating 'cause this is the fearsome Rancho downhill where you don't get butterflies in your stomach, you get birds. . . BIG birds.

Rancho is, aside from Corona, the fastest, most demanding downhill BMX track still running races. It's scary fast. You don't make mistakes at Rancho—they happen, all of a sudden. Rancho demands your full attention—any less and you'll be on your head. But you're ready. Your bike's tuned, tightened, and geared to the max. When you push it up to the staging area at the top of the hill, the summer sun's beatin' down hard on your helmeted head as you gaze out over San Diego's Laguna Mountains and into Mexico. It's clear, still, and quiet—spooky quiet. Everybody looks kinda nervous as you silently wait your turn to run practice out of the gate and down

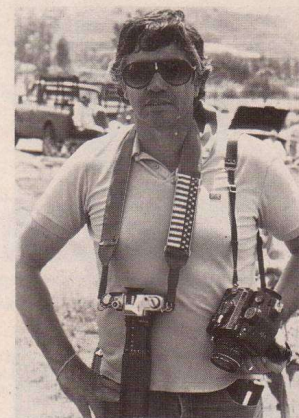
the hill. Finally you and your buddies are next up on the line. When the gate drops the track is all yours. That 46-16 gearing that was so hard to turn on the street in front of your house is now fully spun-out down the first straight. You're flyin'; your bike won't go any faster—you probably wouldn't want it to. Rancho's big long berms, sweeping straights, and high-speed jumps are a blur. The wind whistles wildly through your helmet as your eyes water out of control behind fogging "no fog" goggles. You're gripping the bars so tightly your knuckles are bright white inside sweat-soaked gloves. But you're riding Rancho and loving every minute of it. You can't wait to fly over the monster finish-line jump and start pushing to the top again.

You've come to challenge the Rancho downhill and race the WWBMXA/Scorpion Supnationals co-sponsored by Tioga, Shimano, Vans, and Vera's on June 6, 1982. Unfortunately, you and only 300 other racers showed up for today's Supnationals—not a super turnout by anybody's standards. But that's O.K. because you'll soon find that the quality of racing, organization, enthusiasm, and, of course, the Rancho track will overshadow the lack of attendance.

Actually, the WWBMXA's president and the controversial



Look out below! It's those kings of the hill—the Pro-class crazies—power-peddaling super-hard gearing out of the gate.



Hey, who's that Hollywood-type over there with the cameras, cool shades, and suntan? It's WWBMXA's prez Ernie Alexander.

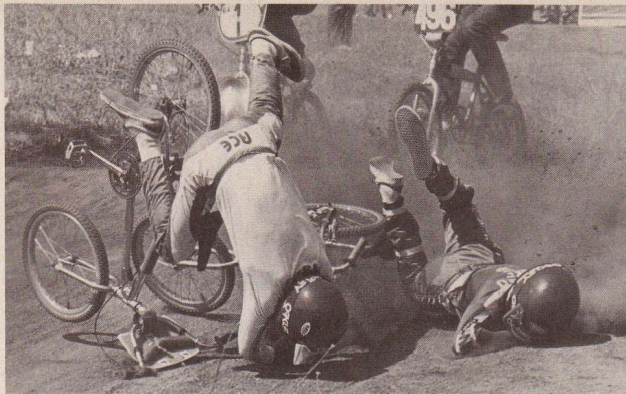
father of organized BMX racing. Ernie Alexander, was very pleased with the turn-out as he proudly surveyed the scene from the top of the hill. "We wanted a small race. We didn't advertise a lot, pre-promoting the Supernationals, because with the TV filming and all, we simply can't run that many races efficiently."

CAMERAS!

That's right, he said *TV Coverage!* The WWBMXA had been filming races all spring to be aired throughout the summer on a local L.A. station—KCOP Channel 13. The show is called *BMX Magazine*, and it's scheduled to run Saturday mornings at 10:30 a.m. At press time we had yet to see a show, but if Alexander can pull this thing off it'll be hot! Just think, millions of unsuspecting kids in the ripe L.A. market will be turned on and tuned in prime time Saturday mornings for BMX racing, WWBMXA style! The filming at Rancho, as with all previous events, was handled by an impressive film crew out of Los Angeles called VideoPix. There were producers, directors, cameramen, walkie-talkies, and a huge full-blown TV production truck. Hollywood types with fancy sunglasses were everywhere. This VideoPix crew definitely had the event covered from all angles. From Hal Sanguinetti's interviews with



With cameras rolling, *BMX Magazine* commentator Hal Sanguinetti interviews pensive pro Harry Leary. Said Harry: "I came here to win." He did.



"Roll 'em! Ace stunt doubles crash scene, take out two—Action! Roll 'em faster! Faster! NOW! O.K.—Great guys, Cut! That's a wrap... In a Band-Aid."

the pros and outrageous sidehacks coverage to spectacular crashes and photo finishes. With all those cameras rolling, the racers on hand were going for it—giving it that extra effort. Everybody wanted to be a celluloid hero at Rancho. Everybody was.

ACTION!

At Rancho the little guys deserve trophies just for riding down the course—it's that gnarly! In the 7 and Under division Kris Jones knew no fear and tripled, winning the class, the Open, and the Trophy Dash. The 8-10 divisions were a similar story with Schwinn rider Jason Holiday speeding to a triple, taking first in 8-9 Experts, the Open, and the 8-10 Trophy Dash. When it came to the 11 and 12 Expert classes, privateer Jeremy Tooker and Bridgestone's Jeff Day took top honors, while the 13 and 14 Expert ranks followed Diamond Back's Doug Davis and Torker's Craig Manning to the finish line. Davis went on to triple, winning his open and trophy dash bouts, while Manning followed second to Scorpion's "Mr. Acceleration," Mahlon Abrams, in the 14-15 Open. Ol' "Wailin'" Mahlon also dominated the 15 Experts. Another Scorpion man, Richard Zagars, fought with Diamond Back's Eddie King and Hutch's Charlie Williams in the class of the day—the crazed 16 Experts—emerging only third overall. However, the Scorpion bit the snake back in the 16 and Over Open as Zagars beat out King for

the top spot. King Edward, with the home track advantage, got sweet revenge by turning around and blowing away everybody in the 14 and Over Trophy Dash.

The savage Senior Open saw Diamond Back's Harry Leary continue the silver winning streak beating out blazing-fast local Shawn Texas, Howard Drew, and Torker's Steve Shepherd for the gold. The Cruiser classes were not cruising at Rancho. Quite the contrary. Rapid Robert Ibon dusted the 14 and Unders while Rick Wilkson out-peddled Mark LaPage and Bill Knudson in the 15-26 category. The Girls classes, just like the cruisers, were deceptively fast all day. MCS's Paula Drappo had to



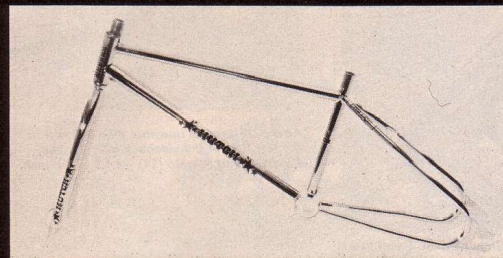
Some guys found action off the track as well as on. Scorpion's Wailin' Mahlon Abrams with friend Kim Garmon. Mahlon scored heavily at Rancho.

BMX PLUS!

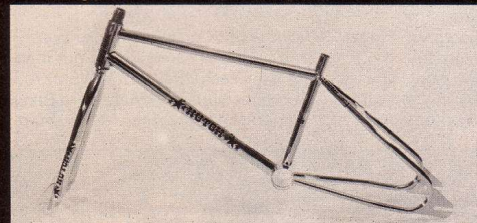
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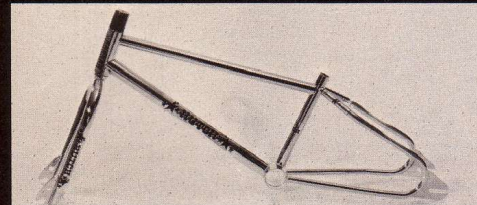
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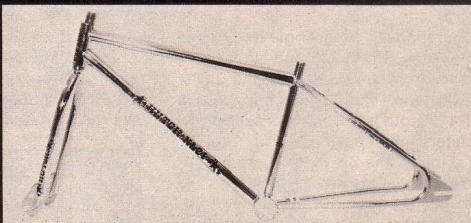
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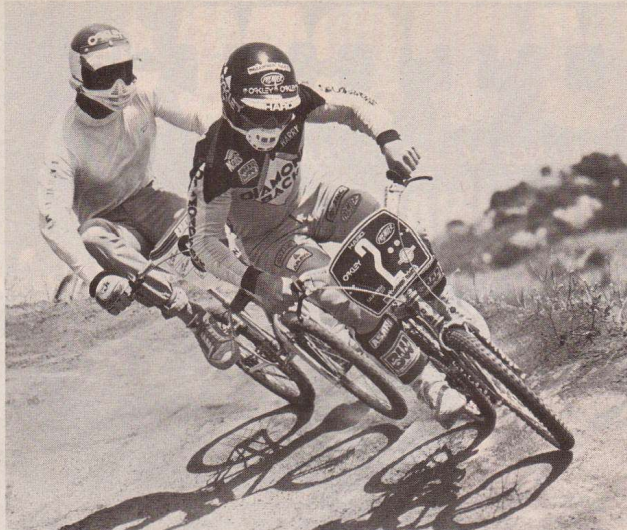
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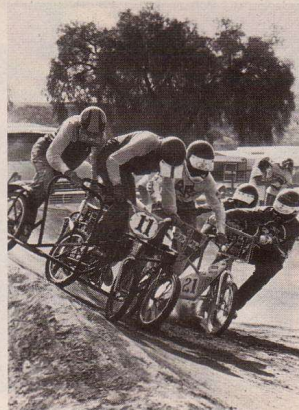
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Eventual Pro winner, Diamond Back's Harry Leary leads local speedster, Shawn Texas through a tacky berm at 25-mph-plus. Texas gave the top pros a rowdy run for their money.



After a 30-second downhill dice this is how the last turn of the sidehack main looked! Knudson and Rugolo (11) won it by an inch.

contend with both Angie and Renee Bailey to win the 13 and Under division, while sister Michelle Bailey swept the 14 and Over action with a 1-1-1 moto score. Those Bailey sisters mean business!

Finally, the Sidehack and Pro classes were insane. First the hacks. If you've never seen 'em run at Rancho, you'll have a hard time believing stories of ten-foot-high rooster tails through the berms, teams yelling for right-of-way, monkeys falling off, toe clips, and hack flips.

Believe it—it all happened at the Supnationals. The totally berserk team of Knudson and Rugolo emerged on top and still on all three wheels, sweeping all motos decisively with a 1-1-1 score.

The Pros were another story. Turnout was light to say the least—only one class. Pro racing at the Supnationals was definitely quality, not quantity. Diamond Back's Leary and Torker's Miller were two big names who showed up to tune up for the Murray World Cup. Leary convincingly won Rancho, just as he would eventually go on to win the World Cup the following weekend in Knoxville. Clint Miller was second, holding back aggressive local Shawn Texas and Torker's Steve Shepherd in third and fourth slots. Scorpion's Eric Airheart finished just out of the money back in fifth.

Yeah, it was hot. Scorpion, Tioga, Shimano, Vans and Vera's sponsored a cooker all right. The WWBMAXA pulled it off in style while the racers rode it out on one of the

wildest BMX downhill tracks ever, and the class camera crew got it all on film. Yeah, the 1982 WWBMAXA/Scorpion Supnationals were Bikes! Cameras! Action! And that's a wrap!

RESULTS WWBMAXA-RANCHO SAN DIEGO SPONSORED BY SCORPION, TIOGA, SHIMANO VERA'S, AND VANS

PRO
Harry Leary/Diamond Back
Clint Miller/Torker
Shawn Texas/Privateer
Steve Shepherd/Torker

16 Expert
Eddy King*
Charlie Williams
Richard Zagars
Eric Jones

15 Expert
Mahlon Abrams
Danny Irvin
Bobby Walton

14 Expert
Craig Manning
Kiyomi Wallar
Eric Anderson
Marlin Gamboa

13 Expert
Doug Davis
Mike Anson
Zack Hughes
Larry D'Angelo

12 Expert
Jeff Day
Eric Ackelson
Mike Ward
Russ Minkler

11 Expert
Jeremy Tooker
Adam Mitchell
Brian Kelly
Jackie Velasco

10 Expert
Jason Weston
Rusty Jones
Eric Peterson
Ken Beames

8-9 Expert
Jason Holiday
Floyd Craig
Mike Minkler
Shawn Bushler

6-7 Expert
Kristopher Jones
Jerrit Severns
Jamie Brewer

Senior Sidehacks
Knudson/Rugolo
Elliot/Cruz
Kent/Travis

Senior Open
Harry Leary
Shawn Texas
Howard Drew
Steve Shepherd

16 and Over Open
Richard Zagars
Wayne Williams
Tom Costin
John Whitaker

14-15 Open
Mahlon Abrams
Craig Manning
Ray Williams
Bryan Buntz

12-13 Open
Doug Davis*
Mike Anson
Ron Garman
Tom Cowley

10-11 Open
Kenny Olsen
Jason Weston
Adam Mitchell
Jerry Rosa

8-9 Open
Jason Holiday*

Mike Minkler
Floyd Craig
Brandon Weston

7 and Under Open
Kristopher Jones
Jerrit Severns
Tony Vitale
Jamie Brewer

15-26 Cruiser
Rick Wilkison
Marc LaPage
Bill Knudson
Paul Enright

14 and Under Cruiser
Robert Ibon
Steve Williams
Jeff Day
Ray Reems

16 and Over Novice
Tom Costin
Greg Luck
John Phillips
Mike Monelli

15 Novice
Eric Luck
Tom Toley
Dwight Pannell
Kelly Palmer

14 Novice
Robert Ibon
Wayne Beltz
Scot Bentley
Sean McCoy

13 Novice
Kenny Olsen
Joe Petrone
Mark Gonzales
Neil Margerum

12 Novice
Carlos Frausto

Arnold Ozona
Paul Brooks
Lonny Lierley

11 Novice
Mike Rosedale
Rickie Rangalita
Tom Reed
Matt Beltran

10 Novice
Chuck Largin
Jamie Ibon
Mike Elie
Adam Wasserber

9 Novice
Brandon Weston
Reese Espinoza
Corey Frausto
Gary Koenig

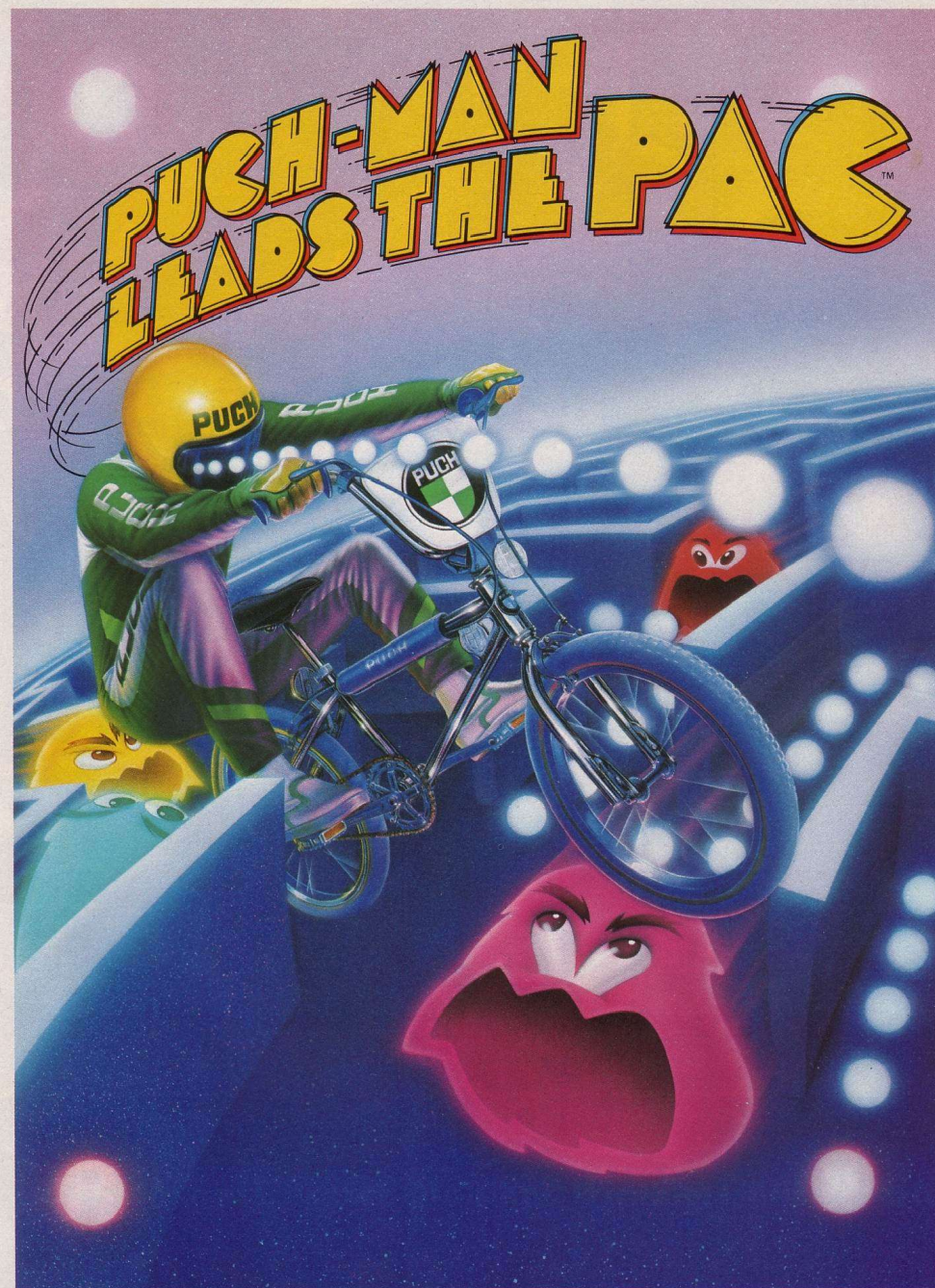
8 Novice
Teddie Gillet
Aaron Bratten
Butchie Enriquez
Mark Castellano

6 Novice
Tony Vitale
Cory Peterson
Jason Donaldson
Dan Etteron

14 and Over Girls
Michelle Bailey
Sonia Guzman
Samantha Deedel

13 and Under Girls
Paula Drappo
Angie Bailey
Renee Bailey
Wendy Holiday

* Denotes Trophy Dash Winner



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Sponsored By JMC/Vans

Story by Bob Hadley
Photos by James Cassimus

What's Bakersfield about? Bakersfield is California's attempt at the cow poke/oilman tradition of Texas. The result is not all that successful, not by a longshot. Without actually ever having been there you might easily conjure up images of its population as cowboy-hatted, straw-sucking, foot-stompin' Willie Nelsonites. Of course, once you get there yourself you find it's exactly like that, except the hats are all expensive Stetsons; the straws ain't hay, but plastic; and the boots are all spit-shined not clay-encrusted. This is the land of the urban cowboy, not the trail-riding bronc buster. After all, Bakersfield is closer to Hollywood than it is to Houston. Of course they all still listen to ole Willie, plus Kenny (Rogers) and Barbara (Mandrell) but shee-uucks who don't nowadays? (I mean besides me, O.K.?)



The Pro Cruiser Main gets wild down the first straightaway: Eric Rupe (4) is quick-frozen in the act of losing everything; Tinkor Juarez (2) is almost doing the same on his way to second place; Brian Patterson (2) is heading for third-place bucks; Clint Miller (7) is about to win the whole thing; Jeff Kosmala (5) is fighting to stay on track for fifth place; and Kevin McCarthy (57) is hanging back for sixth.



The Pro Main. Brian Patterson's lead was never in serious jeopardy, although the rest of the pack was looking for the other spots to the end. Stu (1) finished second; Greg Hill, who is here only partially visible, took third; and Brent Patterson took fourth.



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RM-2 Frame

• Cro-moly (4130) tube and plate construction (100%) • T.I.G. welded complete in fixtures to ensure perfect frame alignment • Weighs 3 lb. 14 oz. • Available in red, blue, black or white epoxy paint



RF-M Fork

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We told you last month that this guy is hot. Travis Chipres (18) ripped the 15-Expert class here. Pete Loncarevich (2) crashed in turn three and finished sixth, letting Wallin' Mahlon (41) slide in for second.

Why Race There?

Choosing Bakersfield to host a West Coast NBL War of the Stars was a wise decision. There are probably more NBL members in Bakersfield than in any other single California city or town, primarily because it's one of the few cities that have been running a schedule of NBL events for any length of time. No doubt about it, the ABA is the predominant organization in the West and, as a result, NBL's attempts at West Coast Nationals haven't turned out to be all that successful. But no one really expected them to be anyway. The only reason they were scheduled at all was because the NBL has a policy of providing members in each participating area the opportunity to participate in their

national qualifying system. The NBL scheduled the events because they have members registered on the Coast, and they went on regardless of their turnout potential.

The result has been a series of nationals in California (Northridge and Long Beach, before this one) and Arizona (Tucson). None of the events drew more than three or four hundred riders: measly turnouts by anyone's standards. In spite of this the NBL went ahead with the Bakersfield race as a two dayer, apparently convinced that they'd draw enough riders to justify it. Anyone will readily admit that two-day events start to become a practical necessity when entries reach upwards of fifteen-hundred or so. Likewise they'll agree that

anything below that can be run effectively in one day, with an experienced crew. Both the ABA and the NBL have done so on more than one occasion.

When the Bakersfield entries leveled off at around four hundred and fifty it was apparent that the anticipated turn out was way off and the two-day scheduling inappropriate. There wasn't much the event organizers could do except run as scheduled and make the weekend a pleasant one. With no reason to rush anything, the motos went smoothly, and when a rider crashed, they worried more about the kid being hurt than about holding up the program, contrary to the feeling you get at some big races.

Track Talk

"Short, tight, and challenging" would be a good description of this W.O.S. track, which is located in the side yard of Bakersfield's Y.M.C.A. The start, although not especially tricky, favored the middle-center positions as it pinched in slightly a few yards out of the gate. The Christmas-tree lights were positioned overhead like a traffic signal. With the gate angled down the starting hill, and the lights up and overhead, the riders had to crook their necks somewhat to get a glance at them. The trip to the first turn was a roller coaster ride—down the start hill, back uphill again, then downhill and into a snappy left-hander. Through the tunnel (of the over-and-under) and back uphill slightly for two small whoops. Clear the whoops and you're into another lefty (similar to the first except you have to power uphill upon exiting to get up the overpass) and fly down the other side into yet another left-handed berm. The stretch run was maybe twenty-five yards long, interrupted by a small camel-back jump midway down, finally veering to the left to get to the finishing line. Stu Thomsen said, "I hope I race on a track with some right-handed turns soon, my left foot is about worn out from getting run into so much!"

Because most of the pros in contention for the NBL title are located in the West, the pro turnout was good and the riders were all well prepared to fight for a perfect score. A perfect score—firsts in the motos and then in the main—is the ultimate goal at any NBL national. That is how one earns a shot at the title, which is always up for grabs at the end of the year for the riders who have five perfect or close to perfect scores (five is the maximum that can count). If you are great enough to get your five perfects (out of the some thirty-odd nationals) early in the season, the best you can do is keep winning to prevent someone else from getting their perfects. Of course, with the pros, there is always the money at each race. It isn't necessary to win the motos for that, only to be consistent enough to make the main event—no simple task in itself, but still a great deal easier than being perfect.

It was evident by the end of Day One that this was going to be a race for the money not title points among the pros, because of the



Doug Davis erupts skyward from below the Bakersfield underpass on his way to a 12-Expert "perfect."

simple fact that none of the first moto winners repeated with a second moto win. The reason for that was that the track, particularly the first turn, was so tricky that it kept the racing from becoming a wide-open power match. Getting the holeshot was not a guarantee that one would end up in first. No way. There were too many good lines and golden opportunities waiting for the men in second, third, or even dead last to swing wide and drop under the lead man and cut him off going under the bridge.

During the motos and the semis, the first turn was the turning point for many races. But by the time the

mains came around, it looked like most of the leaders had figured out how to shut the door to protect their lead. By doing this the pressure was put on the second man through, who not only had to try to pass but also to prevent the in-pack jostling from affecting him. In the Pro main the complexities of this exact situation were faced by Stu Thomsen, and it was probably one of his toughest races this year.

The Main Main

The best gate positions were occupied by Greg Hill, Eric Rupe, and Brian Patterson. Brian's big brother, and former ABA champion, Brent, was on the outside and Stu



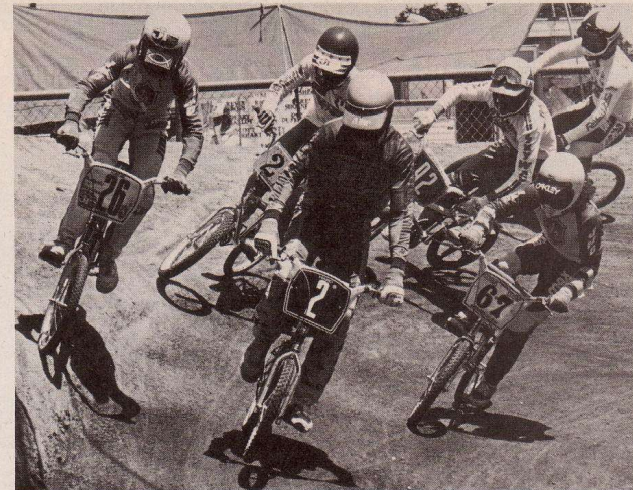
A fisheye look at some Diamond Back points-rattlers. Left to right: Harry Leary, Rich Farside, and Eddy Kling.

was on the inside. Stu didn't get the holeshot, but he got a good start anyway, one of his best of the day. It was Brian Patterson who bolted from the gate like a rocket! Brian's start was absolutely amazing. He was upright, over the bars and churning away to a good five-foot lead only ten or twelve yards out of the gate! And still accelerating! Stu said after the race, "I knew if I tried too hard because of my gate position I would've blown the start. Instead I told myself 'don't try and make it too good, just do it like all the others and everything will be O.K.' " He would've been O.K. and out in the lead if it weren't for the spoiler Patterson—Brian Patterson. Where was big brother? Dead last. What a contrast! Now it was Brian's turn to hold up the family name!

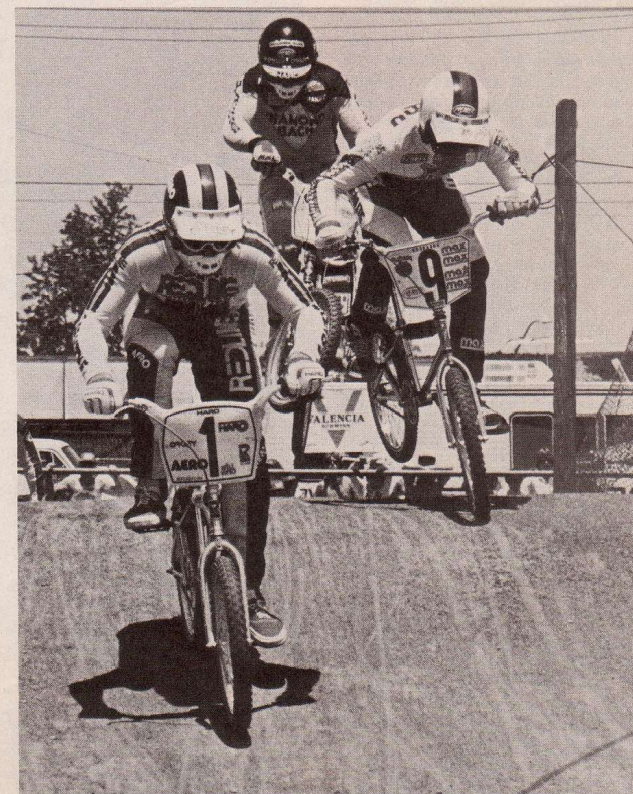
Going for it in turn one was the lanky Patterson with Stu hot on his tail and looking for the set-up. It wasn't to be. Patterson carved a line forcing Thomsen to the outside. The pack, the one right on Stu's tail, consisting of Rupe, Hill, and Byron Friday, all drifted wide also and bam! Before you could say Patterson Racing Products, Brent, the man who was in last and whose younger brother was in command of this parading brigade, laid a pass on the entire pack! He then flung his bike inside of *The Man* (Thomsen) and almost passed him right there too! The ensuing battle for second brought the two right up to the point where they were almost scraping Brian's rear tire going into the second turn.

Approaching turn two and unaware of the battle behind him, Brian swung wide and then made his cut for the turn. His move caused Stu to veer into the soft shoulder and gave Brent the opportunity to snake his way into second place.

What a show! What a turn-around! Patterson Blue and Gold and Orange out front one-two, and



Pro-victor Brian Patterson leads the way into the Bakersfield underpass with Tinker on the outside and Ron McKiernan on the in.



Stu Thomsen, Tommy Brackens, and Harry Leary—three of the fastest of the fast. Stu two seconds this day (Pro Money and Pro Trophy). Tommy took the win in Trophy and fifth in Money. Harry took a fourth in the Trophy, bombing out in the Money class.

all because Brent, that crafty devil, went for it: "What the heck, I'm in last. I might as well!" And he did it picture perfect, without so much as a nudge or a bump. Up over the overpass Brent looked like he was lining up his brother for the swoop. When asked about it later, Brent replied, "That's my brother. So what? He's out there to win and so am I. Of course I was trying to pass!"

Yes, but he must have tried too much too soon, because, as Brian dropped into the last berm and exited, Brent drifted up high so he could get a better drive down the last straightaway. He guessed wrong. Brent's rear wheel got swallowed up in the soft shoulder and the hesitation cost him all of his horsepower just to get moving. It was Thomsen's turn this time and glued to his tail was Hill. The two slingshotted past Patterson like they had afterburners on. Brent was fumed! Second to fourth just like that!

Brian was long gone by the time Brent was all through getting himself passed. The Thomsen-Hill duo raged on to the finish line but, because Stu held the inside and because of the angle of the finish line, Hill could've pulled even and still lost by half a foot. That didn't make either one shut off. Stu grabbed his second and darn near lost it in the run-off area trying to scrub off speed and turn.

After the race Hill wondered why he got by Patterson so easy: "I looked up and next thing he was gone, behind me." One got the impression that Brent Patterson isn't usually that easy to pass. Brent himself just shook his head, "I was pedaling as hard as I could but wasn't going anywhere." Brent's look was one of slight frustration. He didn't look at it like he was in last and ended up fourth. No, he saw it as blowing his shot to grab the lead. Such is the way winners think.



Hot 14-15 Cruiser action in the first corner. Jason Patterson (20) has the lead, but Todd Van Pelt (12) deserves the attention. Whoa.



Stu Thomsen. "The Man" isn't winning as much this year as last and he's not sure why.

RESULTS			
NBL WAR OF THE STARS-BAKERSFIELD			
SPONSORED BY JMC, VANS, AND BIKE WAREHOUSE			
A Pro Money			
Brian Patterson/Patterson Racing	\$600	14 Novice	
Stuart Thomsen/Red Line	\$325	Jeffrey Sproule	
Greg Hill/GT	\$200	Curt Valenzuela	
Brent Patterson/Patterson Racing	\$150	Jim Caster	
Tommy Brackens/Powerlite	\$100	Luis Salazar	
Eric Rupe/Mongoose	\$50	13 Novice	
Clint Miller/Torker	\$40	Brian Thomas	
Byron Friday/Scorpion	\$25	Tony Yanco	
		Anthony Moore	
		Stephen Hill	
B Pro Money			
Mike Miranda/CW Racing		12 Expert	
Mark Bush/Brady Bros		Harry Houser	
Steve Giberson/Bicycle Source		Munchy Hernandez	
Chris Raudman/Skyway		George Salcido	
Jeff Adams/Kuwahara		Larry Finheiro	
Rob Robinson/Saber		11 Novice	
Robert Smith/Privateer		Steven Russell	
Eric Aihart/Scorpion		Jeff Platt	
		Robert Tomlinson	
		Joey Salcido	
Pro Trophy			
Tommy Brackens/Powerlite		10 Expert	
Stuart Thomsen/Red Line		Scott Schwartz	
Greg Hill/GT		Travis Robles	
Harry Leary/Diamond Back		Ronnie Leos	
Byron Friday/Scorpion		Jeremy Schwartz	
Donny Atherton/Schwinn		9 Novice	
Larry White/Howard's BMX		Lisa Terry	
Rod Beckering/SE		Chris Jaszewski	
		Mike Kenny	
		Stephen Hiroshima	
Pro Cruiser			
Clint Miller/Torker		8 Novice	
Tinker Juarez/JMC		Kevin Kent	
Brian Patterson/Patterson Racing		Jeffrey Smith	
Brent Patterson/Patterson		Brett Thomas	
Jeff Kosmala/Red Line		Mike Wiley	
Kevin McCarthy/Race Inc.		7 Novice	
Keith Lawson/Privateer		Buddy Meddock	
Eric Rupe/Mongoose		Jason Christy	
		Jason Hills	
		Jason Dickson	
		Chris Shreffler	
		6 and Under Novice	
		Marcelo Perates III	
		Cory Peterson	
		Travis Worth	
		Justin Christy	
		14 and Over Open	
		Keith Gaylor	
		Pete Loncarevich	
		Pat Steele	
		Wayne Crossdale	
		12-13 Open	
		Alex Madrigal	
		Robert Eisenberg	
		Chris Torres	
		Brian Gass	
		Dale Eckert	
		10-11 Open	
		Ronnie Riouz	
		Sam Arellano	
		Robert MacPherson	
		Ted Keith	
		8-9 Open	
		Jason Christy	
		Kevin Keller	
		Deric Garcia	
		Jason Holiday	
		7 and Under Open	
		Tory Bailey	
		Gary DeBacher	
		Danny Nelson	
		John Dionne	
		35 and Over Cruiser	
		Tom Howard	
		Michael Smith	
		26 and Over Cruiser	
		Weldon Nomura	
		John Hoffer	
		George Antill	
		16-24 Cruiser	
		Mark Darcy	
		Mickey Lundy	
		Rob Fehd	
		Brett Allen	
		14-15 Cruiser	
		Martin Garnas	
		Jason Patterson	
		Todd Van Pelt	
		Ron House	
		13 and Under Cruiser	
		Robert Eisenberg	
		Carl Butler	
		Steve Klimes	
		Steve Williams	
		14 and Over Girls	
		Kim Johnson	
		Margaret Christopher	
		Misty Dong	
		Leslie Burley	
		12-13 Girls	
		Sue Gingrich	
		Kelly Mooney	
		Paula Drappo	
		Jennifer Lukens	
		10-11 Girls	
		Lachelle Moore	
		Wendy Holiday	
		8-9 Girls	
		Lisa Terry	
		Alisa Salcido	
		Carol Bartlett	
		7 and Under Girls	
		Michelle Brewer	
		Tawni Thomas	
		Misty Funk	
		Lisa Nomura	
		Manufacturer's Team Trophy	
		GT BMX	
		Shop Team Trophy	
		Brady Brothers	

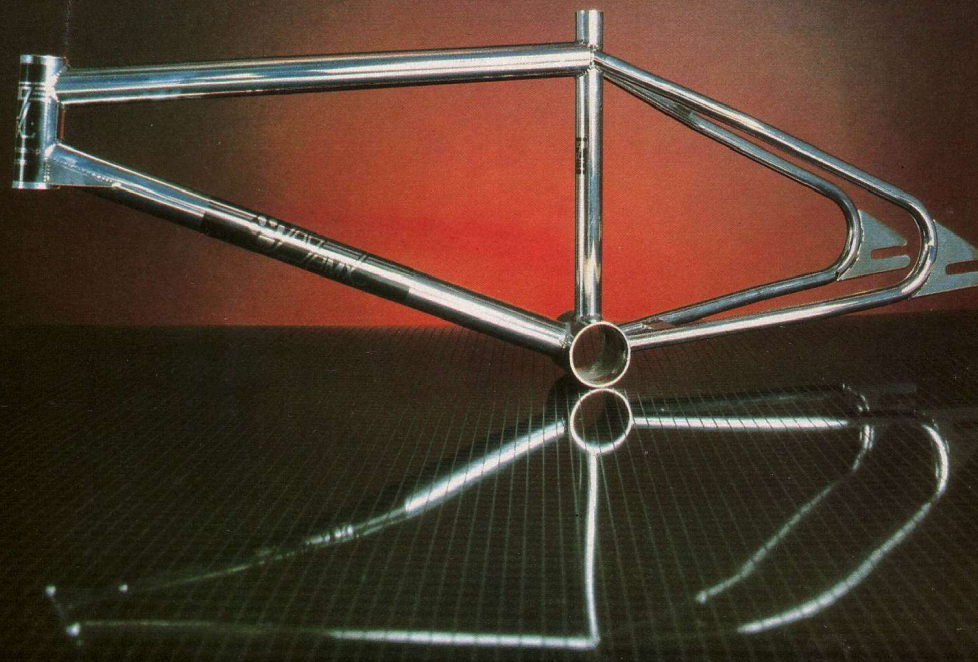
The Other Classes

Among the other several excellent main events was Clint Miller's close-call win over the hard-charging Tinker Juarez in the Pro Cruiser class. (Tinker seems to have really taken off with his new deal at JMC.) Pete Loncarevich also had a fantastic weekend, taking the win in Sixteen Expert. Pete's win is even more remarkable when you consider that it was only six short months ago that doctors told him that his leg injuries from Indy would take at least that long to heal. In all, the event turned out to be more spectacular than expected. Plus, there were more than a few NBL members who were glad they got a chance at those points. And that's the fact. Jack!

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Let it be known—JAG BMX is back to attack in '82 with three threatening new models. Being the first released is the new Team Twenty, indicative of things to come from JAG.

JAG TEAM TWENTY

*By Bob Hadley
Studio Photos by Dean Bradley
Action Photos by John Ker and
Bob Hadley*

JAG, the undisputed King of BMX promotions, is taking a calculated step back into the bicycle sales stream. Will they float or sink this time?

It looks like JAG has finally found their niche in the BMX market.

In the six years since their introduction, JAG bicycles have had a turbulent life. Their original approach was in the direction of mass appeal: offer decent bikes at a fairly low price. Unfortunately, JAG's biggest competition in this category was from Mongoose. On top of that, except for minor conceptual deviations, the two brands were essentially twins. Against the *Big M's* already established, overwhelming dominance in the area of dealer acceptance, JAG simply faced a wall that was too hard to break down. They gave it all they had, that was for sure—big flamboyant ads, race sponsorships, a big team on the summer tour. But, then again, Mongoose did just the same.

So, after two hard years of trying, JAG put the bike sales and the team on the back burner and concentrated on their promotions and establishing international involvement in racing.

Now, six years down the road, JAG is in full swing with their promotional activities, and once again they have decided to go for it in the bicycle market. This time though, their approach is a bit more, shall we say, calculated.

The New Perspective

First off, this bike hasn't been preceded by big, flashy ads. Nor has it been aimed at the non-racer for more sales (as was the last effort). No, the logic behind it is pure and simple. JAG is a company that has a name that is associated with racing. They are, and have been, at the forefront of big-time racing promotions. People identify JAG with racers and racing. It only made sense that their new bike would reflect that identity. JAG president, put the new bike into perspective: "This bike is a complete departure from our old bikes. It is for racing. It's much lighter than the old one. This frame weighs less than four pounds. It's a change of direction for us and we're being careful not to push it too hard."

What he meant by "not pushing it too hard" was to let the bike find its way into the market at its own pace, when the people are ready for it. For example, team rider Paul "Goose" Gossrau already has several NBL War of the Stars "perfection" to his credit, while using the JAG. There is no better way to establish a racing bike's image than winning races. Winning draws people's attention, and if what they see is a quality item, they are much more apt to accept (buy) it.

That was part of JAG's problem when they first started. But it is easy for us to look back and speculate. For sure, Team JAG won races in the old days—they won races left and right, including the *World Championship!* With these wins behind them, the reason that success eluded the JAG was probably, at least partially, caused



The nasty, new JAG BMX Team Twenty. At 24 pounds, ready to pounce. In 1982, ready to win.



Going... going... gone, Pratt runs out of berm and traction. No doubt about it—the JAG's short rear end prefers berms high and fast to sliding around on the inside.

by the fact that their bike was little more than a track-wise street-racer, and everyone that followed racing knew it.

Considering that the market for expensive racing bikes is small in relation to the demand for street-thrasher-style bikes (an approach that JAG abandoned), as well as being very competitive, you would think that it would be just as difficult, if not more so, for JAG to re-establish itself in the market now. The difference now is timing, plus the fact that the racing market is highly susceptible to trends. According to Renny, the new bike has "achieved surprising success and acceptance." It may be surprising to Renny, probably because he hasn't promoted the

BMX PLUS!



The Team Twenty fork is essentially a Tange TRX unit made in Japan by Tange for JAG. The chrome-plated Trx features a rib-reinforced steering column, oval fork blades and flex-fighting heavy-duty drop outs.

bike on the level that he usually promotes things (remember he's "being careful not to push it too hard"), but it really isn't all that surprising when you get down to it: His rider is hot, the timing is right, his market is competition oriented (and trendish), and most of all, his product is both new and high in quality.

Where It's At

Up till now we have talked about everything surrounding the new JAG Bicycle, but haven't talked specifically about it. So, dispensing with any further formalities:

The Frame: All 4130 chrome-moly tubing, heli-arc welded, and immaculately chrome-plated. Both top and down tubes are 1-1/4 inches in diameter. The rear triangle is made from 5/8ths inch diameter tubes in a "double-loop" design. Head tube, bottom bracket, and seat tube all accept standard BMX components. The caliper brake bridge is a heavy-duty plate positioned for standard-reach BMX calipers. The head area is gusseted "wedge-style," a la Red Line. The frame is manufactured for JAG



Our tester came fully decked with DX components. JAG doesn't offer a complete bike but a "JAGset": A frame and fork, a JAG racing jersey, JAG leathers by Endo, Jox/JAG shoes by Thom McAn, and a racing info package—all for right around \$230!

BMX by Trackmaster, Inc., in Hesperia, California.

The Fork: likewise, all 4130 chrome-moly tubing and completely heli-arc welded. It is essentially a Tange TRX fork unit made in Japan by Tange for JAG. The TRX fork features a rib-reinforced steering column, oval fork blades, and flex-fighting heavy-duty drop-outs. It is also chrome-plated to perfection.

The Package: In another twist from the old way at JAG, only the frameset (frame and fork), not the complete bicycle, is available. But there is a catch. Rather than a typical frameset deal, the "JAGset" includes a 50/50 racing jersey and leathers by Endo (both in Team JAG style), JAG/Jox shoes by Thom McAn, and an information package which tells you what your opportunities are on the JAG team, whether you are an expert, novice, or beginner.

For those of you who have never raced, there is even information on how to get started so you can join the JAG team. The whole package retails for around \$230.00.



Speed jumping is easy once you get used to the effect the short rear triangle has on the JAG's balance point.

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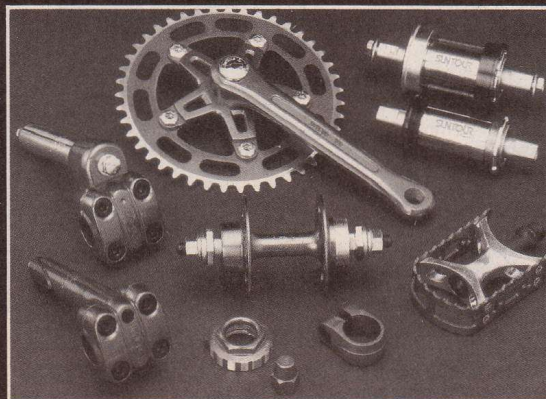
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Overall, the JAG's front end feels very stable, drops into a lean attitude smoothly and predictably, and requires only a minimum of muscle to crank through corners like this.

Sleuthing the JAG

We had quite an interesting time tracking down and trying to confirm the origins of the new JAG's geometry. Why? Because during the normal course of our testing procedures, where we scrutinize the design and the methods of construction used in manufacturing the frame, a member of Craig Kundig's technical staff (Bruce Downie) and our own test rider, Jim Pratt, remarked that the JAG frame appeared to be very similar to the Robinson Racing Products frame. Indeed! At least visually, the two frames are nearly identical. Same, short, double-loop rear triangle design, similarly steep seat angles, and same basic front triangle design.

Sources at JAG say their frame is similar to the Robinson design, but not identical, citing differences in the rear triangle and the head angles.

Just for the heck of it, we contacted Robinson Racing and asked if they were aware of the similarities between the two frames. "I've seen it," said Chuck Robinson, president of Robinson Racing Products. Then he added, "It's nice to be the most copied frame on the market."

Since we couldn't get a Robinson together for a lab session before our deadline we simply don't know if the JAG frame is an exact copy

or not. For now, all we can say is that they appear to be similar in design.

Handling

At any rate, even if the JAG frame is identical to the RRP frame, the handling characteristics between the two would not be—by virtue of the Tange TRX fork, which is shorter than RRP's. The shorter fork changes the head angle. This makes the front end have a tendency to be less quick when dropping into turns. Overall, the JAG's front end feels very stable, drops into lean attitudes smoothly and predictably, and requires only a minimum amount of concentration to control it. The balance for jumping is superb as the bike shows no tendency to pull to either side or pitch in the air. Speed jumping is easy, once you get used to the effect that the short rear end has on the balance point. The JAG can be described as having a narrow range of safety, once you reach the wheelie/loopout balance point. The short rear end does help you get the front end up quickly for going over whoops, but should you pull up too high, you risk doing an instantaneous loop-out.

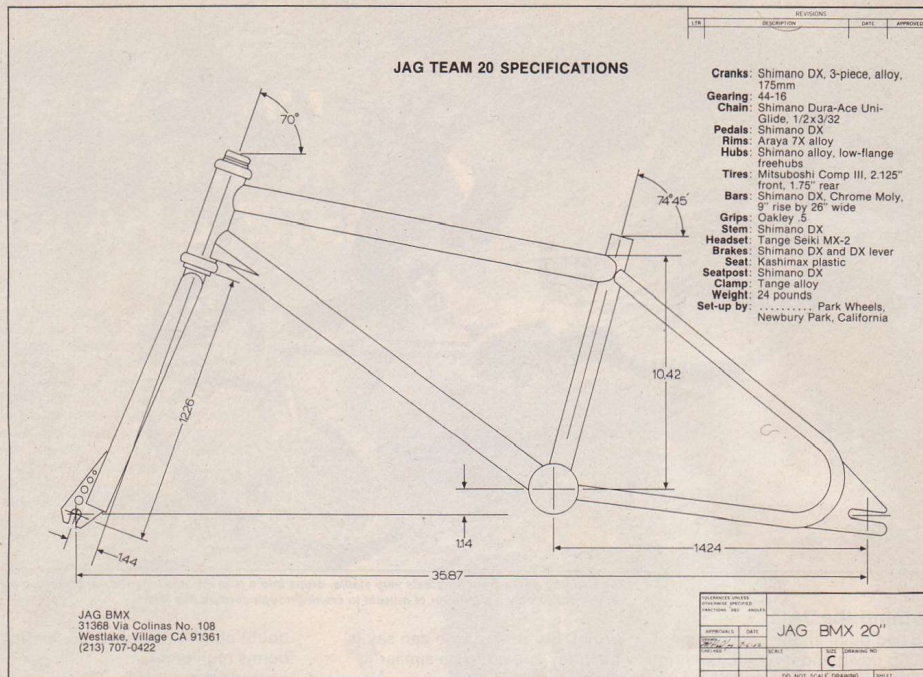
One of the really positive effects of a short rear end that really hasn't been discussed much is how it helps the bike slash through berms. No

doubt about it, the JAG prefers the berms high and fast, to sliding around on the inside.

Conclusion

This bike is a racer, specifically, and is being made available to racers and those interested in racing. JAG is back in the thick of things again. And it looks like it will be for good this time.





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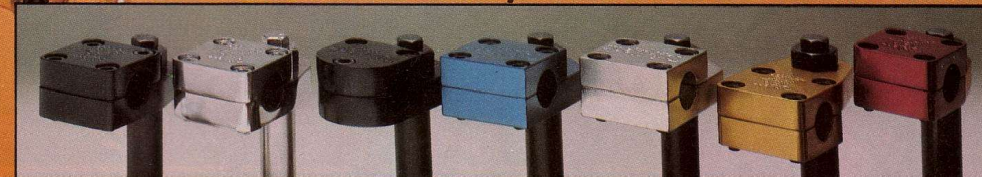
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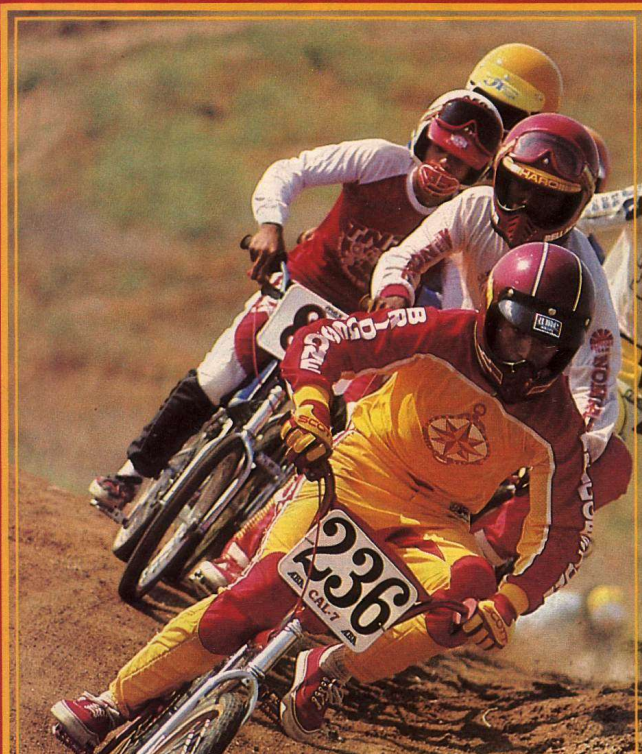
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INTERVIEW

Andy Patterson

Story and Photos by John Ker

Eighteen-year-old Andy Patterson (his birthday is January 19) is the giant of the Seventeen and Over Expert class. If there is anybody in the amateur class who looks like he should be a pro, Andy is it. At six-foot-one and one hundred eighty-five pounds, he embodies an impressive combination of size, skill, style, and racing savvy. There is never a trace of awkwardness in his approach to riding.

Andy's race record reveals both consistency and versatility. At last year's UBR Grandnationals, where he only managed a second in the 16 Expert class, he was, nevertheless, able to take his 16-inch class and his cruiser class. His recent 17 Expert wins this year include the War of the Stars races at Miami, Pompano, and Long Beach. He won the 15 and Over Open class at the ABA Chandler Winterinternals this year and took the 16 Expert class a year earlier. At the end of last year he won the NBA Grandnationals' 16 Expert class and the ABA Grandnationals' 16 Expert class, Cruiser class, and Trophy Dash. The list goes on and on.

In addition to his considerable racing skills, Andy is an accomplished trick rider, excelling at ramp aerials and ground-level freestyle routines.

In spite of the breadth of his talents, Andy Patterson possesses a refreshing modesty. He is quick to praise his competition. As for the matter of BMX stardom, Andy says that the pros he regards most highly are the ones who treat the younger riders the best. Pros like Eric and Robby Rupe, Scott Clark, and Jeff Bottema.

Andy says that this is his first interview. We assure you that it won't be his last. We will be hearing about this exceptional rider for years to come.

SEPTEMBER 1982



"When I was riding cruisers I won everything. . . It messed me up on my 20-inch racing, though."

How did you get started in BMX?

My dad bought me a Dan Gurney monoshock for Christmas one year, and he said he'd like to see me start racing. About two months after that I was riding down the street in Norwalk (California), and I saw this park—Little Lake Park—where there was a track, and they were racing on Sundays. I told my dad about it, and he took me down there and I started racing.

How old were you then?

About eleven.

How did you do when you first started racing?

I got a fourth. I got fourth my first seven races. I finally got a first after that. Then I got seven firsts and moved up to expert. My first expert race I got a first also.

Was that still at Little Lake Park?

Yeah. That's the only track that I raced at for about a year. I'd race there once a month. That would be it.

Did your father take you to the races all the time?

Yeah, for the first year, and after that he didn't want to be bothered with it anymore. I stopped racing for about six months and then Vicky and Greg—my foster parents—when I went to live with them, they got me started back in racing again. That's when I got my little (foster) brother started—Tosh (Muravio).

What was the first national you ever raced?

The first national was San Antonio, Texas. That was when I got picked up by GT. I think I was fifteen then.

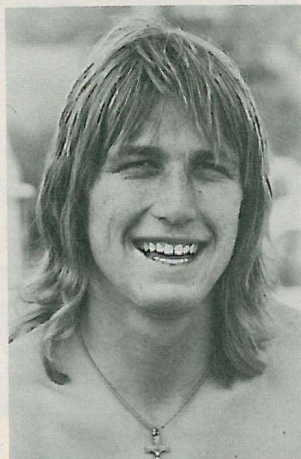
How did you do at that one?

I was doing good till I got to the main. I blew my start and wound up getting fourth. The post-race the next day I got a first in the 16 Expert and a second in the Open.

Equipment

What equipment do you normally run now?

One-eighty Flight Cranks with regular bearings in the bottom bracket, Skyway Tuff Pedals, Skyway graphite Tuff Wheels, GT Pro handlebars, Elina seat, fluted seat post, MX-1000 brakes, Zero-



Nine number plate, Cal-Lite pads, A'ME grips, Competition III back tire, and I run a smaller Carlisle Aggressor in the front.

A small Carlisle Aggressor? You mean a one-seventy-five?

Yeah, I run one-seventy-five front and rear.

That's what Lee Medlin does, too. And the frame you use is what?

A Hustler by Ralph's bike shop.

How did you decide that?

Well, it's real convenient for me. His bike shop is only about a mile from where I live. So it's real convenient for me to ride the frame. I liked it and so I just decided to ride the frame.

You ride for Skyway. What's the story with the new Skyway bike coming out?

It should be out in about two months. It's totally aerodynamic except for the headtube and the bottom bracket.

How's it going to be different from other bikes on the market now?

It's all 4130 chrome-moly steel, and, like I said, it's all aerodynamic and very well built. There's really no other bike like it. I like the way it handles. I don't know what the difference between it and any other bike would be except that it is real strong—there's no flex in it—and it's not heavy; it's real light. It's just

a really well built bike that a lot of engineering went into.

When are you going to get your first one?

Probably in a month to two months from now.

You're going to race with that then, I take it?

Uh-huh, as soon as they get into production with it.

Preparation for Racing

Is there anything special that you do to your body or your bike to prepare for a race?

I work out extra hard a week before a national, but I don't ride my bike at all about three days before I leave. I take it real easy so I know I'm prepared when I go.

So you've got all your strength, in other words?

Yeah, when I go to a race I'll have my maximum strength. I'll do my best. I can't blame it on being tired or, "I worked too hard," or, "I didn't ride my bike enough". I know that three days of not being on my bike before a race will give me just enough time to relax and be able to get ready for a national.

What kind of training do you do?

I do starts with my little brother Tosh. We do thirty-five to fifty starts a night. We do sprints together for anywhere from forty-five minutes to an hour. I also trick ride for about an hour every day. And, I lift weights once a week. That's about it.

What kind of weight lifting do you do?

Only from the waist up. I don't do anything with the legs, because it forms different muscles that you don't use in racing. I do curls and I work out on the bench press.

How strong are you? What kinds of weights do you lift?

I don't really max nothin' big. I work out with about one-fifty.

Benching one-fifty?

Yeah, That's what I max right now, because I'm not really into maxing. I just work out with my arms and stuff mostly.

Do you really think it's important to have strong arms to race BMX?

Yeah, that's a real important

"Twenty-inchers will never go out. Never. I think they'll be in from here on out."

factor—to have strong arms. Your arm and back muscles are very important on the start, and, like, for speed jumping and pedaling out of turns. You use your back muscles for that a real lot. And your stomach muscles.

I don't do anything for my legs at all except do sprints and ride rollers.

Trick Riding

I understand that you are on a trick team. Tell me about the trick riding that you do.

Well, some friends of mine, David Ruz and Mike, started out working out with me every day, doing starts and sprints, and we started doing

trick riding every day. David got more involved in trick riding, seeing as how he couldn't make it out to the races very often. So it kind of motivated me to do trick riding more. And it wound up we got pretty good, and Pepsi wanted us to do shows for them. We've done five or six shows for Pepsi Cola at Grand Openings and at, like, In-n-Out Burgers, and Jack-in-the-Boxes, and stuff like that.

The name of our trick team is Freestyle Force. We'll be doing some demos for Vans also. We're just more or less on call. Whenever they call us up we go and do a trick show for 'em.

It's part of my workout. I think it

helps me a lot—trick riding.

What kind of tricks can you do?

I can do roll-backs into five-forties. I can do fakie-airs. I can do back hops. I forget all the names.

Do you do them all with a freewheel?

Yeah, I do everything with a freewheel; I don't use a coaster brake at all. The other guys do on the team, but I feel that it would mess me up if I got too involved with a coaster brake, seeing as how I race with a freewheel.

Aren't you one of the only people around who does tricks with a freewheel?

Fred Becker also does tricks with a



An outstanding combination of size, strength, and raw skill make Andy the giant of the amateur classes. Here he blasts a little dust at Irvine, California, while demonstrating his loose-dirt turn techniques. Though undefeated in the cruiser competition, Andy still feels that 20-inch bikes are here to stay.

"I practice two-pedal starts... (but) I almost always do one-pedal starts."

freewheel. He's about one of the only other ones I know who does it who's good.

What's the hardest trick you can do?
Probably a three-sixty-on-the-quarter-pipe-roll-back. I get out and do a three-sixty then drop in backwards and do a rollback-five-forty.

How much air do you get when you do that?

I don't get much air. I get about a foot of air when I do it, because I can't get too much air or it will throw my balance off.

Can anybody else do that?

Not that I know of. I just kept working on it until I got it mastered. My friends didn't think I could pull it off, but then I finally started doing it.

Did anyone like Haro ever approach you and ask you to tricks for them?

Not really. I don't really want to get that much involved in it. I didn't even want to get involved when Pepsi called up and wanted me to do demos for them. It's just in my spare time when I'm not in a race, and I can earn some money by doing it—then I go ahead and do it.

(Calls out to friend David Ruz who is sitting in the other room) David, c'mere. What are some of the names of the tricks that I can do?

David: There's the three-sixty-aerial; fakie-air-crossed-up; drop-in; crossed-up-one-hander-drop-in; roll-back-three-sixty; bunny-hop-over-the-bike; full-helicopter-table-top; one-footer-crossed-up; one-hander. . .

Andy: Yeah, but what do you call it when you get out?

David: "When you get out? An aerial."

Andy: An aerial! There you go! (Laughs) I was getting mixed up here! (Laughs)

David: "Then you've got a one-footed-kick-turn; ramp stall; and what's that when you go over the edge? That's a no-name. An over-the-edge."

Andy: That's enough, I just forgot the names.

David: "Okay." (Leaves room)

The 20-24 Question

One of the most distinctive features about you is how big you are. Do you think that your size is an advantage when racing twenty-inch bikes?

No, I don't really think that it is an advantage, because a twenty-inch bicycle isn't that big. I think it would be more of an advantage riding cruisers. When I was riding cruisers I won everything on my cruiser. It messed up my twenty-inch racing, though; so when I got to Skyway, I altogether quit racing cruisers. Not because I wanted to, but because Skyway doesn't make Tuff Wheels for cruisers. And so it was time to get really serious on my little bike.

Do you think that pros are likely to switch over to twenty-four-inch bikes in the future?

I don't know, I really don't know. I would think so in the future, but you get people like Greg Hill and he says he'll never do it. He says he'll never race twenty-four-inch. I think that once they get real big they will find that they can't pedal that little twenty-inch bike around

"Skyway's pretty strict on me having long hair. . . . They send me down to Beverly Hills to get my hair done."



Andy dwarfs his 20-inch race bike when he just sits on it, but in the act of riding, he's anything but gawky.

anymore, that they will have to go to the twenty-four-inch cruiser, or they are not going to be able to ride at all.

What about you? How much bigger are you going to get?

I think I've reached my peak (6'1", and 185 pounds). I just sprouted up and I've stayed that size.

Do you think that you are too big to ride a twenty-inch bike now?

No, not at all. I stopped right at the right time, I guess. Any bigger and I think I would have been too big.

Do you think that you are faster on a twenty or a twenty-four?

It depends on the track. If the track is short and tight, I think I'd be faster on a twenty-inch. If the track is long and has wide turns and stuff, I think it would be faster on a twenty-four-inch. Definitely.

Have you been timed on a twenty-four and then on a twenty to see which one is faster?

Yeah, at the ABA Grandnationals I had the fastest lap times there of anybody. On my cruiser. That was my first race on a twenty-four-inch.

How did you do on a twenty-inch?

I got first in 16 Expert and won the Trophy Dash.

How did your times compare?

Almost as fast, but still slower. I don't remember the times.

Which is more fun to you, twenty or twenty-four?

Twenty-inch. I can maneuver around a lot better. It's a lot better for freestyle and trick riding. It's a lot easier to ride.

Do you think that the twenty-inch class is going to disappear as cruisers take over, or do you think that that's not going to happen?

I don't think that that is ever going to happen. Twenty-inchers will never go out. Never. I think that they will be in from here on out.

What would you think about an open class where the pros could race anything that they wanted?

I don't think that that should be at all. If there is an open class for the pros they should strictly ride twenty-inch. If there is a cruiser class then have them ride the cruisers in it, but there should not be any cruisers at all up on the gate in the open class because it's just not fair to the other people because of the wider handlebars and stuff,

and the smaller gate. With the wider handlebars on the cruisers, you get nailed coming out of the gate.

One-Pedal Starts

You are one of the few top riders in the country to do one-pedal starts.

What's the story there?

Well, I was trying two-pedal starts and I couldn't get used to them.

When was this?

This was when I first started racing. I couldn't get used to them. As the years went by, I just decided to do one-pedal starts. I don't know. It just felt more comfortable with them. I felt that if I timed the gate right, I'd get a little bit more of a jump on everybody else and I'd just get out faster. So I started practicing them and practicing them, and it just seemed like I wasn't getting anywhere. So what I do now is, when I practice starts, I practice two-pedal starts, because you can't practice a one-pedal. The one-pedal is something that you have to get used to. It takes a long time.

You mean you practice two-pedal starts all during the week, and then when you go to a race you use a one-pedal start?

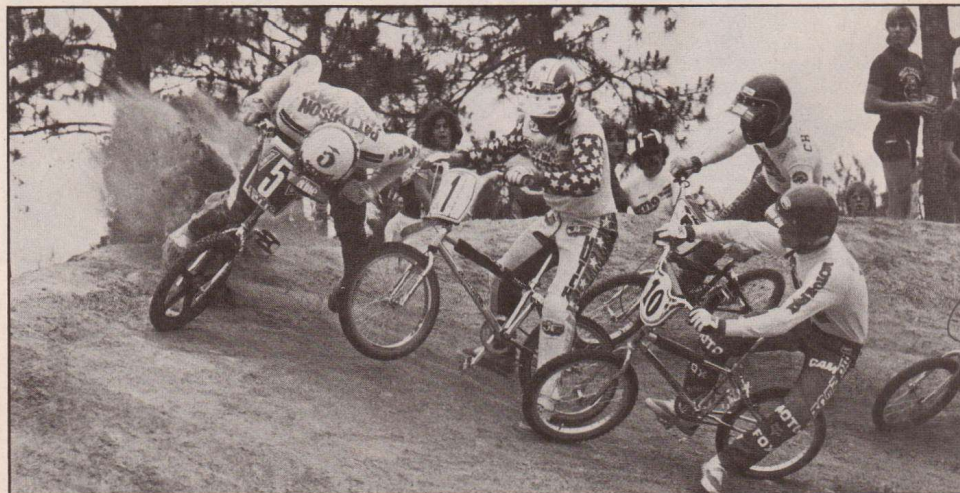
Yep. Because not all gates are alike. Some are on different angles and it's hard to get out on one pedal. So, if that's what it is, then I'll do a two-pedal start, which isn't very often. I almost always do one-pedal starts, and I just get that much more of a jump on everybody else.

Thoughts on Turning Pro
Have you ever thought about turning pro?

I did towards the end (of last year) when I quit GT. I was thinking about turning pro. They were putting a little pressure on me, saying that it's time for me to turn pro. I was just about to when the switch came along to Skyway. They told me that they would rather have me stay in the 17 Expert for one more year, and next year turn pro.

Are you looking forward to it?

Yeah, I'm looking forward to it, but I don't think I'll just get a holeshot and win every time just because Lee Medlin and I got the fastest lap times at the World Championship (see BMX Plus! April 1982). The



Andy roasts the spectators in the raucous 14 and Over Open main at Miami. Rich Farside is plowing into Andy's leg as Nelson Chanady (2) and Jeff Oamus (10) charge into the fray. This is the kind of action that really gets Andy's blood flowing.

pros are real big and there's a lot of bumping going around. It's not just a matter of getting a holed out and winning the race. I think there is a whole lot more involved than that. **Who's your toughest competitor now?**

I think that the toughest right now is probably Mike Poulson, because he's real consistent. He doesn't always win but he's always there. If he's not winning, he's getting second or third. He's always there. Also, Eddy King. He explodes out of there every once in a while. It seems like he goes fast, then gets in a slump. But when he's going fast, he does really well.

Is there anybody else that you would put up there with those two guys?

Nelson Chanady is pretty fast. I don't get to race him that often. I only get to race him when he's in his home town, so I don't know how he does away from his home town—if he's fast away—but he's fast on his home tracks.

Here's a question that Jim Cassimus suggested: When are you going to get a haircut?

I was waiting for that. Skyway is pretty strict on me about having long hair. They send me to get a haircut every two months—lately it's been every month. They send me down to Beverly Hills to get my hair done.

Which one do they cut? (Laughingly)

(Laughing) What do you mean by that?

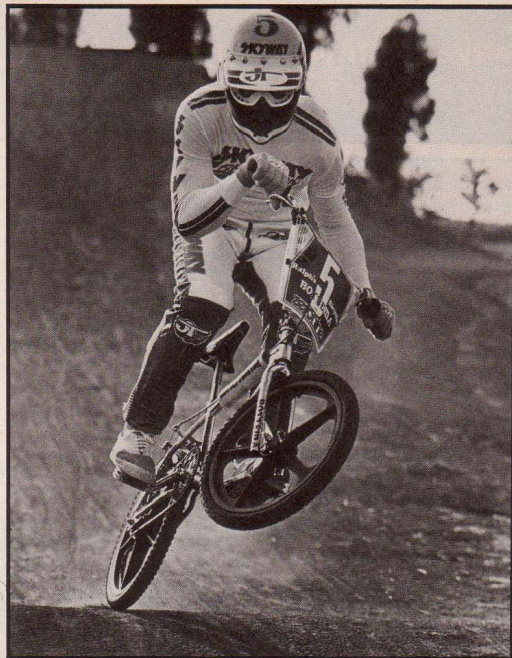
Well, you've got hair down to your shoulders.

My hair grows fast. My hair looks good when it's cut. It's just that it grows really fast. My girlfriend (Paula Thompson) likes it long, but Skyway doesn't. They like me to look real clean-cut. I don't like to have my hair real long, but I don't like to look like a redneck either. I like to have it just at shoulder length.

Do you consider yourself a hippy? (Emphatically) No! Not at all. I'm not into drugs or nothing. My high is racing. The biggest high I have is racing. It's something I really love to do. I'm going to do it until I can't anymore. I'm not a hippy at all.

Racing and Other Diversions What is it you like about racing?

I like it when there are a lot of people out there yelling and screaming. That's what I like. When you know that everyone out there is



Very helpful with younger riders himself, Andy admits that the pro-BMXers he really admires are the ones who are the nicest to the little kids.

yelling and screaming. And you know that it's a big race. There's no feeling better than that. And when you win, that's the best thing.

What other sports have you been involved in?

Well, before I started really getting heavy into BMX, I played football my freshman year in high school and I played a little basketball. I think that's why my dad wasn't real interested in me racing. I mean, at first—the first year of racing—he was, and after that, he wasn't. He wanted me to follow in my brother's footsteps, because my brother was All-American and All-League in football.

All-American in football?

Uh-huh, and he got "Most Valuable Player" in basketball. He was just a real good sport. My dad wanted me to take after him. That just wasn't my bag. I wanted to race. My dad said I'd never be good at it, that I'd never make it to the top—but I've proved him wrong. I'm getting there.

What does your brother do now? Is he a professional athlete?

No, my brother is married with two kids, living in Utah. Happily married, right now.

He didn't pursue professional sports?

No, uh-uh. He had a scholarship to go to—where was it?—I think it was Oregon Tech, and he didn't take it. He decided to get married and go that route. My brother Mike. I have to mention his name because he reads the magazine.

So when did you drop out of football and basketball?

After my freshman year. **Were you pretty good at them?** Yeah, I was. I was pretty good. After my freshman year, they wanted to put me right up to the varsity—first-string varsity—to start.

In both football and basketball?

Uh-huh. They told me that ahead of time. Somehow or other I would miss out on part of the basketball season, but, instead of having me sit on the bench, they were still going to start me 'cause I was pretty good at that. But I'm just not into that.

I still play basketball once or twice a week with my friend David, but it is nothing that I want to get serious about.

I want to stick to racing until it's over.

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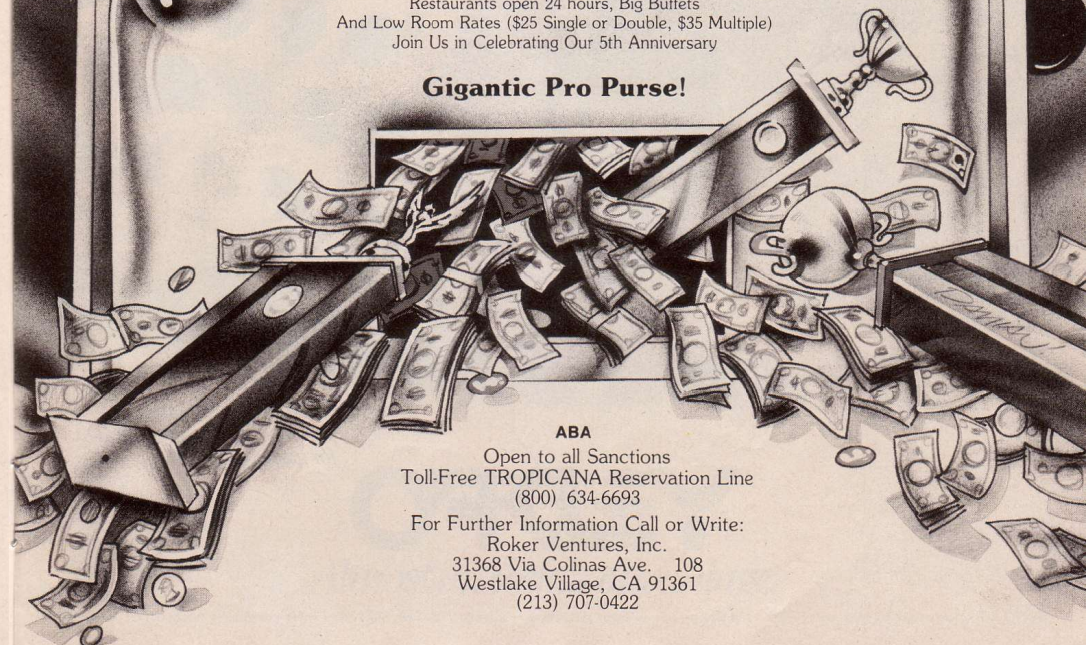
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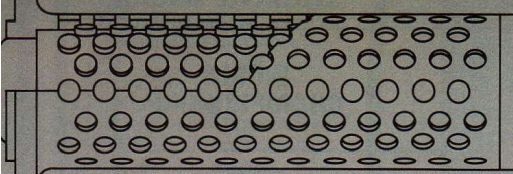
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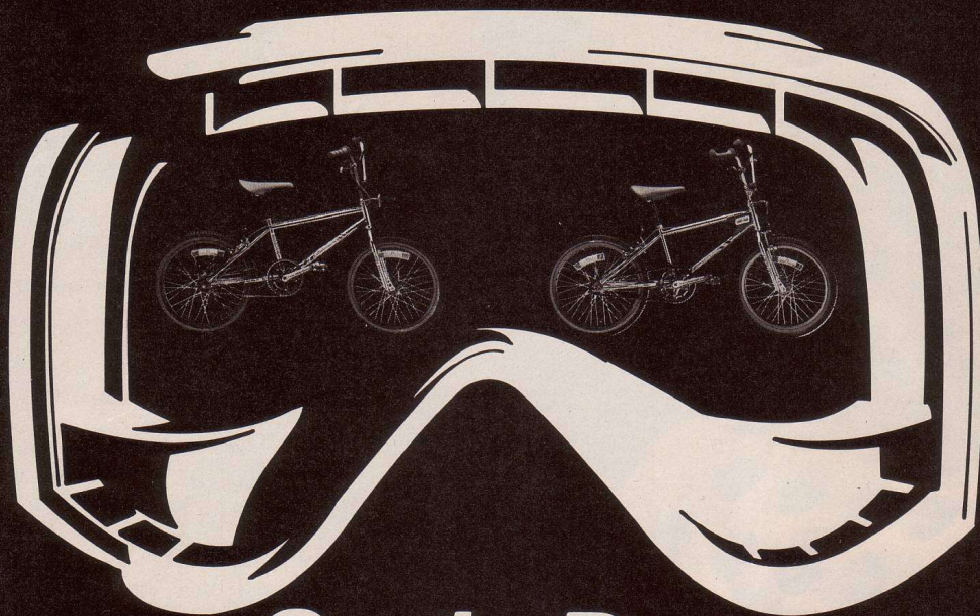
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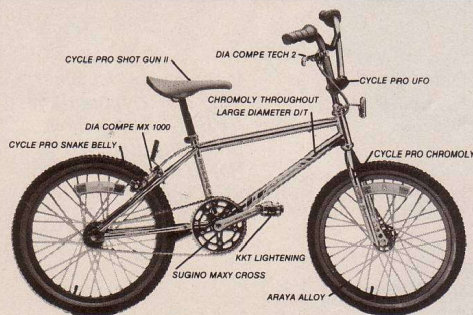
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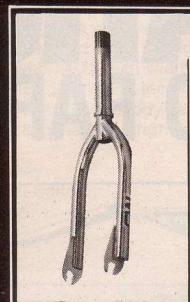


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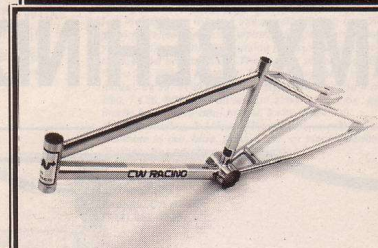
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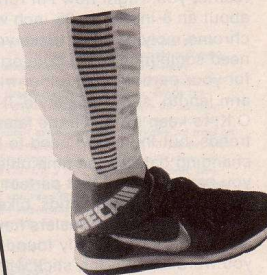


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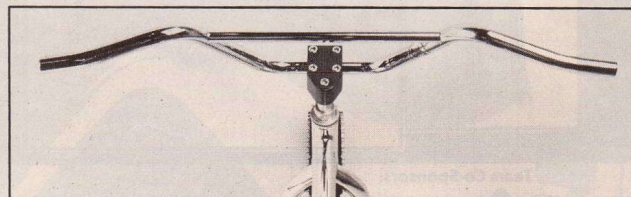
They're all trick, and all worth taking a closer look at. So hang on, 'cause *BMX Plus* is about to steer you straight on the hottest handlebars of the year.

Bend Trends

BMX handlebars have always been trendy pieces of equipment, and this year is no different.

Current trends are turning towards a wider, flatter bend for increased leverage and quicker acceleration out of the gate. However, the guys setting those trends are the pros—the guys who spend as much time with weight bars in their hands as handlebars. They've got big wide shoulders and rippling muscles to make those big bars work.

However, what works for the pros doesn't always work for guys like you and me. Sometimes it can even work against us. So we decided to ask four average guys—a freestyler named Haro, a top pro who goes by the handle Clint Miller, the ABA's National Number One cruiser crazy, Joe Claveau, and technical-type Bob Hadley, what they think we should be looking for in a set of handlebars.



The bizarre Powerlite Powergrip.

"Most of the new style straight and wide units don't work too well for trick riding. You've gotta be able to move around on your bike. The bars shouldn't be so big they restrict you. Right now I'm running about an 8-inch rise, 25-inch wide, chrome-moly bar. For tricks you'll need something that's comfortable for your particular shoulder width, arm length, and riding style. It's O.K. to keep up on all the latest bar trends, but there's no need to keep changing bars all the time unless you haven't found that perfect bar for you. Ride your friends' bikes, check out what the dealers have, and when you've finally found what you were looking for, stick with that set-up that works."

Bob Haro
BMX Plus! Freestyle Editor

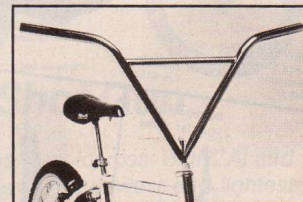
"I prefer to ride a taller, 8-9 inch rise bar, so I can run my stem all the way down in the forks, thus eliminating flex. Face it, less flex equals more power to the ground. As far as width goes, I'm running some 27-inches right now. They sweep back just right, giving me better power position and torque out of the gate. Control-wise, I think that swept-back bars are the hot tip. If they don't come back far

enough, I just chuck 'em into the vise and adjust 'em."

Clint Miller
Torker's Top Pro

"I've got to have some length—something to pull on. On my cruiser I need them wide and low, with just a little sweep back. The maximum size allowed by both the ABA and the NBL is 28 inches wide, so mine are exactly 28 inches. A straighter bend gives me a better pull off the line, and that's when you need it the most."

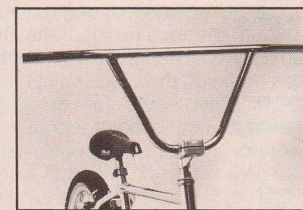
Joe Claveau
ABA National #1 Cruiser
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The futuristic Vectors.

"The combination of stem and bar is the most important thing to me. The right handlebar with the wrong stem is useless. For comfort, go with something compatible with your shoulder width. The little guys seem to run them too wide and the big guys tend to run them too narrow. As a rule of thumb, riders under ten years old should run a "mini," 3-4 inch rise and about 20-22 inches wide; 10-14 year-olds should try a mid-rise, 6-7 inch rise and 22-25 inches wide; while the bigger guys need a tall, 8-9-inch-rise bar with 24-28 inch width. What it all comes down to in the end is personal comfort. Nobody can tell you exactly what's the right bar for you."

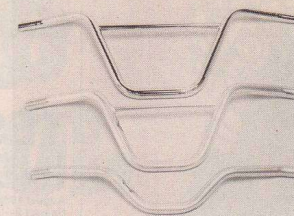
Bob Hadley
Technical Editor
BMX Plus



CW Racing

Now that we have thoroughly confused you about handlebars, check out the pictures and the specs on these pages. Then go sit on your bike, ride your friends' bikes, go to the dealers and the races, and ask lotsa dumb questions. The more you know about bars, the more you'll begin to realize how dramatically handlebars affect you and your bike's performance.

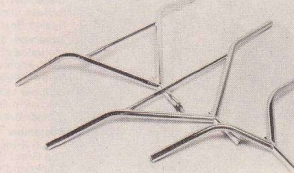
This handlebar feature is not intended to cover all the bars made—no way! There's a million more—but it's a brief overview showing you the latest and greatest from a handful of manufacturers who are steering new courses in handlebar design. In the specs we've abbreviated rise and width to RxW (example: 8x28 means eight inch rise and 28 inch width). Handlebars weights were determined with a Pelouze Model Y-10 10 lb. x 1 oz. scale.



Powerlite Powergrip

You've never seen anything like the Powergrip bars from Powerlite. They sweep back like normal bars, but right where the grip goes they kink forward about two inches from the end like a weightlifting bar. With grips installed they look weird, feel great, and allow you to pull up with the outside of your hand for max torque and acceleration. These bars are so trick that there is a patent pending. They are available in a Pro model, 8x28, 4130 chrome-moly, 1 lb. 7 oz.; in a mid-size, 7x25, 6061 T-6 aluminum alloy, 15-1/2 oz.; and finally in an ultra-mini model, 3x22, 2024 T-3 aluminum alloy, 5-1/2 oz. The aluminum models are available in red, blue, gold, silver, or black anodized finishes. For additional info contact:

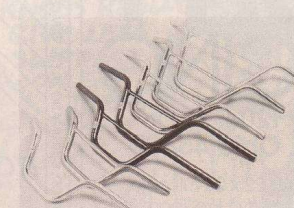
Powerlite
P.O. Box 3051
Orange, CA 92665
(714) 998-3535.



Vector

This is unquestionably the most bizarre bar of the bunch. But it's not just a bar, it's a bar/stem combo made from aircraft-quality 4130 chrome-moly. The stem is an integral part of the handlebar, thus eliminating dreaded slippage and flex. While the permanently fixed (welded) handlebars tilt position may not fit every bike and every rider, our samples did fit just about everything and everyone we tried on. Vectors are available in Mini, 3x22, 15-1/2 oz. with stem bolt; Standard, 6x25, 1 lb. 8 oz. with stem bolt; Standard, 8x27-1/2, 2 lb. 1 oz. with stem bolt; and Cruiser, 7-1/2x27-1/2, 2 lb. 4 oz. with stem bolt. Also, by the time you read this there will be a Vector Haro bar designed especially for freestyle. All models have a patent pending. For additional information contact:

Vector BMX USA
2828 Rennox Road
Knoxville, TN 37918
(615) 689-MOTO



Race Inc. RA Series

If selection is your game, Race Inc. is the name. They offer two full lines of bars—one in chrome-moly, one

in aluminum. We decided to spotlight the superlight RA aluminum line because nobody makes alloy bars like Race Inc. And nobody else has made 'em as long, either—since 1973!

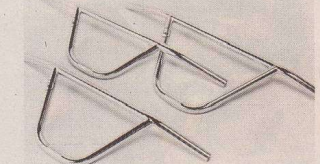
To say that these bars were ahead of their time is an understatement. Let's oversimplify a bit and say there are two ways to make aluminum bars—drawing and extruding. Drawing is the most time-consuming, expensive, and strongest way to do it, and that's the way Race Inc. does it. Through the numerous milling steps the drawn aluminum alloy bars become "work hardened," making them significantly stronger than their extruded counterparts.

The Race Inc. RA series offers seven different models; the mini, 4x20-1/2, 11 oz. without crossbar; mini, 4x20-1/2, 12-1/2 oz. with crossbar; the RA-4, 4-1/2x27, 14-1/2 oz.; the RA-6, 6x28, 16 oz.; the RA-7, 7x25-1/2, 16 oz.; the RA-8, 8x23-1/2, 16oz.; and the RA-9, 9x25, 17 oz..

Finishes available are red, blue, gold, silver, or black-anodized.

For additional information contact:

Race Inc.
1632 West 139th Street
Gardena, CA 90249
(213) 532-8770



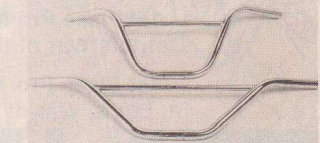
CW Racing

If unique is what you seek, get your hands on some CW Racing bars—There's nothing like them. The crossbar and the handles (where the grips go) are one and the same piece of 4130 chrome-moly, 7/8-inch tubing.

The rise of the bar is hell-arc welded to the underside of the crossbar making for a very strong and flex-free set-up. They look downright funky at first, but they kind of grow on you after a while.

They're available in three sizes: Standard, 7x25, 1 lb. 9-1/2 oz.; Cruiser, 6x28, 1 lb. 10 oz.; and Pro, 8x28, 1 lb. 13 oz. All three models come in 7/8-inch, .049/4130 chrome-moly with a bright show-chrome finish. For additional information contact:

CW Racing Products
1220 West Pioneer, Suite F
Brea, CA 92621
(714) 773-4878



BMX Products SS Bars

SS stands for stainless steel, and nobody makes bars out of stainless—except MongOOSE. Why stainless steel? Because it has a dramatically high strength-to-weight ratio. It doesn't need plating (avoiding any possible fatigue that could be caused by the plating processes), and it resists scratching and corrosion like a champ.

Weight-wise the SS bars are almost as light as comparable alloy bars, but at the same time they possess a chrome-moly-like strength.

Welding on the SS bars is done with stainless-steel welding rod, then the completed bar is polished to a bright lustre finish. Sizes available are: the Cruiser, 5x29, 1 lb. 7 oz.; and the Standard, 7x24, 1 lb. 4 oz. For more additional info contact:

BMX Products
Box 8621 Irondale Avenue
Chatsworth, CA 91311
(213) 341-5455

BMX PLUS!

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August 1982
Bassett 24-inch
Cycle Pro Bonzai 20-inch
Grab-On MX-3 Grip Probe

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STRONG!**

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GUYS... LET'S
BREAK FOR
LUNCH.**

PRO-NECK NATIONAL PRO TEST

By Bob Hadley
Photos by John Ker

In all likelihood there has never been any bike that has been developed in so short a time or one that has relied so much on rider input for the basic frame geometry as the Pro-Neck National Pro frame. Understanding this frame requires understanding the process through which it was developed into its present form. Essentially, this bike is the result of research and development that Kevin McNeal did while on his way towards winning the 1981 ABA Professional Championship. What that means is that virtually every aspect of the frame's geometry was geared to meet one objective only: to perform on a racetrack. When the project to build the Pro-Neck frameset began back in mid 1981, what McNeal and Pro-Neck ultimately wanted—no, *needed*—was a bike that would fulfill that precise requirement. Championships, especially on the pro level, can't be won on sub-par machinery no matter how much grit and determination the racer has. You can't win if you are beat even before you start.

What Pro-Neck did was experiment with various prototypes, some conventional and others radical in nature, until the basic geometry was worked out through McNeal's saddle-based opinions. Mind you, we said geometry, as in frame dimensions and angles affecting turning and balance. Notice we didn't say structural design. The basic structure itself, in terms of design and cosmetics, was established at the outset and remained about the same throughout most of the development stage. So the bike has excellent credentials on both fronts: geometry capable of winning pro championships and structural integrity backed up by rigorous testing of prototypes.

SEPTEMBER 1982



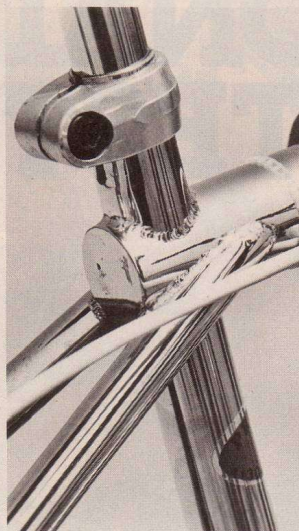
Hey, anybody can do a cross-up like that, Gary. The trick is to be ON the bike not under it.



Gary Haselhorst and the Pro-Neck National Pro—a rough team to beat, a tough act to follow.

The Once-Over

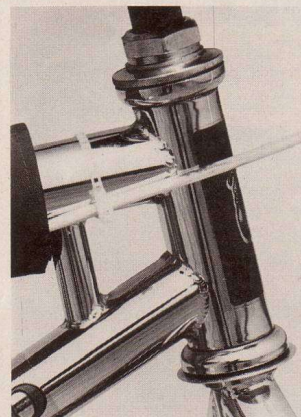
Giving the bike the once-over reveals that, aside from the head gusset and seat tube/top tube/seat-stay unusualities, the overall design is basically conventional. For the most part, Pro-Neck has chosen only proven design and building techniques when putting the National Pro together. For instance, all tubes are 4130 chrome-moly, which, if anyone doesn't already know (or hasn't realized), is used by probably ninety percent of all brands on the market. Each joint where the 4130 tubing is welded also appears to be mitered, or "fishmouthed," quite accurately prior to being welded. A poorly fishmouthed frame usually has a less-than-consistent weld around the mated parts. Mismatched tubes can cause severe alignment problems, problems of which there is no evidence on the National Pro. Each juncture is masterfully fitted and welded with a steady, consistent hand. The weld penetration looks good, as evidenced by the presence of heat-caused distortion of the tubing wall inside the hanger and head areas. The filleting of the welds is good in most areas, but particularly good on the front fork (all welds) and at the dropouts on the rear triangle. A good fillet of welding rod helps add strength to the joint. It should be noted that since welding is a hand operation certain inconsistencies will occur. Where the frame we tested may have had welds that were better in some places than in others, that may or may not be the



The Pro-Neck frame's pierced top-tube/seat-mast junction is one of the strongest features both structurally and cosmetically. All tubes are finely finished, mitered and welded.

Structurally Strong

Heavy duty is the word for the one-and-one-quarter-inch diameter top and down tubes. The seat and chain stays are the more typical five-eighths-inch diameter tubing. Likewise the seat tube is the typical one-inch diameter size in order to accept the current seven-eighths-inch diameter seat mast standard. The seat mast/top tube junction on the bike is the frame's strongest feature both structurally and cosmetically. The design is not too dissimilar from GT's or JMC's seat tube-through-the-top-tube arrangement, except for the positioning of the seat stays in relation to other frames. Whereas GT, the originator of the design, extends the aft portion of the top tube and connects their chain stays entirely behind the seat tube junction, Pro-Neck intersects all the angles and welds them up as they come together. The result not only looks clean and different but also allows for less bending of the seat stays to get the same job done. Also there is substantially more weld area on the Pro-Neck frame



Stout 1-1/4-inch top and down tubes plus unique head reinforcement give the National Pro its superior strength.

where the seat stays connect.

All the plates and tabs on the bike, including the rear dropouts, caliper brake mount, and the fork dropouts, are thick enough to resist flexing. The caliper mount is slotted so just about any length of caliper brake from 890 reach to 1020 reach will correspond with the rear axle adjustment.

Up front, the fork is along the same theme as the rest of the frame: conventional and reliable. The fork arms are one-inch-diameter tubes welded directly to the steering stem for the lightest possible weight. The lower race flange is extra thick to insure against welding-caused warpage, which could create tight spots in

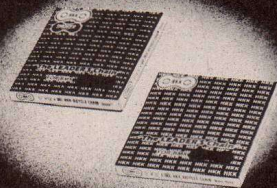
the head set. Washers may be needed to space out the axle to prevent the dropouts from being squeezed together. Adding washers is (or at least should be) a normal procedure with any fork *regardless* of brand. Pinching the fork blades together can bend the dropouts (especially the leading-axle type) and often cause them to crack.

Pro-Neck's main objective was to build a BMX bike that performed on a recetrack. They pulled it off.



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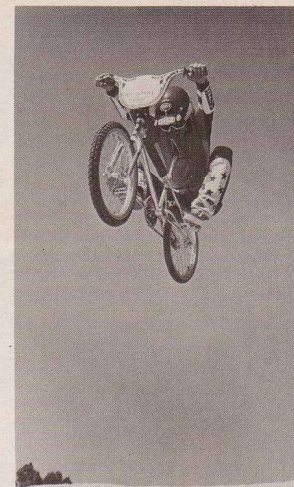
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The National Pro reflects the fact that it was developed for ABA tracks—quick starts; tight, quick turns; and lots of speed jumps—Haselhorst demonstrates.



Miranda—five feet of air, pedal to the metal, chest to the seat—gonzo. The Pro-Neck endured with style.



High-flyin' scoot at a low-down price. Frame, fork, bars, stem and seat post together for right around \$225!

Top Drawer Fit and Components

The fit of all the hardware necessary to build this bike up from scratch is first rate. Head parts go into the frame with a perfect press fit. The lower race slides onto its flange snugly. The screwed adjusting race slips over the threads well, indicating that the threads were deburred after the notch was cut into the stem. This attention to detail is indicative of all of the workmanship on the Pro-Neck National Pro.

About the only less-than-great feature the bike has is the front sprocket clearance, which is only adequate, barely. Our 43 chain ring cleared by only a small amount. A 44 would fit, but that was the limit with the bike set up the way we got it from the factory. For those who care one way or the other, you can easily run a wide 2.125 rear tire on the back because of the stay width (which creates the chain ring clearance problems). If you aren't

a racer, 2.125's aren't a bad idea because they wear much longer than 1.75 tires do.

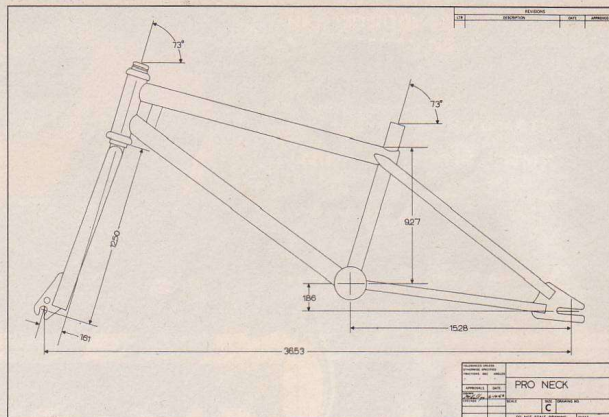
Handling Characteristics

As we said the Pro's credentials are about as flawless as you could want, and, once you get used to the quick handling of the frameset, you can perform flawlessly on it too. The bike's balance feels very even when standing up and pedalling. The front end seems heavier when

PRO-NECK SPECS

Cranks: Profile, 3-piece, Chrome-moly, 175mm
Gearing: Regina 3/32x1/8
Pedals: Shimano DX
Rims: Araya 7B alloy
Hubs: Shimano Dura Ace, high flange, low flange rear
Tires: Mitsubishi Comp III 2.125" front, 1.75" rear
Bars: Pro-Neck, chrome moly, 8" rise by 26-1/2" wide
Grips: A'ME
Stem: Pro-Neck Tuff Neck
Headset: Tange Seiki MX-2
Brakes: Shimano DX and DX lever (rear only)
Seat: Kashimax plastic
Seatpost: Pro-Neck chrome moly
Clamp: Suntour alloy
Weight: 24 pounds

Pro-Neck, Inc.
 3427-E Pomona Blvd.
 Pomona, CA 91768
 (714) 594-9209



The rear stay width allows for the use of wider, longer-wearing, 2.125" tires. Haselhorst runs a 1.75" rear and a 2.125" front.



Haselhorst blasts again!

Pro-Neck perfection. Quick handling by the National, super style by Miranda.

sitting down because the seventy-three-degree head angle puts the rider's weight more towards the bike's center. Without a doubt, the bike reflects the fact that it was developed for ABA tracks: quick starts, effective speed jumping, and tight/quick turns. On higher-speed tracks or on rough downhill, the bike could be a handful for inexperienced riders because of the quick handling response, but, once used to the bike, even novices

won't find any problem going any speed over any terrain.

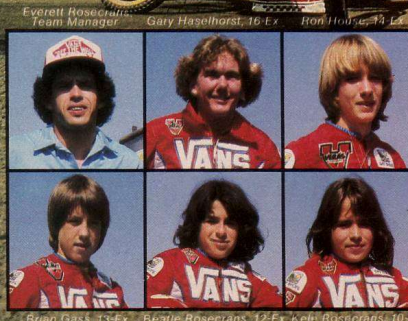
Conclusion

Of the components on the bike, the frame fork, bars, stem, and seat post are by Pro-Neck. Together they total less than 225 dollars (depending on dealer freight charges) of the cost. Not bad at all and very competitive price-wise for comparable merchandise.

VANS HAS THEIR ACT TOGETHER

Vans has one of the gnarliest freestyle teams found in BMX. They put on ultra rad shows at schools promoting safety and have performed at Knott's Berry Farm, Magic Mountain, LA County Fair, on national TV and in large annual city parades.

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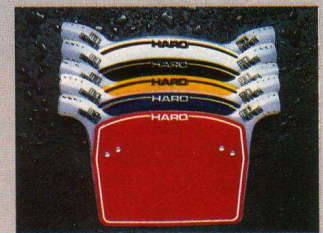
HARO PADS: Ultralight protection with velcro fasteners and Haro graphics.

MINI SERIES PLATES: Finally, a plate to fit 3" mini bars. Series One styling with velcro fasteners and room for four stadium numbers.

HARO COLORPLATES: Haro quality at a price you won't believe. Features raised Haro logo in contrasting colors and assorted mounting holes. A plate you can customize.


HARO FREESTYLE FRAME/FORK: Constructed of 4130 chrome moly and beefed up with a larger head tube, special gussets, and knurled rear dropouts to prevent axle slippage. Designed expressly for freestyle riding, not racing.

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BERKLEY, MI. 48072
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NEWARK, DE. 19711
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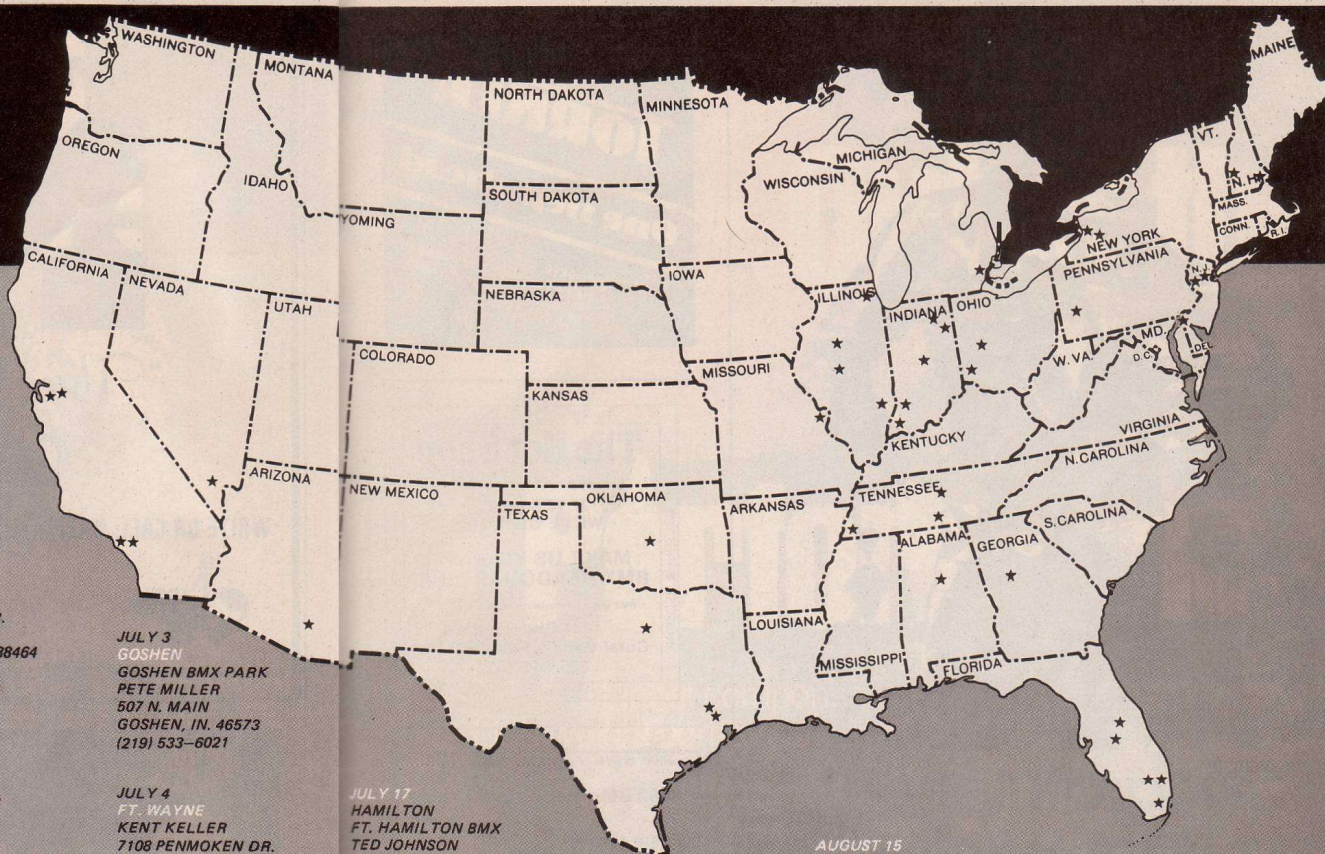
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ABA/KEDS SAN JOSE

NATIONAL

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Story by D. David Morin
Photos by James Cassimus

The kid at MacDonald's said it was easy: "The track is about five miles up the freeway, then a mile off that exit. You can't miss it." I guess it was easy to find if you were a local from Gilroy, California, that worked at Mac's. But for two dudes from L.A., it was an Easter egg hunt. Part of the problem was that the ABA San Jose National wasn't even in San Jose. It was in southern Morgan Hill, just past Gilroy leading north. The other part of the problem was that we didn't know the kid at Golden Arch Land really meant the track was six miles off the exit. No biggie. We found it all right eventually.

As we drove in I swore I'd seen better parking lots at county fairs. This track was clearly beyond the sticks, but nonetheless it was packed. Racers from Arizona, Nevada, Utah, Texas, Oregon, Washington, and all over California were wedged in trackside to compete in one of only twelve ABA nationals for 1982. If you are into BMX, this was the time and place to be... right in the heart of San Jose, er, Gilroy, ah, make that South Morgan Hill.

The first V.I.P. Cassimus and I stumbled into was Denise Barter of Premier Helmets. She quickly briefed us on relevant matters and getting us press passes so we could cruise anywhere at will. We were set.

Loncarevich is back! Pete ripped to a strong fifth in the 16 Expert main, but his teammate Rich Farside, behind him here, won the class. David Bogert (3) took third.

AWESOME!



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Tom Christopher has lately been ripping the 13-14 Cruiser legions. This was no exception. Tom scored the big win; Marty Garnaas (83) torqued in for second; and Matt Kling (56) stole third.



Tommy Brackens sizzled with a smashing win in the Open Pro class, even more solidly establishing himself as one of the hottest pros of '82.

The track was enclosed in what appeared to be a rodeo corral. (The hay strewn all about the premises was another giveaway.) The modern Christmas-tree starting gate overlooked a long straightaway with a berm crossing the middle. The first turn was a roundhouse-banked-hairpin ending with an abrupt drop-berm with a reverse-camber landing. This led into very tight and narrow banked esses spilling out to more straightaway, another berm, and an opposite-end hairpin cranker. A double-jump berm followed the cranker with the finish line about 10 yards from the double jump. The course wasn't bad design-wise. It was narrow, however, and passing was difficult. The most unusual aspect of the track was the dirt. Actually, it was more like rock. After the track was made, it hardened with an eerie volcanic lava-type racing surface. It was hard as brick, rutty, and bumpy. I asked a few of the Pros what they thought of it:

Harry Leary: "It's very bumpy, not prepared very well. It's and excellent race, but the track is just out of shape. The main problem with the track is the bumps, the ruts. And it's real narrow. The start is pretty fair 'cause you can do pretty well from the outside."

Toby Henderson: "It's bumpy and there's no place to pass. The racers are going fast and good, but if you don't get out of the gate good you



Seventeen-Expert-winner Troy Daniels of Washington has been beating the heaviest of the heavies in recent months. RRS has another star on their hands.



Toby Henderson was smoking the competition all weekend long (that's Greg Hill right behind him here) on his way to a second behind Frank Post in the Pro Main.



These are two of the hottest 14 Experts around right now: Jon Anderson (1) and Bubba Hayes (27). Bubba beat all corners this time.

can't pass anywhere. In fact, it's so bumpy you can't get any speed up. The dirt they've got here is like that hard lava stuff. They just can't smooth it out no matter what."

Greg Hill: "This track is junk. The starting gate is good but the surface is really bumpy. Like right off the gate is really bumpy and pitted out. It's the kind of dirt that doesn't stay together; it kinda just falls apart. It's mainly just a start

track; I mean you get to the first turn first and you're gonna win no matter what. You just gotta hold your line in."

At most nationals, the racers compete against other racers. At Morgan Hill, it was the racers against the track. I mean, they still had each other to contend with, but the track was so rough it was a factor in itself. It affected a lot of racers, like Eddie King. "It was an



If this is how Loncarevich warms up after a long lay-off, can you imagine how strong he'll be in another couple of months? Those are fast guys, Rich Farside and Rich Scott (8), behind him.



Sekal's Washington-based Marty Ehnat was showing style-a-plenty in the early competition of the 16 Experts. Watch for this guy in the future.

off day, totally. I wasn't prepared mentally. It was a short track; you couldn't pass anywhere once you were behind. It was kinda...that was it." For Eddie, who didn't advance past his third moto in one class or past his first moto in another, that was it.

So for roughly 1750 entries filling 232 motos, the track was tricky. It was the type of course where the young mini-racers, moto after moto,



Jason Wharton (1) kept the power to the ground to win the 10 Expert class. Sam Arellano of JMC (2) took the second; Brad Reddy (2) got the third; Robert Swick (3) was fourth in the Expert finish, but then he swooped everybody for the 9-10 Open class win and the Trophy Dash.

would either win smiling or lose crying after one spill. The lava dirt ate clothes, skin, even bikes. As long as you got the holeshot and could hang on through the first turn, you practically had it made. But it wasn't that easy, as Stu Thomsen said as he explained what happened in his last-place finish in the Pro semi-main, "I had position number four which has an impression about six inches out from where the gate falls. There's a

hole which probably goes down about three or four inches. I got my front wheel over it but my back wheel hit with full impact, came off the ground and I spun my pedal. People told me I had the initial snap out of the gate, but my gate position put me out for the day."

But the rut in front of Stu's starting position wasn't the only thing that stopped him. He also had a total wipe with Harry Leary going into the esses. According to

Thomsen, "I was in last place and I rode the berm high, cut to the inside, and evidently Harry was trying to pass somebody, and he cut a little too soon and hit someone's back wheel. He slid out and laid across the whole track. On a normal track there would be enough room to go around, but this track was so narrow that he took up the whole track, and I just ran right over him. There was nothing I could do."



Here is the start of a classic pile-up. David Marlett (21) lays it down in front of the pack as Gary Ellis (5) and Scott Brennick (24) try to avoid the crash.



This second shot shows Gary vainly trying to steer clear as Brennick attempts to ride cleanly over Marlett's bike. Neither route worked. The guys both went down. We don't think anyone got hurt, but it sure got messy after this.

But the track presented the same problems for everyone. It was tight. It was narrow. It was rutty. It was bumpy. It was short. There wasn't time for passing, or room for it. It was a sprint to the first turn. It didn't matter what your riding style was. All that mattered was how hungry you were. And that proved to be true in every class.

Superfly Geoff Scofield kept up his winning reputation with another aggro performance, taking second in the 7-8 Open and blitzing first in the 8 Expert main. Other guys that were showing strong appetites and eating up the track before it could eat them were a strong and determined Clarence Perry, who won the Pro Cruiser class; Tommy Brackens, who took the Pro Open; and Troy Daniels from Washington, who clinched the 17 Expert main. The best test of true grit perhaps came in the AA Pro Money main and everyone at Morgan Hill was waiting for the \$1000 Pro Purse main to run. In 90 degree weather at the end of a long weekend, it ran.

After the more fame names like Hill, Thomsen and Leary lost in the semis, the main was left to Tinker Juarez, Clint Miller, Frank Post, Brian Patterson, Toby Henderson, Tommy Brackens, Ron Anderson, and Mat Harris. Miller, Juarez and Henderson were all hot after taking second, third, and fourth respectively in the Pro Cruiser main, and Tommy Brackens his confidence up after winning the Pro Open. The Pro Money main was up for grabs and happened fast. Toby Henderson said it came down like this: "I had the outside. I got a bad start, but Frank (Post) got a good one and I was next to him so I just followed him over to the inside. He was like, of course, cutting everybody off coming from the outside and I was on the outside of him, so once he just kinda pushed everybody to the inside of the turn, I just followed him around the track."

Toby was accused of throwing elbows into the first turn. He explained it like this: "Tinker's upset because we cut him off, but if we're a little bit ahead of him, of course we're going to go to the inside. We're not going to give him room cause he would have pushed us to the outside." He's probably right, 'cause out of 32 pros competing in this national, only the eight hungriest made it to the final main. The rest of the pros who didn't make it were victims of the track or each other.

RESULTS ABA—SAN JOSE SPONSORED BY KEDS AND HUFFY			
AA Pro Money Frank Post/Wes' BMX Toby Henderson/Hutch Clint Miller/Torker Tommy Brackens/Powerlite Tinker Juarez/JMC Brian Patterson/Patterson Matt Harris/Huffy Ron Anderson/Skyway A Pro Steve Gibson Craig Hillesland Joe Guerra Jeff Adams Phil Bonfield Ed Jensen Mike Miranda Fred Hightower Pro Open Tommy Brackens/Powerlite Brian Patterson/Patterson Bart McDaniel/JWC Mike Miranda/CW Racing Greg Hill/GT Bob Medrano/Skyway Steve Shober/Pro-Neck Craig Hillesland Pro Cruiser Clarence Perry/CW Racing Clint Miller/Torker Tinker Juarez/JMC Toby Henderson/Hutch Greg Turnage 17 Expert Troy Daniels Dirk Davidow Russell Jackson Mickey Lundy 16 Expert Rich Farside Paul Gossrau David Bogert Craig Kelly 15 Expert Mike Fauscette Mike Salido Daren Kelfner Tom Bednorz 14 Expert Bubba Hayes Robbie Foster Andy Glanvini Scott Stout 13 Expert Chris Torres Brian Gass Freddy Hill Greg Obelewicz 12 Expert Craig Bark	Steve Veltman Allen Andreason Mike Horton 11 Expert Leon Williams Eddie Siegmund Troy Raatz Erick Burdick 10 Expert Jason Wharton Sam Arellano Brad Reddy Robert Swick 9 Expert Andrew Soule J.D. Finney Sean Ho Myke Landis 8 Expert Geoff Scofield Tory Bailey Michael Thomas Danny Nelson 7 Expert David Lambert Alan Debacher Ricky Ventimiglia Jason Fox 6 Expert Brit Auboud Dustin Dorr Chris Schoonover Jason Donnell 17 Novice Dana White Dean Luca Mark Mitchell Greg Aguilar 16 Novice Nos Posada Alfred Simoni Jose Ledesma Shawn Jones 15 Novice James Mook Jim Powell Tenny Blanco Mike Allen 14 Novice Jason Thompson Manuel Rivera Mike Blundo Kevin Dunlap 13 Novice Marty Boisvert Steve Cole Conrad Ocampo Mark Sammeri 12 Novice Eric Ackermann	Trevor Gilreath David Bentley Denny Brennan 11 Novice Jeff Katarzy Brian Newman Marc Tognietti Damon King 10 Novice Famir Sheldon Steve Bonitta Albert Perez Thomas Raven 9 Novice Chad Vandergriff Alex Ocampo Brandon Dautrich Mark Corpora 8 Novice Danny Wilson Joe Barnette Clint Baker Eric Thornison 7 Novice John Whillash Kyle Caroen Dean Alexander Bobby Oppenheim Mike Scott 6 Novice Travis Younger Scott Gray Andre Rainey Ramon Booker 15 and Over Open Dirk Davidow Darrell Young Dave Marietti Andy Zirzow 13-14 Open Bubba Hayes Tom Christopher Greg Liggins Brent Shoup 11-12 Open Craig Bark Allen Andreason Leon Williams Leon Philpot 9-10 Open Robert Swick Sam Arellano Jason Wharton Brad Reddy 7-8 Open Brad Moore Geoff Scofield Troy Bailey Matt Peterson	6 and Under Open Mark Hernandez Todd Tompkins Jason Donnell Chris Combe 5 and Under Open Willie Huebner Robert Thomas Brian Bowman Ricky Reynoso 26 and Over Cruiser Ron Schoonover Richard Grabb Steve Satterland 15-25 Cruiser Tim Judge Mark Darcy Sean Hankin Darrell Young 13-14 Cruiser Tom Christopher Marty Garnaas Matt King Jason Patterson 12 and Under Cruiser Steve Veltman Danny Steplight Leon Philpot 8 Novice Travis Younger Scott Gray Andre Rainey Ramon Booker 15 and Over Girls Kim Johnson Valerie McKiernan Misty Dong Lisa Zook 13-14 Girls Debbie Kalsow Margaret Christopher Cassandra Adams Kristy Pritchland 11-12 Girls Taylor Elliott Juliee Lindsay Paula Drappo Peg Orapica 9-10 Girls Kirscheche Gill Kellie Williams Dana Terry Deniril Sheridan 7-8 Girls Marlee Manning Adrian Skinner Shelly Woods Brandi Garnaas 6 and Under Girls Robert McGreevey Heather Scordia Rachel Gamma * Denotes Trophy Dash Winner



We've been saving the best for last. Frank Post, riding for Wes' BMX, blew away the AA Pro Money boys cool as ever to win top bucks.

The winner of the Money main was Frank Post, a racer who rides like a man possessed. Maybe the easier tracks are too boring for Frank. Maybe he only does his best when the conditions are the worst. At Morgan Hill, Post was peak. He didn't give a darn about the ruts, the bumps, the narrow esses. He just waited. A 25-second dash and Frank was \$500 richer with a big national/triple pointer under his belt. He's been labeled in the past as a pro with no style. But at the Ked's/Huffy ABA San Jose National, it wasn't a matter of style. It was a matter of desire.

Stu Thomsen commented that "Frank will win a main once in a while just out of pure physical desire to win." At Morgan Hill, that's exactly what it took. It was all A Matter of Desire.

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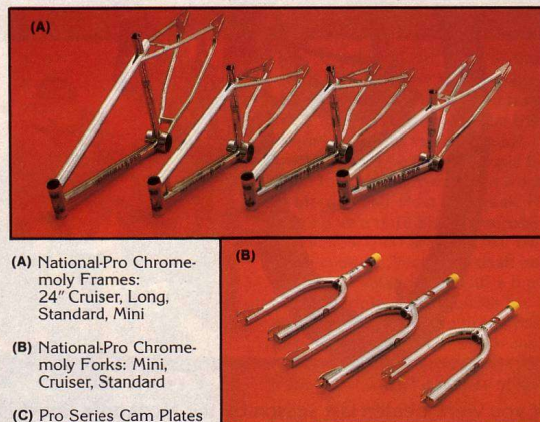
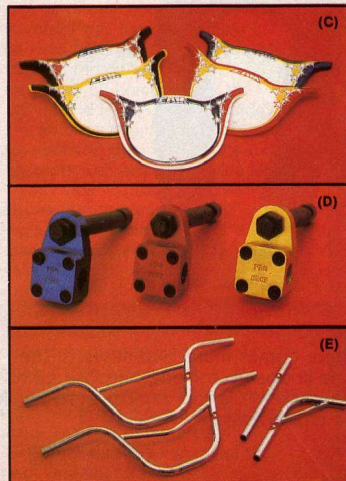
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PRO III Stand

By Dean Bradley

The pressure is on. There you are, minutes before your main, bike upside down in the dirt, and you are going for a last-minute gearing change. You're down on all fours beside your bike, groveling like a mad man through the dirt and leaves trying to find the master link you dropped. Totally discouraged, you look up and hit your head on the crank arm just as the gate drops. You're seeing stars while your main event—minus you—sprints off down the track.

Sound familiar? Or how about... Saturday, midnight—crucial hours you oughta be sleepin' before the big race. But no, you're out in the garage (bike lying scattered across the greasy floor like a wounded animal) flashlight in hand, searching for your trick new titanium bottom bracket parts. When they fell out on the floor you accidentally kicked some parts who knows where. Maybe the freezer. Possibly dad's car. You'll never find that high-dollar titanium spindle of yours though. Your dog came in the garage, mistook the spindle for a bone, and proceeded to bury it in the backyard.

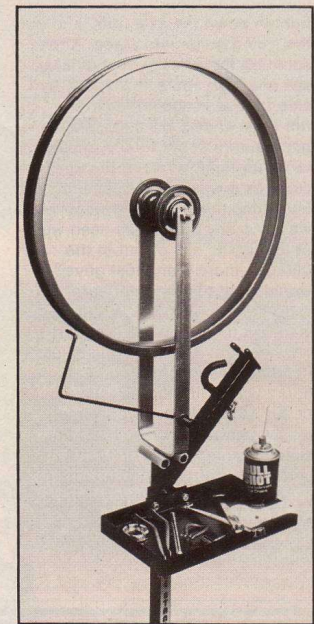
So you're not Mr. Goodwrench. Your local bike shop loves ya, 'cause you come in daily to buy expensive parts to replace the ones you've lost or broken—never while riding, just while working on your bike. Bunky, you need to get your mechanical act together, get organized, and get you and your poor ol' bike off the floor and up to eye level where you can see what's going on. While you're still in the bike shop, check out the mechanics—organized, standing proud and tall along side a clean bike in a sturdy rack, tools and parts in a tray. Definitely professional. Don't think you've got to work in a bike shop to be a pro mechanic—you've just got to have the right stuff. The Pro III cycle stand is the stuff.

Industri Cycles, Inc. out of Dayton, Ohio, produces two cycle work stands—the Pro II and the Pro III. We opted for the Pro III with its folding legs so we could fold it up and take it with us to tests or races, or store it easily when we weren't using it. The stand itself is about four feet tall, has four legs and one

downtube support bar which sticks out like a tree branch at about the two o'clock position. Just lift the bike and set the bottom bracket shell on the plastic-covered support in the center of the stand. The downtube sits in a little "V-support"



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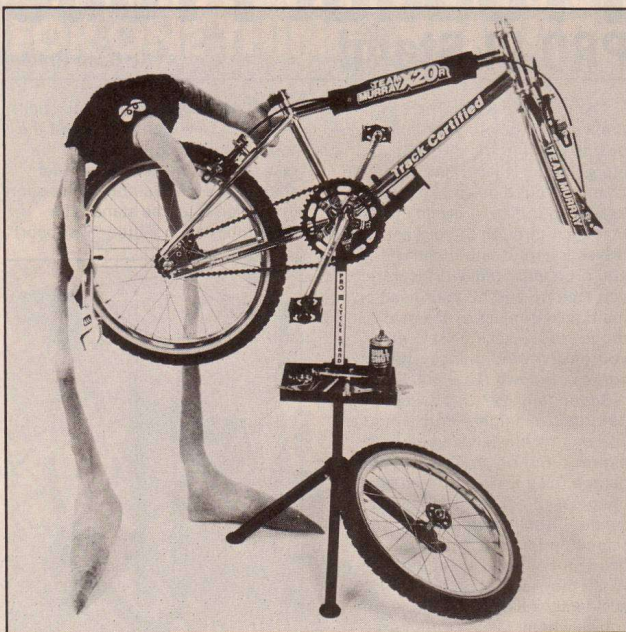
and is then firmly secured in place by a rubber-covered "U-bolt". When the U-bolt is fully tightened down, bike and stand become one stable, well-centered unit. Both wheels and pedals turn and you have easy access to every part on the bike, including the bottom bracket. You'll be amazed how quickly and efficiently you can adjust brakes, headsets, hubs, bottom brackets, and chain tensions. It's like having another pair of hands!

Since we were going first cabin all the way, we also ordered both the optional truing stand and the tool tray. The accessory tray mounts on the stand below the bottom bracket and conveniently holds tools and lubricants, as well as parts—no need to search for anything—it's all within reach right in front of you in the tray. If you can, go for the tool tray.

The Pro Truing Stand isn't for everybody. However, if you run sew-ups, 1-3/8" rims, or if you are

especially hard on your wheels, or are deadly serious about maintaining your bike to perfection; go for it. Just slip in the truing stand, drop in the wheel, center it, tighten down the axle nuts, and pull the truing guide into place. After spinning the wheel, you'll quickly see any high spots, low spots, and side-to-side irregularities in the rim. True wheels are a major step to getting your scoot totally "dialed-in". With today's racing being as close as it is, minor adjustments are becoming major. Believe us when we say many a race has been won or lost in the pits or out in the garage—more than most guys would want to admit, for sure.

So that's it; with the Pro III Cycle stand, you'll spend no more dirty days down in the pits or sleepless nights crawling 'cross cold concrete floors with a flashlight. You've got better ways to spend your time—like winning races. The Pro III stand simplifies life, cleans up your act, and psychs out your competition like you wouldn't believe. You still may never become Mr. Goodwrench, but at least you'll look the part!



So you're not Mr. Goodwrench. Bunky, it's time to get your mechanical act together, get organized, and get yourself and your bike off the floor and up to eye level where you can see what's going on.

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- Track operators pay a \$20 per race day sanction fee which provides \$500,000 spectator liability coverage. In addition, products and operations like snack bars are covered. Also available is a participant liability plan for \$30 per race day which is \$500,000 coverage and \$1,000 deductible. This plan was designed for track operators renting or leasing land such as fairgrounds, city parks, etc.

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- Each ABA track may have two double-points races per year with no extra sanctioning fee.



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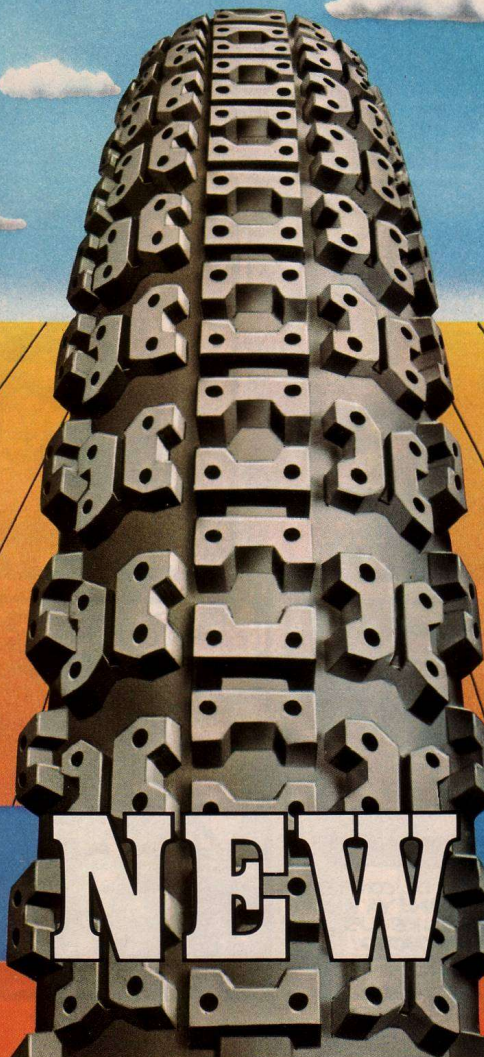
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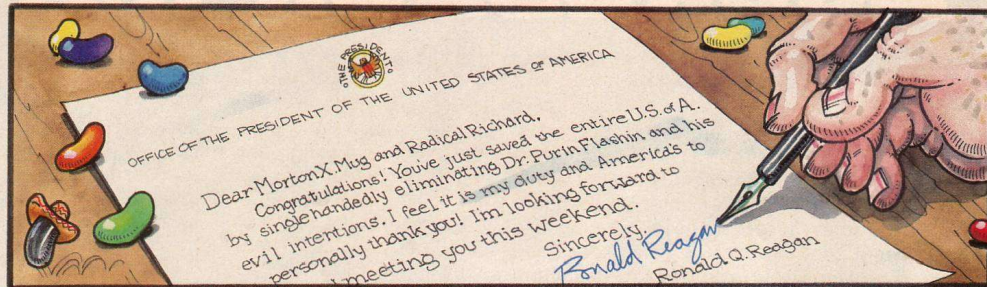
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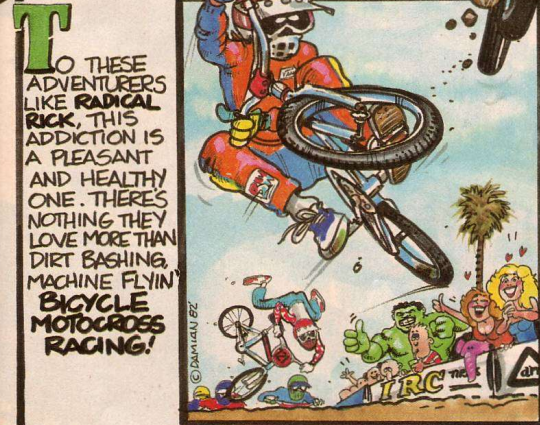
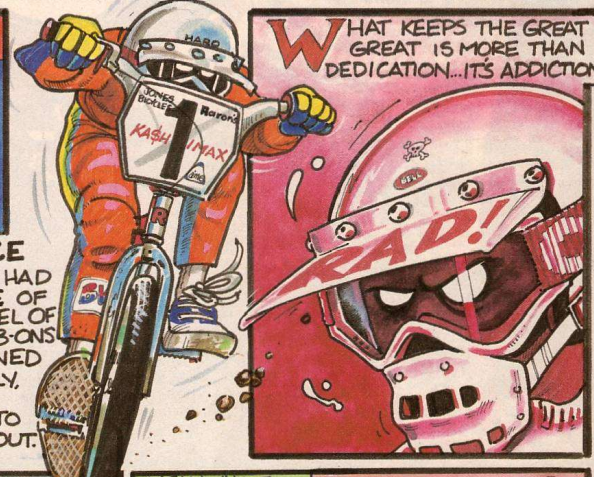
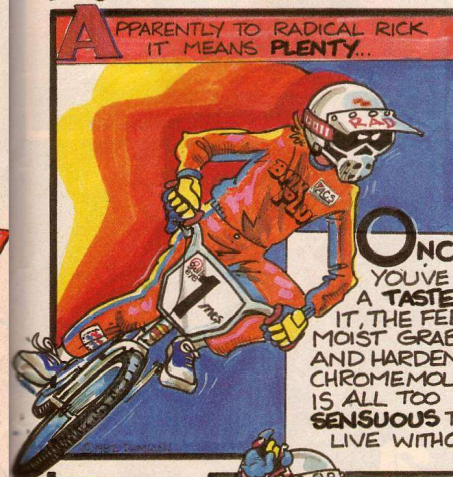
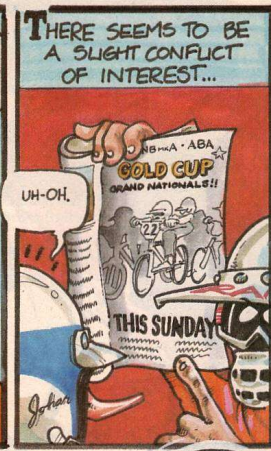
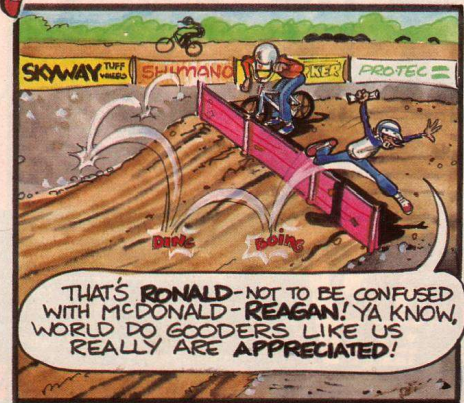
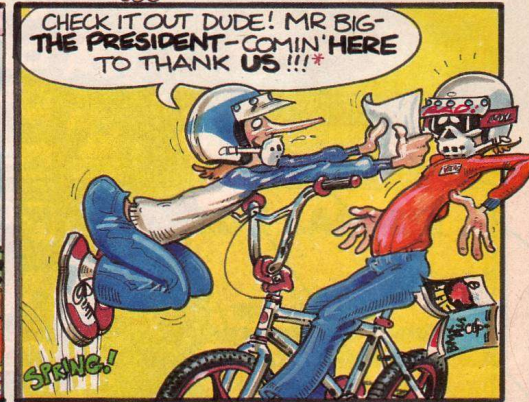
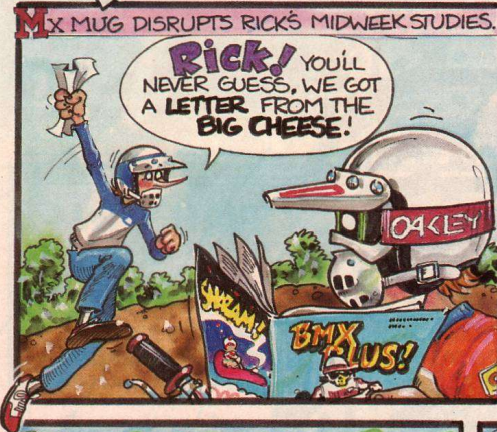
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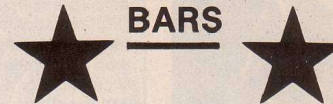


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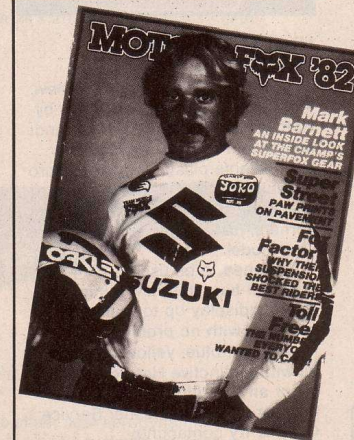


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Products



Procraft Hot bike, cool price—that about sums up the new Procraft 20-inch from TBS. Check out this parts list: Araya 7X alloy rims, Suzue alloy hubs, Skinwall tires, alloy stem, Takagi cranks, Shimano freewheel, Dia-Compe MX 1000 brakes, and H.T.I. chrome-moly-shaft pedals. That's enough brand-name parts to win any race!

The Procraft's frame and fork set are both chrome-moly with nice added touches of brazed-on cable guides, double nickel-chrome plating, and striking graphics. It's available in chrome with red, blue, or black components. The new Procraft, at 25 pounds, is race ready and built to lead the pack.

For additional information, circle number 176 on our Reader Service Card, or try contacting:

TBS Co.
1701 South Central, G
Department Plus
Carson, CA 90746
(213) 537-8700



Mongoose Chrome-Moly Cranks

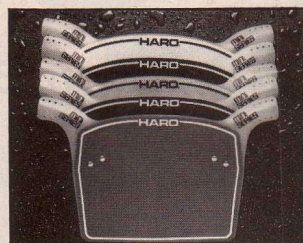
When the BMXing gets gnarly, the gnarly get BMXing—on the new Mongoose 180mm chrome-moly one-piece cranks. They're heat-treated, chrome-plated, and proudly stamped with the Mongoose logo.

so you know they're built to take it. They accept any 28-thread-per-inch bottom bracket and a full range of topnotch 1/2-inch pedals.

For full power, total torque, and one-piece-crank dependability at a reasonable price, Mongoose is the name—crankin' is their game.

For any additional info on Mongoose products, circle number 18 on our Reader Service Card, or try contacting:

BMX Products
9621 Irondale Avenue
Department Plus
Chatsworth, CA 91211
(213) 341-5455



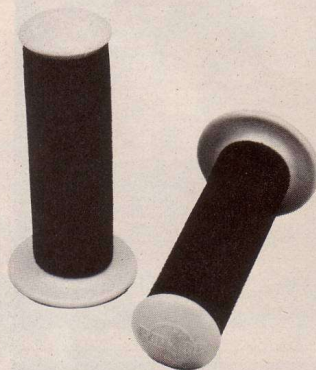
Haro Mini Series

They're mini in size, maxy in performance and styling. The new Mini Series performance plates by Haro. These Minis are thinner and lighter, but still feature Haro's unbreakable plastic, original velcro fastening system, and the adjustable zip ties on the plate corners, just like his popular Series One model.

Designed to be used on 3-4-inch-rise mini-bars, the new Minis can proudly display up to four stadium numbers with no problem. Colors? Red, white, blue, yellow, or black—all with distinctive Haro graphics.

For any additional info circle number 28 on our Reader Service Card or try contacting:

Haro Designs, Inc.
6066 Corte Del Cedro
Department Plus
Carlsbad, CA 92008
(714) 438-4812



Johar Radgrips

Don't let your grip give you the slip—get your hands on a set of Johar Radgrips. Constructed of an ultra-tough plastic sleeve and the finest state-of-the-art Armour-cell foam, these rad, new grips are virtually rip and tear-resistant and are impervious to grip-rotting ultraviolet rays.

Radgrips are available in red, blue, yellow or black. So give your hands and wallet a break with Johar's tough, new, rad grip—the Radgrip.

For additional info on Johar products, circle number 44 on our Reader Service Card, or try contacting:

Johar Manufacturing
15934 South Figueroa
Department Plus
Gardena, CA 90249
(213) 538-5799



The Red Line Proline 24

The wait is over! The new Red Line 24-inchers are here and ready to race, straight out of the crate. The new Proline 24R (race) and the Proline 24S (street) come equipped stock with chrome-moly frames, forks, V-bars, Proline stems, alloy rims, Suntour hubs, and Dia-Compe side-pull brakes. The 24R comes with one-piece cranks while the 24S comes with ten-speed, three-piece alloy cranks and a freewheeler/derailleur set-up with thumb shifters. Red Line's offering the 24R and 24S as complete bikes or as separate frame and fork sets. Whether bookin' to school or tearing up the track or trail, the new Red Line Proline 24's are your first-class ticket.

Red Line Engineering, Inc.
830 Tourmaline Drive
Department Plus
Newbury Park, CA 91320
(805) 498-6783



Troxel Comet Seat

It looks fast just sitting there. It's the sleek new aerodynamic race-tapered BMX seat from Troxel—the Comet. Actually it's a seat/post combo combining a lightweight nylon saddle with a diamond-hard, 4130, austempered, chrome-moly post. The Comet was designed with the pro in mind—it's a superlight (265 grams), superstrong set-up that gives the rider total freedom of movement.

The new Troxel Comet is built so you can feel the wind on your face, not on your buns. For additional info contact:

Troxel Manufacturing
State Route 57
Department Plus
Moscow, TN 38057
(901) 877-6875



Bell BMX-1 Helmet

Bell Helmets is at it again. This time they really used their heads and came up with the bold, new BMX-1 competition helmet as an economical counterpart to the deluxe Bell BMX-3. The new BMX-1 shell is made of hand-laminated fiberglass, and features an expanded polystyrene liner covered with a comfort pad of polyester foam and nylon. The BMX-1's integrated face piece has nylon mesh behind the slotted vent area to keep dust and dirt out, fresh air in. Bell is proud to add that their new BMX-1 design meets the Snell Memorial Foundation Bicycle Standards and comes in red, blue, or black, and in small, medium, or large sizes.

For additional info on Bell products contact:
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P.O. Box 1020
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Norwalk, CT 06850
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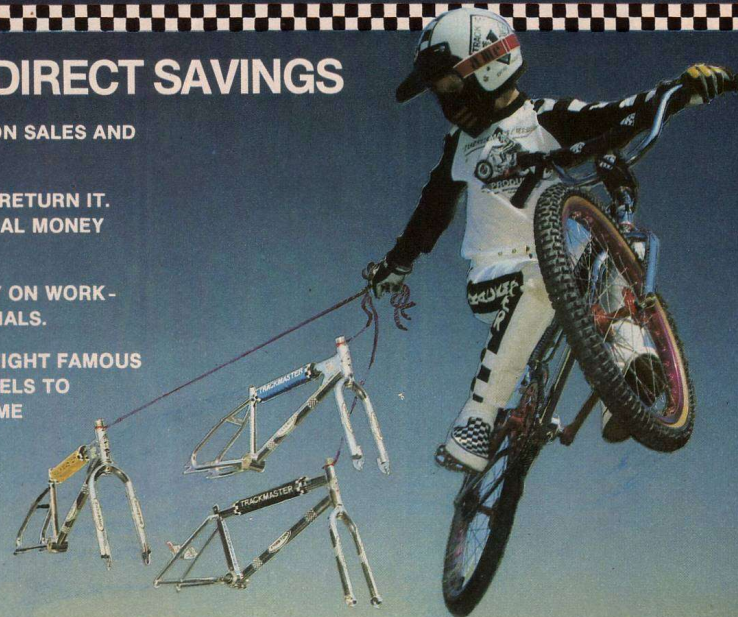
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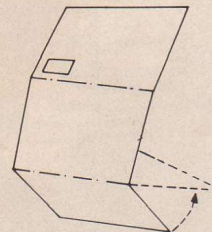
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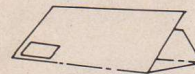
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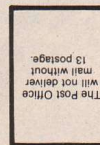
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Carlisle Tire	85	22	Rad Stickers	94	
Champion	11	15	Red Line	2	32
Cliffside	92	180	Rockville BMX	174	
Comp III	57	105	Sakae Ringo	73	167
CW Racing	53	164	Scorpion Cycles, Inc.	68	52
Cycle Pro	52	24	Scotts, Inc.19	158	
Diamond Back	13-14-15	25	Secc Racing	53	170
Europa	94	74	Shimano	5	53
Gear Products	92	16	Skyway Recreation	8	54
Haro	66-67	28	Star Products	89	152
Heldecap	62	178	Suntour	38	120
HKK Chain	62	177	Terrycable	88	95
Huffy	56, 72	124	The Hot Shop	72	141
Hutch	22	30	Torker	72	119
IRC	62	131	Trackmaster	95	31
JAG BMX	33, 76	142	Tul-Neck	41	81
Kashimax	100	112	Ultramax	94	153
Max	6-7	133	Vans	64	82
Morales Racing Products	1	163	Wooden Wheels	92	165
Moto-X-Fox	89	134			

Parting Shot



We suppose you've all heard of the "Race Lace" pattern. Well, this is the latest in wheel trickery—the "Crash Lace" pattern.
Photo by John Ker.

PREMIER Performance



Diamond Back

Teams Redline, Murray



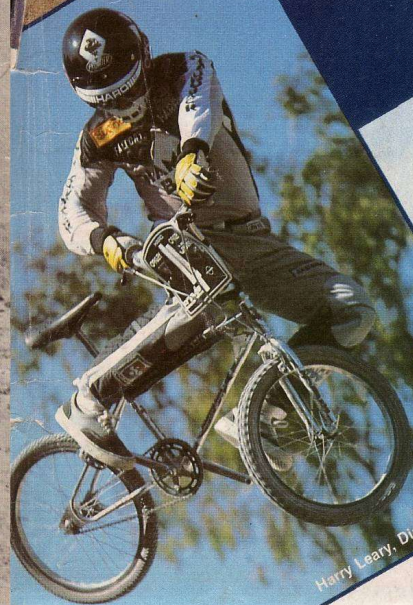
Stu Thompson, Redline



R.L. Osborn, BMX Trick Team



Jim Judy, Dutch



Harry Leary, Diamond Back

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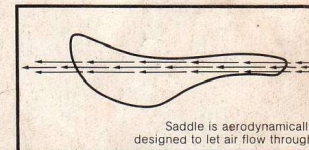




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