

BMX PLUS!

The Bicycle Motocross Magazine

January 1983
Volume 6 Number 1
\$2.00
CCC 02151

BMX PLUS!



NEW YEAR!

Mongoose/Magic
Mountain IBMXF
GP of U.S.A.

ABA's Biggest
National Ever:
Lancaster

Latest Team
Updates

NEW GEAR!

Prosight's 24"

Aerolite's 22" Tech 2200

Huffy's Pro Lightning 20"

Plus All The Latest
Equipment

Eric Rupe



NO FEAR!

Skatepark Insanity

Diamond Back's
Jason Wharton

And All The Radical Action

FIRST PLATES



To be number one you have to earn it. Haro number plates were the first plates ever designed for BMX. And they've been winning ever since. That's because Haro is ahead of the competition when it comes to design, innovation and quality construction. Just ask Greg Hill, Toby



Henderson, Stu Thompsen, Clint Miller, Brian Patterson, Tinker Juarez or any other member of the Haro All-Star team. See the new Series I and the full line of Haro BMX components at a bike shop near you. You can't buy better equipment.

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

Send one dollar for brochure and decals.

HARO USA

Contents

Volume 6 Number 1
January 1983

BMX PLUS!

Racing:

This month we feature ABA's largest national ever held in Lancaster, California. Was bigger better? You, it have to check it out, starting on page 24. Or how about our report on the Mongoose/Magic Mountain IBMXF Grand Prix of the United States? Held Halloween weekend just outside L.A., this race proved to be a true downhill thriller. The start is on page 42.



Pages 24 and 42

Skatepark:

Where the going gets gnarly, the gnarly get going. So with this profound thought in mind, we set out for Upland, California's Pipeline Skatepark in pursuit of living life, cheating death, and bowlriding bikes in a place they call The Badlands. If we weren't back in 24 hours we left instructions to call da cops. To see if we survived The Badlands "King of the Skateparks" contest, check page 52.



Page 52

Equipment:

It's all here—bold, new gear for the bold, new year. So what's so new you might ask? Plenty. How about Huff's super serious Pro Lightning 20-incher with its aero tubing frame and fork. Or maybe BMX's first 22-incher: The Aerolite 2200. Or even Prosight's new 24-inch racer for '83. With race bikes like these the new year promises to go by faster than ever!



Pages 20, 34, and 62

Jason Wharton Profile

Throughout 1982, Diamond Back's Jason Wharton has proudly held ABA's coveted National Number One Amateur Plate. Getting it was no easy task, especially for a ten expert! In our profile in courage of Racin' Jason you'll discover what it's like to race like there's no tomorrow all year long and be a small-guy big part of the nation's top BMX team.



Page 16

ON THE COVER

Who almost joined the United States Air Force but got 'Goosed instead, going on to flight BMX berm warfare and finish Number Nine NBL Pro for 1982? None other than flyboy Eric Rupe, seen her on motocross maneuvers high above Commander Ker who routinely shot him out of the sky and onto our New Year Cover.



Features

- 16 Jason Wharton Profile**
ABA's PDQ Numero Uno.
- 20 Impression: Aerolite's 22-inch Tech 2200.**
Big deal over a bigger wheel.
- 24 ABA Fall National: Lancaster**
Their biggest national ever!
- 34 Huff Pro Lightning 20-inch Test.**
Just how tuff is the new Huff.
- 42 Mongoose/Magic Mountain IBMXF Grand Prix of the U.S.**
Halloween weekend's downhiller thriller.
- 52 Skatepark Shootout at the Badlands.**
Superbowl Sunday, Upland style.
- 62 Prosight 24-inch Test**
Bombsight or outtasight.

Departments

- 9 Inside Scoop**
From the inside looking out for our readers.
- 12 Mailbag**
Always write.
- 58 Products**
New wear for the New Year.
- 70 Radical Rick**
Rick Challenges The Hill.
- 73 Reader Service Card**
Get something for nothing.
- 74 Parting Shot**
It takes two to mangle.

Copyright 1982 by Plus Publication, Inc. Irvine CA. Second class postage paid at Irvine, California and additional mailing offices. Publication offices: 1760 Kaiser Avenue, Irvine, California 92714. POSTMASTER: Send form 3579 to BMX PLUS! P.O. Box 429, Lomita, CA 90717. ISSN: 0195-8320. USPS 496-510. BMX PLUS! COVERAGE AND DISTRIBUTION is worldwide. The magazine is published every month. Subscriptions may be obtained by sending \$16.00 to BMX PLUS! 1760 Kaiser Avenue, Irvine, California 92714. Subscriptions include 12 monthly issues. Foreign subscriptions please add \$4.00 US. No part of this magazine may be reprinted without the written permission of the publisher. CONTRIBUTIONS: BMX PLUS! welcomes contributions. All stories and photos should be directed to Mr. John Ker, Editor, BMX Plus! BMX Plus! cannot be responsible for unsolicited contributions. BMX Plus! retains all reprint rights. Contributor retains all other rights for resale. ADVERTISING RATES available on request. (714) 545-6012



SEALED BOTTOM BRACKETS
 you can trust to give rugged construction, total convenience, and tough reliability for your one-piece cranks.
 Fits all one-piece cranks (24 and 28) and flights.



683 GENEVA
 CLAREMONT CA 91711
 (714) 621-9733

HADLEY RACING PRODUCTS

STICK-EM UP *BMX Specials!*

PRISM STICKERS

.50¢ Each



RUB-ON STICKERS

.75¢ Each



REGULAR STICKERS

.30¢ Each



Your Name on our #1 Sticker
 We print any Name up to 9 Letters
 2" Die cut Multi-Color on Silver Prizm material
 3 Stickers for \$3.00

★ BUMPER STICKERS ★

\$1.00 Each



6" NUMBERS

.70¢ Each

Black-Red-White



2" PRISM BUTTONS

Only \$1.50 Ea.



- Police
- Black Sabbath
- Blue Oyster Cult
- Foreigner
- AC/DC
- Rush
- The Stones
- REO Speedwagon
- The Who
- Molly Hatchet
- Bruce Springsteen
- Led Zepplin
- The Cars
- Journey

25 Custom "RUB-ON" Stickers
 with YOUR NAME!



You get 5 of Each Color Sticker
 Red-Blue-White-Black-Yellow
 Limit up to 12 Letters, 1/2" Tall
 25 Rub-On Stickers.
 Only \$20.

Catalogs also available-Motorcycle-\$2, BMX-\$2, Auto-\$2, or all 3 for only \$5.

List what you want.....
 Price each item.....
 Send list and Total Amount to.....



1642 Holmes St.
 Livermore, CA 94550
 Dept. L

BMX PLUS!

Volume 6 Number 1

EDITOR
John Ker
 MANAGING EDITOR
Dean Bradley
 ADVERTISING DIRECTOR
Ross C. Kehl
 ART DIRECTION
WWW Productions, Inc.

COPY EDITOR
Jo Hadley
 TEST EDITOR
Bob Hadley
 TECHNICAL EDITOR
Craig Kundig

FREESTYLE EDITOR
Bob Haro
 OFFICE MANAGER
Sue Wanous

CIRCULATION MANAGER
Catherine M. Crabb

STAFF ARTIST
Damian Fulton

PHOTO TECHNICIAN
Debra Robinson

CONTRIBUTING PHOTOGRAPHERS
James Cassimus
Dave Epperson
Jo Hadley
Randy May
Bob Webb

CONTRIBUTING WRITERS
Dave Epperson
D. David Morin
Bob Webb

TEST CONSULTANTS
Joe Claveau
Tim Ellis
Mike Miranda
Dennis Stevens
Ken Stevens

EUROPEAN CONTRIBUTORS
Gerrit Does
Don Smith

AUSTRALIAN CONTRIBUTOR
Ken Mandelberg

COLOR SEPARATIONS
Colour Image

World Color Press
Paul Winter

CIRCULATION
Curtis Circulation Company

CORPORATE PILOT
Dave Byrd

Plus Publications, Inc.

PRESIDENT
Jim Stevens

VICE PRESIDENT
Ross C. Kehl

SECRETARY
Margaret Warde



CHROMOLY IN THE CLUTCH

One size fits all. The DX Chromoly Freewheel has a special tooth profile that works with both 1/8" and 3/32" size chains.

New forged alloy Shimano MX hubs spin fast and free for all-out competition.

The power move is on, when you sink your beef into the Chromoly teeth of Shimano DX.

You've put yourself into high gear, because aerospace chrome molybdenum alloys make our new DX Chromoly Freewheel lighter and stronger than ever.

Our DX Freewheel is uniquely Chromoly clear through, with wide, cyclocross CrMo pawls gripping inside and a tough, pro-chrome-finished CrMo sprocket outside.

Lightning quick and built for abuse, the DX Freewheel also fits all standard hubs. But you won't

want standard when you can have Shimano's new MX forged alloy hubs. Special dirt and dust sealing and machined axle flats make these racing hubs perfect for all frames and forks.

So get tough where it counts. Get the freewheel with pawls and cogs of Chromoly steel and the hubs to match... only from Shimano.



The finest in motocross components. Shimano DX.



SHIMANO SALES CORPORATION 9259 San Fernando Road, Sun Valley, California 91352

...redline's new 600a

longer, lower, lighter and meaner.

Now from Redline comes a machine that is so bold, so light and so right. As you sit on our Ultra Light seat, hands grasping our famous V-bars, feet resting on alloy pedals, you begin to get the feeling of flight. With the heart of a genuine Redline all chromoly frame, weighing in under 4 lbs., all chromoly forks and precision components machined to incredible tolerances, you'll suddenly understand why our version of a BMX out-performs everyone else's. SO, BEFORE YOU BUY A BMX BIKE, WEIGH THE COMPETITION.

TAIHEI U.L. SADDLE WITH INTEGRAL CHROMOLY SEAT POST

NEW SERIES III ALL CHROMOLY FRAME CHROME FRAME WITH YOUR CHOICE OF BLUE OR BLACK COMPONENTS

ANODIZED SHINY-SIDE ALLOY RIMS

COLORED FOAM GRIPS

CHROME PLATED STEEL V-BARS

SUGINO FORGED ALLOY & CHROMOLY GOOSENECK

KKT AMX ALL ALLOY PEDALS

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

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

REDLINE

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



ENGINEERED TO HAVE EVERYTHING EXCEPT COMPETITION.

ALL CHROMOLY FORKS

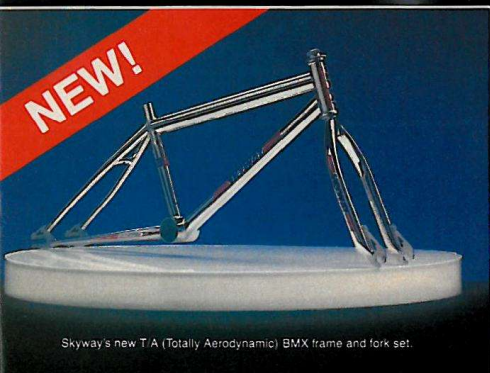
NATIONAL COLORED SKIN-WALL TIRES

ALL SYSTEMS GO WITH SKYWAY!



Blast off in your next moto with Skyway products. Super lite ultra-grip Tuff Pedals are great for explosive starts and awesome finishes. Tuff Wheel 11's (with alloy hub) and Tuff Wheel 16's are virtually indestructible for radical orbits around the track. And for those critical stops, there's the new Pro Model Tuff Pads and the original Tuff Pads that work on both nylon and alloy rims.

Disintegrate the competition into asteroid dust by igniting your bike with Skyway products. You'll find them by docking at your local BMX dealer.



Skyway's new T.A. (Totally Aerodynamic) BMX frame and fork set.

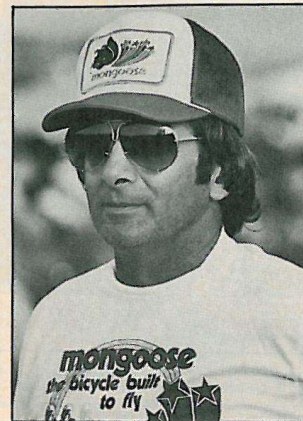
Skyway Recreation Products
Skyway Recreation International, Inc.
Redding, California 96003 USA



Inside Scoop

Big Changes at NBL

The National Bicycle League elected new officers at its annual Competition Congress. **Bob Tedesco** has taken over as Chief Executive Officer and President of the Florida-based national BMX



Bob Tedesco assumes NBL presidency. New rules changes were also announced at the annual Competition Congress.

sanctioning body. **George Esser**, the founder of the NBL, has stepped down from the top position, and will now serve as Treasurer and Chairman Emeritus. **Dave Guinn** takes over the position of Chairman of the Board, while **Don Hutelin** and **Grant Robison** will continue in their posts as Vice Presidents. **Bob Durst** will serve as Assistant Treasurer. The position vacated by Mr. Tedesco, that of Competition Director, will be assumed by **Jim Banks**. The Board of Trustees has been expanded to twelve members and will include, in addition to the above-named officers, **Rosy Guinn, Rosey Banks, Frank Lopez, Charles Scott, Steve Johnson, and Jim Faulkner**.

The NBL has also announced some major rules changes for 1983. From now on, riders' age classes will change on their birthdays. Furthermore, when riders change age classes during the points year, their points will go with them.

Next year there will be some extra classes in the NBL. The cruiser classes will include a 16-17 group, as well as an 18-24. The girls' classes will include a 14-15 division, and a 16 and over group. One other change: girls will not be



BMX goes Hollywood! Filming at Pipeline Skatepark for NBC's upcoming Al Maguire On Sports show are (L to R) Bob Morales, Dave Hanson, Al Kuskowski, Barry Koebe, Brian Gillogly, Don Hoffman and Eddie Flola. The footage they got of Flola is unreal!

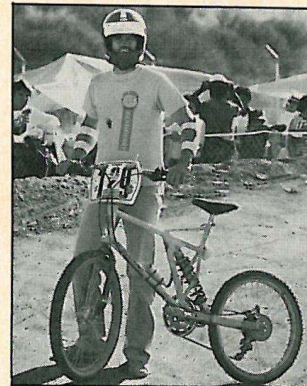
able to race expert classes anymore.

In all, there will be 33 to 35 nationals next year in the NBL. Except for one triple-header, all will be double-headers.

Sponsorship Deals

The end of the points year always brings with it that annual rite of BMX passage, the contract renegotiation. Deals are signed (and broken) all year round, but this is when most of them happen.

Just one year ago, **Red Line** was almost looking like a one-man team. Since the hiring of former ABA vice president **Gene Roden**,



High tech luncy! Downhill deviate Brian Skinner and his incredible one-off "Descender" mono-shock, complete with front drum brake, roller bearing headset, Honda Prolink gas shock, box swingarm and rear disc brake. It seems the cost of going down just went up.

however, the Big Red One has made some fast moves to sign up the best of the nation's vast pool of unsponsored BMX talent. The new riders join current Red Liners,

Thomsen, Kosmala, Grubbs, and Anderson. The new guys: 17 Expert **D. D. Leone** (see the race coverage in this issue for more about this powerhouse), 15 Expert **Eric Garcez**, 12 Expert **Ray Obolewicz**, and 9 Expert **Justin Roos**. They all rip.

Mike Miranda has John Hancocked an agreement with **CW** that, according to Miranda, has put him in "Fat City". In the last few months Mike has bought a new car (actually, a 1955 Volkswagen beetle), three new stereos (one for his car, one "ghetto blaster," and a component system for his bedroom), also a Kawasaki motorcycle, a 12-stone diamond ring for his girl friend, a 26" color television for his parents, and other assorted goodies. Mike isn't just

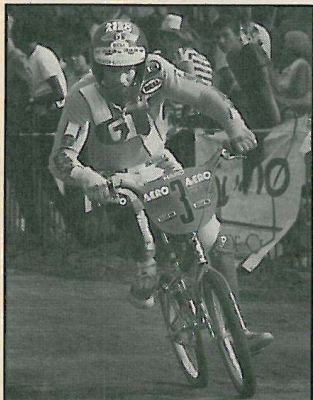


Mike Miranda in Fat City now and training with Stu.

Inside Scoop

sitting around the house in his spare time either. He's been training with **Stu Thomsen** for the last few weeks, practicing starts with "The Man" at Stu's house. So how does Mike's career look? Says **Clint Miller**: "I think Miranda's going to be the next Greg Hill."

Hutch has signed a deal with **Bell Helmets** for 1983 that will put the entire team in Bell headgear.



Greg Hill signs new deal with sponsors.

Also in the brain-buckets department, **Greg Hill** has inked a contract for 1983 that will have him in **Echo Helmets** for the next year. A new deal with **Haro Designs** will keep Greg supplied with race pants, visors, number plates, and gloves.



Rick and Roger Mears and their boys go BMX.



Eddy King turning pro for 1983.

Schwinn recently signed **Valencia** (California) **Schwinn's** radical **Rob Eisenberg** to a full factory deal. Rob is 14 and very fast.

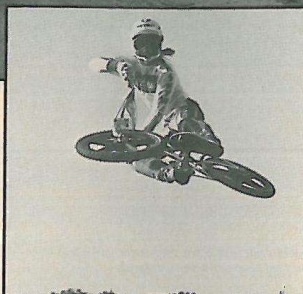
Thruster has inked a deal with Shimano speedster **Dave Dechert** that will put the New Jersey-based pro on a Tri-Power XL Thruster for 1983.

The Cost of a Factory Team

Just in case anyone's thinking about starting a factory BMX team for 1983, we thought we'd nose around a little bit to see just how much it costs to send a bunch of racers chasing points around the country for a year. We asked the managers of the two most heavily promoted BMX teams, **GT** and **Diamond Back**, what their race team travel budgets were costing them for 1982. **Rich Long** of GT speculated that \$85,000 would probably be a good guess for his final figure. **Sandy Finkelman** and **Mike Rebrick** of Diamond Back reported that their total bill for '82 would probably come in at close to \$100,000. The money's only half the battle, though. Finding that kind of racing talent is pretty tough as well.

Bad News for the Pros

For those of you who haven't noticed, **Dave Marietti**, **Tracer Finn**, and **Andy Zirzow** have all turned pro in the last month or so. **Eddy King** and **Andy Patterson** are both planning on doing so very soon. It's going to get even harder to make bucks in the pro class in 1983 with that kind of competition.



Skyway's **Andy Patterson** will turn pro for the ABA Grand. In an unrelated announcement, Skyway announced that 24-inch Tuff Wheels will be available next summer.

Skyway Flash

Skyway has let us know that they plan to introduce a 24-inch Tuff Wheel next summer. No additional details are available at this time.



The entire **Hutch BMX team** (including, of course, top ABA points-chaser **Steve Vellman**, above) will be wearing **Bell helmets** next year.

Celebrity BMX

Racing must be in the blood. At the recent ABA Dia-Compe/Diamond Back National in Lancaster, California champion **Indy 500** racers **Rick** (left) and **Roger Mears** were in attendance with their families. While the kids were getting rad, the dads were playing pit crewman and making video tapes of the action.

BULL SHOT

Super Bearing Grease

The pros know:
This is #1!

American Express Visa Master Charge Diners Club

1982 BMX Mail-Order Catalog
\$1.50

(Stamps accepted)
(\$1.00 refundable on first order of \$10. or more)

We'll ship merchandise C.O.D. within 24 hours (upon availability)

Byron's Bicycle Shop
299 Glenwood Lansing Road
Glenwood, Ill. 60425 (312) 758-4500

BYRON'S
BICYCLE
SHOP
INC.

Suzie DiaCompe Patterson Zeronine Diamond Back

Maxi-Frame Grab-On Premier Helmets Haro Pates Precision GIBMX S.E.

Am'e Profile Torster

Shimano Aero Profile

Bell CW Racing Mongoose DiaCompe

M&M Jerseys

THE COMPLETE CATALOG FOR THE SERIOUS RACER

- HUTCH FACTORY RACE TEAM SPECIAL. COMPLETE BIKE WITH BLACK SHIMANO DX PEDALS ect.
- PROFILE FRAMES, FORKS—3 PIECE CRANKSETS
- HARO FREESTYLE FRAME & FORK
- SKYWAY T/A AERODYNAMIC FRAME & FORK SET

• LOW PRICES • VISA & MASTERCARD ACCEPTED
• 650 STOCK ITEMS • NO SUBSTITUTIONS

ACTION BMX CYCLE CO.
768 STUMP CT. DES PEREZ, MO 63131
(314) 822-3280

SEND \$1.00 FOR 1983 CATALOG
Refunded on 1st Order

Name _____
Phone & A.C. _____
Address _____
City _____ State _____ Zip _____

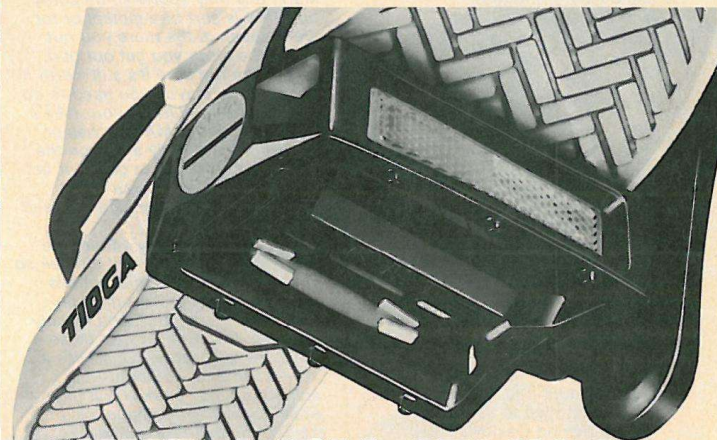
J.T. Racing Leathers Hutch Philwood Skyway Oakley

Introducing the hot new name in racing products.

BME

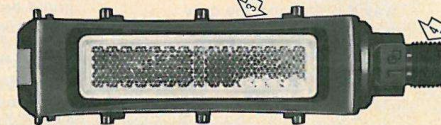
BOB MORALES ENTERPRISES

Send \$1.00 for catalog and stickers to BME Racing
P.O. Box 2339, Cypress, Ca. 90630-1839 (714) 521-7600



KKT-AMX, STICK'EM ON YOUR FEET

- SIXTEEN D-CUT PEGS CLING TO YOUR FEET
- WEDGED SHAPED RIDGES CHECK OUTSIDE SLIPPAGE
- CONCAVE SHAPES FIT THE BALLS OF YOUR FEET
- CHROMOLY SPINDLES COME IN BOTH 1/2" & 9/16" SIZES



KKT's new AMX pedals are designed really stick to your feet. Made of cast alloy, AMX keeps your feet where they count the most on the pedals. Available with a chrome plated finish, or in black, blue, red and gold. Stick 'em with KKT's AMX pedals.

KKT-AMX

Another fine product from **TIOGA** Motocross

For more information please contact:
SHIMANO SALES CORPORATION
9259 San Fernando Road, Sun Valley, CA 91362

Out Side of the United States please contact:
TIOGA INFORMATION CENTER
170 Box 571, Kona Park, Kona, HI 95701, Japan

Pro Poem

'Twas the night of the World Championship,
And all 'round the track,
Rad riders were stirring;
The whole place was packed!

The Pro main awaited,
There on the gate,
Ready to blow minds
On that historic race date.

Why, there was Brent and Greg
And Tommy, too,
There rubbin' elbows
With Clint, Harry, and Stu.

When that gate finally fell,
No one could tell
Who would be first
To nab that Pro purse.

When Greg took the lead
It was easy to see
Clint and Harry gettin' rad
Back in slots two and three.

With all the top Pros
Dicin' and battlin' it out—
Who was gonna win?
It was surely in doubt.

When Brent and Stu tangled
With, oh, such a clatter,
Track officials came running
To see what's the matter.

When that dust finally cleared,
The crowd up and cheered,
But they started to ask,
"Who's behind Oakley's mask?"

For over the jumps
He was way out ahead,
Through berms and down straights
Our leader he sped,

Then the race was all over
And everyone knew,
Who was the winner—
So fair and so true.

He won with such style!
And looked ever so trick!
'Twas the one and the only
Radical Rick!

Jammin' Gina Vivinetto
St. Pete, Florida

Keep Goin'

I need some advice. This winter, February to be exact, I will be turning sixteen and I'm not really sure if BMX is still worth it to me. Thus far I have been plagued with numerous bike problems, racing slumps, financial setbacks, and appendicitis, which kept me out of racing just about all last season. Probably the worst part is that I'm unsure if I can make it in sixteen novice class—it's pretty rad! Plus being exposed to some of the hot

local talent around here like John Grenowiki and Jimmy Paiva has been pretty discouraging. All my friends are buying cars and concert tickets while I end up spending my cash trying to keep my bike running. Don't get me wrong—I LOVE THE SPORT, but I'm just not sure if it's still worth it.

Mark Peterson
(no address given)

Mark, this may sound kinda corny but BMX is sort of a metaphor for life—meaning, the more you put into it the more you get out of it.

If you're not sure it's still worth it chances are maybe you need to do a little tune-up. Like, if your bike's not rolling with BMX punches or your mind and body aren't on the right track, it's time to get your act together and dial in your equipment—both mechanically and mentally.

You probably really admire the pros, right? They make it all look so easy—their bikes, bodies, minds and lives in general seem to be pretty dialed-in right? And usually they are. Because most of these guys are fully professional—it's a job—a fun one, no doubt—but something they work at full on, full time: constantly tuning, constantly dialing things in for smoother operation and higher performance.

Though many of us will never become pros they'll tell you that on just about any competitive level it's surprising how easily races are won when you've got your whole program dialed-in to the max. And that applies to way more than BMX—that's life in general. A lot of BMXers own cars and go to concerts, but obviously we think you'd be hard-pressed to find a more constructive and healthy way to spend your time, effort, and money than BMX. But, hey, we won't kid you. Even though it seems so at times, BMX isn't for everybody. There are easier ways to go. Racing is a cruel sport. You either win or you don't, and it's all up to you. At least in a team sport you can pass the buck and blame your losses and competitive misfortunes on your teammates or your coach. Or safer yet, just don't compete on any level at all. That way you'll never have to deal with losing at all. Unfortunately, however, you'll never have the opportunity to experience the thing that makes all that work worthwhile. . . and that's the thrill of winning

and the sense of accomplishment that it brings.

Sure it's worth it—all the best things in life are.

So, Mark, don't feel alone, because in BMX, or even life in general, you'll find that everybody's gotta pedal up, around, and over the same obstacles before they can sit down, coast, and enjoy the scenery. Don't give up now—the best is yet to come!

Small Town Big on BMX

I'm a twelve-year-old guy that lives in a boring town called Poway, California. For excitement the locals sit around and watch wet paint dry! The only thing that keeps me awake is reading your radical magazine. I especially enjoyed your article on E.T. in the October issue. It was killer!

Currently I own a rad Red Line that is so trick it's not fair to the competition. Only problem is we don't have a real BMX track to race on around here in this hurtin' town. This small town is big on BMX, but nobody here knows how to start up a track, run races, etc., etc. You know, it's enough to make a guy run away from home, but I wouldn't last long without an allowance. How do we start a track? PLEASE HELP.
Signed,

Bored to the Core

Poway, California
You know what they say about an idle mind being the devil's workshop, or three idle minds making a devil's triangle or something like that? Anyway, it sounds like things are boring as hell around there—YOU GUYS NEED A BMX TRACK BAD! Hurry, contact:

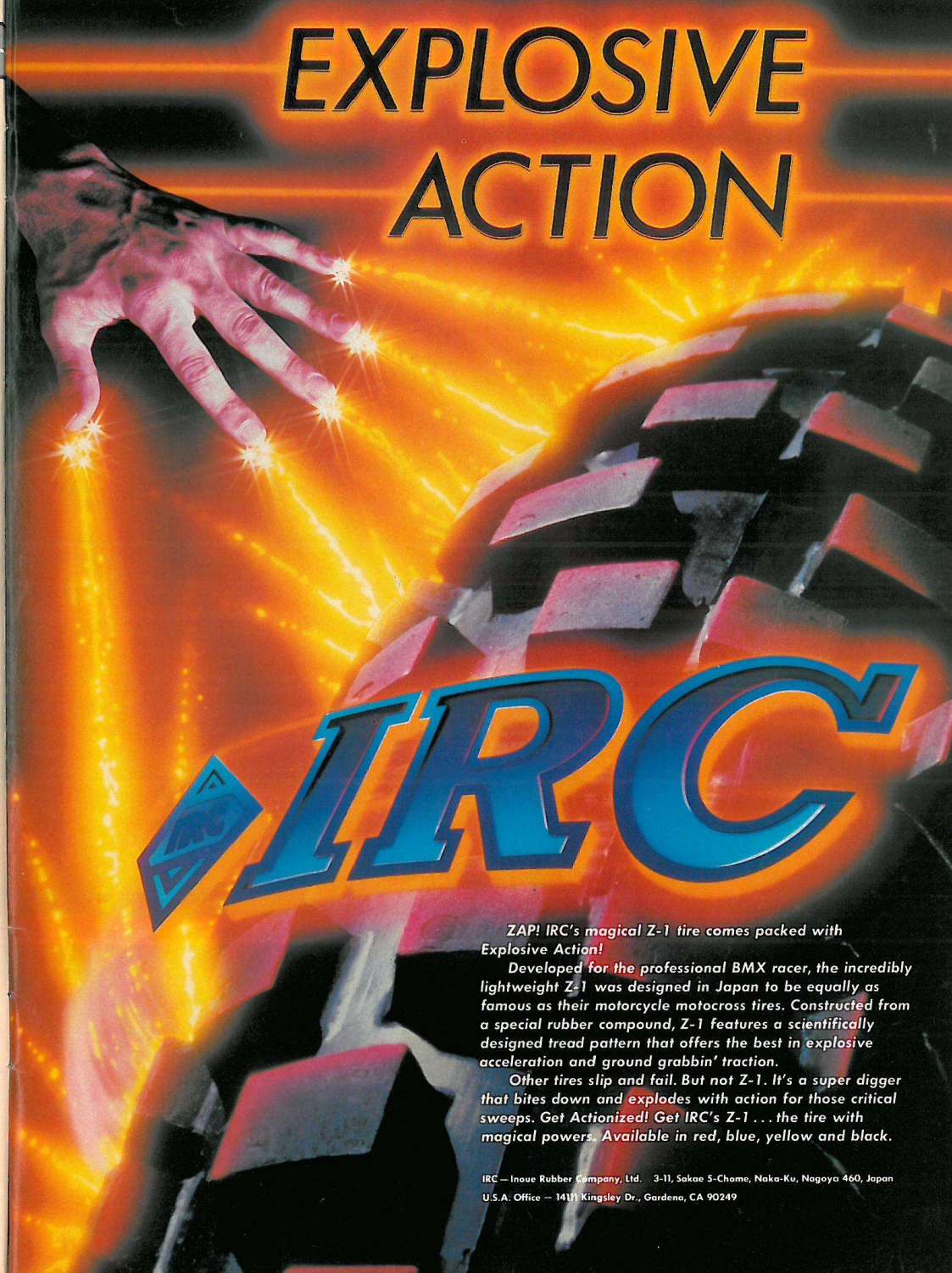
The American Bicycle Association
P.O. Box 718
Chandler, Arizona 85224
(602) 961-1903

The National Bicycle League
3801 North Federal Highway,
Suite 8
Pompano Beach, Florida 33064
(305) 942-9761

The United Bicycle Racers
Box 3956
Modesto, California 95352
(209) 526-4097
They'll tell you how to get a track started in your area.

BMX PLUS!

EXPLOSIVE ACTION



IRC

ZAP! IRC's magical Z-1 tire comes packed with Explosive Action!

Developed for the professional BMX racer, the incredibly lightweight Z-1 was designed in Japan to be equally as famous as their motorcycle motocross tires. Constructed from a special rubber compound, Z-1 features a scientifically designed tread pattern that offers the best in explosive acceleration and ground grabbin' traction.

Other tires slip and fail. But not Z-1. It's a super digger that bites down and explodes with action for those critical sweeps. Get Actionized! Get IRC's Z-1 . . . the tire with magical powers. Available in red, blue, yellow and black.

IRC — Inoue Rubber Company, Ltd. 3-11, Sakae 5-Chome, Naka-Ku, Nagoya 460, Japan
U.S.A. Office — 1411 Kingsley Dr., Gardena, CA 90249

THE DIAMOND BACK TEAM IN COMBAT.



COMBAT BY KEDS.

When the members of the Diamond Back Factory Team are in a race, they're in Combat, *the* BMX racing shoe.

Combat hits the dirt with a durable suede toe and heel piece that'll stand up to the most rugged racing conditions. The exclusive suction cup sole gives you built-in traction, while nylon mesh uppers and an insole with padded sock liner help your feet stay cool and comfortable.

How you can get into Combat.

Combat. The official shoe of the Diamond Back Factory Team. For the store nearest you, or to get mail order information call toll free: 1-800-428-6951. For a limited time, get a free Diamond Back poster with each order.

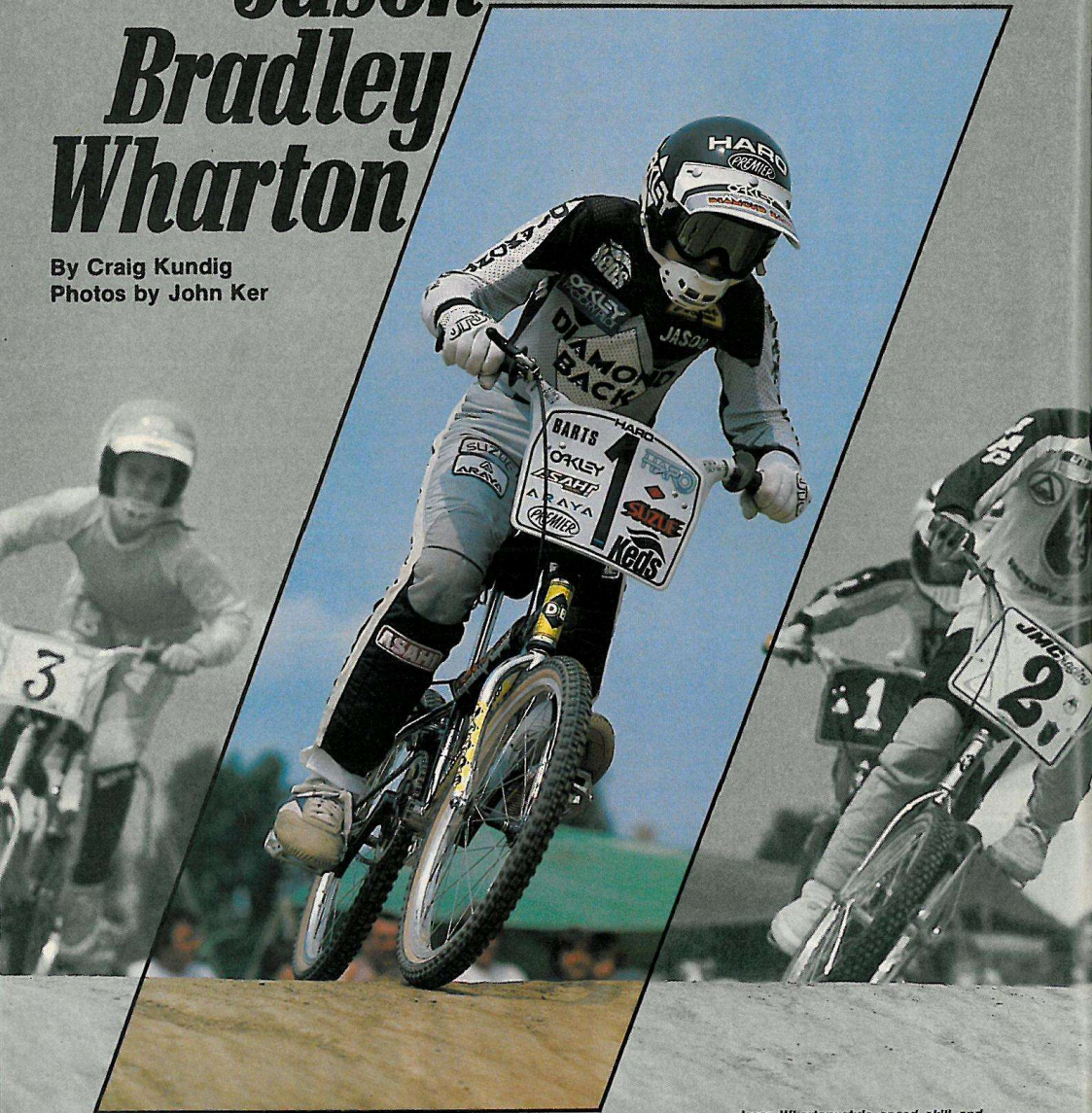
© 1982 Keds Corporation



A PROFILE IN COURAGE:

Jason Bradley Wharton

By Craig Kundig
Photos by John Ker



Jason Wharton: style, speed, skill, and courage—the winning combination.



Throughout '82, J.W. proudly displayed ABA's National Number One plate, logged massive miles on the national circuit, and smiled a lot. He may occasionally run out of breath, but he'll never run out of fans.

In January of 1978, Jason Wharton entered his first BMX Race. Little did he or his parents imagine what the future had in store. One month later, Jason joined the Wicked Riders from Bicycle Paradise in Phoenix, Arizona. The BMX bug soon infected the entire Wharton Family. Jason's father, Howard, became the team manager and his mother, Cheryl, started a race-by-race diary on her future National Champion.

Jason changed to the Bicycle Harbor team in 1980. Shortly after he picked up a JMC co-sponsorship, Jason became a true national threat, so JMC moved him to their factory team for the 1981 season. JMC's owner, Jim Melton, had decided to go after the ABA National Number One Team award and Jason seemed like the ideal racer to anchor his team.

The 1981 ABA season started out

slow for Jason, but he didn't let it detour him from his personal goal for 1981, to become the number one amateur in ABA. After getting two third places in his first two attempts, Jason dug in. He knew only his best 10 races would count. In the next 13 Nationals, Jason scored an amazing 11 firsts and two seconds in the 9 Expert class. Three of the wins were parts of perfect triples, even though he had to race 10 year olds in his open and trophy dash.

Because his class had fewer riders than the older classes, even with his 10 perfect scores, Jason was in fourth place with only the Grand National remaining. Standing between Jason and his dream were Mike Poulson, Pete Loncarevich and Chris Torres.

At the Grand, Jason watched as Pete, Mike, and Chris qualified for their main events. Since Jason was

the youngest of the top four, he would have to race first. Jason was ready. He had already won his first open so he knew he could win. Moments after the gate opened, Jason scored his first national win as a 10 Expert. Now all he could do was watch and wait. He had figured out exactly where the other three had to place in order to beat him. He watched as Torres failed to finish high enough, then Loncarevich missed his try for number one. When the 16 Expert class lined up, all Mike Poulson needed was a fourth. Mike jumped out to a second place start. Then coming out of the first turn, Poulson fell. The title was Jason's. Jason topped the day off with a 9-10 Trophy Dash win to add icing to the cake. Jason had kept a cool head while the competition choked.

Jason's determination to win has been demonstrated in other ways. At the Elkhart National in 1980 he became ill during the pre race. By race day he had a 102-degree temperature and a case of chicken pox. He insisted on racing since he had come all this way. His father gave in and Jason went out and scored a perfect triple. After the race, Jason was bundled up to hide his chicken pox so he could fly home. He was a strange sight stepping off of the plane in the summer heat of Arizona in a long-sleeve shirt, sunglasses and a hat.

At the end of 1981, Jason and his Number One Plate left JMC to race for Diamond Back. This move caused Jason lots of unfair criticism. Many people felt he was not being fair to JMC since they helped him earn the Number One Plate. The truth of the matter is that after a year of chasing the Number One Team award, Jim Melton decided to cut back his team's traveling. The cost of racing nationally had gone up so much that Jason would be lucky to go to half the races he wanted to, even with the help of Bicycle Harbor and his other co-sponsors. Jason finally decided to accept an offer from Diamond Back so that he would have the opportunity to defend his title.

The 1982 season has been a tough one: his first victory wasn't until Springfield. But he is on the right track now with two firsts, four seconds, and three thirds (just in the expert class) under his belt. He is not a quitter. Twice this year he was checked out of the hospital with asthma attacks less than 12 hours before a national. Both times he shook them off and raced anyway. The result, a first in Northern California and a second in Portland, Oregon. Nothing seems to



With asthma so severe that Jason checks into hospitals the way other racers check into motels, it's incredible how consistent he is. Jason is shown here at the Mongoose/Magic Mountain Grand Prix, where he took a second in the 10 Expert and fourth in the 10-11 Open.



Waterford, Michigan, 1982. Wharton versus Scottfeld. Jason is back in the running for National Number One again, but Geoff is one of the guys who could upset his plans.

get him down. If he loses one of his classes, he comes back twice as hard in the other one.

Jason lives in Phoenix, Arizona, and attends Moon Mountain Elementary School. His teachers have been very supportive of his

BMX racing, by helping him do make-up assignments to keep his grades up. When Jason isn't on his bike, he is usually playing basketball, soccer, or Atari with his close friend and toughest BMX rival, Jeff Moten. Their constant

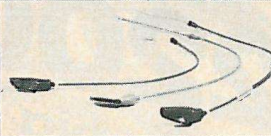
competition at local races helps to keep Jason's racing skills finely tuned. Besides racing, Jason keeps in tune by doing several 50-second sprints a night on his rollers. He also drag races his Father from house to house as they ride around the neighborhood together.

Jason's machine in a Mini Diamond Back. He has special 28-hole wheels with Araya rims and sealed Suzue hubs built by Barts Wheels. He also runs a 17 oz. Bicycle Harbor neck. Another trick component is his Omas titanium spindle. Bicycle Harbor does all the work on Jason's bike. According to Jason's dad, they deserve as much thanks as any of Jason's sponsors because of all the time, money, and parts they have given Jason over the years.

Jason Wharton may only be 10 years old, but his determination and dedication to his racing could be an example to all racers. He is thankful to his sponsor, Diamond Back, for making this year possible and he shows it on the track. If he falls in one class, draws a bad lane, or blows his start in the main, it only makes him work harder. That's why he's got a number one on his plate this year.

TERRYCABLE

P.O. Box 1321 Hesperia, CA 92345
(714) 244-8351



Super smooth lined cable requires less strength to activate braking • Quicker stopping more control • Smoother action
No mushy feel • Strong housing
Lever covers keep out dirt and mud.

WITH THE SUPER SMOOTH TERRYCABLE YOU WILL GET THE MOST OUT OF YOUR HIGH PERFORMANCE BRAKE PADS AND RIMS. ENERGY IS NOT LOST IN ACTIVATING THE CABLE

Individually packaged including stickers.
Colors: red, yellow, blue, black
Cables will fit BMX, Cruisers and 10-speed
#7001. Single rear brake
#7101. Dual rear brake (activates front and rear brake from one lever)

WRITE FOR LITERATURE #B-27
DEALER INQUIRIES INVITED



★
STAR PRODUCTS B.M.X.

**STAR
BARS
&
R.L.**

Mail Order

STAR PRODUCTS B.M.X.
P.O. Box B.H.
Garden Grove, CA 92642-5023
(714) 531-4064

DEALER INQUIRIES INVITED
Send \$1.00 for stickers & price list.



**MUSHROOMS™ Do the Grippin'
While You Do the Rippin'**

This new innovation in grip design combines the comfort needed in street and dirt use with the grip of a great white



Look For The Genuine MUSHROOM Mark Of Quality



"They're the best out there. I wouldn't ride with any others."
Tinker Juarez,
National Pro

Feel the
Difference!



Ormate
Design, Inc.

Torrance, California 90505

IMPRESSED 22- inch AEROLITE'S TECH 2200

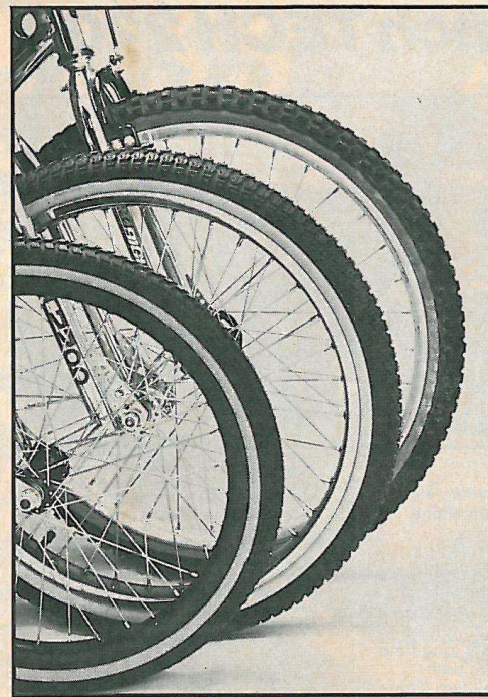
Bigger than small, smaller than big

By Dean Bradley

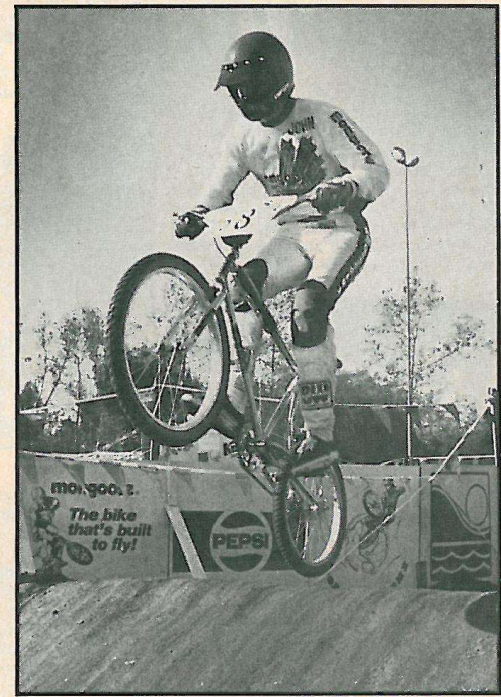
Why a 22 inch? Good question. But why not? Certain top pros have made it known that it could very well make the ultimate-size BMX bike. And it might, but honestly, it's too early to tell—there are too many variables, too many skeptics, and not enough hours in a day. All we've done here is get our hands on one of the first production 22-inch BMX bikes we could find—the Aerolite Tech 2200. Originally the Aerolite Tech was designed by Tom Lotito of North America Tradimpex Cycles "to be the ideal size for the older segment of the BMX market," as he explained it. With its scaled-up 20-inch styling and the the rideability of a scaled-down 24- or 26-inch cruiser, there's no doubting it could have wide market appeal. However, with the current model (MX2222) Tradimpex is offering, it will definitely *not* be the race market. At least not quite yet. You see, the Tech 2200, manufactured for Tradimpex by Saint Tropez, is an admittedly budget-minded Taiwanese machine incorporating 1020 mild steel fork and frame (complete with welded-on chainguard mounts, kickstand, etc.); low-line cranks, stem, bars, and pedals; heavy 105-gauge spokes; steel rims; and a coaster brake. But that's not the point. The Tech 2200's greatest assets and, at the current time, sole redeeming qualities are its 22-inch CMC rims and Kenda, 22 x 2, snakebelly-type



Two inches more or less makes the difference in the Aerolite Tech 2200. Is this the size and shape of things to come? Or is BMX just becoming a game of inches?



Bigger than small, smaller than big, the Aerolite's 22-inch CMC rims and Kenda snakebelly-type-tread gumwalls bridge the gap between traditional 20- and newcomer 24-inch wheel sizes.



In search of the perfect wheel size: Veteran John George on Mongooose's experimental 24/20 combo 'cruiser'. The result? Faster acceleration and one very ugly bike.

gumwall tires. Although the rims are uncompetitive steel, Mr. Lotito has assured us that alloy counterparts may soon be available as well as an updated, upgraded, complete, alloy/chrome-moly bike. Tradimpex is obviously waiting to see how BMXers receive this new wheel size before becoming more heavily involved. Well, we're waiting too. And wondering out loud just how far and how fast these 22-inch-wheeled bikes might go. So, on our way to taking a brief look at where BMX came from and to theorize on where we might be headed, we went out and got some qualified opinions from some small and big wheels in BMX. Today's modern 20-inch-wheeled BMX bikes evolved from early dirty use of Schwinn's very popular "juvenile," as they call it, "high-rise," as they also called it, Sting-Ray line of bikes for "the youthful, sports-minded kid of the sixties." Actually, it wasn't until years later, during the late '70's, that certain enthusiasts who felt they were growing out of the sport they loved (BMX) even questioned the fact that you could ride anything other than a 20-inch wheel in the dirt. Sure,

20-inchers were small and light and nimble, but 20-inch chasses could only comfortably accommodate riders up to a certain size (except for Stu, who's a different story). Again, in stepped Schwinn, who had always offered a scaled-up Sting Ray-like model classified "a heavyweight" (and for good reason), with 26-inch balloon (2.125" width) tires, which was just waiting to be discovered all right, and, to the utter disgust of 20-inch purists, the 26-inch "cruiser" class was born and major manufacturers began to produce specialized 26-inch chassis, rims and tires. The twenty-sixes will be long remembered for paving the way for bigger riders, older brothers, dads, and moms to all get involved in BMX. That's something nobody can take away from them. However, trophies have become another story! With 26-inchers, who can ever forget Jeff Kosmala, 1980 NBA, and ABA National and World Champion—the very first and very possibly the very last of the 26-inch-wheel cruiser class champs. Says The Kos, "Twenty-six inchers were so fun I was sorry to see 'em go—but that's racing." On the question of a 22-inch, Kos flatly

states "I don't see a real need or any real advantage besides maybe a little comfort, and if they keep adding different wheel sizes and classes I think it'll defeat the purpose and feeling of the two current distinct racing styles and classes—20" and cruiser. Anyway, what class are you gonna ride the thing in?" What class indeed. We checked with Don Wright at the NBL—he set us straight. "Currently in our competition format there is no place for a 22-inch-wheel bike, cruiser or otherwise." NBL's rulebook clearly states: "The bicycle wheels on a 'cruiser' must be of the 24" or 26" type. Also a cruiser may not be ridden in any other class." However Wright added, "If it (the 22) were to amount to anything big, I'm sure the board of trustees would consider modifying the ruling, as we did in the case of the 24-inchers." On the other hand, officials at the ABA said, "Anything between 20" and 24" is currently illegal, period." In the ABA rulebooks: "A 'cruiser' must have at least 24-inch wheels." But, it didn't always read that way. It all changed in Oklahoma City

AEROLITE'S 22-inch TECH 2200

back in 1980, at the ABA Grand National, when tempers flared and the rulebook became considerably more specific. It seemed top cruiser-class contender Joe Claveau rolled up to the Grands' starting gate on his RRS-prepped and heavily modified Schwinn Varsity with 24-inch alloy rims off two cannibalized Univega



This was the day the 26-inch-wheel BMX cruiser became obsolete for racing—the 1980 ABA Fall National at the Anaheim Convention Center. Number 86, Tony blew 'em away on his controversial 24-inch-wheel, RRS-prepped Schwinn Varsity!

unicycles. ABA prez Merl Mennenga remembers the occasion well: "Everybody was sitting there on the gate refusing to start, yelling and pointing at Claveau's wheels, and RRS's owner, Craig Kundig, was just standing there smiling and pointing to the rulebook, which at the time specified anything over 20-inch wheels was considered a cruiser." Claveau rode that day and eventually went on to win ABA's National Number One Cruiser Plate in 1981, on his prototype 24-inch, and the ABA modified their rulebooks to the current state. That day and later that year, Kundig received national attention and went down in history as designer and builder of the first 24-inch-wheel racing cruisers—which have since become the standard of competitive cruisers.

Craig on the 22": "Somewhere out there between 20- and 26-inch there's the ultimate bike. Maybe we've already found it in the 24—maybe it's the 22. I think there are a lot of larger guys out there riding around on 20-inchers holding back their overall abilities and potential as racers. Plus, if your bike is more than just a race bike—if it's transportation—then larger-wheeled and framed bikes are more comfortable and more practical."

Kundig adds, "The 22 interests me because it's untried and unproven—just like the 24 was. And most of all, I'd like to see that look



on Merl's face again when we pull up on the line with something weird."

Next we talked to Hutch's Toby Henderson who has probably had more success campaigning both a 20- and a 24-inch this year than just about any other pro.

"Stuart and I talked a long time ago about a 22 and we both thought it had possibilities. That's hot somebody came out with one! It might just be the ideal size, but, just like everything else, it's gonna take some dialing-in—you know, components, geometry. Don't get me wrong, I love my 24" and still feel comfortable and fast on my 20", but you never know until you try—a 22 might just be the hot tip."

And last but certainly not least, we asked current NBL National Number One 20-inch Pro and "Mr. 20-inch," Stu Thomsen, who at 6'1" and some 200 pounds, still looks comfortable on a 20"-inch and has managed to win just about every major race, title, honor, etc. at least once just for drill.



At 6'1", The Kos was a prime candidate when the 26-inch-wheel bikes became popular in 1979-80. Bigger wheels and chassis gave the sport added growing room.

Today's 20-inchers evolved from Schwinn's popular Sting Ray models. This is the first BMX national ever, the NBA national in Phoenix, Arizona, 1975. No gate, no hill. The 14 and Over Experts are on the line: (L to R) Scot "Old Man" Breithaupt; #3, Jack Shannon; #2, unidentified Sting Ray rider; #112, Brian "Ramo" Ramocinski; #60, Ernie Ernsdorf; #29, John "Snaggletooth" Palfryman; and NBA #1, David Clinton, on a vintage Kawasaki with full suspension!

Said Stu, "Remember the old Graco bikes with suspension and everything? Well, they had a 22" front wheel and 20" rear. That's what started us thinking. The 22-inch has the potential to take over the Pro class if it's designed right. It could be the perfect compromise. It also depends on the tracks. If the tracks remain as tight as they are, it's going to be tough to beat the acceleration of a 20-inch. But what I'd like to see is an open-wheel class—a run-whatcha-brung deal where anything goes. Now that would be interesting!"

So after all is said and little is done, what we've got here is a new bike, new wheel size, skepticism, enthusiasm, and no place to race it. However, even if the sanctioning bodies did find a class for it, the Aerolite Tech 2200 would not be competitive, with its experimental geometry, lack of race-bred componentry, and most of all, steel rims holding it back from the winner's circle.

However, a tip of the helmet is due to designer Tom Lotito and importer North American Tradimex Cycles for introducing BMX's first 22-inch machine. Whether or not it can or will become a viable BMX future force is up to you guys.

In BMX, don't ask why—ask why not?

BMX PLUS!

ROSS BICYCLES

IN A WORLD OF LOVELY THINGS, IT'S A PITY NOT TO INDULGE.

THE NEW MX-TIME

BUILT TO RACE. BUILT TO WIN. BUILT RIGHT.

ONE OF THE MANY STARS IN THE ROSS MX LINE.

Finish: Chrome
Frame: Ishiwata 4130 Cro Mo
Wheelbase: 36 1/2"
Head Angle: 73°
Seat Angle: 71°30'
Bottom Bracket ht.: 11 1/2"
Rims: Araya 7X
Tires: Skinwall Competition
Brakes: Dia Compe MX1000
Crankset: Tourney AD 44T
Stem: Ross 4 Bolt
Grips: Oakley III's
Handlebars: Sakae Alloy
Hubs: Maillard Helico matic
Saddle: Kashimax Aero
Seat Post: Kashimax Aero
Pedals: Shimano DX
Headset: Hatta Quick Adjust MX2
Chain: SediSport Silver 4L
Freewheel: Maillard 16T
Weight: 24 lbs.



Available through Ross dealers nation wide. ROSS BICYCLES, Inc. P.O. Box 147-330 Beach 79th St., Rockaway Beach, N.Y. 11686

LANCASTER



"The Koe" is back on the gas again. First In AA Pro.

ABA Saved Their Best for Last

Sponsored by: Dia-Compe and Diamond Back

By John Ker
Photos by John Ker and
Dean Bradley

By the end of the points year in the ABA, every national becomes extraordinarily important. Nowhere is this more apparent than at the very last one of the year. Whatever it was, this race had it. Maybe it was the fact that this was the last ABA national of the year, or maybe it was the location, just about sixty miles northeast of Los Angeles, in the city of Lancaster, California. Or maybe it was just the growth of BMX in the last few months. For whatever reason, this was the biggest BMX national ever held. There was a total of 302 motos (the Winternationals in Chandler last February drew 301), an incredible turnout of talent, and perfect weather for the event.



Mike Miranda was grinning all the way to the bank after this weekend. First in A Pro and the Pro Open.



(Right) Jag's Greg Liggins may be the hottest thing to hit the 14-year-old classes in a long time. He's the only rider to "quadruple" at an ABA triple-pointer, and he almost did it here too, scoring three wins and one fourth. (Below) Jeff Kosmala blew the doors off of everybody in the ABA's special sideshow jumping contest. He called a full 31 feet, 11 inches.



BMX PLUS!

Kosmala and Miranda Dominate

The Pro class action illustrated the changing fortunes of two riders in particular, Jeff Kosmala and Mike Miranda.

Jeff Kosmala was considered one of the top 20-inch pros in the country three years ago, but his racing career had fallen on hard times in the last year or two. When the Pro Cruiser class was first started, "the Kos" ruled—for a while. In the last year Brent Patterson, Clarence Perry, and Toby Henderson had all met with more success than Jeff.

Eventually, even Jeff's long-time sponsor, Mongoose, decided that Jeff's days of winning were over. When they told Jeff they didn't want to pay him his salary anymore he left. A lot of people, this reporter included, didn't think they'd see much more of Jeff. A pity, since he'd been one of the friendliest, most personable racers around.

Somehow or other, Jeff persuaded Linn Kastan of Red Line to take him on. Jeff started out well for his new sponsor, winning his first two Pro Cruiser classes. He won races, but only sporadically. At the Huffey IBMX race in Dayton, Ohio, Jeff won the Pro semi, beating even Greg Hill. In the main, however he only finished sixth. It was a big disappointment and typical of the bad luck that was plaguing him.

Jeff began to wonder if he should give up BMX and get a job. There didn't seem to be much of a future in bikes for him anymore.

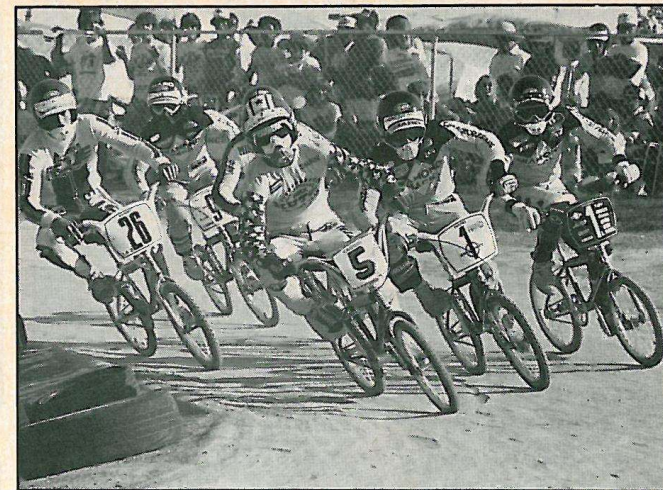
Jeff's longtime girlfriend/fiancee didn't think there was much of a future in BMX for Jeff either. She told him she didn't want to see him anymore.

The breakup was a heavy blow to Jeff. Says he, "I couldn't eat for a week and a half and lost twenty-five pounds as a result." His weight dropped from 210 to 185 pounds (actually a more ideal weight for Jeff's six-foot frame, however symbolic it was of the emotional turmoil that he was going through).

It was a tough time for Jeff. Only after talking with some of his old BMX friends did he decide to give the sport a last try. Red Line had let Jeff know that they couldn't afford to keep him if he didn't start doing something again.

The first weekend of October, Jeff definitely *did something*.

He won the AA Pro Money Main at the ABA East Coast National in North Bergen, New Jersey, amid tough competition. Suddenly, Jeff's credibility as a racer had taken a tremendous upswing.



This is what is known as a "stacked" semi in the 15 and Over Open class. These guys took five first place trophies between them and seven smaller ones, too. Left to right: D.D. Leone, Eddy King, Mike Poulson, Charlie Williams, Rich Farside, and Pete Loncarevich.



New talent on the way up: Derek Butterfield (68) and Jeff Putney (35). No trophies here, but wait til' next time. Derek was looking especially good until the luck factor dealt him a bad hand.

At Lancaster, Jeff did it again. He ripped off the line in the AA Pro Main with the lead and never lost it. Eric Rupe, Greg Hill, Kevin McNeal, Bart McDaniel, Perry Kramer, Toby Henderson, and Brian Patterson all finished behind him, in that order.

As if that weren't enough, Kos also won a special jumping contest that the ABA put on as a sideshow. Taking full advantage of a runway roughly 200-feet long, Jeff hit the three-foot-high ramp at full speed, rocketed almost ten feet into the air

and crashed to the soft sand-pit landing, 31 feet 11 inches later. The jump was mere inches better than Ronnie Anderson's record, set just a few minutes earlier, but those few inches won Jeff \$500.

His two wins together netted Jeff a thousand dollars for the weekend and certainly increased Jeff's standings at Red Line.

Hill Wins Cruiser Class

Astonishingly, it was Greg Hill who won the Pro Cruiser class. The staunch 20-inch advocate who has consistently avoided racing cruisers since trying them out briefly two years ago, took a GT 24 out on the track and demolished the competition.

Greg explained later that four different things inspired him to race cruisers at the race. For one thing he already had the eight ABA nationals necessary to qualify him for the Grands so he wasn't too concerned about the Lancaster race. Secondly, as he explained, "I wanted to try something different." Thirdly, he knew that GT's chance to win the ABA Team Trophy of the year would be clinched if GT could

keep CW or Diamond Back from winning the Team Trophy at the race. And the way things stood, Greg could do the most good in that effort by beating CW's Clarence Perry in Pro Cruiser.

There was a fourth reason that Greg wanted to race Pro Cruiser. The latest issue of *BMX Action* Magazine had said that Clarence was the "omnipotent universal ruler of big wheel bikes." Greg had only raced Pro Cruiser class three times before, and that was two years ago. He had won every time. Greg wanted to see if he could beat Clarence.

He could and did. Clarence ended up third behind Hill and Brent Patterson.

Miranda Doubles

Mike Miranda didn't surprise anyone with his win of the A Pro class at Lancaster. It was no secret that Miranda was not long for the A Pro ranks. After his win at the New Jersey national, Mike's ABA earnings were just five dollars short of the \$2000 needed to boost him to the AA ranks. The announcers had joked repeatedly over the



The AA Pro Class was as tough as it gets: Brian, Greg, Stu, Tinker, Tommy, and Kos.

public address system that surely there were a few A Pros who would be happy to give him the five dollars needed to get him out of their class. His win finally made him eligible for AA.

The big surprise was that Mike won the Pro Open class too. In order, Brent Patterson, Bart McDaniel, Stu Thomsen, Bobby

Woods, and Rod Beckering were all unable to keep up with Mike's lightning start and blistering attack.

The Amateur Classes

In the amateur action, this was the most important race of the year to date. Since this was the biggest ABA race all year, there were more National Points to be awarded here than at any other race.

For those who need a refresher course in ABA National Points, here's how the system works. A rider wins points in his age class by making the main. Each rider who makes the main gets one point for each rider entered in his class, plus extra points for finishing sixth or better in the main. Winning the main earns a bonus of 120 points, a second place yields 100 points, third place gets 80, and so on, down to sixth place which gets 20 points. The seventh and eighth place riders only get the rider-count points.

The cruiser classes use the same points system. Novices' and girls' classes use a similar system but get fewer points for their finishes in the mains.

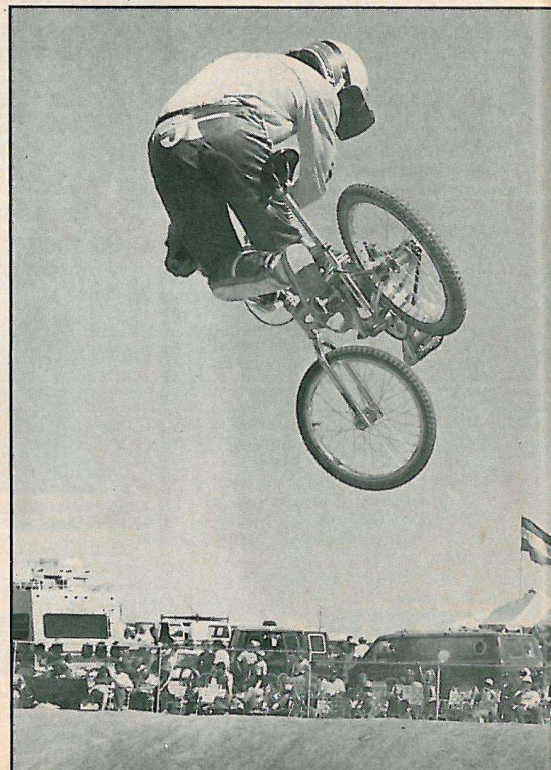
Last but not least, only a rider's eight best nationals count towards the national points chase.

The battle for National Number One amateur had come down to a handful of top riders. Hutch's Steve Veltman, 13, had been leading the points chase off and on for months, but a seventh place at the East Coast National had dropped him to second place behind GT's Geoff Scofield.

Veltman came back with a vengeance. He won the 13 Expert class at Lancaster, boosting his score to 1300, to regain his lead. A third place in the much smaller 9

Eleven Expert Eddie Slegmond has picked up a full sponsorship from Skyway, but his family still comes with him to every race. In this case they drove from Texas. That's dedication.

Former Red Line pro John Crews came back out of semi-retirement to try his luck at Lancaster. He didn't make the mains, but he sure showed the old style.



Greg Hill's appearance in the Pro Cruiser class was a surprise to just about everyone. That he won was perhaps not as much a source of astonishment. First turn action with Greg (69); Brent Patterson (11), who took second; Clarence Perry (16), who finished third; and Tinker Juarez (hidden behind Brent), who ended up with fourth.

Expert class for Scofield put Geoff 98 points behind Veltman, with a 1202 total. Torker's Chris Torres moved into second place, just two points ahead of Scofield, with 1204 points. Torres accomplished this on the strength of a fifth-place finish in Lancaster's huge 14 Expert class.

Other Expert Winners

Diamond Back's Eddy King made Lancaster one of his best races all year, taking the win in the 17 Expert class. Dirk Davidow and Paul Gossrau took second and third behind him.

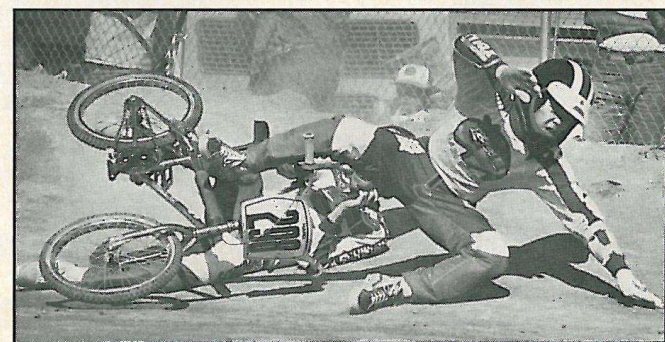
Hutch's Charlie Williams blazed

to the win in the 16 Expert class, with Darrell Young, Mike Castillo, and Charlie Brackens finishing behind him in that order.

Patterson's Richie Anderson won 15 Expert handily, while Robinson's Todd Henry won the 14 Expert class.

The other expert class winners: as mentioned earlier, Steve Veltman, 13 Expert; Mark Perez, 12 Expert; Leon Williams, 11 Expert; J. Brent Romero (in his first race for his new sponsor, Diamond Back), 10 Expert; J. D. Finney, 9 Expert; George Seevers, 8 Expert; Dustin Dorr, 7 Expert; and Tod Tomkins, 6 Expert.

The crash-watchers weren't disappointed at Lancaster. With two beautiful days of desert sunshine the second turn stayed dry, dusty and slick, producing exciting action all weekend long. Yowza!



New Talent

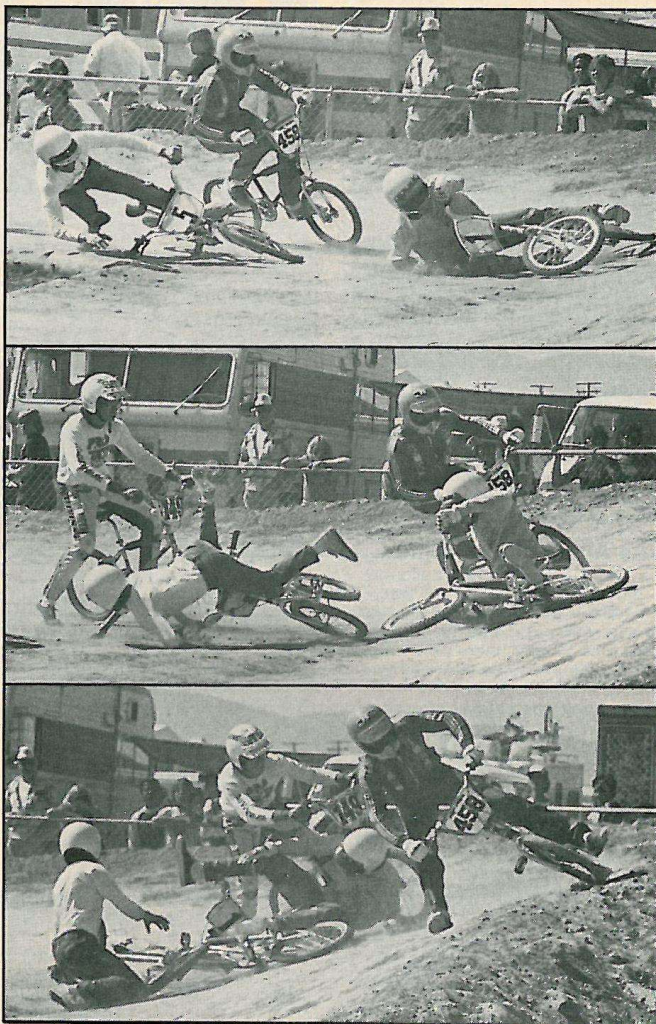
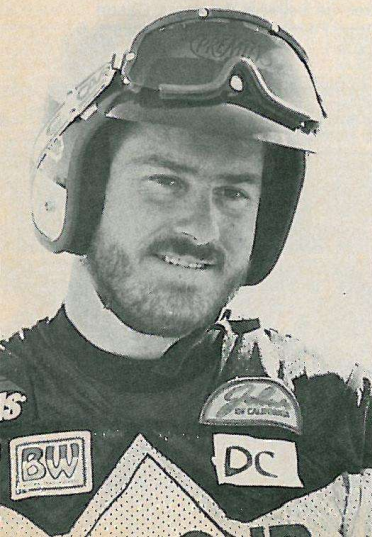
There was some impressive new talent on display at Lancaster. Red Line's D. D. Leone and JAG's Greg Liggins were among the most impressive.

Leone beat some of the nation's top riders on his way to a double, winning the 15 and Over Open and the 15-25 Cruiser class. The Louisiana native beat the likes of Lee Medlin, Rich Farside, Pete Loncarevich, Charlie Williams, and Andy Patterson in the Open main, then he whipped Robert Fehd, Darrell Young, Mickey Lundy, and a few others in the 15-25 Cruiser class. It was an auspicious debut, to say the least.

Greg Liggins made just as impressive a first appearance for JAG, beating Doug Davis and Brent Shoup among others on his way to the win in the 13-14 Open class. *BMX Plus's* new test rider "Dangerous" Dave Gianunzio, riding for the RRS team, took second behind Liggins.

Greg's wins in the 13-14 Cruiser class and the 13-14 Trophy Dash gave him a triple. The only thing that kept him from scoring a quadruple was he "only" got a third in the 14 Expert class. According to Renny Roker of JAG, Greg has the only quadruple ever scored in a triple-points ABA race. The question now is whether he will score the ABA's first quadruple win at a national.

Former BMX giant David Clinton came back to give Pro Cruiser a try at Lancaster. He's still fast.



Would you believe . . . the A Pro class. We'll spare you their identities to spare them the embarrassment. Not that it will help that much.

Even the hottest guys in the country go down once in a while. Here Jag's Jason Jensen and CW's Danny Steplight take time out for a little kung-fu practice after the crash.



The Girls Classes

The 15 and Over Girls class was won by Kim Johnson, riding for Vans. Second place was taken by Leslie Burley, with Margaret Christopher in third.

Debbi Kalsow held onto her lead in the Girls' points chase with yet another win in the 13-14 class.

Cheri Elliott took the win in the 11-12 Girls class. She was in prime contention for the 11-12 Open class, too, but a crash she suffered fighting for the lead in the semi prevented her from making the main.

Team Trophy

When the points were all tallied for top team of the race it was JMC that came away with the win. Even more significant, however, was the fact that, ironically, that guaranteed GT the ABA Team Trophy for the year. The only chances other teams had to beat GT depended on Diamond Back or CW winning this round. When JMC won the honor, GT's lead of four races to two became unbeatable. (Note: In our November issue we mistakenly reported that the ABA Grand National Team Trophy counts double. It does not. It counts only once, and in the event of a tie, the team with the most recent win gets the ABA Team of the Year award.) No matter who wins the Grand National, GT has now clinched the 1982 Team Trophy award.



Somebody backed a truck full of screaming ladies and kids up to the edge of the track as added inspiration for some of the racers. If there were a prize for "most enthusiasm," there's no question which of these people would have won.

ABA Fall National Lancaster, California October 16 and 17, 1982 Sponsored by Dia-Compe and Diamond Back

AA Pro	Scott Wilding	Lee Medlin
Jeff Kosmala \$600	Tory Bailey	Fred Johnson
Eric Ruple 300	Ryan Fien	Charlie Williams
Greg Hill 200	7 Expert	13-14 Open
Kevin McNeal 100	Dustin Dorr	Greg Liggins
Bart McDaniel	Richard Poe	David Gianunzio
Perry Kramer	Jeremy Glusing	George Bighorse
Toby Henderson	Eric Scofield	Todd Henry
Brian Patterson	6 Expert	11-12 Open
A Pro	Tod Tomkins*	Alan Andreason
Mike Miranda \$500	Mark Kotsay	Ian Andreason
Shawn Texas 250	Chris Schoonover	Monte Gray
David Marietti 150	Jason Donnell	Matt Hadan
Dennis Kishiyama 100	17 Novice	9-10 Open
David Lee	Matt Marlice	Jason Kick*
Bob Medrano	Mike Dobis	Kevin Kellar
Bob Smith	Robbie Lowe	Jason Holiday
Anthony Perry	Scott MacDonald	Joey Erwin
Pro Open	16 Novice	7-8 Open
Mike Miranda \$480	Larry Finney	Tory Bailey
Brent Patterson 360	Charlie McNameara	Danny Nelson
Bart McDaniel 240	Ernie Salinas	George SeEVERS
Stu Thomsen 120	Jimmy Decker	Ryan Fien
Bobby Woods	15 Novice	6 and Under Open
Rod Beckering	Glenn Storey	Tod Tomkins*
Pro Cruiser	David Gardner	Mark Kotsay
Greg Hill \$240	Andrew Scalante	Chris Schoonover
Brent Patterson 180	James Mock	Robert Delpozo
Clarence Perry 120	14 Novice	25 and Over Cruiser
Tinker Juarez 50	John Valerio	Ron Schoonover
Joe Stam	Robert Deverell	Weldon Nomura
Jeff Bottema	Marty Boisvert	Keith Mills
Scott Breithaupt	Harry Sklar	George Antill
17 Expert	13 Novice	15-25 Cruiser
Eddy King	Steven Carstensen	D. D. Leone
Dirk Davidow	Bobby Marvel	Robert Fehd
Paul Gosrau	Mark Hardison	Darrell Young
Rick Webb	Aldrin Cabana	Patrick Ganning
16 Expert	12 Novice	13-14 Cruiser
Charlie Williams*	Kyle Taylor	Greg Liggins
Darrell Young	Steven Russell	Mike Scott
Mike Castlio	Tony Peck	Billy Griggs
Charles Brackens	Trason King	Jim Walker
15 Expert	11 Novice	12 and Under Cruiser
Richard Anderson	Tim Mozingo	Danny Steplight
Meivin Hayes	Matt Teeple	Chris Callahan
Richard Bartlett	Blaine Lacanaria	Ronnie Rioux
Jamie Verdusco	Kevin Shinar	Larson Manuelito
14 Expert	10 Novice	15 and Over Girls
Todd Henry	Daron Story	Kim Johnson
Marc Steimer	Steven Angiolini	Leslie Burley
Laurence Liggins	Kenneth Stansberry	Margaret Christopher
Jeff Crawford	Chris Hall	Valeri McKiernan
13 Expert	9 Novice	13-14 Girls
Stephen Veltman	Yancy Sischo	Debra Kalsow
Darren Bonilla	Geoff Oehler	Cassandra Adams
Kyle Kozak	Kenneth Striplin	Lisa Grossman
Doug Davis	Danny Corbet	Sheri Angiolini
12 Expert	8 Novice	11-12 Girls
Mark Perez*	Teddy Gillett	Cheri Elliott
Ian Andreason	Jeffrey Rohm	Peg Oparka
Danny Steplight	Mark Huegll	Marny Cameron
Philip Favors	Shambo Lerer	Krissy Peterson
11 Expert	7 Novice	9-10 Girls
Leon Williams	Danny Knight	Lisa Terry
Ronnie Rioux	Christian Alvarez	Stephanie Alstott
Monte Gray	Stephen Tampus	Kellie Williams
Robert Swick	Chris Nokes	Deni Sheridan
10 Expert	6 Novice	7-8 Girls
J. Brand Romero	Timothy Moscardi	Marilee Manning
Jason Kick	Kevin Langdon	Heather Mings
Joshua Wheelock	Brandon Smallwood	Lisa Streker
Eugene Jones	Aaron Straw	Jennifer Yelloweyes
9 Expert	5 and Under Novice	6 and Under Girls
Jaydee Finney	Eric Doty	Heather Stordia
Matt Dedoes	Nick Schultz	Wendy Fujinaka
Geoff Scofield	Joshua Slater	Danyelle Evans
Jason Christy	James Black	Cindy Ainsworth
8 Expert	15 and Over Open	
George SeEVERS*	D. D. Leone	

* Trophy Dash Winner

NATIONAL BICYCLE LEAGUE

NBL

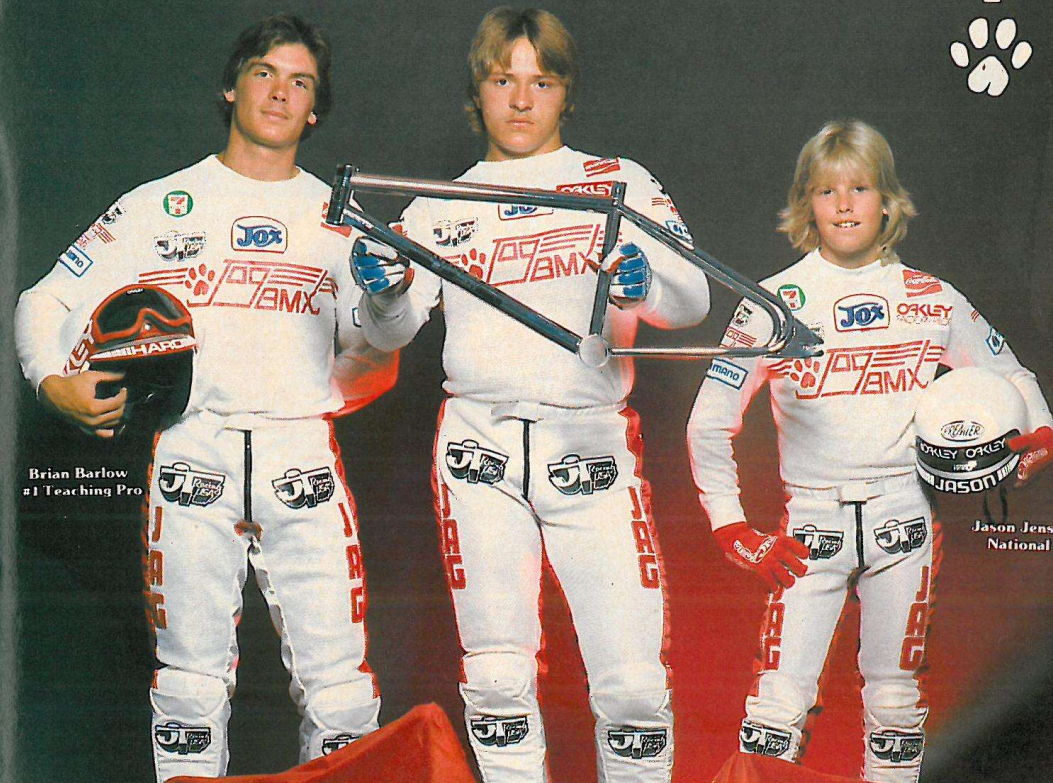
"The Sanctioning Organization"
COAST TO COAST

WRITE OR CALL: NATIONAL BICYCLE LEAGUE 3801 N. FEDERAL HWY., SUITE 8 POMPANO BEACH,
FLA 33064 (305) 942-9761



International BMX Federation AFFILIATED GOVERNING BODY FOR THE UNITED STATES

AWESOME!



Brian Barlow
#1 Teaching Pro

Jason Jensen
National #1

Paul Gossrau
National #1



"Hot" new products from the "Hot" Hutch Team!

New '83 models now available!

- ★ Expert Racer Frame—3 lbs. 8 oz. Pro Forks—1 lb. 10 oz. Ridden by Steve Veltman to win the 12X World Championship in 1981 and '82.
- ★ Junior Racer Frame—3 lbs. 4 oz. Pro Forks—1 lb. 10 oz. Ridden by Monte Gray to win the 10X World Championship in 1982.
- ★ Lil' Hole Shot Mini-frame—2 lbs. 14 oz. Mini Forks—1 lb. 5 oz. New lighter weight for '83! New BB, new seat post w/built in seat clamps.
- ★ 16" Pit Bike Frame and Fork Set—Made of chromemoly (available in show chrome only)
- ★ XL24 Frame and Fork—Xtra Light 24" frame 4 lbs. 4 oz. Xtra Light 24" forks 1 lb. 12 oz.

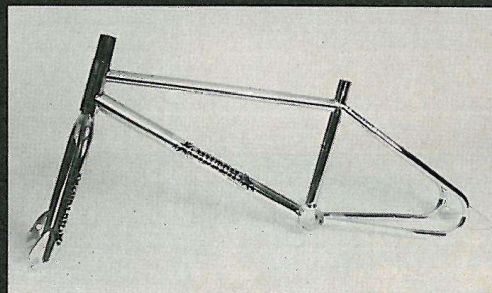
Send \$3 for brochure and sticker pack!

All Hutch products are American made.

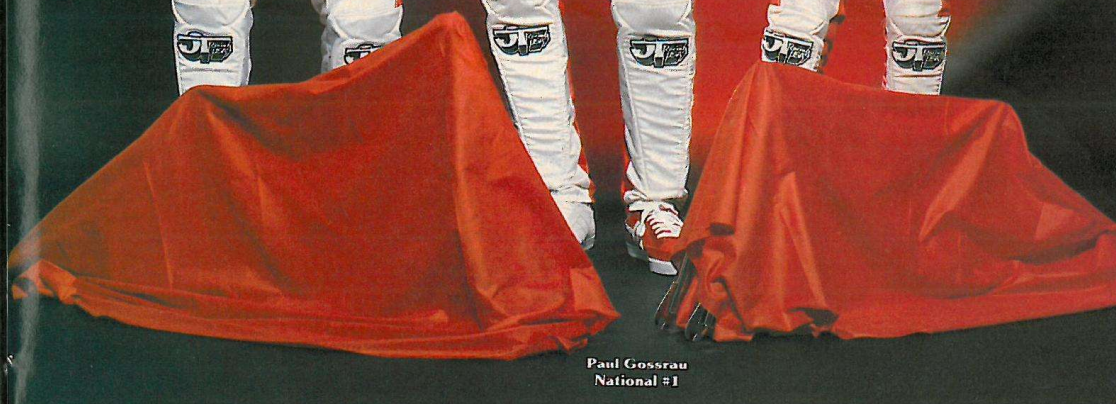
AVAILABLE NOW AT YOUR LOCAL BIKE SHOPS

All 1983 Hutch Frames and Forks now come in the ultimate polished show chrome finish, the shiniest finish available today!

HUTCH HI-PERFORMANCE RACING PRODUCTS 731 Swan Cove Lane, Pasadena, Md. 21122, Ph.301-255-8586



Pro Racer Frame—3 lbs. 11 oz. Pro Forks—1 lb. 10 oz.
Now setting track records with Toby Henderson, Tim Judge and Charlie Williams.



TEAM JAG BMX™ and NEW TEAM 20" FRAMESET

Unveiling of the JAG BMX™ and the Midi® and the 24" framesets in the next issue or jump on one of 'EM now at the track or your local dealer and feel it for yourself.

For information about the Jox-Jag BMX Support Team ask your local dealer or a local JAG BMX TEAM Member.



Thom McAn's Jox JAG BMX shoes are the Official Shoe of TEAM JAG BMX

31368 Via Colinas #108
Westlake Village, CA 91362
(213) 707-0422

First there was Thunder,

Now

HUFFY PRO LIGHTNING

by Bob Hadley

Sitting down for breakfast on an average morning and going through the big ads in the daily newspaper, one invariably sees "Huffy 20" BMX, \$69" in bold type. Of course, anyone with half a brain about BMX knows what you'll get for sixty-nine bucks: junk. Why would anyone bother with junk? Why indeed. The business of making these cheap little bogus-bikes is mega-volume, mega-bucks. The big discount houses that advertise and sell them do it for little or no profit in order to draw customers into the store, customers they hope will shop around and buy high-profit items like a toaster or a microwave oven. They call such low-profit items "loss leaders."



Pro Robby Rupe riding the storm out aboard Huffy's new top-of-the-line Pro Lightning. During testing this bronze beast made for some red-hot, white-knuckle flights through the wild blue.

Photos by John Ker



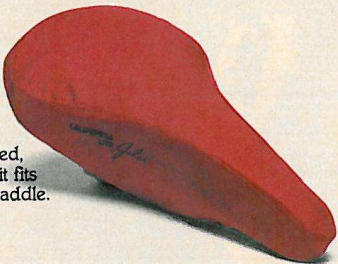
CALIFORNIA LITE PADS
California Lite safety pads are made from the lightest weight foam possible, covered with durable nylon and include a velcro-style closure. They're made for frames, handlebars and stems and are available in blue, red, yellow and black.



CALIFORNIA LITE-NING PADS
Designed with dazzling new graphics, California Lite-ning pads weigh only one ounce to stay lightning fast, look lightning sharp. Made for frames and handlebars and are available with multi-colored bolt graphics on black nylon.

PADDED SEAT COVER

The new padded seat cover from Johar cushions rough rides with high quality foam that retains its shape ride after ride. Available in red, blue, yellow and black, it fits any hard plastic BMX saddle.



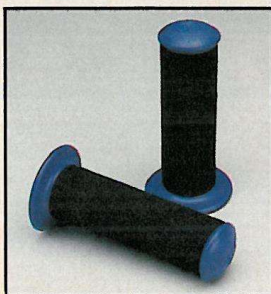
RADGRIP™ CRUISER

The cushioned comfort of Johar's Cruiser grips are EZ to install, EZ on your hands and EZ on your wallet. Ultra-tough Cruiser grips stay smooth and are guaranteed against normal wear and tear for a year. Available in red, black and blue.



RADGRIP™ BMX

Strong, comfortable BMX grips withstand drying, cracking and breaking and feature a super-tough plastic sleeve end that refuses to break after repeated spills. Comes in red, black, blue or yellow and is covered by Johar's one-year warranty.



**ANKLE GUARD/
ELBOW PAD**

The new lightweight ankle guard and elbow pad protect against injuries caused by contact with bike parts or other riders. Each available in red, blue, black or yellow. (Sold separately.)



BRAKE LEVER COVERS

Johar's new brake lever covers provide good-looking protection from dust and dirt. Available in red, blue, yellow and black for coordinating with other Johar accessories.



Johar
OF CALIFORNIA
GARDENA, CA

Q. What's the hottest thing about Johar?
A. Everything!

Distributors contact Alan F. Cohan Co.

HUFFY PRO LIGHTNING



So what is Huffy doing with a \$250 bike? Can a company with their reputation for low-priced bikes actually build a race bike? That's what they told us the Pro Lightning was, a race bike. We figured on finding some interesting things, but basically a bike still built on sixty-nine dollar technology.

Surprised—No, Shocked

Boy, were we surprised. Visually the bike is long and low, with heavy "aero" styling. Most striking are the tear-drop shaped tubes used throughout the frameset, including the entire seat mast tube. For this Huffy, had to come up with their own "exclusive" aerodynamic seatpost to match the inside of the seat mast. Because of its shape, it eliminates any problems of seatpost twisting. Unfortunately, its antitwist quality makes it a hassle to remove as well, a problem made more complicated by the fact that the post fits the frame extra tight due to the welding-penetration swells inside the tube at the top tube/seat stay intersection.

All the welding is true heliarc, which is a "major" for Huffy bikes. Their cheapest models butt-brazed, and the rest have usually been welded with a production arc-welding system that, while yielding stronger welds than butt-brazing, looks gruesome. Heli-arcing is definitely not sixty-nine-dollar technology. The Pro Lightning's welds aren't bad. The penetration is good (as evidenced by the seatpost problem) but the filleting is inconsistent. It's good in some places but only marginal in others. On our bike the beads around the head tube looked too flat.

The welding on the fork was excellent. Looks-wise the unit is similar to JMC's teardrop fork. Construction-wise it's sound except for one peculiar thing: a one-tenth-of-an-inch gap between where the fork crown is welded and the lower race flange. We thought this was very unclear. Everyone who looked at it shook their heads.

That was, in fact, the only

Has Huffy gotten serious about BMX or what? Just lookit this thing—frick, aero-tubed frame and fork, and name-dropping, big-time componentry. All at a small-time price. How do they do it? They're America's largest—that's how!

BRADLEY

unclean part of the Pro Lightning's design. The rear triangle, for instance, shows very careful planning. The front chain ring has decent clearance and the caliper brake mount, a slotted plate, is positioned to coincide perfectly with rear axle adjustments. The rear dropouts, as well as the caliper mounting plate, are one-eighth-inch thick which should be substantial enough to eliminate any twisting or spreading.

Comparatively, the workmanship is reflective of what you'd expect to find on your average two-hundred and fifty dollar bike. If you've been following the trends and competition in this price range, you'll have found good to excellent work.

The Groupo

Europeans like to bunch all the main components together and call it a "groupo." A groupo consists of the stem, cranks, brakes, levers, pedals, headset, seatpost, and hubs. For all practical purposes, you won't find any better groupo on a two-fifty-priced bike. Every component is easily beyond our minimum standards of acceptance.

Starting with the hubs, they are black-anodized, low-flange SunTour unit hubs. These are the exact hubs you'll find on the new Red Lines. The front is a basic loose-ball unit. The rear is a

"cassette"-style integrated freewheel/hub system. The cogs are splined and snap-ringed in place. Standard gearing is 16 in the rear, 44 on the front.

The cranks are Sugino chrome-moly one-piece units (175 mm). The chain-ring set is Sugino quick-change. The bottom bracket, unfortunately, is of the sixty-nine-dollar-caliber. Rounding out the drive-train components are two new MKS pedals with removable cages. They aren't as high-class as platform pedals, but better than those found on most two-five-zero-priced bikes.

Brakes are by Dia-Compe, which we never get tired of seeing or complimenting. Once again, for anyone who yet doesn't know: Dia-Compe calipers are tops, the best. Cable operation is smooth, the return spring action smooth, and the lever feel is solid. The Pro Lightning uses "Pro-bend" Dia-Compe touring levers which work just fine.

ACS supplies the stem. Ours had a new Allen bolt replacing the old-style stem-binder bolt. This is a welcome change.

Now one doesn't always have to carry around a socket and ratchet just for the stem bolt. Also, the Allen wrench size for the binder bolt is the same as for the pinch bolt, one-quarter inch. Our stem fit into the fork with just a smidgen of

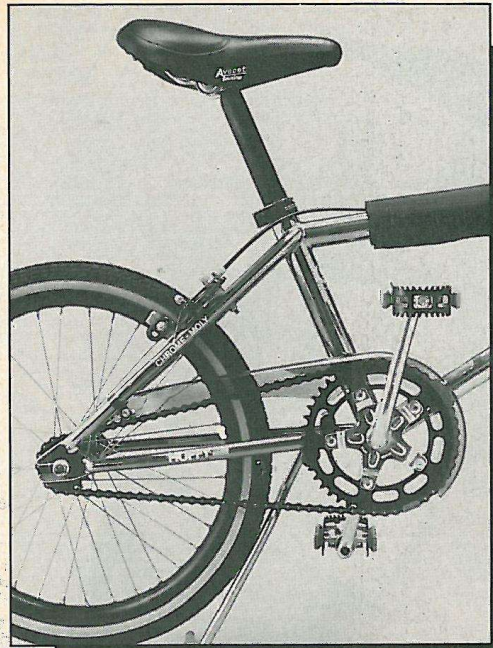


Rupe wrings out the new Pro Lightning over a typical jump on any BMX track in Anytown, U.S.A.

play. We found we needed a flex-fighter if we wanted to run the stem up any amount. The flex-fighter kept the stem from rocking back and forth at all.

Rims generally aren't considered part of a groupo. The Pro Lightning uses the very newest in rims: Araya Aero's. The new Aero rims are reported to be the strongest alloy rims on the market, even stronger than the old 7C's by Araya. They aren't as light as a 7X rim but they still aren't heavier than an old "C." The braking surface is adequate, and the rims are easy to keep true for those of us who do our own rim maintenance. Because the rim has such a deep dish to it, we suspected it might ding easily, but throughout the test we never encountered that problem. In all, we like the rims for their sturdiness, but for racing we'll stick to the fighter-weight 7X's.

Handlebars are much a matter of personal preference. The Huffys are a bit small considering the sizing of the rest of the bike, but you never know, they may work for you. We figured the bike to best fit riders around 5'5" or taller. The thirty-seven-inch wheelbase and rearward



If you're looking for department-store equipment on this scooter, pal, forget it! This Huffly is like no other you've ever seen before. It features name-brand goodies and quality you can brag about. Check out the tricked-out chainguard. It looks so good you probably won't take it off.

seat angle dictate that. We tried a set of eight inchers and found them better suited for our test sessions. The stockers are aluminum V-bars, which are very light.

We've seen the Avocet touring seat on several cheaper department store Huffys. Likewise, the same seat sees duty on the Pro Lightning. It's no doubt one of the most comfortable seats you'll find on a BMX bike, but like any padded seat, the cover will inevitably get ripped to shreds after a few crashes. Also, the underside clamp on our seat was pretty flimsy; a couple of hard landings just about did it in. Like the name says, it's a touring saddle, meaning "road riding." If you're careful, it'll last you a while (but who is careful about BMX choice?).

If we had a choice about being able to change only one item on the Pro Lightning, it would probably be the tires. The bottom bracket you can live with for a while, the same for the seat. Maybe the bars don't suit you either but hey, they don't on a lot of bikes we test. The one definite change before hitting the track would be tires. Specifically, the front.

Both are 1.75-inch Cheng Shin Snakebelly treads. It's actually an

all-right tire for the rear, even for racing, but up front we found ourselves wanting something with a knobby tread on it. The tire didn't really affect the steering characteristics that much. It just wanted to skip around and wash out in loosely-packed corners. On hard-packed dirt or clay surfaces, places where you might in fact race with snakebellies on both ends, they worked fine. And in the street, too, they worked fine.

The Basic Ride

The Pro Lightning rides better than any other Huffly we've ever tried. It is quick steering, responding to handlebar movement almost like it's got power steering. Lack of stability isn't a problem even though it's a quick turning bike, probably because of the long wheelbase. The balance is front-end light over jumps but not uncontrollably so. That same feature also makes the bike easy to wheelie. It's somewhat more of an "expert"-handling bike than you'd normally find in this price range. Not that a stone novice couldn't handle it—he could. It would just take him a hair longer to get used to the bike at speed. Then again at slower speeds it's well suited to any novice.



Double R and the sharp new Pro Lightning strike a classic pose while bolting high above our secret and sacred testing grounds.

Conclusion

As far as a race bike goes, Huffly's Pro Lightning compares on par with some of the best bikes in its price range. The key is its componentry, 90% of which is totally dialed-in. This bike obviously doesn't fit into the usual Huffly mold. It wasn't designed to be advertised as a "loss-leader." Still, even though Huffly expects to see it sell for about two-fifty, don't be surprised if you see it for much less. And the cheaper it gets, the better buy this bike becomes, because if you can live with the stock handlebars and the gearing will suit you fine, this may just be the best buy on the starting line.



If you don't think this guy is full-on flat-out you're kidding yourself. That's Robbie Rupe, Eric's bro and Huffly's hot new pro. As a team, he and the new Huffly are Lightning fast around just about any course, any time.

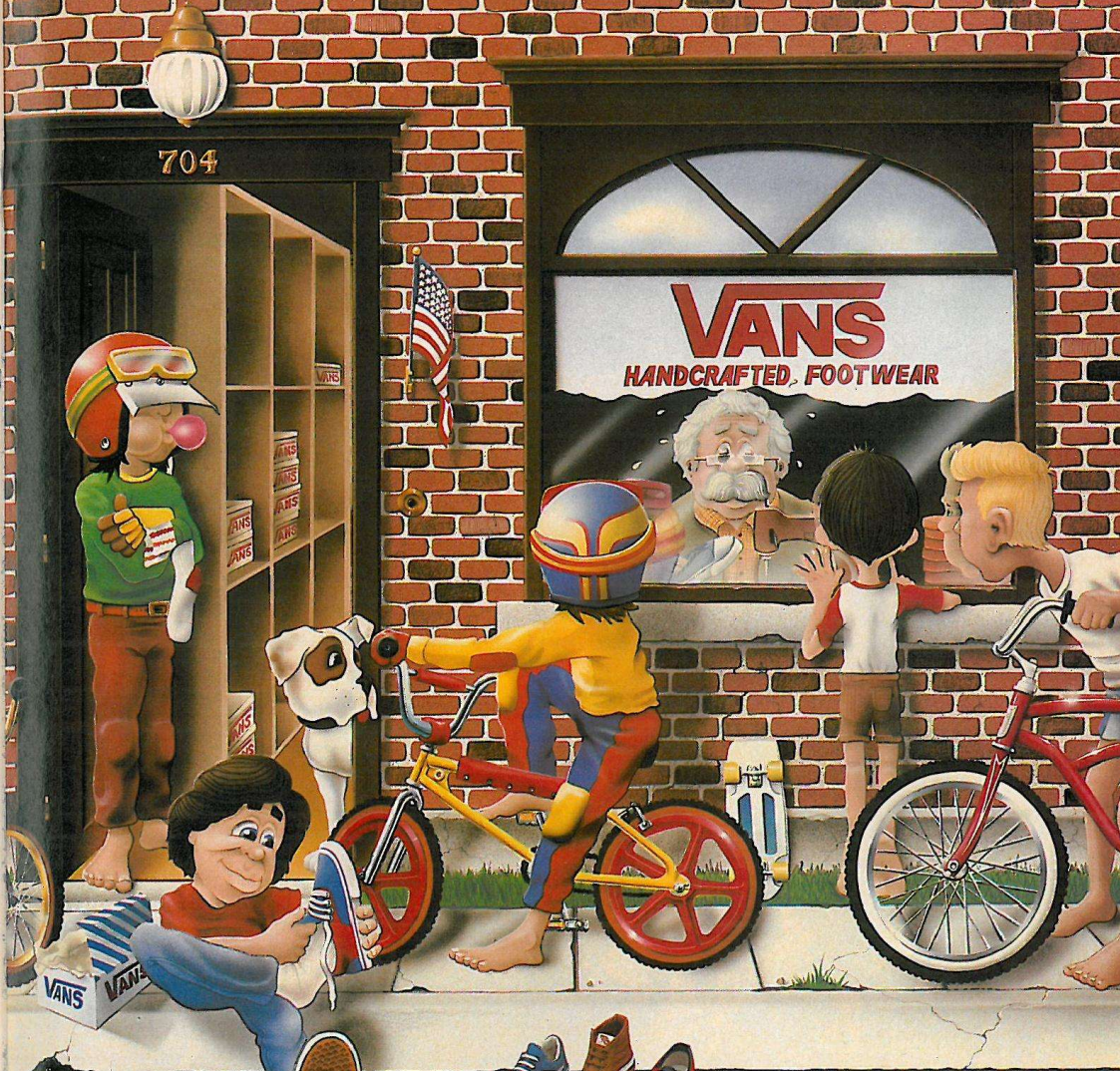


Bike: **HUFFY PRO LIGHTNING 20.**
 Age Range: **10 AND OVER.**
 Country of Origin: **DAYTON, OHIO, U.S.A.**
 Intended Use: **RACING/HIGH PERFORMANCE STREET.** Frame: **HUFFY 4130 CHROME-MOLY TEARDROP TUBING HELI-ARC WELDED, BRONZE FINISH OVER CHROME PLATING.** Fork: **SAME.**
 Wheelbase: **36 1/4" TO 37 1/4"** Top Tube: **21 1/2" HIGH**
 Chainstay Length: **14 3/4" TO 15 3/4"** Steering Head Angle: **71°**
 Bottom Bracket Height: **11 1/4"** Bottom Bracket: **AMERICAN**
 Seat Tube Angle: **65°** Head Tube: **4"**
 Wheels: **RIMS: ARAYA ADX-7W 20" X 1.75" AERODYNAMIC, ALLOY, 36-HOLE.**
SPOKES: 080/36, CHROME PLATED. HUBS: SUNTOUR LOW FLANGE, ALLOY, 36-HOLE WITH QUICK-CHANGE CASSETTE-TYPE REAR MODEL, LOOSE BALL. TIRES: CHENG SHIN SKINWALL 20" X 1.75" FRONT AND REAR (35 PSI)
 Drive Train: **CRANKS: SUGINO ONE-PIECE CHROME-MOLY, 7", WITH RETAINERED-BEARING BOTTOM BRACKET SET. PEDALS: SR ALLOY W/REPLACEABLE CAGES, CHROME-MOLY SHAFT. CHAIN: 1/2" X 1/8". FRONT SPROCKET: SUGINO 44 T ALLOY QUICK-CHANGE WITH CHROME-MOLY SPIDER. FREEWHEEL: SUNTOUR QUICK-CHANGE CASSETTE 16 T.**
 Brakes: **DIA-COMPE 890 CALIPERS FRONT AND REAR W/ DIA-COMPE CABLES AND PRE-BENT TOURIST LEVERS.**
 ETC: **HEADSET: CHROME-PLATED STEEL W/ RETAINERED BEARINGS.**
STEM: ACS ALLOY 4 BOLT W/ CHROME-MOLY SHAFT. HANDLE-BARS: ALLOY V-TYPE, BLACK ANODIZED, 7 1/2" RISE X 23 1/2" WIDE.
GRIPS: A'ME TRI. SEATING: AVOCET TOURING-PLASTIC BODY, LIGHTLY PADDED. NAUGAHYDE COVERED W/ 12" CHROME-MOLY POST AND ALLOY SEAT POST CLAMP. Overall Weight: **25 3/4 POUNDS.**

ACCESSORIES: Three Johar California Lite pads, Zeronine Airflow number plate, full set of CPSC reflectors, and a Lexan plastic chainguard.

For additional information contact:
Huffy Corporation
 P.O. Box 1204
 Dayton, Ohio 45401
 (513) 865-5428

BMX PLUS!



©1991
 Comstock



#36 #38 #95



HANDCRAFTED AMERICAN MADE ATHLETIC FOOTWEAR
VAN DOREN RUBBER CO., INC.
 P.O. Box 729, Anaheim, CA 92805
 (714) 772-8270

Worth waiting for.

Please see your local Vans dealer for the finest in BMX footwear.



#98 #38
 #95 #36
 #95 #95

IBMXF/Mongoose-

Magic Mountain



Grand Prix of the United States

Story and photos by John Ker

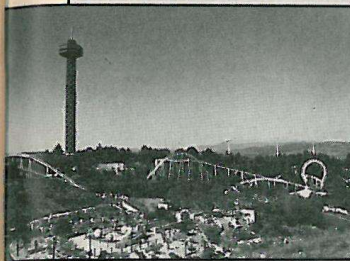
The Mongoose/Magic Mountain Grand Prix was Mike Miranda's first race in the NBL's premier A Pro class, and it was a stunner. After compiling a dazzling record of B Pro wins in the NBL in 1982, Mike had decided to race Mongoose's Grand Prix of the United States as an A Pro. Actually, Mike had signed up for the race in the B Pro class, but the day before the race he decided to change his entry to A Pro. He didn't have to, but the NBL didn't object. They really didn't think it was fair for him to race as a B Pro anymore—something like "stealing candy from babies," as Perry Kramer puts it—but by NBL rules he could have won nine more B Pro classes before being forced up to the A Pro class.

Right from the first moto on the chilly, overcast Saturday morning, Miranda looked like he was finally in the class where he belonged. When the first pro moto lined up high atop the hill overlooking the Magic Mountain theme park on the left and the BMX track far below, Mike took his place on the line with Greg Hill, Toby Henderson, Gregg

The Pro Main. Brackens has the lead out of the first turn, but Mike Miranda (right) is about to dive to the inside to short-circuit Tommy's chances. Jeff Ruminer (left) will take third behind winner Miranda and second-placer Brackens. It was Miranda's first race in the NBL/IBMXF A Pro class, and it was a stunning debut.



Eric Rupe was ripping all weekend on his way to a classy third place finish in the tough Pro Trophy class. Photo by "Don't shoot 'til you see the whites of their eyes" Cassimus.



This tower was the only thing at Magic Mountain that was higher than the starting hill. (Inset) The view of the park from the starting line.

Grubbs, Anthony Sewell, Kevin Jackson, and David Lee. There were darkening clouds portending rain.

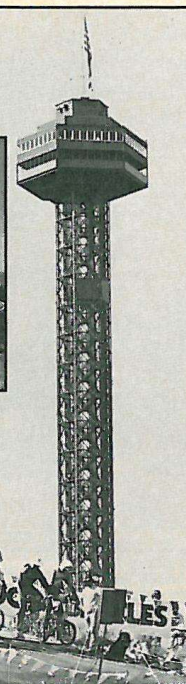
From the first few pedals out of the gate and down the long steep hill it was none other than Mike Miranda who took the lead. Even Greg Hill couldn't keep up with Miranda in his debut appearance, and Mike took the win.

As it turned out, a heavy rain that began falling shortly thereafter persuaded the race officials to postpone the racing until the next day.

Mike's luck didn't hold for the second moto the follow morning. The track was deep in mud and a big pile-up in the slippery first turn left Miranda with a sixth place finish, and Greg Hill with the first.

The third moto was cancelled due to time limitations, but Mike's finishes put him in the semi. Although he didn't win that, he did make the main.

When it came time for the Pro Main late Sunday afternoon, Mike was still the underdog. On the line, from inside out, were Jeff Ruminer, Tommy Brackens, Mike Miranda, Kevin McNeal, Scott Clark, Greg Hill, Clint Miller, and Turnell Henry.



This tower was the only thing at Magic Mountain that was higher than the starting hill. (Inset) The view of the park from the starting line.

As Clint Miller tells it, "I think I had the best start, but right off the gate Greg and I instantly locked up." They didn't crash but the bumping of elbows slowed them down. Brackens took the lead plunging down the long steep hill.

Heading into the first turn, it was still Brackens who held the lead, but Miranda was right on him. Mike reports, "I was four inches behind his back wheel," while Hill was "dead-even" with Mike to the outside. As they entered the hairpin first turn, braking hard to keep from flying over the berm, Mike glanced to his right to check on the competition for the inside line. Mike recalls, "Ruminer was coming up into me. I slammed on the brakes and went high." That forced Greg Hill into the hay bales.

Clint ran into Hill, producing the start of a big pile up. "Tuni was in dead last coming into the first turn," reports Mike, "and came up into everyone." Brackens, Ruminer, and Miranda escaped the crash.

Brackens led Ruminer out of the first turn as Miranda dove to the inside. Mike was just half a bike length behind Ruminer and gaining as they started down the second straightaway. Mike pulled even with



Van's Brian Gass (2) and Murray's Rusty Cable (70c) took the 1-2 positions in the furious 13 Expert main. Rusty got the win in the Open.



The entire group in the 14 and Over Main went down in this crash. Pete Loncarevich (at far left) was first to his feet and scored the win.

Jeff by the start of the second turn. There Tommy slid out negotiating the curve, and Ruminer bumped into him. Mike darted to the outside and shot around Jeff and Tommy to take over the lead. The crowd



Long time, no see. Ronnie Anderson came down from Northern California to rip to the win in the A Pro class.



The Pro Trophy Main. Greg Hill (1) swoops off to the win as Rod Beckering (29), Eric Rupe (9X), and Stu Thomsen give chase; and Kevin Jackson vents his frustration.

score the win. Kenny Leduc and Paul Gossrau took second and third.

Loncarevich was one of only two talented riders who scored doubles in the race. Pete's win in the 15 Expert class completed his. Red Line's new find, D.D. Leone, got the other. D.D. (it stands for Domenick Donald) was scouted by Linn Kastan's new right-hand man, Gene Roden, who spotted the boy on the ABA summer tour. Leone, who hails from New Orleans, is proving to be a major find. This particular weekend he won the 16 Expert class (he's actually 17, but this race was run according to the NBL ages-of-January system) and the 16-24 Cruiser and still managed a fourth in the 14 and Over Expert class.

There were a number of individual efforts that deserve mention. Greg Hill proved that he's still a force to be reckoned with, winning the Pro Trophy class.

Ron Anderson (Richie's older brother) proved that despite not having a sponsor he's worthy of one. Ron won the B Pro class for \$600 (while for once Richie didn't win anything).

Clint Miller topped the Pro Cruiser division amid an all-star line up, passing Brent and Toby in the last turn and earning \$400 first place money.

Texan Don Johle lived up to his great but off-overlooked talent to take the 17 Expert main. GT's Nelson Chanady could only manage a fourth in the clash. Tim Judge scored second place while Procraft's new charger, Darryl Moore (see *BMX Plus!*, November 1982), took third.

CASSINIUS



"I wonder where I'll put this thing if I ever get it home." Damon Bell carts off a first place trophy for the 7 Novice win with a little help from an out-of-the-picture Eric Scofield.

Another Texan, Rusty Cable, riding for Murray now, looked even more impressive than usual, and that, despite a dearth of publicity in the past, says something. Rusty took a second to Vans' Brian Gass in the 13 Expert, and won the 12-13 Open.

Assorted Notes of Interest

The trophies awarded at this race may have been the biggest ever awarded to racers. First place trophies were an incredible seven feet tall. This was the first race I'd ever been to where I heard riders complain that the trophies were too big and too expensive. They felt that the money should have gone to something else, namely, lowering the entry fees. On the other hand, our man Dean Bradley raced in the event and was very disappointed that he only got a fourth in his main (25-34 Cruiser) and didn't win one of the really big trophies.

Overall, the entry fees were not really all that bad. Age and open classes cost \$20 for pre-entries, and \$25 for post entries. Pro class fees ranged from \$30 to \$50 for pre-entries, \$35 to \$55 for post entries. An additional fee of \$8.50 was charged to every rider for a mandatory 3-day pass to the Magic Mountain theme park.

The requisite purchase of the 3-day park pass was a little unusual, but it was a great deal. The regular price of a 1-day pass was \$11.95, so the \$8.50 price for a three-day pass was quite a bargain.

Thanks to sponsors Mongoose, Six Flags Magic Mountain, and 7-Up and thanks to the NBL and IBMXF who put on the event, it was a very good race, too.

Mongoose/Magic Mountain IBMXF Grand Prix of the United States October 30-31, 1982 Valencia, California

A Pro	Mike Miranda \$2000
	Tommy Brackens 1200
	Jeff Ruminer 700
	Clint Miller 500
	Kevin McNeal 300
	Turnell Henry 200
	Greg Hill 75
	Scott Clark 25
B Pro	Ron Anderson \$600
	Todd Huffman 325
	Shawn Texas 200
	Mark Thrower 150
	Jeff Adams 100
	Dari Stenlow 60
	Bob Smith 40
	Scott Robbins 25
Pro Trophy	Greg Hill
	Rod Beckering
	Eric Rupe
	Stu Thomsen
	Steve Shobert
	Brian Patterson
	Jeff Ruminer
	Kevin Jackson

Pro Cruiser	Clint Miller 400
	Brent Patterson 200
	Dave Marietti 150
	Byron Friday 80
	Toby Henderson 60
	Eric Rupe 50
	Anthony Sewell 35
	Robby Rupe 25
17 and Over Expert	Don Johle
	Tim Judge
	Darryl Moore
	Nelson Chanady
16 Expert	D.D. Leone
	Paul Gossrau
	Omar Axt
	Fred Johnson
15 Expert	Pete Loncarevich
	Jeff Osmus
	Kenny Wilson
	Kevin White
14 Expert	Mike Hibner
	Eric Garcez
	Mike Salido
	Scott Stout
13 Expert	Brian Gass
	Rusty Cable
	Eddie Robison
	Jason Maloney (U.K.)
12 Expert	Doug Davis
	Peter Casano
	Craig Bark
	Danny Steplight
11 Expert	Jason Griggs
	Chris Callahan
	Raymond Obolewicz
	Eric Zimmerman
10 Expert	Jason Jensen
	Jason Wharton
	Kele Rosecrans
	Sam Arellano

9 Expert	Joey Erwin
	Robin Turner
	Eddie Dutchover
	Kevin Ketter
8 Expert	Gaoff Scofield
	Shelby James
	Robert Reynoso
	Brad Moore
7 Expert	Danny Nelson
	Ryan Fien
	Aaron La Fon
	Warren Fujinaka
6 Expert	Jason Foxe
	Todd Tomkins
	Jason Donnell
	Chris Schoonover
17 and Over Novice	Dino Bartoli
	Pat Stroupe
	Arpad Hatvari
	Sean Holdreth

16 Novice	Brian Berger
	Alex Madrical
	Ross Cantrell
15 Novice	Mike Adams
	Anthony Marquez
	Leo Dano
	Clark Bennett
	Ted Keith
14 Novice	Wendell Anderson
	Marcel Erickson
	Kevin Manning
	Jeff Webster
13 Novice	Michael Driggers
	Anthony Stephens
	Steven Yamamoto
	Mike Corby
12 Novice	Tory Reynolds
	John Roth
	Rick Ragsdale
11 Novice	Steven Oluk
	Darryl Hamilton
	Peter Pistone
	Drake Cesmat
10 Novice	Ronnie Leos
	Brian Rodrigues
	Crockett Christensen
	Shawn Kent

9 Novice	Danny Corbett
	Lisa Terry
	Krischell Gill
	Michael Taylor
8 Novice	Brian Johnson
	Michael Richuisa
	Gary King
	Christopher Mejia
7 Novice	Damon Bell
	Danny Knight
	Jason Hills
	Ryan Belcoff
6 Novice	Kelley McGreevey
	Cassy Scranton

14 and Over Open	Pete Loncarevich
	Kenny Leduc
	Paul Gossrau
	D.D. Leone
12-13 Open	Rusty Cable
	Brent Shoup
	Craig Bark
	Rob Eisenberg
10-11 Open	Mark Perez
	Jason Griggs
	Berkeley Kent
	Jason Wharton
8-9 Open	Jason Christy
	Kevin Keller
	Brad Moore
	Robert Reynoso
7 and Under Open	George Seewers
	Gyan Fien
	Danny Nelson
	Britt Audeoud
35 and Over Cruiser	Pete Chapman
	Tom Howard
	Jack Rudisill
	Jerry Martin
25-34 Cruiser	Weldon Nomura
	John Hoffer
	Ron Schooner
	Dean Bradley
16-24 Cruiser	D.D. Leone
	Mickey Lundy
	Ken Aman
	Brett Allen
14-15 Cruiser	Darrell Young
	Ron Anderson
	Andy Ruffell
	Ron House
13 and Under Cruiser	Rob Eisenberg
	Nick Gregory
	Donny Graves
	Robert Artigo
14 and Over Girls	Kim Johns
	Leslie Burley
	Sonia Guzman
	Misty Dong
12-13 Girls	Sue Gingrich
	Toni Fargo
	Paula Drappo
	Andrea Cargle
10-11 Girls	Cheri Elliott
	Peg Oparka
	Wendy Holiday
	Annette Russell
8-9 Girls	Krischelle Gill
	Brandi Garnas
	Lisa Terry
	Grace Ann Jackson
7 and Under Girls	Heather Siordia
	Tawni Thomas
	Kelley McGreevey
	Wendy Fujinaka



View from the top with the 7 Experts on the line. The guys are cooler than North Dakota in the springtime, in spite of the killer downhill start right in front of them. If you look closely you'll see George SeEVERS and Ryan Flen (first and second in the 7 and Under Open) on the gate.

roared its approval.

Tommy recovered from his mistake and set off after Miranda, but there was no catching him. Miranda led all the way to the end for the win.

Miranda's victory earned him \$2000 first place money. Brackens earned \$1200 for second, Ruminer \$700 for third, Miller \$500 for fourth, McNeal \$300 for fifth. Turnell Henry, Greg Hill, and Scott Clark took the three remaining spots for \$200, \$75, and \$25 respectively.

Other Excitement

The A Pro Main provided its fair share of excitement, but there was much more to the weekend than just that.

There was a large turnout of amateurs who converged on the Mongoose/Magic Mountain Grand Prix of the United States. The track that had been provided for them offered a great downhill opening straightaway, but the rest of the layout was poorly matched to it. By the time racers reached the bottom of the hill they were traveling probably thirty to forty miles per hour. Unfortunately, the hairpin first turn could only be negotiated at speeds of roughly ten miles per hour or less. Even with the eight-foot-high berm, riders occasionally flew off into space over the hay bales lining the top of the turn. One rider the first day made a particularly spectacular exit over the berm, spread-eagled and upside

down, clearing the hay bales with probably three feet to spare.

After the excitement of the right-handed first turn, the rest of the track was really very basic and, if anything, boring. The second and third turns were full 180-degree hairpins (a lefthander and a righthander) but were the sites of little excitement. Jumps included a small step-jump in the second straightaway, two small jumps in the second turn, and a tame double-jump in the third straightaway, followed by another small jump just before the last turn.

Red Line sure picked a winner when they found D.D.' Leone. First in 16 Expert and 16-24 Cruiser.



DEBORAH ROBINSON

There were no jumps in the final straight.

The weather for the event offered plenty of variety: the first day was so bleak, chilly, and, before long, rainy, that it was decided to stop the first moto after only about 60 heats had been run. The second day, Halloween, proved to be absolutely beautiful, with crystal clear skies and brilliant sunshine to dry out the track.

Because of the decision to stop the race early on Saturday, it was necessary to start very early on Sunday: the racing began at 7 a.m.



Hot up-and-comer Mike Monell (01) leads eventual 17 Expert winner Don Johle (2) and fourth placer Darryl Moore (695) in a fast moto. Mike's been receiving coaching from Harry Leary and Clint Miller lately and it shows. Clint says to keep an eye on Mike in the future. . . You have now been warned.

Mike Miranda

by John Ker

Mike Miranda has blazed into the professional ranks of BMX like a Saturn 5 missile. One year ago he was a well-regarded but not terribly successful amateur on the CW team. He had never even won an expert class at a national when he decided to turn pro last February. Now, Mike is one of the most promising pros in the country. He racked up an incredible record of 15 lower-level pro wins this year: four at ABA nationals and the rest in the NBL War of the Stars series. He also has the distinction of being the only B-Pro to ever win a Pro Trophy class at an NBL national, that being at Lawrenceville, New Jersey, in April. To top that, he recently won the Pro Open class at Lancaster, in the biggest ABA national ever held. Two weeks later, in his first race in the NBL's A pro class, he won the Pro Money main at Mongoose's Halloween extravaganza at Magic Mountain. Mike Miranda has "arrived."

Personal History

Mike was born in Jacksonville, Florida, on November 15, 1963. His family moved to Santa Ana, California, when Mike was 8 months old. Mike grew up in what he says was "the rough part of town." He knew nothing about BMX.

Mike's family moved to Riverside, California, when Mike was fourteen. His brother and two sisters were all between 14 and 20 years older than Mike, already grown up and on their own by then. It was in Riverside that Mike was first exposed to BMX.

He was going to Wells Intermediate School and in the eighth grade. He liked riding his bike so he joined the school BMX team. On the same team were Joe and Kirk Claveau and Lee Medlin. Mike recalls, "Lee was in the sixth grade, but he was so good he used to race in the eighth grade and win. He was the only guy who knew how to speed jump. He was my idol."

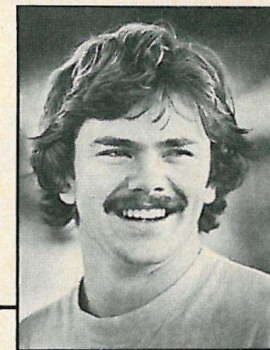
For the next few years, Mike measured his own abilities against Lee's. "The first time I ever beat Lee was at the ABA Northwest National in (January) 1981. That was also the first time I ever made the expert main at a national," Mike recalls proudly.

Turning Pro

Ironically, it was Mike's failure to win in the amateur classes that prompted him to turn pro in 1982. Mike's friend Bob Medrano had just turned pro last February and then immediately won the A Pro class at

The decision to cut the race down to two motos was to further insure that the race would be finished by dark. (In fact, they just made it, as the last races were run off around sunset on Sunday.)

The finishes of many mains were decided by crashes in the first turn. One of the most memorable occurred in the 14 and Over Open class. In that one the entire pack went down—every single rider. It was the quick-thinking and fast-acting Pete Loncarevich who turned that disaster into personal triumph, getting back on his bike in time to



the ABA's Winternationals in Chandler. Mike hadn't even trophied in the amateur classes. "Bob was so nervous, he couldn't even count the money he won," relates Mike, "so I had to count it for him. All six-hundred-and-ten dollars. I just said to myself, this is the last time I'm going to count anybody else's money for them. I turned pro the next day."

Mike credits his success in BMX to "going to church and praying." He adds, "You can't win unless you win for the right reason. The reason I win is for Jesus."

Mike gives one-tenth of his earnings to his church, the Arlanza First Southern Baptist. He hopes someday to study "the ministries." His future? "I'm going to be President of the United States!" he jokes. "No, I'm going to be a faith healer on Channel 13," he says, changing his mind. "Say hallelujah, Brother!" he adds, then laughs.

When pressed, he admits that, seriously, he might consider entering the ministry someday, but that is still a long way off. For now, he's looking forward to racing Stu, Greg, Brent, Harry, Toby, Tommy, and all the other top pros next year. "They're good," says Mike. "I respect them, but I know I can beat them."

GRAB ON • HUTCH • BILL WALTERS • SE • DURA ACE • JT

WOODEN WHEELS RACING
MAIL ORDER HEADQUARTERS
FOR THE SERIOUS RACER

NEWARK DELAWARE

HOT TIP

BMX IS OUR ONLY BUSINESS
Check Out Our Huge Inventory
of BMX Products. It Assures You of
SUPER FAST MAIL ORDER DELIVERY

**TO ORDER YOUR
Complete BMX Catalog**
containing weights and measurements of
most BMX products, send \$1.00 along with
name and address. Your \$1.00 refundable
with first order of \$10.00 or more.

WOODEN WHEELS RACING
274 E. Main St., Newark, DE 19711
(302) 368-Bike

PRO-NECK • THRUSTER • RED LINE • CYCLE PRO • BULLSEYE

POWERLITE • CAMPAGNOLO • BELL • PHIL WOOD • TUFF WHEEL

OAKLEY • MONGOOSE • SUNTOUR • VANS • REGINA • MCS



BULL SHOT[®]
Super MPC Cleaner

The pros know:
This is #1!

© 1990

MCS HUTCH GT BMX DG

The Hot Shop
AT GABLES HONDA
IF IT'S HOT
WE'VE GOT IT!

**MAKE US YOUR #1
BMX HEADQUARTERS**
BMX Mail Order Catalog and Sticker \$1.00

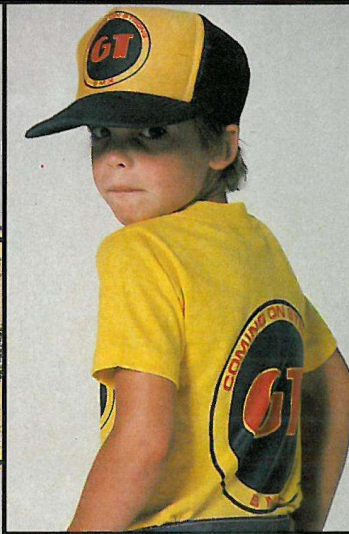
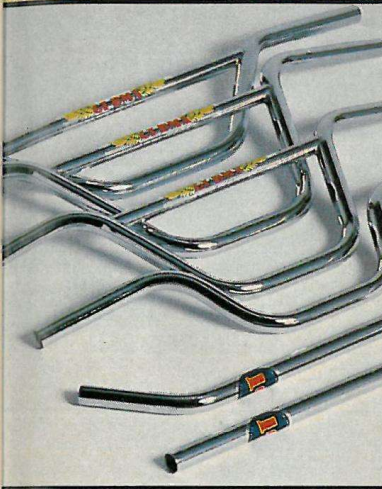
234 Bird Road
Coral Gables, Florida 33146
305/444-7652

COOK BROS BELL VANS JT

MONGOOSE THRUSTER RED LINE

SE RACING MOTO-X FOX PATTERSON

When 2nd best is unacceptable.



INTRODUCING THE OAKLEY F-1: THE FIRST GRIP WITH GUTS.

Inside, Unobtanium 60 sticks to the handlebars like a vice.

The outer grip surface is held in place by a system of interlocking raised treads and holes.

Unobtanium 60 is also very tough, so you won't see your handlebar ends poking through for a long time.

Outside, Unobtanium 49 provides maximum adhesion for gloves or hands.

The recessed octopus tread pattern has excellent surface edge area for maximum straight-back and lateral traction. And it's very comfortable.

F-1's come in five inner/outer color combinations for BMX: blue/yellow. Blue/blue. Red/yellow. Black/yellow. And the Stu Thomsen model, red/white.

OAKLEY
Almost an unfair advantage.

Suggested retail price of Oakley F-1 Grip System: \$10/pair. Send \$10 for new Oakley "Almost an unfair advantage" embroidered hat and super sticker pack to Oakley, 23086 Terra Drive, Laguna Hills, CA 92653.

GT PRODUCTS:
26-inch frame and fork
24-inch frame and fork
Pro frame and fork
Standard frame and fork
Junior frame and fork
16-inch frame and fork

4 handlebars
2 seat posts
2 T-shirts
2 logo caps
Wallet
2 gear bags
Flight bag
Racing pants
Racing jersey
Helmet
Number plate
Safety pads
Seat pads



BUILDS WINNERS

GT BMX Inc. • P.O. Box 5278-67
Santa Ana, CA 92704 • (714) 549-2994

Send \$2.00 for sticker pack and brochure.

Story by Dean Bradley
Photos by Dean Bradley,
James Cassimus and John Ker

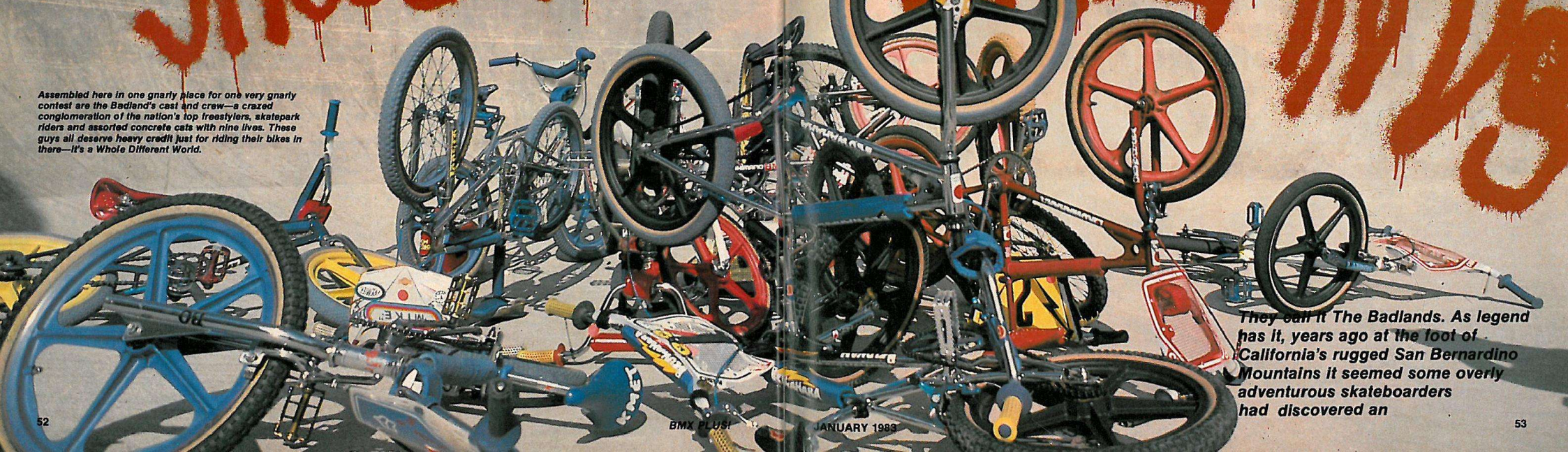
SPONSORED BY:
MAX, SKYWAY RECREATION, BOTTEMA
FORKS, PEDDLE POWER
BMX AND BME



Skatepark
Shootout in the

BADLANDS

Assembled here in one gnarly place for one very gnarly contest are the Badland's cast and crew—a crazed conglomeration of the nation's top freestylers, skatepark riders and assorted concrete cats with nine lives. These guys all deserve heavy credit just for riding their bikes in there—it's a Whole Different World.



They call it The Badlands. As legend has it, years ago at the foot of California's rugged San Bernardino Mountains it seemed some overly adventurous skateboarders had discovered an

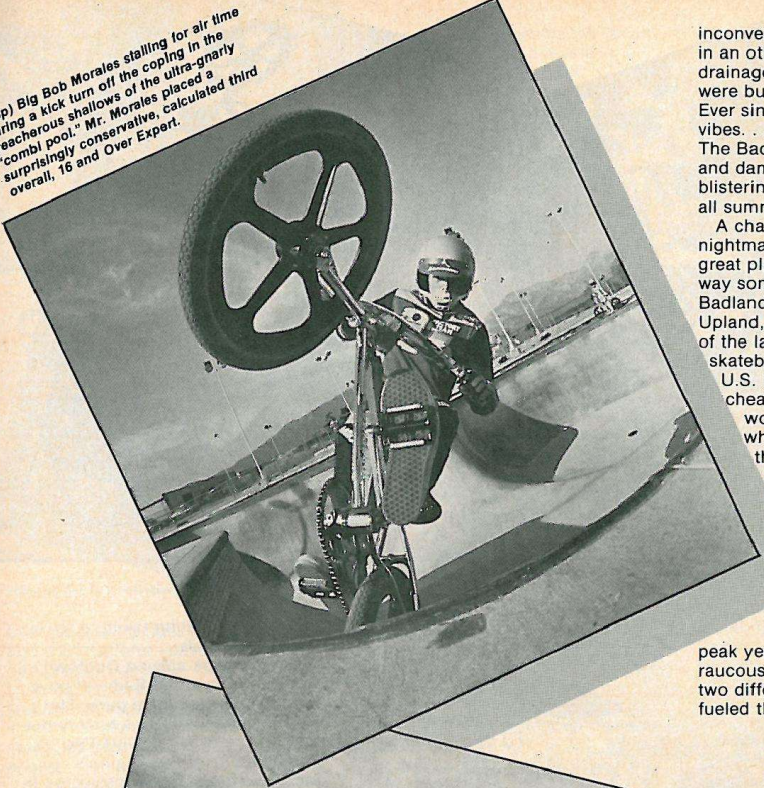
Is Fiola really bionic? The machine-like precision of his routines and his business-like approach and electrified style indicate he is. Here Eddie graphically demonstrates why the judges gave him A-plus in both calculated risk and vertical math. Fiola is the head of the class.



Judging format was based on style, maneuverability, endurance, degree of difficulty, variety of routines, overall showmanship and flow of performance. Now, the judges didn't argue that this maneuver was a difficult one and definitely a daring act of showmanship but the problem was it put an abrupt halt to his performance. No, he didn't make it. Dale Perez balling.



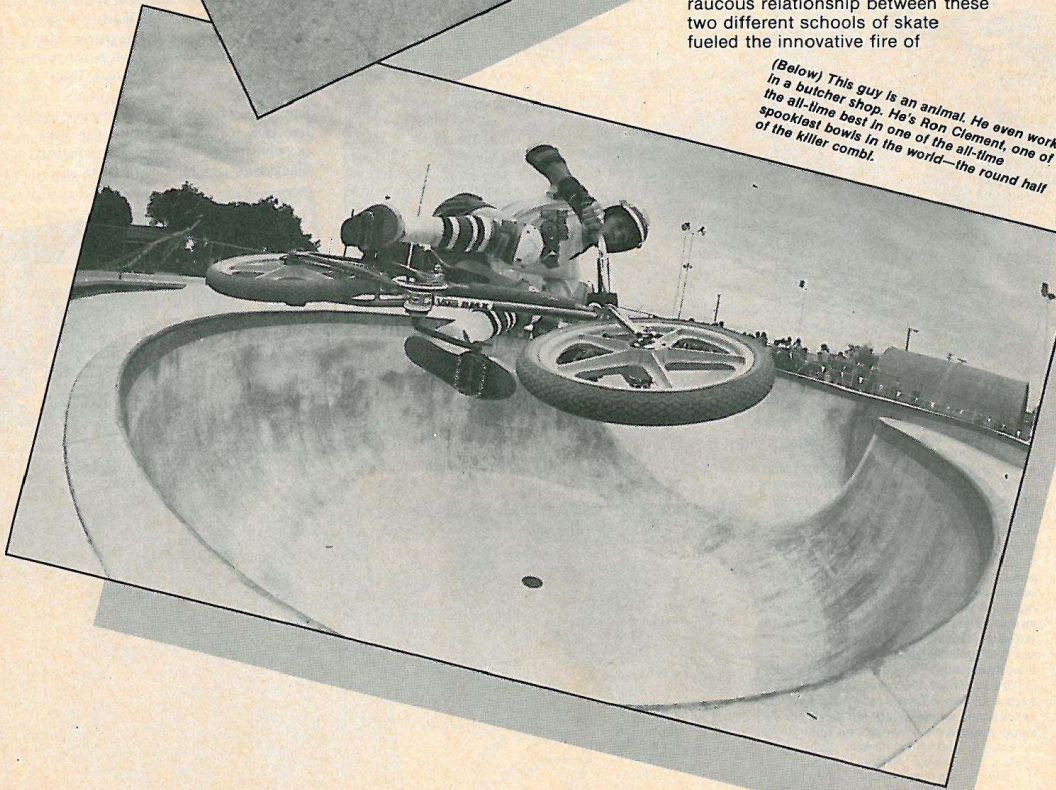
(Top) Big Bob Morales stalling for air time during a kick turn off the coping in the treacherous shallows of the ultra-gnarly "combl pool." Mr. Morales placed a surprisingly conservative, calculated third overall, 16 and Over Expert.

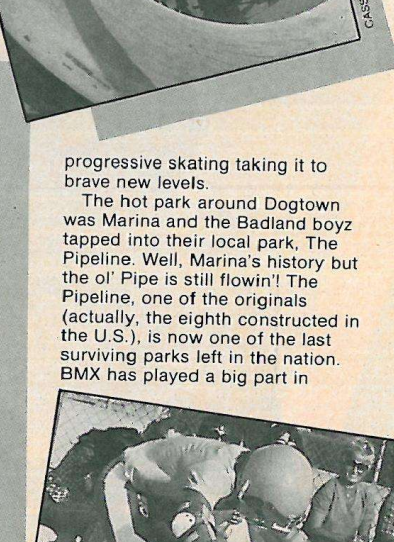
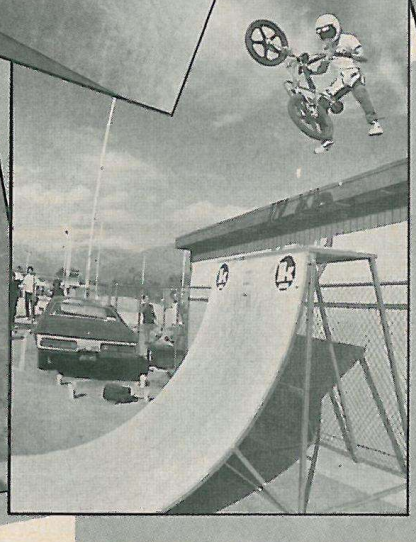
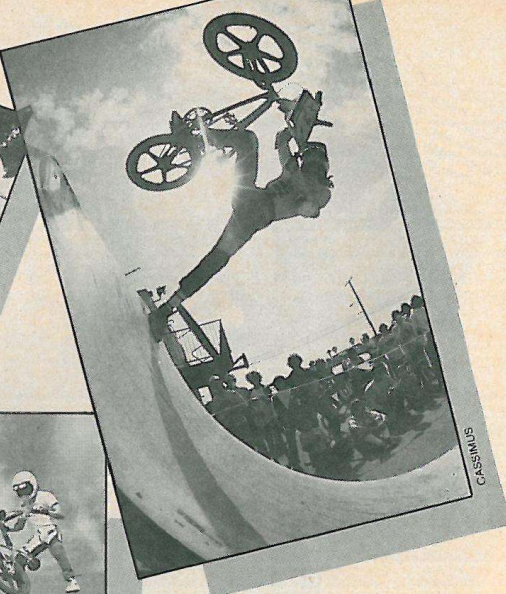


inconveniently located dead body in an otherwise clean and skateable drainage ditch. (If you think they were bummed, how 'bout the stiff!) Ever since, the place has had, well, vibes. . . spooky vibes. Welcome to The Badlands: unseasonably cold and damp during the winter, blisteringly hot and deathly smoggy all summer.

A chamber of commerce nightmare, a transient's dream—a great place to pass through on your way somewhere else. Yep, these are Badlands all right. Officially Upland, California; unofficially one of the last remaining bastions of skateboarding activity left in the U.S. If you're going to risk your life cheating death on a wobbling wooden board with tiny little wheels, this is indeed one of the choice places to do it. If you're at all familiar with skateboarding, you might remember a rather rowdy rivalry between The Badlands and their neighbors to the north around Santa Monica, better known as Dogtown. During skateboarding's peak years this regional rivalry and raucous relationship between these two different schools of skate fueled the innovative fire of

(Below) This guy is an animal. He even works in a butcher shop. He's Ron Clement, one of the all-time best in one of the all-time spookiest bowls in the world—the round hall of the killer combl.





keeping it alive. It seems the recent addition of a BMX track and increasing interest in BMX bowlriding are taking up the slack for the declining skateboard scene. For the increasing numbers of park-bound BMXers the tables are turning, for unlike in the past BMXers now hold first class citizenship at parks—ESPECIALLY at the Pipe, where the last of the die-hard skaters now gladly(!) share equal pool privileges with two wheelers. For without bikers the Pipeline's income and luck would have surely gone dry and the park been destroyed. (Is there a lesson here for other park owners?)

Around southern California, with BMX freestyle and park and ramp riding literally reaching all time highs, it was really no surprise that the gears were turning and plans

underway for a fully organized BMX skatepark association and competition series. Sure it was a long time coming but the rumors circulating in the trenches and bowls were indeed true and on Sunday, October 24, 1982, the premier ASPA (Amateur Skatepark Association) "King of the Skateparks" contest became a cold, hard concrete reality in the heart of The Badlands.

For any who may have doubted it, this was not to be another quiet Sunday in the park. This was a long awaited assemblage of California's top freestylers, park riders, aerial wizards, and concrete commandos. This was two-wheeled war in Pipeline's concrete jungle, a skatepark shootout to the death in the Badlands. Graphic photos and results of the battle follow. . .

ASPA: From Pipe Dreams to Concrete Solutions.

progressive skating taking it to brave new levels.

The hot park around Dogtown was Marina and the Badland boyz tapped into their local park, The Pipeline. Well, Marina's history but the ol' Pipe is still flowin'! The Pipeline, one of the originals (actually, the eighth constructed in the U.S.), is now one of the last surviving parks left in the nation. BMX has played a big part in

Everybody who rides parks knows about transitions—passages from one place to another—such as, from flat to vertical, from deep to shallow. Sometimes they're smooth, sometimes abrupt. If you're not ready for them they spell disaster ahead.

You could say the ASPA (Amateur Skatepark Association), the nation's premier skatepark, riding sanctioning body, is currently riding out a transition—a period of change. Hopefully it will be a smooth one, and for the better. We think it will.

When ambitious Bob Morales (first, rider; second, BMX businessman; third, promoter; fourth, ASPA founding father, prez, organizer, etc., etc...) founded the ASPA he created a monster—a specialized sanction, long overdue, with great potential AND A TON OF WORK to be done. Sooner rather than later Mr. Morales found that by trying to do everything himself

something invariably suffered: his riding, his contests, his sponsors, his fellow competitors, the crowd, etc. That didn't work. So, in greater pursuit of park riding, sanctions, series, fame, fortune and groupies, Morales has boldly stepped down as president of ASPA.

(A little background fanfare music, please.)

Enter one Don Hoffman: owner/operator of the Pipeline Skatepark and BMX track and bigwig of CASL (California Amateur Skatepark League) and ASPO (American Skatepark Organization), skateboarding's counterpart to BMX's ASPA. Hoffman is a seasoned (spicy?) veteran of skatepark contests. He knows how to make 'em work and thoroughly intends to apply his years of skateboarding contest knowledge "to transform ASPA from an amateur to a fully professional organization." Don will come on as president and promotional and contest director. Fred Becker, a

competitor himself, will assist Don as event coordinator, gopher, etc. Bob Morales will remain on as chairman of the board (bike?) or something to that effect.

In the future ASPA will officially stand for *American* rather than *Amateur* Skatepark Association. Their 1983 season will tentatively feature a four event, California-based skatepark series and two Pro/Am (professional/amateur) format freestyle events (which will include team and individual categories). Upland was the last contest to include freestyle in conjunction with a park event.

So, all in all, the future looks bright for ASPA, freestyle and park riding. Hoffman's the man, professionalism and radicalism the plan. Just as exciting as the aspect of BMX competition they're promoting and sanctioning, the sky's the limit. We all sincerely hope the new and improved ASPA and their members enjoy their flight.

—D.B.

(Top left) Yeah! Powerful Paul Nolan, catchin' stylish air on his way to second behind Fiola. Don't worry, Mom, it's only about 15 feet straight down from here. (This page, top right) The freestyle event, complete with kicker and quarter-pipe ramp, showcased a variety of different and daring approaches to win over the judges. Dale Perez, second in 16 and Over Novice. (Above) The combi pool combines one square pool 18 feet deep with one round pool 15 feet deep. As you can see, Eddie drops in when and wherever he pleases. It's straight off, straight down, and white knuckles any way you look at it. (Above right) Fiola was so stoked after convincingly sweeping the freestyle ground- and ramp-riding portion of the contest he uncorked a rad roof jump to further psych out the comp. It worked. (Right) High noon and hangin' time in The Badlands. Top gun Morales on the edge and fully committed. The drop-in-speed sensation, compression, and extra points made the move well worth the risk.

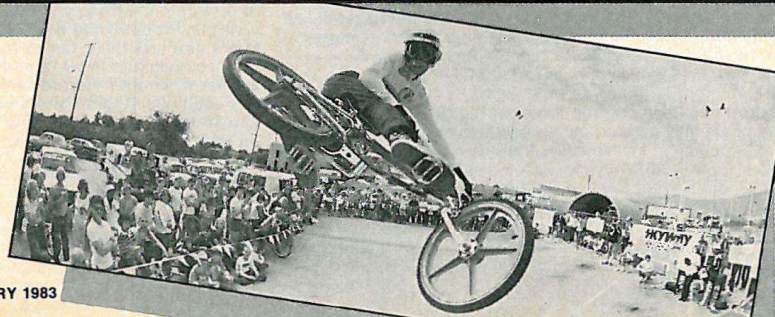
Results
ASPA King of the Skateparks Contest
 Pipeline Skatepark,
 Upland, California
 Sunday, October 24, 1982.

Overall
 16 and Over Expert
 Eddie Fiola
 Paul Nolan
 Bob Morales
 16 and Over Novice
 Bryan Huell
 Dwayne Rinehart
 Dale Perez
 15 and Under Expert
 Jose Maldonado
 Pat Enright
 Dan Griffin
 15 and Under Novice
 Mike Dominguez
 Richard Sigur
 Joe Elhahl

Judges
 Steve Bennett
 Jeff Bottema
 R. L. Osborn

Judging format based on style, maneuverability, endurance, degree of difficulty, variety of routines, overall showmanship and flow of performance.

Sponsored by Max. Skyway Recreation. Bottema Forks. Peddlepowers BMX. BME.



(This page, top) Bryan Deam had one-handers wired all weekend, no prob. But late in the full-pipe event he hung one up and bailed big. Luckily Deam walked away with only a small cut over his eye. (This page, bottom) The crowd loved Fiola protege Richard Sigur's radical, kicked-out cross-ups—and so did the judges.

Products

Tioga SuperLite Tubes

It's called unsprung weight and it applies to any rotating mass such as rims, tires, and tubes. The bottom line? The lighter the weight the faster the acceleration. It seems rims and tires are getting lighter by the day. However, up until just recently, weight watchers had to settle for traditional ol' thick rubber overweight tubes. Ultra-lightweight rims and tires with fatso tubes just don't make sense. Well, thanks to the heavyweights over at Tioga we've now got Superlite Motocross Tubes. They're tons lighter and way more resilient than standard inner tubes without sacrificing needed off-road durability.

A set of these babies is one of the cheapest ways we can think of to get faster starts, better acceleration and increase your chances of making the main. So get serious, start training, and go on a diet of Superlites from Tioga. For any additional info on fine Tioga products, circle number 53 on our Reader Service Card or contact: Shimano Sales Corporation 9259 San Fernando Road Department Plus Sun Valley, California 91352 (213)767-7777

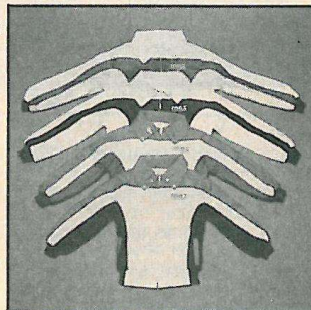
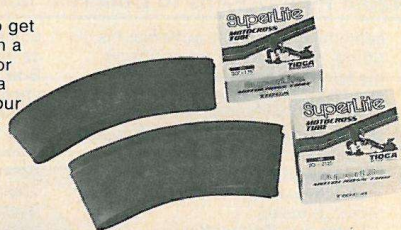


BMX Tire Grip

Hairspray works wonders with hair, and in a pinch it even works great for reducing BMX tire slip on indoor concrete tracks. But the thing is it's so embarrassing to go to the store and ask for it. So what's the solution? BMX Tire Grip for stadium racing.

Though we don't recommend it for use on your hair, it does work rather well for increasing traction on concrete indoor surfaces with knobby or stadium-style BMX tires. Just spray it on and start styling, brushing past the comp, confidently knowing you can corner faster and crank it over further. It's even available in convenient 14 oz. aerosol spray cans, so plan on sticking around for this winter's hair-raising, indoor racing season with BMX Tire Grip. For any additional information contact:

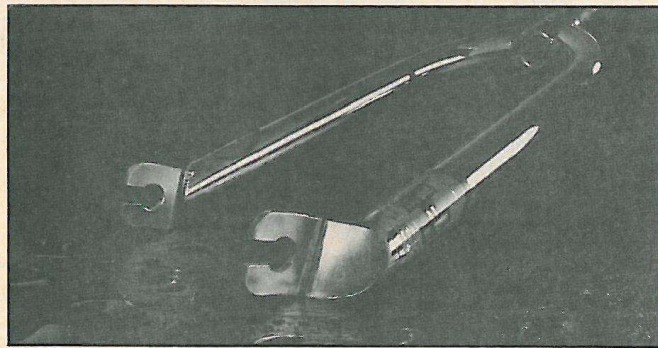
Pierre's Bicycle Shop
12 East Main Street
Department Plus
Hamburg, NY 14075
(716)649-8590



Max Jackets

During the winter—forget about dogs—jackets are a man's best friend. Take for example these hot little numbers from Max. Just slip one on and take it for a walk through the pits and you'll notice their flashy color combos and embroidered Max logos attract pit tootsies like no puppy could. You'll also howl over the fact they're filled with super warm polyester and feature comfortable cuffs, high collars with snaps and heavy nylon zippers to keep that body heat in, that cold winter bite out. Max offers 'em in boys' sm.(10-12), boys' med.(12-14), boys' lg.(14-16), men's' sm.(36-38), men's med.(40-42), or men's lg.(42-44) and in team colors of rd/wt/bl, rd/wt/blk, y/wt/bl and y/wt/blk. Probably the best part of Max's new jackets is, unlike your dog, you can just throw 'em in the washer when they start to stink. For any additional info on Max's hotdog line of products circle number 133 on our Reader Service Card or contact:

Max
1885-L West Commonwealth
Department Plus
Fullerton, California 92633
(714)738-3669
Telex: TAB IRIN 678401



Haro Freestyler Fork

Every once in a while space cadet Bob Haro comes down to earth. And when he does, he lands hard—off ramps, off jumps, even off second stories. Haro knows first hand how tough freestylin' is on equipment so when he designed his fabulous, new Freestyler Forks he didn't pull any punches. They're 4130 chrome-moly throughout, with extra-heavy-duty 1-1/4" O.D. legs and beefmaster drop outs to keep even the most rad riders steering right on course, while beautifully indestructible chrome finish and high-tech Haro graphics keep even the most stylish styler free from worry. If freestyle is your forte this is your forke from who else—Haro Designs. For additional info circle number 28 on our Reader Service Card or contact:

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



Red Line Visors

Please join us BMXers as we all bow our heads in a moment of silence then look towards the sky and thank heavens for Red Line and their trick new "factory parts" visors.

It's the gospel truth—you'll have it made in the shade with these super visors which feature nearly indestructible impact-resistant clear plastic, "touring peak" design and five, count 'em, five, sturdy chrome snaps. Hey, don't forget Red Line's new factory visor stickers with team colors and graphics—they're almost out of this world. Say Hallelujah! Yes, my sons, the grass is greener and the products tricker at Red Line. For any further information on the Red Line line circle number 32 on our Reader Service Card or contact:

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



Schwinn Team 24

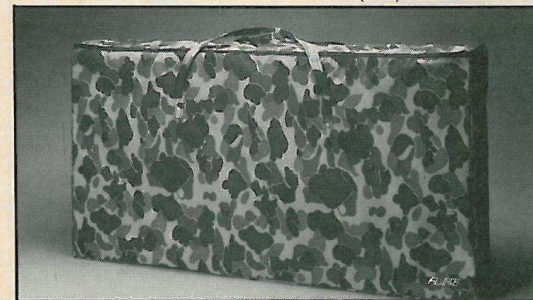
Make no mistake and make no attempt to get away, Schwinn is deadly serious about BMX in '83. Their new Predator line has every intention of ripping its competition to shreds. So keep your distance but check out this new Team 24 closely. It features a fearless 4130 chrome-moly frame with oval down tube, Araya 7X rims, Sunshine hubs, Sugino stem and cranks, SR pedals, Maximizer Skinwall tires and Viscout aero saddle. Combine this show-no-mercy componentry with Schwinn's race-proven geometry and you've got one killer line of bikes—Predator from Schwinn. For further info on Schwinn products circle number 51 on our Reader Service Card or contact:

Schwinn Bicycle Co
1856 North Kostner Avenue
Department Plus
Chicago, Illinois 60639
(312)292-2900



Puch Magnum

Contrary to common practice Puch is not pronounced Puke. Or Pooch. Or Puck. It's Pook (rhymes with "kook"). Now, isn't that better? So much for pronunciation lessons—this is the new Puch Magnum. Its credentials speak for themselves: high-tension steel frame, Tange forks, Dia-Compe brake, Suzue hubs, Araya 7X rims, Sugino cranks and IRC skinwall tires. Those are top brand components and names any BMXer worth his salt can pronounce and, most importantly, win races on. Remember, in BMX racing talk is cheap but then again so's this new Puch Magnum. It's a price you might find it hard to say no to. In other words, for additional information circle number 42 on our Reader Service Card or contact: **Steyr Dalmier Puch of America** 85 Metro Way Department Plus Secaucus, New Jersey 07094 (201)865-4330



Flite Bike Bag

It has been said that a bike in the hand is worth two in the bush. However, in this case, or bag as it is, a bike in the hand is worth one in this bush-colored bag from Flite.

Take off to uncharted isles and unriden BMX courses the world over with camouflaged confidence knowing that your bike will check in like regular luggage and check out with a minimum of damage from bully baggage handlers, crazed cabbies, or barbaric bell hops.

Wherever you go you'll stand out by blending in with this durable nylon bag in three shades of army-issue brown on a light brown

background. It features heavy-duty handles and zipper, and accommodates up to one 20-inch bike or one freeloading friend. (Oxygen tank not included.) So if you're one of BMX's elite, jet setting, pace setting, fly-to-the races crowd you'll need one of these just about as bad as you'll need your American Express Card. Don't leave home without circling number 158 on our Reader Service Card or contacting: **D.J. Scott's, Inc.** 23102 Terra Drive Department Plus Laguna Hills, California 92653 (714)830-3910

COOK BROS. THREE PIECE CRANK ASSEMBLY

This is the ultimate trick setup! Forget about foreign cranks, welded steel cranks and all the other soft junk that bends and breaks.

Our cranks are the only ones completely machined from one piece of Aircraft quality 7075-T6 Aluminum. This means power to the rear wheel for fast starts and big hill climbs. Compare *all* other cranks and you will feel the difference in stiffness and length. The assembly includes Crank Arms, "Cook Bros" Sealed Bearing Bottom Bracket with special Chrome-Moly Spindle and Spider.

SPECIFICATIONS

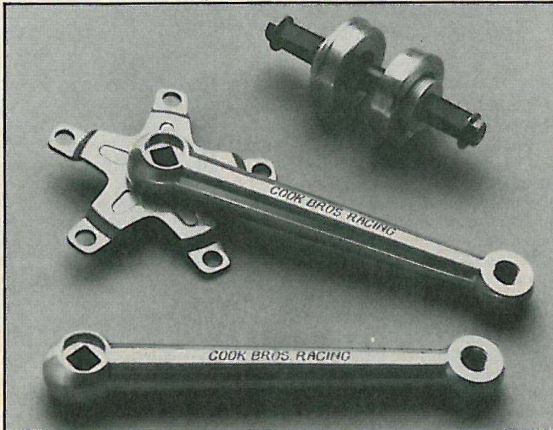
Length—181mm or 176mm

Pedal Thread—9/16-20

Puller Thread—22mm x 1.0

Material—7075-T6 Aluminum

Spider—Shimano or Sugino (T.A. Triple available in near future)

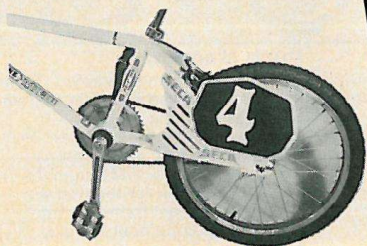


COOK BROS. RACING

1609-B East Edinger Avenue, Santa Ana, CA 92705 714/835-2700

SECA RACING PRODUCTS

Seca Numbers Available in Bik & White ...\$1.00 each

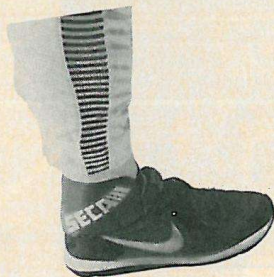


NEW VENTED Seca Sideplates Available in Red, Blue, Black, & White \$15.95

Bottema Forks ... Call for Prices



Seca T-Shirt Kids size S-M-L Adult size S-M-L-XL



Seca Anklegaurds Another Seca first, a must for all serious BMX racers. Available in Red, Blue, and Black \$14.75



Aero Racing Pants Size 22" to 36" All Colors \$67.95 Team Pants \$72.95



Seca Pads Available in Red, Yellow, Black, Blue. 12" Frame Pad \$4.95 10" Cross Bar Pad \$4.50 Double Clamp Stem Pad \$4.50

Send 75¢ for sticker

Seca Racing Products P.O. Box 2322 Spring Valley, Cal. 92077 (714) 463 2416

Please allow 45 days for orders paid with personal checks. Send money order to avoid delay orders under \$20.00 add only \$1.60 for freight.

Dealer Inquiries Invited

Name _____ Zip _____
Address _____
City _____ State _____ Description _____ Price _____

Qty	Size	Color	Description	Price
Subtotal				
Calif res. add 6% Sales Tax				
Frt				
Total Enclosed				

TRACKMASTER

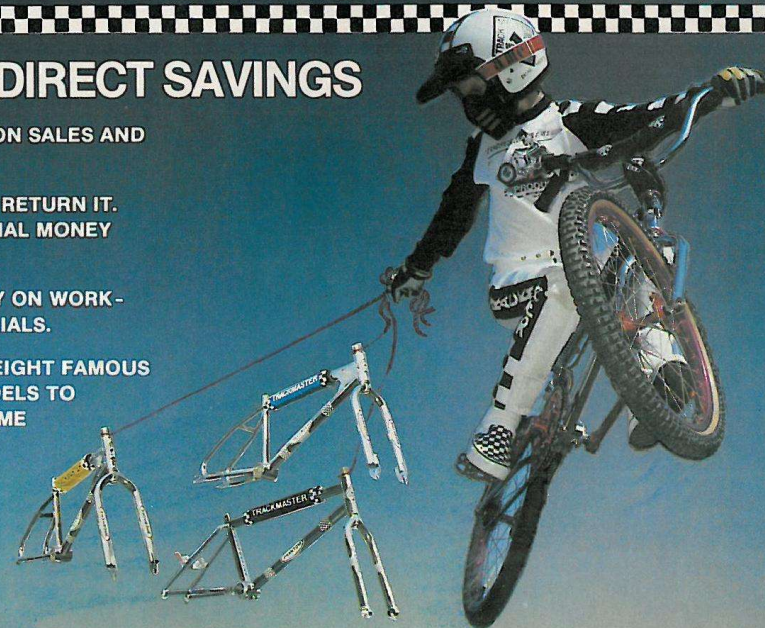
FACTORY DIRECT SAVINGS

ACT NOW • 20% OFF ON SALES AND SERVICE.

BUY IT • LIKE IT • OR RETURN IT. 30 DAY UNCONDITIONAL MONEY BACK GUARANTEE.

ONE YEAR WARRANTY ON WORK-MANSHIP AND MATERIALS.

MANUFACTURER OF EIGHT FAMOUS BRANDS • MANY MODELS TO CHOOSE FROM • FRAME KITS TO COMPLETE BIKES IN ALL SIZES.

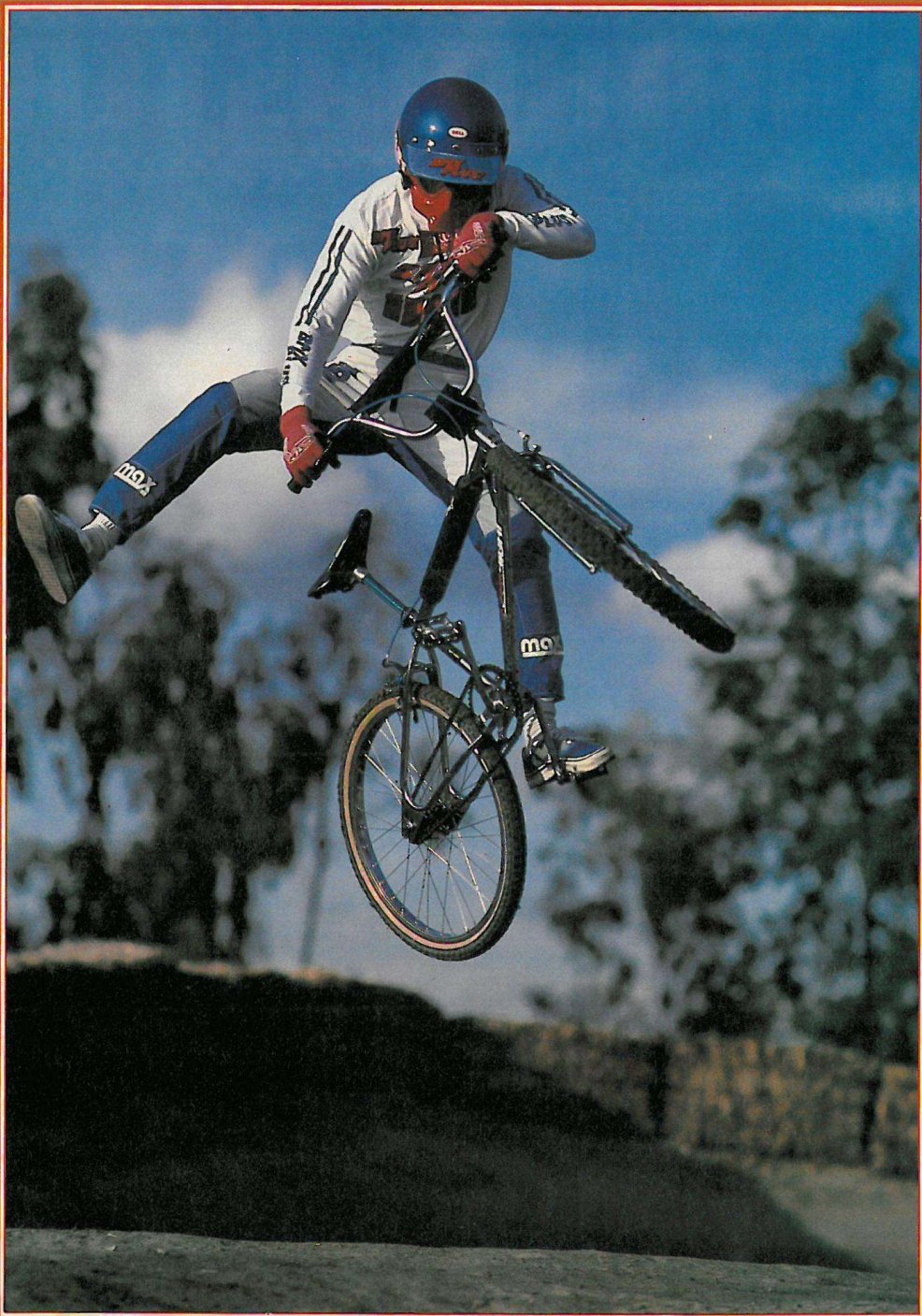


We've been designing and manufacturing professional motorcycle and bicycle racing equipment since 1968. All our bikes are made with America's finest lightweight 4130 Chromolly tubing. Prepaid orders will be sent UPS cost FREE. C.O.D. orders will be sent UPS freight collect. Dealer inquiries invited. Call toll free (800) 642-9855. California residents call (714) 948-2696.

Send for Brochure and stickers \$2.00

Trackmaster Corporation — A Manufacturing Company

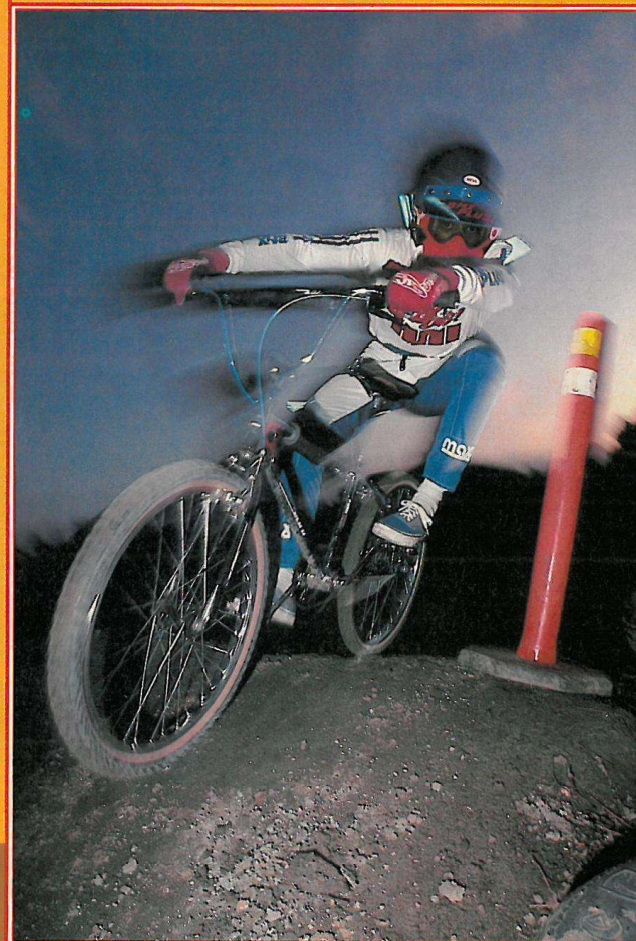
11114 G STREET HESPERIA, CA. 92345



PROSIGHT 24 TEST

Bombsight or Outta Sight?

by Bob Hadley Photos by John Ker



We took a little longer than normal to bring you this Prosight test, but it was worth the wait. Chronologically, the bike got to us in late August of 1982, and this report is being completed in November. The bike was delivered to us by Barry Nelson, who is an agent in Australia for Capricorn Imports. The Prosight bike, he explained, is made in Japan to their specs, for market primarily in Australia, but they are also looking to the U.S. and Europe for potential sales. The way Barry figures it, if you've got something good, spread it around.

After about a week of having the bike on our own, another gent from Australia arrived to see how the test was going. He was Lawrie Ward, who is Capricorn's managing director. We figured it would be fun to invite both Barry and Lawrie to hang out with us on a typical testing day to see how we do things. They agreed. Also joining us was Barry's son who rides on the Prosight factory team.

(Left) What style! What form! What's that guy's name? Martin Aparjo, he's BMX Plus's newest test rider and World Almanac record-holder of the BMX long jump. (Above) We look the Prosight complete with IRC's Recer X-1 tires, Araya's 7X rims and SR's new cold-forged hub set and punished them. Neither torturous flireroading, brutal BMXing, or bearing-burning road riding could keep them from their appointed duties. Martin again.

a rugged bike
for a rugged country



ride a
winner...

PROSIGHT

PROSIGHT WINS ... NOV. 1981 LALOR PARK VICTORIA
 Australian/American Challenge
 1st. OPEN EXPERT — "Ricci Justice"
 1st. 16 EXPERT — "Jamie Shebubakar"
 1st. 16 OPEN TROPHY DASH — "Jamie Shebubakar"

FEB. 1982 REPCO HOT FOOT CLASSIC
 Frankston Victoria,
 1st. OPEN EXPERT — "Ricci Justice"
 — so ride a winner
 with PROSIGHT!

PROSIGHT 24

First on the agenda were a few high-speed runs. For this we used some really steep streets that would get us up into the 40 mph range with no trouble at all. Unless, of course, the bike were to develop high speed wobbles, in which case we would have had nothing but troubles. The Prosight? At sheer speeds it was a beaut. The bike was stable and easy to control. High speed runs are also convenient for checking out braking efficiency and control. Since the Prosight has Dia-Compe 890's front and rear, we expected good things. We weren't disappointed. Hauling the bike down from top speed was no problem. Full squeeze on the Dia-Compe Tech-2 levers brought a smooth but powerful braking response. The Prosight didn't pull to one side or twitch in the slightest.

From the streets we moved back to the dirt for the next three riding procedures, all of which were combined into one run. The first part consisted of uphill climbing, the second was wide open fireroading, and the third part simulated radical BMX track conditions: about a mile and a half of speed jumps, berms, Europeans, and off-cambers.

Riding uphill for extended distances can tell you a lot about a bicycle's "power position," which is the relationship of the bars to the cranks, and how your body can adapt to their positioning. You also can feel out the bike's low-speed maneuverability. This part of a test run is always brutal, but on this particular day (September 2, 1982) the temperature was over 100 degrees! We made it up the hill, but barely. While resting at the top and between curses at the weather we discussed the Prosight's stock handlebars. The bend was fine but the eight-inch rise was way too tall, even for large riders. Later we switched to a pair of six-inch rise handlebars and they worked fine but would still be a bit tall for riders under 5'8". According to Lawrie, a new, shorter-rise bar will replace the tall ones on all new Prosights.

The ride down the fireroad was a welcome relief from going uphill, especially for Lawrie who wasn't used to the heat. Luckily, we were

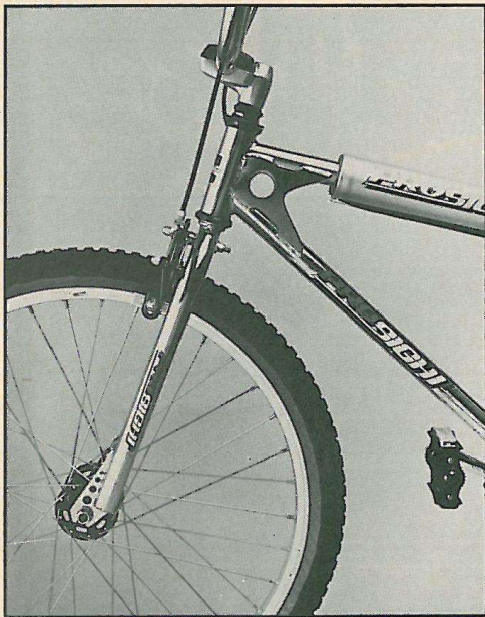


Unfortunately for the comp, when Prosight builds a new model like their new 24-Inch, they get it right on the first try. It's big and it's bad, with all the right stuff for the right price. Almost anyway you cook at it, it shines.

fortunate enough to run into a group of people launching their hang gliders from the same trail we were on. Their stock of Gatorade no doubt saved the ride for us. Replenished, we set off again and about one hundred turns later we came to the end of stage two.

Perhaps what's most impressive

about the way the Prosight handled the fireroads was the way it combined agility and stability. It has quick steering yet is controllable, especially in turns with big ruts where you have to flick the bars from one side to the other in order to change lines instantly.



BRADLEY

The Prosight features Tange's slightly ovalized TRX chrome-moly forks, 1-1/8" top and Dia-Compe 890 callpers front and rear, SR stem, Takagi cro-mo cranks and KKT pedals—winners circle stuff.



The stock 8-inch rise bars are too tall for most guys. Don't sweat it—they'll be changed to a lower rise bar. Whether on fire roads or narrow cow trails, the Prosight sets its sights and steers clear.



Did we jump the Prosight? No, we didn't. And if you believe that we've got a choice piece of oceanfront property for you in Arizona.

Back to the Fireroad

Cutting over the ridge drops you onto "Devil's Trail," the last, and technically the most demanding run. The trail is fast and narrow, strewn with rocks, and often at the edge of cliffs. To ride it takes 100% concentration. Everything was jim-dandy until about half-way down, then blam! A blow-out. End of test riding. That was okay; we had found out what we wanted to know. The Prosight had handled Devil's like a dream. Even though it was quick, it didn't oversteer like many two-four racers do. It's much easier to predict and, even though it doesn't have as long a wheelbase as the Mongoose 2/4, which tops the class in stability, it's nice and stable even when getting lashed over a rockbed.

While wrapping up the riding session the only thing besides the bars that caused any concern were the Tech-2 levers. For racing they're great if you prefer their position to that of a pro-style lever. But on long runs if you have to squeeze them constantly, like on Devil's Trail, you may find they cramp your wrists and hands.

Back at the lab we all got a good chance to go over the construction of the Prosight frameset for Barry's video camera (there is something unnerving about having a video

camera on you at all times). The frame is constructed in Japan by Hattori. As far as we know, this is the first frame that we have ever seen that was made by them. Surprisingly though, their work is very similar to what you'd find on a Kuwahara. In other words, the fitting of tubes and alignment is topnotch. The welding, although not as clean as you'd find on an American-made frame, is consistent, and the penetration and fillets are good. The rear dropouts are amazingly thick and a thick bead surrounds both sides. They look cumbersome and heavy to the point of being overbuilt. Surely you'll never have any problem with them.

You find no tricky tubing on the Prosight frame, just simple round tubes. The main tubes are one and one-eighth inches in diameter and the stays are double-loop style, five-eighths-inch diameter. The fork blades are the slightly-oval TRX style.

Component Fit

With the exception of the rear brake mounting tube being slightly high, we found everything to be in perfect order. From the headset fit to chain alignment, you couldn't ask for anything better.

Aside from the high handlebar, as we mentioned, there is only one other change that would be necessary before racing this Prosight. The stock gear was 42 x 16, which is way too tall. We finally switched to a 40 x 18 for most of our riding. When we mentioned this to Lawrie, he said the new bikes should be coming out with an alternate ratio as well.

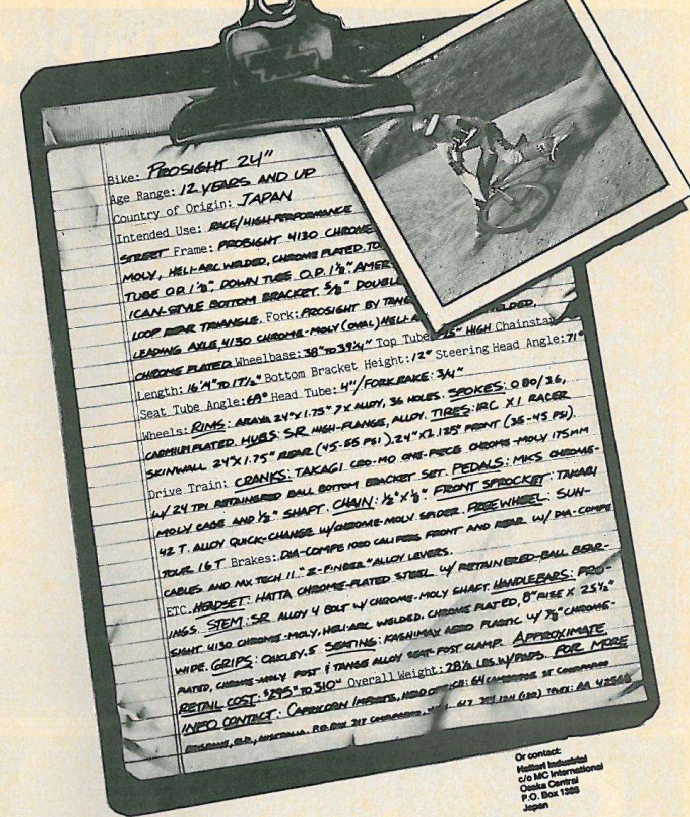
New Items

The wheels on the Prosight had all the latest new stuff, like IRC Racer X-1 24 tires, new SR cold-forged hubs with plastic dust covers, and Araya 7X rims. The rims themselves weren't new but they were the new cadmium-plated rims that Araya is offering as an option to chrome plating. Cadmium plating isn't nearly as shiny as chrome, but it's very durable as a working surface for brake shoes.

The IRC tires are interesting in that, aside from their blocky tread which worked very well in loose dirt and loamy surfaces, they are smaller overall than their Comp III competitors. The front 24 x 2.125 is smaller in width and height by almost a quarter of an inch. On the front, that means just a smaller tire to get used to, but on the back 24 x 1.75's, that same quarter-inch difference is just like having a little easier gear to pull—not much, but it's there. Both tires worked best at around the 50 psi setting.

At the center of both wheels are the new SR hubs. They are traditional loose-ball units, but what sets them apart are their soft-plastic dust seals. Granted, they aren't the first hubs we've seen with plastic dust covers. Shimano has had them for quite a while now, but these ride flush like a steel cover would. Shimano's fit over the bearing cavity like a lid or something. The SR seals are also made of a soft softer plastic than Shimano's seals. Although we're not sure who has the best plastic cover, we're sure the plastic seals protect the bearing better. In addition, you won't need to be replacing them as often as you would steel covers, simply because they won't bend or distort permanently when you remove them.

Although the SR hub design is basic, it is well made. The races aren't up to the precision quality of a track hub, but they're very nice anyway. As with all "touring"- or "BMX"- quality loose-ball hubs, we suggest disassembly at the time of purchase for cleaning and repacking with a good grease for a better break-in period. All hubs like these could use about a ten-hour break-in period to allow the bearing



surfaces to wear in. A repeat cleaning and repacking after ten hours eliminates the metallic particles that come off during the break-in period. Believe it, that ten-hour rebuild can add much life to your hubs.

Forging

One of the minor things that Prosight did to keep the price down was to use one of the melt-forged SR stems. SR also makes a cold-forged stem which is stronger (and costs more), but the cheaper model has proven to be very reliable. What's the difference between cold and melt forging?

Melt forging is a process where molten aluminum is poured into a die then pressurized to make sure the mold cavity is uniformly filled. Melt forging is simply a modified way to cast things. It's cheaper than cold forging because the tooling and material are cheaper. Not incidentally, it also makes parts that are not as strong as cold forged parts.

In cold forging, a solid billet of aluminum is put into a huge punching machine. With a loud

crunch, the machine mashes the material into the desired shape.

Melt forging, because it is still basically a casting process, produces parts with no uniform molecular structure or "grain." In cold forging, the billet starts out with all its molecules strongly aligned in the same direction. After it is struck by the forge the grain stays fairly uniform, giving the part very good strength. With both processes, a certain amount of "clean-up" machining is needed to finish the part.

Conclusion

By now it is becoming confusing with so many bikes being named "Pro-whatever." We've got Pro-Line, Procraft, Pro Thunder, Pro Lightning, Profile, and, don't forget, Pro Neck. So you don't get your Pro's mixed up, just remember the Prosight is the Australian one, made in Japan, that they're trying to sell over here and in Europe. It may just be easier to remember that, at around \$300, it's plenty affordable, performs great, and for racing in the 24" class, it's one of the best investments around.

1/21/83
 Dear Plus Dudes,
 Wow! I got a chance to see Radical Rick in action last week while my family and I were passing through Crushed Crank Canyon- He's Fast. How would his unorthodox styling hold up against the Pros? Who would get to the finish first, Radical Rick or let's say... Greg Hill?
 Sincerely
 Tonya Thomsen

YOU **B.M.** ASKED FOR IT, YOU GOT IT! THE **MYSTIC MOTO MAN MX MUG**, KNOWS ALL AND SEES ALL, BUT INSTEAD OF RUINING THIS ENTIRE EPISODE I'LL LET YOU VIEW FOR YOUR SELF. I MANAGED TO **YANK BOTH GREG HILL AND RADICAL RICK AWAY** FROM THEIR ALWAYS BUSY SCHEDULES JUST FOR THIS ISSUE OF...

RADICAL RICK

ART BY STORY DAMIAN
 WITH MX MUG AND SPECIAL GUEST GREG HILL!

SEEMS LIKE MUG MUST HAVE SOME KIND OF HEFTY CONNECTIONS. **GT'S** OWN FLIGHT COMMANDER **GREG** "FIRST TO THE FINISH" **HILL** AND THE ORIGINAL AIRBORN ARSENAL, **RADICAL** "FIRST TO THE FEMALE" **RICK** WILL RIDE TO DECIDE!

HERE HE COMES, RICK!

LOOKS LIKE A FAST TRACK BOYS! HOW YA DOIN' RICK? BET YOU THINK THIS IS AS RIDICULOUS AS I DO!

RIDICULOUS? WHAT'S WRONG GREG, AFRAID RICK'S TOO MUCH COMPETITION?

WHOOA MUG! CALM DOWN, I'VE GOT NOTHING TO PROVE. I'VE ALREADY WON MORE NATIONALS THAN ELIZABETH TAYLOR'S GOT HUSBANDS!

I KNOW RICK IS FAST BUT THIS CONTEST SEEMS A LITTLE ONE SIDED... I TRAIN EVERYDAY AS HARD AS THE WORLD'S FINEST AND FITTEST SUPER ATHLETES.

TOTAL PRIZE MONEY '82

EMPOWERMENT

I'M AT LEAST **50 POUNDS** BIGGER THAN RICK AND I'VE BEEN RACING **LONGER** THAN RICKS BEEN ALIVE!

WELL HE'S BEEN A **FAST LEARNER**.

LET'S SETTLE THIS ONCE AND FOR ALL! OUR READERS DEMAND AN ANSWER! IS RADICAL RICK AS FAST AS THE BEST, MR. '83, GREG HILL? TO THE START!

YOU GUYS KNOW THE RULES; **1 MOTO, FIRST TO THE FINISH, PERIOD!**

THROUGH THE FIRST SWEEPIN' TURN RICK MANAGES TO KEEP UP WITH SLIPPERY QUICK HILL

BUT OVER THE WHITE KNUCKLING KNARLY WHOOPS RICK PIONEERS HIS OWN ROUTE. WHY GO OVER IF YOU CAN GO THROUGH?!

WAM!

CAUSE LIKE THEY SAY THE FASTEST ROUTE BETWEEN 2 POINTS IS A STRAIGHT LINE, RICK'S PLAN IS TO FLATTEN THE BUMPY TRACK... TOTALLY!

THAT'S WHAT I CALL TEARING UP THE TRACK!

HIS UNIQUE TRACK HANDLING PUTS HIM JUST INCHES IN FRONT OF AN AWE STRUCK GREG HILL...

YIPPIEE!

YOU GUYS SURE THAT'S LEGAL?

BEST 2 OUT OF 3?

THERE YOU HAVE IT FOLKS! RADICAL RICK LITERALLY **BLASTS** FAST 'HILL BURYING HIM AT THE FINISH FOR AN EARTH-SHATTERING WIN! MX MUG HERE, SIGNING OUT.

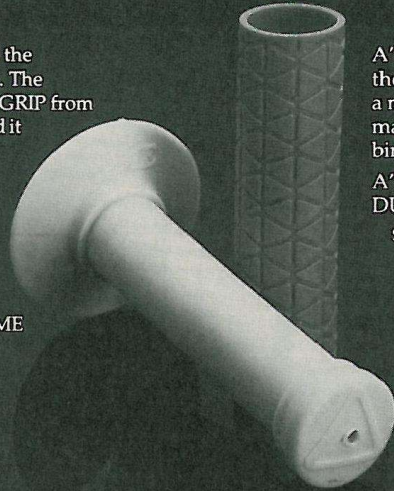
GT

MX PLUS!

A'ME Introduces The DUAL GRIP: Your New Weapon Against The Competition

When doing battle one may find the advantage in a superior weapon. The weapon is here, the new DUAL GRIP from A'ME. It's strong, it's reliable and it might be the competitive edge you're looking for.

A truly inexpensive multi-color grip. You can pay more for other grips claiming outlandish astroblitz materials like: Shinolium, Can'tgetium, Hypolium or Griptonite, but A'ME gives it to you straight, the new DUAL GRIP works.



A'ME offers both the core and the sleeve on the DUAL GRIP in a multitude of colors to mix and match with all the team combinations or your own.

A'ME, the grips the top riders DUAL with.

Suggested retail price of DUAL GRIP:
\$5.95/pair / Send \$2.00 for catalog.

A'ME

244 Mercury Circle,
Pomona, CA 91768



FINI PATTERN GRIP



ROUND GRIP

CW Racing

WORLD CLASS WINNERS



SEND \$2.00 FOR CATALOG
AND STICKER PACK

CLARENCE PERRY

DEBBI KALSOV

CW Racing

1220 W. Pioneer, Suite F
Brea, California 92621
(714) 773-4878

Team Co-Sponsors:



BULL SHOT

Super MPC Cleaner

The pros know:
This is #1!

© 1980

BARRY'S BIKE Shop

LARGE SELECTION OF BEACH CRUISERS

BMX BIKES: Redline, Mongoose, MCS, Vans, Pro Neck, Hot Plates, Shimano, Thruster, SE, Diamond Back, Forster, Super Jump, Hara, Cook Bros., CYC



Send \$1.00 for catalog and sticker pack.

SEE THE ALL-NEW MCS MINI SPIDER, THE KUWAHARA AND THE MOOSEGOOSE!

5074 N. DIXIE HWY., FT. LAUDERDALE, FL 33334
(305) 772-4909

Nearly Indestructible!

Light - Simple - Tough



BULLSEYE HUBS

- Super Light - 458 Grams
- Serviceable in 5 Minutes
- Replaceable Sealed Bearings
- Minimum Clearance
- Allen Bolt Mounting

Bullseye

American Made

(213) 849-1300
418 S. Varney St.
Burbank, CA 91502

TOTALLY TUBULAR

THE OURY PIT CHAIR

Relax between motos—like Perry Kramer—in your own personalized, lightweight, folding tubular OURY Pit Chair.

Made of lightweight, high-quality, 3/8" steel tubing and durable, lightweight canvas. It folds to 3" narrow and is available in red, blue, or burgundy with your initial and last name (up to ten letters total) printed on the back.

It comes completely assembled and makes a perfect gift for your favorite BMXer.

To order just fill out the coupon below and send \$24.95 plus \$3.00 for shipping and handling. All foreign orders must be pre-paid U.S. currency. Add additional \$2.00 for foreign shipping. Allow four weeks for delivery. For super-fast orders call 303-684-2101.

OURY GRIPS U.S.A. Inc.
BOX 295
Green Mountain Falls, CO 80819

Check
 Master Card
 Visa
 Pre-paid Money Order

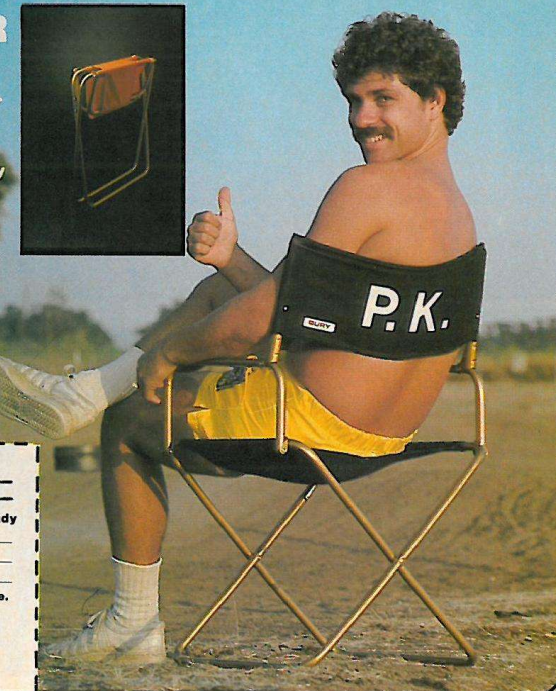
Card Number _____
Expiration Date _____
Color Choice: Red Blue Burgundy

Name _____
Address _____
City _____ State _____ ZIP _____

Fill in initial and last name, or nickname. Leave blank block for space.

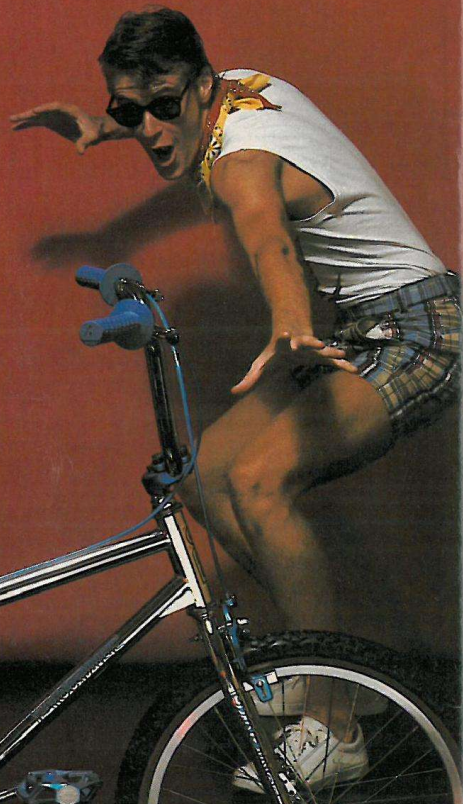


Check or money orders send 50% deposit; balance will be collected, plus COD charges.
Colorado residents add 3% state sales tax.





*Procraft
Ultima*



PROCRRAFT CHROMOLY FRAME & FORK • SUZUE SEALED BEARING HUBS • ASAHI DOUBLE BUTTED STAINLESS STEEL SPOKES • ARAYA RIMS • DIA COMPE 1000 BRAKES • TECH 2 SEAT POST CLAMP
SHIMANO DX PEDALS • SUGINO Q3 DOUBLE STEM • PROCRRAFT CHAIN RING DISC • TAKAGI CHROMOLY ONE PCE CRANK & CHAINRING • BERM BUSTER TIRES • AME GRIPS

PROCRRAFT

A NEW APPROACH TO BMX
17101 S. CENTRAL • G. CARSON, CA 90746

Reader Service Card

New and easier!

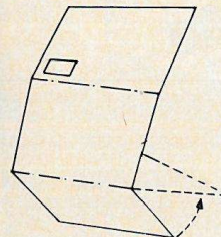
We have redesigned our Reader Service Card for your convenience and quicker processing. An envelope is no longer necessary. Just follow these easy instructions to receive additional information from the advertisers you select.

Step 1

Cut out Reader Service Card along the dotted line.

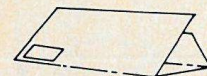
Step 2

Fold at Fold Line 1 (see diagram).



Step 3

Fold at Fold Line 2 (see diagram).



Step 4

Staple or tape where indicated so it stays closed.

Step 5

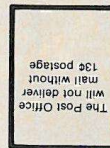
Affix stamp in proper place and mail.

**BULL
SHOT**
Super Cable Lube

The pros know:
This is #1!

© 1980

JANUARY 1983



Second folding line.

Name _____

Address _____

City _____ State _____ ZIP _____

Please circle a maximum of 10.

1/83

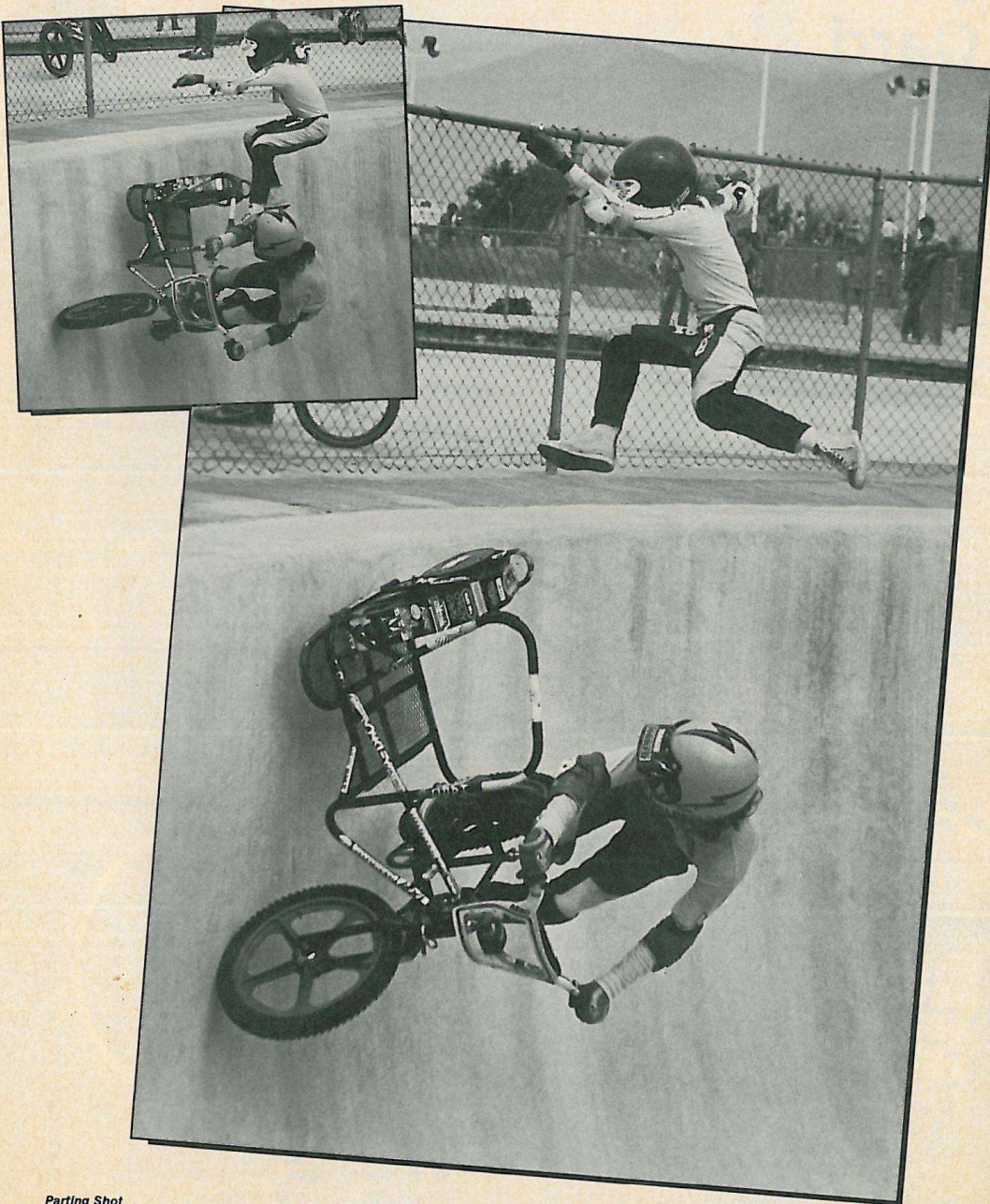
11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50
51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70
71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90
91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110
111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130
131 132 133 134 135 136 137 138 139 140 141 412 143 144 145 146 147 148 149 150
151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170
170 172 173 174 175 176 177 178 179 180 181 182 183 184 185

Expires 90 days after cover date.

First folding line.

Advertiser	Page #	RSC #	Advertiser	Page#	RSC #
Action BMX Cycle	11	63	NBL	32	39
AME	68	12	Oakley	50	40
Barry's	69	135	Ornate Design	19	181
BME	11	163	Oury Grips	69	57
Bullseye	69	69	Procraft	72	176
Bullshot	11,50,69,73	20	Prosight	64	175
Byron's	11	70	Red Line	6-7	32
Cook Bros.	60	73	Ross Bicycles	23	49
CW Racing	68	164	Seca Racing	60	170
GT BMX	51	26	Shimano	5	53
Hadley Racing Prod.	4	166	Skyway	8	54
Haro	2	28	Star Products BMX	19	152
Hutch	32	30	Stick-Em-Up	4	55
IRC	13	131	Terrycable	19	95
JAG BMX	33,75	142	The Hot Shop	50	141
Johar	36	44	Trackmaster	61	31
Kashimax	76	112	VANS	41	62
Keds	14-15	157	Wooden Wheels	50	165
KKT	11	66			

Parting Shot



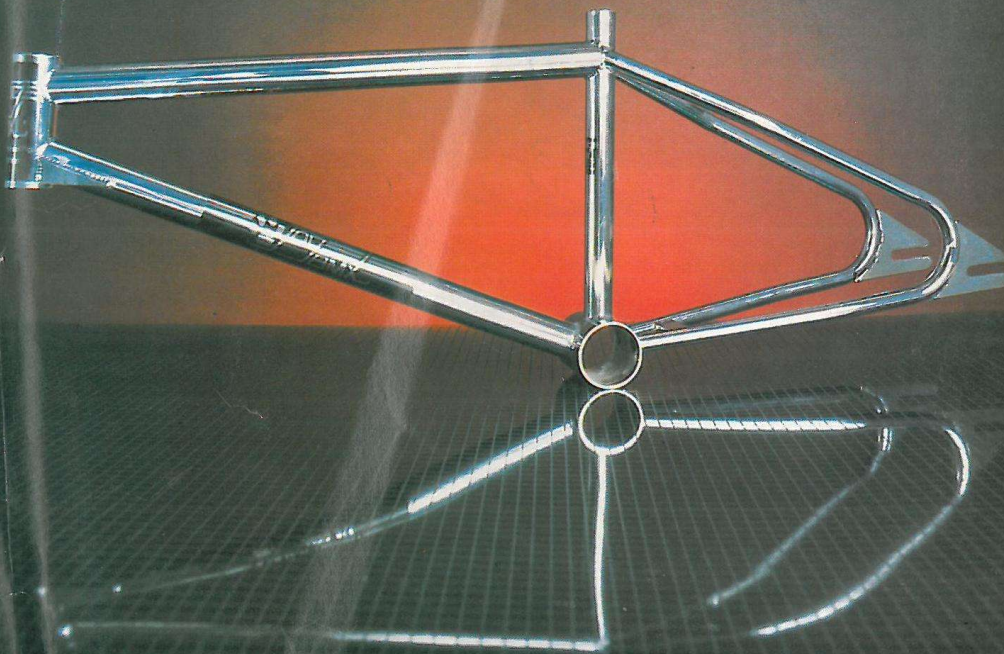
Parting Shot
Talk about radical. Dale Perez (the pedaler) and Rodney Eastman (the monkey) were practicing these high-speed ball-outs in Pipeline's fifteen-foot-deep bowl, just for fun. Photos by Jo Hadley.

BMX PLUS!

AWESOME!



JAG BMX™ WORLD CHAMPIONSHIP™ Racing Frame Sets



Waynes's Bike Shop
636 Old Liverpool Rd
Liverpool, NY 13088

Bike City
179 W. Highland Rd.
Highland, MI 48031

Bike N' Blade
147 Dodge St.
North Weymouth, MA 02191

Bicycle World
Star Rt 5, Box 27 Hwy 264
Gallup, NM 87301

All Family Sports
3900 South Poplar
Casper, WY 82601

Twin Cities BMX Racing
5200 Minnetonka
Minneapolis, MN 55417

Swets American Bikes
4221 W. Bell Rd
Phoenix, AZ 85023

Schaumburg Schwinn
1228 Rosell Rd
Schaumburg, IL 60195

Power Rider
3834 Sylvania
Toledo, OH 43623

Park Wheels
107 N. Reno Rd.
Newbury, CA 91320

Now Sports
450 Excelsior Blvd.
Hopkins, MN 55343

Mansfield BMX Specialties
918 Ashland Rd.
Mansfield, OH 44906

Kar City Big Wheels
622 Center Point Rd.
Cedar Rapids, IA 52402

Jerry Burggran Economy Tire
1202 South Boston
Tulsa, OK 74119

Bike Place
365 E. Hwy 90
Pace, FL 32570

Bikes & Things
378 E. 1300 South
Orem, UT 84057

Bike & Hike
3913 14th Ave.
Rock Island, IL 61201

The Bike Haus
977 E. Grand River
Brighton, MI 48116

Under 4lbs. of Chrome-Moly and Winning Consistently

For information about the Jox-Jag
BMX Support Team ask your local
dealer or a local JAG BMX TEAM
Member.



World Championship Racing Bicycles

31368 Via Colinas #108
Westlake Village, CA 91362
(213) 707-0422

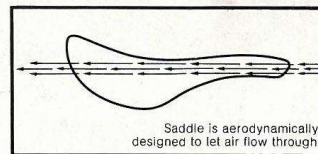
Tom McAn's Jox JAG BMX shoes are the Official Shoe of TEAM JAG BMX



Aero Grants Your First Wish



Experience the new aerodynamically designed Kashimax Aero saddle. With its sleek design Aero slices through the air so you'll soar beyond the rest. A magic carpet isn't necessary 'cause the new Aero is lightweight, just 440 grams including clamp. Made from a special blend of Nylon 6, Aero is unbelievably strong. It comes in four mystical colors: blue, red, yellow and black. Make your first wish the new Kashimax Aero. It's Aladdin's choice! Also available are the original padded Kashimax and Kashimax MX saddles.



Saddle is aerodynamically designed to let air flow through.

KASHIMAX

Another fine product from **TIOGA** Motocross

For more information please contact:
SHIMANO SALES CORPORATION
 9259 San Fernando Road, Sun Valley, California 91352