

BMX MAGAZINE **PLUS!**

February 1980

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ON THE COVER: (Left to Right) Will Scurto (233), Dave Christianson (22), Charlie Litisky (422), Dave Mitchell (356), and Greg McNichol (207), over the first jump at the NBA/Mongoose Grand National.

PHOTO BY JOHN KER

February 1980

BMX PLUS!

THE ORIGINAL MONTHLY BMX MAGAZINE

Volume 3 Number 2

February 1980

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BMX PLUS!

EDITORIAL IMPRESSIONS

By Bob Hadley

THE GREAT BMX TRACK SHORTAGE

According to reliable sources, last year there were over five million BMX bikes were sold in the United States.

Five million motocross bikes. Yet only thirty to forty thousand kids participated in organized BMX racing. This means that only one-half of one percent of all the bikes sold ever saw race action. Now I know that an awful lot of kids buy race bikes and never intend to race them, and a lot of the bikes sold (maybe 80%) aren't really race bike anyway, just look-alikes. But there has got to be a swarm of kids out there just itching to race with no place to go.

Which brings us to . . . **The Great BMX Track Shortage** . . . A crisis, if you will, (and even if you won't) of great impact on the world of Bicycle Motocross. Flatly stated, bicycle motocross needs tracks. In many of the major metropolitan areas of the U.S. there are no tracks at all. Where this is the case kids generally end up trespassing to ride on good turf or they take their moto-mania to the streets and begin terrorizing the sidewalks.

Where do we get the tracks and the people to run them?

If you live in a city with no tracks at all the first thing to do is to look for land that would be suitable for track location. Once you find a piece of land you will have to find out who the owner(s) is and approach them about using the land. The way you handle the situation could make or break the

whole deal. There are two excellent books available that have some guidelines about the subject; *Bicycle Motocross* and *The Complete Guide to Bicycle Motocross* by Mike Collins. Your BMX dealers should be able to get them.

Now for the hard part, recruiting someone to run the track. If someone you know has expressed any kind of interest in running a track, grab him (or her)! If you don't know anyone who wants to run races then you've got a problem. Who ever you talk to about running races, whether it's a bike shop owner or the parks department (there's no rules as to who can and who can not run a race as long as their qualified, even kids), you've got to educate them. Stress the importance of having a track in the neighborhood. There are several ways to present your ideas—showing BMX

related magazines or books is one way. Get in touch with the sanctioning bodies and see what they have to offer (sanctioning bodies can be a great help when you're getting started, they can help you with almost every aspect of BMX racing, even finding land).

I think it would be great for participation on a local level if the cities parks and recreation departments would get involved with BMX programs. Ideally, riding facilities would be as plentiful as baseball fields. Your local parks department is there for the public, and new projects can be proposed at city council meetings (in most cases). Get behind your parks department and make sure that BMX is in their plans. Even if the city never organizes an event at least there would be a place to ride that's safer than the streets—for everyone.

NEWS FLASH!

"ON HIS LAST RIDE FOR SE RACING" STU THOMSEN aced out GREG HILL for the ABA No.1 Pro Plate.

With a swift come from behind move Stu Thomsen (SE) stole the ABA No.1 Pro Plate from Greg Hill (Redline) in the last moto of the last race for 1979. Hill, who was \$192.00 ahead of Thomsen going into the last moto, seemingly had it in the bag. Stuart had to win and Greg had to finish worse than third. Off the line Denny Davidow (GT) and Kevin McNeil (JMC) pulled into the lead with Hill on the outside. When everyone hit the first turn it was a disaster for Hill, he plowed into a pile up and Thomsen, who was almost dead last, slide around the inside full lock and skirted off the first. Hill finished 4th and out of the money.

First place paid 200 bucks and that was all that Stu needed to take home the No.1 spot and claim possession of the ABA's \$13,000.00 custom van next February at the ABA awards ceremony.

"Now you can join the most exclusive club in bicycle motocross."



Shimano's Factory Team (West: Bobby Encinas, Chris Allen and David Clinton).

Shimano's Factory Team has led the way since the very first bicycle motocross race. Shimano sponsored it. And since then living legends of the sport, like John George, David Clinton and Bobby Encinas, have raced Shimano's colors and components to victory.

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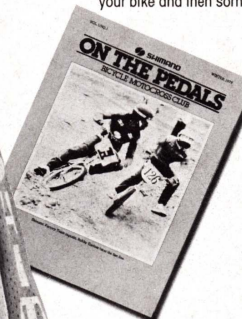


Then we toss in that hot embroidered patch you've seen sewn on the jersey of just about every factory heavy hiffer around. And it'll look just as sano on your jacket or cap.

Bobby Encinas



Club members also get what just may be the last word in super decal sets, with a two sheet package of 9 (count em!) full-color/chrome mylar stickers . . . enough for every tube on your bike and then some.



And to keep you right up to date on all the action you'll get a one year subscription to "On the Pedals," official journal of the Shimano Factory Team.

Published quarterly, "On the Pedals" is crammed with Hot Tips and Speed Secrets from the pros, plus the latest on trick new components and Shimano racers all over the world.

OK Bobby! Sign me up!

BMXP

I want to join the Shimano Motocross Club and take advantage of your charter membership offer including T-Shirt, patch, decal set and 1-year subscription to "On the Pedals" (A \$20.00 value!) I've enclosed \$10.00 (check or money order, Calif. residents add .60 sales tax). So hurry up already!

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Track location: _____ Frame Make _____

(Checks payable to Shimano Motocross Club. Please Print! You Turkeys.)

WHY CRUISERS?

By Mike Aguirre



Of late we've been getting a few letters from our loyal readers about their concern over the Cruiser articles that we have been running. So I felt a short note to those BMX'ers was needed to clear the air.

First of all, cruisers are a new horizon for the older rider who may be considering leaving BMX. Yes, there are some of these guys that are growing right out of our fine sport because of public opinion. It seems that people who are not BMX enthusiasts feel that a 20 inch bike is not manly, so the obvious choice until now has been — drop out. Frankly I'm one who doesn't want to see that happen to our fine older riders.

Right now, people being people, and the BMX industry being as small as it is, it is very difficult to change the minds of the masses. So the cruisers offer another way we can keep our Super Stars. Keep in mind that these bikes are also larger. This means that the smaller 20 inch

frames need not be stretched to fit the larger riders. They can switch to the 26 inch cruisers or maybe a 24 inch frame to meet their size requirements.

Yes it's true that right now these new bikes are lacking the structural refinement necessary to meet rigorous racing requirements. So there's the need for even more testing than is being given.

If you remember when BMX was first gaining popularity, there were problems with breakage and poor handling and the early newspapers and magazines were running articles on the newest products that were up and coming. Well that's exactly what we are doing now. We're keeping you readers up to date with what's happening in our growing sport.

So the next time you're reading one of our cruiser tests just remember maybe you'll be riding one of these larger bikes sooner than you think.

BMX PLUS!

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February 1980

BMX PLUS!

ROBBY RUPE

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1st PLACE—16 EXPERT
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• Winner—Trophy Dash
NBA • Mile High National—Denver



DON ATHERTON

CHAMPION

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—Bakersfield, Calif.
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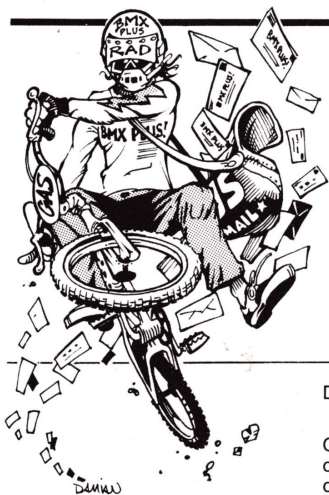
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BMX PLUS! MAIL

Dear BMX PLUS!

My name is Dean Pominville. I like your October issue of BMX PLUS! I like Torkers and I would like to know a little more about them. And I would like to know what one to get. I am 11 years old and weigh 105 pounds and I'm five feet two inches tall.

Dean Pominville
Kalamazoo, MI

Dear Dean,

Your letter was a little vague for us to be specific about Torker. But we'll give it a go.

Torker is run by a super person named Steve Johnson. Steve puts in some long hard hours to make sure his products are top quality. Torker manufactures a complete line of bikes, components and racing apparel. So you could be completely outfitted in Torker Products if that's what you wanted. No matter what Torker products you pick, you can't go wrong, though. Torker puts out a very good line. If you want more specific information, you can write to Steve at...Torker, 1889-J W. Commonwealth, Fullerton, CA 92633.

R.R.

Dear BMX PLUS!

I'm thirteen and I live in Merced, California. I'm wondering if you could tell me how much Rad Pads cost, like you advertised in your magazine (December 1979). Also, how much are Mongoose Suede seats?

"The California Kid"
Merced, CA.

Hey "Cal",

You wouldn't by any chance have a dog named Spot...?? Na..Anyway, Rad Pad Cross-bar pads retail for about \$2.50, along with double stem pads. The frame pad is going to run about \$3.50. The suede seat costs about \$16.95. But all these prices can vary. They depend on the dealer and area where you live. Do some shopping around for the best deal in your area.

R.R.

Dear BMX PLUS!

I would like to know if you have Madison BMX Bikes in the U.S.A. If so, would you do an article on them? Also in your August issue (pg. 60), you say you will be coming to Australia and that the team should bring warm clothes. Well, it's quite hot now (Sept 5). Love your magazine. Keep up the good work.

Devoted Reader
Mike Fitzgerald
Qld/Australia

Dear Mike,

It's great to hear from you. We think it's just terrific that there's hardly a place in the world that hasn't heard of BMX, and BMX PLUS! What we'd like to hear about is the racing that's going on there, you know, pictures and such? We're doing some checking on the Madison Bike you mentioned. Thanks.

R.R.

Dear BMX PLUS!

I am an 11 year old novice and I need some information on the best bike I can get for \$250.00 or less.

Jason Thompson
Avon Lake, OH

Dear Jason,

The list of good bikes that are available to you for \$250.00 or less is very long. Most of the major manufacturers have at least one bike that meets this requirement. It's our estimate that 80% of the bikes available sell for \$250.00 or less. The choice is huge. But your dilemma is the reason BMX PLUS! runs a test on a different bike in each issue. That helps narrow the market down a little, and shows you how to evaluate a bike on your own. Read those tests carefully. You might even check out this issue's test on the CYC Panther. It might be just the bike you're looking for.

R.R.

MORE LETTERS

Dear BMX PLUS!

My name is Jeff Feldman. I am 13 years old and interested in racing BMX. I wrote to the Schwinn Bicycle Company and they told me about your magazine. Could you send me an order blank so I can subscribe to BMX PLUS!

Jeff Feldman
Havertown, PA

Dear Jeff,

The order blank is on it's way to your house right this minute. We're looking forward to counting you among those lucky people who have a subscription to BMX PLUS! Thanks for writing.

Radical Rick

Dear BMX PLUS!

My entire family thinks your mag is number one as I'm sure everyone at Niagara Bicycle Park in Niagara Falls agrees. I also think Bobby Encinas is hot stuff in all areas!!! Could you tell me where to write him? It was great seeing all the guys from NBA at our "Fanancy" track. When I find out who liked the guys best (us female spectators or those crazy racers) I'll let you know. Love you all.

Tammy Woolson
Appleton, NY

Tammy!!!

Wow, what can I say? The rest of us aren't exactly chopped liver! But the fan mail is super anyway. You (and all the other interested parties) can reach Bobby at Shimano Sales, 9259 San Fernando Rd, Sun Valley, CA 91352. Your Niagara Bicycle Park is great, and we hear the racing is superb. Congrats...

R.R.

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GREG HILL INTERVIEW

By Bob Hadley

16-year-old Greg Hill is a legend before his time or should I say before his prime. In 1979 Greg won the NBA National No.1 plate for 1980. Last year Greg was runner-up to his long time friend and soon to be brother-in-law, Stuart Thomsen. In this day an age it's an incredible feat for someone so young to be so successful in National Competition, yet time and time again Greg smoked the older, bigger and supposedly wiser competition.

It's not that he got lucky, because he didn't or that he didn't work for it, because he did, or that he doesn't deserve it, because he does, it's just that he makes it look so damn easy.

Greg won his first National Trophy Dash in 1978 as a 120lb. 14 year old. He was riding for Schwinn at the time and he was the youngest rider ever to win an NBA National Trophy Dash. Schwinn began featuring Greg in TV ads, promotional films and at dealer seminars. It was quite an experience but shortly after Greg returned from the 1978 Schwinn summer tour he became disappointed with Schwinn's BMX racing program, it's a big company and communicating with them had become a major hassle. During this time Red Line's racing team had been in



contact with Greg about working out a deal. In fact, Red Line had been devising a plan to lure Greg from Schwinn for sometime, and when the opportunity arose, they jumped at it. A deal was worked out, Greg left the Schwinn team on good terms, with no hard feelings and he's been racing for Red Line ever since.

Now that he's got his first No. 1 plate wrapped up Greg is hotter than ever. He knows that since he just turned 16 that it's going to be a rough year ahead, and he's working harder than ever. Greg's always been a contender for the No. 1 spot. Now that he's got it he'll be the odds-on favorite to keep it.

BOB HADLEY: How does it feel to be National Champion?

GREG HILL: It feels good - I'm glad it's over.

BOB HADLEY: Was this your goal at the beginning of the year?

GREG HILL: No, I was just going to race at the beginning of the year, you know, go for it. By the time I won the Oklahoma National I was in about fifth place, so I went for it.

BOB HADLEY: Did you work out much in preparation for this year?

GREG HILL: Yes I wanted to do good in my last year in the 15 year old class.

BOB HADLEY: When did you turn 16?

GREG HILL: October 27.

BOB HADLEY: That put in the 16 and up class for the Grand Nationals. Were you hoping that it would be before you turned 16?

GREG HILL: I was hoping for it. The past couple of years I have moved up an age group one day before the Grand Nationals. It's alright. It doesn't make that much difference.

BOB HADLEY: Compare the 15 year old experts with the Pro Class?

GREG HILL: There is not as many fast guys. In the Pro Class every race is hard.

BOB HADLEY: Are you looking forward to racing as a 16 expert?

GREG HILL: Oh yeah, finally-

BOB HADLEY: It seems like you've been racing forever. Five years ago you were sponsored by Western-Sports-Arama was that your first sponsor?

GREG HILL: That was when my dad was running the track there. I wasn't anything big. It was just for racing there. A couple of times I missed big races - like the '75 Shimano Grand Nationals because I had to stay and race at USA.

BOB HADLEY: How'd you get sponsored by Scot Briethaupt?

GREG HILL: Basically their attitude is "We don't care if you win, just show the product". They never really had anyone connected with the factory that went to the races. When they did come out they just stood around and talked and didn't know what was going on.

It wasn't really a race oriented team, like my sponsors now - who are up to the minute.

BOB HADLEY: How was the '78 Schwinn tour?

GREG HILL: It was mostly just doing demonstrations. Ralph Kruger (of Schwinn-Chicago) talked to dealers at seminars.

"Racing all the fastest people makes you get good faster"

GREG HILL: Scot called up and talked to my dad - that was when Scot ran FMF/BMX (ED: Scot Briethaupt now owns SE Racing Innovations, in case you didn't you know).

BOB HADLEY: Was riding for FMF something you wanted?

GREG HILL: I think everybody wanted to ride for FMF, or Mongoose - I almost rode for Mongoose, before I rode on the Schwinn Team.

BOB HADLEY: You had a choice between Schwinn and Mongoose?

GREG HILL: Yes, I chose Schwinn because it's so huge, impressive.

BOB HADLEY: I got the feeling that you were unhappy riding for Schwinn ... Did that stem from their policy on the racing team?

BOB HADLEY: Was it fun?

GREG HILL: Oh yeah, it was fun. I was one of the screw-ups of the tour, it was great. It wasn't as hot as the '77 tour, but...

BOB HADLEY: Do you enjoy your racing?

GREG HILL: Yeah-I enjoy winning.

BOB HADLEY: You started racing Pro at a very early age 14...

GREG HILL: Yes-right after I turned Pro they change the rule so you have to be at least 16 now.

BOB HADLEY: What was it like being the youngest guy in the Pro Class?

GREG HILL: If you don't get a good start, back off and watch, or you get run over. I wanted to get more experience racing faster guys.

BOB HADLEY: At that time, how long did you expect it would take before you had a shot at National No. 1 title?

GREG HILL: About three years. Racing against all the fastest people makes you get good a lot faster.

BOB HADLEY: What made you decide to switch to Redline? I know that getting you on Redline was a major recruiting task.

GREG HILL: After the '78 tour the communication problem became - well - it would take 5 months to get a pair of racing pants that would fit. They were just to far off.

BOB HADLEY: What kind of equipment do you use?

GREG HILL: Grab-on grips, big Pro-Line Redline handlebars (cut down about an inch on each end), old style Red Line gooseneck, MX-II frame-chrome, Red Line forks, Takagi 7 inch cranks KKT pedals, Suntour hubs, Araya rims, Chen Shen 2.2/25 tire in the front and Cycle Pro tire in the rear. I use a Suntour free-wheel, Dura Ace sprockets and Dura Ace spider.

BOB HADLEY: Have you ever tried a front brake?

GREG HILL: Yeah, I've tried it. It doesn't work for me. I don't like to slow down anyway.

**If I could make
\$20,000 next year
I'd do anything."**

BOB HADLEY: How were the bikes you were racing then?

GREG HILL: They were good bikes...

BOB HADLEY: Compared to the Redline?

GREG HILL: Both are good you can adapt to either one.

BOB HADLEY: Is adapting to new bikes any problem for you?

GREG HILL: No. The Pro-Line Redline took me about 3 weeks to get used to. I've been riding a new Pro-Line MX-II for about two weeks now. It's more compact than the Pro-Line, the seat post tube is up more - the way I like it.

BOB HADLEY: Are the bikes you ride the same as anyone can buy.

GREG HILL: Yeah, Regular Product Bikes.

BOB HADLEY: Does Red Line supply all these parts for you or do you shop around for what components you want?

GREG HILL: Beavers Bike Shop in Tarzana takes care of my bike and all the parts. I just give it to them and they work it over, put on a new chain or whatever and when I get it back it's perfect.

BOB HADLEY: Right now, who are your co-sponsors?

GREG HILL: Right now just Grab-On Grips. We look at the products real carefully before I'll take a co-sponsor. You have to like what your using regardless of how much or what your getting for using it.

BOB HADLEY: What types of training do you do?

GREG HILL: Just a little bit of weight lifting and a lot of riding—practicing starts. With weights I do curls and bench press—with heavy weights...

BOB HADLEY: How much can you bench-press?

GREG HILL: About 250 lbs...

BOB HADLEY: Does Stuart (Thomsen) lift weights?

GREG HILL: I know he does sometimes-but regularly.

BOB HADLEY: Do you work out on a regular schedule?

GREG HILL: About three times a week. Beginning next year every day if possible.

BOB HADLEY: Do you run or jog?

GREG HILL: A little but not much, It's boring-

BOB HADLEY: How do you keep yourself motivated? You seem to be highly determined to keep going...

GREG HILL: When you lose about five races in a row it gets you back in the mood to working out. I'll be working out really hard and be winning and I'll get a streak going - then I usually think I can stop working and all of a sudden I'll start doing lousy—so I'll start working out again.

BOB HADLEY: How much do you weigh now?

GREG HILL: 160 lbs.

BOB HADLEY: I remember when you weighed about 120 lbs.

GREG HILL: When I started riding for Schwinn I weighed 120 lbs. - that was barely a year and a half ago.

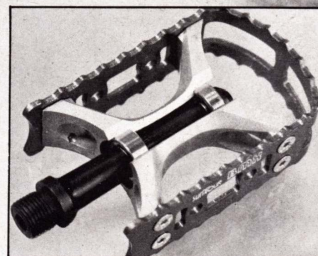
BOB HADLEY: You must be growing like crazy - I'll bet Red Line is going nuts trying to get pants to fit you...

GREG HILL: Yeah, the 30's that I have don't fit me anymore and the 32's that he sent me are big right now-so I'll have to wear the small ones till I can fit into the bigger ones better.

BOB HADLEY: How have you adjusted your riding style since you've grown so much?

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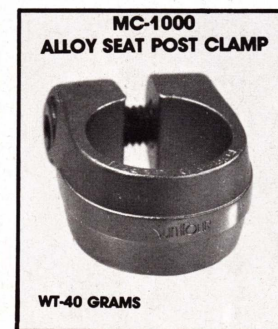
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GREG HILL: Yeah, that's why I've been switching around bikes so much—I started on Red Line riding a Micro-line, then my knees started hitting the handlebars so I went up to a Pro-Line and that was too big so now I'm on a MX-11.

BOB HADLEY: Does getting bigger hinder your agility? I mean - can you still get those wild cross-ups?

GREG HILL: Not so much - I don't work on my jumps that much anyway.

BOB HADLEY: How much money have you won so far this year (1979)? Just give a rough estimate.

GREG HILL: About \$7,000 total - I've got to pay for my truck.

BOB HADLEY: Are you going to go for the NBA truck next year? Scott Clark says he wants to win another one?

GREG HILL: No way for Scott—I'm the one who's going to need a bigger drive way.

BOB HADLEY: Are you going to Japan next year?

GREG HILL: Red Line said at the beginning of the year that if I got No. 1 they'd send me. I want to go over there to see what it's like—the difference in cultures—

BOB HADLEY: The food—raw fish...

GREG HILL: From what I've heard about the food, I aint wild about going there. And the squat toilets...

BOB HADLEY: That's supposed to be... wait a minute. What are we talking about toilets for? Let's talk about the oriental baths—with the girls...

GREG HILL: What Baths? I'm going for sure...

BOB HADLEY: What about Europe—would you like to race there?

GREG HILL: Yeah, that would be hot!

BOB HADLEY: The awards night in January is when you'll be presented with the National No. 1 Trophy and Plate...Have you prepared a speech?

GREG HILL: I don't know what I'm going to say yet. The first time I got a National award I walked out there and I saw all these people out there—man I didn't say anything, just "Thanks" and walked away. It's crazy to say anything in front of that many people...

BOB HADLEY: Getting off the subject a bit...When is Stu getting married to your sister?

GREG HILL: Sometime in May.

BOB HADLEY: Is that something we can publish?

GREG HILL: I don't know. I don't think he wants everyone to know about it.

BOB HADLEY: Too late...The whole world knows now. Is it strange...I mean you being related to Stu?

GREG HILL: Oh yeah, we've been like brothers for about 4 years now anyway.

BOB HADLEY: Did you know that John George got married?

GREG HILL: Yeah, I heard about that...to Brenda Lee...she used to race didn't she?

BOB HADLEY: OK...we're not the Enquirer a little gossip is OK...What do you think of Stuart?

GREG HILL: He's probably the greatest person whoever rode a bicycle, the way I look at him. To be National No. 1 two years in a row and now he's sitting in No. 1 for the ABA Pro class—He's great...I'm not just saying that...There are only a few guys left who have been racing in that class as long as Stuart has. Perry, Bobby and David Clinton, when he races, are the only ones left from the "old days".

BOB HADLEY: Who do you like to watch race?

GREG HILL: When I'm not racing then - Davidow, Stu, Patterson, Clinton...Byron Friday is fun to watch (crash).

BOB HADLEY: Byron's been in there a long time. Which sanction do you like for racing nationals ABA or NBA?

GREG HILL: I like them both. For ABA I like the Pro Points, the NBA I like the National Points System and Trophy Dash System. It's almost impossible to follow both and win. I haven't sat down and thought about plans for 1980 yet. I'm just gonna see what happens now that I've got the No. 1 plate.

BOB HADLEY: Any particular sanction?

GREG HILL: No, I try to stay neutral, just hit both of them — see what happens. If you like one more than another you go where you want. You've got to go to as many as you can.

BOB HADLEY: There's some rumors going around that a top pro like you could earn close to \$30,000 next year. Is it possible?

GREG HILL: Next year? No way, I can't see how. The big money people aren't really into it yet. At least I don't know about it yet. Put it this way - If there was a way that I could make \$20,000 next year, I would do anything. I don't care, where do I sign? I can do whatever they want me to for that much! If there are people out there that want to spend that kind of money, I'd like to know who they are.

BOB HADLEY: Does earning national number one put pressure on you now to go faster? Anyone who wins the NBA number one plate is usually considered a dominating factor in BMX.

GREG HILL: I don't know. I know that I'm going to have to go out and work harder than before just to prove that it wasn't a fluke, that it wasn't luck. I mean, you only get out of it what you put into it. And, if someone is working harder than you, then they are going to be that much better. That's just the way it is.

BOB HADLEY: It should be an interesting year, 1980, it should be.....

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TEST



PHOTO BY JOHN KER

BMX PLUS!

TESTS THE CYC PANTHER

PHOTO BY JOHN KER
by **BMX PLUS!** Staff

Boy-O-Boy! During this time of year, getting a new bike to test is kind of like arm wrestling with King Kong. That's difficult.

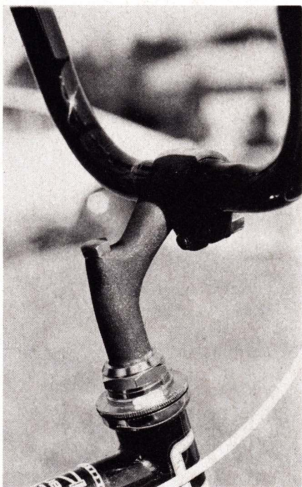
Nevertheless, the problems did not affect the steely nerves of the **BMX PLUS!** staff—we looked hard and long and found this month's test subject, a beautiful new **CYC Panther**...a beautiful black and gold one.

From the very beginning of the test the Panther was an easy critter to get used to. First off, the

Panther came completely assembled. That was a big plus all by itself. Before beginning the testing we did give the entire black bike the once over. Even though the bike should be properly assembled at the factory, it is still a good idea to check everything out before committing your test riders to some of the high flying they do during tests. (Sort of like checking a parachute before you jump.) Carl Burris, our head test rider, always makes sure that

everything is A-OK before every test.

Before we get into the test please let us explain our policy on testing bikes. We test our bikes on BMX tracks exclusively. Our test team and staff feel that open lots are fine for a bit of jumping and sliding around but you don't learn anything about race handling. And, whether or not you are a racer, it is important that you know how the machine will react under the most demanding



“Whether high in the air or flat-out through a stand-up berm, the bike came through with ease.”

The combination of painted bars and standard Ashtabula gooseneck spelled trouble. The paint acts as a lubricant and causes the bars to slip within the stem no matter how tightly the thing is clamped.

SPECIFICATIONS

FRAME 4 Tube C/M—Mild Steel
FORKS Tange Hi-Tensile Steel
BARs Painted Mild Steel Box
GRIPS Oakley I's
BRAKES Shimano Tourney
 Side Pull - Rear Only
RIMS Araya 7C Alloy
HUBS Shimano Free Hubs
TIRES Knobby-2.125 Front
 Knobby-2.175 Rear
CRANKS Ashtabula 6 1/2 Inch
STEM Standard Ashtabula
SEAT Padded Nylon
SEAT POST Steel
CLAMP Steel
PEDALS KKT Contoured
HEADSET Tange adjustable ball

Additional: Quick change spider with Takagi chain ring; 44/14 gears; ball bearing cranks.

situations—racing situations that will let you know exactly what to expect from a machine when you lay out your bucks for it.

On with the test...

Carl suited up and spent the early part of the test just getting to know the machine. No cameras to ride for, just basic riding. After the initial “breaking in” period he came over and started pointing out some of the handling features of the Panther.

After Carl adjusted to the Panther, the bike seemed to handle very well. Whether he put it high in the air or flat out cooked through a stand-up berm, the bike came through it with ease.

As you may or may not know, the best way to get more speed on the track is to keep the bike on the ground and accelerate. The

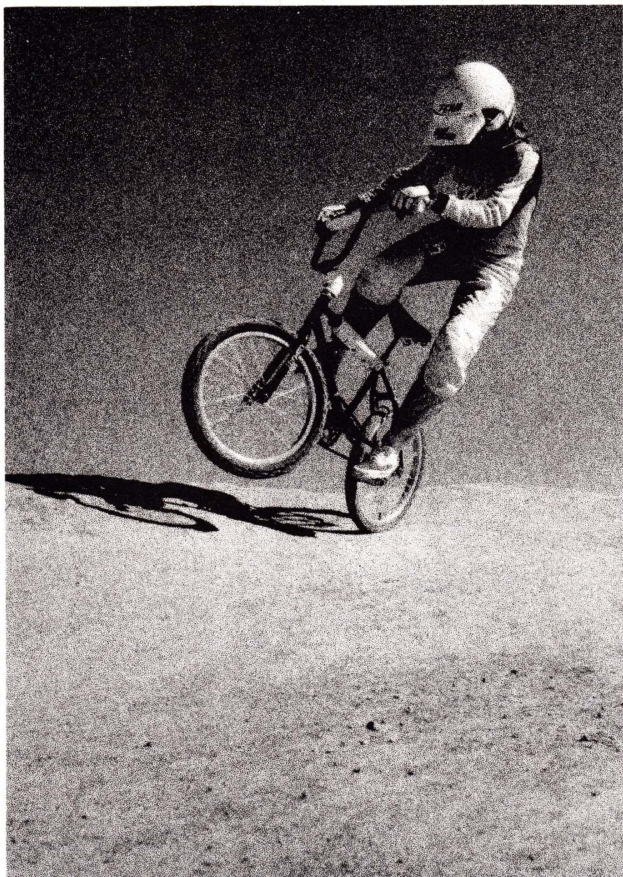
Panther does very well in this department. Balancing the Panther was no problem at all whether Carl was going through speed bumps or setting it down on the far side of a tabletop jump. The Panther handles very well for the type of bike that it is.

Our comment, “Not quite a racer and not quite a thrasher” means exactly that. The Panther is a bit of a mixture of different types of equipment. If you happen to be a new BMX racer the stock bike is a very good start towards a serious racing machine. It comes with the Araya 7C alloy rims laced to Shimano low flange Free Hubs and a Takagi quick-change spider. The frame features the four main tubes of chrommoly with the rear stays constructed of mild steel.

During the entire test period only a minor amount of flex was noticed in the Panther frame. This was probably due to the larger diameter down tube. The larger tube here did a good job even without a gusset in the head tube area.

Our Panther was also equipped with the new high tensile steel tubular forks from Tange which came through our test with flying





Carl Burris pulls a power wheelie through a complete 180 degree berm. The CYC Panther handled and balanced well all through the test.

"The Panther is a very good beginning bike."

colors.

Additional stock equipment included one Shimano Tourney side-pull brake on the rear wheel. The brake did slow the bike down but wasn't as much brake as you would want on the track or the street for a panic stop.

The bike is, as we said before, a good beginning bike. During the test the following items were noted as problems that should be taken care of before you leave the dealers floor: The combination of painted box bars and a standard

Ashtabula gooseneck. When these two items get together all you get is grief. No matter how tightly you compress the gooseneck you'll still get slipping. Try a set of knurled chrome bars and a double clamp stem. The problem will go away. The only other small problems encountered were the seat/seatpost combination. Both these items bent a short time after beginning the test. Upgrade these two items before you leave the bike shop.

We would like to point out that if

you plan on using the bike as a thrasher we still recommend that you make the changes we have mentioned. In addition, we suggest that you change the alloy rims to a stronger set of steel rim/spoke combos or even a set of aluminum or more flexible plastic mags (that would even be better).

All in all the CYC Panther is a well equipped bike for the easy to take price of \$190.00 or so. That's not bad considering some of the prices you run into these days.

RAD PAD SHOOTOUT

BRAND X



These delicate hands are about to attempt to open the GORILLA SNAP ...tug, pull, tug, pull...



Ah, finally it's open.

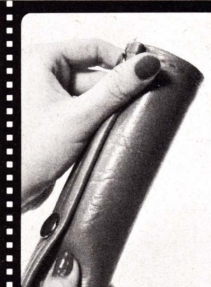


Now for the second snap... tug, pull, tug, pull...oops!

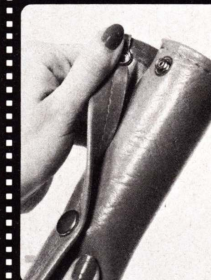


Oh no! The pad is ruined! There goes three bucks.

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SUPERBOWL OF MOTOCROSS COCA COLA FINALS (WITH BMX ADDED)



The stadium fell almost silent as the first moto of "stadium-crossers" lined up. This was the final race of the stadium series. The riders all realized that in order to finish high in the series, they must finish well tonight.

The starter was in position, the riders were ready for the start, engines revving every eye fixed on the starting flag. A moment passed, and finally the starter dropped his hand, the gate fell back, and Jeff Ward was out of the hole like a blaze.

Story and Photos by Mike Aguirre



About two weeks prior to the Coca Cola Finals, the offices of BMX PLUS! Magazine received a call from Red Line honcho Linn Kastan. It was an invitation to attend this prestigious affair. This was exciting. And none of us needed a push to say, "yes, we'll be there." Thursday, just two days before the race, was "Press Day". This meant that all the magazine people could come and watch riders run the track for a while, and may be talk to some of them. Your Ace Reporter (Just M.A.) showed up about noon, press pass in hand, camera hung in a magazine reporters fashion (style is of utmost importance, you

know!), and assorted paraphernalia. I strolled right up the ramp and into the stadium.

Gene Roden, Linn Kastan, Jim Jannard (Oakley Goggles Biggie), Ed Smith (DG's Numero Uno), and Lance Bryson (of BMX USA Newspaper fame), were all sitting around talking while waiting for the people on the stadium floor to decide just where the BMX exhibition would be. From below us came a signal, and the "wild bunch" (the BMX people) headed down to the track.

Once down on the track, the motocrossers (the ones with engines), were let on the track for

Blazin' Brent Patterson warms up with an easy 3 foot bunny hop. Brent's crouched down style has become classic form over the years. Byron Friday (right, background) and Jeff Bottema look on.

test rides. Now for those of you who gripe about track conditions, I suggest you go to a few "motor" motocross tracks. They just throw the dirt in the general direction of where the race is, and build up some mountains. The riders do the rest. No smoothing, no packing, just let the rider have at it.

"Next year there may be a BMX 'Stadium Series' in conjunction with the motorcycle racing series".

Those of us who had been watching all this managed to get across the track and over to the sight where the BMX exhibition was to be held. Gene and Linn were quiet. For the cost of such an event, the room they had been given was kinda small. It was a little disheartening. But considering the fact that BMX had finally made it to one of these stadium races was a milestone move, and I for one felt that it could have been worse.

The riders on the other hand were pumped. They figured that if the stadium officials would let them, they'd just give a jumping show. Using the area given, and one of the motorcycle jumps, they could put on quite a crowd pleaser. Just for kicks, they began to have a "jump-off", and the photographers that were there just went wild.

The night of the races was a completely different high. The stadium was almost full when we arrived, and the crowd was buzzing.

We found our seats, and I headed track-side. Out on the floor of the stadium was another world. If you've ever been to a big nationals, you know the electricity is thick, but the feeling out on that stadium floor was totally different. The lights were so bright it was almost like daylight. The earth shook as the riders went by, and there were officials everywhere. The smell of castor oil, banners, flags, people, the stadium... all tell you this was motocross at its best.

About halfway through the program, the BMXers were told to get ready. Many of the riders had prior experience in doing stadium exhibitions. But many had not, and these were the excited ones. They all looked fantastic.

Lil' Moose Kastan was the first rider to start off and he did a small, but fine cross-up. The crowd went wild. The other riders followed, each doing their own super-crosses, and the crowd was even more impressed. Richie Anderson and Toby Henderson stole the show. Each showing excellent form and some super height. The riders went through the line up twice, and each time around another rider flew through the air, the crowd got louder.

As the riders left the field the entire crowd exploded in applause. This meant they were pleased, which can only mean they would like to see more.

It's true this was not a race, but that really didn't matter to the paying crowd. They enjoyed the show. And if the rumor that next year there may be a BMX stadium series in conjunction with the motorcycle races, I'm sure the crowds will be even bigger. This was another step up for BMX, and Linn Kastan and the people from the ABA can be thanked for it. As for me, I'm going to have my press pass bronzed. ?



Champion motorcycle racer Danny LaPorte eats up one of the berms on the man made stadium track. If only BMX'ers had this kind of dirt (real tractioning type). Sigh.....

Brrraappp!! Ohhhh...Motorcycles make so much noise.



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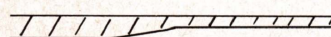
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BUTTED STEM CROSS-SECTION





NBL GRAND NATIONALS

By Frank Nolte

It had all built up to these two days of racing. The next 48 hours would determine the National Champion in each of the NBL age groups. Every participant had had to qualify to be able to race in this, the NBL National Championship Race. The only way to be able to qualify for participation her was to have raced in at least two of the "War of the Stars" races, or by having placed in the top 15 in each of the Regional races held throughout the Eastern U.S.

The track in Knoxville, Tennessee, had been well prepared by the Eastern Tennessee BMX Association under the direction of Hal Horner. Hal and his staff did a great job in keeping the track in top shape all during the competition.

The track was super—absolutely incredible. The first straight went into a nice sweeping turn. That turn went into a small jump and into another straight that lead up into the biggest, baddest,

highest berm anyone has ever seen. The outside of this berm was at least 25 feet from top to bottom. This berm was so well banked, and so smooth, that even the Pros, as fast as they are, could go into it at full wick and not even have to touch the brakes.

After that the track went a bit down, then leveled off in a straight with a tabletop jump slowing into a left sweeper, then down a long straight with a couple of drop-offs and whoop-

de-dooos and finally a finish.

The track made for a whole lot of super racing. The fact that the NBL national nuber plates were on the line made things all the more exciting.

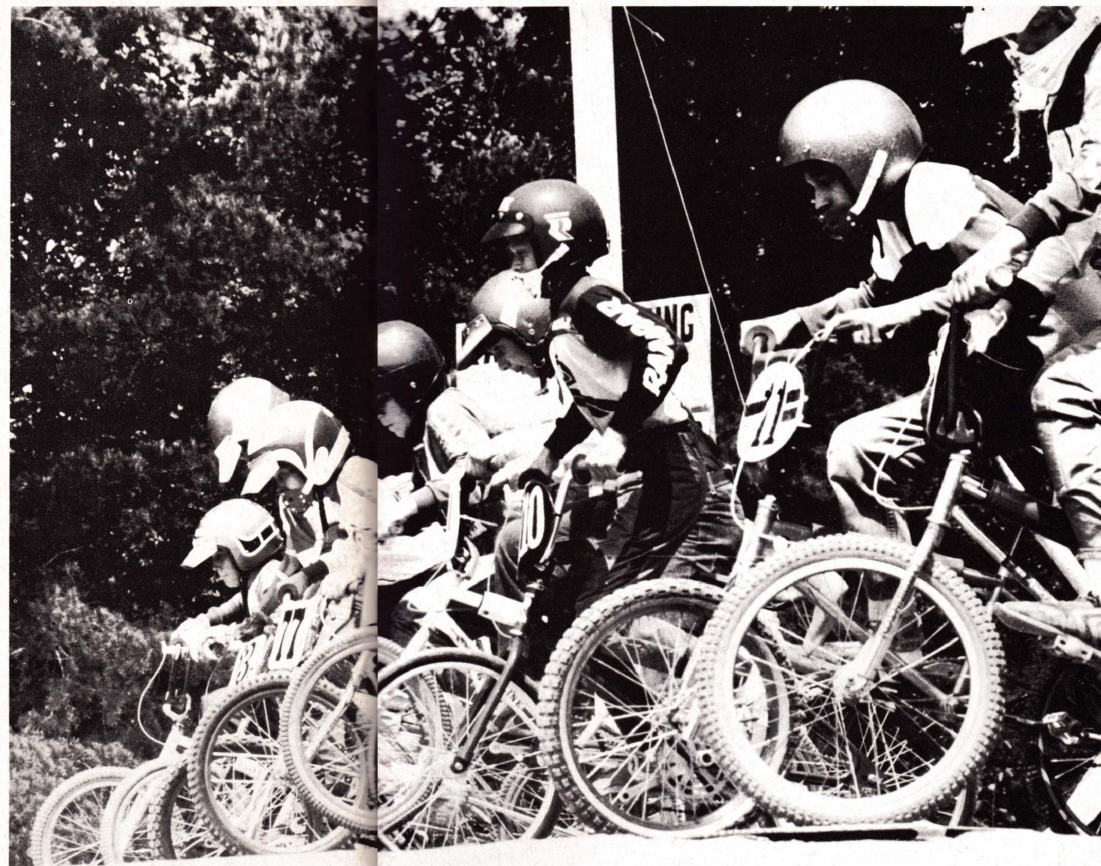
The riders had been scoring points all during the season, so their finish today, be it first second, or whatever, might not affect the number plate awarded. Then again, some of the point battles were so close that a single place could make the difference

between the coveted number one plate and a harder try again next year.

In the Senior PP class, Kathy Schaeffer took the lead right out of the gate and never let it go, despite a bit of wheel rubbing with Cathy Hanna (from Indiana) in the big high-banked turn. Barbara Cleary pulled a third and a National No. 4.

The 9 year old expert class turned into a Michigan route. Nick Phipps rocketed out of the gate and never

PRO CLASS	FL	JR. PP
Greg Esser	NJ	Tracy Presnell
Sal Zeuner	GA	Nancy Erickson
Mark Wegener		Meissa Baker
14-OVER OPEN		PRO CLASS
Greg Esser		Greg Esser
Seth Bucherri		Darien Turnage
Guy Metz		Tony Truman
11-13 OPEN		POWDER PUFF
Paul Gossrau		Cathy Hanna
Hal Orr		Wendy Edman
Jottie Davidson		Teri Harbridge
8-10 OPEN		6 YEARS AND UNDER
John Hayden		Dylan Spears
Vance Justice		Chris Willman
Tony Luke		Troy Overholser
7-UNDER OPEN		7 YEAR
Todd Edman		Jimmy Harness
Joshua Summers		Danny Schmitt
Sean Carroll		Greg Epley
16-OVER EXPERT		8YEAR
Guy Metz		Dana Overholser
Kevin Murray		James Goff
Leonard Batycki		Brant Fred
15 EXPERT		9 YEAR
Rick Canter		Todd Kingsbury
Tim Judge		Jamie Crow
Mike Skiles		Glen Johnston
14 EXPERT		10 YEAR
Matt Harris		Paul Murray
Lee Baker		Jamie Tedesco
Mark McCormick		Vance Justice
13 EXPERT		11 YEAR
Paul Gossrau		Robby Mylls
Donald Beasley		Paul Buchanan
Doug Tedesco		Jim Veale
12 EXPERT		12 YEAR
Kit DeCorrevont		Chris Theusch
Robby Mills		David Rauth
Mike Hanks		John Modlin
11 EXPERT		13 YEAR
Paul Murray		Hal Orr
Craig McNabb		Paul Gossrau
Jamie Tedescopa		Doug Tedesco
10 EXPERT		4 YEAR
John Hayden		Rick Canter
Greg Horner		Mark McCormick
Amon Eneka		Tim Judge
9 EXPERT		15 YEAR
Nick Phipps		John Plant
Dennis Kalsowmich		Kerensky Bullard
Tony Luke		Dallas Bilbee
8 EXPERT		16 YEAR
Troy Raatz		James Burrows
Chip Farthing		Terry Zeuner
Jimmy Harness		Jack Parsons
7 EXPERT		7 & UNDER
Sean Carroll		Jimmy Harness
Joshua Summers		Danny Schmitt
Eddie Koontz		Todd Edman
6-UNDER EXPERT		8-10 YEARS OPEN
Dylan Spears		Paul Murray
Andrew Soule		Jeff Davis
Nello Scanlan		Jamie Tedesco
SR. PP		11-13 YEARS OPEN
Kathy Schaffer		Paul Gossrau
Cathy Hanna		Doug Tedesco
Jenny Mason		Ralph Moore
INT. PP		14 YEARS & OLDER OPEN
Debbie Kaslow		Greg Esser
Wendy Edman		Kevin Murray
Christine Zeuner		James Burrows





the finish line, though, and caught Paul Murray (IN) across first, with McNabb and Kirkland right behind him.

Moving right into the 13 expert class the action was getting faster and even more furious. Out of the hole it was a faster replay of the way things had been going all season and all weekend with the top three NBL 13 experts Gossrau Beasley, and Tedesco. They started the race close, and they finished just as close, none of the three giving an inch to the other.

In the 15 expert class, Rick Canter had been blowing away everyone all day long. Right up to the main he had not lost a single moto all day long. As the ten riders blasted out of the gate they were dead even up to the first jump. Right after that one rider went down and took two others with him. Out of the dust, Rick Canter flew putting several feet

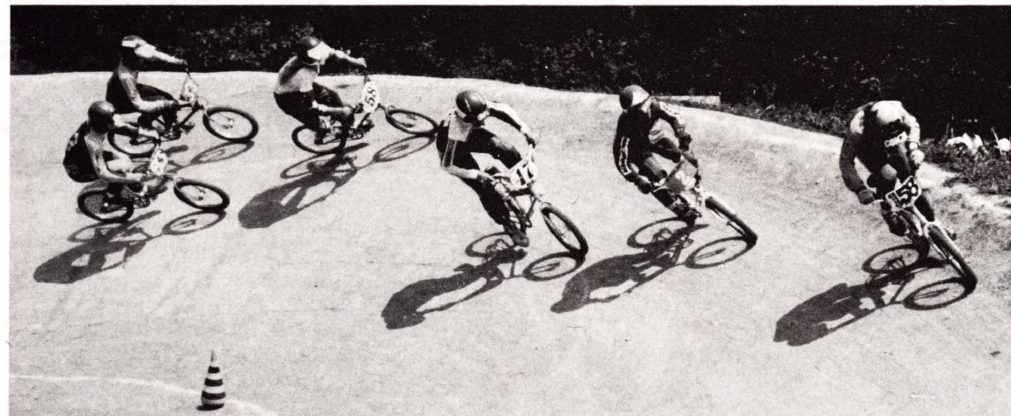
between himself and the rider that would take second and the No. 2 NBL number plate, Tim Judge. Greg Dean powered in for the third and a No. 6 plate.

The 16 expert main was even more exciting than the 15 expert. Randy Smithson shot out of the gate and was first to the first jump with Jamie Burrows right behind him in second. At the jump Burrows went down and slowed up Smithson. Guy Metz smoothed right into first with Kevin Murray rubbing his back tire all through the high berm. Zeuner pulled into third on the long straight, and that's how they finished, Metz, Murray, and Zeuner.

The Pro class on the line was the end of the NBL's first year of sanctioning Pros. These guys did one fine job all season long helping promote BMX.

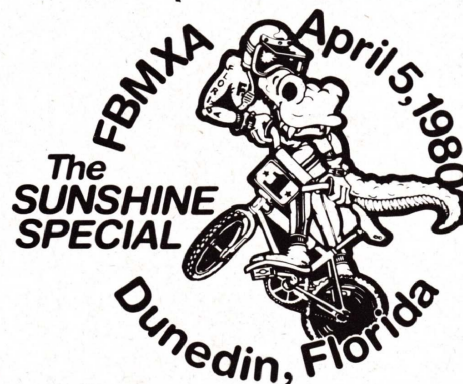
Riders scramble like eggs for position. Racing was fierce, as usual, NBL riders really cook.

Looks like a demolition derby. And you guys miss the poor chap that went over the berm.



"Some of the point battles were so close that a single place could make the difference between first place and try harder next year".

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Of the gate Mark Wegener pulled a little ahead of the pack with Sal Zeuner a marginal second, and Greg Esser third. That's the way they went into the high banked turn. It was a different story as they came out. It still isn't clear exactly what happened in the turn, but Zeuner, Esser, and Darien Turnage all managed to slip by Wegener leaving him with a poor fourth place.

Into the straight everything changed again with Turnage taking the lead, Esser moving with him into second and Wegener passing Zeuner into third.

Using every bit of reserve left in the final pull for the finish, Esser, as he had done in almost all his NBL Pro races this season, pulled ahead of Turnage, as did Wegener, leaving Turnage the third place money.

Greg Esser also won the 14 and over Open class, but the win was anti-climactic after the excitement of the Expert and Pro mains.

It was a fine finale to the NBL season.

Congratulations to the new NBL president Frank Nolte, and our thanks to out-going president George Esser.



This track is in Knoxville, Tennessee. Looks like it's pretty long, from the expressions on the faces of these guys.

Ok, the first person who sends us a list with all the correct names of everyone in this picture (from right to left) wins a pair of Hadley's old racing socks. The second person who sends in the correct list wins two pairs of Hadley's old racing socks....

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NBA MONGOOSE GRAND NATIONALS



On Sunday, November 18, all of Los Angeles woke up to a slightly wet city. But the light rain only served to firm up the track at Devonshire Downs fairgrounds. Nothing could dampen the spirits of the BMX'ers that had come to participate in the NBA Grandnationals sponsored by Mongoose.

There are other grandnationals, but the NBA Grandnational is the longest running and the largest event of the year. This year was the fifth year that the NBA has held the big event and Mongoose has sponsored it for the past four years.

This year there was one big difference in the presentation of the race. Earlier in the year, Design Associates was contracted to to a super four-color poster and a full-blown fantastic program for the race. Artist-at-large, Scot Comstock was commissioned to create the

LEFT: Stanley Robinson making history. Stanley had an up and down year in 1979. He'd win, crash, bounce back, and then win again. When it came down to the end Stanley held all the aces. The result...the 1979 Grand National Championship, hands down.





poster. Scott put pen and ink and airbrush to the board and came up with a poster that caused jaws to flop open and BMX'ers to do double takes. The poster and program effort turned out first class. (Would you expect less from the 'Goose?)

When the *BMX PLUS!* staff visited the track the day before the race, we found about a dozen people on the track completing the final grooming for the forthcoming event. Of all the people there, Stu Thomsen was the easiest to recognize, so we headed out to the center of the track for a talk with Stu and a closer inspection of the track.

Stu, Dennis Dain, Bobby Encinas, and our resident jammer Carl Burris, were packing various areas of the track. About halfway around the track there were three bonzai whoops that loomed up like the High Sierras. We stood there in disbelief and Stu stood up and came over to us with a wide

smile on his face. Yes, Stu was the one who made these babies and he was as proud as a new papa. All the other riders just groaned as they saw them. There would be some fantastic racing tomorrow.

The morning of the race, the track looked impeccable. With all the Mongoose, NBA, and *BMX PLUS!* banners circling the track it was a smart looking sight.

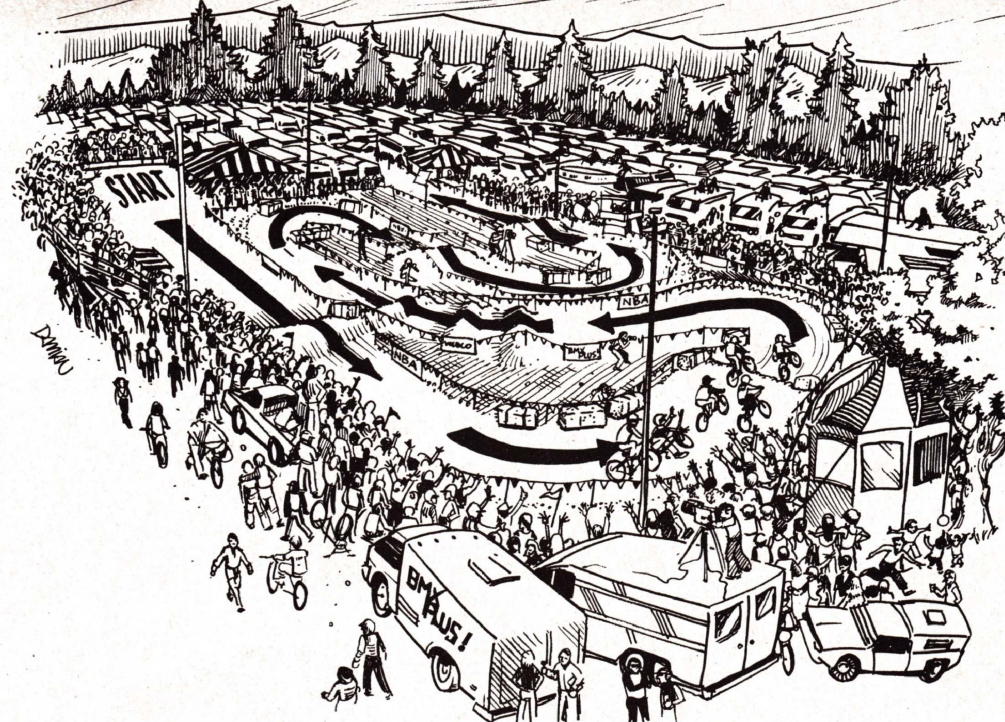
The huge Devonshire Downs parking lot was more than half full when we arrived. Every kind of vehicle imaginable was there. This year, like every other year, to find a spot next to the track you had to get up pretty early.

Since *BMX PLUS!* was working with the NBA and Mongoose on the Grandnationals this year we pulled another trick from our sleeve on race day: Right next to the NBA motorhome we parked the *BMX PLUS!* PORTA PARTY. This was a 26 foot super-plush, complimentary beverage/bathroom for all the heavies at the

LEFT to RIGHT: Larry White, Byron Friday, Rory Ingano, Jeff Kosmala, and Kim Jarboe. The Start...The Place...Where all the kidding stops.

race. It took three full-time people to run it and everyone who stopped by (and there were hundreds) couldn't believe how elegant it was.

Before the races started we had time to wander around to get our bearings. The first thing we saw as we began our trek made us stop in stunned silence! Sitting right beside the NBA motorhome were two of the most heavy-duty trophies we've ever seen. At the very least, they stood four feet tall and had bases that were a good two feet across (solid walnut). The upper part of the trophy was a bronze cup that made it so heavy it took two people to carry it.



One of these trophies would go to the race sponsor. The other would be presented to the Trophy Dash winner. The trophy for the sponsor is a perpetual one. That means that the sponsor of the race next year will be presented the same trophy and will get to keep it for a year. It looks like Skip is kind of fond of the thing and we think he'll probably like to keep it at the Mongoose offices for a few years yet.

Watching the riders practice starts reminded us of soldier ants leaving the nest. Swarms of them were all over the track. The turnout was excellent; teams had shown up from all parts of the U.S. Mongoose had even made it possible for their number one Japanese rider to attend the race, making it an international event.

Just before high noon, as the races were about to begin, "Golden Throat" Bill Pippin took the mike and asked for everyone's attention. With a tremble in his

There she is—This year's track design was a bit more ambitious than previous years Grand Nationals. This is a view looking toward the Northeast.

Television personality, Mario Machado interviewing one of the CHIPs stars, Larry Wilcox. Larry was just one of the many stars on hand to view the event.



voice Bill announced the total entries for the days race. There were 1,551 entries and 195 motos. This made the NBA/Mongoose/*BMX PLUS!* Grandnationals the largest recorded race of the decade!

The record turnout set the pace for the races. You could almost see the sparks flying from the racers as they prepared for the first motos.

In the NBA tradition, the Pros were the first riders off the line. The crowd could hardly let all the emotional fervor out. Screaming and shouting were mild words to describe what the fans were doing.

Any Pro who was anybody was here today. It wasn't hard to understand why. These guys were here for the largest purse ever offered to Pro BMX racers. The NBA put up \$5,000.00 for this race. The Pro class winner would take home \$2,500.00 of that. This



Most of the riders liked the track—mainly due to the abundance of good lines available. Here Scott Clark leads Greg Esser and David Clinton.

race would also decide the top Pro for 1979—the one that would get the number one pro plate to wear for 1980. Scott Clark and “Stompin” Stu Thomsen were very close in points, ability, and aggressiveness. These two weren’t just racing for the money and the plate today, either. The top Pro would also win the use of the brand new custom Mini-Truck that the NBA had purchased just for this purpose.

The National number one plate had already been secured by Red Line superstar Greg Hill. Just before the race we asked him if having the number one plate sewed up would affect his racing today. Greg responded, “In my age class I’ll take it easy, but, when that kind of money (in the Pro class) is up for grabs, I’m going to go for it.”

We got a few opinions from the other Pros about the race today. David Clinton remarked, “The

track is excellent, and those whoops are a gas.” Dave also told us that he was really enjoying his job at Shimano and that next year he was going for the Pro crown.

The MCS flash, Greg Esser was close by so we moved over and asked him what he thought. Greg also thought that the track and conditions were excellent. Unfortunately, Gregs day would not turn out as well as he wanted. Greg had to be satisfied with California sunshine and sore legs

Mark Wegener, from RRP, was here with his ever present smile. Mark said the competition was really heavy today but that just makes everyone go faster.

The whole “Goose troupe” was there, with Skip Hess, President of Mongoose, looking pleased as punch about the way the race was shaping up. Skip had his Japanese rider there along with a large Japanese contingent of mothers, fathers, aunts, and

uncles. No one was speaking English so the old standby hand signals had to do. Kenji pleased all those relatives by placing in the main, a sure trophy winner. Double thumbs up, Kenji!

All the motos went very smoothly during the day. There were so many races that there were even eighth-semis run in addition to the normal quarter-semis and semis. With all the preliminaries out of the way, each class was down to the top eight riders.

The first main off the line was the 11-13 Open. Torker Terror, Mike Aguilera came out of the gate breathing fire. His holeshot was awesome. In hot pursuit was Bob’s Bike Shop rider, Darrell Young with Ronnie Bethel right behind him. A super move on the last berm put Texas rider, Joe O’Neal, right up into third place setting Bethel and Mike Standbury back into fourth and fifth places.

The Eight expert class spelled disaster for Jason Jensen. Off the line Jason (Torker) had the holeshot, Tim Ells (BMX PLUS!) was in second, and DG hopeful Steve Hayes laid back in third. Jason was way out in front when he got to wondering where the rest of the guys were. Looking back was the big mistake for Jason. When he looked back his front end washed out and he ended up looking for ants. Tim Ells took the first with Steve Hayes and Robert Morris getting in for second and third.

There were all kinds of things happening in the 7 and Under Main. As they left the starting gate Brian Springer held the lead with Scott Green, Jeff Bauland and Jason Christy changing places like jumping beans. In the third turn Springer went down and was passed by Green, Bauland and Christy. They were so close at the finish that a conference was called. When the dust settled Green took home the six foot tall first place trophy and Bauland settled for the second place iron.

With the 14 and Over class, once the gate moved, so did the eight riders. Lee Medlin got the hole shot but Eddie King passed him in the first jump. Disaster struck when King got a bit sideways and took out Hawaiian hot shoe, Rory Ingano. That made room for Texas RRS rider, Danny Wall, to slip in and take over the lead. Lee Medlin followed in second, and by a miracle of balance Eddie King made it over the line in third. Danny was very excited after coming so far to race and getting to go home with a win.

BELOW: A Panda rider goes for all the whoop-de-dos in one shot. RIGHT: Torker rider Eddie King aced out Mike Bush (39x) for the top spot in the 15 Expert class. The Torker team took top honors for 1979.



The 1500 plus entries for the event made for a long race day. By late afternoon and sunset, the wind kicked up and kept even the die-hard fans behind or in their shelter.



In the 10 Expert class the battle between Kyle Fleming and Mike King was almost traumatic. Fleming, DG, had the holeshot, but King, (Wheels and Things) was having his own troubles fighting off Bobby Cook. That's the way they finished: Kyle, Eddie, Doug, and Bobby.

In the 16 year old Expert Class Bobby Wood came off the line like he was running 80% nitro! In the first sweeper "PK" Perry Kramer put a move on Wood but got a bit sideways and left a hole for the NorCal Flash Stanley Robinson to slip through. Joe Aguilera pushed his way past Wood into second leaving Wood in third place in front of Tinker Juarez (Mongoose). At the finish Robinson put away the win with

Aguilera grabbing a second and Tinker and Wood picking up third and fourth.

Last up for the day was the Pro Main. This line-up held the toughest competitors in BMX racing today. Tension was at an all-time high. The racers took a full two minutes just to get their pedals set. On the line was Scott Clark, Frank Post, Stu Thomsen, Stanley Robinson, Robby Rupe, Jeff Kosmala, Bobby Wood, and Kenny Nachman. Three of the eight riders on the line were sponsored by the host of the race—Mongoose!

Finally, the starters chant began...Riders get set...Every—body ready... Go!

The gate crashed open and eight superstars were off. It looked like Scott Clark got a slight holeshot, Thomsen, on the outside, moved up with Clark and they reached the first jump at the

same time. Frank Post got right in between them as they went into the sweeper. Stanley Robinson was moving into the pack with Kosmala on the outside as Post bumped Stu high in the second berm. That made an opening for Robinson and he took it smiling. The Pros began to spread out a bit then. Stanley opened up his lead, Post protected his second place spot, and Scott Clark somehow held the third.

With the finish of the race in sight Stanley put the power to the ground; he was seeing a lot of work and determination finally pay off. The places in the pack were still being fought for as Stanley crossed the finish line with his arms in the air.

Post came across the line in second for a \$1,200.00 check, Nachman third \$600.00, and Rupe fourth \$300.00.

Announcers Bill Pippin and Larry Hoffman (not to be confused with Larry Huffman) kept the 8,000 spectators well informed.

Scott Clark finished in fifth place in front of Stu Thomsen, which was enough to make him the top Pro for 1979 and clinch the mini-truck. That's what he really wanted.

All that was left was the Trophy Dash. Again, Stanley Robinson took it all. After the race we asked Stan what he was going to do with all the money he had won today. He told us, "Bank it". When we asked him what for, he grinned, "A Porsche!"

There were other notable performances this day. Some excellent riding was done by these fine riders: Misty Dong in the 13 and Over Girls class, Danny Wall (RRS) for a win in the 14 Expert, Lonnie Tatton (Pro Neck) 9 Expert, Mike Horton (GT) 10 Novice. Roy Daniels (H&F) 11 Expert, Kevin Cooper 11 Novice, Eddie King (Torker), Mike Bush (Red Line), Lee Medlin, who received a presentation from Grab-On for the "Winningest Rider of the Year", Richie Anderson (PRP), Andy Patterson (PRP), John Severin, Richard Palmer, Brett Bensen, and Sara Rutledge for the 12 and Under Girls.

Thanks for making the NBA/MONGOOSE/BMX PLUS! Grandnationals the best race of the year! ?



RESULTS

OPEN PRO CLASS

Stanley Robinson \$2500
Frank Post \$1200
Kenny Nachman \$600
Robby Rupe \$300
Scott Clark \$200
Jeff Kosmala \$100
Bob Woods \$75
Stu Thomsen \$25

TROPHY DASH

Stanley Robinson
Danny Waile
Lee Medlin

14-OVER OPEN

Danny Wall
Lee Medlin
Eddy King

11-13 OPEN MAIN

Mike Aguilera
Darrell Young
Joe O'Neal

10-UNDER OPEN MAIN

Doug Davis
Kyle Fleming
Mike King

16 EXPERT MAIN

Stanley Robinson
Joe Aguilera
No. 295 (unknown)

15 EXPERT MAIN

Eddy King
Mike Bush
Danny Wall

14 EXPERT MAIN

Lee Medlin
Charles Williams
No. 2091 (unknown)

13 EXPERT MAIN

Mike Aguilera
Chris Tripp
Mark Bush

12 EXPERT

Richie Anderson
Jon Anderson
Chuck Midel

11 EXPERT MAIN

Roy Daniel
Geoff Rutherford
Mike Grem

10 EXPERT MAIN

Kyle Fleming
Mike King
Doug Davis

9 EXPERT MAIN

Lonnie Tatton
Toby Oakland
Chuckie Southwich

8 EXPERT MAIN

Tim Ellis
Steve Hayes
Robert Marris

7-UNDER EXPERT MAIN

Trevor Rigott
David Gugale
Rusty Jones

16 NOVICE MAIN

John Severin
Mike Miranda
Victor Doneluis

15 NOVICE MAIN

Andy Patterson
James Stock
Omar Herrera

14 NOVICE MAIN

Richard Palmer
Keith Abrahamson
John Lukens

13NOVICE MAIN

John Herriera
Danny Alway
Peter Jones

12 NOVICE MAIN

Brett Benson
John Probovich
Martin Hernandez

11NOVICE MAIN

Kevin Cooper
Eric Doan
Mike Corby

10 NOVICE MAIN

Mike Horton
Bruce Mc Denmott
Carl Butler

9 NOVICE MAIN

Mark Perez
Curtis Lew
Eric Carter

8NOVICE MAIN

Jason Adams
Dustin Drum
Shannon O Compo

7-UNDER MAIN NOVICE

Scott Green
Jeff Bauland
Jason Christy

13-OVER PP MAIN

Sara Rutledge
Sue Gingrich
Michele McCourt

THE ABOVE ENTERED IN ERROR

13-OVER PP MAIN

Misty Danz
Kim Johnson
No. 120 (unknown)

12-UNDER PP MAIN

Sara Rutledge
Sue Gingrich
Michele McCourt



Skip Hess can hardly carry the trophy that was presented to him by the NBA. The trophy will be presented to the sponsor of the Grand National each year for him to keep until the next year. Skip didn't look like he was going to part with it for quite a while.

From Take-off... To Splashdown



There's no test too tough for Supergoose! Whether you're slicing through a sheet of water, banking your way through a berm, or landing off a jump, you've got more to think about than your bike. Mongoose factory astronaut Danny Oakley knows he can trust his Supergoose. It's designed with spacecraft quality all chromoly frame and fork. Super light anodized alloy wheels for super quick take-offs. Stainless steel handlebars and seat post for years of rough landing. A chromoly crank to get all the thrust where you want it - to the rear wheel. No flexing, bending or twisting - which means no power loss. Engineered to be lightyears ahead of the competition. When you are ready, Splashdown with confidence. **Supergoose. Test Fly one at your local bike shop!**

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**PRODUCT
PROBE**

SUN TOUR VX CRANK

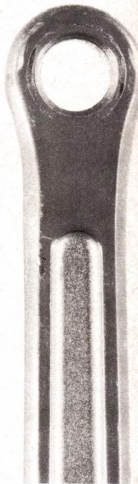


The new Sun Tour VX crank has a lot more strength than many other alloy cranks. This is due to the extra "beef" along the length and around the ends of the crank.



Well faithful readers, this month the ol' Plus Bunch is going to take a real close look at the fairly new Sun Tour VX cranks. The question has been raised, "Where do the VX cranks belong in the range of equipment being offered to BMX buyers". We hope that once you have finished the Product Probe everyone will have the answers they seek.

The first time we were able to get a close look at the new VX crank was at the International Bicycle Show in New York last February. The cranks were part of the standard component package on the Schwinn "Sting". We looked them over and found them visually pleasing as well as appearing structurally sound.



The most notable feature about the new Sun Tour VX crank is that the crank is quite a bit thicker all the way from the pedal end right up through the crank arm shaft and spider. Sun Tour tells us that these cranks are 17% thicker and 30% stronger than other cranks in the same (price) class.

The BMX PLUS! test team found the strength claim to be well founded. (The cranks were included in the tests on both the Schwinn "Sting" and the Western States "Diamond Back" bikes.)

The Sun Tour engineers did extensive research into the crank market before redesigning their cranks and coming up with the VX model. The engineers felt that by adding thickness in the areas of past problems most of the annoying behavior of past crank models could be solved.

The biggest problems with alloy cranks is their tendency to flex and crack (mostly when you need them the most—off the line). The Sun Tour VX cranks still have some degree of flex, but then so do nearly all cranks. When you consider all the other cranks that are available on the market today even close to the price range of the Sun Tour VX crank you'll probably decide that the VX can meet all your needs and not be too harsh on your wallet.

As you look very closely at the points where the Sun Tour engineers have made the very important design changes you can begin to appreciate the Sun Tour VX strength. The pedal arm has been thickened all around the pedal end of the arm which will go a long way towards eliminating loose pedals or broken arms at this point. The arm has also been made thicker all along the length of the arm. This helps prevent the flexing that can be such a concentration-breaker when you are trying to

accelerate. The engineers even left a double shoulder on the spider so you can use two gear rings for quick changes or place the VX cranks on your 10-speed.

The Sun Tour VX cranks come with a beautiful anodized finish and are packaged individually.

The Sun Tour VX cranks are available at most BMX shops for about \$45.00. That seems like a pretty good deal. These cranks are just another attempt by Sun Tour to bring you good equipment at an affordable price. Thanks Sun Tour.

"These cranks are 17% thicker and 30% stronger than other cranks in the same class".

SUN TOUR VX CRANKS SPECIFICATIONS

Material: **Forged Light Alloy (A2017)**
 Surface Finish: **Anodized Red, Blue Silver and Gold**
 Type: **Cotterless**
 Length: **170mm to 175mm (CW-2000)**
 Thread: **BC 9/16" x 20T**
 Weight: **535g (170mm)**

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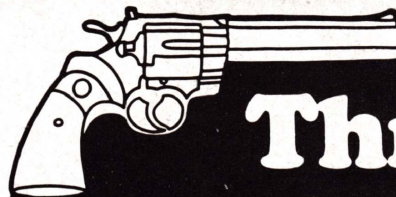
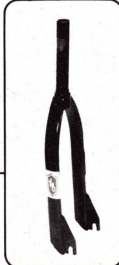
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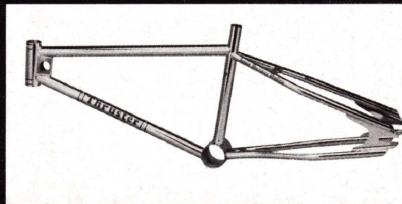
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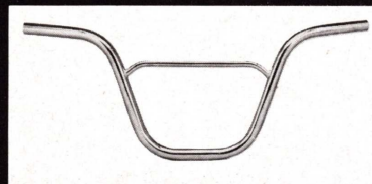


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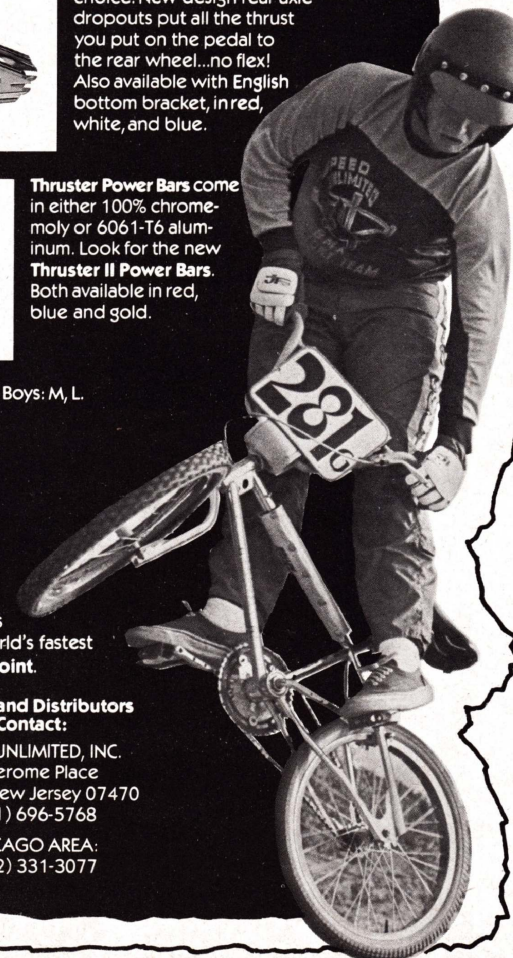
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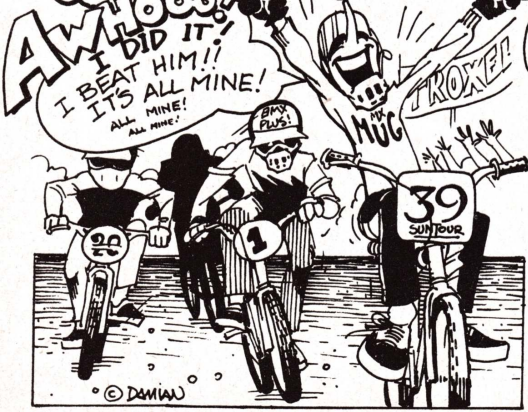
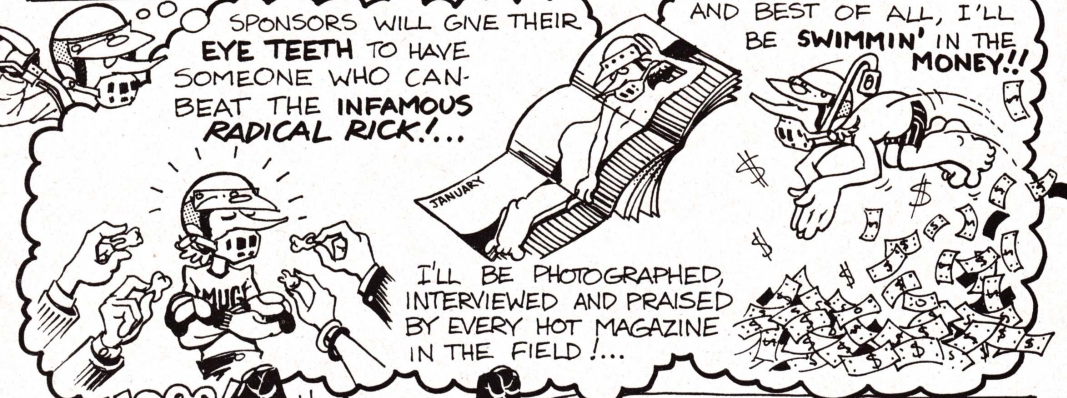
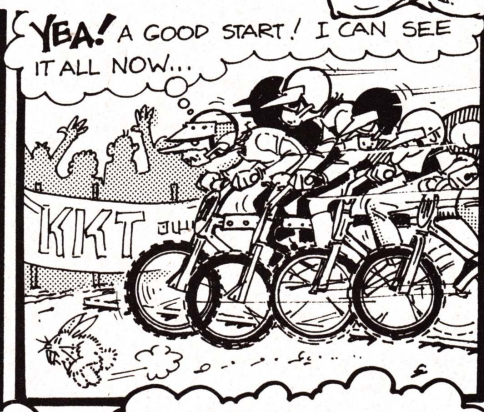
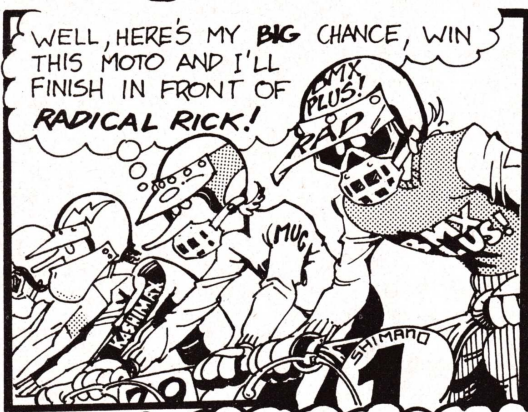
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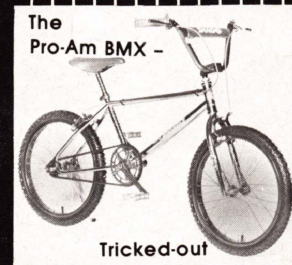
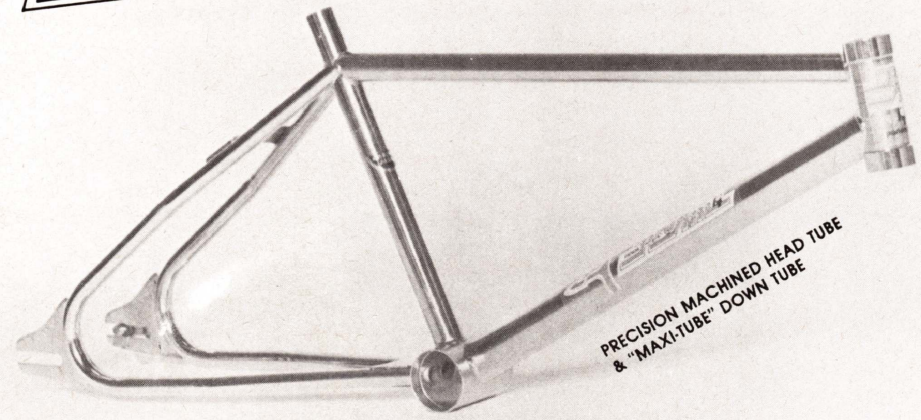
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Heh, heh, heh, this year you're not going to catch *BMX PLUS!* with it's guard down, ABA! 1979 was definitely going to be different than the 1978 race. This year at your Grandnational we came prepared.

As we packed for the ABA/DG Grandnationals, we remembered the 1978 Grandnationals at Horseman's park in Las Vegas, NV. Everyone, including ABA heavyweights Merle and Gene just about got frostbite. This year, the first thing on everyone's packing list was a down jacket. We knew that with those and a pair of long handles (long underwear), we could ride out any cold spell that the Nevada desert could lay on us.

We all wondered why M.A. had such a smug look on his face when we talked about the cold weather. He just told us that this year he had a "secret weapon" against the cold. That's all it took. We held Mike down and tore his suitcase apart and found, of all things, (Mike has been known to ride a few of the California waves now and again), a wetsuit. Mike told us that the wetsuit vest is just the thing for cold weather. We made note of it and let him repack his suitcase. We threw the stuff in the Plus car and headed for the bright lights, slot machines, and the ABA/DG Grandnationals.

Twenty minutes to the Interstate, five hours of Supertramp and "Breakfast in



ABA/DG GRANDNATIONAL

Story and Photos by Mike Aguirre

America" plus others on the stereo and we were in front of Circus Circus in the middle of Sparkle City.

We unloaded what we could carry in one load and headed inside to our room. Inside we saw all kinds of familiar faces.

When we finally got to our room, there was just one small (or should I say large) problem. Carl and Mike were stuck in a room with only one king-size bed. Carl sleeps like a rabbit, hopping all over the place. So the first thing we had to do was change rooms.

Next, we wanted to take a quick look at the track. On our way out, we ran into Frank Post (Panda's

Pro Power), and Troy Adams (SE Racing). They had just returned from the track and they liked what they saw.

We drove into Horseman's Park, popped out of the car, and moseyed over to the sign up shack. There had been some changes in the grounds this year. Now there was grass where last year's trash barrel fires had been. And, a new office building had been added.

Meryl and Gene were stationed just outside the office door. Gene told me sign ups were fantastic. They already had 800-900 riders signed, but were expecting somewhere in the neighborhood of 1500.

Now that we were firmly settled in Las Vegas, we had completed all but one necessary stop...a place to eat. And that meant the Peppermill Inn. For those of you who have been faithful readers, you might remember our last stop in Vegas and the fond memories of the Peppermill Inn. After our mega meal, we headed for the Circus Casino. Slots, Roulette, black jack, stuffed animals. . . . Stuffed animals??? Carl was only 15 then, so that meant upstairs for him. But the rest of us jumped right into the thick of the action. Mike dropped 50 skins. Nobody else was telling, so, the rest of us decided that it must be time to hit the sack. and I jumped right to it.



Horseman's Park in Las Vegas provided a convenient location for this years ABA/DG Grand National

BMX PLUS!

February 1980



"Where's the track? We can't see it through all these people."



Race day started early for us, about 6 a.m. We went through the morning 'get ready' countdown-like clock work. As we drove to the track site, we thought maybe we'd pulled into the Superbowl of Motocross. We'd never seen so many cars, trucks, vans, motorhomes, trailers, bodies, dogs. And everybody going about 100 miles an hour tryin' to get ready for the race. We parked the car, somewhere around Bakersfield I (What a crowd!), and made our way to the track. Gene Roden was in the middle of everything. When we said 'Hi', Gene responded (in his Texas twang) "There's a powerful lot of people out here, huh?" Everyone laughed and asked, "Where's the track? we can't see it through all these people." Gene, pointing due East, said "I'm pretty sure it's over there!" Heading off in that general direction, we finally made it to the middle of the track, and stood for a moment of silence. All that could be seen was race fans. The grandstands were standing room only. And there were no open spaces along the fences. It was truly a Grand National.

With cameras loaded, and gear together, we took a quick walk around the track. All the riders felt the track was excellent. It was wide, smooth and nicely layed out. Definitely a speed track. Watching the kids practice, it was obvious skill would come into play in order to handle this track. Passing would be easy because of the numerous straights.

About 12:30 the national anthem was played and the ABA Parade lap began. The final race tallies were made, and showed a whopping total of 1450 entries with 180 motos to be run. Hundreds of balloons went skyward, the crowd roared, and the ABA-DG Grand Nationals were under way.

It was interesting watching the racers coming off the line. It was as if someone had programmed the motos into a computer, they were running so smoothly.

The ABA was starting the races electronically. The announcer (Meryl Mennenga), asked if the racers were ready. If so, he instructed them to watch the lights, because if you weren't



prepared and the lights were already moving, you were going to be left behind. It's a fair system no matter how you look at it.

The motos peeled off very smoothly and race action was heavy. Nearly every top name rider the country has to offer was there. DG, the race sponsor, had their full on factory riders Byron Friday, Kyle Fleming, Steve Hayes, Doozer Trevino, and (relocated) Sal Zeuner here to vie for some of the Grand Nationals

gold. Most all factory teams were represented. Mongoose, Panda, Sekai (down from Washington), JMC, Powerlite, Robinson Racing, Patterson Racing, GJS, SE Racing, Shimano, Schwinn, Raleigh, Cook Bros. Redline, and more. Bike shop teams were everywhere. Roadrunners, and Capitol City BMX from Texas. Atlantic Cycles from Maryland. Michigan was represented by Fenton Cycle. Arizona sent Mr. B's, Bicycle Harbor, and Bicycles West. And of course California

Billy Patterson leads (262) Steve Bonita and (309) Guy Cherp in one heat of the hot 8-year-old class.

PRO CLASS		9 Expert Class	
Stu Thomsen	\$1,000.00	Doozer Trevino	
Kevin McNeal	\$600.00	Lonnie Tatton	
Frank Post	\$400.00	Mike Scuto	
David Clinton	\$250.00	8-Year-Old Class	
Stanley Robinson	\$150.00	Brad Francisco	
Turnell Henry	\$100.00	Ryan Pool	
PRO TROPHY CLASS		Ron Coy	
Stu Thomsen		7-Year-Old Class	
Harry Leary		Jason Adams	
Stan Robinson		Chad List	
CRUISER		Mark Cove	
Kevin Harlow		6-Year-Old Class	
Mark Pippin		Jason McKeel	
Jim Allen		Tim White	
15 OVER OPEN		David Duncan	
Mike Bush		5-Year-Old Class	
Ed King		Damon Wheeler	
Mike Tisdale		Troy Kelly	
13 & 14 OPEN		Justin Yancy	
Lee Medlin		POWDER—PUFF SR.	
Mike Aguilera		Jane Wilkinson	
Mike Buff		Debbie Shobert	
11 & 12 OPEN		Leslie Burley	
Jon Anderson		POWDER—PUFF INT.	
Richie Anderson		Sue Gingrich	
Roy David		Sara Rutledge	
Jon Anderson		Sharris Ow	
Richie Anderson		POWDER—PUFF JR.	
Roy David		Dana Alexander	
9 & 10 OPEN		Angela Upton	
Doug Davis		Dawn Kuschereit	
Kyle Fleming		16 NOVICE	
Mike St. Martin		Tom Jacobson	
8 & UNDER OPEN		Mark Darcy	
Jason Jensen		Jeff Halleib	
Brad Francisco		15 NOVICE	
Tim Ellis		Jesse Felix	
16 Expert Class		Andy Patterson	
Joe Aguilera		Todd Carter	
Kevin Renker		14 NOVICE	
Doug Olson		Ronnie Harper	
15 Expert Class		Robert Holm	
Danny Wall		Sterling Rebell	
Ed King		13 NOVICE	
Don Atherton		Andrew Zirzow	
14 Expert Class		Arik Nelson	
Rod Beckering		Todd White	
Ron Anderson		12 NOVICE	
Mike Poulson		Darryl Hollenbeck	
13 Expert Class		Melvin Hayes	
Mike Aguilera		Stacy LaCombe	
Sean Greening		11 NOVICE	
Jeff Osmus		Mike Holder	
12 Expert Class		Lincoln Lucas	
Richie Anderson		Todd Parry	
Kelly McDougall		10 NOVICE	
Chuck Mikel		Denny Jackson	
11 Expert Class		Dave Dayton	
Jeff Rutherford		Guy Noren	
Robert Compton		9 NOVICE	
Brian Gass		Jason Jensen	
10 Expert Class		Tim Ellis	
Bodie Cook		Mark Perez	
Kyle Fleming			
Doug Davis			



Ah, Denny Davidow is sooo smooth and fluid. The big sponsors should be knocking on this guy's door any day.

produced a whole lot more, including Hank & Frank, World of Wheels, Wheels and Things, Skip's Schwinn, Lee's Bikes, and a whole lot more!

As mentioned before, the races were moving right along. It wasn't long before the quarter semi's, semi's and finally the mains were ready to run. In numerous cases these riders had to work their way through 50-60 riders in their respective classes to vie for a mega trophy. The gate held 8 riders with room to spare.

The lights were shining brightly as the main events were being readied. The night air was brisk, but not frozen-like last year! Merle had the first Main on the line, the 8 and under open, the riders were nervous, and rightly so. They had worked hard for this position on the line.

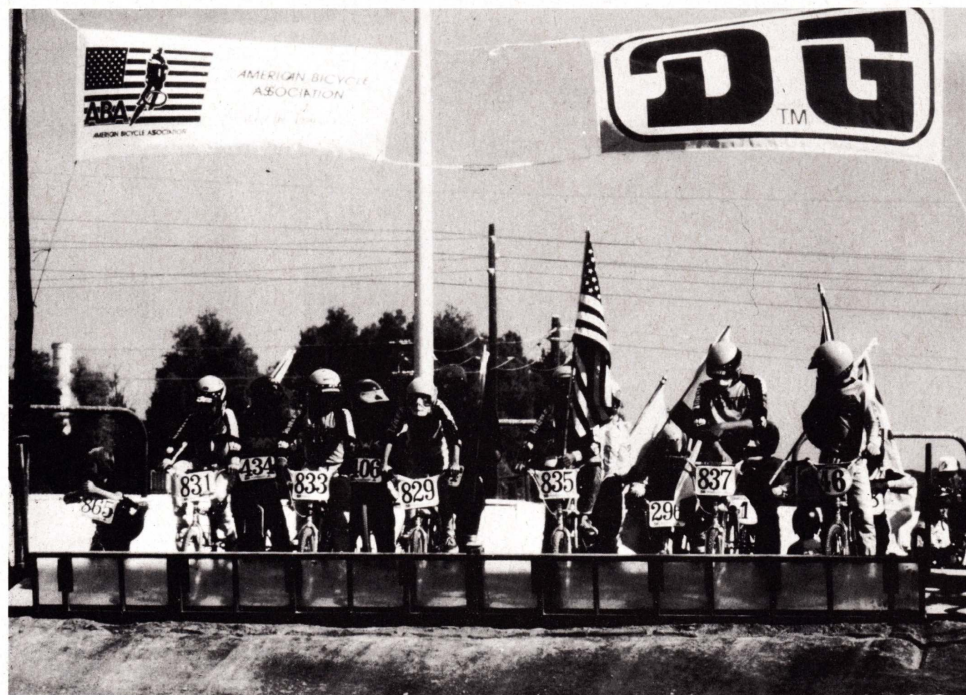
When the electronic lights hit green, Jason Jensen left the gate in a blurr with Brad Francisco hot on his heels, with our own Tim Ellis back in fourth. Brian Hempstead was third. In the second straight, Francisco was pushing Jensen like two semi's headed for the bottom of a long hill. Tim Ellis moved into third. At the finish line, Jason Jensen won, but not without a battle from Brad Francisco. It was a photo finish.

The 9-10 open was next up, and my guess, Doug Davis was up and out of the hole. At this early point though, Kyle Fleming (DG) was pouring on the coal. But today, in the 9-10 open, Doug Davis (Torker) had what it took. After that first turn, Doug put her to the wood and took it going away, leaving 2nd for Kyle Fleming (DG). Mike St. Martin, atop a GJS took a respectable third.

In the 11-12 open, Richie Anderson (Patterson Racing) had to settle for 2nd place, a spot almost unknown to him. It was a good race. Out of the gate, Anderson holeshot, but another California hopeful, Ron Anderson, was hot on his heels. Not real close, but close enough. It was on the last straight that, all

by himself, Richie made a small misjudgement in his speed, which caused him to slide out momentarily. This error caused him to lose the lead to Ron Anderson, and the win.

In the 13-14 open, the riders changed places like fish in a barrel. It started out with Lee Medlin taking the lead and Mike Aguilera on the inside looking for a pass. As he went for it, he got a little sideways, giving Rod Beckering (S.E. Racing) a spot on the outside for a move to second place. Going down the back straight, Medlin got a little sideways, but Beckering couldn't get by. Aguilera was closing, and in the last straight it was disaster for Beckering. He bought the farm heavily. This let Mike



Ah... the old stars and stripes, ABA, and DG...Such patriotism! Ok trivia fans, who is the rider on the ABA banner, and what kind of bike is he riding?

Answer: David Clinton, Kawasaki-1975 was the year.



Aguilera (Torker) in for 2nd, and Dancin' Lee Medlin copped the first.

In the expert class, Doozer Trevino (DG), Lonnie Tatton (Pro Neck), Mike Scurto (Pro Neck), and Chris Allen (Shimano) were on the line. When things began to happen, Doozer Trevino put a 4 bike-length lead behind him right away. Lonnie began to make a move, and started to tighten the gap while Mike Scurto was hanging close, and Chris Allen bookin' in 4th. When they crossed the finish line, DG's hopeful, Trevino took the win with a smile. Leaving Tatton, Scurto and Allen in that order, 2,3,4.

In the 12 Novice class, Panda Powered Darryl Hollenbeck had been winning all day. I've been watching these youngsters for

years and I'll tell you he's no slouch. Darrel would work his way through 48 riders for this spot on the line. This hard work and determination would give him the win with Melvin Hayes (Ralph's) in hot pursuit. Stacy La Combe took third.

Then, the one everyone had been waiting for, was on the line. The Pros. "Stompin' Stu" had already put the Pro trophy away and was waiting for the bucks. This was the first time all day that the track was silent. Merle's chant seemed endless. The lights were like stop-action. Finally the green was on, and so was Thomsen. The pack was in hot pursuit, and Kevin McNeal was finding room to move with Frank Post ready to pass at any time. Robinson, Patterson, Sewell, Clinton and Henry were

jockeying, but Thomsen kept purring. When the smoke cleared, Stompin' Stu had taken the win with McNeal 2nd and Frank Post 3rd. David Clinton was 4th.

So now the long awaited ABA/DG Grand Nationals were over. Stompin' Stu was the overall winner for the older rider, giving him \$1,000 in cash, a beautiful Pro ring and a marvelous trophy. Jason Jensen tripled again, to give him the younger class win. And Richie Anderson also tripled for the middle age group.

Rumor has it that DG will become the annual sponsor of this race. We certainly hope so. Ed Smith, Alan, and Ed's wife Nina, are all good people. Merle and Gene are good folks too.

See you next year. ♪

MALIBU GRAND PRIX

By Just M.A.

LEFT: Stu Thomsen kept alive his hopes of a third National number one Pro plate with a win here at the Malibu Grand Prix track. Stu finished in first place, grabbing the \$250.00 first place money that kept him within striking distance of Scott Clark. BELOW: All the riders at the Malibu Grand Prix race had loads of fun. They jumped, wheelied, and flat-tracked all over the place.



A Pro purse was to be offered. Normally, that would not be a big deal, but today it was a little special. Stu Thomsen and Scott Clark were very close for the top dollar, money winner of the year. Seeing as how the person who



CYC rider, Tom Christopher, tries out the Malibu course. Tom will hold the NBA regional No. one plate for the Los Angeles district in 1980.

Ben Kosmala, the youngest brother of TEAM Mongoose Factory rider Jeff Kosmala, heads off a pack of wild novices. Left to Right: 2189, Josh Pickard, 2405, Derek Schoenfeld, 286, Ben Kosmala, and 522, Bruce McDermott.

Several days after the race, a few quick calls showed that everyone else loved the MGP/NBMXA racing as much as we did. If you have a MGP track near you, head on over and see when they will start running BMX. In any case, it won't be too soon! ♡



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Since the very first issue of **BMX PLUS!** was published, we have encouraged our readers to submit their photos and stories to us for possible publication in a future issue. We always try to be very honest about the fact that only a very few of the articles, photos, or drawings that come to us are ever included in an issue. That's not to discourage you but to give you a realistic picture of how difficult it is to get published (some people try for years).

If you are still interested, and we hope that you are, we have put together a bit of information that should help you when you get all your photos and information ready to send to us.

1. Before you even consider covering a race or testing an article find out if **BMX PLUS!** can even include it in a future issue. Many times we will have a photographer of our own covering the same race that you wanted to cover. Write us a letter, well in advance of the event or test. Outline what you would like to do for us, give us a little background on the event, and don't forget to send us a few of the photos that you are particularly proud of (send copies, there is always the chance that your original will be lost or damaged).

2. The rate of payment for **BMX PLUS!** contributors varies according to the ability and the caliber of work submitted. For an unknown and untried photographer, **BMX PLUS!** might only cover the cost of the film and pay a flat fee for the accompanying story. For better known photographers we might pay an agreed sum per photo used.

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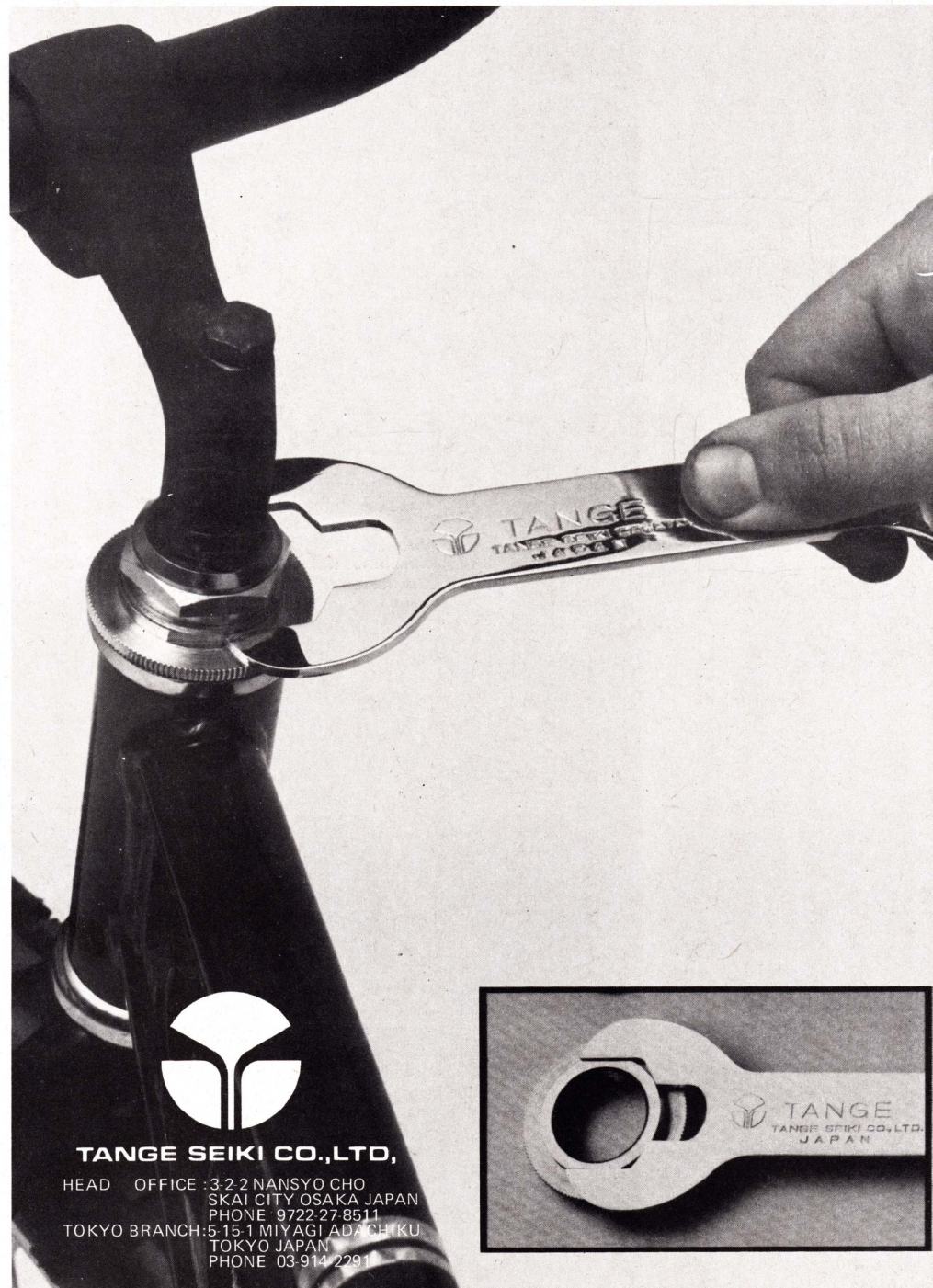
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Stories are to be submitted in typewritten double spaced form, and are paid at a rate of \$.50 per column inch and up depending on the quality of the writing and the length of the article.

Don't get discouraged if your first (or your second) article is not used. If you are serious about contributing, each effort that you make will help increase the chances of your next contribution being included in **BMX PLUS!**

BMX PLUS!

February 1980



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JUST CRUISIN'

By Dean Bradley

Well it sure was nice while it lasted. I'd do it all over again. If it were up to me, good things would never end, but it's not up to me. So goodbye 70's hello 1980's. Whatever happened to the seventies anyway?

Well, I'll tell ya what I heard. A reliable source told me some time ago, that "they" were going to replace the outdated 70's with some new 1980's. At first I didn't believe it, but the other day I saw it.... a 1980 bicycle. "They" have even gone so far as to change the calendars. Can you believe that!! Don't you know, just when you get used to these new 1980's, "they'll" probably replace 'em with some 1990's. Isn't it the truth though? Couldn't you just die?

Well don't, 'cause these 1980's look like a real nice set of years. They look especially good from the bicyclist's point of view.

On one hand, humans must face increasing noise and air pollution, rising gas prices, plus heavily congested air and roadways. On, or actually in, the other hand lies the solution...the bicycle. Very possibly, the most practical and timeless vehicle of this, or any other century. Since most of you out there ride or race bicycles, you already know that, but a lot of people who don't, will learn in the 80's.

Gas or no gas, this is one sport that's here to stay. If for some reason you ever doubted that, just go to a BMX race. As far as BMX'ers are concerned, there's no such thing as an energy crisis! There's plenty of energy, and much of it is still untapped!

During the 80's, much of this untapped energy (physical



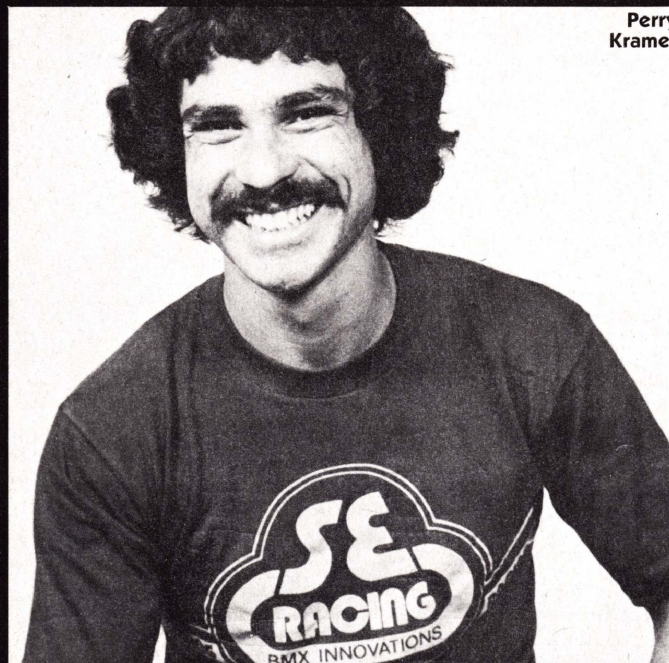
energy) will hopefully be put to use. But to be realistic, hoping alone will not tap this nation's tremendous resources of physical energy. When gasoline rises to ten bucks a gallon or air pollution becomes so great that we'll all have to wear respirators. Then, just maybe then, they'll begin to realize something you and I as bicycle riders have always known—that the bicycle is as much a part of the future as the past.

Just picture this in your mind, a freeway of bicycles, thousands of healthy smiling, bicycle-mounted commuters enjoying a brisk ride to the office. As you stand watching on a freeway overpass, the only noise you hear is the laughter and conversation of the commuters. But what's this moving slowly down the far right side of the road in the "car lane"?

It's a rare glimpse of an era gone by, it's an automobile, probably owned by one of the few remaining rich, unhealthy, gasoline stock holders. The bicycling commuters ignore the car and continue on down the road smilin' and laughin'. After all, since they're not polluting the air or spending all that money on gas why shouldn't they be smilin'.

Admittedly, the above is a product of my healthy imagination, but is it that far out of the question? This question and many like it must be answered in the future, by you people, the new generation.

So next time you're out at the races, have a great time and enjoy the fine sport of BMX for what it is, but keep in the back of your mind what bicycling could be in the future! ☺



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Melville
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RAD PAD

I really get into a

RAD PAD

Steve Thomson

Johar of California

BMX PLUS! WORD FIND

By James Riemenschneider

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E M U G E C E N E L T T T U P S
L F X E N A T P V E O Z O S O C
L X A P I N U P P Y U Y R T W H
H S M R L U T R X I R O P E E W
E T E R D U D I U A R S O R R I
L O H A E T S O O T K K R F L N
E R T L R R M C N U C C P F I N
M M O E E O U B A T C I E F T O
T E T K C C P E M S E D L D E B
S R R T A N Q W I U C D C N B A
C O O K B R O S H R A A Y A B R
T U F F S T F I S E R A C I N G

Here's another Word Find to gladden your hearts and boggle your minds. For this one there are absolutely no prizes whatsoever. Your name will not appear in BMX PLUS! if you send one in that is done correctly, nor will you become famous. The only recognition you will receive is from the person in the mirror that you see each morning. As usual, we won't guarantee that the words are even there or that the ones that are, are even correctly spelled. Go For It!

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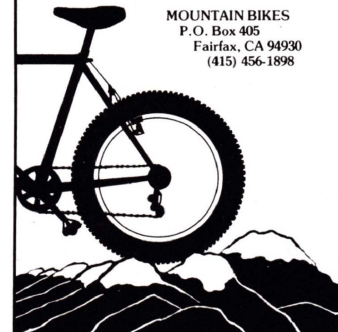
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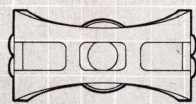
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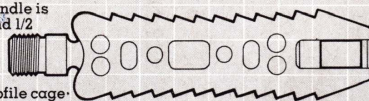
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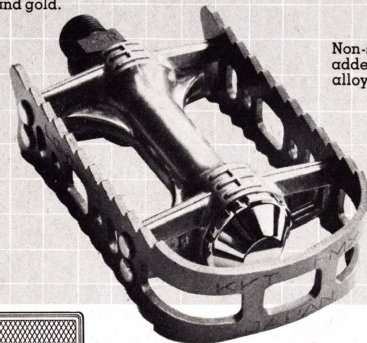


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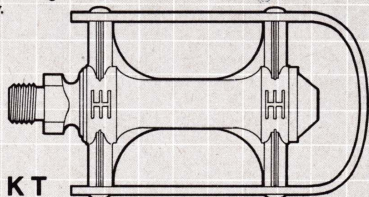
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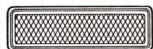


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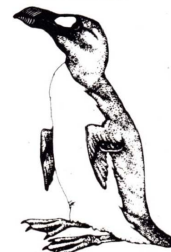
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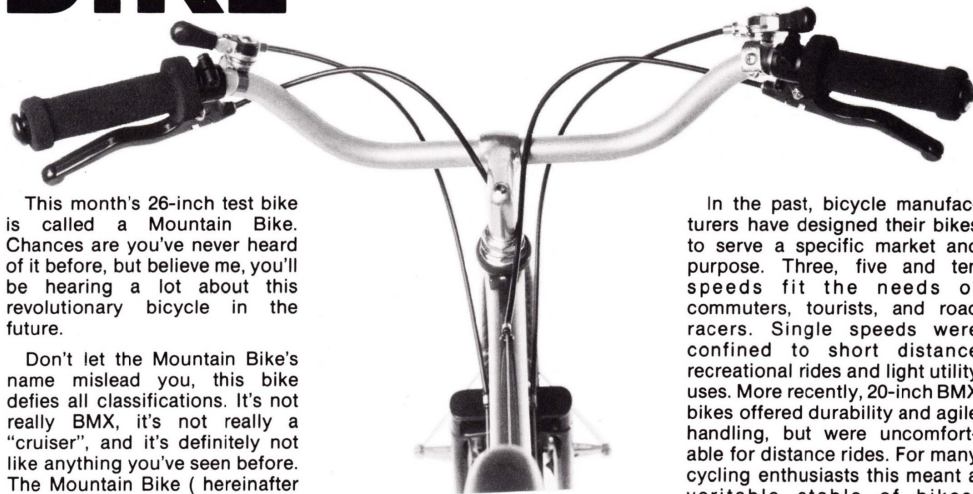


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THE RICHEY MOUNTAIN BIKE

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TEST



This month's 26-inch test bike is called a Mountain Bike. Chances are you've never heard of it before, but believe me, you'll be hearing a lot about this revolutionary bicycle in the future.

Don't let the Mountain Bike's name mislead you, this bike defies all classifications. It's not really BMX, it's not really a "cruiser", and it's definitely not like anything you've seen before. The Mountain Bike (hereinafter referred to as the MB) even goes so far as to challenge the definition of "bicycle".

The MB is a hybrid machine that combines BMX, light weight 10-speed road racers, European cyclo-cross, and the versatility of motorized trail bikes. The end result is, very possibly, the world's most versatile bicycle.

From the drivers seat. Aluminum motorcycle bars, Yamaha lever clamps, DeHandlers plastic "dog leg" levers, with Sun Tour thumb shifters, and Grab-On grips.

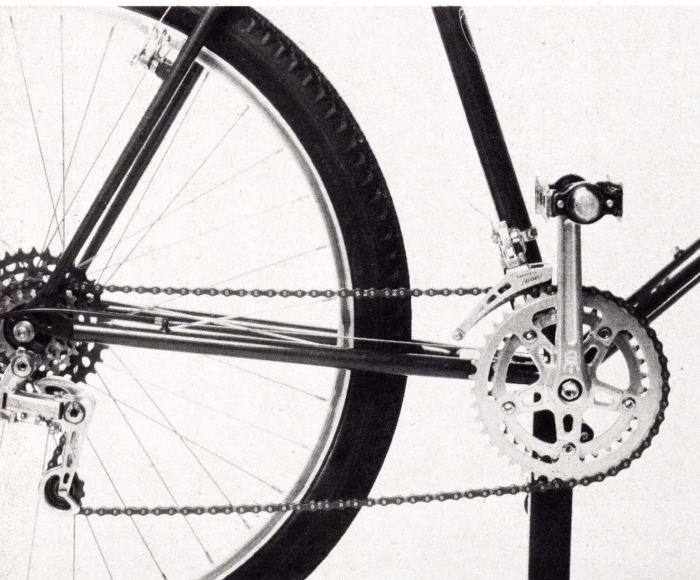
In the past, bicycle manufacturers have designed their bikes to serve a specific market and purpose. Three, five and ten speeds fit the needs of commuters, tourists, and road racers. Single speeds were confined to short distance recreational rides and light utility uses. More recently, 20-inch BMX bikes offered durability and agile handling, but were uncomfortable for distance rides. For many cycling enthusiasts this meant a veritable stable of bikes. Impressive to some, but financially impossible for most.

The MB offers it's proud owner a bicycle for all cycling situations. Riders may confidently go anywhere. If you can't get there, the blame lies in you, not the machinery. At 28 pounds, the MB may be easily carried through sections that are completely

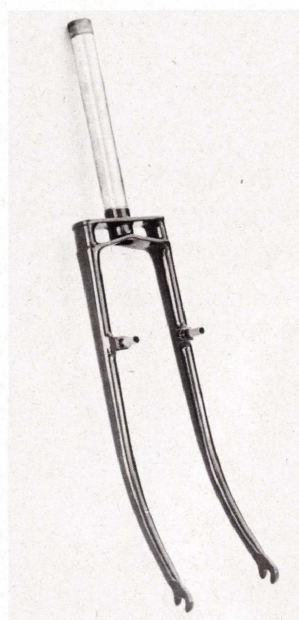




ABOVE: The Tom Richey 28 pound Mountain Bike really proves out the old adage, "The only difference between men and boys is the price of their toys". BELOW: The final drive ratios are accomplished through a Sun Tour 6-Speed cluster, Sugino Mighty Tour crankset, and a Shimano 600 front derailleur and Shimano rear derailleur.



**The heart of
the MB is a
beautifully
handcrafted
Tom Richey
Frame**



The Tom Richey custom forks feature Reynolds steering tubes, chromoly tapered blades, and a brazed-on cantilever brake bosses.

impassible by anything but a hiker. Our test riders, being motorcycle trail riders and off-road car enthusiasts, were completely amazed. These bikes went where 4-wheel drives, motorcycles, and even tanks could not have gone. In our test rider's quest for exploration of true wilderness, only hikers and helicopters followed.

If you enjoy getting away from it all, enjoy bicycle riding, and have a flair for style, you should definitely check into the MB. Being the extremely versatile on/off road, street/trail commuters they are, the MBs are the obvious bicycle of the future.

The heart of the MB is the beautifully handcrafted Tom Richey frameset. The hand brazed, lugless construction combines chrome-moly and Reynolds 531 manganese-moly

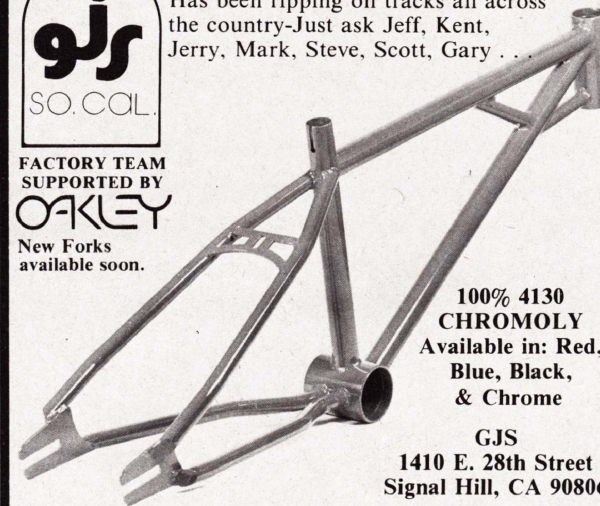


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tubing. The forks incorporate a Reynolds steering tube with a custom, extra wide crown, heavy duty Tange chrome-moly tapered blades, brazed on cantilever brake mounts, and Campagnolo drop outs.

The Ritchie frame features brazed on fittings (water bottle mounts, brake and derailleur guides and stops), plus Campagnolo dropouts.

Many years ago, Mountain Biking was a new sport with untested equipment. Since then, however, years and countless dollars of research and development have gone into establishing a recommended/proven parts list. Each component serves an integral part in the MB's extraordinary performance and overall versatility.

Due to the unpredictable terrain, including hills and varying dirt surfaces, a super wide gearing range is mandatory.



Check out the Mafac cantilever tandem brakes. Also nice touches are the brazed-on cable guides and the quick-release seat post binder bolt.

The TA Cyclotourist (or equivalent 175-185mm) with triple chainwheels 26/38/48 combined with 6 speed rear cluster offer 18

wide-range gears which proved to be more than ample for any riding situation.

Recommended derailleurs are, Huret Duo-par rear, and a Suntour Spirit front. Suntour ratcheting thumb shifters provide positive shifting with a minimum of protrusion from the handlebars. Chris King sealed bearing headset, Phil Wood bottom bracket and hubs along with Bullseye sealed pulleys allow for years of maintenance free riding in dirt, water, sand, and mud.

It's no surprise that a bicycle with the above mentioned conglomeration of parts will perform like no other two wheeler. Without going into great detail, it's sufficient to say that the MB handled and performed very impressively. Very. If you couldn't ride the section, the MB's low weight allowed for easy carrying.

It went anywhere and rode over just about anything. After miles of



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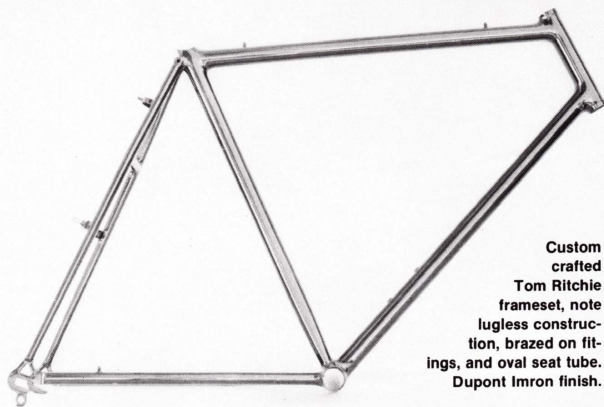
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"The Richey challenges you to challenge Mother Nature".



Custom crafted Tom Ritchie frameset, note lugless construction, brazed on fittings, and oval seat tube. Dupont Imron finish.

punishment through cycling situations that, up til now, just weren't ridden over, on, or through, the MB emerged unscathed.

With a little preventive maintenance, the BM will

provide it's owner with years of troublefree cross country cycling. Ultimately, the Mountain Bike challenges you to challenge Mother Nature and traditional cycling concepts. If you like challenges, you'll love the new

Richey Mountain Bike.

On that note, our test comes to an end...

Unless of course you plan to buy a new Richey Mountain Bike, then it'll only be the beginning. ?

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(Effective February 1, 1980)

INSIDE SCOOP

By Just M.A.



BMX PLUS! GOES ABROAD...AGAIN!

Yes, young readers, Ol' M.A. is on his way to Japan to do some very exclusive factory coverage. By the time you've read this I'll probably be back, so stay tuned for some mighty interesting articles. And, as usual, you've seen it first in *BMX PLUS!*

HEY! ABA, WHATCHA DOIN'?

Lately we've been keepin' a pretty close eye on the two Varmits who keep the ABA together and the one that's a little thinner than the other, namely Gene Roden, whispered to us that they are tryin' to put the thing back together with the *HANG TEN* people. We here at *BMX PLUS!* will be there.

ON ANY SUNDAY II

Well, it sounds like the film crew that was at Saddleback and Corona is going to be putting something about our fast growing sport on the pearly screen in living color. We've been told that it will debut in the early summer of 1980.

NBA/MALIBU GRAND PRIX RACE CITY

It is now official. The people that own and operate Malibu Grand Prix are going to be using all their tracks nationwide for BMX racing come January 1, 1980. If you'll look a little closer at the photo of "Stomp'n' Stu", you'll see him leading the pack at the Northridge, California MGP track (see the MGP story in this issue).

After the race was over, I spoke to notable speedsters such as Greg Hill (Redline), Perry Kramer (S.E. Racing), Clint Miller (now Torker), and Jason Jensen (Torker) and asked them how they liked the track. They all agreed they liked the idea and the super traction.

P.S. Riding the cars afterwards was a kick too!

CHIPs GOES BMX II

Yep. The CHiPs series is going to do another episode on BMX. Apparently there was so much fan mail and personal contact that they figure they just had to do another hour program about our fine sport. We have not yet heard when the segment will air, so stay close. You know we'll have it here.

Listed below are all the organizations that are growing faster than the

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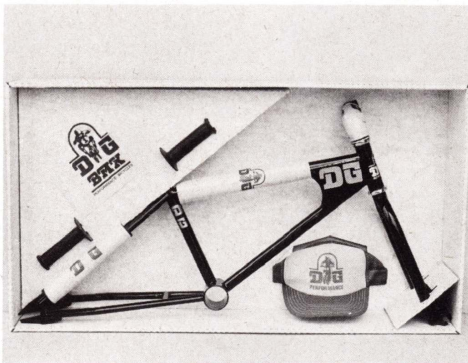
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The NEWPORTS are built by the same guys that have been making the S & S headers for about ten years. For more info:

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PHOTO BY JOHN KER

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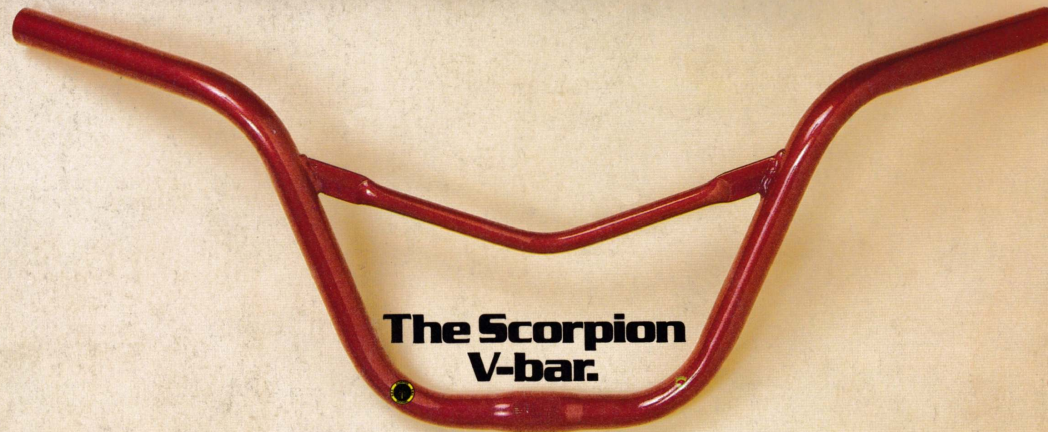
The front wheel uses the Sun Tour heavy duty 3/8" front hub.

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Lathe-knurled to grip. Take a close look at those grooves. Nice and sharp — even through



Double Clamp Stem model.

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our incredible paint job. At the Scorpion factory, we hand-knurled each bar, one at a time, on a high-speed lathe. This ensures the depth and uniformity of the knurl so the stem will grip!

The Clean Finish.

Last but not least is the 3-step paint job. As soon as the crosspiece is precision welded by hand to the rest of the bar, we plunge it into a cleansing

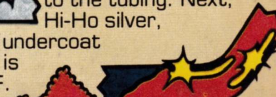


acid bath. A fine layer of zinc phosphate is retained to permit the perfect molecular bond of the paint to the tubing. Next, Hi-Ho silver,



the epoxy with an undercoat of built-in sparkle, is baked on at 500°F.

This triggers the chemical reaction which makes epoxy an incredibly strong paint coating. Finally, hot from the oven, the bar is treated to a polyester overcoat which adheres to the epoxy, rendering a brilliant, diamond-like lustre. Ask for flamboyant red, blue, gold or low lustre black!



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