



**BICYCLE
MOTOCROSS
ACTION**
OFFICIAL TEST

**THE FEARSOME BMXA
NURD HERD STRAPS
ON A ZOOT THRASHER**

TEXT BY WEED
PHOTOS BY OZ
INSANITY BY BUFF AND R.L.

“Jeez, Louise, you guys have done it again. I go away for a week or two, come back, and you’ve demolished another one.”
“But, Oz, we didn’t ride it very hard.”
“And you still haven’t gotten a haircut.”

“Well . . . you go off to Australia and leave us back here. Then you come home talking about grouse sheilas and stilts and stuff.”
“Didn’t I bring both of you a pet kangaroo?”
“Big deal. Let’s see you clean up the kangaroo poo.”
“Well, what are we going to do? You totally thrashed this bike.”
“We better get another bike. Who can we call that has a bike that will

HOT TUNA LAGUNA 101

LAGUNA 101 SPECIFICATIONS

FINISH: Epoxy. Black, yellow, red, blue, or chrome.

WEIGHT: 31 pounds, 11 ounces.

RETAIL COST: Approximately \$200, West Coast.

FRAME: Laguna racing frame, 1010 carbon steel, heli-arc welded.

FORKS: Laguna leading axle, chrome-moly, drilled for front brake.

HANDLEBARS: Steel box bars.

GRIPS: WCC, plastic.

STEM: Ashtabula forged single clamp gooseneck.

RIMS: Araya double-wall steel.

SPOKES: 105/36.

HUBS: ACS large flange, alloy, black.

BRAKE: Bendix D-type coaster brake.

TIRES: Cheng Shin MX.

PEDALS: KKT, chrome-moly shaft, black.

CRANKS: Takagi heat-treated, 6½-inch.

FRONT SPROCKET: 44T Takagi steel, chrome-plated.

REAR SPROCKET: 17T Bendix.

SEAT: Padded plastic with steel undercarriage.

SEAT POST: Fluted alloy, anodized.

SEAT POST CLAMP: Laguna, chrome-plated.

OPTIONS: Araya alloy box rims, 80 gauge spokes, Shimano hubs, and caliper rear brake for an additional \$25.

FOR MORE INFO: See your dealer or send \$1.50 plus 50¢ postage for 84-page Laguna catalog.

MANUFACTURER

Laguna Distributors
23302 Vista Grande
Laguna Hills, California 92653
Tel: (714) 770-3131



The Laguna 101 goes for under 200 smackers.

absolutely, positively survive this gruesome twosome?"

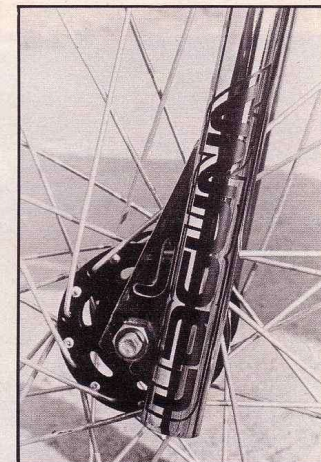
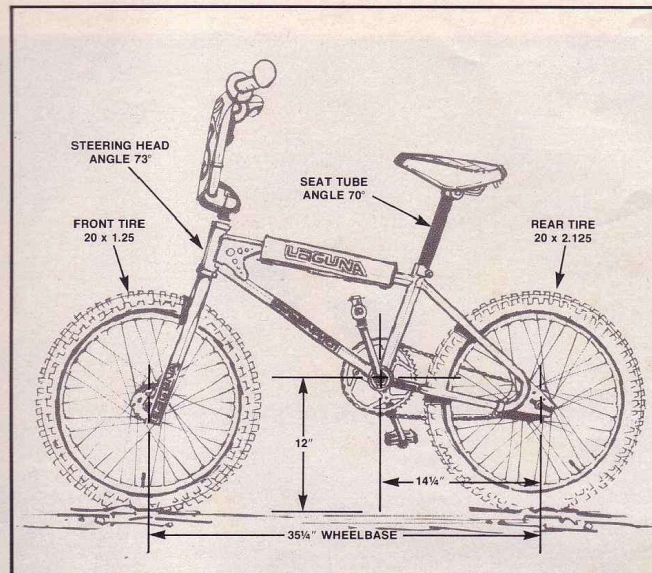
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"One ringy dingy. Two ringy dingies. Three ringy dingies. Did you reach the party to whom you're talking?"

"Yes, operator. Thanks a bunch. Now may I speak to the party to whom I'm speaking?"

"Go ahead on your call, sir."

"Hi, Jerry. Yes, it has been awhile. We've been meaning to do a test. Maybe I should warn you first,



The chrome-moly Laguna forks are drilled for a front brake. Czech the L in the dropouts. Hold this photo up to the mirror and you'll also learn how to cure the lovesick blues. Anugal. A new gal. Trick, huh?



Buff, flat-trackin on the Laguna. Oz, gettin' crit with his Nikon.



High energy testing of the hot tuna Laguna 101 thrasher. Buzz-Bomb Buff at the tiller.



LAGUNA

though. We've been feeding our test woobies raw squid and seaweed, and they're hulking out, wiping out bikes like crazy. They trash-canned the last bike we had."

"Your 101, huh? A racer-thrasher for under two hundred bucks. Your best steel frame bike . . ."

"Sounds like what we want. Sure hope the thing stays in one piece."

"It will, unless we ghost ride it?" Like an Indian with white war paint? I don't follow you . . ."

"Oh, I see. A rider that's not really there. They really do that, huh? Get off the bike and fly it off a cliff . . ."

"Oh, no. Our nerds would probably ride right on over the cliff with the bike. Gnarly they are, but they got a circuit or two missing in the self-preservation department."

"Okay, Jerry, I promise you there'll be a rider on the bike at all times. They sure have been tweak-in' and twinkin' 'em lately, but that's why we test 'em. Talk to you later."

Laguna Distributing has been BMXing for several years now.

They've kept a low profile as far as buying big name racers, content to quietly turn out quality equipment. Yet, their very first BMX bike carried one of the biggest names around in motorcycle motocross: Jammin' Jimmy Weinert, winner of three national championships. Jimmy's gone from the BMX endorsement scene now, but Laguna is still very much around.

The 101 is one of two steel-

framed models in the Laguna BMX stable. Their budget bermster is the Eagle, about thirty dollars less expensive than the 101. Up the ladder, there's the all-aluminum alloy GT and the Pro, a brand new chrome-moly racer. Laguna also offers five choices in beach cruisers.

Just to be on the safe side, we swapped a few parts before turning the 101 loose. Ya can't be too cautious with a couple of corn fritter

critters due for some saddle time.

Change one. We took off the single clamp gooseneck and popped on a Torker six-bolt jobber. We figured no way, Jose, would any single clamper hold the bars for our clowns.

The box bars were pulled in favor of a pair of Red Line Pro Line V-bars. The box stock bar bend doesn't provide a max power position.

A gearing change. Our bike came

with a nineteen tooth rear sprocket. We put on a sixteen.

The plastic grips, deemed "killers" after one squeeze, were pulled for a pair of the brand new ziggedy zoot Oakley 3's. They're made of a new compound that is tacky and super durable. Each grip end has a lip that keeps the hand from slipping off. Because of their shape they feel a little dorky for sit-down riding if you position them for stand-up cranking, but they feel great when you are up. Do the 3's please? Our guys figure Oakley will probably sell a million of them.



Eyeball these new Oakley goggles on Buff on the right. R.L. is modeling the old Oakleys on the left. The new Oakleys offer better peripheral and straight down vision. The circular lens slotting means zero distortion, even on Buff who is kinda distorted anyway. Our guys thought they were pretty cool.



Gettin' air was a sano affair. This is a hot thrasher.

There's nothing worse than being all dressed up and having no place to go. So we went out for some serious thrash testin'.

And guess what? No crunched cranks. No chopped forks. No eggular rims. No tweaks. No twinks. In short, the 101 got a 100 in survival at Thrasher University. And high marks in deportment, attendance, and citizenship.

The 101 kinda reminded Buff of the CYC Stormer, a super thrasher if there ever was one. For R.L. it brought to mind the Scorpion, another of our econo-thrasher favorites.

The bike was conservative rather than radical in performance. That's what you want in a thrasher. A bike that's a buddy, that won't let you down. The 101 gets the job done with a high-fun efficiency. No surprises. No ambushes at Tabletop Flats of Cranker Canyon. Yippee ti yi yi.

The bike felt level in the air, went straight and, in general, TCB'd A-Okay. Or, as Jammin' Jimmy might say: truly bodacious.

Our guys thought it would make a good race bike with a few simple, not too expensive, swaps. Evidently,



You wanna try something HARD? Try a one-hander one-footer wheelie. THAT'S hard. In fact it's so hard the concentration will cause you to make dumb faces, which is why R.L. has his hand over his mouth.

Laguna thinks the same way. For about twenty five smackers more at the time of purchase, they offer a cracker-jack package—a race set-up that includes Araya alloy C-type rims with 80 gauge spokes, Shimano hubs, and a caliper rear brake.

Not too shabby at all, that deal. Then plop on racing skinwalls, fit a lighter unpadded racing seat, and do our gooseneck/bar swap or something similar, and you're in business. The bike from Laguna Beach is transformed into a Pacific Ocean motion-lotion ma-sheen.

There's an old song that says: get your kicks on Route 66. But out here, where Highway 101 hooks Hollywood to Frisco, we'd say: get your fun by way of 101.

Or, to put it another way, this is one of the three or four best thrashers we've ever tested, although this one is more expensive than the others. ■

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