

BICYCLE MOTOCROSS ACTION

48853 THE WORLD'S LARGEST BMX PUBLICATION



SEPTEMBER 1980 U.K. £1.25 U.S. \$1.75



MORE HOT SHOTS

TEST: STRANGE NEW MOOSEGOOSE

RACING: ST. LOUIS

BICYCLE TRICKS YOU CAN LEARN



**TEST: INCREDIBLE NEW
ACS Z-RIMS**

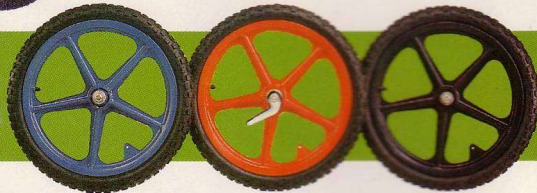
GO FOR IT!

with Troxel's
Trakmaster
Trio



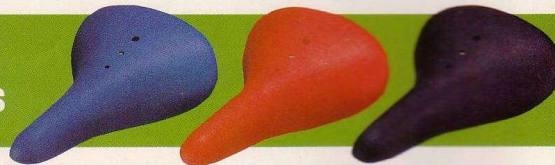
Performance
plus Flash

The Wheels



Molded of glass-filled (reinforced) nylon, they're light, but tough enough to stand up to anything you can lay on 'em! Won't bend or break with sharp impact. Color is molded into plastic to last. Rear is complete with coaster brake assembled; front has strong 3/8" diameter axle assembled. Available in sets, ready for tire mounting (tires not included). They meet or exceed all CPSC standards.

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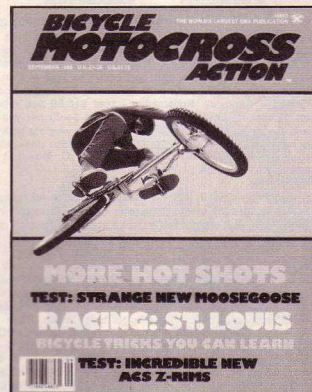
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BICYCLE MOTOCROSS ACTION



SEPTEMBER 1980
VOLUME FIVE
NUMBER NINE



COVER: Brent Patterson has been kickin' 'bootle lately. If he can maintain the pace, he'll finish well up by year's end. Photo by Oz.

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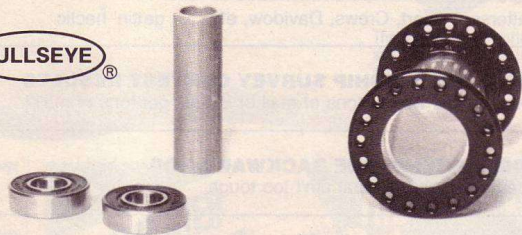
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Publisher and Editor
BOB OSBORN

Marketing Director
RICK RAUS

Art Director
GARNET BLAIR

Advertising Director
VALERIE DEMIRJIAN

Associate Editor
LEN WEED

Comptroller
EDDIE HAMBY

Photography
WINDY

Customer Relations
LINDA SCHLAKAT

Illustration
BOB HARO

Test Consultants
R.L. OSBORN
MIKE BUFF

LIL' ROBERT EMRICH
BUILDING LEAPIN' JONES

Editorial and Advertising Offices
WIZARD PUBLICATIONS, INC.
2909 OREGON COURT C-5
TORRANCE, CA 90503
TEL: (213) 533-6016

Advertising Representative in Japan
TANDEM, INC.
301 NAKATO BLDG.
15-22 DOHYAMA-CHO
KITA-KU, OSAKA 530, JAPAN
TEL: 06-315-6800



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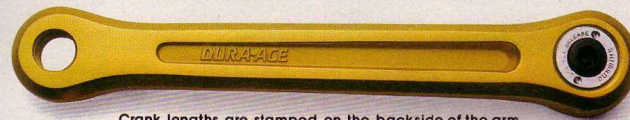
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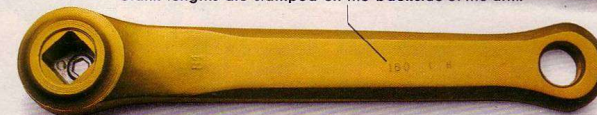
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SHIMANO **BMX**

FACTORY RACING TEAM TIPS



Crank lengths are stamped on the backside of the arm.



The Myth of the Long Crank.

How do you crank up a storm without cramping your style?

It seems a lot of riders figure that the longer the crank, the faster the start. Wrong.

There's some logic there, though. Lengthening the crank arm will give you more leverage for that critical starting gate stomp. But if it's more torque you're looking for, you should try out some lower gears.

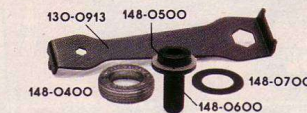


Dura-Ace cranks are available in 160, 165, 170 and 175mm lengths.

We do use different length cranks for track-to-track fine tuning, but the real reason for different size crank arms is different size riders. A good example is our Dura-Ace light alloy 160's. Now when little Chris Allen joined the Shimano Factory Team his legs were just too short to "spin" a standard 170mm crank. That means that by the time the pedal reached 6 o'clock, Chris' leg straightened out and his foot was just going along for the ride. So we switched him to 160's. The shorter stroke meant the Allen boots could kick dirt right around the clock, or at least as long as his lungs held out.

The moral of the story? Choose your crank length to match your height, not your ego. We make them in a size to fit you. And we got 'em in colors, too.

One-key Release



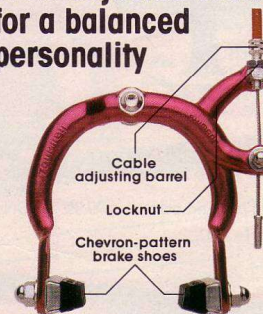
Update your Dura-Ace or 600 cranks with our One-key mechanism

If you're one of the hotshots fiddling with crank lengths, or just looking for an easier system for bottom bracket maintenance, this tip's for you.

Shimano EX series One-key Release fittings can be incorporated into standard Dura-Ace (and 600) cranks.

The simple conversion means positive, convenient removal and mounting using one allen key (6mm)... no more special tools. Ask your moto shop dealer.

Well-adjusted brakes for a balanced personality



No brake works worth beans if you don't take care of it.

Even perfectly set-up brakes can lose their edge with hard racing, fast downhill and an occasional nurd dumping right in front of you.

Shimano Tourney alloy sidepulls are the brakes for you. Tourney motocross brakes use light alloy arms and our exclusive Chevron shoes for stopping power to match your speed. And the Tourney can be precisely adjusted for peak braking efficiency.

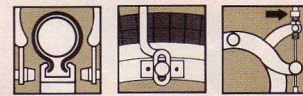
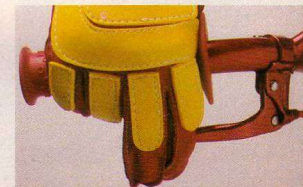


Figure 1 Figure 2 Figure 3

Fine-tuning starts with centering the brake for equal rim clearance on either side. (Fig. 1) You should also check to see that your wheel is perfectly true. Next align the Chevron brake shoe, arrows pointing back, for maximum rim contact. (Fig. 2) The knurled fitting (Fig. 3) and thumb screw is a cable adjusting barrel, and by turning it counter-clockwise you can compensate for brake shoe wear without re-adjusting the cable.



Get a good grip on your lever with proper positioning.

Lever positioning is critical, too. The alloy "ben" lever Tourney is angled for a comfortable, strong grip, but must be positioned to match the size of your hand.

Using the popular, pro-style two-finger grip, make sure the open lever is just above the middle joint of your index and middle fingers.

This is really a trial-and-error adjustment, so take some time and slide the lever up and down a bit before locking it in place.

Need to know more about the components that make your bike competitive? Want to find out about the latest in Shimano Factory action?

Join the Shimano Motocross Club and get "On the Pedals," our club newsletter. Write today for complete details.



NEW!! JT BMX POWER PANTS™ —
 Features built-in shin guard, original "calf-wrap" system, and striking spandex racing stripe for perfect fit. Waist Sizes: 22,24,26,28,30,32,34 \$65.95

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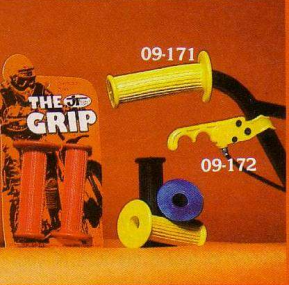
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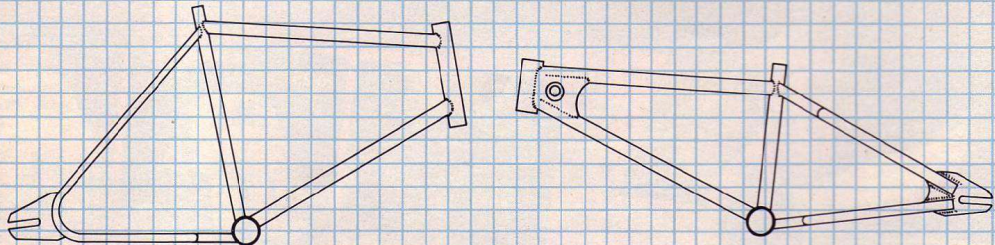
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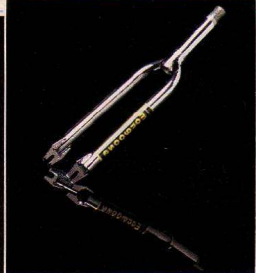
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mongoose™ components reflect total performance

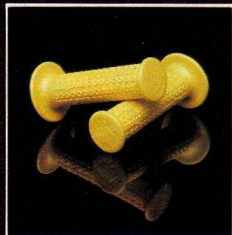


The Moosegoose™, an all chromemoly, heliarc welded frame that is designed and engineered for taller riders and racers. The carefully modified geometry coupled with 20" wheels means that the Moosegoose™ is as quick and responsive as a conventional BMX bike. The taller extended frame makes the Moosegoose™ a comfortable yet compact cruiser and winning racer.

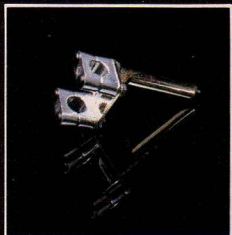
A show chrome version of the famous Team Mongoose™, made of super light, thinwall chromemoly. The precision geometry was designed, tested and proven by the winning Mongoose™ Factory Team. The show chrome Supergoose II™ frame and matching Team Mongoose™ Fork establish new standards for good looks, winning performance and reliability.



The all chromemoly, heliarc welded Team Mongoose™ Competition Fork steers the way to victory. A short rake, tubular design means quick precise steering and maneuverability. Race proven Team Mongoose™ Competition Forks are drilled to accept a front caliper hand brake for front braking control. Available in Candy Red, Candy Blue, Nickle Plate and spectacular Show Chrome finishes.



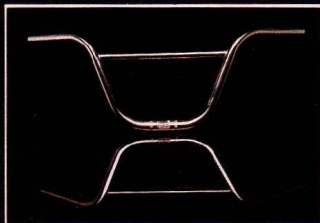
Super soft, super durable Team Mongoose™ Factory Grips are original equipment on all Mongoose models. The specially manufactured grip incorporates a thicker end for greater resistance to tearing or breaking. The molded hex pattern provides excellent grip control and good handling. The Mongoose logo molded in the end of every grip lets you win in style.



The Mongoose Gold Stem™ is used as original equipment on the Moosegoose™, Team Mongoose™ and Supergoose II™ models. The gold finished, heliarc welded, chromemoly stem, gusset and baseplate means super reliability and good looks. Stem bolt is heat treated for added strength and heat treated recessed allen bolts secure the handlebars between alloy clamps.



Super strong, heat treated, chromemoly for maximum strength and reliability. Track tested and race proven 7" length creates high torque and optimum power transfer. Sharp looking chrome finish engraved with "Mongoose™", the winning name in BMX! The gold finished Mongoose™ quick change spider fits Shimano chain rings for the ultimate gear ratio in any racing or riding situation.



Mongoose™ brings the material advancements of stainless steel to BMX racing! The high strength to weight ratio and superior resistance to fatigue make these stainless steel handlebars far superior to heavier chrome moly versions. The polished hi-lustre Mongoose™ SS Handlebars will help steer you into the winner's circle!



An extra heavy-duty, 16 gauge steel base plate provides the additional strength required for BMX racing. A thick abrasion resistant vinyl securely covers the comfortable foam padding. The Mongoose™ Racing Saddle means you will win in style and cruise in comfort!

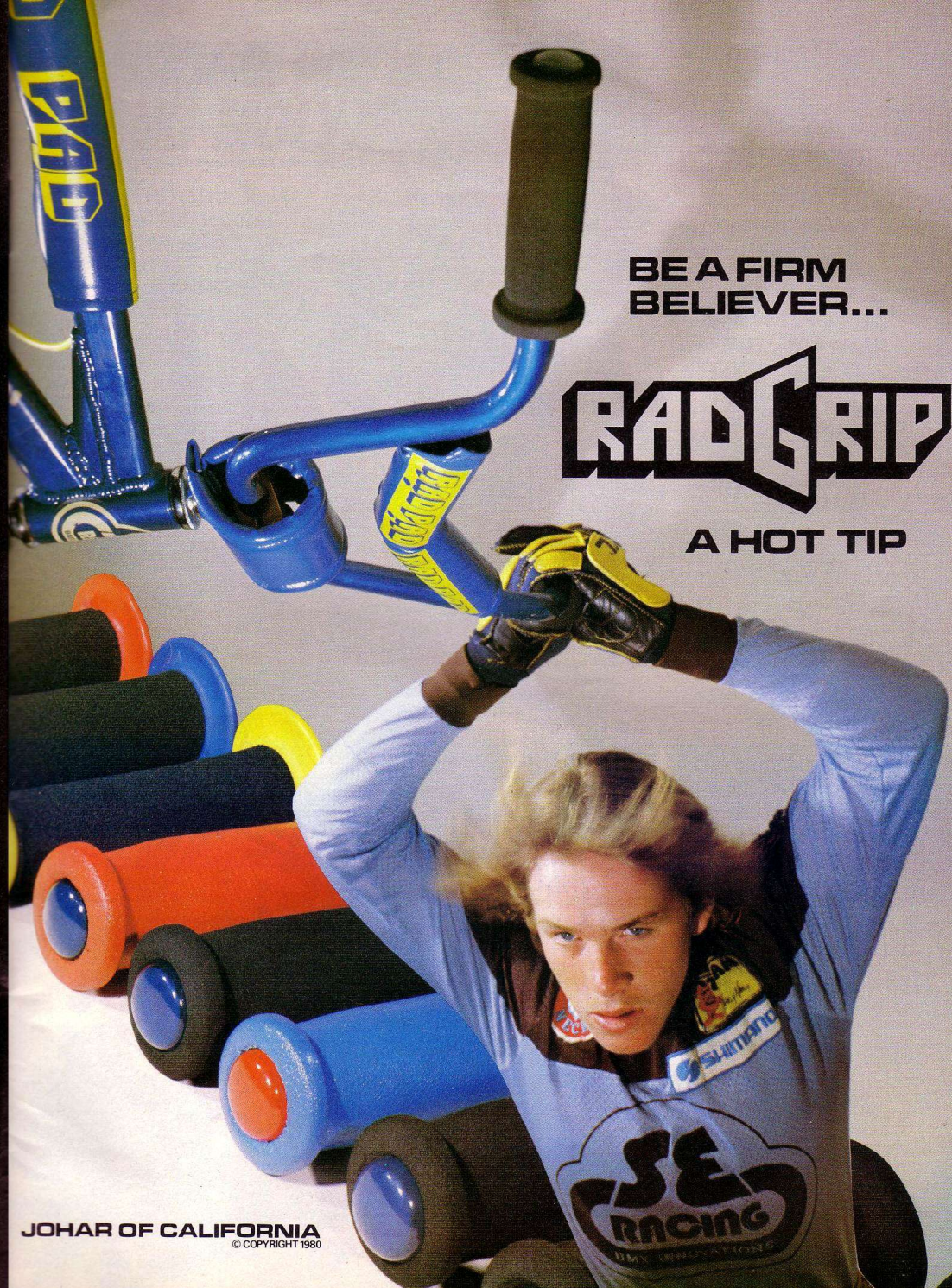
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JOHAR OF CALIFORNIA

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BOOGIE WITH DIESEL RIG PROVES MANG-MOLY MACHINE BULLETPROOF

(Berzerko Flats, Nev.) Here at the famous BMX proving grounds, Raleigh field-tested its R-11XL against a powerful diesel rig.

It was a flat-out test of toughness. And the truck finished belly up in a ditch.

Of course, this didn't come as much of a surprise. 'Cept maybe to those hammer-stompin' fools up in the cab.

As most everybody knows, the R-11XL is built around a light, super-tough, Mang-moly frame. This frame is made of Reynolds 531 tubing, heli-arc welded. It's a Raleigh exclusive.

And there's just no kind of BMX mangle/tangle this frame can't hack.

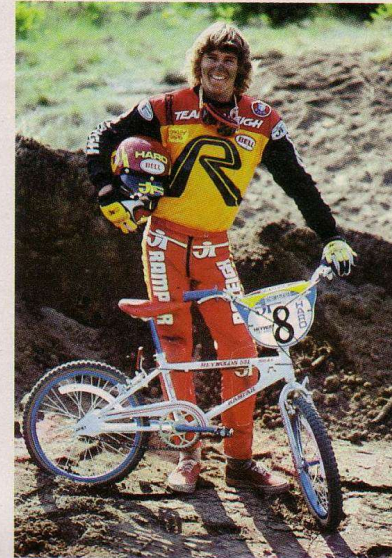
"That there R-11XL is tougher than a cheap steak," one disgruntled gearjammer was heard to remark.

And he sure was right.

The XL went flashing around the course like chain lightning – with the truck rumbling like thunder behind.

Screaming over hilltops, blasting through berms. It was head to head, mano a mano, total BMX action.

The R-11XL was laying on moves that may never be seen again. Leaps, loops, and lashings



Toughest twosome in BMX – Toby Henderson and Reynolds 531 Mang-moly cycle tubing.

that would have busted the guts out of any ordinary BMX machine.

But the Mang-moly frame didn't even wince. It soaked up flex stress and crunching like a gnarly sponge.

And the rest of the R-11XL hung in there, too. The Rampar 400X forks. The Araya rims. The gumwall knobbies.

It was downright religious.

The truck came on strong, right at the bike's back door.

But the course was a mean sucker and got on top of the rig real quick.

After 15 minutes of mind-warping BMX

hash & dash, the truck blew its gearbox and wiped out in a ravine. It belched a little smoke, hissed, backfired, and then just lay there like a giant roach.

Sayonara.

Ain't nothin' gonna beat that R-11XL with the Mang-moly frame.

But people still want to try.

Latest word is the Mexican Navy is fitting wheels on one of its battleships for a 3000-man BMX thrash-out next winter sometime.

Stay tuned.

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DEAR WIZ

Unafraid, we herein solicit social comments, remarks about articles, suggestions, assorted drivel, or whatever.

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Do you have something of monumental importance to communicate? A social contribution to make? A poem? A drawing? A hot photo? Criticism? Drivel?

Well, this here's the place, sports fan.

The only problem is that we get tons of mail every day, so the Law of the Jungle applies: Only the best make it. But we still read every single one of 'em, and I'll tell you, we get some high zoot letters. You people are pretty cool.

Anyway, if you want to shoot us a line, here's the address:

BICYCLE MOTOCROSS
ACTION
Box 5277
Torrance, CA 90510

BLEW IT

Hey, Nurd Herd, you radicals went and muffed up. You guys ran an Eddy King Pictorial in the June '80 BMXA, right? Well, do you know what you did? I'll tell you. You went and said Eddy King was wearin' Endo pants. But he was really wearin' Luja pants. (Snickers, snicker. I just love doin' this.) You BLEW IT!

Radly Radness
(AKA: Eric Friis)
Morgan Hill, California

(Grumbling and gnashing of teeth.) Boy, I hate gettin' caught like this. I gotta admit it, Radly, you're right. We muffed it. Eddy was wearin' Luja pants.

What happened was that he

was right in the middle of changing his pants co-sponsor from Luja to Endo. To make it even more corn-fusing, just before that he was co-sponsored by JT, and now Eddy wears Max pants. —Oz

ADVANCED RIVETING

Being an ol' pop rivet freak from way back, I read with interest your May 1980 article on "Pop Rivet Gunmanship." One thing you failed to mention was the use of backing washers when riveting plastics.

A nice one-piece helmet can be made by removing the snaps from a JT Face Fender, then using the holes from the snaps as a pattern to pop rivet the face guard to the helmet. You can retain the chin strap feature of a Pro-Tec helmet by pop

continued on page 19

INTRODUCING S&S PERFORMANCE PRODUCTS.



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Fact: that's an excellent reason to head for your nearest CYC dealer.

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Next move up to Panther. "Whether high in the air or flat-out through a stand-up berm," says BMX Plus, "the bike came through with ease... The Panther is a well equipped bike for an easy to take price."

We'll let our state-of-the-art

Ames speak for its tricked-out self. You simply can't find more bike at less weight anywhere.

And while you're test riding our three race-light, tank-tough ways to thrash, bash and win, be sure to check out our full-year racing warranty.

No fine print. It's all there in black and white. Pick a CYC, and you've picked a winner. Guaranteed.



AMES STORMER



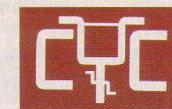
PANTHER

4 CR-MO frametubes, matching TX-1200 forks. Heat-treated 1-piece cranks, CR-MO pedals, Araya alloy wheels.



STORMER MX

Tange TX-1200 forks. BMX Knobbies. CR-MO pedals. Araya dimpled steel rims laced with .105 spokes.



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At last, the ultimate all-purpose wheel! You can thrash it all the way to the track. Then zing out of the starting gate on your flight for a trophy.

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The SE racing team tried to demolish a Z rim.

They couldn't do it. But were they impressed with the incredible memory of Z rims which bend without breaking and snap back into shape.

Available in yellow, red, black or blue with 36 hole drilling (0.080).

Try it. If you're lucky enough to get your hands on a Z rim, lace it into an ACS Stoker hub. THAT'S AN INCREDIBLE WHEEL.



For brochure and decal send 50¢ (coins only) to:

American Cycle Systems • 1449 Industrial Park St. • Covina, CA 91722

DEAR WIZ

continued from page 15

riveting a snap in the bottom hole.

This riveted-on face guard seems to be an inexpensive answer to keeping kids out of the dentist's chair. Remember—a dollar less spent in the dentist's chair is a dollar more that can be spent on BMX stuff!

Pat McWethy
Minot, North Dakota

I think I like your way of mounting the face guard better than ours, Pat. At first I didn't think the backing washer would work in a fiberglass helmet without buggerin' up the padding. But we found that if you're careful, the padding can be pulled back for the operation, then pressed back onto the adhesive with no problem at all. The thing about removing the snaps then using the holes for a pattern is flat trick. —Oz

HOPE FOR MOTO

I jam on your mag. It's totally hot. After waiting for your magazine to come all month, when it does I get hyper to open the cover. By the way, did you guys lose "The Karate Trained Mouser?" Because last week I found a cat that LOOKS, I mean LOOKS just like Moto Cat, and that is exactly what I named him. Please believe me, I'm not crazy. When I get a picture of him you'll be the first to see it, okay?

Later days.

Geoff Gerbort

Where are you from? You didn't put a return address on your letter. Do you live around Torrance?

Could it be there is still hope for the Killer? Is it possible that he didn't abandon us to Jaws Mouse? That he was abducted . . . or maybe just got lost?

Say, Geoff, does this cat do table-tops and cross-ups when he jumps off fences? Does he say things like "get rad" and "gnarly" a lot? Does he have a little kitty Pro-Tec with a BMXA rub-on on the visor and "Born to Race" lettered across the back?

If you still think you've found Moto, would you read this to him: "Dear Moto. Please come back.

SEPTEMBER 1980

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SE RACING WINNER KITS FOR ANY TYPE RIDER.
MAKE IT HAPPEN TO YOU!

1980 PRO WORLD CHAMPION
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DEAR WIZ

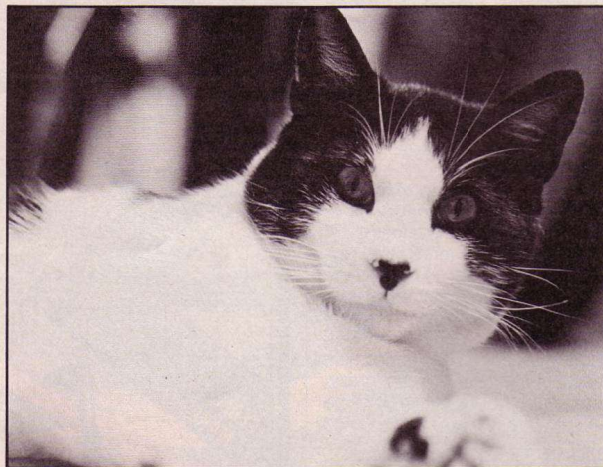
We need you. We promise to keep you in kitty litter and catnip. We'll try again to get that co-sponsorship with Puss N'Boots. And we won't let Haro and R.L. put Rosa's hot sauce in your Purina any more. Also, Moto, Jaws Mouse Jr. has

been hangin' around lately and he says you're a squid, and he's goin' to kick bootie on you if you ever come back."

P.S. If you STILL think you've got Moto, Geoff, check the reward poster here.—Oz

\$100 REWARD

100 dollars cash bucks, 10 BMX stickies, and a Willie Nelson tape will be given to the person or persons who find and return the authentic one and only, Moto Cat (AKA: The Killer) to the posh secret offices of the Most Factory Magazine (AKA: BICYCLE MOTOCROSS ACTION), 2909 Oregon Court, C-5, Torrance, California 90503. No ringers or imposters please.



**MOTO CAT
BMX FACTORY MOUSER
BLACK BELT KUNG FU EXPERT
NATIONAL NO. 1 KITTY BMX RACER
HERO OF THE LADIES AT BMXA**

Last seen in the vicinity of the Torrance Mounted Police stables, corner of Maple Avenue and Del Amo Boulevard in Torrance, California.

WARNING: Moto Cat's paws are registered with the authorities as lethal weapons, so don't say anything that might tick him off. And don't let your dog get around him or it's adios dog.

REV KEV AND THE RANGERS

You guys are fantastic! Thank you very much for the far out stickies and patches (BMXA, July 1980,

page 95, "Rev Kev"). I take back everything bad I said about you . . . or did I forget to mail that letter? I brought those stickers to the next

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 - F. Rule book
 - G. Two ABA decals



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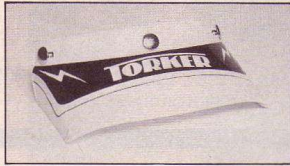
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Can lightning strike twice? It does with Torker's new team visor • \$3.95. Just the sticker • 95¢. Visors available in factory yellow, smoke, red, blue and white.



New L.P. Long chrome-moly frame from Torker

Send 50¢ for brochure and sticker

DEAR WIZ

meeting of the BMX Rangers and they went faster than greased moose p—WHOOOPS! Now look what you've done! I'll keep you posted on how we're doing.

Reverend Kevin Patterson
"Rev Kev"
Manasquah, New Jersey

That's all right, Rev. Hang in there, you're doin' neat things.—Oz

SQUAREVILLE

My bedroom walls used to be bare, My room, it sure was square. One day I walked into a store and what did I see? A crowd around a magazine, what could it be?

The mag was the Mighty BMXA, And I thought, this could be the day! I bought your mag and put the rad shots all over my walls, I always wondered, did those guys fall?

Now your pictures cover my room, even the door, I have so many, now I'm starting on the floor. My room is no longer Square City, Even my mom says it's kinda pretty.

I bought so many magazines I had to borrow from banks! For making your magazine, I say thanks.

Paul Stevens
Amarillo, Texas

Why, thank you, my man! We do all we can, I mean, we totally jam, Sam, To put out the best dang, BMX mag what am!—Oz

INDY JUMPS

I read your article on the jumps at Indy (BMXA, April 1980, page 58, "End of Game"). I spent a good deal of time at Indy just watching, measuring, and thinking about those jumps.

A couple months later I got two clubs to assist in a local charity in-

Competition II now prepares you for the Great Indoors.

You can shave off the knobbies. You can smother it in hairspray. No matter how you cut it, slice it or talk to it, though, an outdoor BMX tire was made for dirt tracks. Nothing but the Mitsubishi Competition II Stadium Tire knows how to perform on an indoor track.

You've got special needs.

The BMX'er who heads indoors for the winter will find a new challenge. Smooth, slippery, unyieldingly hard, paved cement tracks and wood jumps. The stuff that reduces softer outdoor tires very quickly to mush.

When you're riding to win, you need a tire that's solid but flexible, easy to control with maximum traction.

Mitsuboshi knows your needs and now builds the BMX tire built for the Great Indoors. The Stadium Tire.

The solution is the design.



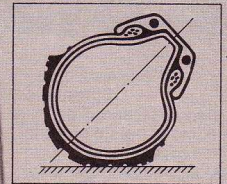
Start with the inside story. The high density nylon cords. Not steel. Not fiberglass. NYLON. It keeps the overall weight light, increases the strength of the sidewall, and decreases energy loss. Ride 'em hard ... they've been tested to take it.

Next, an exceptional rubber compound that's flexible enough to

get down to the ground and grip! Competition II's won't slide out from under.

And because the strength of the rubber lessens abrasion of tire treads, you needn't fear calling it a hairy day due to bald tires.

Now take a closer look at that profile. Mitsuboshi changed the shape of high performance Stadium Racing, with the Comp II tire. That extra slope and the unique tread design get more surface into the turns.



There's less rolling resistance on the straights. Maximum traction at take-off. And don't wait too long to feel how beautifully Comp II's handle!

Your track record must improve.

Finishing races is the first step to winning trophies. Armed with the tires that are as tough as you, you know that your track record has got to improve.

So rack in the points and get there first on Competition II's Stadium Tires. Built for the Great Indoors of BMX.

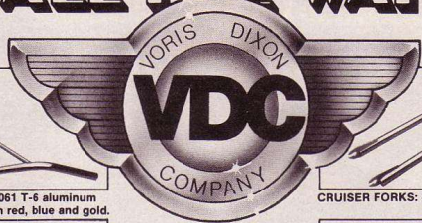
Available in sizzling tread colors: red, blue, yellow, black; 20" x 2.125" and 20" x 1.75".

MITSUBOSHI **Stadium** TIRES

Competition II

BUILT FOR THE GREAT INDOORS

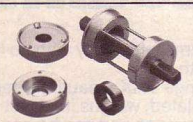
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BOTTOM BRACKET ADAPTOR SET: aluminum anodized colors in red, blue and gold, to fit American B.B.

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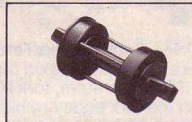
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CRUISER FORKS: 4130 chrome-moly, 7/8" or 1" blades.

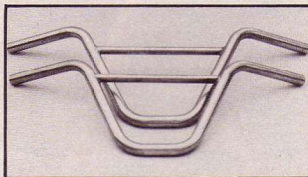


CRUISER FRAME: 4130 chrome-moly, five-speed dropout.



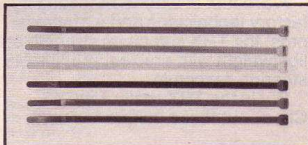
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PRODUCTS



NARROW KNEE SAVERS

Ever kangoled yer knee flat smack dab into the bars? Dumb, right? And it sure smarts. Well, Robinson Racing Products has been thinking about such anatomical atrocities. They've come up with a new bar, a full 1½ inches narrower than most standard bends. Two sizes are available. The Expert bar has a six-inch rise. The Pro bar has a seven-inch rise. They're chrome-moly, coated with a highly polished chrome plating. Tell your shopman you want to look at the brand new Robinson bars. They're made by: ROBINSON RACING PRODUCTS, 7017 Irondale Avenue, Dept. BMXA, Canoga Park, California 91306. Tel: (213) 992-0247. ■



LONGER AND STRONGER

Just in time for dad's next birthday. Five different color ties . . . What's that? Oh, not those kind of ties. Never mind. . . . Number plate ties. They're longer and stronger—so get right, get tied. Available at any shop that carries CYC products. Marketed by CYC DISTRIBUTING, 12918 S. Spring Street, Dept. BMXA, Los Angeles, California 90061. Tel: (213) 538-2822. ■

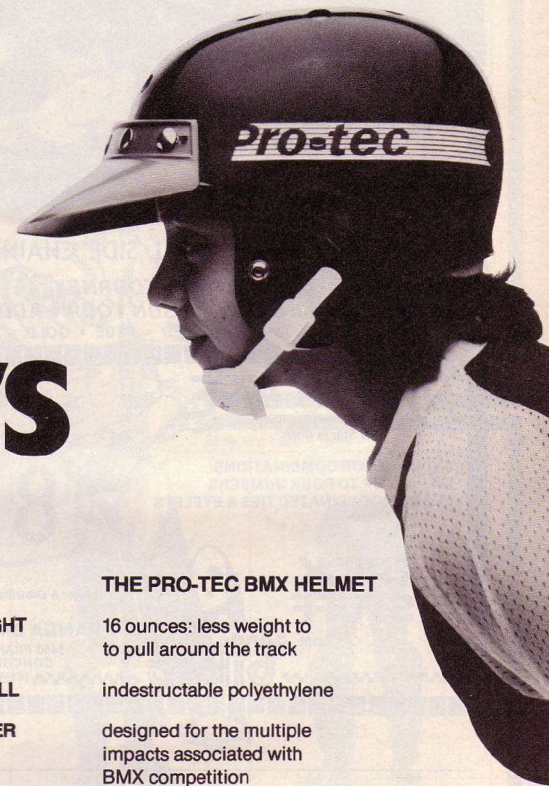


TWO TANGES

Two new products from Tange: a bottom bracket ball retainer and a seat clamp. The ball retainers offer a 33% increase in ball bearings, upping the count from nine to twelve. The 5/16th inch ball bear-

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HEAD to HEAD



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48 ounces
tough fiberglass
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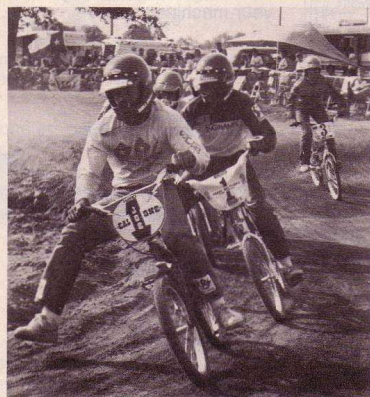
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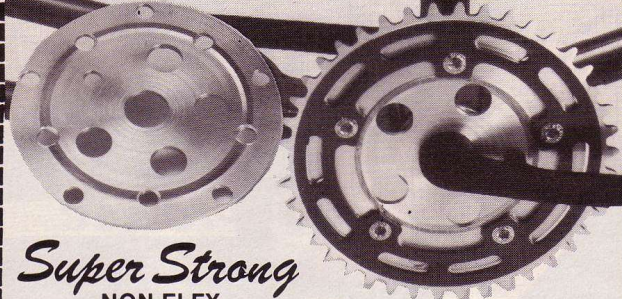
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TRICK STUFF

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PRODUCTS

ings are now chrome-moly too, instead of high carbon steel. The net result is a stronger ball retainer with greater rotational efficiency. The alloy Tange seat-clamp is designed for increased strength. Five colors to choose from: red, blue, gold, black, and silver. Check out both of these Tange products at your local CYC shop. Marketed by CYC DISTRIBUTING, 12918 S. Spring Street, Dept. BMXA, Los Angeles, California 90061. Tel: (213) 538-2822. ■



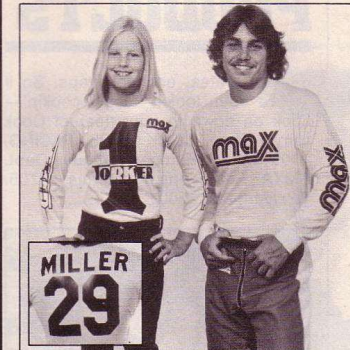
ELECTRO-FLYING ELEGANCE

Electro Helmets has introduced the "C" type off-road full-face competition helmet. One look and you may decide you want to be C-een in one. The "C" will accept standard goggles with no bother and has plenty of clearance for abundant air flow. The lateral ribbed liner also improves the "air conditioning" inside. It's DOT/SNELL 75 approved. Sizes 6 7/8 to 7 7/8. Black, white, red, and yellow. A five-snap visor is included. Check your local bike shop or motorcycle dealer for a look "C". Manufactured by ELECTROFILM, INC., P.O. Box 3930, Dept. BMXA, North Hollywood, California 91605. Tel: (213) 875-1000. ■



LOOK WHAT'S COOKIN'

Name ID products from Cook Bros. Racing now include patches, hats, book bags, posters, prism decals, strip decals,



MAX GRANDNATIONAL JERSEYS

Made from 100% cotton, this jersey is great for warm or cool weather racing. Sizes: Kids S,M,L, Adult S,M,L,XL.
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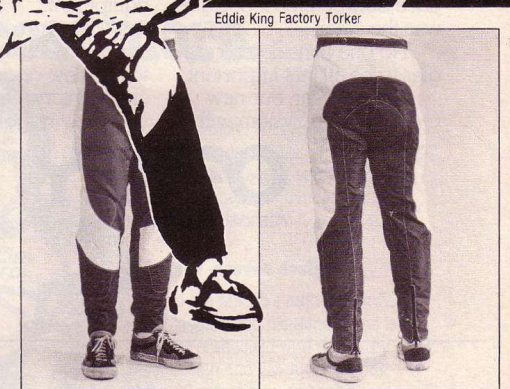
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This sporty button-down collar shirt comes in red, blue, white and yellow. Adult sizes only. \$11.95



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Until now, the biggest difference between most goggles was the color.

No one considered goggles to be all that important.

But this year, our new O/20 Goggle System will

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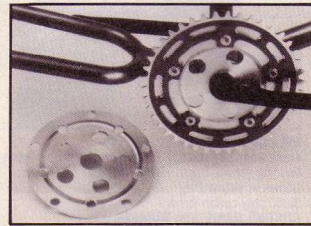
When you see all the serious thinking that went into our new goggles, you'll start thinking seriously about your new goggles.

OAKLEY

Almost an unfair advantage.

PRODUCTS

number plates, and tie wraps. So if you've been lookin' to get cookin'—hook on down to your nearest Cook carryin' shop. COOK BROS. RACING, 1609-B East Edinger Avenue, Dept. BMXA, Santa Ana, California 92705. Tel: (714) 835-2700. ■



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New from Bicycle Research, Power-Discs are designed for alloy chainwheel applications. Precision machined from 6061 T6 aluminum alloy, the disc will accept Shimano group chainrings on one side and Sun Tour group chainrings on the reverse side. Tourney, Sugino, and Addicks chainwheels also fit the disc. Total versatility. Available in anodized red, blue, gold, and silver. See these Power-Discs at your local Panda shop. Dealer and distributor inquiries invited. PANDA BIKE COMPANY, 1450 Franquette Avenue, Dept. BMXA, Concord, California 94520. Tel: (415) 798-3950. ■

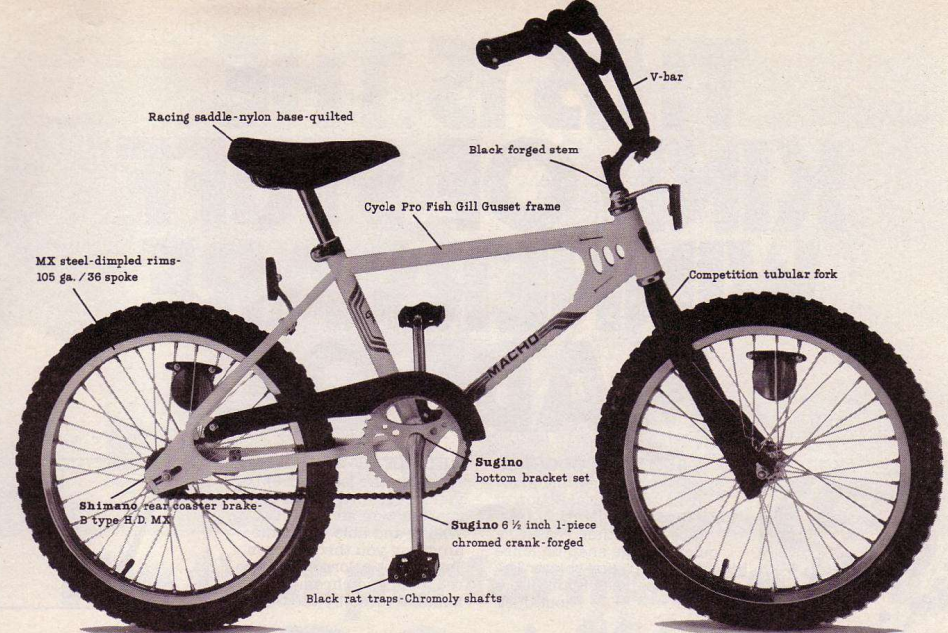
BICYCLE MOTOCROSS ACTION IS EQUIPMENT

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BUYERS' GUIDE
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OF BMX!!!



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It has to be tough, and it has to be quick. Like CyclePro's Macho, built to keep you on the track weekends, not mowing lawns or washing cars to pay for it. With the Macho you can get into real moto action.

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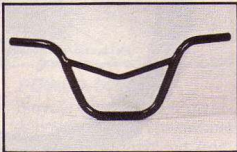
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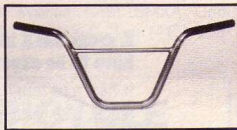
HATCH GLOVE STYLE 66
This blazin' hot glove was developed for gnarly off-road racing and offers super protection when gettin' crazy or just cruisin'. Stylish looking, quality workmanship and an affordable price make this BMX glove tough to beat! Available in all adult and children's sizes. Colors are red, white and blue or black, white and yellow.



KCALIBER SEAT POST CLAMP

Sano new one-piece seat post clamp, made of anodized 6061-T6 aluminum. Available in three hot new colors: gold, red and blue.

RACE INC. ALLOY BARS
They are constructed of 6061-T6 aircraft-quality aluminum; heli-arc welded. They come in four size rises: 3, 6, 7, and 8 inch. The bends, angles, and rise have been carefully calculated for max power. They come anodized red, gold, blue, and silver.



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The perfect pad when gettin' rad, with zillions of rad colors too! Manufactured by Johar of California. Gnarly, ain't it?

ADDICKS SEAT POST CLAMP

Supreme trickness from Addicks; a chrome-moly seat post clamp with a molded-on coating of Zytel nylon. It has bulletproof bolts, state-of-the-art engineering, and eyeball catching design. Available in red, blue, black, and yellow. Addicks makes 'em light and strong for hookin' it on'.



PROTO-PLATE

Show off your number on this trick new plastic Proto-Plate. Hot shape with safe, smooth edges. Comes in five gnarly color combos: red plate with yellow and white graphics, black plate with yellow and white graphics, and dark blue plate with either yellow and white or light blue and white graphics. Sano.



Find all this race winning equipment at your local bike shop. If he doesn't have it, tell him to contact his distributor. Distributors only contact Alan F. Cohan Co.

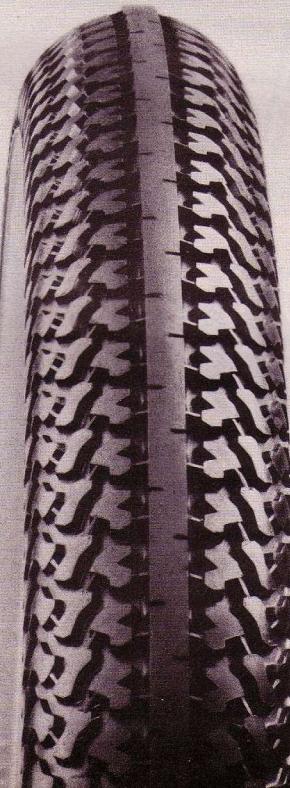


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Introducing the Mitsubishi Bruiser. It's lightweight, tough and has an amazing two-way tread design that makes all kinds of cruising smoother, faster and easier.

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For starters, our Bruiser uses a composite tread-wraparound, deep-groove dogbone side-tread separated by a thin (7mm), flat Centerline Band. This raised band reduces road surface contact and rolling resistance while your cruiser's headed straight, and that means less wasted energy. For more control and reduced slippage on wet surfaces, the Centerline Band is buttressed and notched.



And to keep the Bruiser as light and tough as possible we stole a page from the design of our winning Comp II motocross tires... skinside construction and rugged nylon cords.

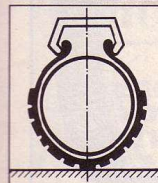


Motocross-developed skinside construction trims excess weight.

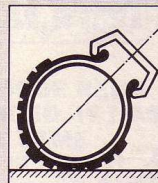
Put it all together, the Bruiser is the cruiser tire that won't tire you out.

Bruisers for your cruiser. From Mitsubishi.

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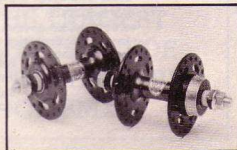


7mm Centerline Band reduces straight-ahead rolling resistance.



Deep-groove dogbone side-tread wrap around for cornering traction.

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MOOSEGOOSE



**BICYCLE
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OFFICIAL TEST

A MOOSEGOOSE BEGS TO BE NOTICED. IT HAS ABOUT THE SAME EFFECT AS IF A REAL MOOSE MOSEYED BY AND ASKED, "WHAT'S COOKIN'?"

WRITING MOSTLY BY WEED
PHOTOGRAPHY MOSTLY
BY OSBORN

Moose. Dwell on that image for a moment. A gigantic, lumbering, not too graceful looking pa-looka with antlers, stumbling around the north woods scaring the bazoobies out of campers. Definitely clunky.

That's what the marketing whizzes at the Goose Farm thought too, while trying to come up with a name for the latest BMX Products two-wheeler. So they huffed and they puffed and finally gave up trying to come up with a flasheroo name to call the thing.

So how's come they designed a bike peculiar enough to be called a Moosegoose in the first place? How about because factory rider Danny Oakley is such a gangly

Dangerous Danny Oakley, who is about 12 foot 6 inches tall and rides for BMX Products, is the main reason for development of the Moosegoose.



Check out the super suede seat in Buff's chest. If he got any lower he'd have gumwall buns.



A mystery moto-kitty appeared at the test track. We named him Semi. Then he threw a full hammerlock on Steve, so we started calling him Main.



Little Buff climbing all over a big Moose.

bull goose. Six-four in his underwear. Danny kept trashing his knees on his bikes. So the Goose Group decided to build him a special oversize 20-incher.

First time out, all they did was made the bike taller. Then they started messin' with the geometry. In all, the bike went through six generations before being finalized for production.

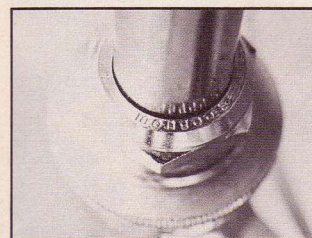
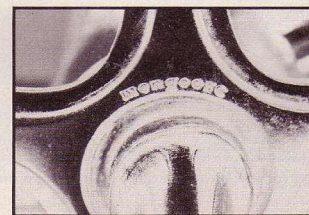
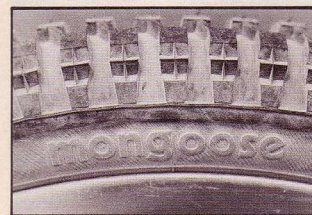
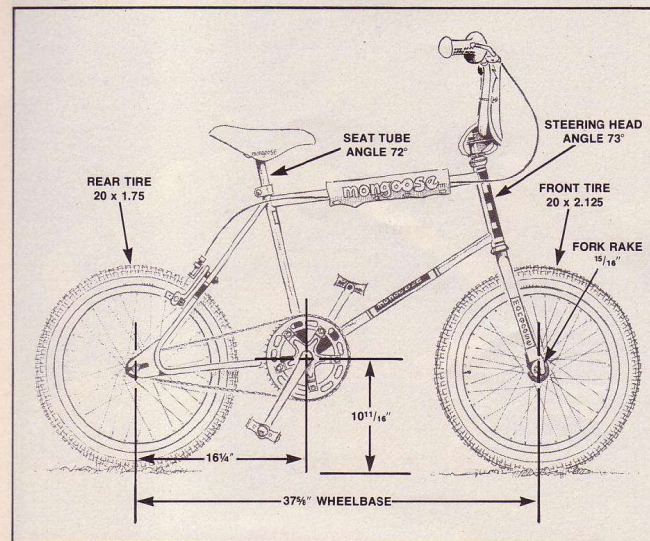
During development the bike was referred to as the Moosegoose, giggle, giggle, hardy har har,

just to keep track of what they were talking about. They finally had it ready to go and still didn't have another name for it. After all, a moose is not such a light and agile creature. They were concerned that the name would give the bike, designed for racing, the wrong image. As if anything with goose stuck on the end of its name is exactly white-tie-and-tailsville to begin with.

Finally, they decided to stick with Moosegoose. That's kinda neat, really, because the bike really

does look like a moose. Big and awkward, but just like a real moose, it can flat pick 'em up and put 'em down once it gets rolling. But when it's just sitting there, you gotta admit—Moose fits. About the only thing missing is the antlers.

Where does the Moosegoose fit in BMX's lineup? Right near the top. The Team Moosegoose (approximately \$310) is a ram-bam replica of the factory race bike. Both the Moosegoose and the Supergoose II (a show-chromed version of the



Everywhere you look on the Moosegoose you'll find the Moosegoose brand . . . tires, spider, headset, crank, seat post clamp, etc.

BMX PRODUCTS MOOSEGOOSE SPECIFICATIONS

FINISH: Show chrome, black, candy red, candy blue. (Gold accessories).

WEIGHT: 27 pounds, 8 ounces (including three pads).

RETAIL COST:

Approximately \$275.

FRAME: Moosegoose competition racing frame, 100 percent 4130 chrome-moly, TIG welded.

FORKS: Moosegoose center line axle, 4130 chrome-moly.

HANDLEBARS: Moosegoose SS, stainless steel, butterfly.

GRIPS: Team Moosegoose factory grips, vinyl.

STEM: Moosegoose Gold Stem, chrome-moly, double clamp goose-neck, alloy bar clamp.

RIMS: Araya C-type (box) aluminum alloy.

SPOKES: .080/36

HUBS: Shimano freehub set.

BRAKE: Shimano Tourney side-pull caliper, rear only, pre-bent Shimano lever.

TIRES: Moosegoose skinwalls.

PEDALS: KMX chrome-moly, half-inch, chrome plated.

CRANKS: Moosegoose (by Takagi) chrome-moly, seven inches.

FRONT SPROCKET: 39T, Moosegoose (by Takagi) chrome-moly spider.

REAR SPROCKET: 14T, cassette for freehub.

SEAT: Moosegoose black suede.

SEAT POST: alloy.

SEAT POST CLAMP:

Moosegoose steel.

MANUFACTURER:

BMX Products, Inc.
9621 Irontdale Avenue
Chatsworth, California 91311
Tel: (213) 341-5455

Supergoose) go for about 275 smackeroos. Then there's the regular Supergoose.

Next, the Moosegoose, available with mags, alloys, or steel rims.

And for the young whippersnappers, the scaled down Mini-Goose and a 16-inch wheeler, the Mity-Goose.

The Moosegoose is such a dif-



R.L., who just ain't quite tall-in-the-saddle enough for the Moosegoose, tries carving a dusty berm.

ferent critter that it doesn't sport the same proven geometry shared by the Mongoose, Team Mongoose and Supergoose models. Those three have the same magic numbers: 71 degree steering head angle, 36 $\frac{3}{8}$ -inch wheelbase, 73 degree seat tube angle, and 1 $\frac{5}{16}$ -inch fork offset.

The numbers on the Mongoose are: 73 degree steering head angle, 37 $\frac{3}{8}$ -inch wheelbase, 72 degree seat tube angle, and the same fork rake.

Basically, what the Gray Flannel Goosers did was stretch the bike out 1 $\frac{1}{4}$ inches (mostly from the crank center to the rear axle), lengthen the steering head tube four inches, raise the top tube four inches, bring the steering head angle in two degrees to counter the wheelbase increase, and crank the

seat angle back a degree for big bodies.

You can't do all this without creating a strange looking animal—like a duck out of water or a moose out of whatever they play around in. A Moosegoose begs to be noticed. It has about the same effect as if a real moose moseyed by and asked: "What's cookin'?"

We heard comments like:

"Wow, is it ugly."

"It's kinda neat because it's different. Of course, it looks like it belongs in a circus."

"They ought to put antlers on the front and make a real moose out of it."

"It looks like a cruiser with 20-inch wheels."

"I can't get used to the looks."

"It's geeky."

What's interesting about that



geeky comment, is the identity of the speaker; Skip Hess, head goose at BMX Products.

Shortly after the Moosegoose showed up at the dark, lantern lit labyrinth we call home here, two or three viewers announced they were thinking of buying one. Maybe just because it was so unusual. Or because they could fit on it. Or both. Which means something. What? Maybe Edsel autos are due for a comeback.

A big bike calls for big riders. So long, lean, and lanky Steve Giberson, a recent addition to the MFM work force, came along to stretch out and get loose on the Moose'. The editorial OMs, Bob and Len, were jazzed. A 20-incher they



Moto-kitty wanted to ride the Moose'. We said okay, if he wore a helmet.

could actually fit on comfortably. R. L. and Buff showed up too, mumbling: "Where's the ladder?"

Steve's about 6-1, Len's almost 6-4, Bob's 5-11, Buff's 5-7 and R. L. only knows he's taller than Buff. And that was the long and short of it.

Big Steve, taking the bull by the horns or Moose by the antlers, let the Godzilla Goose flap its wings on some jumps. He thought it was right on in the air. He could pull up the front end and then push it down real quick. Steve, with about a year's time on a Mongoose, found the geometry to be, although taller, still right on the money.

Air time was kinda interesting for the smaller riders. R. L. was complaining because he couldn't get "squatted" enough. He likes to crouch low for jumps. Only when he

did that, the Moose' would sort of like goose him. "It's weird to be up high like that for racing. You can't squat. It feels like you're sitting straight up, trying to pedal."

Buff got his hair fluffed a bit. He was leaning way back for high angle launches. But one time, as he was trying to shift back over the bike for touchdown, the seat caught him on the inner thigh and held him back. So that's how he landed, and why he ate it. He conceded it happened simply because he was too short for the bike.

Which figures. Big guys feel peculiar on little guy's bikes. OMs, especially. So why shouldn't the shorty brigade feel awkward on a

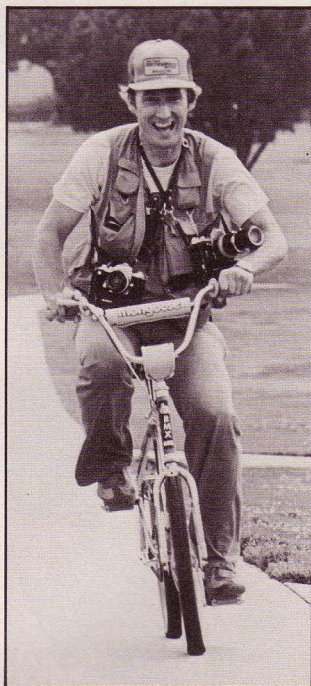
big bike, just like a jockey would on a real moose.

The little guys thought the bike had a light or loopy front end. Big Steve, who didn't agree, figured that was because the bars, being up so much higher, were pushing their body positioning back some.

Steve, at 6-1, would drop the bars a tad for racing, to get a bit more power pull. But with the Mongoose gooseneck, that isn't possible because of the gusset beneath the handlebar clamps. So the only solution is fitting a lower gooseneck or lower bars.

Ever watch a real moose try to run with a football? Them big galcoots can't cut sharply to fake out the sec-

Len and lenses. That's six feet, four inches of comfortable letting loose on the Moose. Len Weed, our new Associate Editor.



ondary. No way. That's why mooses run fullback, just plunging straight ahead, knocking down everything in sight. They leave the quick cut jukin' steps for the low-to-the-ground halfbacks.

It works 'bout the same with the Moosegoose. You put together a tall, long bike and it's going to turn slower than a scatback. But while the bike turns slower, nothing really strange happens. It's a very consistent direction changer.

The Moose' makes up for its cornering in the straights. The Goose Gang time-tested it with their factory riders against their regular sized bikes. The lap times were very close. Sometimes a Moose' pilot could turn lower times, depending on the track layout. Sort of like Corvettes and Porsches. The Moose' is a Stingray that pulls



SHIMANOIZED MOOSEGOOSE

While we were in the process of testing the stock Moosegoose, Bobby Encinas brought this Shimano cruiserized version of the Moose' by the MFM offices for us to scrutinize.

So we scrutinized.

The main differences were, besides Shimano stickering, the addition of a front caliper brake and a Shimano two-speed rear hub.

But what became clear as we looked at it is the fact that BMX Products has come up with the Missing Link; they have bridged the gap between BMX bike and cruiser.

For tall gangly guys to race, it's great. But how about this: For fathers or team managers who want to mess around with their kids when they're practicing or thrashing or doing tricks or whatever . . . the Moose' is perfecta garcial! ■



Slim Steve with a sun spot sky shot.



Buff hangin' tuff, despite being a slightly undersized jockey for this oversized bike.

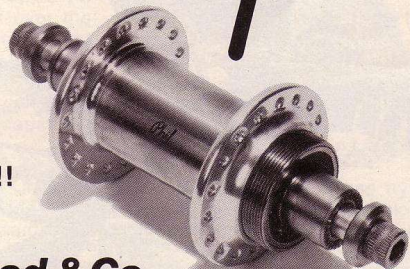
the straights, the Mongoose is a Porsche that makes it up in the corners.

Seat-of-the-pants doesn't always agree with the stop watch. For instance, R. L. thought the Moose felt boggish. That's probably just because the longer wheelbase helps to keep the rear wheel on the ground more. It's like a big four-stroke motorcycle chugging away compared to a light, whippy two-stroke bouncing around and accelerating like crazy when it's on the ground. But in the end, the two-stroke that feels so much faster, may be turning slower lap times.

Rider size is the key to evaluating the Moose'. R. L. and Buff were convinced that anybody much under six feet should forget it for racing. Now if R. L. can just

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MOOSEGOOSE

figure out how tall he really is . . .

The biggest problem for the shorties was the way the bike's size used up their leg suspension. They complained about not being able to crouch over the bike. Leg travel was used up just fitting onto the



If the Moosegoose is what you've been waiting for, then here's the guy to thank for being big enough and good enough to have a giant-sized Goose built for him. Danny Oakley.

bike. That meant they couldn't pedal or jump and use their bent legs as shock absorbers at the same time.

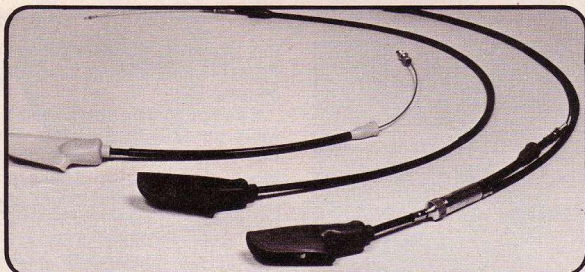
But the shorties figured the Moose would make a great cruiser for them—a lighter, sleeker alternative to a 26 inch balooner. And so they were soon throwing fingers trying to see who got to take the bike home. But they had to get in line behind the big guys.

The Moosegoose really is the first 20-incher that dads and big dudes won't feel dumb on. In fact, they'll feel right at home. Why not? The bike was designed as a big guy's racer and BMX Products got it right the first time.

As a big-guy racer, a cruiser alternative, or as dad's pit bike, the Moose' seems right on the juice, more than enough to goose the thrill button of any treetop-tall hauler or playbiker. ■

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PRODUCT ANALYSIS



The Charger, second only to the Pro-Am in the Panda lineup.

PANDA CHARGER FRAME

READY FOR TOTAL PANDA- MONIUM

What we have here is a brand new Panda frame called the Charger. 'Course Panda already has a Charger-2 frame. But this new Charger shares the top-of-the-line Pro-Am's geometry.

Panda refers to the Charger as a mid-range class BMXer. Natch-lee, there's upper and lower mid-range. The older Charger-2 is a mild steel frame with pre-Pro-Am geometry while the brand spankin' new Charger has Pro-Am geometry and

a tri-moly frame. The top tube, down tube, and seat tube are 4130 chrome-moly. The rear assembly is mild steel. That ups the weight a bit, but helps keep the price down.

Another price-shaver step was the use of a one inch diameter down tube rather than the 1 1/8 inch found on the Pro-Am.

The Charger slips into the Panda lineup just one notch below the Pro-Am (tested in the March issue). The Supercross-3, Supercross-4, Charger-2 and Pacer-1 round out the model line. These four bikes all have mild steel frames.

Panda's radical-but-it-works "competition geometry" has been utilized for the Charger frame. On paper, that geometry seems peculiar with its long 37-inch wheelbase and quick 73-degree steering head angle. However, the long wheelbase seems to "de-quicken" the steep steering head angle. Or perhaps the steep head angle quickens the slowed-down turning characteristics of the long wheelbase. Whatever, the magic numbers work.

Panda claims their competition geometry frame can be ridden like a motorcycle, allowing the rider to

throw the rear end around and head through a corner with his feet up on the pegs . . . ah, make that pedals, pumpin' away.

The motorcycle reference isn't accidental. Panda listed a whole bunch of things they wanted when they got ready to build the Pro-Am's frame. A front end that wouldn't pop up. A frame that would be durable and last. A frame that would let the rider go in deeper and keep his feet up pedalling.

Then Panda consulted with Boss Motorcycles, an outfit with a reputation for building highly specialized motorcycle frames for the flattrackin' dudes. The end result was their long wheelbase, steep steering head design.

About the only real difference between the Pro-Am and Charger frames is in the seat post tube angle. The Charger tube has been moved forward two degrees. The Pro-Am seat tube angle is rather layed back. The changed Charger frame should mean a better fit for smaller riders.

Frame construction is top notch. There are gussets where the chain stays join the bottom bracket. The

PANDA CHARGER FRAME SPECIFICATIONS

DESCRIPTION: Tri-Moly frame. Space-welded, fish-tailed steering head gussets, welded on the shear. Chain stays double gusseted at the bottom bracket. Long slotted dropouts.

MATERIALS: 4130 chrome-moly (top, down, and seat tubes) and mild steel (chain and seat stays).

CONSTRUCTION: Heli-arc TIG welding.

FINISH: Electrostatic powder coating. Red, blue, black.

WEIGHT: 5 pounds, 8 ounces.

SUGGESTED RETAIL: Approximately \$65.

OPTIONS: Three different bike packages are offered using the Charger frame: Charger, Charger-T and Charger-A.

GUARANTY: 90 day warranty on materials and workmanship.

FOR MORE INFO: See your local Panda dealer.

MANUFACTURER:
Panda Bike Company
1450 Franquette Avenue
Concord, California 94520
Tel: (415) 798-3950



Space welded gussets fortify the steering head juncture. Ignore the Charger-2 decal. It should read Charger.

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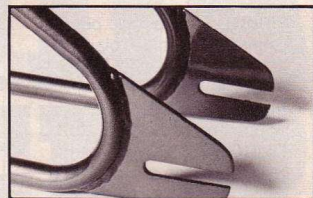
**PRODUCT
ANALYSIS**



A double gusset bolsters the chain stays.

beefy dropouts are neatly welded to the rear of the assembly.

In our description of the frame you may notice a trans-continental phase—space-welded, fish-tailed steering head gussets, welded on the shear. That's what happens when you've been out in the sun too long taking photos. What that mouthful refers to, to us anyway, is a nifty method for transferring and dissipating the stress created at the juncture of the steering head and down tube. The interrupted



Beefy dropouts are TIG-welded to the mild steel rear assembly.

welding acts to spread the stress over the entire down tube rather than allowing it to gang up on one spot.

All in all, the black-and-white fuzzies from up north have done it again. The new frame is just about appealing enough to make a body hop out of hibernation and go charging out, looking for bear. ■

BICYCLE MOTOCROSS ACTION

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GAME PLAN**

START →



Harry Leary, Factory Pro

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Doug Davis, 11 Year Old Expert
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7 Year Old Expert



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NBL WAR OF THE STARS SERIES III, RACE VI

ST. LOUIS



STU WINS PRO MAIN, NBL MOVES UP TO SECOND BEHIND ABA

Any state that can survive Jesse James and the Younger Boys, the St. Louis Browns (a baseball team that gave the word hopeless

new meaning), and one hundred percent humidity, deserves a chance to kick back and enjoy now and then.

So what happened last June? The Show Me state got invaded—by the War of the Stars III. But that's a whole lot better than being

Check out the NBL staging area . . . pretty well dialed-in.

Pearl Harbored by Darth Vader and those Star Wars II gruesomes. This way, nobody had to call up the National Guard. There was no need to let loose the Killer Chihuahuas to

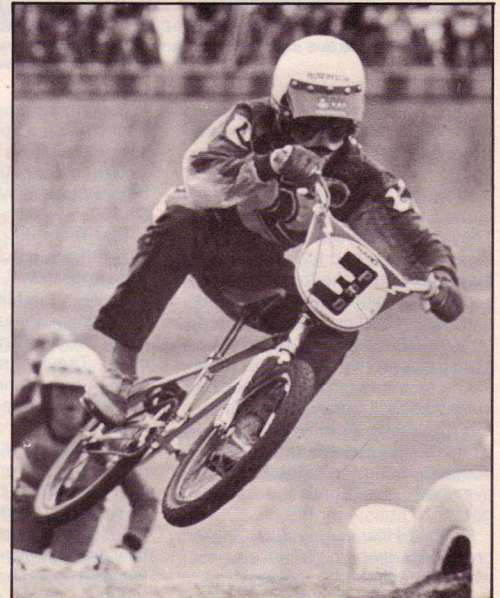
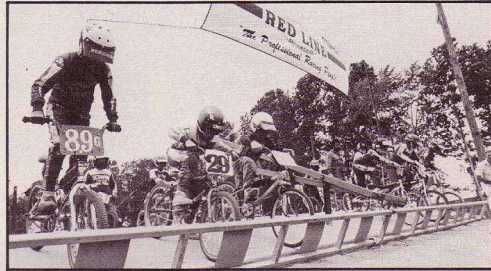


Paul Gosrau . . . kickin' bootie. You're going to be hearing a lot about this 14 year old. Soon.

The first jump was so radical that even by the end of the day nobody had it wired. 'Cept maybe Stu, who looked like the Millennium Falcon in hyperdrive in the Pro main.



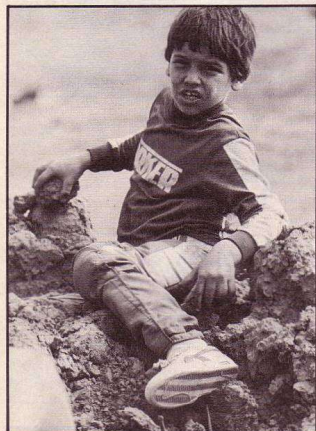
**BICYCLE
MOTOCROSS
ACTION**
MAGAZINE



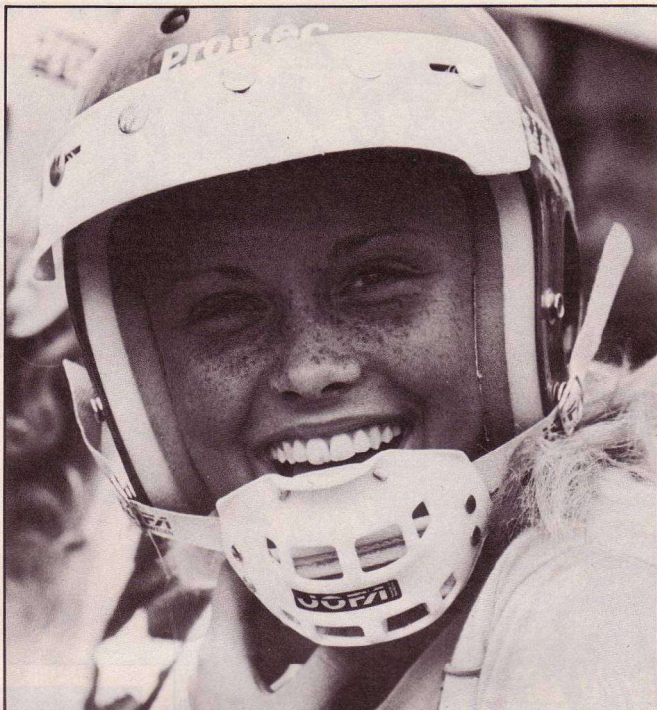
ST. LOUIS

defend the countryside. This wasn't war, like ray guns and laser swords, this was BMX war. Pedal to pedal, heavy hauling, may-the-best-buckeroo-win type stuff.

Much mazuma was on the line in Missouri for round six of the series that has helped the NBL increase its stature in the alphabet battle: ABA, NBA, NBL. It's almost like the TV networks, only nobody needs



A shrimp of some repute in the Mid-West; Bryan Paoll. Second in 6 expert. First in dirty.



Kathy Hanna. Wa wa wa. Just switched from Thruster to Torker. Didn't win anything in St. Louis, but who cares?

ratings. You can count exactly how many are racing. Remember how ABC-TV used "Roots" a few years ago to get into the ratings war?

Well, the NBL has used the War of the Stars series the same way. They've become a super-sano, act-together outfit. And the numbers they're pulling make them, all of a sudden, a major power among the sanctioning bodies, breathing hard on the ABA's heels after already having apparently dusted the NBA.

The NBL has turned this trick by putting on well organized races at exciting tracks. And by believing in a time tested racing adage: the dough gets the Pro's, the Pro's get everybody else. That's the way it goes.

Dough? How does 1,880 greenskins grab you? That's what was on the line in St. Louis.

The NBL is pulling about 700 to

800 sign-ups a race and generating a lot of jazzed up feelings. St. Louis saw 702 signups and 535 riders. And the NBL put on a race the day before at Collinsville that paid \$1,500.

Star Wars III . . . ah, War of the Stars III, round six, was located at Supercross BMX World, a track virtually in the Missouri River, on the road to Kansas City. (Goin' to Kansas City, Kansas City, here I come. They got some pretty little women there, and I'm gonna . . .)

Just how close is the track to the mighty Mo? Stand on top of the start hill and you can shot put a rock into the river.

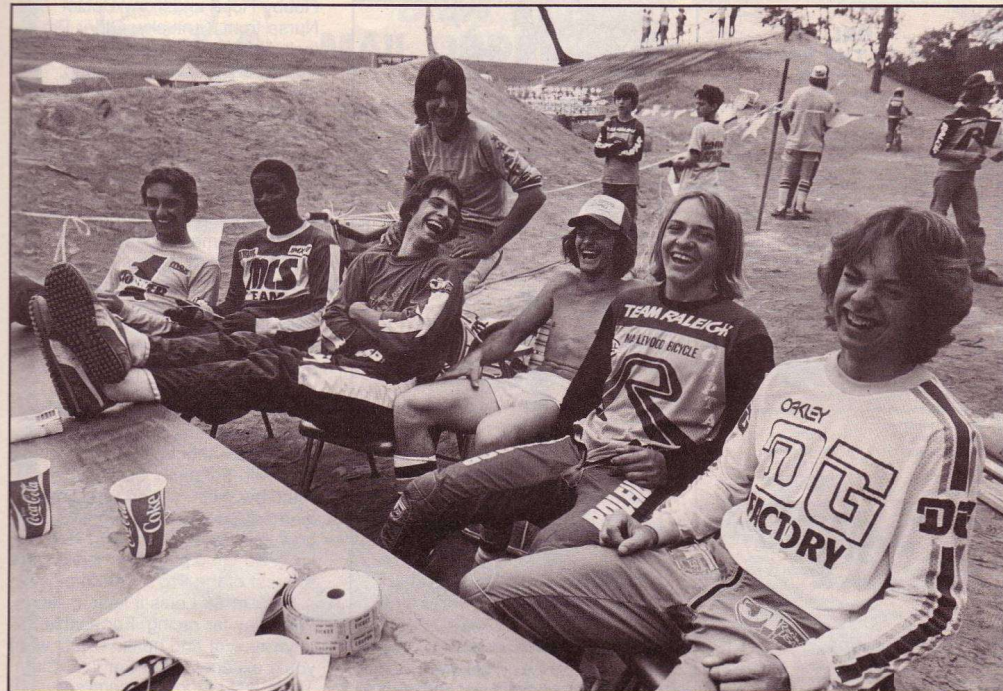
The track is a bit under a quarter mile, with a good wide starting gate. Matter of fact, the whole track is wide, with plenty of elbow room. Nobody racing has to wear five-day deodorant pads.

You name it, they have it. Good jumps, European sections, whoopers, and a humongous starting hill; a great big huge mini-mountain that must be 20 feet up there. Definitely one of the most exciting tracks the MFM has been to this year.

The starting gate is a lot like an ABA number, but minus the traffic signals. The rubba-dubba racers launch themselves out of there like they're wearing grass skirts and being chased by The Lawnmower That Ate Chicago.

The first jump—forget speed jumping. That sucker launches everybody. A real shutterbug's delight that makes for exciting viewing. The jump drops 'em into a sweeper. Some of the touchdowns are so radical they'd make White Shoes Walker jealous.

Next up, a European section—



The Missouri Outlaws . . . and a couple Florida ringers. Right to left: John Plant (DG), Paul Gossrau (Raleigh), Bob "Gonzo" Hunt (Cook Bros.), Jim Wallace (Privateer), and Owen Dawdy (CYC). And from Florida, the famous Kerensky Bullard (MCS) and Lenny Batycki (Skyway, despite jersey). Some heavy eastern real estate here.

jump a rise into a bermed lefthander and then drop off, hit another berm, turn right and go lickety-split at three neighborly mini-jumps that can't be doubled or tripled. Get through those thyroid whoopies and it's a right turn off a sharp high berm, then more air off a pointy pyramid jump, a sharp left and a head for home, pardner.

But it's not just exciting tracks that are getting the crowds at the NBL races. It's attention to details. Everybody draws for starting position. And for the Pro's, index cards are shuffled and drawn, right in front of them, to spot them in their races. That means there's no room for any hanky panky. And no room for any complaints about salting the motos.

At St. Louis the riders drew their start numbers at the bottom of the hill, got into the proper roped off

lane and headed up to the start line.

Two motos were used to qualify for the semi's. Nothing too peculiar 'bout that. The semi's determined who made the main. Nothin' peculiar 'bout that. But the winner of the main isn't always the class winner. Now that's peculiar. Results in the first two motos and the main, but not the semi's, are totalled to figure the overall numero uno. So you can finish third in the main and maybe win anyway.

How come they do it that way? "Don't ask me."

"That's the way it's been done for a long time."

Tradition is nice, but nobody seems to care a whole lot for the system. Using the NBL's keep-doing-it-the-way-it's-always-been-done thinking, doctors would still be bleeding patients to let the evil

spirits out. But medicine has progressed. No more blood letting. Now doctors bleed their patients with the bill, not a scalpel. Maybe it's time for the NBL to do a re-think on their scoring system.

Who was on the banks of the Mighty Mo to go for show or dough? No-Pro shows included hefty hombres like sixteen expert John Plant and local ace Owen Dawdy. John Baker, sixteen expert. Margo Carroll, a 15 year old gal who rides for Panda. A pair of Georgia brothers, Paul and Mark Wegner, who ride for Robinson Racing. Pittsburgh pedaller Matt Harris. Sixteen expert Mark Driscoll in from Iowa. And Kerensky Bullard, an MCS rider from Florida. And the up-and-coming national star, Paul Gossrau, Raleigh sponsored and from Missouri.

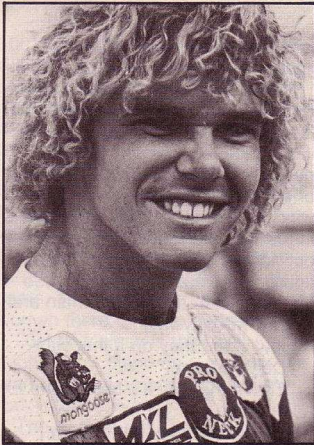
The Pro shows included Eric and

NBL WAR OF THE STARS ST. LOUIS RESULTS

- | | |
|---|--|
| PRO
Stu Thomsen
Tony Nurse
Bryan Curnell | 10 EXPERT
David Alwan
Brent Hamlin
Jeff McBride |
| TROPHY DASH
Stu Thomsen | 10 NOVICE
Rusty Davis
Derrick Sturm
Rene DeGross |
| 16 EXPERT
John Plant
Owen Dawdy
John Baker | 9 EXPERT
Chip Farthing
Troy Raatz
Jimmy Ferret |
| 16 NOVICE
Roger Watson
Brian Ollinger
Curt Stuposky | 9 NOVICE
Ken Joynt
Amos Tucker
Kevin Newcomb |
| 15 EXPERT
Jamie Fischer
David Boling
Stoney Smith | 8 EXPERT
Bill Chapman
Matt Hoyle
Paul Johnson |
| 15 NOVICE
Jim Collins
Mike Kersten
Greg Pitcher | 8 NOVICE
Jason Kirk
Joel Lyons
Thom Schroer |
| 14 OVER OPEN
Glen Bates
Jim Lyons
Paul Gosrau | 7 UNDER OPEN
Andrew Sole
Sean Miller
Cody Weekley |
| 14 EXPERT
Paul Gosrau
Vincent Asbury
Bill Walsh | 7 EXPERT
Dylan Spears
Andrew Soule
Earl Smock |
| 14 NOVICE
Stephan Dallin
Stuart Pacin
Dave Rush | 7 NOVICE
Stephan Miller
Bryan Dunphy |
| 11-13 OPEN
Shawn Carmody
Dennis Owens
Paul Dyke | 6 UNDER EXPERT
Sean Miller
Bryan Paoli
Joey Moore |
| 13 EXPERT
Jeff Owen
Dennis Owens
Robby Mylis | 6 UNDER NOVICE
John Bronner
Billy Newcomb
Bryon Zook |
| 13 NOVICE
Shawn Carmody
Jeff Ott
Sean Fegan | 14 OVER GIRLS
Heidi Mirisola
Lori Denton
Deby Harris |
| 12 EXPERT
Michael Goeddey
Robert Cournoyer
Randy Heehan | 11-13 GIRLS
Lisa Allen
Karen Parker
Stephanie Nelson |
| 12 NOVICE
Jeff Briggs
Peter Peco
Jeff Perkins | 8-10 GIRLS
Angela Frierson
Melissa Smiley
Jill Teusch |
| 11 EXPERT
Kevin Morici
Freddy Hooper
Dalen Lamer | 7 UNDER GIRLS
Ginger Effinger
Melissa Fred |
| 11 NOVICE
Dryan Flynn
Greg Humphrey
Boog Turpin | 29 UNDER CRUISER
Michael Siegel
Jack Burkhardt
Jim Baker |
| 8-10 OPEN
Brent Hanlin
Steve Moore
Troy Raatz | 30 OVER CRUISER
Mike McLaughlin
John Becker
James Dudley |



Missouri local "Crazy" Russ Narcinsky. If all the things we heard that Russ does on a bike are true, then he ain't receivin' all his stations.



The Absolute Commander of the East Coast, Greg Esser. Didn't do beans at St. Louis due to recent injury. Just switched from MCS to the heavy-duty new Skyway racing squad.

Robby Rupe and Tony Doctor Nurse from Kentucky. Other Pro's included Kevin Jackson and Roland Veicht, another Florida yahoo, along with Greg Esser, whose dad is the big boss man of the NBL. Greg is one of the hottest racers back in the east, coming back from an injury. Also present were Randy Smithson from Tennessee, Kenny Nachman and Bryan Curnel. Oh yes, and some guy named Stu.

A heavy duty race weekend spread the Pro's pretty well across the nation. There was an NBA national in Watsonville, California. That one turned out to be the low drawer of the weekend. The ABA had a double points race in Southern California. So everybody was somewhere. Except Greg Hill. Greg had announced a sponsorship deal with Shimano, but they withdrew their support when they learned Greg had apparently breached his contract with Red Line. So Greg played invisible while the rest of the Pro's went motoing.

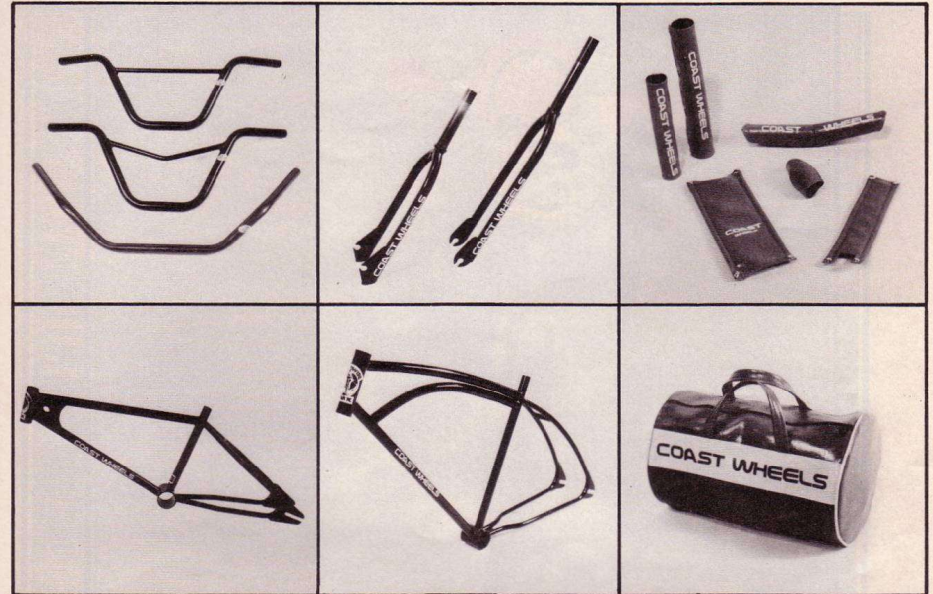
Back in St. Louis it looked like a great day for racing. For a while, anyway. Hot and humid—just what you'd expect for the Cardinal City. Then, just before the semi's it started looking pretty ominous. They don't have earthquakes in Missouri, but they do have tornados. For a while there it looked like you could expect to see Dorothy and her house come whipping through the sky heading for a date with the Wizard.

The local Missouri dudes, who know pretty well what's happening, were saying: "That's it, man, it's going to be all over. It's going to be raining like crazy pretty soon." But it just fizzled a bit and cleared up again.

As they lined up for the Pro Main people were thinking maybe they'd see a close race. Yeah, sure. For second place, maybe. Stompin' Stu Thomsen plinked his magic twanger and pulled out to an outrageous ten bike lead. He just flat threw it into hyperdrive and got lost. Tony Nurse took second, followed by Curnel and Jackson. That was it. No great racing drama, just a masterful demonstration of blitzing on an ultra-whiz track.



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HOT SHOTS



Brent Patterson . . . able to leap tall hurdles in a single bound.
Note that he is NOT taking off from a jump or ramp.
This is a pure bunny-hop. Zounds!

HOT SHOTS



Scott Ahart . . . kicked into hyperdrive.

HOT SHOTS



Henderson doin' a Henderson.

HOT SHOTS



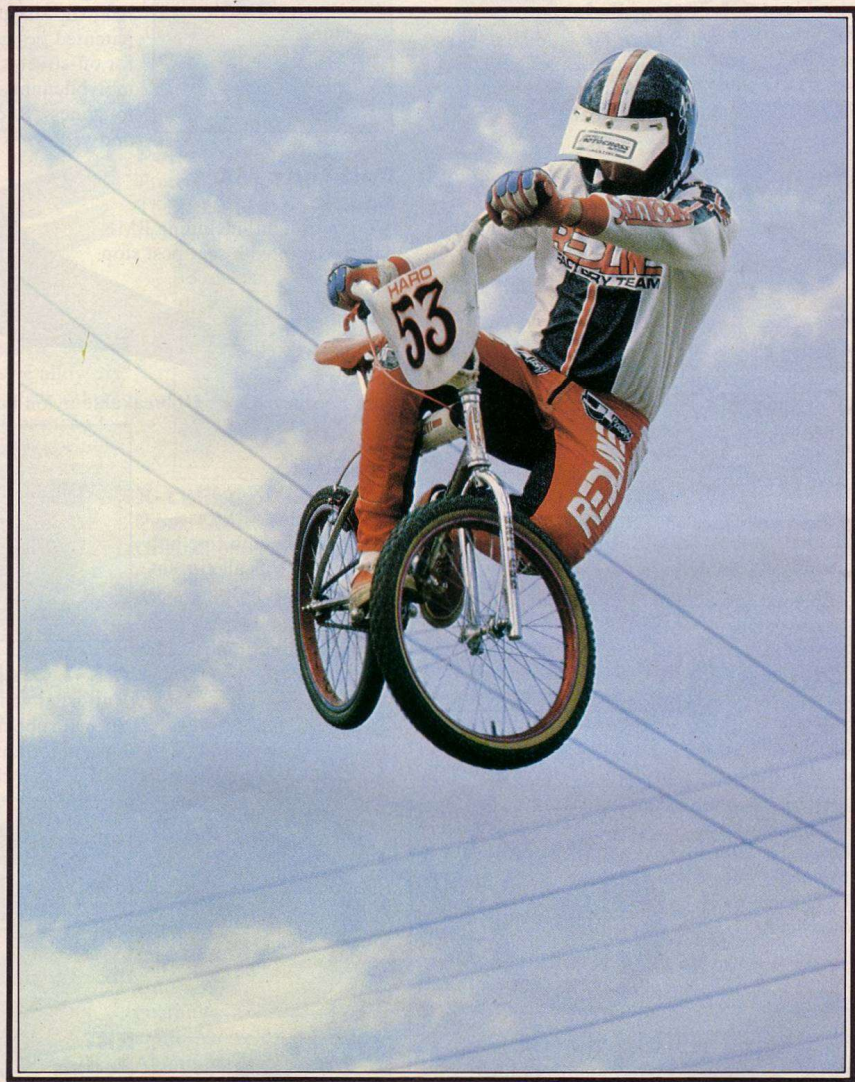
Gettin' air. First and Lambert.

HOT SHOTS



Denny Davidow . . . bounty huntin'. Photo shot just prior to his switch to Skyway.

HOT SHOTS



The aerial radicalness of Crews.

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Race Inc. Handlebars

Strong T-6 hardened original race design. Feather light. Our most popular bend.

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Super BMX racing number plates. Selection of Haro, Stormer BMX and Cook Bros. Racing designs.

Suntour Seat Clamp

Cold forged micro alloy. If we knew of a stronger clamp, this picture wouldn't be here. Anodized colors available.

Bullseye Conversion Spindle

Lightweight, sealed bearing. Engineered for reduced maintenance and long life. Red on silver foil "Bullseye" decal and wrench included.

C.Y.C. Panther

Tricked out in high-gloss black and gold. 4 chrome-molybdenum frametubes, matching Tange TX-1200 forks. Heat treated one-piece cranks, chrome-moly pedals, alloy wheels.

Titan Helmet

D.O.T. approved high-impact polycarbonate shell with shock absorbent foam core. Sano styling, inexpensive in white, black, yellow, orange, blue and red.



Kingsbury Pedals

Non-slip sharp teeth. Light, patented design especially for off-street. Chrome-molybdenum shaft for toughness. Red, blue, black and yellow.

Kashimax MX Saddle

470 grams light, including BMX safety clamp with seat post stop. Ultra strong one-piece construction, factory machined and chamfered holes for extra lightness with no sharp edges. Unbreakable nylon base.

Un-Brake

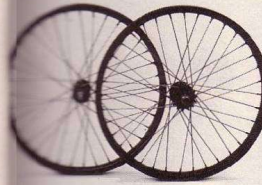
Hot item. BMX coaster brake eliminator turns coaster brake into free hub in minutes. Fits all current Bendix Brake hubs.

MX-1 Grab On's

Run what winners run. Special rubber compound for comfort and sure grip. End plugs included.

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Concave grip surface, notched end plate and chrome molybdenum spindle add up to a non-slip pedal. Sealed bearings, alloy cage. Red, blue, gold.



Araya Wheel

Lightweight alloy rims with .080 spokes and Suzui hubs. The best you can buy.

Pads

Protection where it counts. The latest pads for getting rad.

Wheel Covers

Protect expensive alloy wheels. Pedals, feet, other people's handlebars can't get jammed in spokes.

X-Caliber Seat Post Clamp

Original one-piece clamp of 6061-T6 aluminum. Allen wrench and decal included. Anodized in gold, red and blue.

Tange Bottom Bracket Set

The top quality bottom bracket set from Tange's MX II Group, for one-piece cranks. Encased roller bearings for easy care, long wear. Adjustable with a wrench.

Tuff-Neck Gooseneck

Unconditional 1-year guarantee not to bend or crack. No welds to break. Aluminum clamp, mild steel stem, precision finished surfaces, 4 allen-head clamp bolts, hardened hex wedge bolt. 1 3/4" forward cant. Red, blue, gold, silver, black.



Jofa Rockguard

Protect teeth with our most popular guard. Hardware for mounting to helmet included. Red, blue, yellow, white.

Bullseye Hubs

Light and strong. Sealed bearing for long wear, low maintenance.

Dura-Ace Cranks by Shimano

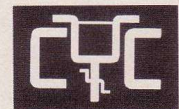
You can't buy a stronger alloy crank. Six lengths available: 160, 165, 167.5, 170, 172.5 and 175 mm. "Shimano Equipped" MX decal and bolts included. Order red, blue, gold.

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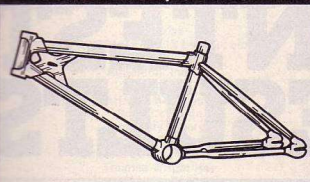
What makes a BMX Machine trick enough to be a Scorpion?



Take a close look. At your left are four of the nastiest critters on two wheels. They're Scorpions. They're perfect. And they're pure poison wherever you unleash them. **Scorpion LX.** A thrasher that's beautiful, indestructible, and downright unfriendly to strangers. **Scorpion SX.** Eats gravel and spits dirt. The ultimate combination of BMX roadster and racing monster. **Scorpion TX.** Big Brother to LX and hot enough to sizzle tires. **Scorpion Team.** A dream machine for the most discerning pro. You just can't build BMX machines better than Scorpion. But what makes them "trick enough" to earn our name?

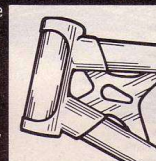
The Scorpion Frame: A BMX Dream.

It took three years at the drawing board to develop the perfect frame for BMX racing. It took another two years of testing to convince our engineers that what we had was trick enough to be

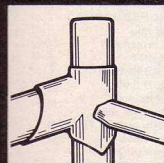


called Scorpion. Paul Hinkston, formerly of Shimano, now Scorpion's chief engineer and designer, gets the credit. Paul created the winning formula by blending the gnarling strength of BMX machines with the quickness and agility of 10 speed racers. The result: The only triple-lugged Mangaloy steel frame in any BMX class. Make no mistake, Scorpion frames are not welded frames. The heat required in the welding process weakens tubing joints by upsetting the crystalline structure of the steel.

Handlebar, seat and crank joints become stress points, unable to withstand the tortures of BMX. The Scorpion triple-lugged frame eliminates these stress points by eliminating the welding. Head, Seat and Bottom lugs are used, instead, to disperse shock and stress throughout the entire frame. Presto. No stress points. Lighter weight. A precedent in engineering.



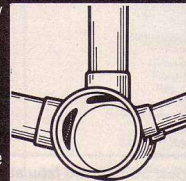
Triple-Lugged Tough.



The three lengths of Mangaloy tubing which comprise the Scorpion frame triangle are custom tooled for a precision fit. Each interlocking joint is butt-braised from the inside-out. Sentinel is the only factory in the world that does it for BMX.

Scorpion bikes are CPSC approved

Mangaloy tubing is hydraulically blasted into the lug at 10,000 lbs. of pressure per sq. inch. Under heat, capillary action diffuses nickel silver bronze throughout the inner lug area, resulting in a bond that becomes incredibly strong. The final result: The lightest, toughest, most efficient BMX frame you ever threw a leg over.



BMX uniforms supplied by GRIFFIN VISA-THERM. Bridgeport, CT.

Super Light. Super Strong.

You don't have to be Paul Hinkston to know that stress points do not receive equal stress. The Head Lug is most critical. To compensate for the demands on the front end and handlebars, Scorpions come equipped with Mangaloy gussets for extra strength. Additional support is supplied to the entire front end. Unlike conventional solid gussets, Scorpions work to disperse shock away from stress areas. Result? Ultimate handling in turns. Stability on straightaways. A heap of riders eating your dust.



Geometry: An Easy Subject.

Riding a Scorpion is like stepping into the future. The geometry of these machines begins with Tange

TX 1200W forks. Maximum performance depends upon the working harmony of the fork rake and scrub radius. On every Scorpion the fork is angled in direct proportion to the Head Lug to ensure maximum performance. This positive fork rake makes Scorpions virtually free of washout. The 3.7° positive scrub radius ensures complete control. Now you can easily navigate the sharpest of turns.

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BMXA READERSHIP SURVEY CONTEST RESULTS

I admit it.
We're late.
One month exactly.

We intended to publish these results in the August issue of the Most Factory Mag and we didn't make it.

And I know how anxious all you hombres and hembrettes who entered are to see if you scored on any prizes. And we're sure sorry.

But we've got excuses . . . BOY do we have excuses. Like over 10,000 of 'em! That's how many entries we got!

We had to hire an extra person just to sort the mail! Tabulation of the results took six people two solid weeks! Then for a few days the whole dang staff got involved trying to figure out how to get the whole thing on paper where it made some kind of sense. And for sure it will take a few more extra people a week or so to package and ship all the prizes. CARAMBA!

This sucker turned into an epic. But, you know something? It came close to setting some kind of percent response record for magazine contests. I'll tell you, BMXA readers are somethin' else! Enthusiastic people. We totally dig on putting out a magazine that goes to an audience like you!

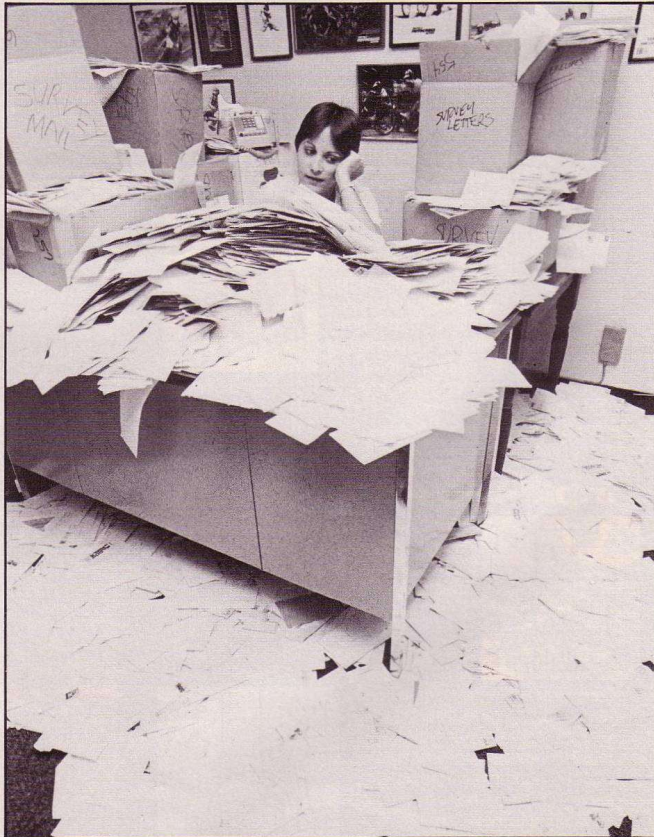
In fact, let me tell you a few interesting things we learned about all of you from our survey.

Your average age is a hair over thirteen. 99 percent of you are guys. Your favorite food is pizza. Your favorite TV show is "Dukes of Hazard." Most of you wear out a pair of tennies every two or three months.

You spend an average of three and a half hours on your bike each day, mostly thrashing and jumping, with street riding and trick riding close behind. A shade over 50 percent of you race, with those who do competing between four and five times each month.

More of you currently own Mongooses than any other single brand of bike. Schwinn is second, Red Line third, Raleigh fourth, and Webco fifth.

But that order changed when you answered the question about what



Over ten thousand entries! Sorting and tabulating them was a paralyzing job. Huh, Linda?

kind of bike you intend to buy next. Then it went like this: Red Line came out first, Mongoose second, P.K. Ripper third, Kuwahara fourth, Powerlite fifth.

Here's some incredible stuff about the magazine . . .

- Each of you spend an average of over three hours reading each issue of BMXA.
- An average of almost nine

people read each copy of BMXA that is sold. This is a higher "pass-along rate" than even PLAYBOY Magazine! According to our newsstand distributor, this is close to some kind of magazine record.

- 98 percent of you save your copies of BMXA and refer back to them three or four times each month.
- 94 percent said that BMXA is a

source of info about what kind of BMX equipment to buy. 81 percent of you wonderful people said that BMXA was your MAIN source of BMX purchase info.

And that, sport fans, in a nutshell, is what you taught us. Thanks each and every one of you who entered. I know this sounds hokey but, we love ya'. You make this whole thing worth while.

READERSHIP SURVEY PRIZE WINNERS

1st Prize
POWERLITE SRL-X bicycle, etc.
Shawn Finley
Anderson, Indiana

2nd Prize
KUWAHARA MX bicycle, etc.
Scott Lovelace
Union City, Georgia

3rd Prize
Complete JT racing outfit, etc.
Thomas Wright-Hay
Yorba Linda, California

4th Prize
SCHWINN SX-2000 bicycle, etc.
S Stefan Waldick
Rockville, Maryland

5th Prize
CAL CRUISER bicycle, etc.
Jay Fitch
Easton, Pennsylvania

6th Prize
RED LINE MX-II bicycle, etc.
James Craft
Dallas, Texas

7th Prize
SE RACING P.K. RIPPER bicycle, etc.
David Ambrosio
Park Ridge, Illinois

8th Prize
RALEIGH R10-SC bicycle, etc.
Saul Martinez
West New York, New York

9th Prize
WEBCO REPLICIA MX bicycle, etc.
Roger Quon
Los Angeles, California

10th Prize
SUN TOUR wheels, pedal arms, stem, etc.
Bruce Isley
Logansport, Indiana

11th Prize
MONGOOSE TEAM frame, etc.
Gerry Hicks
Marion, Indiana

12th Prize
ACS ZYTEL wheels, MESINGER SL-1 seat, etc.
Erik Heintz
Upton, Massachusetts

13th Prize
CAL CRUISER alloy wheels, etc.
Jim Stock
Rochester, Michigan

14th Prize
PRO-NECK stem, etc.
Phil Gutowsky
Highland, Indiana

15th through 24 Prizes
OAKLEY goggle and face mask set etc.
Josh Gettings
Ottumwa, Iowa

Brad Williams
Glencoe, Illinois
Robby Bushnell
Wichita, Kansas
David Henderson
Phoenix, Arizona
Frank Gyorkas
Grand Blanc, Michigan
Brian Hester
Moorhead, Minnesota
Lincoln Snyder
San Jose, California
Oscar Alcocer
Corpus Christi, Texas

Jim E. Newman
Valley Springs, California
Keith Robinson
Mulvane, Kansas

25th Prize
MESINGER HDD-10 cruiser Super Seat, etc.
Mark Hallgren
Glendale, California

26th Prize
TAIHEI leather cruiser seat, etc.
Jon Gausch
Denville, New Jersey

27th through 29th Prizes
TAIHEI BMX seat, etc.
Eric Mader
Hartland, Wisconsin
Tom Cesky
Sherwood Forest, Maryland

CAL CRUISER bicycle, etc.
Scott Helland
Westfield, Massachusetts

30th Prize
BICYCLE MOTOCROSS ACTION jersey,
RAD PAD set, etc.
Eric Morrison
Citrus Heights, California

31st through 55th Prizes
GRAB ON MX-2 SYSTEM grips,
RAD PAD set, etc.
Nugan Short
Parker, Arizona
Doug Smith
Port Townsend, Washington

Alan Tully
Manchester, Connecticut
Chris Steinbrecher
Wheaton, Illinois
Chris Pack
Prescott, Arizona
Scott Van Sciever
St. Louis, Missouri
Aaron Sloan
Phoenix, Arizona
Mark E. Hendrick
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James LaKadat
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Ronnie Trigg
Odessa, Texas
Rick Fox
Marion, Indiana
Eric Rozwodowski
Romeo, Michigan
Randy Law
Bloomfield Hills, Michigan

Jeff Hain
Garland, Texas
Eric D. Gallison
Edmonds, Washington
Ricky Landine
Fredericton, Province of New Brunswick,
Canada
Dan Henderson
San Diego, California
Brian Key
Los Angeles, California
Scott Arrowsmith
Oxford, Michigan
Greg Bullington
Red Oak, Iowa
Rob Harris
New Cumberland, West Virginia
Chris Hruzek
North Highlands, California
Mark O'Sullivan
Leominster, Massachusetts

Robert Klompas
Madisonville, Kentucky
Jeff Ablin
Ewart, Michigan

56th through 75th Prizes
OAKLEY grips, etc.
Steve Hahn
Olney, Illinois
Bruce E. Hebert
Derby, Kansas
David Colman
Canberra, Australian Capitol Territory, Australia

Steve Geihs
San Luis Obispo, California
Johnny Jaime
Imperial, California
Jeff Porter
Aiken, South Carolina
Dave Schack
Swartz Creek, Michigan
Diane Pappafotis
Chevy Chase, Maryland
Craig Hobbs
Cary, North Carolina
David Miller
San Diego, California
Greg Schwartz
Quincy, Illinois
Dallas Lea
Pittsburgh, Pennsylvania
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Langley, Washington
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Lynnwood, Washington
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Eric DeRuyter
Tucson, Arizona
Ken Osmun
Davisburg, Michigan
David R. Farr
San Francisco, California
Jerry Stangeland
Brookings, South Dakota
Ray McDonald
Blue Jay, California

NOTE: All of you lucky devils should be receiving your prizes shortly after you see this issue of Mighty BMXA.

ALSO NOTE: We want to thank once again the manufacturers who supplied the prizes for this bonzai contest. They are as follows. Thanks, you guys.

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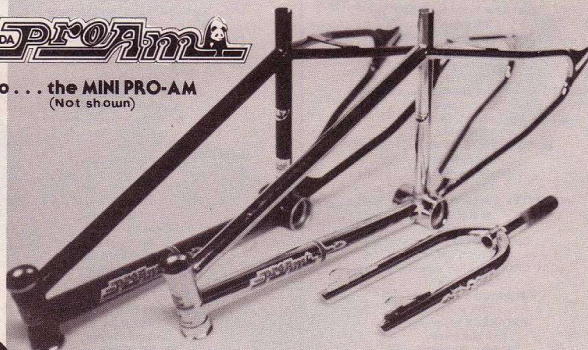
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(Not shown)



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Panda BMX Pro-Bag



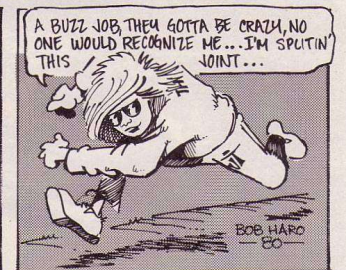
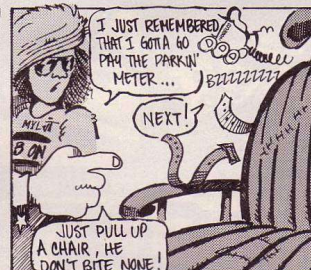
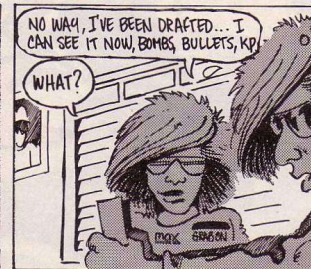
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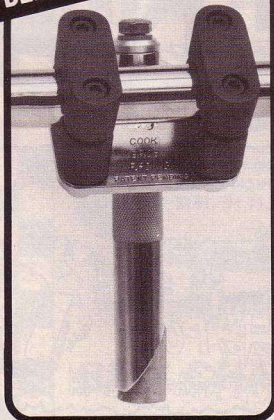
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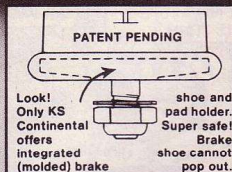
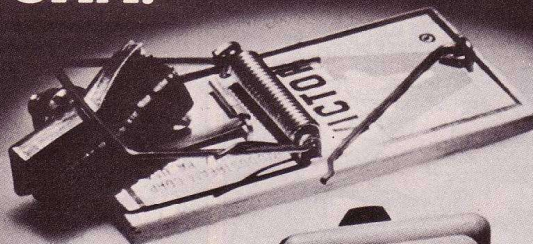
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TRICK RIDING

THE BACKWARD HOP

A FAIRLY COSMO TRICK THAT'S NOT TOO TOUGH TO LEARN

TEXT AND PHOTOS BY LEN WEED
TRICK RIDING BY R.L. OSBORN

Bunny hopping backwards is not the hot tip for getting ahead in this world, but at least you get to see where you could have been. Think of it as Peter Cottontail with his transmission stuck in reverse.

The key to the backward hop is mastering a simple one/two rhythm.

One—crouch and pull up on the bars. That's the pre-hop.

Two—hop backwards.

Any kind of jumping or hopping has this two step—coil up and then spring—action.

You'll find it easier to get into your hopping from a standing rather than a rolling start.

Keep your pedals level.

Lift the front end to get started.

Dip down and back and pull up on the bars. When the front end is up at a comfortable level, you're ready to begin your one/two hop rhythm.

Prepare to hop by bending the knees.

Spring up and backward, taking the bike with you.

Always land on the brakes. This should happen automatically.

Coaster brakes make hopping a lot easier. If you have a freewheeler, you'll have to coordinate using the hand lever with the landing.

The front end will probably start dropping some when you land. That's because you've hopped away from it. So be prepared to pull up on the bars every time you land.

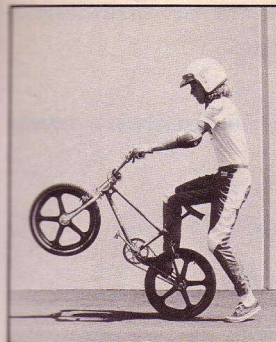
Once you land, then the one/two thing starts all over again. Prepare to hop. Hop. Prepare to hop. Hop. Once you get the rhythm you can keep hopping backwards until all your fillings fall out.

One trick that looks advanced, but isn't, is the one-footer. It's actually easier, once you get the hang of it, because you can use your leg off the pedal for balance. The pedal position should remain level when doing one-footers.

Any pull-off tricks with an arm or leg should be done between hops, when the rear wheel is on the ground.

For getting really bizarre, you can try hopping with an arm or a leg, or both, off the bike, but this is very difficult.

That's about it. But here's a warning you should think about. When you flash this trick on the gang, then everybody who ever thought you were backwards will know it for sure.



1 First, the easiest way to start is to hold the bike in a wheelie. The pedals should be even with the chain stays. One foot should be on the braking pedal.



2 Now, you ready? Get a grip of steel on your bars, tighten up your bod, step up to the other pedal and crouch (pre-load) your body in the same movement.



3 Now comes the hop... Kind of launch (un-weight) your body rearward and upward and at the same time lift your bike to bring it with you. This is what takes the steel grip.



4 When you land, briefly stabilize... pre-load... and you're off again.

TRICK RIDING



You can pause between hops to flash a one-hander-one-footer to the peanut gallery.

A one-footer will always wow the crowd. Stand on the brake with one foot, stick the other out, and do everything else like a stock backward hop. Actually, the foot sticking out will help with your balance.




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ACS Z-RIMS

**BICYCLE
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**SIMULTANEOUS
DISCOVERIES:
A WHOLE NEW
CONCEPT IN
LIGHTWEIGHT RIMS
AND A TOTALLY
OUTRAGEOUS NEW
TEST GUY**

Here you hardly had time to get stoked on the ACS Stoker wheels (analyzed in the February issue) and zam, powie, kablooie—another ACS circular wonder shows up.

ACS wasn't the first to get into nylon wheels. Skyway latched onto DuPont's Zytel for their Tuff Wheels. You may recall it was purty near a tossup when we compared the Stokers and the Tuff Wheels.

But now ACS has come along with their own undisputed first—Zytel rims designed to be laced with .080 spokes. ACS is stomping off into new ground with these Z-Rims.

While a nylon mag like the Stoker is a natural for thashing, bashing, and smashing with a total passion, it is noticeably heavier than a spoked alloy race wheel. So that's been the tradeoff—durability at the expense of weight.

Until now. The prototype Z wheels we tested are heavier than alloy race wheels—but not by much. How does two or three ounces grab you? And the final production versions will quite likely come in at around one pound, about the same weight as an alloy rim.

Z-Rims are cheaper than alloy

A worm's-eye view of the fantastic new Z-Rim from ACS. This is how you get knobby tire tracks on your camera lense.



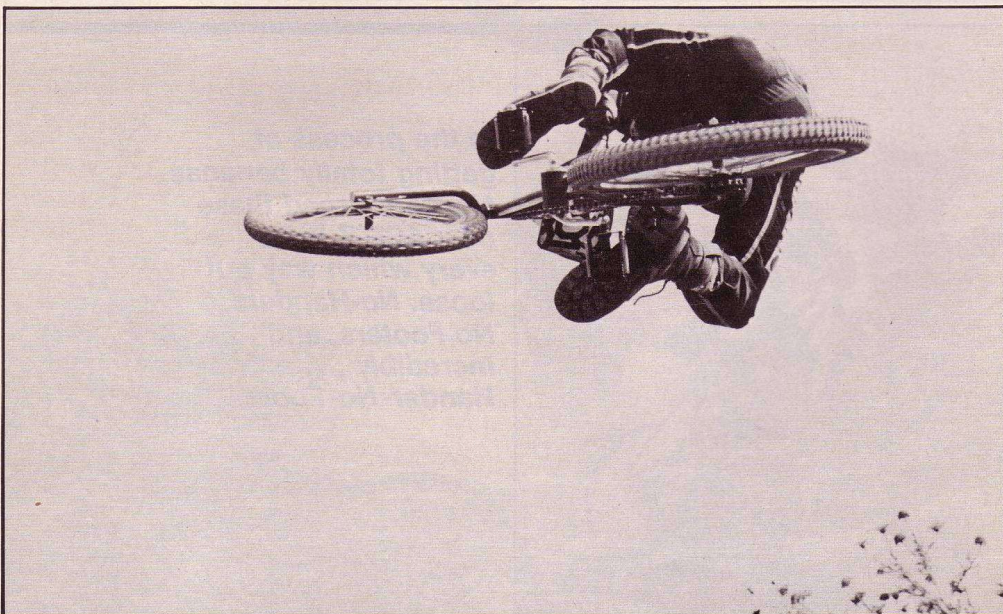
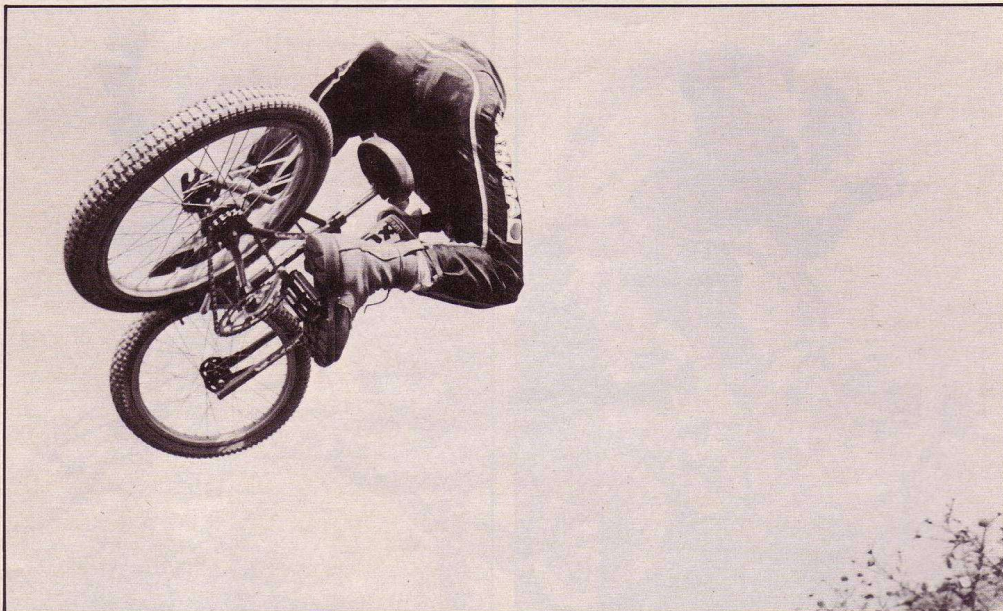


We couldn't figure WHAT the heck this is called . . . so it looks like Morgan just invented a "Morgan."



In the process of getting totally bananas, Morgan turned these new ACS Z-Rims every which way but loose. No-Handers, No-Footers, and incredibly . . . a One-Hander-No-Footer.

ACS Z-RIMS



When we say Trash Can did everything he could to trash-can the Z-Rims, we're not pullin' your leg. There is no way aluminum rims could have withstood this gruesome punishment. But the Z-Rims did. The only thing that happened was the spokes loosened up.

TRASH CAN MORGAN

We asked Bob Morgan, who's 18, how he became a gorilla. "I just started riding and found out I like to break parts. I always wanted to ride in a skatepark and I finally conned them into it. I kept falling, which is normal. Then I started hitting the bowls and flying out of them. I started getting up there and going sideways and stuff started breaking. I'd go: Hey, this is all right. This is fun."

Sometime after that, Everything Bicycles heard about Trash Can Morgan and worked out a deal for him to test bicycles and parts.

We'd heard rumors that Bob got paid to bring test parts back broken. Not exactly. No money changes hands. Instead, Bob's bounty is parts for his bikes.

Is Bob's motivation breaking test parts so he can get more parts



Trash Can Morgan . . . that's where the parts go after he gets done riding. This guy is OUTRAGEOUS.

for his bikes? "Well, yeah, but it's also the satisfaction of seeing if I can break it."

Robert started thrashing because he was fascinated by tabletops. He kept checking out all the pics of Building Leapin' Jones, a favorite of his. The two once shared a metal shop class together in high school.

But Trash Can Morgan has his own style. Get air, toss it completely upside down or sideways like there's no tomorrow and hope to straighten out enough to ride out the landing. Otherwise, it's eat it, roll, and make lots of dust.

After a one hour photo session his brand new riding pants looked like Charlie Brown's buddy, Pig Pen, had been living in them for a year or two.

Trash Can Bob also goes in for unusual footwear. No tennies—he tears them up too fast. So what he wears are . . . clothoppers . . . high-top lace-up boots. He also uses them for motorcycle riding. He lands so harshly he needs the thick arches and soles of the boots. The thick heels also keep his feet on the pedals when he whips the rear end over the front.

Radicalness comes naturally for Robert and his brother, Frank, who also has just started racing BMX. Their dad is Frank Morgan. Back in the 60's Frank Morgan did miraculous things in Mojave desert motorcycle racing, blowing off the big cycles on a 90cc Hodaka. One time he finished third overall in the Ensenada Grand Prix. Only two 650cc motorcycles beat him—after he led most of the way. Frank Morgan even made a TV commercial for the 90cc Hodaka.

It's no surprise that a guy who loves to go crash-bam-boom after soaring through the stratosphere thinks about things like falling off buildings for a living.

Someday he'd like to get a shot at becoming a movie stunt man. Why not? They've already done King Kong. It took about six airplanes to stop the Kong. The way we figure it, they'd need about a dozen 747's to tame Trash Can Bob. ■

rims. And that price margin should get wider because aluminum is no longer duty free. The yen/dollar variations should also act to drive the cost of imported alloy products up.

Z-Rims will definitely last longer than alloy rims. In fact, it's probably flat out impossible to make a Z wheel go eggular.

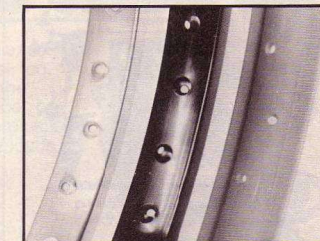
Gettin' interesting, huh? A wheel that costs less, will take more abuse, last lots longer, and is almost as light as the top race alloys.

ACS figures the Z's are the right wheel for trick or track—offering both lightness and durability. Only somebody with bananas under their hair takes alloy rims out thrashing, but the Z's are definitely up to handling all sorts of perverted abuse.

The Z-Rims can be bought separately or as part of a complete wheel that includes the ACS hub. That hub will accept any standard freewheel sprockets. A coaster brake setup can also be used, but won't be available from ACS.

The Z wheels, compared to alloy wheels, offer the advantages of ruggedness, flex capability, and memory. The Z's ability to flex on impact is what keeps it from denting or cracking like alloy sometimes does. The nylon flexes and absorbs the impact. This also means less wallop is transmitted to the frame.

ACS took particular care with their spoke hole drilling. The Z-Rims



Left to right: The Araya weighed 16 ounces, the Ukal 15 ounces, and the Z-Rim 19 ounces. And as near as we could tell from Morgan's brutal testing, the Z-Rims are virtually indestructible.

are preferentially drilled to position each spoke in the best position for maximum strength.

ACS admits they were concerned about the possibility of the spoke nipples pulling through the nylon. That's why they held extensive test sessions before laying the prototypes on us. They turned Robert

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ACS Z-RIMS

and Frank Morgan loose and also enlisted the aid of Scot Breithaupt of SE Racing as well as our own test woobie, R.L.

Robert Morgan joined us for a photo session to demonstrate his "gorilla" testing techniques. Totally bru-telle. (See sidebar.) Dur-

ACS Z-RIMS SPECIFICATIONS

MATERIAL: Zytel, a DuPont glass-filled nylon compound.
CONSTRUCTION: Injection molded.

RETAIL COST: Approximately \$30 for a pair of rims.

Approximately \$50 for a pair of complete wheels, including ACS hubs.

COLORS: Red, blue, yellow, black.

WEIGHT: One pound, three ounces per rim.

HARDWARE DETAILS: Rims preferentially drilled, 36 spoke holes, .080 spokes.

Z-Rims are available individually or as part of a complete wheel which includes an ACS hub. Hubs are wide flange aluminum alloy. Cups are case-hardened steel.

Axle (heat-treated) is 3/8-inch diameter with 26 threads per inch. Hubs available in silver or colors. Rear wheel will accept standard freewheel sprockets.

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MANUFACTURER: American Cycle Systems 1449 Industrial Park Street Covina, California 91722 Tel: (213) 331-0582

ing development, the Z-Rims survived everything Bob threw at them. He tweaked some spokes, but he figures popping for a few spokes now and then is better than replacing rims.

ACS approached Breithaupt to do some testing about the same time Scot had decided to go into serious training for a return to 20-inch racing. Scot also "trials" the Z wheels through rocks and water-

falls. He had already worn out three sets of alloy rims when he got the Z's. That ended the rim replacement bothers—and sold Scot on running the Z's on his race bike.

Scot mentioned that the flex and memory of the Z wheels can be used to create a slingshot effect



After watching Trash Can Morgan just totally annihilate the Z-Rims for about an hour with no visible effect, it dawned on the locals who were watching that something strange was going on. They couldn't believe the rims weren't completely twanged. We couldn't either. But there was nary a tweak.

off a berm, something like a motorcycle motocrosser gets when his shock absorbers compress on impact and then rebound to "catapult" the bike off the berm. With the Z wheels, the compression of the Zytel at impact produces a rebound when the rim snaps back into shape.

No spokes ever pulled out on Scot, even when he was riding in rocks. He did notice that the spoke nipples had a tendency to loosen up after riding through waterfalls though. However, the Z-Rim wheels were easy enough to get back into true.

Our bash sessions also produced spoke loosening. Evidently, the flex of the nylon is responsible. For that reason, we'd recommend keeping the ol' spoke wrench handy, ready for regular use.

Regular spoke maintenance seems like a small enough price to pay for ruggedness, lightness, economy, memory flex, and long life. Anything that survives gorillization has got to be great. ■

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A BRIEF HISTORY OF WHAT'S COOKIN' DOWN UNDER

BY ALISTAIR "THE PROFESSOR" JOHNSON AND JEFF KEEN . . . A COUPLE AUSTRALIAN DUDES

AUSTRALIAN BMX

May of 1977 produced the first BMX race in Australia. Under the initial guidance of Steve Meadows, the racing grew to the point where 80 to 90 riders were turning up each week. However, business pressure forced the withdrawal of Steve and his followers and Aussie BMX was rescued from the trash by the newly formed Ryde-Eastwood BMX Club. All of this was occurring in and around the Sydney area.

It was this organization that formed the initial backbone of BMX in Australia. The original track was Americanized . . . smoothed, shortened, and widened. Firm pointscore systems and regulations were laid down which still basically hold today.

This boom was followed by a depression which lasted nearly six months. Poor turnout and lack of enthusiasm led to the near death of the sport. Only through hard work and perseverance was rider interest resurrected.

A change of venue and a more exciting track layout started to signal the return of competitors to the races. The sound grounding began to pay off and racing was well organized and presented. It was only a lack of promotion that slowed its growth.

Management awareness led to the modification of the existing

track. It was lengthened and improved by the addition of jumps, berms, and whoopies, much to the delight of the riders. As attendance slowly grew, more professionalism caused the introduction of the Inter-City Challenge; a major race that pits the city of Sydney against the city of Brisbane. Brisbane won the first encounter, Sydney won the next.

BMX continued to grow with the

is coming along quickly is the Sunshine, designed and built by Colin "Hair Bear" Spencer. Because it is so new its durability is yet to be proven.

Equipment, or lack thereof, is a bugbear with Australian BMX. Even though Scott Shephard (supplied by Everything Bicycles) claims to have supplies, none of these ever reach Sydney. Only General Accessories, Competition Develop-



establishment of a new, even more Americanized track on the site. It was tight and radical, which added a new dimension to the sport in the state. Along with the introduction of a track at a multi-million dollar speedway in the western Sydney suburb of Liverpool, BMX has firmly established itself as an up and coming sport.

From lowly beginnings, BMX spread to three other states in Australia. Queensland accepted it better than most, and is now the fastest growing BMX area in Australia, with more than five operating tracks.

By far the most popular bike is the Quicksilver, an Australian built racing machine. Additional spice is added by an occasional Mongoose, Red Line, Webco, Raleigh, Robinson, or Diamond Back.

Another quality Australian bike that

ment, and Europa Cycles import quality BMX products into Sydney and the other states not supplied by Queensland. You've got to be very careful not to break anything in Sydney . . . OR ELSE!

The promotion of Sydney BMX is largely handled by the Ryde-Eastwood Club. Rumors, however, are filtering through of new promoters entering the field. The most notable of these being Ole Olson, the World Speedway Champion, and Steve Gall, 1978 Mr. Motocross.

Recent moves afoot have been to link all the Aussie promoters into an Australian BMX Association and establish REAL national championships. The 16 and over hot shoes in Sydney are in the initial stages of creating a Pro class of their own. Whether these ever become reality depends on the size and status of Australian BMX in 1980. ■

"The Professor," Alistair Johnson, gettin' red on a Quicksilver . . . one of the few Australian-made BMX bikes. That's probably Sydney in the background. BMX is getting to be a big deal down under.

PRODUCT ANALYSIS

Bout thirty years ago there was a hit song titled: "My Heart Goes Where the Wild Goose Goes" . . . or Flies or sumpin' like that. Anyway, if Gary and Craig Cook have their way, the new Uni-Clamp may signal the playing of another song—"Taps"—for gooseneck technology. "Taps" as in arivederci, adios, au revoir, or you-been-a-good-ol'-wagon-but-your-wagon-done-broke-down.

The Cook Brothers "new wagon" is a unique method for hooking your bars up to your scooter. The Uni-Clamp system is not a gooseneck, but rather an integrated handlebar/fork combination.

Which means, buckeroos, that one won't work without the other. You want the bar clamp, you also have to fork out for the forks. Nothing wrong there, though, because the Cook Brothers have a justly deserved rep for turning out durable high performance race-bred equipment.

What makes the Uni-Clamp different is the fact it clamps around the extended fork stem (or fork stem tube) of the forks. You slip the clamp around the stem, and cinch it down. The base of the Uni-Clamp hunkers down flush against the top of the bearing cone.

This is the whole Cook Bros. Uni-Clamp system: Extended fork stem with the clamp clamped on. If less flex at the bars means less energy lost during acceleration, then you can go a hair faster with the Uni-Clamp.



If you ask the Cook Brothers why they developed the Uni-Clamp, they talk about things like the elimination of gooseneck bending, breaking, or slippage. That can mean more safety for a hard pumper. They also mention weight savings and more positive track performance because of improved steering response with a stiffer front end.

First, let's investigate how they put the Uni-Clamp together. The clamp portion of the system is 356 sand-cast aluminum, heat-treated to T6 specifications. The bolt holes are recessed so nothing protrudes. Four hefty Allen head steel cap screws, heat-treated to grade 9, are used to clamp the bars. The two smaller cap screws used to secure the clamp around the extended stem are also grade 9 steel.

The forks are constructed of 4130 chrome-moly, heat-treated before welding. TIG heli-arc welding, the best what am, is used.

The Uni-Clamp system has a specially modified Tange head-set assembly. There are no threads in the upper head cone. Tightening the top lock nut secures everything.

The clamp assembly is light, tipping the scales at 16 ounces. That compares favorably with many of the popular goosenecks on the

market. For instance: MCS—18 ounces, Kusuki—21.5 ounces, Red Line—20 ounces, and Tuf-Neck—21 ounces.

So the Cook Brothers claim of lightness seems in order. What about increased front end rigidity? Right on, chicken lickin'. Tumultuous torture testing at the race track detected no flex. Look at how the Uni-Clamp sits flat against the top cone. That's the probable answer. With a conventional gooseneck, the stem drops down inside the steering head, allowing some space for flexing.

If you've ever analyzed the dynamics of power leverage, the alternating pull-left-pedal-right, pull-right-pedal-left, then you can appreciate that less side flex means more

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CONSTRUCTION: Heli-arc (TIG) welding. Fork stem and leg tubes heat-treated before welding. Clamp is sand cast, heat-treated to T6.

WEIGHT: One pound (handlebar clamp only).

SUGGESTED RETAIL: Approximately \$72.50 for fork and clamp assembly.

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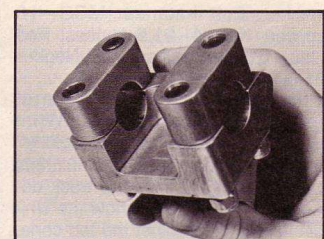
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PRODUCT ANALYSIS



Here's a closer look at the bugger that holds the bars in place.

power position pull. It's often possible to feel a normal stem flex during hard pullin' out of the gate. But side flex with the Uni-Clamp was about as hard to detect as dandruff on a polar bear.

Flex reduction has another advantage. Our jammers reported that balancing the Uni-Clamp equipped bike while waiting for the gate to drop was simpler and starts were more efficient, again due to the almost total absence of flex.

Feedback on fork performance indicates a neutral to slightly slow response. The forks gave back what the rider put in, offering very predictable, stable cornering experiences.

It was the considered opinion of our test woobies that the increased rigidity of the Uni-Clamp system offered several little edges for racing. We're not talking about multitudinous differences here, but little pluses that added together can make a difference.

So the Uni-Clamp system sounds like the greatest thing since ice-cream-on-a-stick. What's on the down side, if anything?

You gotta buy the forks along with the bar mount clamp. That means about seventy bucks to switch over.

You can't raise the clamp any, as you can with a gooseneck. Any adjustment in the overall power position must be made by fitting new bars.

The Uni-Clamp positions the bars forward and down some. This may not be the ideal set-up for larger riders, unless they compensate with different bars. One of our tall

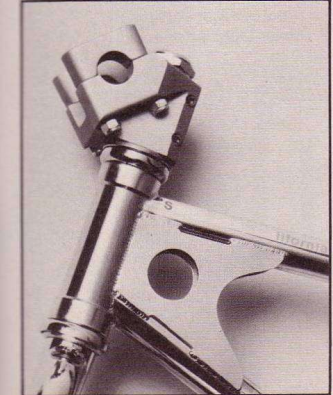
esters did insert a spacer that raised the bars about a quarter-inch and he reported that helped a lot. But for little sure shots, the lower bar position should be just the ticket.

You need special tools to set it up. Luckily, they aren't that special. Just the proper size Allen wrenches for the cap screws and sockets for the recessed nuts.

Here's a very important tip if you decide to go Uni-Clamp. Don't over-tighten the two bolts that clamp the assembly around the extended stem. That's about like sayin don't fire until you see the whites of their eyes.

But that's the way it works. Restraint. Don't over-torque. Follow the instructions. The cap screws will snap at about 24-foot pounds of torque. The proper torque is not Kong-plus-three clicks.

Our nerd-herd tightened them babies down for all they're worth and promptly stripped a nut. It happened more than once. But you can't leave the clamp too loose,



The Cook Bros. Uni-Clamp system, installed.

either. Then the bars can start slipping side-to-side. We saw that happen at the St. Louis War of the Stars III race.

So, will the goosenecks be goosed by the Uni-Clamp? Time will tell. All we can tell you is that the Uni-Clamp bar mount/fork system is quality built, lightweight, rigid enough to make a difference, and as rugged as titanium bull poop. The only weak spot may be the two cinch-up cap screws. And the Uni-Clamp system definitely handles. What more do you need to really get Cookin'? ■

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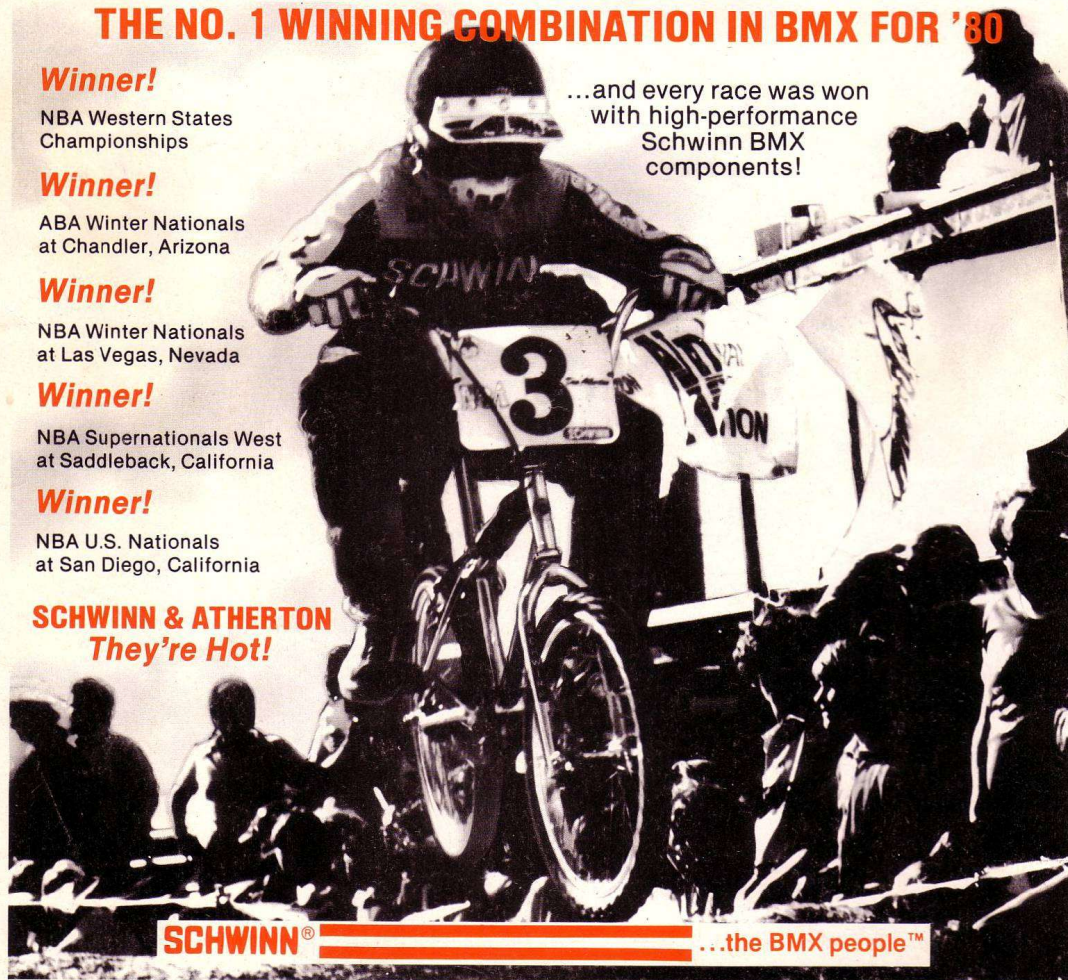
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